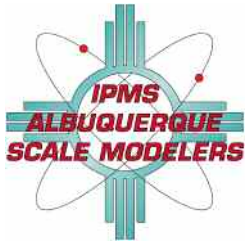


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

April 2015

THE FEZ SEZ TONY HUMPHRIES

I am going to start this newsletter with an appeal to you. Having read a lot of newsletters from other clubs in the last few months, there is one other thing that we could use more of in our own, and that is kit reviews. Anyone who has built anything recently, or who has vivid memories of an old build can write one. You don't have to be Shakespeare and they don't have to be long and intricate. They don't even necessarily need pictures, although they do help. If you can help to make this newsletter even better (it's tough I know, but it can be done) then please consider contributing kit builds/reviews, as well as any other



kind of relevant article or trip report, of course. I will start this process off with an example here:

The DML Imperial Series Sherman M4A3E8 (Easy 8) is an old kit—twenty years by my reckoning and it could even be older than that. Like many of the DML Imperial Series kits, it fits together fairly well for the most part and is generally accurate but also like many others from this series, it has some issues as well. The kit supplied tracks are a pain in the proverbials, for a start... Who on earth thought that separate guide horns were a good idea?!? There are about 72 of these to stick on the tracks on each side, as well as assembling the individual links. This is sillier than a pair of one-legged pants. Needless to say, I threw them away and used a set of T66 tracks from the spares box (either T66

or T80 tracks would be appropriate for a WW2 M4A3E8, as I'm sure you all knew). The attachment points for the bogies on the lower hull are very weak too, with very little surface area to make a decent join. They're basically as slender as a

March Meeting highlights, L – R: Members checking out the models in competition; Brian Peck runs a clinic; and the business meeting in progress.





ballerina's ankles and twice as fragile. So, something of a challenge, shall we say? One that Tamiya also made a dog's breakfast of in their recent Israeli M51 kit as well actually.

The version I had was the Korean-war kit but I backdated it with aftermarket decals and a certain amount of artistic license (AKA "making it up as you go along") to a late WWII version. Actually, apart from the tracks and markings, there is very little difference between the two anyway. The rest of the build is pretty standard. You start with the wheels as usual, and build upwards from there. Wheels are always annoying to build and paint, but at least this was an Allied vehicle and so it didn't have the insane number that you find on late war German armor. Some of those look as though the designer started drawing them on the plans in a frenzy and couldn't bring himself to stop. Either that or he put the decimal point in the wrong place. Maybe he had shares in the tire manufacturing company or something? Or a seizure? Who knows...

Anyway, returning to the M4A3E8 kit, it builds into a fairly decent replica in the end, despite the kit being old now. It could probably use some photoetch parts for the headlight guards and engine grill, but even without those it's significantly better than the Jurassic Tamiya equivalent anyway, which looks about as realistic as John Travolta hair. Hopefully you will be able to view the results of my build at the "1945" competition night and you can judge for yourself. In the meantime, though, I'd recommend grabbing one of these kits if tracked things are your particular cup of tea (and if not, why not?) if you come across it. They can be picked up pretty cheaply these days and are a fairly simple and enjoyable build, apart from the tracks, which are as much fun as a wet weekend in Clovis. Verdict: 3.5 out of 5.

There, you see. That's all it needs. Just a little bit of info about the kit, it's good and bad points, whether you enjoyed the build, were a little underwhelmed by it, or hated the very



Year 2015 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 09 Jan SPECIAL CONTEST #1:**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
 Sponsored Contest: "Battle of the Bulge Plus 70" (ASM E-Board)
 Sponsored Contest: "Fanta-storical" (Josh Pals & Patrick Dick)
 Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 06 Feb ASM Swap Meet**—no contest.
- 06 Mar Open Contest**—Any kit/subject/scale.
- 03 Apr SPECIAL CONTEST #2:**
"APRIL FOOLS"
- 01 May May Day**—Any kit/subject/scale.
- 05 Jun Rotary Wing**—Any kit/subject/scale.
 Sponsored Contest: "Lockheed Martin" (Patrick Dick)
- 10 Jul SPECIAL CONTEST #3: 1945**
 Sponsored Contest: "Adversaries" (Mike & Matt Blohm)
- 07 Aug ASM Swap Meet**—no contest.
- 04 Sep Trainers**—Any kit/subject/scale.
 Sponsored Contest: "It's All Greek to Me" (Gil De La Plain)
- 02 Oct Nuclear Winters**—Any kit/subject/scale
 Sponsored Contest: "Hawker Aircraft" (John Tate)
- 06 Nov Open Contest**—Any kit/subject/scale.
 Sponsored Contest: "Best Little Fokker" (Don Smith)
- 04 Dec Sponsored Contest:** "Steampunk" (Jerry Little)
 Plus Model of the Year competition!

