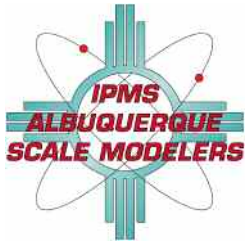


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

April 2017

THE EAGLE'S VIEW MIKE BLOHM

Chile Con 4 is looming ever closer. Please read Jerry Little's article on what the membership can do to help out. Trophy package purchases is where ASM normally loses money by having to absorb a lot of that cost itself. I encourage members to buy at least one trophy package. Those are priced at \$40 each covering first, second, and third place plaques. The CC4 Trophy Package Information webpage (<http://tinyurl.com/cc4trophy>) is now up. You can see pictures of all the awards, their sponsorship costs, and what has already been sponsored



and is still available. Patrick Dick is working those, as well as the Vendor tables. Shop early to get your favorite category! Registration forms are about to go up on the CC4 website. There is a discount for early registration (before May 27), and also for IPMS/USA members. There will be announcement when that occurs.

Next up after Chile Con is the 2017 New Mexico State Fair Model Contest in September. Our "display-only theme" this year is "Star Wars," so we should have a bunch of models from Chile Con to display. Check out the pictures of the "Science Fiction" display that we put on

March Meeting highlights, left to right: Members checking out the models before the meeting; Guest speaker Joe Page talks about New Mexico's "Space Trail;" and the business meeting in progress.



at the fair in 2010 by visiting the *ASM Website's* "Model Displays" page (<http://tinyurl.com/asm1704a>). We had thirteen Star Wars models for that. Please give some thought to whether we might want to do something different this year, like either some model building demonstrations and/or Make & Take events on one or both of the two Saturdays during the fair. The demos might be as simple as bringing some kits to build, and being prepared to demo some techniques if asked by observers. We may also want to look at having an ASM Group Field Trip after Chile Con.

Here is another short ace story, this time with some model pictures as well as the profile at the top of this column, covering Lieutenant Stanley "Swede" Vejtasa, US Navy. Vejtasa initially flew the SDB Dauntless dive bomber with Scouting Squadron (VS) 5 on the USS Yorktown, where he participated in attack operations on the Marshall and Gilbert Islands, and in the battle of the Coral Sea where he helped sink the light Japanese carrier Shoho on 7 May 1942.



Editor's Note: Since they appear a bit tiny here, these two images are also displayed in full size in the [Bonus Pages](#). -JW

He scored three victories over Zeros in his SDB on 8 May 1942 during an anti-torpedo plane patrol. This mission was covered quite

realistically in the *Dogfights* TV series on the History Channel. Vejtasa then transferred to the newly-formed VF-10 "Grim Reapers" on the USS Enterprise flying the F4F Wildcat.

He saw combat in the battle of Santa Cruz, where he downed two dive bombers and five torpedo planes in one mission on 26 Oct 1942. He ended the war with eleven total victories.

There are model pictures on the website versions of my last two Eagle's View stories on Danny Roberts and Buzz Beerbower, so check them out.

FRED'S FOTO FILE FRED FRANCESCHI

Confederate Air Force, Naval Aircraft

These are photos taken by my younger brother Jim at Harlingen, Texas; probably in the early 1980s. He lived in nearby Brownsville, Texas, at the time and went to a Confederate Air Force event at Harlingen. In 1991 the CAF moved to Midland, Texas. The Confederate Air Force became the Commemorative Air Force in 2002. Here are pictures of US Navy aircraft.



From a lineup of F4U Corsairs, one of the Corsairs up close. I see an air scoop under the engine, which, I think, identifies the model as an F4U-4.



One of three photos of a beautiful F8F Bearcat.

[Editor's note: The full text of Fred's article, and many more photos of this CAF display (larger and in higher resolution) can be found in the [Bonus Pages](#). -JW]



IPMS Las Vegas is hosting the VegasCon 2017 / Best of the West 22 Show and Contest on May 6, 2017, at the East Side Cannery Resort and Casino in Las Vegas, Nevada. This is an IPMS Region 8 contest. Further details, a flyer, and links are available on the *ASM Website*.

VP REPORT

JERRY LITTLE

What role will you play?

It's a simple question you have to ask yourself when it comes to our summer convention and contest. For sure there is something for you to contribute. Albuquerque Scale Modelers does not suffer from a lack of talent. We've been blessed as one of the best clubs in IPMS as noted in the last few years by being selected as the IPMS USA Club of the year. It's not just the ability to build killer models, it's the level of commitment every one of you have to making this club what it is.

We have an opportunity to host the best Region 10 Convention and Contest alongside of our Chile Con 4 contest. Our goal should not only be the best host that we can be, but to also be better than we were the last time. Chile Con 3 had a few setbacks in the planning stage when the hotel changed the dates on us late in the game. As a club, we rallied around the problem and was able to provide a great event. This time, things are even better. The R10/Chile Con team led by Tom Perea has secured an awesome venue in the Marriott Pyramid and our rooms will be bigger and better than before. So what can you do? Simple... **participate**. We'll need people to help set up, help modelers register, security and most important help judge. Also, you can be a great club liaison just by helping that out-of-town modeler find their way around the venue. As we get closer to Chile Con, the team will provide more information that will make you a walking modeler's help desk when it comes to the event!

There are also plenty of opportunities to support the convention by entering your models, buying trophy packages and even the coveted Chile Con t-shirts. But the most valuable contribution is your time. Look for Tom or Ken Liotta at the next meeting and see where you can fit in! Now it's time to bring all that talent from the workbench to the contest table.

Speaking of events, there is an interesting one coming up in Phoenix on 22 April. The Craig-Hewitt IPMS chapter is hosting their Annual Clinic. It is meant to ed-

Year 2017 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 06 Jan** **SPECIAL CONTEST #1:**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
 - 03 Feb** **ASM Swap Meet**—no contest.
 - 03 Mar** **Open Contest**—Any kit/subject/scale.
 - 07 Apr** **100 Years of US Involvement in The Great War**—Any kit/subject/scale involved in WWI.
 - 05 May** **Star Wars, 40th Anniversary**—Any kit/subject/scale from any of the Star Wars universe.
 - 02 Jun** **SPECIAL CONTEST #2: KILL MARKINGS**
Sponsored Contest: "General Motors" (Patrick Dick)
 - 07 Jul** **1967**—Any kit/subject/scale that represents the year 1967.
 - 04 Aug** **ASM Swap Meet**—no contest.
 - 01 Sep** **First or Last**—Any kit/subject/scale that represents the first or last of anything.
Sponsored Contest: "Knife Fight / Night Light" (ASM E-Board)
 - 06 Oct** **Red Star**—Any kit/subject/scale that represents Communist-influenced nations
Sponsored Contest: "Orange" (Gil De La Plain)
 - 10 Nov** **Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Heavies" (Brian Peck)
 - 01 Dec** **SPECIAL CONTEST #3: SUPERSONIC**
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>

ucate local modelers about the hobby. They provide demonstrations of a wide range of tactics, techniques and procedures and they have experienced modelers available to answer all kinds of questions about just about everything related to model building. Some of the highlights are learning about figure painting, building aircraft, cars, armor, ships, and sci-fi subjects, decaling, making bases, and observe and participate in seminars on air-brushing. Another great thing is they are providing a Make & Take for younger modelers. So if anyone is going to be in the Phoenix area on April 22, stop by the American Legion Post #1 at 364 N 7th Ave, Phoenix AZ 85007, between 9:30 A.M. and 3:00 P.M. (0930 – 1500 for you military types). A flyer for the event can be found here (<http://tinyurl.com/asm1704b>); it is also included in the **Bonus Pages** for our electronic readers.

Also in the Phoenix area is the Desert Scale Classic 13 on April 8, 2017. This is Arizona's largest model car contest and swap meet. If you've been before, DSC 13 will be held at a new venue: the Deer Valley Community Center, 2001 W Wahalla Ln, Phoenix AZ 85027, between 9:00 A.M. and 5:00 P.M. A flyer for the event can be found here (<http://tinyurl.com/asm1704c>); it is also included in the [Bonus Pages](#).

CONTEST DIRECTOR VICTOR MAESTAS

For the March meeting, there was a good turnout for the first points contest of 2017 with the customary "Open" contest theme.

In Basic, Aaron Schmiedicke's imposing *Battlestar Pegasus* took both Best of Show and People's Choice, an impressive build. Steve Brodeur took both Best of Show and People's Choice with his *Ki-43 Oscar* in 1/32 scale with a very interesting and well executed camouflage over natural metal. Masters had a good selection of models with Chris Kurtze taking Best of Show with his *Ta-152* and People's Choice with his *USS Essex*. Even if this was built mostly Out-of-the-Box, the scope and quality of the detail and weathering work on his ship was inspiring.

The Contest Public Service Announcement for this month is on entry forms. Please remember to completely fill the forms out as best you can. It makes putting

the results together quickly and compiling the points much easier with all the relevant information filled in, especially a week later when trying to remember details from the meeting. If a question comes up or there is an unclear "grey area" relative to your entry on any part of the form, please ask.

IN THE BONUS PAGES! JOE WALTERS

In this month's [Bonus Pages](#):

- March's Contest Winners
- The full text and photos of Fred's Foto File
- A Kit Review from John Tate
- An amazing set of WWI photos you've never seen, with commentary by John Tate
- A look at a model inside the *USS Intrepid* from Ken Piniak
- A book review by Don Smith
- Flyers for the Phoenix events mentioned in Jerry Little's article, and for Chile Con 4
- And more!



