



SPRUE



EXAMINER



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40th Anniversary(1973-2013)

May 2014

2011 IPMS/USA Website of
the Year

2009 IPMS/USA Newsletter
of the Year

2010 IPMS/USA Webmaster
of the Year

2011 / 2009 IPMS/USA
Region 6/ Webmaster of the
Year

2010 / 2006 IPMS/USA
Region 6/ Chapter of the
Year



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Sword's 1/72 F2H-2 Banshee by Ron McCracken

It has been a long time between kits of the early F2H variants. Not since the *Airfix* kit, issued over forty years ago, (and hard to come by these days) has there been an injection-molded kit of the F2H-2 in 1/72nd scale. And, this kit review has been a long time in the works.

You see, with the limited run kits I usually tackle these days, you really don't know how good (or bad) the kit is until well into construction. This is no exception.

The *Sword* kit is a definite improvement over the old *Airfix* kit, with recessed panel lines and much better detailing. But you don't simply shake the box and watch a contest winner drop out.

The kit contains two trees of medium grey parts, an injection-molded canopy (separate windshield and canopy to allow either open or closed options), a fret of color photo-etched

cockpit parts, and resin castings of the jet intakes, exhausts, nose gear well, ejection seat and main gear wheels. Fuselage length scales out right on the money, at 40 ft. 1 in. Wingspan with tip tanks attached likewise scales out on the dot, at 49 ft 11.9 in. So no problems in that department.

The cockpit "tub" an injection molded affair designed to be used without the benefit of photo-etch, so it has to be modified slightly to use the photo-etch parts.



The instructions indicate the need for alterations, but they serve mostly as an illustration of the limitations of the pictogram approach to instructions.

(continued on page four)



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(in memorium)	Jack Johnston
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Angie/Jeff	Mike Poole
Forster	Aaron
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Upcoming Events

Model Shows

Prairie Wind 2014, IPMS Region 6 Convention, Wichita, Kansas	5.16/17.14
http://aircapitalipms.org	
ScaleFest 2014, Grapevine Convention Center, Grapevine, Texas	5.31.14
http://ipmsnct.net	
SoonerCon 2014, Crossings Community Center, Oklahoma City, OK	6.14.14
http://www.facebook.com/groups/IPMSmetroOKC/	
EagleQuest XXII, Embassy Suites, Grapevine, Texas	6.19/21.14
http://www.squadron.com/eagle-quest-registration-s/2946.htm	
HAMS, Cypress Creek Christian Community Center, Spring, Texas	8.2.14
http://www.ipms-hams.org/annual-contest/	
IPMS/USA National Convention, Hampton, Virginia	8.6/9.14
www.ipmsusa2014.com/	

Local Club Meetings

Hill Country Outlaws Model Railroading Club, King's Hobby, Austin, Texas	6.14.14
Austin Armor Builders Society, Old Quarry Branch APL, Austin, Texas	6.04.14
http://www.austinarmorbuilders.com	
Austin Model Cars, King's Hobby Shop, Austin, Texas	6.05.14
CenTex Modeler's, Trinity Lutheran Church, Copperas Cove, Texas	5.15.14
http://www.centexmodelers.com	
Lone Star Figure Modeler's, San Marcos Library, San Marcos, Texas	6.14.14

IPMS/USA Support the Troops Initiative

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

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

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

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

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Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the third Thursday of each month. Annual dues for full membership are \$20 (individual) or \$25 (family). The views expressed in this newsletter are those of the author (s). It is intended for educational purposes *only*. ASMS does not endorse the contents of any article.

Message from the Prez...**Mike Poole**

Recently I was packing a model I'd sold on Ebay. When I opened the kit to check the contents I discovered several aftermarket detail items that I'd bought at the time and long since forgotten about. Of course, it feels great to discover "free" stuff but now I had no use for it and might have gotten a higher price for the kit if I'd included them.

I maintain an Access database of all my kits for insurance reasons but have never kept track of photo-etch, special wheels, resin bits, or decals figuring it's more hassle than it's worth. I eventually decided to remove all the "extras" from my kits and lay them out in a pile and proceed from there. Big Pile! I rediscovered many items I'd totally forgotten about. The decals and flat-pack photo-etch I now keep in 3-ring binders and I also have an extra box on the shelf tagged "detail sets" to contain bulkier items. Now when I'm looking for something specific I have to paw through the other stuff reminding me of the other details I have.

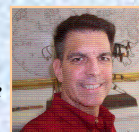
I hope those of you who attended last month's meeting were able to gain something from my presentation on gloss finishes. I spent a lot of time producing it and I'm working on converting it to an article for the website as time allows. At the meeting I was reminded that even if you never anticipate building automotive subjects there are other applications including commercial aviation and wildly colored "special" editions of military models to keep things interesting.

Congratulations to those who won in Houston at this year's Modelmania 2014. At the meeting we'll have a recap and discuss plans for this year's Barbecue and Auction at Jack and Lisa's place on **July 12th**.

In addition to the business meeting and our show-n-tell, Ron McCracken will also be giving an interesting presentation on masking techniques. Ron's talks are always informative and entertaining, so don't miss it!

Build something and bring it.

Mike

**Fiddly Bits****Frank Seibert**

The date has been chosen for ASMS's annual Model Auction/BBQ. This event will take place at the home of Lisa/Jack Johnston on **Saturday, July 12th**. You will be receiving a map and driving directions in the near future, so don't despair. While you wait, check through your model stash for those unwanted, you'll never going to actually build it kits for the auction. Do make certain that the kits are complete or at least make a note that the odd bit may be missing. None of this *buyer beware* noise!

Our club's next quarterly model contest will be at our June meeting. This contest is an open contest. Any type/any era model is eligible to win. In past club contests, 'prize money' has been generously provided by **King's Hobby Shop**. We applaud their continuing support our club and our hobby. Due to the escalating costs of everything from kit prices to a bottle of paint, ASMS has chosen to match the gifts from King's Hobby Shop and raised the overall awards for our in-house contests. Beginning in June, the new award structure will be as follows: 1st prize/\$40.00, 2nd prize/\$30.00 and 3rd prize/\$20.00. We're talking real money, now! So go build and/or finish the your model.

