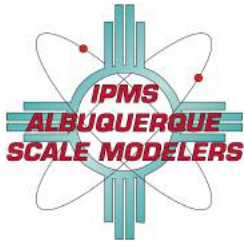


# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

October 2009

## MEETING NOTES

Nominations for the 2010 E-board will take place at this meeting, with the elections to follow at the November meeting. This is your chance to throw your hat into the ring to represent your fellow club members, or to nominate someone else to do so for you!

This meeting also features another of the ever-popular *Super Raffles*, from which some lucky ASM member will get a great deal on Dragon's 1/2-scale Bf 110C-7!



September highlights, clockwise from below: fun and fellowship before the meeting; Dave Straub gives a riveting presentation on the recent Nationals; and the business meeting in progress.



## 2010 IPMS NATIONALS GROUP BUILD

JIM GULD

For the 2010 IPMS Nationals, the club has decided to build Panzer IVs A – J and variants. Right now, we are only missing the A. That one will have to be a conversion project. There are two conversions available, one from Best Value Models and one from New Connections. I'm still trying to figure out which kit they used with their conversion, but it looks like the Tristar Panzer IV B kit for the Best Value Models conversion.

We also have two variants covered so far, the Stug IV and a Jagdpanzer IV L70. There are plenty of kits out there of other variants, so if you're interested in building one please contact me and I'll put you on the list. I know this is a year away, but it would be nice to see the models done before we go to the show. We will be having meetings throughout the year regarding the build, so stay tuned and if you need help with references I have a number of good books on the Panzer IV.



Best of Show winners from September, left to right: Frank Randall's P-40N Warhawk, and Victor Maestas's AH-1W Cobra. There were no Basic or Junior entries.

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## STATE FAIR RESULTS

### JOSH PALS

There wasn't much change in the amount of entries this year at the fair. We had a total of 50 entries for all sections and 16 display-only models. The Automotive side didn't do any better either, with a total of 67 entries.

This was the first year those club members that are in the Masters and Intermediate levels did not enter in the Adult section. This was met with a positive response to the general public. Hopefully word will get out and it will inspire people who thought about building but were intimidated.

The display-only section was put together at the last moment pending the okay from Fred Montoya and the availability of space. Thanks to Mike Blohm and Frank Randall for bringing in their collection of Korean War aircraft that filled in the remaining space.

I would like to hear members' ideas about a theme for next year's display-only section. This is something that the club should come up with, as we are really trying to promote the club and the hobby.

We only had eight club members enter this year, which is pretty disappointing. It would be nice to see that number increase dramatically next year and to have more cases filled than just four. We also added six more classes, so the total is 18. I know we all have something that will fit into one of those classes.

One more thing—those people who volunteer to judge get a free parking pass and free admission to the Fair.

Hope to see you next year!

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## ABOUT THE CLUB

### TOM PEREA

I have to say that I regret never ever contributing to the newsletter, but I just felt that I never had anything worth talking about that wouldn't seem like I was rambling on, just like I'm doing now. There are times at the meetings when I feel like I'm struggling to talk about anything of relevance. I really enjoy being part of ASM and I enjoy being part of the E-board. I was taken aback when I heard that Jim was no longer going to be in the running for president. I wanted to take the time to say that I have enjoyed working with Jim and couldn't speak highly enough about the integrity and effort he has put forth to keep this club running. Jim has always entertained new

ideas and has taken the initiative to try new programs to keep the club running in the black. I have had nothing but the fullest respect for Jim and would hope that his well-deserved break would not preclude him from taking another run at the presidency. Though this article is starting to have the feel of an obituary all I wanted to conclude was by saying thank you, Jim, for your service.

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## MY FIRST YEAR WITH ASM

### JOSH PALS

I joined ASM in March of 2008 at the urging of Jim Guld. I had a preconceived notion about the club from rumors that ASM was just a military modeling club. I also had a bad experience with a club back home in which they had an elitist mentality and guarded tips on modeling. But I figured, why not at least check it out?

I was really amazed and intimidated by what I saw on the tables. I was asked what level I thought I was in. No way did I feel that I could be considered a Master—after all, I just got back into the hobby the prior year after being out for several years.

I felt comfortable settling in at the Intermediate level. I started talking with members and asking for tips and advice and watching the workshops some members did. I started to incorporate those tips, that were from armor and planes, into my cars. It wasn't long before I was getting pressured by members to do a plane or do an armor piece.

Tom Grossman sponsored an "out of your comfort zone" contest. I had never built a tank before, so I thought I would try a King Tiger tank. Big mistake! The Dragon kit I purchased needed zimmermit applied to it, and I didn't even know what that was! Not to mention putting together all those little track links!

I was in over my head. I talked with some members and soon had a good beginner kit for my first tank, complete with the vinyl tracks. I soon went to work on an M4 Sherman. My Sherman was "too clean", but was considered a good build anyway. More importantly I actually had fun building it!