Note: The most complete and up-to-date details on the contests, as well as detailed rules, as always, are on the ASM Website:
<http://tinyurl.com/asmsched>

sight of it and felt compelled to place a complex, bloody and obscure voodoo curse upon the designer and all of his descendants. Simple really. So, why not give it a go yourself? You can all do it and we look forward to seeing the results.

VICE PRESIDENT'S REPORT MIKE BLOHM

We are two and a half months out from the IPMS Region 10 Contest and Convention on June 12 – 13, so I hope everybody is working on something for that. The Contest Categories have now been posted, so check those out. There are some interesting ASM contests leading up to the Regional, so maybe we'll see some April Fools, May Day, Rotary Wing, and 1945 models up in Denver. Please consider sponsoring a trophy package—just don't tell the FBI that you're sponsor-

ing the CoMMiES (Colorado Modeling Militia Enjoying Sci-Fi).

The ASM webpage on the Nuclear Weapons Heritage Model Display at the Defense Nuclear Weapons School Museum was up and running in early March. Everyone is encouraged to take a look to see what models the display is looking for, and to pitch in to build one or two. The Nuclear Winters ASM contest on October 2 fits the display's needs. There may also be a Sponsored Contest specifically for the display—stand by for more on that. Note that models can be put on display at the museum, and then pulled out to participate in ASM contests during the year or for the New Mexico State Fair model contest.

As mentioned at the March 3 meeting, Harry Davidson can always use more help with the repairing of models for the Cavalcade of Wings display and for the Models for Veterans program. Please see Harry if you can help out.

Near term Upcoming Events include the following (links to all are also on the *ASM Website*):

- The Trinity Site (first atomic bomb test) is open to the public on April 4:
<http://tinyurl.com/asm1504a>
- StarFest 2015 in Denver, April 17 – 19:
<http://starfestdenver.com>
- 20th Annual *Best of the West* Contest (IPMS Region 8 Convention) in Las Vegas on April 18: <http://ipmslv.org>
- Westmost 2015 (IPMS Region 10) in Grand Junction, Colorado, April 25 – 26:
<http://tinyurl.com/asm1504b>
- Armor Modeling and Preservation Society 2015 International Convention, April 30 – June 2 in Auburn, Indiana:
<http://tinyurl.com/asm1504c>
- IPMS Region 10 Convention, June 12 – 13 in Denver, Colorado:
<http://tinyurl.com/asm1504d>
- Last but not least, the IPMS/USA 2015 National Convention, July 22 – 25 in Columbus, Ohio: <http://ipmsusa2015.com>

THE FINER POINTS

JERRY LITTLE

“Caesar is dead!” ...cried George Clooney... wait... what? Well, George wrote and directed *The Ides of March* in 2012. In fact, the movie had nothing to do with the assassination of Julius Caesar and from the shellacking it got from the critics, George might as well have been dear “Brutus.” So what does that have to do with Contest, you ask? Two things: first, April is our special contest “April Fools” where any subject or scale that depicts a “What If,” “Future Fantasy,” or “Never Happened” or “Hollyweird” (Comics, Cartoons and TV/Movie).

FRED'S FOTO FILE

FRED FRANCESCHI

Don't Get Fooled

Just because you see it doesn't mean that it's true. Whether it's with military aircraft or with military vehicles, a picture isn't always worth a thousand words. Sometimes it's worth nothing.

The Confederate Air Force (Now the Commemorative Air Force) has a lot of samples of planes that never existed. If you make a model that looks like the ones in these photos, you are only modeling the CAF plane, not the “real” one. These photos were taken by my brother Jim, who lived in nearby Brownsville, Texas, probably in the early 1980s.



Here is a beautiful Spitfire. The “DB” stands for Douglas Bader, a top British pilot who was shot down early in the war and remained a prisoner of the Germans throughout the war. The British roundel is painted in the early War style, which is appropriate for Bader's Spitfire. But the airplane is a later model, maybe a Mk IX, since I see six exhaust stubs on the left side, instead of the three that would have been on the “Bader” aircraft.