If you have not paid your club dues for 2014, now would be the time. Come to a meeting and "pay the man", or you may remit your dues to Jeff Forster, 1503 Cherry Creek, Cedar Park, Texas 78613. Dues are \$25.00/individual or \$30.00 /family.

Frank



What they mean is, the inside surfaces of the cockpit "tub" must be whittled down by enough to allow for the thickness of the photo-etched overlay (about .020") and the floor must be modified by trimming away the footrests from the cockpit floor.

Even so, the floor and sidewall photo-etch parts are a tight fit, as is the ejection seat, so I

recommend the following procedure: First, trim the plastic "tub" as required to get the photo etched parts to fit. Then paint the entire tub, the ejection seat, the photo-etched floor piece, and the inside walls of the fuselage halves cockpit black. Once that is dry, cement the sidewall photo-etched

parts in place, and put the floor into place last.

This procedure will allow you to wedge the floor part in

place after everything else is secure. I encountered a slight quality problem with the color photo-etch parts. Some parts have to be bent to shape, and the color layer had a tendency to separate from the underlying brass. Careful application of CA provided a fix, but it was annoying.

The attachment tabs for the instrument panel are extremely weak and I recommend fabricating your own attachment brackets from strip styrene glued to the front of the cockpit tub sidewalls. I also suggest waiting to attach the instrument panel until after the fuselage is assembled. The "glare shield" part won't fit over the instrument panel snugly, so plan on using lead foil to make your own.

The ejection seat is cast resin and very well represented, including color photo-etch for the seat belts and u-shaped red guards at the front. My advice is, leave the installation of the guards until the seat is installed in the cockpit tub, then glue them in place. Otherwise, you'll end up gluing them twice.

Also, place the seat into the cockpit before assembling the fuselage halves. The seat is a very tight fit through the

cockpit opening, and you'll end up scraping the canopy slide rails loose if you leave the seat until after assembly (as I often do).

Be sure to test-fit and make sure the canopy will still fit over the seat. I had

to do a bit of trimming on the bottom of the seat to make everything fit. So much for the cockpit.

Moving right along, the wings are molded in halves to be joined at the leading and trailing edges. You will need to thin the trailing edges by sanding or scraping away material from the inner surface. Otherwise, assembly is very straight forward if you know a couple of little tricks.

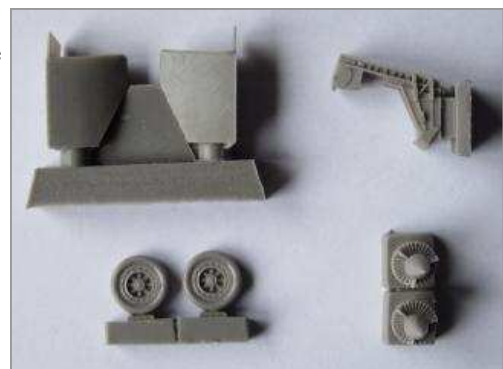
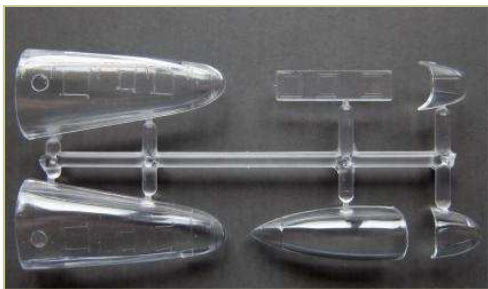
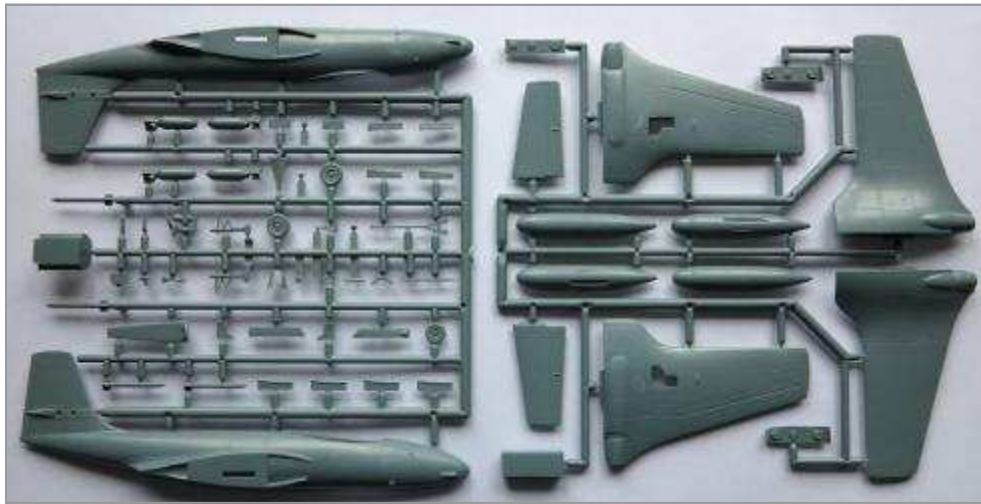
Both ends of the jet engines are well represented, with resin parts provided for the intake ducts and engine front frame, and for the turbine aft face.

Again, the instructions aren't very clear regarding the alignment of the turbine section parts, so here's what you need to know: there are three "dividers" evenly spaced around the aft bullet section, one of these needs to be exactly vertical, pointing "up".

The point of the exhaust tail cone

should be in the exact center of the exhaust opening.

I suggest using a slow-setting cement, e.g. "gap-filler" CA to attach the exhaust part, then temporarily clamp the wing



halves together and adjust the exhaust cone positioning before the cement sets fully.

The instructions indicate that the intake ducts should be cemented to one wing half. **Don't do that.** Place and cement the intake ducts after the wing halves are assembled, or you are guaranteed to have a gap in either the upper or lower seam between the wing parts and the duct walls.