Master

Chris Kurtze.	450
John Tate.	350
Ken Liotta.	287
Bret Kinman.	129
Glen Bingham.	125
James Strickland.	104
Larry Glenn.	79
Frank Randall.	25
Jerry Little.	12
Victor Maestas.	2

Intermediate

Steve Brodeur.	325
David Epstein.	304
Chuck Hermann.	283
Len Faulconer.	175
Robert Henderson.	150
Robert Meeker, Jr.	125
Mark Yoder.	125
Michael O'Brien.	100
Don Smith.	6
Ken Piniak.	4
Partap Davis.	2
Chris Kurtze, Jr.	2

Basic

Logan Carbin.	350
Aaron Schmiedicke.	325
Jeannie Garriss.	225
Anthony Weaver.	125
Rolf Nitsche.	2

Junior

Josh Kinman.	2
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MODELER OF THE YEAR POINTS STANDINGS

As of 19 Mar 17



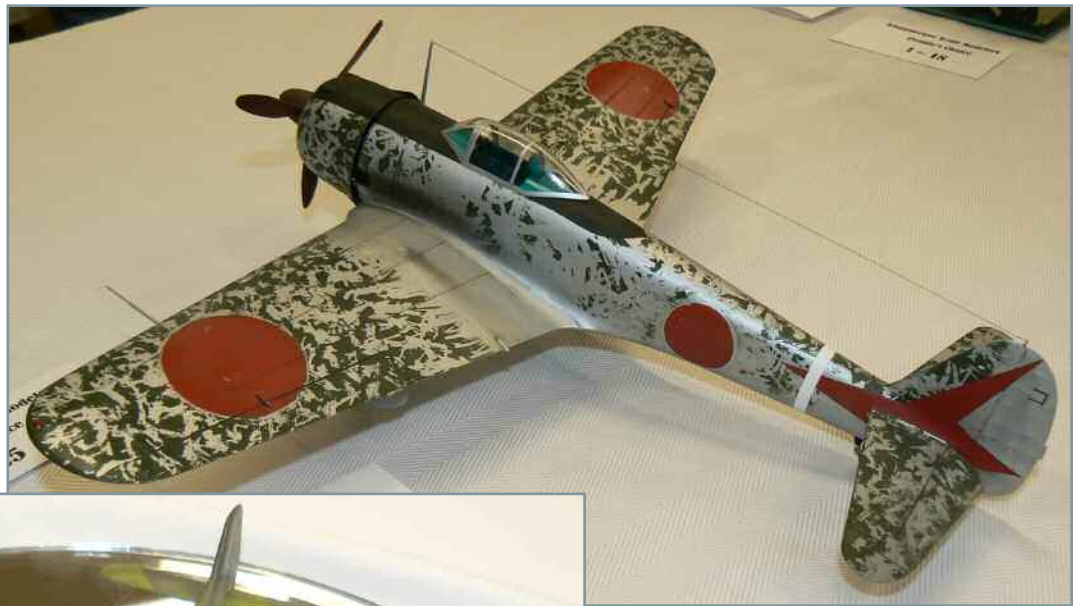
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Vice President:	Jerry Little	280-9038	bravo52@aol.com
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Newsletter Editor:	Joe Walters	821-3751	jwalters22@comcast.net

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

Top to bottom: Steve Brodeur's *Ki-43 Oscar* (Intermediate); Chris Kurtze's *Ta 152* (Masters); and Aaron Schmiedicke's *Battlestar Pegasus* (Basic). Photos by Mike Blohm and Frank Randall.



BONUS PAGES! THE EAGLE'S VIEW MIKE BLOHM

The photos from page 2 in full resolution



BONUS PAGES! FRED'S FOTO FILE FRED FRANCESCHI

Confederate Air Force, Naval Aircraft

These are photos taken by my younger brother Jim at Harlingen, Texas; probably in the early 1980s. He lived in nearby Brownsville, Texas, at the time and went to a Confederate Air Force event at Harlingen. In 1991 the CAF moved to Midland, Texas. The Confederate Air Force became the Commemorative Air Force in 2002. Here are the pictures of US Navy aircraft.



A lineup of F4U Corsairs.



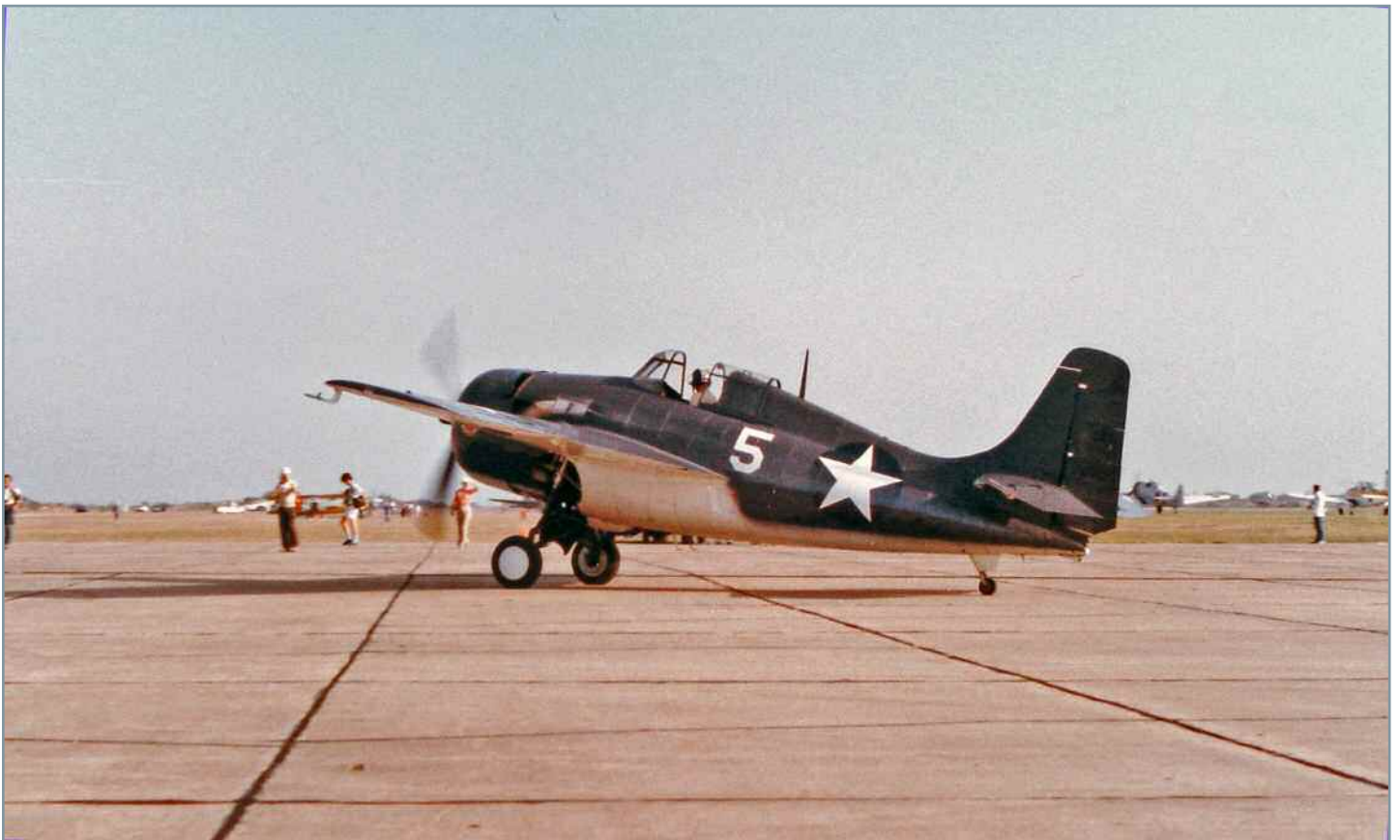
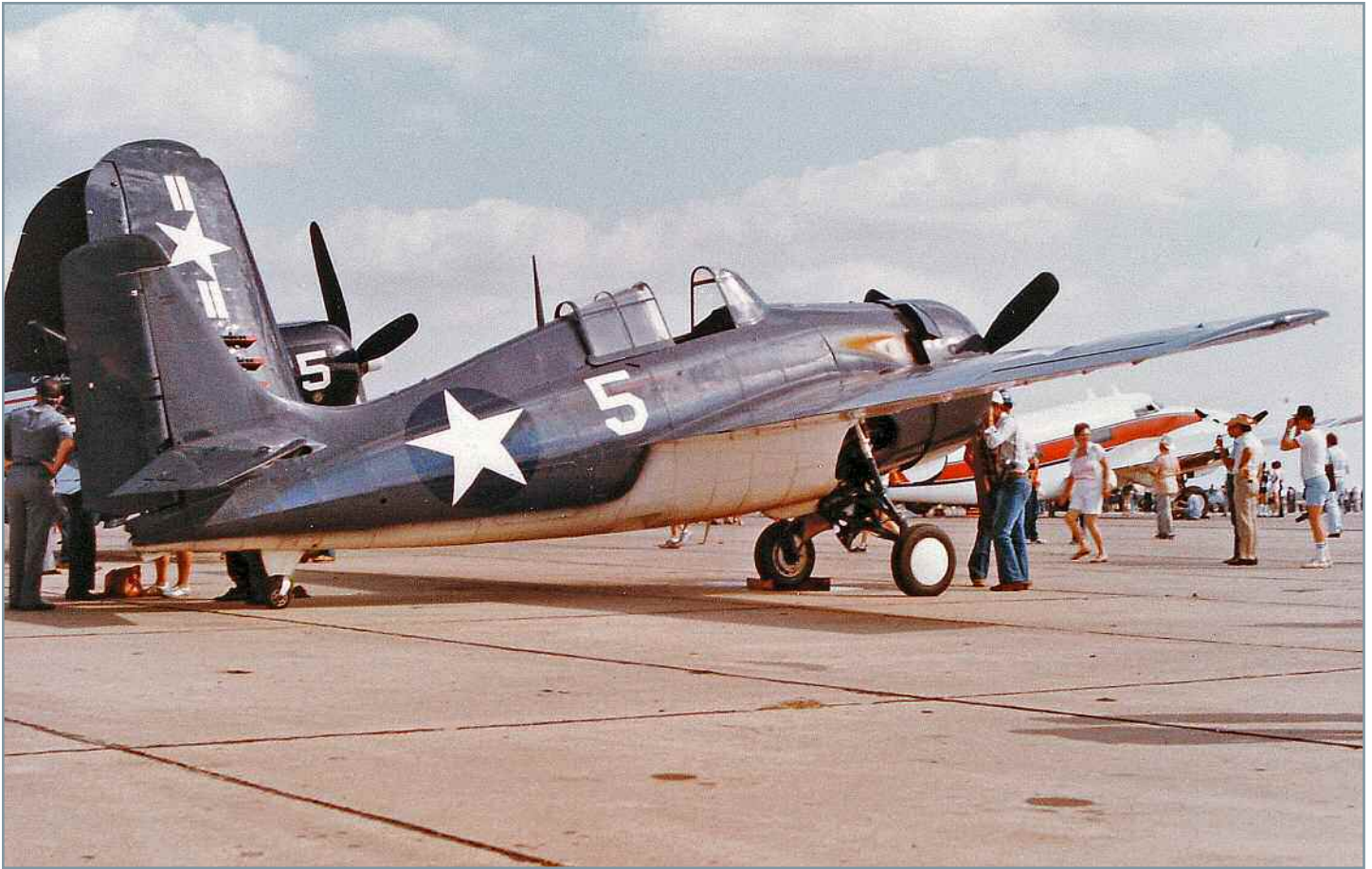
One of the Corsairs up close. I see an air scoop under the engine, which, I think, identifies the model as an F4U-4.



Three photos of a beautiful F8F Bearcat.



Two F6F Hellcats in the tri-color paint scheme.



An FM2 Wildcat, stationary, and moving down the taxiway.



An FM2 Wildcat. It's painted as a prewar F4F, but the tall rudder gives it away.



An SB2C Helldiver. I sure would have liked to see one of these in the air.



A Vultee SNV-1 trainer. The USAAF used them as the BT-13.