Doing primarily "show" cars means a lot of prep work: sanding and priming, sanding some more... Everything has to be clean and shiny. Armor is more forgiving and it allowed me to try some weathering techniques I saw demonstrated at club meetings. Building armor was enjoyable, but when I started the weathering, that's when I really had fun. I've yet to complete a plane, but I have some in progress. I've also got back into figures, which I did when I was in high school.

Since I've become a member of ASM, I can see that my skills have grown considerably—not just in cars but also as a scale modeler in general. I feel it's in large part to the fact that everyone in this club enjoys the hobby and is more than willing to help anyone who shows interest in bettering his or her skills regardless of the genre you enjoy.

# FIELD TRIP REPORT

## MIKE BLOHM

### Destroyer *USS Turner Joy*

This trip report covers a visit to the US Navy destroyer *USS Turner Joy* (DD-51), which is located in Bremerton, Washington. The destroyer is part of the Bremerton Naval Memorial and is maintained and administered by the Bremerton Historic Ships Association. During a visit to Seattle last spring, we took a ferry ride over to Bremerton and decided to visit the destroyer, which is berthed right next to the ferry docks. The *USS Turner Joy* was a Forest Sherman-class destroyer named after Admiral Charles Turner Joy and was in commission between 1959 and 1982. It was one of the last “gun destroyers” (no guided missiles). It served in the Vietnam War and participated in the Tonkin Gulf Incident, where it sank or damaged four North Vietnamese gunboats.

You visit the ship by taking a self-guided tour. You “enter through gift shop” and pay an entrance fee, and are then pretty much on your own to tour the whole ship. A nice handout is provided that gives an excellent overview of the major areas of the ship and also



the ship’s history. You go aboard at the stern, go below decks to see the engine area, go through a lot of cabins and ready rooms, the Combat Information Center, and finally end up on the bridge. There are a lot of helpful signs that describe what went on where. You can walk through the whole top deck area and check out the gun turrets and torpedo tubes. Unfortunately, you can only look through the door into the one open turret, and not actually enter it. The ship is well cared for and in good shape, and it was a great visit. A few pictures are included here; more are available on the ASM web site ([http://abqscalemodelers.com/asm\\_field\\_trips.htm](http://abqscalemodelers.com/asm_field_trips.htm)).

Highly recommended if you happen to be in the Seattle area. Plan on at least an hour or two. And yes, I do visit stuff besides air-



### Year 2009 Contest Quick Reference Chart

Titles in **blue** indicate contests for “Modeler of the Year” Points

- 9 Jan** **SPECIAL CONTEST #1**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**
- 6 Feb** **ASM Swap Meet**—no contest.
- 6 Mar** **Open Contest**—Any kit/subject/scale.
- 3 Apr** **3 or More Engines**—any kit/subject/scale/era.  
*Sponsored Contest: Tank Destroyers of WWII (James Guld & John Tate)*
- 1 May** **SPECIAL CONTEST #2**  
**THIRD WORLD**—Army, Navy, Air Force, etc. No Warsaw Pact, no NATO.  
*Sponsored Contest: Battle of the Bulge (Fred Franceschi)*
- 12 Jun** **Italiano**—Any kit/scale/subject/era built or operated in or from Italy.  
*Sponsored Contest: Show Your Stripes!—Best invasion-striped WWII D-Day aircraft (Don Smith)*
- 10 Jul** **Armored Cars**—Any scale, era, manufacturer.  
*Sponsored Contest: “Best Panzer IV & Variants” (ASM E-Board)*
- 7 Aug** **1/48 Single-engine Props**—Any kit/scale/subject/era
- 11 Sep** **Sharkmouths**—Plane, Tank, Car, Truck, etc. Any kit/subject/scale.  
*Sponsored Contest: “Best Hellcat F6F” (Frank Randall)*
- 2 Oct** **SPECIAL CONTEST #3**  
**BEST COMPETITION RACER OR ATHLETE FIGURE)**  
*Sponsored Contest: “Best Porsche” (Patrick Dick)*
- 6 Nov** **Open Contest**—Any kit/subject/scale.  
*Sponsored Contest: “Best Vietnam Subject ‘64 – ‘75” (Tim Wood)*
- 4 Dec** **SPECIAL CONTEST #4**  
**XYZ PROTOTYPES**  
*Sponsored Contest: Best Mirage III, IV, V, 2000 or Variant (Rick Carver)*  
Plus *Model of the Year* competition!

planes when I get the chance—even Navy stuff. Check out the following web sites for more information on the memorial and the history of the ship:

<http://www.ussturnerjoy.org>

<http://www.hnsa.org/ships/turnerjoy.htm>

<http://www.history.navy.mil/photos/sh-usn/usnsh-t/dd951.htm>

<http://www.navsource.org/archives/05/951.htm>

## JIM’S ARMOR CORNER

### JAMES GULD

This month I thought I would tell you about my build so far on the Hobby Boss 1/35 M4 High Speed Tractor. The version I’m build-

ing is the one that towed the 90mm AA gun.