With a bit of care, even the most "fussy" modeler should have no complaints about the jet engine representation of this kit.

The attachment of the wings is the kit's most serious problem. The wings are provided with alignment tabs, but the tabs are too big for the slots in the fuselage, so you'll have some cut-n-fit work to achieve a proper join.

The other worry is the dihedral angle. You want about a 2.5 degree dihedral angle for the top surface of the wing, and the kit, built without adjustment, yields a zero degree dihedral, which looks not at all like the real thing. I resorted to my *Wixey* digital angle gauge and some .020" shim stock on the bottom seam. But whatever technique you use, be aware of the need for some tweaking.

Finally, the wing roots are just a silly millimeter deeper than their corresponding fuselage attachment point, and you will need some filler to end up with a smooth join. My advice is, focus on getting the top surface joint as tight as possible, and resort to shims and putty on the undersurface.

The landing gear is nicely detailed, with the wheel wells fully walled-in. However, main gear strut attachment is a simple butt joint. I beefed this up a bit with a wire pin that fitted into a hole drilled in the wing upper half. Be careful not to drill all the way through!

The other challenge is the three-piece nose gear. The nose tire support fork is provided in halves, making for a very weak assembled unit. I suggest drilling through both sides of the fork and the nose wheel and inserting a wire "axle" to which all three components can be cemented. This will en-

sure better alignment and adequate strength.

I found assembly of the fuselage halves to be a bit of a challenge as well. If the tail lined up, the nose didn't, and vice-versa. Some gentle forcing and a dab of filler putty resolved the issue. Also, you will need weight in the nose if you don't want a tail-sitter. I filled the nose section with modeling clay, with a bit of lead embedded to get an adequate amount of ballast.

The tip tanks are supplied as separate parts, to be added to the wings (or not) after wing assembly. The tip tanks on the actual aircraft are removable, but not jettisonable, and were almost always attached. Check your instructions carefully, as it is all too easy to get the tanks on the wrong wingtips. There are no attachment tabs or pins, so I suggest either drilling holes and providing your own attachment pins, or the use of a fast-setting glue and careful attention to alignment.

The kit provides all eight external stores pylons carried by the F2H-2, four of which attach inboard and forward of the main landing gear, the remaining four attach to the outer wing panels. For those who are wondering, the possible stores configurations are:

- 8 X 5 inch HVAR rockets (134 lb. each)
- 8 X 100 lb. bombs
- 4 X 250 Lb. bombs
- 2 X 500 lb. bombs

Or, any combination of the above that adds up to no more than 1,540 lbs and takes up no more than eight hard points. 500 lb. bombs have to go on the most inboard two of the hard points. The kit provides two 500 lb. GP bombs and four 5 inch HVAR rockets as external stores, which would be a maximum capacity load.

Do not attach the outer wing stores pylons until AFTER the decals have been applied. Otherwise you'll need to cut the decals to fit around the pylons. Note that the kit's attachment points for the outer wing pylons are inaccurate. If you install the pylons where the kit provides mounting holes, the pylon overlaps the aileron, an absolutely wrong situation.

Both pylons need to be moved forward to give about 1/8 inch clearance forward of the aileron, and there are photos and drawings out on the web that can guide you. So, cut off the two attachment pins on each pylon and replace them with a wire attachment pin.

The inboard pylons have no mounting holes or pins, only what looks like two short, parallel panel lines giving an indication of where they are supposed to go. These lines at least have the virtue of being in the correct location.

Refer to the instructions for approximate location, then look carefully until you find them. These pylons are best installed before painting and decaling, should you choose to use them.

Decals are provided for two Korean War vintage aircraft. They are of excellent quality, gloss finished, thin but with the white opaque enough to cover the dark blue base color adequately.



Mine snuggled down over a topcoat of *Future* with no need to resort to a setting solution! Areas with solid color trim, like the tail tip or wing tank noses, you will have to mask and paint. Personally I prefer that approach anyway, so I did not consider this a shortcoming.

Finally, in one particular I differ with the kit painting instructions. They call for the landing gear wells to be painted aluminum. I've never heard of any U.S. Navy aircraft having aluminum painted wheel wells (if anyone knows differently, I'd love to hear from you).

Even aluminum colored landing gear struts are unusual for Navy aircraft of the Korean War era, but contemporary color photos of F2H aircraft confirm the aluminum paint on the gear struts, and red interior surfaces on the gear doors.

Photos of early F2H variants in museum collections indicate the proper original interior color for the F2H gear wells is interior green, so assuming those restorers knew their business, that's the color I went with.

In summary, with a bit of care in the construction, the *Sword* kits of the F2H-2 and -2P give good value for the money.

The build is not without its difficulties, but overall, these are well executed kits that yield excellent replicas of a historically important aircraft.

Ron



Monthly Program Schedule by Ron McCracken, Vice-President

Month	Presenter/Subject
May	Ron McCracken/ Masking Techniques
June	Quarterly Contest/Open
July	Bob Bethea/ Figure Painting Essentials
August	Rick Herington/ U.S. Army Colors
September	Quarterly Contest/ Bondo Special
October	Dave Edgerly/ Early Manned Spacecraft
November	Bobbie Wilson/ Fun With Textures
December	Quarterly Contest/ White Elephant

If you're interested in making a presentation at one of our club meetings contact Ron McCracken at:

ron_mccracken@att.net

Support Your Local Hobby Shop

Que Hacer by Cesar Herdez

As I pondered weak and weary from my travels to Houston to attend the recent ModelMania 2014 show I found myself in a bit of a quandary as to what kit to build next.

I'd spent the past several months putting the finishing touches on a string of small scale aircraft that had been languishing on the work surface and now needed some motivation to begin that next stellar modeling project.

Or, I suppose, in desperation I could actually finish the odd eight or twelve unfinished kits lying about the house. Some of which having 'been lying about the house' for what seems like decades. Too easy!

When almost at my wits end, Milton Bell came to the rescue with some photos of wheeled thingies that gave me an idea for a conversion/scratch-built project.