An SNJ, a common airplane that can be seen flying around now, 75 or more years after these were first flown.



An R4D. The Navy version of the C-47, they have also been in use for many, many years.

Tony Humphries comments on last month's Foto File:

I might be able to help identify some of the vehicles shown in Fred's Foto File if anyone is interested (probably not, but still...)?

So, the picture with the Kubelwagen has an AA gun and a truck in the background (I believe the truck is an Austin K7 Ambulance). I'm doing this off the top of my head and could be wrong, but I think the AA gun is a British 3.7" AA gun. If so, it was used throughout the war with a similar performance to the German "88" and the caliber is of course similar too. They were used once to my knowledge as anti-tank guns in the Western Desert with impressive results, but the officer in charge at the time was given a serious dressing-down, if my memory serves me correctly, for inappropriate use of his equipment, and they weren't used in this role again. That's the British Army for you... A huge opportunity missed, and not for the first time.

The separate AA gun that Fred was unsure of the caliber looks to me to be one of the US Skysweeper series. They definitely made them in 75mm and 120mm versions (and maybe 90mm too?) and Renwal used to do a kit of the 75mm one actually (<http://tinyurl.com/asm1704d>). I may be barking up completely the wrong tree, but I think that's what it is.

The half-track, I'm pretty sure he got right. I think it's an M16 without the quad .50-cal turret and, I believe, it's an M2 chassis so that would make sense. There was also a twin .50-cal version (the M13 and/or M14) which also look very similar, especially when you take the turret off... So it could be those. There was also a version with a 40mm cannon on the back but the bodywork doesn't look right in Fred's picture for that one—they had to cut down the sides somewhat due to the size of the gun platform. Someone like John Tate may know more here.

The small AA gun with the child sitting on it is, I believe, a German 20mm Flak 38 without the shield. If I'm right, that wouldn't rotate whilst still on the trailer (as Fred noted). It had to be dismounted before you could do that.

BONUS PAGES!

KIT REVIEW

JOHN TATE

Revell 1/28 Fokker D. VII

Wingnut Wings revolutionized WWI aircraft modeling with their excellent 1/32 kit line but it wasn't that long ago that modelers who wanted replicas of Great War flying machines had to make do with whatever kits were available, which was especially true of big-scale biplanes. One of these was Revell's 1/28 Fokker D. VII, Kit 4665, released in 1996 and the last of Revell's well-known line of 1/28 biplanes dating back to the 1960s. Although the Fokker D. VII kit was widely panned after its release, due to hard-to-correct wing and fuselage shape issues, this out-of-production kit can still be a fun project and is worth the effort if there's one hidden away in your model stash.

I picked up my Fokker kit from the legendary Goodman Collection local estate sale back in 2008, a never-to-be-equalled adventure in scale model rummage & salvage. The kit box was in poor condition but the parts were intact and it looked like a simple build, so why not put it to-





gether? I was aware of the useful article by Frank L. Mitchell in the January 1999 issue of *FineScale Modeler*, which highlighted the necessary surgical fixes for the model, but in the spirit of my “rescued” kit I opted instead for an out-of-the box build.

Overall, I found it an easy model with no surprises; everything fit together with a minimum of work. The cockpit had simplified detail but with careful painting it looked okay. Likewise the kit engine and machine guns, which lacked the kind of detail one would expect in a large scale, but cleaned-up and painted they looked the part and fit well. The wing struts were a bit thin and I was worried they wouldn’t hold up the wings but they did their job and lined-up well. Rigging was a breeze, as the real D. VII only had bracing wires for the undercarriage and control wires from the fuselage to the upper wing, elevators and rudder.

The kit had only one marking option, for a red & white Fokker D. VII from Leutnant August Raben’s well-known Jasta 18 circa Summer 1918, which I was happy to apply to my model. Later I learned that many Fokkers from this unit had their wing undersides left in the original lozenge pattern, but no decals for this were included in the Revell kit. The decals in my kit were in terrible shape from exposure to the elements but with some careful work I was able to revive them and apply them to the model, a testament to the toughness of Revell’s decal sheets. Since I built my model, the reconstituted Copper State Models (same product range, now based in Latvia, <http://www.copperstatemodels.com>) has marketed a 1/28 lozenge decal sheet for this kit, which will be helpful no matter what scheme you choose.

I was happy with the finished model as it was big and menacing and looked the part of the deadly Fokker

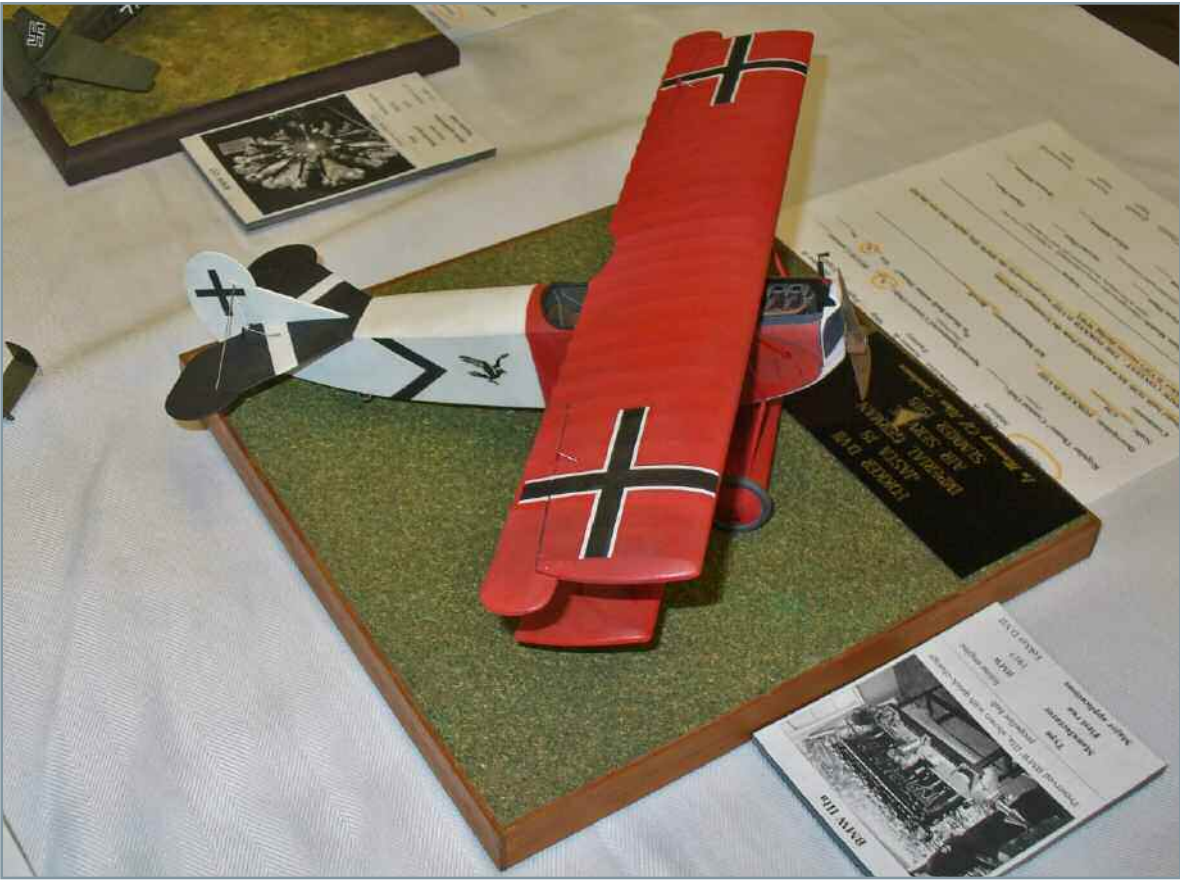


biplane fighter from the last year of WWI. The “upside down” top wing might be noticeable to us airplane enthusiasts but not to the casual observer and I found I could live with it on a display model. The other dimensional issue, the too-deep/too-wide fuselage, is less noticeable and if a modeler really feels the need to hack away at the kit, I’d say fix the wing but don’t worry too much about the fuselage.

These kits are hard to find today, but if you get one or have one, give it a try, with or without the corrections—it’s well worth building and with a minimum of work you can end up with an impressive replica.







BONUS PAGES! OVER THERE

An American Aero Mechanic in France, 1918

JOHN TATE

This is the 100th anniversary of the American entry into WWI in April 1917, an event from a long time ago, but one that is still with us. As a kid, I grew up with the Great War—my grandfather, Thomas M. Tate, was a veteran of WWI, who served as an enlisted mechanic in the US Army Air Service in France. Whenever I visited him, he took the time to talk to me about his experiences from that war, and to share a book of photos he had carefully stored that helped tell his story. His job during the War was to work on airplane engines at Air Service Production Center No. 2, Romorantin, France, and many of his pictures were of warplanes that were shipped to “Romo” after the Armistice—here are a few from his collection.



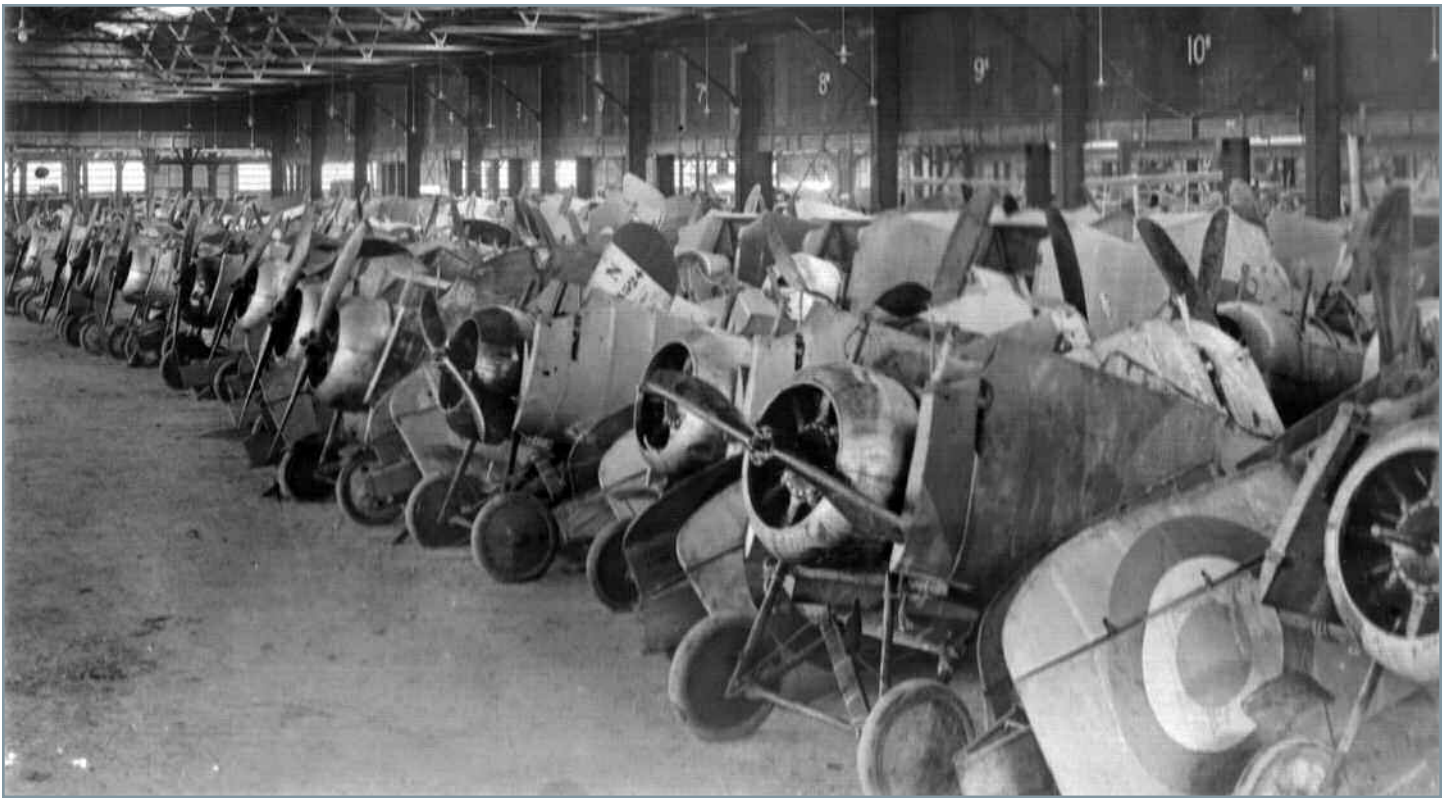
This was the commanding officer’s plane—an SE 5a fighter resplendent in red, white and blue stripes with American roundels under the wings. I got a kick out of the plane being misidentified as a “SPAD;” these planes were brand-new at the time and even the servicemen who worked on them got the names wrong sometimes.