So you think this is a Messerschmitt Bf-109. Think again. This is a Hispano Aviacion HA-1112 Buchon, manufactured in Spain.



This is a PB5A. This is one of my favorite airplanes, so ugly it is beautiful. But someone removed the nose turret and the louvered bomb aiming door and modified the nose. This was a common postwar civilian conversion, but probably not done to a military craft in these markings.

[Editor's note: The full text of Fred's article and many more photos (larger and in full resolution) are in the [Bonus Pages](#). -JW]

“Hollyweird” is the reference for the Clooney movie... or Julius Caesar as depicted in the 1953 classic. I am also not sure which is weirder, all the Rotten Tomatoes Clooney’s *Ides of March* got or George Clooney himself... but that’s a different story. Anyway, the April contest should prove to be a fantastic gathering of wacky wonderful models.

The second connection to the Ides of March was the past month’s ASM contest. The March contest was the first point’s contest of the year and had over thirty models entered. This included several new members who were first time entrants. Jeannie Garriss had Best of Show and People’s Choice in Basic with her Shelby Cobra as did Joshua Kinman in Junior with his Mini Cooper. These were two great efforts by two of our younger members. Also in the Junior category with two Gold awards was a new member, Anthony Jackson.

The Intermediate category proved to be very interesting for this month. Normally dominated by aircraft, the majority of the category was filled with armor! Ken Piniak took Best of Show and People’s Choice for his “Cutaway Tiger” that depicted a Tiger tank on display at the Patton Museum of Cavalry and Armor at Fort Knox, Kentucky. Other winners in the Intermediate category were Lyn Faulconer in aircraft, Gil Johnson in ships, and Mike Claggett in Sci-Fi.

Unlike Intermediate, the Masters category was filled with aircraft—so many that I contemplated splitting between maritime and non-maritime aircraft. Of the ten aircraft on the table, eight of the models depicted maritime aircraft of sorts that ranged from Glenn Bingham’s Dornier Do 24 flying boat to Ken Liotta’s Swedish Navy HKP-6 JetRanger, complete with torpedoes! In the end, there were not enough “other” aircraft to justify the split. Brian Peck’s Tamiya Corsair earned Best of Show and Larry Glenn’s TBM Avenger was the People’s

Choice. Other winners in Masters included Tony Humphries, Ken Liotta, and Josh Pals for their models in different genres.

The Final Point

One of the great things about being in a large model club is the diversity of modelers that participate in the contest activities. While not everyone enters the monthly contest, they still have an opportunity to have input in the “Modeler of the Year” award. During each points contest, we have a “People’s Choice” award that is based on votes by the club members. Each category is awarded a “People’s Choice” winner and fifty bonus points for the modeler. It is important for members to vote and pick their favorites because that may mean the difference between first and second at the end of the year. There are no criteria other than “Hey, I like that one!” It doesn’t have to be the first place model and in fact, the last People’s Choice winner in Masters was not the 1st place model. Something to remember, there have been years where the Modeler of the Year points were as close as two points... so that means your vote counts!

IN THE BONUS PAGES! JOE WALTERS

In this month’s **Bonus Pages**:

- Winning models from the March meeting
- Mike Blohm’s Field Trip to see the HiMAT test vehicle
- The full text and photos of Fred’s Foto File
- Additional photos from last month’s War Eagles Field Trip
- A new Kit Review from Larry Horyna
- The Scale Modeling Zodiac
- Information on the 2015 Region 10 contest

Master

Tony Humphries	350
Brian Peck	279
Ken Liotta	262
James Strickland	204
Larry Glenn	179
Josh Pals	125
Mike Blohm	106
Michael Foust	75
Glen Bingham	52
Danny Williamson	25
Victor Maestas	2

Dave Straub	2
John Tate	2

Intermediate

Ken Piniak	425
Len Faulconer	127
Gil Johnson	125
Frank Randall	100
Partap Davis	75
Bret Kinman	27
Tim Wood	2

Basic

Jeannie Garriss	400
Keith McIntyre	2
David Paul	2

Junior

Josh Kinman	325
Anthony Jackson	150

MODELER OF THE YEAR POINTS STANDINGS

As of 18 Mar 15

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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.

BONUS PAGES!

MARCH CONTEST WINNERS

Best of Show winners from March's Open Contest, top to bottom: Joshua Kinman's *Mini Cooper* (Junior) and Jeannie Garriss's *Shelby Cobra* (Basic).