I might add that the conversion/scratch-built category at ModelMania 2014 was a little thin on entries...just saying!



While some of these 'ideas' may be out of my comfort level the more experienced amongst you just might enjoy such an interesting challenge.



With the recent introduction of several 1/24th scale models of Volkswagen's Micro Bus (in various

guises) from Revell and another from Hasagawa the starting point is only a brief shopping trip to your local hobby shop away.

Que se diviertan!

Cesar



[Photos courtesy of Milton Bell.]

Ultracast 1/48th P-40 Resin Seats by Floyd S. Werner, Jr. IPMS No.: 26266

Ultracast has been making seats and figures for years. I've always enjoyed their releases as they make life so much easier. The latest batch of seats is for the P-40 series of aircraft.

The first release is suitable for all USAAF P-40s prior to mid-1942. This seat is accurately portrayed and includes a molded on back support structure. The seat has realistic rendered lap belts. Molded in yellow tinted off white resin that is blemish and bubble free.

Removal of the pour block is easy enough and clean up will be easy. The seat just needs paint to bring it to life. It is simple a matter of replacing the kit seat with the resin one.

Simple, beautiful detail, and inexpensive, typical of *Ultracast* products. The addition of a proper seat with belt is the single easiest way to upgrade a kit cockpit. *Ultracast* has exactly what you want and need. Another great release from this company.

Ultracast has been making seats and figures for years. I've always enjoyed their releases as they make life so much easier. The latest batch of seats is for the P-40 series of aircraft.

The American Volunteer Group, or Flying Tigers, are probably the best known users of the P-40. This seat release from *Ultracast* addresses the particular series of aircraft. The seat comes complete with rear framework and a lap belt. The seat is molded as a single piece in very light caramel colored resin. My example was perfectly cast with no bubbles or blemishes.

Removal of the part will be easy enough to do. There is very little clean up required, then it is simply a matter of painting it properly and installing it. Simple, easy and effective. A perfect upgrade for your Flying Tiger.

Ultracast has been making seats, props and figures for years. The latest batch of seats is for the P-40 series of aircraft.



P-40 B/C w/wide lap belt harness



P-40 Tomahawk Early Square Back Export Seat w/wide lap belt harness

Britain and its Commonwealth utilized the P-40 to great effect in various theater of operations. There are some unique differences between the aircraft than those flown by the Americans. One notable difference is the inclusion of the British Sutton type harness. This is quite visible when viewed from outside. The seat is molded perfectly in a light crème colored resin.

Removal of the part will be easy enough to do with the only place needing careful attention is the mount. This will be fragile but easy enough to clean up with a new knife blade. There is very little clean up required, then it is simply a matter of painting it properly and installing it.

Simple, easy and effective, this seat complete with the harness will greatly enhance your Tomahawk.

The seat in some P-40 models leaves a little to be desired. If you are building an early Tomahawk then you have a couple of options, both courtesy of *Ultracast*. This offering is an exquisitely designed seat WITHOUT a harness. This will allow you to add your favorite *Eduard* or custom made harness to the seat.

My seat is perfectly molded in a light crème colored resin. Clean up is easy enough. This little gem will look great added to your Tomahawk cockpit. You will have to add your own seatbelts but other than that this is a very nice set. The seat is perfectly formed with all the cutouts and rivet detail included.

Thanks to *Ultracast* for the review items. You can obtain yours by contacting them directly at www.ultracast.ca.

While there check out their figures, other seats and props. I'm sure you'll find plenty to improve your model. These items have a MSRP of \$5.95 CAN/\$5.46 USD. There is a worldwide shipping fee of \$9.95 CAN/\$9.13 USD applied to the order so you might as well buy a few items.

Let them know you heard about it here.



P-40 Tomahawk Early Square Back Export Seat w/ British Sutton Harness



P-40 Tomahawk Early Square Back Export Seat w/o harness



Floyd



Newsletter Articles! Any Size, Shape or Subject.

Editor's Note: The newsletter contest continues in full force through out the remainder of this year.

To refresh your memory, this contest pits club members against one another to determine which of you can send in the most stuff for publication in the newsletter. Whomever submits the most stuff (published or not) over the course of 2014, will have their club dues paid for by our erstwhile editor.

Tidbits, reviews, build articles, websites, modeling tips, etc., etc., etc. all qualify as legitimate entries.

All submissions to : benmorton@grandecom.net



<http://www.ipmsusa2014.com/>

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

For those that may have attended ModelMania 2014 in Houston there is a youtube offering to help you remember that pleasant day. For those that didn't have the opportunity to attend, this video will delight you no end as to the fun and frivolity that is to be had at the annual 'Houston Show'. This link is courtesy of Tom Moon.

<http://youtu.be/kEcJnYqAaF4>

Keeping things a bit closer to home and at the risk of outing Mike Lamm as a 'trekkie' comes a link to a forum site about...as you might have already guessed...Star Trek.

This site will allow you to get your 'Trek' on in some many ways that you might not have even considered before. Just as an example: Is the USS Vengeance more powerful than the Enterprise E?

You may even find a kindred spirit or two that will be willing and *able* to carry on a discussion in Klingon.

<http://www.trekpbs.com>



Jean-Michel



Quarterly Contest Schedule

Our clubs quarterly contests are held on the last month of each quarter. Here are the dates and themes for 2014.

<u>Date</u>	<u>Theme</u>
June 19	Open
September 18	'Bondo' Special
December 18	White Elephant

**ModelMaina2014
by Roy Lothbrok**



As has already been so eloquently stated... "Modelmania 2014 is in the books." I received a note from Tom Moon of IPMS/



Houston, the show sponsor, that photos of the winning entries should be forthcoming. Brother Moon has provided a list of the winning entries and you may view those on their website: [www://http.ipms-houston.org](http://http.ipms-houston.org)

For the past several years (perhaps longer) the Houston club has been supplying photos of the winning entries to the appropriate recipient. Having been involved with the production of this newsletter the task of cataloging, resizing photos, etc. and sending them to the proper person is at the very least tedious and the Houston club garners extra praise for these efforts. A nice touch!