Here's a visiting *Aéronautique Militaire* Breguet XIV bombing plane, the French crew posing with an American serviceman. In 1918, we were very much the junior partner in the war, and had to borrow much of our war materiel, and learn our tactics, from our British and French allies.



After the Armistice, the US inherited a large number of German planes, which ended up at Romo. Several Fokker D.VIIs are in this picture, along with other German types; the crates in the foreground might have contained the airplane wings. A collection like this, if in existence today, would be priceless, but in 1918 it was just so much scrap from a defeated enemy.



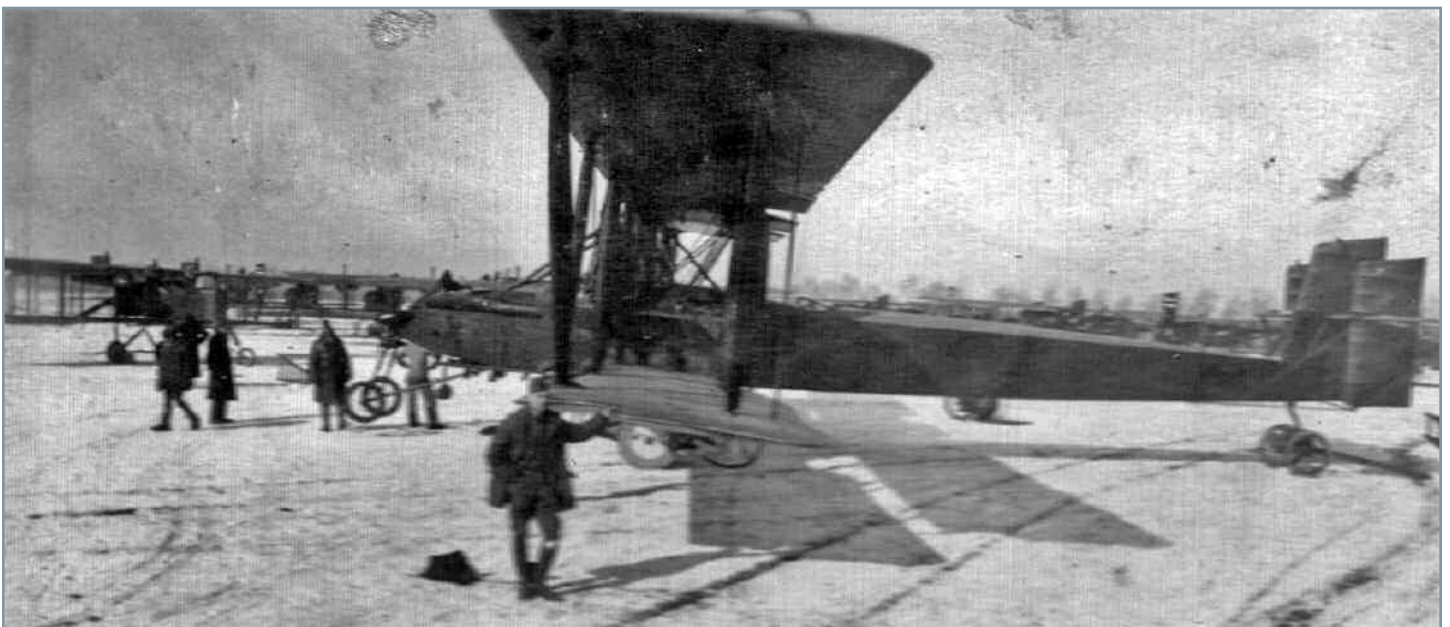
It wasn't just German planes that were warehoused at Romo—here's a collection of French Nieuports of various types, which were obsolete at the end of the war and likely scrapped not long after the shooting stopped.



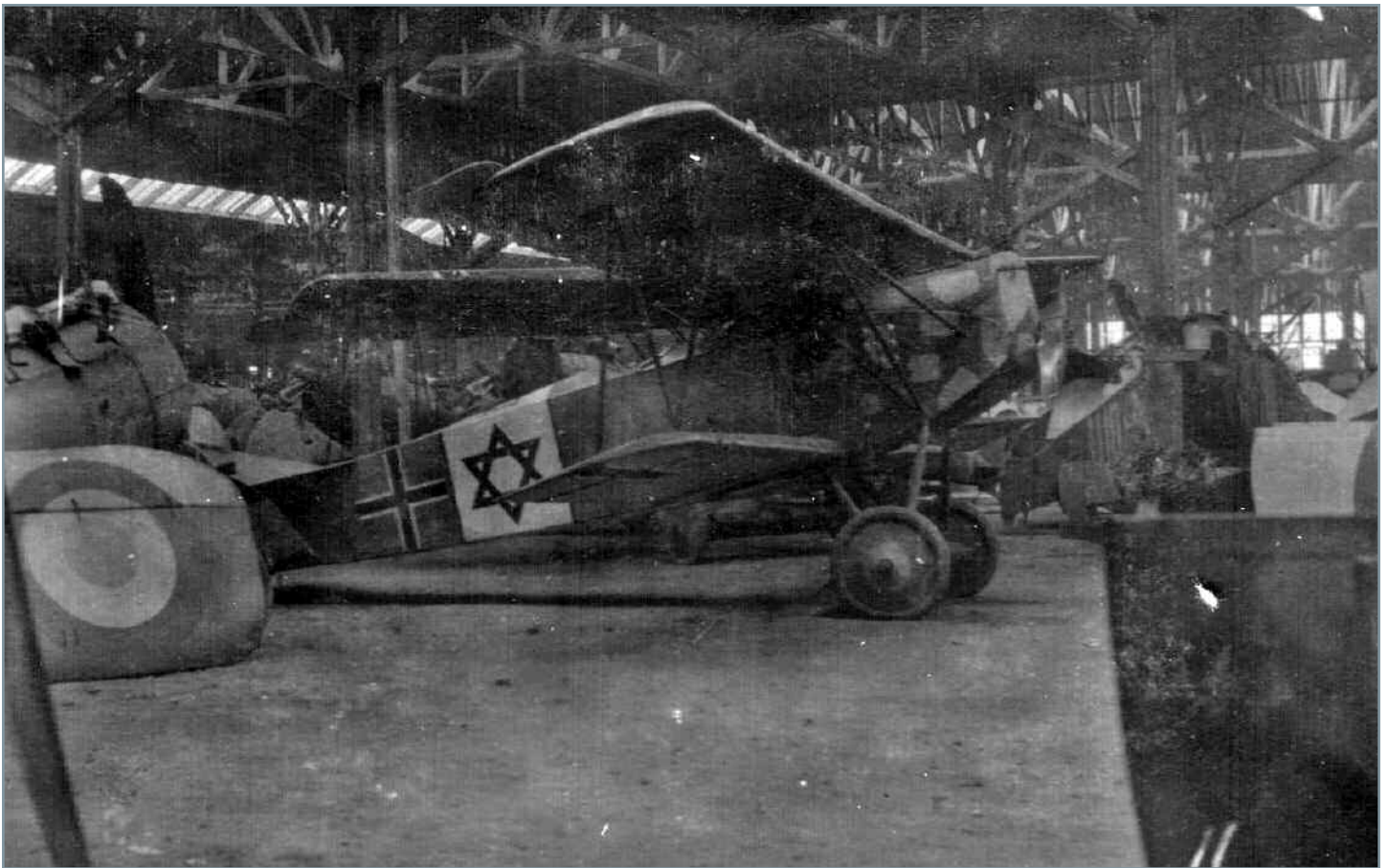
Not just airplanes were stored at Romo, but endless rows of trucks that had to be fixed and returned to the front. As in WWII, Americans were pioneers in using motor transport in war, and at the time our industrial capacity and automotive expertise were unmatched. My grandfather told me that at the end of the war, they were given the order to burn all of their motor transport and other war materiel; when he asked an officer why, he was told that you never know who your enemies will be in the next war—they didn't want to leave anything behind in France.