Top to bottom: Ken Piniak's *Cutaway Tiger* (Intermediate) and Brian Peck's *F4U-1A Corsair* (Master).



BONUS PAGES! FIELD TRIP! MIKE BLOHM

HiMAT Aircraft on Display at Edwards Air Force Base

The Highly Maneuverable Aircraft Technology (HiMAT) experimental aircraft went on display last summer at the Integrated Support Facility at the NASA Armstrong Flight Research Center located on Edwards AFB, California. This article provides some pictures of the aircraft and a short history of the program. The purpose of the HiMAT program was to provide information on integrated, computerized controls; design features such as aero-elastic tailoring, close-coupled canards and winglets; the application of new composite materials; a digital integrated propulsion control system; and the interaction of all these new technologies, in order to apply these to later high-performance aircraft. This research was conducted jointly by NASA and the Air Force Flight Dynamics Laboratory at Wright-Patterson Air Force Base, Ohio.



The program ran from mid-1979 to January 1983 and included two remotely-piloted HiMAT aircraft that were flown 26 times at NASA's Dryden Flight Research Center (now the Armstrong Flight Research Center). These sub-scale HiMAT aircraft were about half the size of an F-16 (the HiMAT was 23.5 feet long with a sixteen-foot wingspan) and had nearly twice that fighter's turning capability. The HiMAT could sustain an 8G turn at 25,000 feet and Mach 1, whereas the F-16 could only sustain a 4.5G turn. The HiMATs weighed 4,030 pounds, including 600 pounds of fuel, and were powered by a General Electric J-85-21 turbojet that produced 5,000 pounds of static thrust, reaching a top speed of Mach 1.4.



The HiMATs were launched from an NB-52B mothership (now retired and on display at the Pima Air Museum in Arizona) at 45,000 feet. The aircraft was flown by a pilot in a remote cockpit, with control signals uplinked from the flight controls in the remote cockpit on the ground to the aircraft, and aircraft telemetry being downlinked to the remote cockpit displays. The aircraft was flown by a NASA research pilot in a remote cockpit on the ground with the aid of a television camera mounted in the cockpit of the real aircraft. The control signals were up-linked from the flight controls in the remote cockpit to the aircraft, and aircraft telemetry was downlinked to the remote cockpit displays. Contributions from the HiMAT program included the use of composite



materials, forward canards and rear-mounted swept wings (seen later in the X-29), digital flight control systems, and winglets to reduce drag (now seen on commercial aircraft). One of the two HiMAT aircraft is at Edwards AFB, while the second is at the Air and Space Museum in Washington, DC. Quite a very cool-looking aircraft for the 1979 timeframe when it was developed.

Links to additional data: <http://tinyurl.com/asm1504e>, <http://tinyurl.com/asm1504f>





Below, the NB-52B mothership that launched the HiMat test vehicles.



BONUS PAGES! FRED'S FOTO FILE FRED FRANCESCHI

Don't Get Fooled

Just because you see it doesn't mean that it's true. Whether it's with military aircraft or with military vehicles, a picture isn't always worth a thousand words. Sometimes it's worth nothing.

The Confederate Air Force (Now the Commemorative Air Force) has a lot of samples of planes that never existed. If you make a model that looks like the ones in these photos, you are *only* modeling the Confederate Air Force plane, not the "real" one. The Confederate Air Force name was changed to "Commemorative Air Force" in 2002, and these photos were taken by my brother Jim, who lived in nearby Brownsville, Texas, probably in the early 1980s.



My favorite example of a mispainted airplane is the FM-2 Wildcat, easily identified by the tall vertical stabilizer. FM Wildcats were manufactured in 1943 through 1945, and were in Navy three-tone or all-blue paint schemes. So an FM-2 Wildcat would not appear in pre-World War II colors. The owner/pilot thinks it's pretty, and it is—but it ain't so.



COMMEMORATIVE AIR FORCE



Here is a T-6 Zero. This is one of the T-6s modified to look like a Japanese Zero fighter for the movie *Tora, Tora, Tora*. Again, it looks really nice, and would be fun to fly around in. But look at the wing root and the landing gear. Yes, it is a T-6 Texan.