Like most armor related models it starts out with the suspension components. Having read the review of this kit on PMMS, I knew I had to replace the drive sprocket due to this version didn't use the type of drive sprocket included in the kit. Luckily I had one in my spares box. The detail on the suspension arms is good but they did miss the holes that are on the ends of the spring housings. That's an easy fix; just get your pin vise out. The mounts themselves are a little weak due to the fact that the posts on the bogie units are undersized slightly and go into another L-shaped mount that mounts to the hull sides. This piece is also a little on the weak side for its mount. I think it would have been stronger if it had a post on the bottom of the mount and not just on the faces. The rear idler is not adjustable and it also requires a bit of filling since the face of the idler wheel is made up of three pieces and you see the seams. These were smooth so you need to fill it.

The kit comes with the correct style of tracks and they are mold-ed okay without any flash, but are too long by about two links and are not glue-able. So into the bin with them, and I picked up some T-49 tracks from Panda Models, formally RHPS Models. I had used their tracks a few years ago on a Sherman VC Firefly I did. They have nice detail and, besides cutting them off the sprues, you don't have any cleanup. I haven't built them yet so I'm hoping that the non-movable idler won't be a problem.

Moving on in the build, they have you do the engine bay next. It comes with a fairly detailed engine, except my kit was missing two of the cooling hoses. A bit of Evergreen styrene rod should do the trick, though.

Next up is the driver's compartment. It comes with a fairly detailed interior but it could use a bit of help here and there. Here is where good resource books come in handy. I picked up "High Speed Tractor—A Visual History of the US Army's Tracked Artillery Prime Movers" from Ampersand Publishing. It has good coverage both inside and out of the M4. I added seat belts for the rear crew seats, but interesting enough, the front driver and co-driv-

er seats didn't have them. I had to add some of the missing details to the windshield frames and a couple of missing brake levers. Other details I added were some missing tie-downs for securing the doors when closed, texture for the seat cushion bottoms, and detailed floor plates in the crew compartment.

One of the biggest problems with this kit was the number and placement of knockout marks. They are present on the top of the inner hull plates, the cab interior walls, and on the inside of the rear cargo bed walls.

For the outside of the cab I replaced all of the molded on tie-downs with photoetch items from Aber. I added straps and buckles for the on board tools and, since the .50-cal wasn't up to today's standards, I decided to have it covered. I also added chains to the stowage boxes and rear compartment access panels. The kit does come with a small fret of photoetch, which includes the side mesh screens for the engine compartment, the light guards, windshield wipers, and some other items which I didn't use because they looked too "flat" compared to the real items. I did replace the rear tow pintle with one out of the spares box, since I plan to have this M4 towing a captured German Pak 41/43. The style of pintle in the kit wouldn't have worked.

The kit comes with a nice decal sheet for the instrument panel and interior placards. The only problem is that the instrument panel decal is in one piece. Earlier I picked up the Archer Transfers sheet for the M4. The gauges on this are all separate. The kit also has exterior decals for two marking schemes. One is for the prototype and one for an ETO vehicle. The kit also comes with a masking sheet for the clear glass windows. The only problem is they only included one set of these, so you can only mask one side of the glass panels. Oh well, that's what they make Tamiya tape for.

So the upside is pretty nice details without much flash and a pretty good fit to the parts. The downside is the tracks and the number of knockout marks to clean up. This is the first Hobby Boss kit I have built and overall I'm pretty pleased.

### Master

Victor Maestas . . . . .	1719
James Guld . . . . .	1072
Mike Blohm . . . . .	587
Ken Liotta . . . . .	497
Glenn Bingham . . . . .	352
Keith Liotta . . . . .	342
Dave Miller . . . . .	275
Brian Peck . . . . .	252
Mike McNichols . . . . .	129
Don McBryde . . . . .	95
Patrick Dick . . . . .	8

### Intermediate

Frank Randall . . . . .	1748
Tony Humphries . . . . .	1746
Adrian Montaño . . . . .	1012
Gil Johnson . . . . .	585
Rick Carver . . . . .	545
Ken Piniak . . . . .	452
Jack Garriss . . . . .	305
Josh Pals . . . . .	153
Don Smith . . . . .	147
Tom Perea . . . . .	8
Danny Williamson . . . . .	4
Jeff Frickstad . . . . .	2

### Basic

Gregg Hayes . . . . .	1322
Jeannie Garriss . . . . .	685
Gordon Pegue . . . . .	2

### Junior

Sean Hayes . . . . .	650
Chelsea Perea . . . . .	450
Patrick Wood . . . . .	325
Caroline Smith . . . . .	275
Marie Smith . . . . .	275

## ASM 2009 MODELER-OF-THE-YEAR POINTS

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ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.