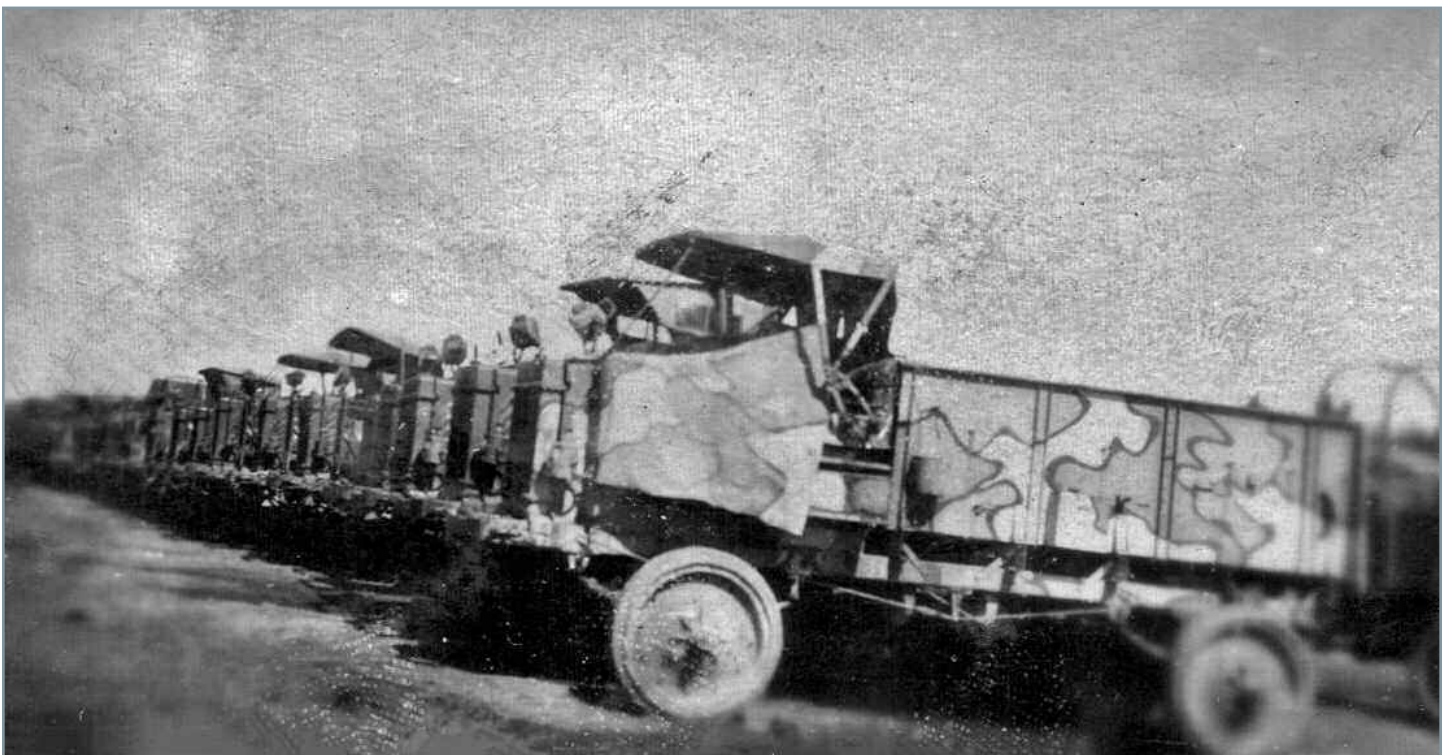
Here's a Holt artillery tractor; note the WWI camouflage—green, brown and yellow ochre with black outlines was a common scheme.



Here's a WWI bomber that even defeated the interwebs! My grandfather identified it as a Breguet but I was not able to find any reference to this plane, in online searches for WWI bombers. Note the sleek fuselage, dissimilar wingspans, square triple rudders, odd tricycle landing gear and lack of any markings—a real mystery plane.



The Allies weren't kidding when they demanded the Germans surrender their Fokker D. VII's after the Armistice; many of the German planes that ended up at Romo were Fokkers, including this bird with an unusual Star of David fuselage marking.

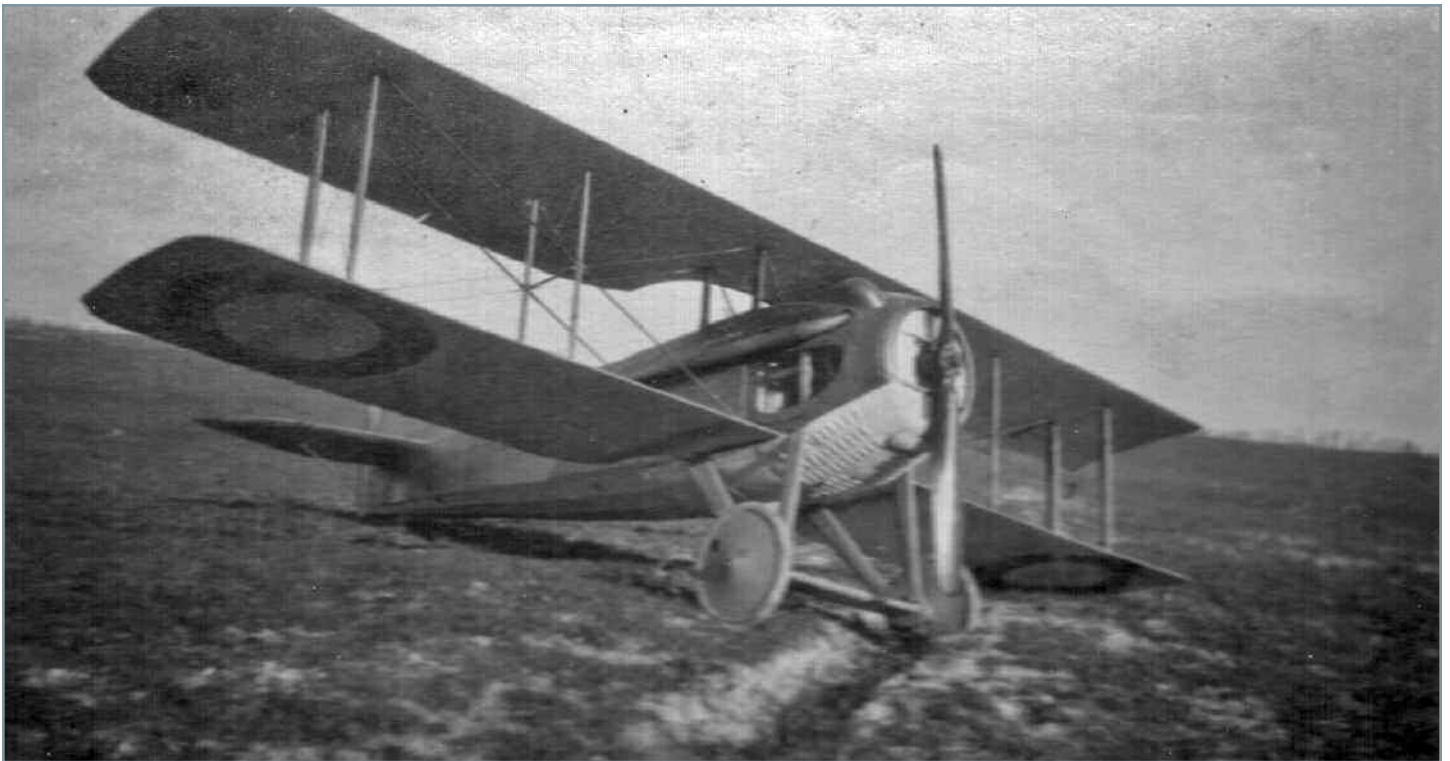


My grandfather spoke highly of these Nash quads—American-made 4WD trucks that could get out of a tight spot. Another example of WWI camouflage applied to Army vehicles.

A YANK'S PRAYER.

Our Father who art in Washington
Baker be thy name
Thy cable come, thy will be done
In Rome, as in the A.E.F.
Give us this day our over due pay,
And forgive thy servant the Bugler,
And the Mess Sergeant and the Y.M.C.A.
And lead us not into the Army of Occupation
But deliver us from another Service Stripe
For there is the Army, the M.P.'s and the Q.M.
Also the M. T. C.
For the Duration of the Emergency.

Wherever there are soldiers, there are poets, usually with a sense of humor. The "Baker" referred to is Woodrow Wilson's Secretary of War, Newton Baker, who headed the War Department throughout WWI.



As aviation buffs, we see airplane types and camouflage schemes, but to the mechanics who worked on them, this was another pranged plane that needed to be fixed; in this case a SPAD XIII fighter that hit a ditch.



Romo is still in use as a military installation—*Base aérienne 273 Romorantin*, a French Air Force logistics base, looking much sharper today than the muddy aerodrome it was back in 1918. It is one of the oldest airbases in France, with military use dating back to 1915. Click this link for details:

https://en.wikipedia.org/wiki/Romorantin_-_Pruniers_Air_Detachment

BONUS PAGES!

A SHIP IN A SHIP

KEN PINIAK

The December 2016 issue of *Finescale Modeler* (Pearl Harbor 75th Anniversary Special) has a wonderful article about restoring the model of the *USS Nevada* from the film *Tora! Tora! Tora!*. Reading it took me back to when I got to see this very model. It was December 1995, and I was on a trip to New York City. One place I had to see was the Intrepid Air and Space Museum, on the aircraft carrier *USS Intrepid*, which is moored in New York Harbor.



Being December, it was very cold and snowing, so the flight deck exhibits and other open air exhibits were closed; but the hanger deck and other below deck areas were still open. Also, being December, they had a special Pearl Harbor exhibit, which included the model of the *Nevada*. If you have never seen it, this thing is big! Huge even! At nearly forty feet long, it barely qualifies to be called a miniature (and you thought those Trumpeter 1/200-scale kits were big)! And it looked like it had just come straight from the fighting at Pearl Harbor. According to the signs at the display, after *Tora! Tora! Tora!* the ship was used in the

USS NEVADA (BB-36)

Thirty-sixth battleship built for the United States

USS NEVADA has the distinction of being the only battleship to be commissioned during the Second World War, on December 3, 1941.

She was intended to be the lead ship of the BB-36 class when the attack began at 7:55 a. m. December 7, 1941. NEVADA was hit by a torpedo in the port bow. Despite the damage, she was able to get off enough steam and get underway. As NEVADA steamed down the channel past the burning ships, she became the target of most of the Japanese bombers. They hoped to sink her before she could be repaired and help the fleet make Pearl Harbor.

During her ordeal NEVADA was hit by approximately 10 bombs that wrecked the lower side and bow decks. Smoking by the bow and fiercely burning, the crippled battleship was beached on Heavily Point to save her.

Later in the day, tugs moved NEVADA over to Waipio Point where her damage was surveyed. She was the first of the seriously damaged battleships to be returned to service in the spring of 1943.

NEVADA's extensive WWII assignments included the Aleutian Campaign, AFMHC convoy escort, D. Day at Normandy, the invasion of Southern France, the two Iwo and Okinawa Cam-

aigns and the final assaults against the Japanese mainland.

After the war, the 30 year old NEVADA was used as a target ship, initially at the Bikini Atom Bomb tests and finally as target practice for USS JMWG and torpedos bombers.