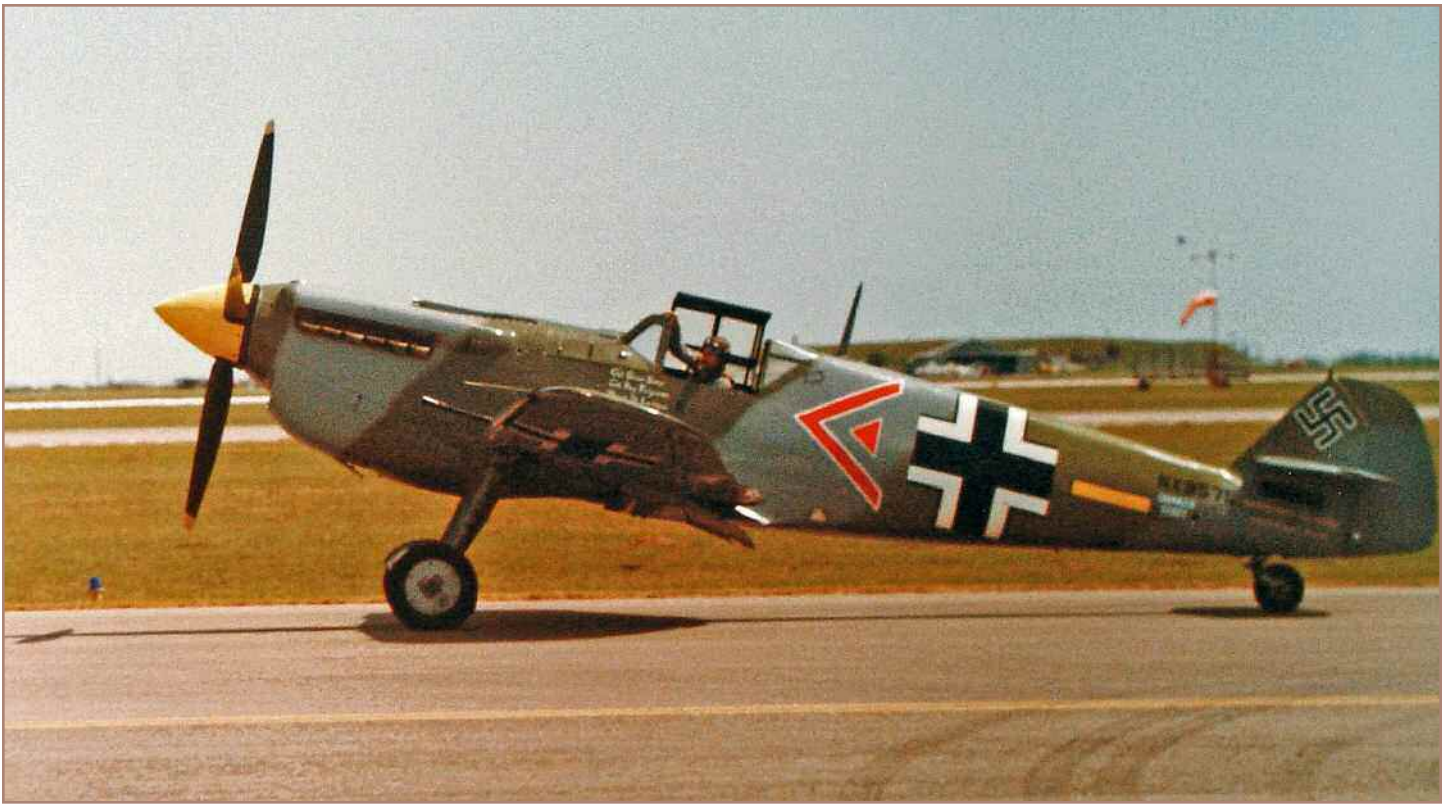


Photo C. And here is a beautiful Spitfire. The "DB" stands for Douglas Bader, a top British pilot who was shot down early in the war and remained a prisoner of the Germans throughout the war. And the British roundel is painted in the early War style, which is appropriate for Bader's Spitfire. But the airplane is a later model, maybe a Mk IX, since I see six exhaust stubs on the left side, instead of the three exhaust stubs that would have been on the "Bader" aircraft.



Here is a beautiful late model P-40, painted with Chinese markings. But the Flying Tiger P-40s that were in the Chinese Air Force were early models, with a very different nose and cockpit shape. This is another Fantasy Flight plane.





So you think this is a Messerschmitt Bf-109. Think again. This is a Hispano Aviacion HA-1112 Buchon, manufactured in Spain. But it sure looks impressive.