There are unconfirmed reports that there were no injuries (other than the odd bruised ego) and that the club didn't go broke. Win/Win! Additionally, the show/contest was attended by 47 vendors stocking almost 100 tables with 400 entries from 90 contestants. You might be interested to note that if you are ever in the market for an older automobile kit, this may be the show you need to attend.

Some of those contestants were from the ASMS group and included: Eric Choy, Tim Robb, Ron McCracken and Ben Morton. Each walked away with the odd winners plaque or in each case two, for their efforts.

The Houston club has opted to award plaques in lieu of medallions/coins, as in past years. The overall reception for plaques was overwhelming. Although my preference is medallions/coins, the Houston club obviously forgot to count my ballot. Something to be said for actually going to the polls.



Congratulations to all on their showing at ModelMania 2014. A special commiseration to Eric Choy for his Best Fictional Award for his Dallas Cowboy

Cheerleader. I'm not entirely certain how that figure qualifies as a 'fictional' entry but that isn't my area. A well earned congratulations, nevertheless!

While ASMS model entries were a bit thin, a number of club members were in attendance. Aside for the afore mentioned participants Rick Willaman, Jack Johnston, David Ederly, Rod Bell, Angela and Jeff Forster were to seen roaming the vender tables or manning their own. I do know that our erstwhile editor Ben Morton may have come away for this year's ModelMania as the shopping contest winner.

While hobnobbing with Tim Robb and Dick Montgomery, Mr. Montgomery offered the deal of the century for some of his left-over bits. It should be noted that one of the contributing factors for Ben's coup may have been the fact that Jeff Forster seems to have been put on a very strict quota...which he blew through in a matter of minutes only being able to fill up his cart...once!

One aspect of the Houston show that I enjoy is large number of automotive entries. That might have something to do with



an active car modelers club (HAMS) in the area but there were, as always, some impressive models on display in those related categories. I will need to check with our historian but the Best of Show award has gone to an automotive entry more often than not.

This year's Modelmania 2014 Best of Show went to another very impression automotive entry, Guy Beaudette's "Twilight Zone". Mr. Beaudette is from Port Arthur, Texas and as far as has been ascertained is no relation to Tom of Motel 6 fame.



[Photos courtesy of Eric Choy/ Rick Willaman]

Another One, Really by Ben Morton

Avid readers of the Sprue Examiner, and I hope you are one, will note that occasionally I prevail upon the membership and friends of the club to assist me in the completion of a new and noteworthy article for our newsletter. This is just such an occasion.

The thought provoking question that was sent to the multitude was, What is your preference when it comes to modeling the same type?

At first blush this question may have been somewhat vague but the crux of the query was to garner various opinions about the efficacy of Eduard's forthcoming release of a "golly gee whiz-bang new kit" of the Bf 109G-6 in 1/48th scale.

From early reports and the sprue shots I have seen, it really does seem to be a golly gee whiz neat Frito kit. I feel confident that friend of the newsletter Mr. Floyd Werner, Jr. will supply us with an unbiased, thorough review and build of the kit soon after it arrives at his door.

What really started this inquiry was a visit with Rod Bell at ModelMania 2014. Rod had several models from a particular manufacture of a specific armored vehicle. That got me to wondering why sell five kits of the same type by the same manufacturer. This is to say nothing about having five kits of the same type in the first place.

Had he decided against modeling the type or was there some other reason for unloading all these kits? Mr. Bell informed me that he was departing from these kits because another manufacturer was releasing a new kit of the same type. The 'newer' kit manufacturer tends to produce better, easier to build kits with fewer hassles than the aforementioned manufacturer.

Not unlike "anything is easier than a *Mach 2* kit!" Not that there is anything inherently wrong with *Mach 2* kits and sometimes their kits are the only game-in-town, it is just that if you have ever built a *Mach 2* kit than you should be able to relate. But, I digress...

From the responses I receive there seems to be a laissez-faire approach to manufacturers releasing newly tooled, accurate-in-detail models of a type that already exists from other manufacturers even in the same scale. Floyd Werner, Jr. noted that he "won't be getting rid of all his *Hasagawa* kits" just to make room for this new offering. Mr. Werner appears

to take a wait and see approach toward maintaining his model stash. Having had the experience of building *Eduard's* Spitfire Mk.IX he's started culling his *Hasagawa* Spitfire herd, "they are that good!"

Not a stranger to modeling the '109', Floyd has 30+ built in his display case already. What's the harm in one more? As he notes..."there is nothing that screams **don't** build me."

Other modelers take a more nuanced approach when it comes to acquiring the latest and greatest kit. David Goudie writes that during his tenure on the planet he "found (that he was) chasing the latest Hi-Fi gear, then camera gear, then computer gear. As (he) became more mature and thoughtful he came to the conclusion that (he) was just a fish in the economic sea...taking the bait over and over again. Each purchase was found to be obsolete shortly after taking possession. Choose a hobby, it's all the same."

Mr. Goudie further notes that "the same was true as I pursued my interest in modeling. I found that each time I bought a 'Tamigawafix' kit it was soon replaced on the market by the same kit in a different livery or parts sprue added. I have no problem with this. It is, after all, just marketing and newer modelers may not have any of the older kits. However, I do find myself with a stash of models of a size that only Methusalem could hope to complete, passing the remainder on to his children."

The size of ones model collection/stash is also a contributing factor as to whether or not to acquire the newest offering. Mike Lamm writes that "as of March 2014, I have decided to only build models from my current stash...no new models will be added until I get the stash into single digits." No word, as yet, on the catalytic event that prompted that statement.

While I'm sure we all want Mike to succeed with his quest toward whittling down his stash of kits, a comment from a casual observer of our hobby noted: "Good luck with that!"

Mike further notes "that I see no problem building multiple versions of the same model (maybe not the same kit). Depending on the (subject) there could be hundreds of schemes to finish the model in and if it's a kit you enjoy building, why not have a few of the same ones. I don't get the fuss over a 'new' 109, it just seems to me that at this point there has to be at least one accurate, well-engineered kit out there in any scale."