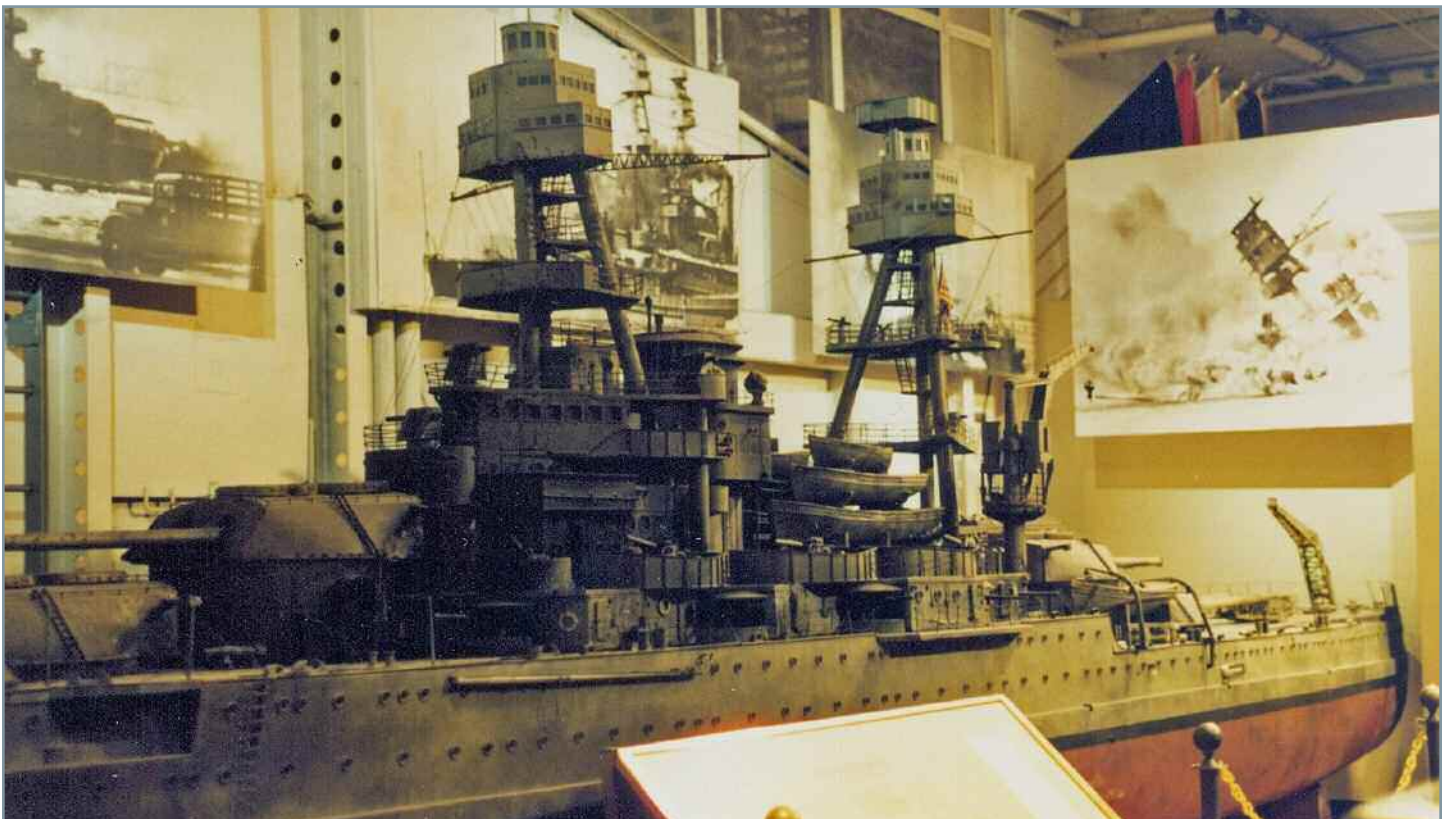
The 38 foot long model was first used in the movie "Tora, Tora, Tora" and then in the TV mini-series "The Winds of War". During "Winds" it was battle-damaged to its present appearance by Paramount Pictures, reflecting some of the damage sustained on December 7th. The model will undergo a major restoration back into her peacetime appearance by the Intrepid Museum.

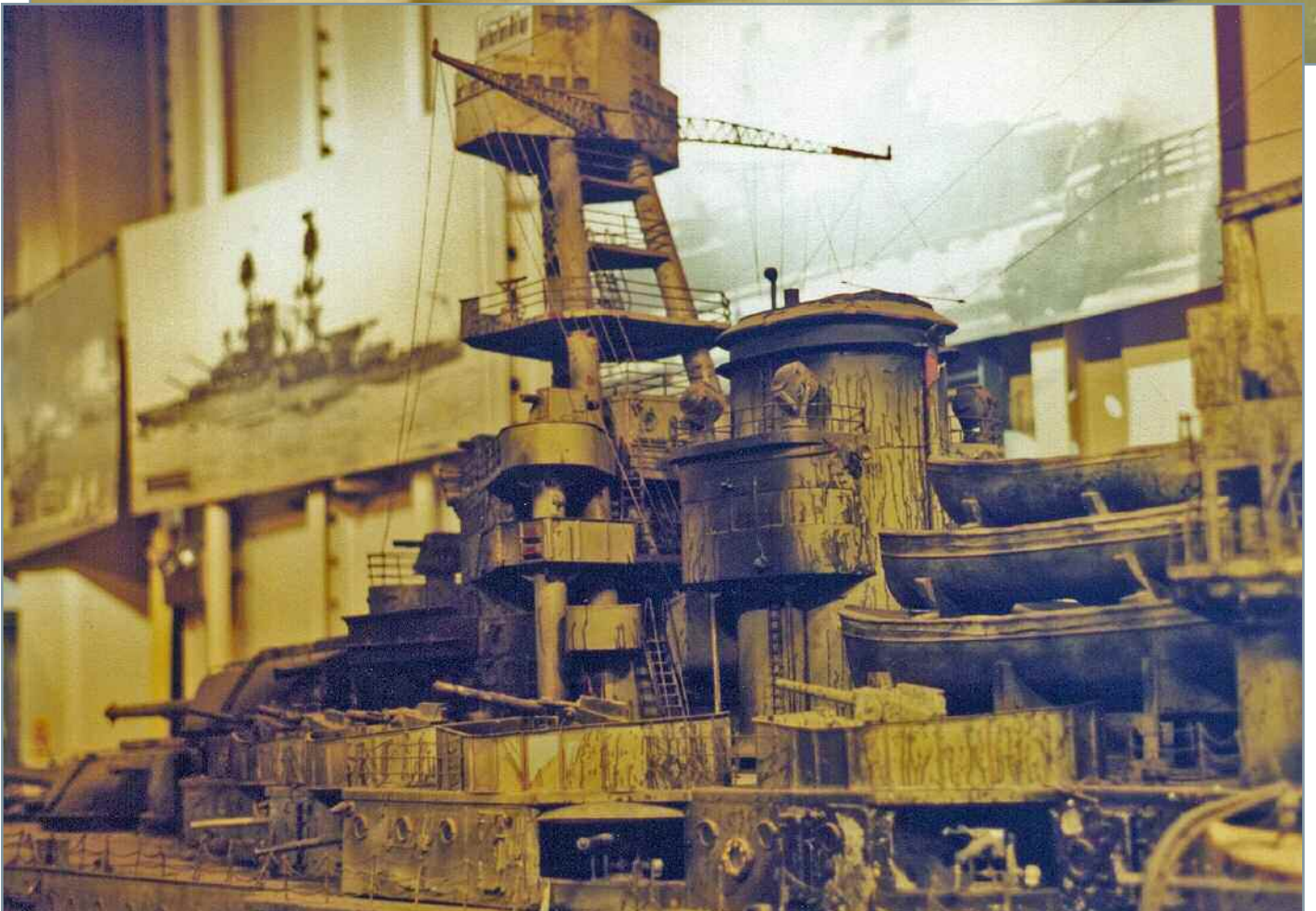
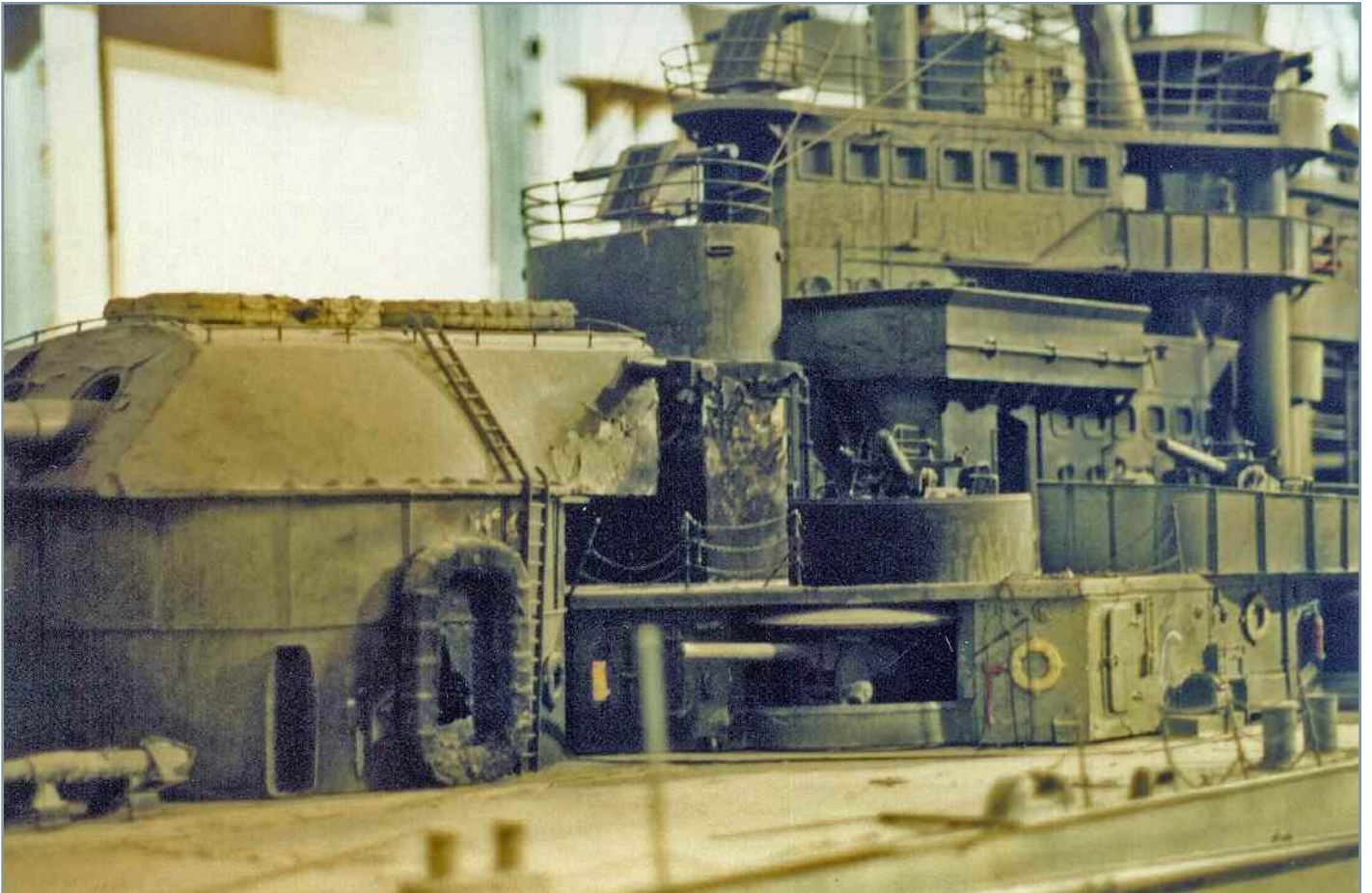
Four River Shipbuilding Corp	
Keel laid	Nov. 4, 1912
Launched	July 11, 1914
Commissioned	March 11, 1916
Standard tonnage	25,000 tons
Length overall	583 feet
Beam (width)	108 feet
Draft	27 feet 5 inches
Machinery	Turboes, horsepower 25,000 SHP, four screws, 20.5 knots
Armament	16" 145 cal
Main	16" 145 cal
Secondary	5" 51 cal (fourteen)
Aircraft	Eight 5" 25 cal
Deck	3
Calapults	2
Complement	1351 officers and men