This is a PB5Y-5A. This is one of my favorite airplanes, so ugly it is beautiful. But someone removed the nose turret and the louvered bomb aiming door and modified the nose. This was a common postwar civilian conversion, but probably not done to a military craft in these markings.



A beautiful looking L-4. Oh, that would be fun to fly in. Over 5,000 L-4s were built during the Second World War. But the L-4 has a green Plexiglass skylight. Maybe the skylight is obscured by the angle of the photo. But if there's no skylight, this is a J-3 instead of an L-4.

And the military vehicle people sometimes do similar things. I suspect that somewhere is a guy trying to figure out how to put a quad 50 mount on a Willys jeep, if it hasn't already been done.



BONUS PAGES! FIELD TRIP!

Additional War Eagles Museum Photos

Gil De La Plain took over a hundred photos (including this first shot of ASM members perusing the exhibits) from last month's field trip to the War Eagles Museum in Santa Teresa; a few are presented here, including aircraft and automobile photos, but many more can be seen on the ASM Website: <http://tinyurl.com/asm1504g>





















BONUS PAGES!

KIT REVIEW

LARRY HORYNA

Classic Airframes De Havilland Sea Hornet NF.21

Pushing the limits of wooden combat aircraft design based on the success of their earlier Mosquito, De Havilland aircraft company introduced the Hornet toward the end of the Second World War. Initially designated the DH.103 Hornet, the aircraft would equip postwar RAF Fighter Command day fighter units. With its excellent low speed characteristics and pilot visibility, it was a natural choice for the Fleet Air Arm in developing a carrier-based fighter. The NF.21 Sea Hornet was the night fighter variant of the Sea Hornet.

Adding a seat just aft of the wing trailing edges for the radar operator/navigator and elongating the nose to accommodate an ASH rotating dish in a “thimble” radome, the Sea Hornet certainly attained the look of sleek design modified to look a bit ungainly! The design was very successful, however odd looking, and remained in FAA service until 1954.

The Classic Airframes kit of this unusual aircraft is welcome addition to any FAA collection. The kit is molded in gray plastic and comes with resin cockpit details, exhausts, and wheels. The moldings are very clean. As is typical with many short-run kits, there are no alignment pins. The kit also includes two clear vacuform canopies and windows for the radar operator/navigator’s hatch.

Assembly is fairly straightforward. The kit is tooled to make a standard Hornet with the resin nose requiring some cutting to graft to the forward fuselage. Fit was pretty good with only a little filler required. My only disappointment with the interior was a lack of seat belts. Usually resin seats have molded-on belts, but for some reason Classic Airframes did not do that, nor did they supply any photoetched ones. I elected to use an Ultracast Tempest seat that had molded-on seat belts, since I had a couple lying around.



The resin cockpit fit great! I was actually a bit surprised as just how nicely this kit went together. I would say this was the best-fitting Classic Airframes kit I have built next to their Model 239 Buffalo. One structural weakness was the wings and tail surfaces. As I mentioned, there are no alignment pins and nothing to support the wings, which are essentially shoulder-mounted. I made brass wire spars which worked great. I also made brass wire alignment rods for the tail surfaces. The resultant model is quite robust. The wing root joint required a little adjustment/filling to get everything nice and even but, again, this was minimal.



The model was pre-shaded and painted using Tamiya acrylics mixed to match the specific colors. The model was then clear-coated with Future floor polish and decaled. The kit decals worked quite well with just a little Micro Sol. An enamel wash was applied followed by a very subtle post shade using a mix of Tamiya flat black and red brown thinned about 80%.