Echoing that theme, Tim Robb notes that he purchases 'new' kits "depending on the kits available. I tend to not ditch the old but good kit for the newest golly gee whiz-bang kit.

I have even been known to purchase multiples of the now devalued but still good old kit when the new kit comes out.”

Mr. Robb doesn't mention but he may be purchasing those good, old kits from someone trying to make room for the latest 'golly gee whiz-bang' kit. Mr. Robb may have hit upon something!

Tim also mentioned that “when it comes to modeling the same type, I like to do that and I like using the same kit to do it so there is consistency from model to model in the finished models.”

My own experience is a bit different. I have always tended to just build one of a particular type and then move on to something different.

In my current scale of choice, 1/144th, kit manufacturers' often times include two complete kits in the offering. Once I've done the one model the other goes into the auction pile. The addition of an 'extra' model does have the added advantage of having a ready supply of parts when a fiddly bit does go flying off into the infinite.

We all have our favorites and can't resist the urge to have the latest and greatest kit available and in the interests of full disclosure, I should note that I do have several examples of the SR-71, in various scales, in my display cabinet and if I can ever get the resin replacement cockpit to fit in the *Teslor's* 1/48th scale kit, I'll have a giant one for your viewing pleasure.

That latest and greatest theme was also echoed by Rick Herrington, “Me-109's are like Tiger I E models in armor building. If there's a different flange or end-yolk everyone has to have it.”

There are aspects of our hobby that appeal more to us than others. Say the construction phase vs. the painting/finishing phases. Even those among us who revel in the decaling process. As modelers, we drift into areas of our hobby that, seemingly, for no reason at all we wind up with every mark of a particular type. This might just be the case with Ron McCracken.

Ron's notes that “although I haven't succumbed to 'single subject syndrome' I did seem to have ended up with just about every production version of the Curtiss P-40.” (Is it me or are there an inordinate number of 'syndromes' associated with this hobby?) But, he adds, “with this one exception, once I've built one or two of a subject I want to move on to something different.”

Whatever our specific interests or the type of model that appeals to us most strongly, one motivation that surfaces time and again is how and what we model.

Daniel Brett notes that he “really likes WWI models so I focus in on that era and, as such, I typically like to get three kits if not too costly. One to build, one for backup (due to breakage, etc.) and one for the future (as an investment /or to rebuild).”

As noted elsewhere, it all depends on the kit being offered up for our amusement. And I suppose this may relate to the larger question of why do another type of an already existing and acceptable offering at all?

Mike Poole suggests that “as a super-slow builder there are (too) many beautiful car and motorcycle kits out there that it's hard to justify doing the same subject twice.”

Daniel Brett possibly states it best when he notes that “some companies just know that if they re-issue that P-51 again, the sales will be very predictable. They have confidence in selling them all. The production of a totally new kit that no one has modeled yet usually makes the 'board' nervous because they have no sales history on the type and are unsure if it will be accepted. The majority of newer modeler's are typically driven by the well known subjects vs. the unusual, less famous types. History has its affect on modeling.”

Ben



[Editor's Note: My thanks to all for participating. Without those contributions this article would not exist. Which with the luxury of hindsight, may have been for the best.]



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Old Rumors/New Kits 2G

Aaron Smischney, Golzar Shahrzād, Jeff Forster, Mike Poole,
Randy Bumgardner, Rick Herrington

Shipping News

Here's the shipping stuff.

Beginning with the smaller 1/700th scale from *Pitroad* we have the Japanese helicopter carrier, JMSDF Hyuga. www.youtube.com/watch?v This one has just launched.

For those seeking something older from *Tamiya* is the USS Saratoga CV-3, an early WWII aircraft carrier. *Cyber-Hobby* is showing a USS Enterprise CVN-65(1969).

Hasagawa is marketing a two-in-one kit with an offering of U-boats aces. This kit has two U-boats, a Type VIIC and a Type IXC, in the box with markings for four aces boats included.



In 1/350th scale from *Zvezda* is a Soviet armored river boat from WWII.

Staying with this scale for the moment, *Wolfpack Designs* has a Type 214 diesel-electric submarine (post war design).



Trumpeter has a couple of items for you. A Type 23 Frigate, the HMS Monmouth and the USS Indianapolis CA-35 (1944).

Merit International continues with two PT boats in 1/48th scale. A US Navy ELCO PT boat (late type) and the PT 109.

And now for the really big stuff...in 1/200th scale from *Trumpeter* is the USS Iowa BB-61 and the USS Missouri BB-63. Both of these battleships will run about \$330.00 each.

Something this size just isn't complete without accessories.

For those of you who own *Trumpeter's* earlier released USS Arizona, *Eduard* has what you need for it to be accu-

rate. Six sets of photo-etch and a set of deck crew with officers.

Part 1- Cranes
Part 2- Catapults
Part 3- Life Boats
Part 4- Main Tops
Part 5- Railings
Part 6- Super-structure
Deck Crew-

WWII/USN Sailors



The whole kit and caboodle will run you another \$253.00 in outlay. Makes you want to go out and buy that latest 1/200th scale kit doesn't it?

Go out there and build a model !

Rick

Miscellaneous

Lots of fun stuff for your amusement this time.

From *Sankei* comes a paper craft (heavy, pre-painted card-stock) kit in 1/300th scale of the Tiger Moth from the anime film 'Laputa: Castle in the Sky'.

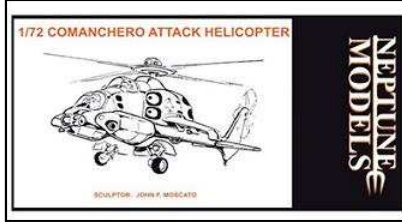


This is a 1986 adventure film by Hayao Miyazaki. The same director who did 'Howl's Moving Castle' and 'Ponyo'. *Sankei* started in 1963 with historical architectural models and furniture kits.