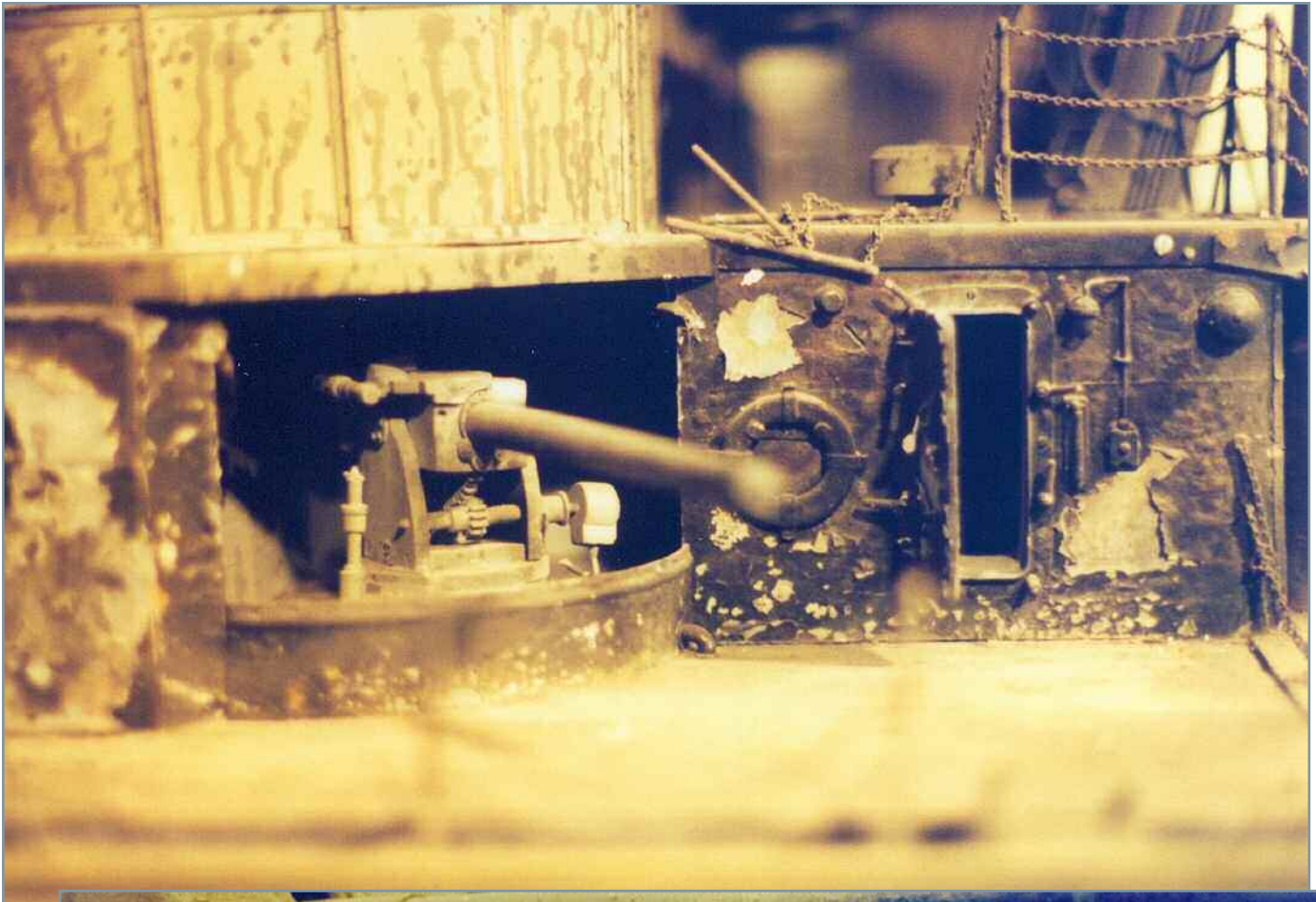
USS NEVADA, 1940 USS NEVADA, 1945

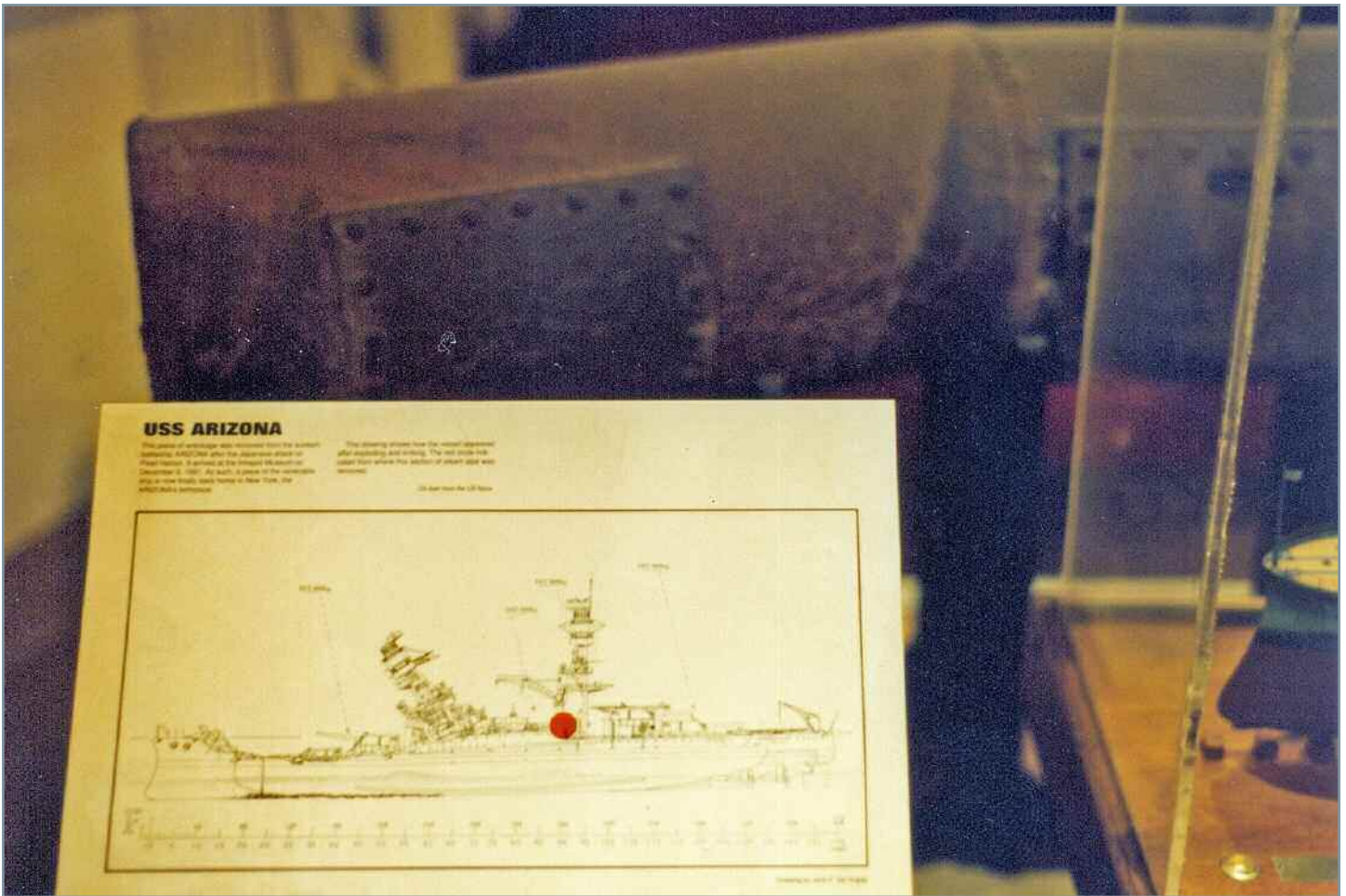


filming of the TV miniseries *The Winds of War*. The pyrotechnics used in filming *Winds* caused the “battle damage” that was apparent during the *Intrepid* display. To me, the damage gave the ship a very authentic look, as if it still carried the scars of the attack. There were also photos of the real ship during the attack, and a piece recovered from the *USS Arizona*.