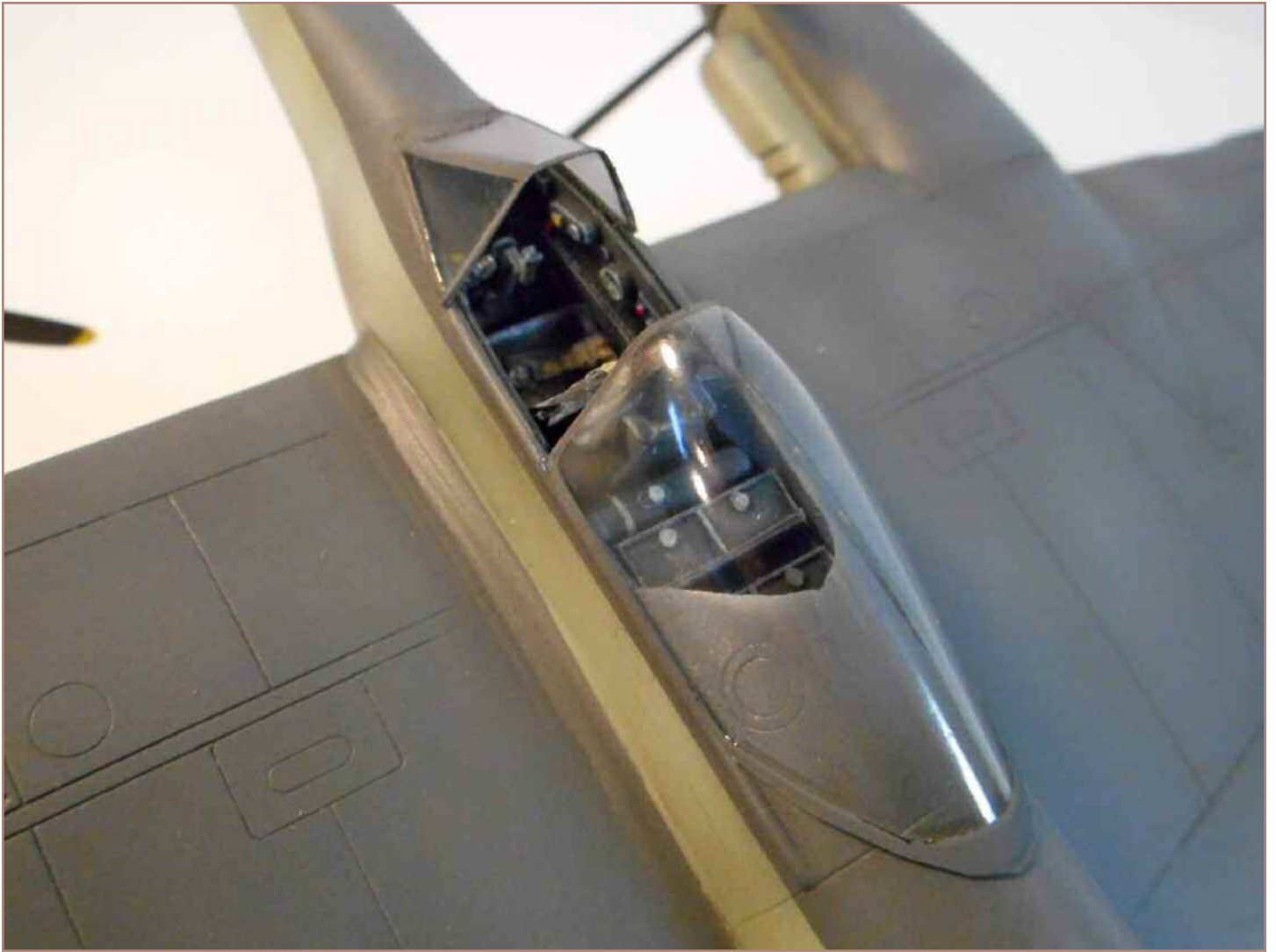






The vacuform canopies fit great. The landing gear fit without any problems as well. The propellers on the Hornet series were “handed,” meaning they rotated in opposite directions to offset torque. This requires making sure you use the correct propeller blades for port and starboard engines. For a limited-run kit, this was actually a pleasure to build. I will be doing the standard F.3 Hornet in the near future and am now looking more forward to it!





BONUS PAGES!

THE SCALE MODELING ZODIAC

DAVE DIAZ, SONORAN DESERT MODEL BUILDERS

Editor's Note: Dave Diaz only recently began editing *Mold Lines*, the newsletter of the Sonoran Desert Model Builders (<http://sdmb.yolasite.com>, click to check 'em out!) in Tucson, Arizona, and has already shown himself capable of building a fine publication! This article (written by Dave) ran in the March 2015 issue of *Mold Lines*, and Dave was kind enough to grant permission for me to reprint it here. Thanks, Dave!

I found this item very amusing, and wondered why no one has come up with this before. Reading through it, I was able to think of an example of every sign below within our own little club. Which one are you?

(And which one am I? Not telling!)



THE SCALE MODELING ZODIAC



The Year of the Shelf Queen – Modelers born under this sign have a hard time completing models. Models seem to accumulate effortlessly on shelves or any other horizontal surfaces where they reign for decades. They seem to understand and get along well with modelers born under the Traveling Boulder sign.