Hasagawa continues to add to their Egg Plane series with a MV-22 Osprey. This is a snap-fit kit and the engine nacelles are reported to be position-able.

Box art for this series is done by Takashi Fujisawa, a well-known anime/mecha artist.

While I'm on this fantasy kick, *Neptune Models* has a 1/72 resin kit of a Macross/Robotech Comanchero attack helicopter. With 60 parts and vacu-formed canopies it should give you something to do.



There are several decal releases coming down the pike that may be of interest. *Star Decals* has a series of 1/35th scale "Battle for Berlin '45" decals. There are some interesting schemes and it is something out of the ordinary. They even included some markings for city trams.



Another set of decals comes to us from *Meister Chronicle*. This co. has been doing uniform camo decals for a while and these sets are designed to be applied to figures thus avoiding that messy, time consuming process of painting it yourself. Just cut out the appropriate sized bit and stick it on. Probably more to it than that.

Interestingly, Shinsengumi (the parent co. of *Meister Chronicle*) means 'new squad' in Japanese. Shinsengumi was a special police force organized by the Bakufu (military gov't.) during the late Shogun period (1864).



Several figure releases are available now or soon will be. *Master Box* has a new set of figures titled: British/German soldiers, Somme Battle 1916.

These should fit in nicely with the recent proliferation of WWI vehicles that are out.

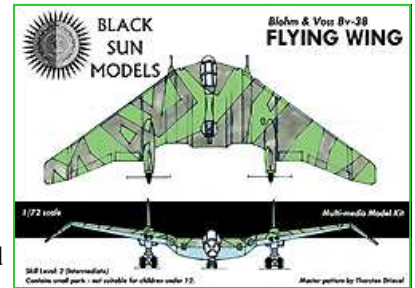
Mini Art has a collection of 1/35 French Civilians that should enhance any décor. (Jean-Michel made me put this one in!)



MasterBox Limited has a set you might find enticing. In 1/35, it

depicts US and German paratroopers scouting (wink,wink) some local bathing beauties in the South of France.

For 'Raiders of the Lost Arc' fans *Black Sun Models* has a detailed resin kit of the BV-38 Flying Wing. In 1/72, this kit has a detailed cockpit, rear turret and vacu-formed canopies. The completed kit has a wing span of 305mm and can be yours for the paltry sum of \$115.00.



If you modeling tastes turn toward the more unusual subjects, *A Model* has a 1/72 Beechcraft 2000 Starship winging its way your direction.



Our pals at *AviS* have an unusual subject, as well. In 1/72 it is the Mikoyan MiG-8.

This next kit is available as we speak but

it's just too cool to let slide.

From *Freedom Models Kits* we have a 1/48th Navy UCAS X-47B. The latest in unmanned aerial interdiction. Look out, G.I. Joe...



Should you have a vicarious desire to 'shoot down' one of these unmanned aircraft, *Aoshima* may have an answer.

They have an JASDF Patriot PAC3 launcher ready for your command. In 1/72, this is a new tooling of the Patriot missile system launcher. Previously versions were/are available from both *Heller* and *Fujimi*.



Golzar



Aircraft

Good morning boys and girls! It's May and the sun is shining and the birds are singing. It's also time for yard work and mowing the lawn... That is, of course, only if your spouse can find you. Barricading yourself in the shop building a model is an excellent way to hide and have fun at the same time.



So, what's new for this month? Well, *Revell of Germany* just released their brand new Me 109G-10 Erla. It's basically the

same as their new G-6, with a few new sprues thrown in to handle the differences.

In addition, *Revell* (not RoG) has released a new version of their 1/48th scale Ventura. This time it's an RAF Ventura Mk.II so you can paint some "sand 'n spinach" on it and be flying her around the dining room in no time. They have also released the 1/48th scale PT-17 Stearman. It's a nice little kit that looks like it will go together quickly rendering a very nice model of an under-represented subject.



I think the big news for this month is the big Tiffie from *Airfix*. Yep, the kit everyone has been waiting for – and the kit I doubt most of those breath-holders will buy – has been finally released.

Initial reports coming in are really good. I have only seen one online build of it so far and it is getting good reviews. So, if you are in the market for a 1/24th scale Hawker Typhoon, run down to your local hobby addiction supplier and pick one up!

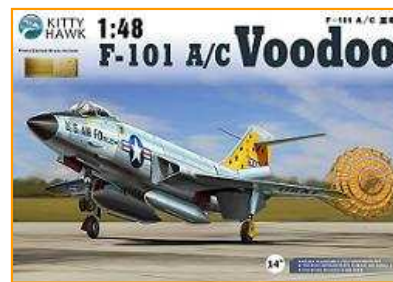
Eduard has just released it's new 1/48th Messerschmitt Me 109G-6. And, being *Eduard*, it's release is not without controversy.

'Bumpgate' has commenced with a furor (not to be confused with fuhrer) on the great wide interwebs. Apparently,

Eduard modeled their model after a restored air-frame and the upper wing spar fastener received the incorrect wing fairing – and so did *Eduard*'s model. Not



to be outdone on this, 'Nosegate' has also come to light. The oil cooler was molded with the wrong angles on the cooler housing giving the aircraft a slightly fat-nosed look to it. But hey, who hasn't needed a little work done on their



nose? A little tuck and nip here or there and viola!

Kitty Hawk is getting ready to release their new tool 1/48th F-101A/C Voodoo. We should be seeing it on the shelves very soon.

Also seen on the horizon, July to be exact, *Trumpeter* will be releasing their 1/32nd scale Junkers Ju 87A and another in their 1/48th scale MiG-23 series, the MiG-23MLD Flogger-K. Let's hope they fatten the nose on that Stuka, their 'B' model was slightly underdone. Hmm, perhaps *Trumpeter* and *Eduard* could work out a deal...

Zoukei-Mura has released test shot build ups of their forthcoming Horten Ho 229 WunderModel. Since it's a 1/32nd scale kit, it's still a good sized model when finished.