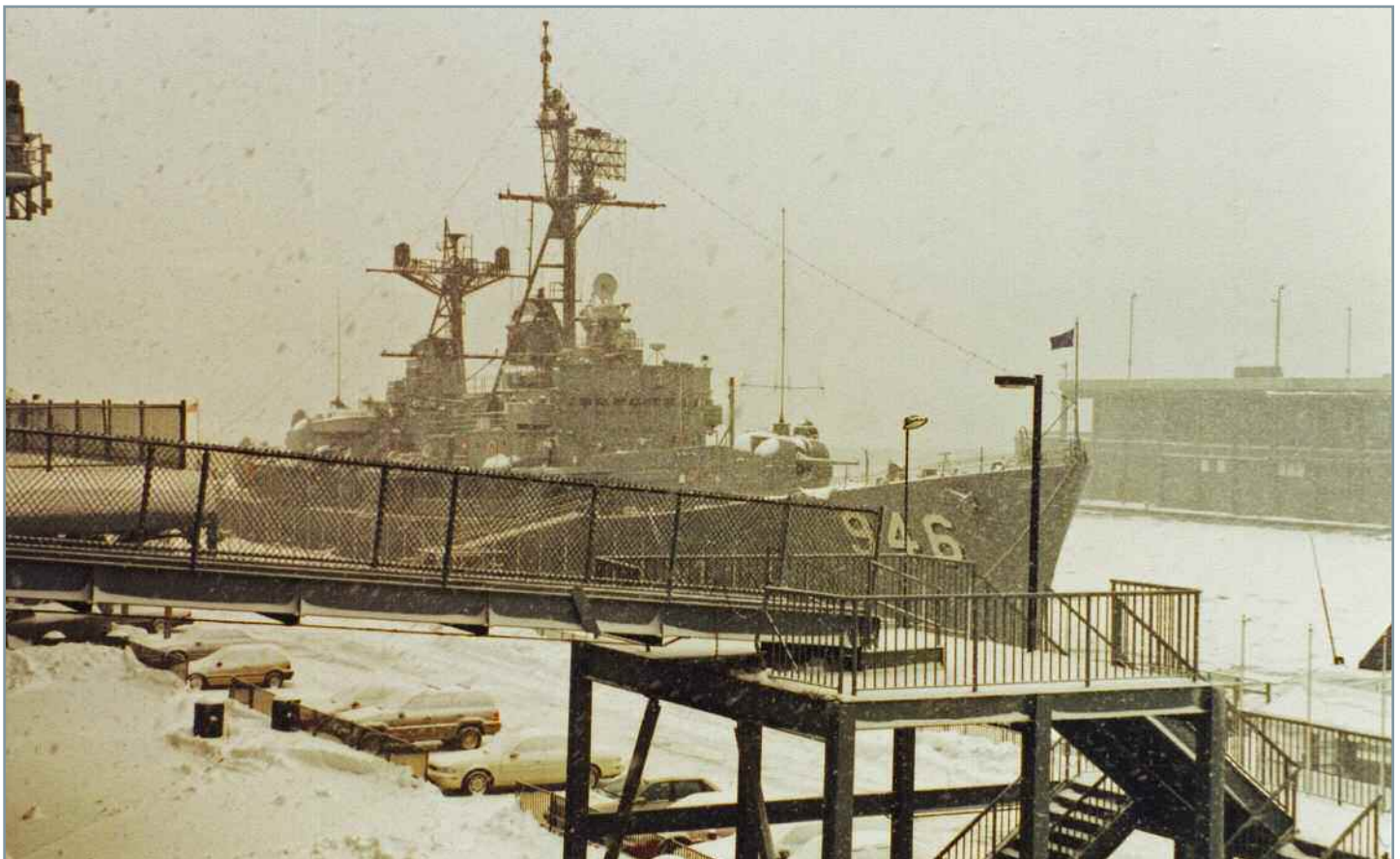


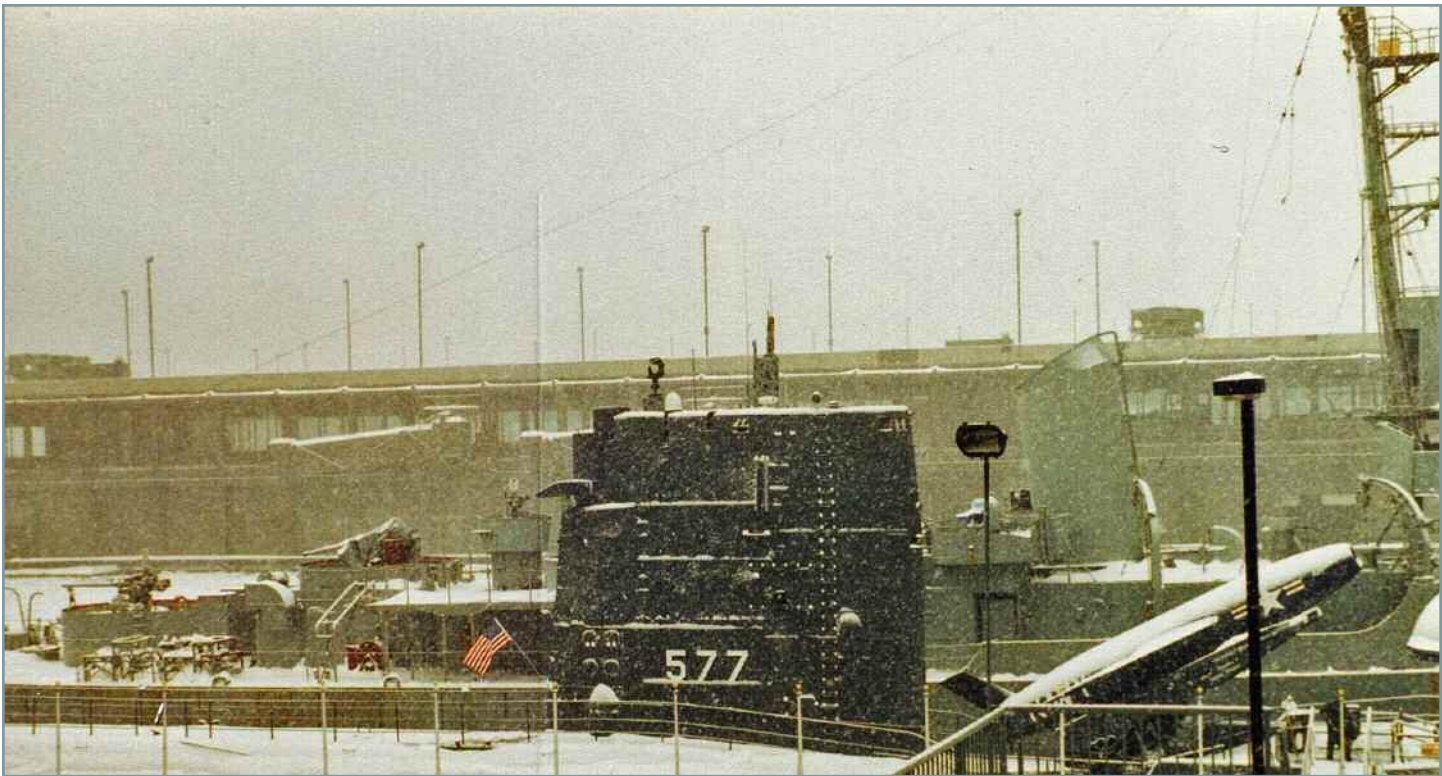






Above: *USS Arizona* display. Below and following: *USS Edson* and the submarine *USS Growler*.





BOOK REVIEW

DON SMITH

Tora! Tora! Tora! Pearl Harbor 1941

by Mark E. Stille

Osprey Publishing Ltd. • 2011

Nope, this isn't a book review of the movie we've all watched at least three or four times. This is a book in Osprey Publishing's "Raid" series. It's an eighty-page book typical of Osprey's thin-book format, written by renowned naval historian Mark E. Stille. *Tora! Tora! Tora!* (Tiger! Tiger! Tiger!) was the code phrase sent by Commander Fuchida to his attack units and Admiral Nimitz's flagship to signal complete surprise had been achieved for the Imperial Japanese Navy's attack on Pearl Harbor.



We all know the story; The Imperial Japanese Navy attacked the US Pacific fleet at Pearl Harbor on December 7, 1941. They won the battle and we eventually won the war. This book is backed with everything you'd expect from Osprey Publishing: photos, diagrams, maps, and of course those lovely color illustrations with detailed notes. Stille's raises some interesting points:

Was the attack even necessary? Would the US have entered the war if Japan had only attacked the British and Dutch? Stille doesn't believe the US would have gone to war; the nation was too divided at that time.

Would a third attack wave launched by the IJN made a significant difference in the outcome? Stille doesn't believe so and gives his detailed analysis.

So what's in this for us modelers? This book offers a compact reference of all the battle facts and participants if you're unable to find the information on the internet. Someday, when I build my Battleship Row models, I will know which kits to buy. There are plenty of photos but not many (any) sharp, detailed photos that would help a modeler out. There are a few color illustrations that look cool and use the correct IJN gray overall aircraft color.

This is a general, yet well-written, book and could be a good "Order of Battle" reference. There is nothing new for most modelers so I would have to give *Tora! Tora! Tora!* 3 out of 5 stars. ★★★

BONUS PAGES! MISCELLANEOUS

Scale Modelers



What my friends think
I do...



What my mom thinks
I do...



What society thinks
I do...



What my wife thinks
I do...



What I think I do...



What I actually do...

CLOSETO HOME By John McPherson

3-19 ©2012 JOHN MCPHERSON/DIST. BY UAU.VOURLIK

"Folks, our mechanics are waiting for one little repair to firm up a bit and then we'll be on our way."

I JUST TOLD HIM I THOUGHT HIS MODELS WERE OVERPRICED, AND HE CAME COMPLETELY UNGLUED!...



MODEL CAR & SLOT CAR CONTEST & SWAP MEET

**Saturday,
April 8, 2017
9am to 5pm**

Arizona's Largest

The Contest

1st through 3rd Place Awards • Raffle Prizes • Free Kid's Make & Take
Project & Display Tables • Automotive Models & Displays Only
OnLine registration, Classes, and Rules Available at desertscaleclassic.com

The Swap Meet

Dozens of Vendors • New & Vintage Kits • AfterMarket Supplies • Reference Materials
Vendor Tables Available

Email DSC13@cox.net or call Hal @ 602.881.7597 or Dan @ 480.540.3608

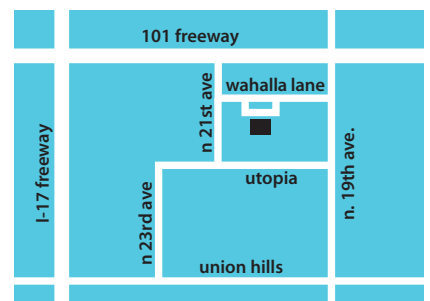


The Location

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Watch desertscaleclassic.com or cactuscarmodelers.com for news as soon as it is available.

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2017 Scale Modeling Clinic

Saturday, April 22, 2017 • 9:30AM to 4:00PM

**American Legion Post # 1
364 N. 7th Ave., Phoenix AZ 85007**

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We have members who specialize in Gundams and they will be sharing their tips, tricks and techniques for building better Gundam models!

We'd love to see your work!
There will be a display area to display your models!

FREE MAKE & TAKE FOR THE KIDS!

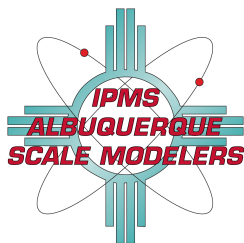
Let your kids experience the creative and educational world of scale modeling! We provide a free model kit that the kids can build with our help. The kids then get to take their model home with them!

For further information please email Steve at chapter_contact@ipms-phoenix.org or call Bill at 602-502-1125.

We hope to see you on April 22nd!

**Presented by:
IPMS/Phoenix Craig Hewitt**

Albuquerque Scale Modelers Presents
IPMS REGION 10



CHILE



CON



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June 16 - 17, 2017

**STAR
WARS**

**FORTIETH
ANNIVERSARY**

"Star Wars" signage, logos, imagery, and all that, are registered trademarks of Lucasfilm, which is now owned by Disney, and we really don't want to run afoul of those lawyers, so we promise we're not attempting to infringe on anything but instead are merely celebrating and honoring and so on and not putting forth anything as though it were in any way official.

**FIRST WORLD WAR
ONE HUNDREDTH ANNIVERSARY**

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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.

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