The Year of The Mad Librarian – Modelers born under this sign feel there is no such thing as too much reference material. They end up collecting innumerable books, documentaries, etc. The Rivet Counter is his best friend. They consider the work of the Free Artist as heretical.



The Year of The Carpet Monster – If you were born under this sign then know there is a creepy creature that inhabits the floor of your model room that has an eye out for you. He's always been stalking you and you frequently find yourself losing all kinds of model parts.



The Year of the Glue Sniffer – “You want to kit bash a what and a what to make a WHAT?” Modelers born under this sign are known for their wild ideas that defy common sense. Their modeling sessions often include Astral Traveling, Poltergeist Activity and Channeling of modeling ideas from dead WWII aces. He loves the work of the Free Artist.



The Year of the Rivet Counter – Modelers born under this sign are prone to infection from AMS (Advanced Modeler Syndrome). They suffer chronically from this malady and are unable to let go of any imperfections or accuracy mistakes a kit has not matter how small. They don't get along with the Free Artist.



The Year of the Free Artist – Modelers born under this sign love artistic freedom and don't ever take accuracy too seriously. “So what if this nose art is from the 1970's? It will look great on my P-40!!!” They love to make accuracy tweaks as long as the end result looks awesome. They tend to get along well with Glue Sniffers. The Mad Librarian and the Rivet Counter are his enemies.



The Year of the Model Collector – Modelers born under this sign love to buy model kits. They hoard as many kits as they possibly can, never mind the fact that they never build any of them. They seem to misunderstand the hobby. The hobby is building them not buying them. They are the Arch Enemy of the Model Builder.



The Year of the Traveling Boulder – In an ancient legend, a monk set out in a journey to attend a Nationals contest in a faraway land. At one point in the journey he found the road blocked by a huge boulder. He took another road and found another boulder and so on. Eventually he began to notice that every boulder he came across was identical... Modelers born under this sign struggle with issues that come up again and again in every build leading to long strings of uncompleted projects. They get along with modelers born under the Shelf Queen sign.



The Year of the Knight in Shining Armor – Do this experiment. Build a model and then take a brush loaded with weathering pigments and get it close to the model. If you hand begins to tremble and suddenly recoils away on its own, you were probably born under this sign. Modelers born under this sign are unable “get their models dirty” or apply any type of weathering. They love the sight of shiney new things. They mostly build cars and some aircrafts.



The Year of the Model Builder - Modelers born under this sign are motivated and determined. Every model they start they finish. Unfortunately the alignment of celestial bodies necessary for this only happens once every 100 years or so. Consequently very few of us were born under this sign. He does not get along with the Model Collector.

*Under what sign were you born?
And... why?*

50 Shades of Green

CoMMiESFest 6
IPMS Region 10
Regional Contest
12th & 13th of June, 2015



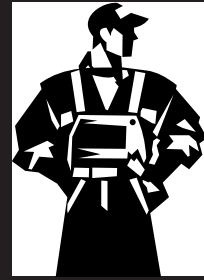
TEAM
S.A.B.L.E.
Stash Accumulated Beyond Life Expectancy

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(303) 321-3500

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commiesfest.com
info@commiesfest.com

It's not easy being green, or even defining 'green'. We can specify a wavelength but I'd bet even that would get argued about, additive vs subtractive color, CMYK vs RGB, green hulk vs yellow hulk.

Fifty Shades of Green



CoMMiESFest 6 IPMS Region 10 Regional Contest 12th & 13th of June, 2015

Contest: So how green are you? Categories will be split as needed and we retain the right to merge under-populated categories or to not award anything if deemed so by the judges. Single entries in a category are not guaranteed a 1st place.

Categories: IPMS based categories list.

Check our website (<http://commiesfest.com>) for the latest info and updates!

Vendor Tables Available!
contact Sean Kneeland zaku2ms06@gmail.com

Spectators Welcome!



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CoMMiESFEST

2 0 1 5

Join IPMS/USA!

The International Plastic Modelers' Society is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas, in 1964, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive the IPMS Journal six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA-sanctioned Regional Contests, as well as our world-famous National Convention, held each summer.

As a member, you'll also be able to access our online Members' Forum, where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the country offer discounts to IPMS/USA members. To join IPMS/USA, simply use the form below or join online (<http://www.ipmsusa.org>).

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Office Manager (manager@ipmsusa.org).



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