I say "when finished" because we all know how big the box will be sitting in the stash awaiting its turn to be built. Silently waiting... and waiting some more...



That's it for this month – I've got to run into the shop and hide, and perhaps work on a model. My wife is looking for me to mow the lawn. 'til next month...

Go build something!

Randy

Automotive

Enburo has a new item this month. Jackie Stewart fans can now celebrate because the famous Tyrrell 003 rocketship that powered him to his second driver world championship title is now available in 1/20th scale.



I've seen some detail

shots of the completed model and the detail is excellent. There is a full Cosworth engine and driveline modeled. The front clip is removable revealing the cooling and pedal details prevalent during the era. It and the sister car, the Cevert piloted Tyrrell 002, are out now and priced around \$50.

Tamiya is now offering their curbside 1/24th Porsche 934 Turbo RSR, in Vaillant livery. Based on the Porsche 930 Turbo, the Turbo RSR Type 934 was developed to compete



in international sports car racing in 1976.

In the same year, a 934 with the German company Vaillant as the main sponsor and a striking

cobalt green livery competed in the DRM (German Racing Championship). If you miss the pastel colors from the '80s now you'll have the chance to indulge your nostalgia. Look for it this month priced around \$30.

Among many Revell re-pops this month are a couple of interesting 1/25th scale cars from the fin era.

The first is a 1959 Chevrolet Bel Air bedecked



in what is reported to be Ed "Big Daddy" Roth's original advertising motif used to drum up business for his automotive paint shop prior to becoming famous.



The other kit is the 1959 Chevrolet Impala in showroom form. The lines on the '59 Impala have always seemed appealing to me.

Both of these kits feature around 180 parts and full driveline detail. If you want to practice your foiling skills these kits would give you lots to do! Look for each kit at your favorite stockist for around \$25 apiece.

Racins' rubbin',

Mike



Armor

Hello Armor fans and welcome to the Armour curious!

Let's start off by going WAY back! The flood of WWI subjects, a woefully under-represented era, is picking up speed.

First up, Tamiya has announced a WWI British Tank Mk.IV Male - w/Single Motor. That's right, Tamiya itself is going back in time and making this one motorized. (?) I would assume that means no interior. :) This one has scant images available but is supposed to be available in June.



A challenger appears! Takom has announced TWO Mark IV kits. Add a little FT-17 and you have a family! :)

These kits have a detailed drive system, even gears and chains. All of them hidden but they are there.



They both come with metal barrels and the 'Male' has a very nicely detailed interior for the side pontoons.

This is great news, *Takom* is gaining a reputation for doing superb kits. They and *Meng Models* should be making *DML* a bit nervous...wake up, *Dragon!* You CAN have super detailed multi-media kits that FIT and are not a pain to build!

Let's move ahead to the inter-war. Between the great landships of WWI and the Blitzkrieg of WWII, we find lots of interesting tanks that took the 'land battleship' idea to extremes.



One of my favorite tanks from this period was the T-35 Russian Heavy Tank with its multiple of different turrets. It sure is interesting to look at. :)

I have stayed away from his beast as it was only available in dubious Eastern European-made kits that not only looked to be a pain to build but where selling on ebay for over a hundred dollars. NO THANKS! The good news is that *Trumpeter* has seen an opening and announced this beast. I have to take a moment to give a shout-out to the *Trumpeter* box-art painters, they do some fine work!

Isn't it awesome how you have COMPLETELY different turrets on this thing? What the heck! It's like they took whatever they had and slapped it on. Come to think of it that's what the did...and its not vapor!



These photos are of the test kit built up!



I am, as the English say, *chuffed *about this one!

Let's keep going forward in our journey of armor through the ages. I give them a hard time but *DML* is a workhorse for model-making, they are determined to present **every single** version of the German Panzer series, no matter how obscure.

This is the command variant but unlike the earlier command versions that had dummy barrels this one still has its main gun.



I really like the look of the early German tanks, and this one looks to be a neat addition to the expansive Panzer III family *Dragon* already has on the shelf.



The spaced armor on the turret and the skirts always remind me of those little lizards that puff up to make themselves look more menacing. :)

[image from wikipedia under public rights.]

Representing the allies we have a new Sexton variant: Sexton II Late Production, Canadian Army.

These where not actually built on the Sherman chassis but on the Grizzly and Ram chassis that where made in Canada and based on the Sherman.

They had parts that where interchangeable with American Shermans but had slight differences.

Canada was originally going to build their own medium tank and had a good number of Grizzlys and Rams made before it was decided to let America, with its behemoth manufacturing capabilities, make all of the Shermans.

The Rams/Grizzlys that were already in production in Canada where converted to Sextons, troop transports (Kangaroo) and a few even became flame-throwing 'Badgers'.



I'm going to wrap things up in the 21st century with my favorite kit maker, *Meng Models*.

They have announced a new variant of the T-90 called "Terminator".



This tank was made in response to the urban warfare conditions Russia encountered in the first Chechen war.



Think of this beast as a "Super Bradley" bristling with weapons and obstacle clearing capabilities.

That's the highlights for this month, till next time!

Aaron

Urban Legends On The 'High' Seas submitted by Milton Bell

The U.S.S. Constitution (Old Ironsides) as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers!).



However, let it be noted that according to her log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping." Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchantmen, salvaging only the rum aboard each. By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky and 38,600 gallons of stagnant water.

Go Navy!

Milton





In the latest issue of...

IPMS/USA Journal
 March+April 2014
 Volume 26, Number 02

- **Remembering IPMS-USA Founder Jim Sage**
- **Caped Crusader's Custom Cruiser** - Adding a few extras to the Batmobile of 1950, by Dan Thompson
- **Big Bengal** - Putting a Polish on Tamiya's 1:35 Porsche-turret Königstiger, by Pedro Negrón
- **Duplicating a Desert Diorama** - Paying tribute to Shepard Paine by replicating a "Tips" Scene - Kind of, by Patrick Brown
- **Improve Your Model Photography** - Basic Tips for Getting Print-Ready Images, by Richard Marmo
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