

ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

August 2013

THE FEZ SEZ TONY HUMPHRIES

Hands Across the Ocean and suchlike

Well, August is upon us and the Nationals are beckoning. I hope you're finishing up those builds, especially if you're involved in the Matilda group build. We'd really like to win this one again, so *chop chop* and all that! Talking of archaic expressions and all things old, I'm on vacation right now back in dear old Britain, so there may be a bit less writing here than normal, much to everyone's relief, I'm sure.

But while I sit here in the uncharacteristically warm English sunshine enjoying a proper cup of tea and having my toes nibbled by a tortoise (strange but true—it's not an experience I'd particularly recommend to be honest...), I thought I'd take this opportunity to mention a trip I made last night to one of the local IPMS chapters here. This one was in Newbury (<http://www.newburyscalemodelclub.org.uk>) and it was an interesting contrast to our own club meetings, although many

of the issues that they face as a club, are much the same.

The Newbury club is a small one, with a membership of twenty currently, although they are based in a town which only has a population of around 28,000, so this is perhaps not surprising. The town would be familiar to anyone who served in the USAF in the '70s or '80s as it is host to RAF Greenham Common which was used as a fighter and transport airbase during WWII by the USAAF, a SAC air base early in the cold war, and played host most famously to ground-launched cruise missiles in the 1980s. The peace camp that was set up outside in the '80s in response to this, became almost as famous—notably for the smell... the great unwashed that gathered there were an appalling bunch of soap-dodgers who even gave hippies a bad name. If you can imagine 1000 dead skunks rotting in the New Mexico sunshine, then you'd probably be in the right ballpark. But I digress.

I had contacted the Newbury club secretary before last

July meeting highlights, left to right: Members assemble before the meeting; Ken Liotta runs a clinic; and the business meeting in progress.



night's meeting and arranged to attend and if any of you are in a position to do anything similar, whilst on your travels, I would encourage you to do so. It gives an interesting change of perspective. Whilst the work on display last night was on a par with that shown in our own club, their emphasis is very much on display rather than competition. This appears to be true of British IPMS clubs in general and filters through to at least regional shows as well. Newbury have one competition a year, just before Christmas and the rest of the time they sit around and chat about models and show what they've built. In the US we appear to be much more competitive, presumably due to cultural differences? They also tend to organize more club museum visits and displays that we do, but given the number of museums and sites of interest within travelling distance and also the small size of the club, this is probably also not too surprising.



Many of the other issues that they face are similar to our own. Recruitment is more of an issue for them of course, but the cost of kits here versus shipping them in from Lucky Model is another question that they have to address. Do you buy locally and pay twice the price or get it from eBay or ship it from Hong Kong? The cost of modelling supplies and kits here is generally higher and the number of local hobby stores are in decline as they struggle to compete against internet based businesses. Choice is an issue too—or lack of it. In Britain, many of the hobby stores depend on the sale of model railroad stuff to keep going and stock a limited range of plastic kits, generally Revell and Airfix (unfortunately) just as an occasional revenue generator. In much the same way that many of our hobby shops stock RC as their main money maker, I suppose. If you're not ordering online, the best place to buy other kits appears to be the vendor room at IPMS shows in the UK. They do also suffer from the curse of Hobby Lobby here, although they are called Hobby Craft and may not be technically linked—the principle remains the same, however.

One other interesting difference that I did note, was the location of the club's meetings. They hold their meetings in the local branch of the British Legion (there is a direct equivalent in the American Legion in the US, I believe) which is donated free when they need it, which is nice. They also have a fairly extensive club library of about 250 reference books. I don't know if this would be practical for us to do, but it's a thought. The main difference though is that their meetings are held in a location which has a **bar**. Not the gun, the long wooden thing that you lean on and purchase drinks across. This seemed like a very civilized arrangement to me. If only we could adopt a similar approach a sip a cold beer while discussing the latest kit releases... It's probably not practical, but

Year 2013 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 04 Jan SPECIAL CONTEST #1**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
Sponsored Contest: "Rolls Royce" (Patrick Dick)
- 01 Feb ASM Swap Meet**—no contest.
- 01 Mar Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Revell 1/48 Ventura" (E-Board)
- 05 Apr More Than One Radial Engine**—Any kit/subject/scale.
Famous Motorsports Vehicles—Any kit/subject/scale.
Sponsored Contest: "Best Sci-Fi Spaceship" (Don Smith)
- 03 May SPECIAL CONTEST #2**
SINGLE IN-LINE ENGINED AIRCRAFT
Sponsored Contest: "Revell 1/32 He-219" (Hobby Proz)
- 07 Jun Cold War**—Any kit/subject/scale.
Cherche la Femme—Female-named subject, any kit/subject/scale.
- 12 Jul Open Contest**—Any kit/subject/scale.
Sponsored Contest: "North African Armor" (James Guld, Tony Humphries)
- 02 Aug ASM Swap Meet**—no contest.
- 13 Sep On the Water**—Anything waterborne, any kit/subject/scale.
Beyond Babe Artwork—Any subject with non-pinup nose art.
Sponsored Contest: "Rotary Winged" (Gil De La Plain)
- 04 Oct Axis of WWII**—Any subject excluding Germany and Japan.
Go Figure—Any humanoid figure.
Sponsored Contest: "Big" (Brian Peck)
- 01 Nov Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Danny Roberts / Best P-38" (Mike Blohm, John Tate)
- 06 Dec SPECIAL CONTEST #3**
JET POWER
Plus Model of the Year competition!

a man can dream can't he? Talking of beer, the sun is over the yardarm now, so I think I may indulge. Ah, the joys of vacationing... While I do that, please feel free to take a look at a few pics of the Newbury club members' work that I took last night.



P.S.: I lied about there being less writing and waffling this month, but you'd probably already worked that out.

[Note: The rest of Tony's pictures from the Newbury club meeting can be found on the [Bonus Pages](#). -JW]

FIELD TRIP LLOYD POWELL

AVRO Lancaster Mk. X

at the Canadian Warplane Museum

Only two Lancaster Bombers from WWII are still airworthy. One is owned by the RAF and is not accessible to the public. The other is maintained by the Canadian Warplane Museum near Hamilton, Ontario, Canada. The Canadians are rightfully proud of their success using the Lancaster and actually manufactured 400 of the 7300 Lancasters built as part of the war effort.

The Lancaster uses four of one of the best known engines to come out of WWII: the Merlin Engine. The Merlin is a V12 piston engine manufactured by Rolls-Royce and was used in the Spitfire, Mosquito, and the Hawker Hurricane as well as the Lancaster. In the USA, Merlin engines were manufactured by the Packard Motor Car Co. Lack of power with early P-51s designed in America employing an Allison engine were solved



in 1943 by switching to the Merlin Engine. Eventually over 150,000 Merlin engines were built.

On the ground, the Lancaster bomber looks rather ungainly. There are bulges everywhere along the fuselage and the gun turrets look like an afterthought. Comparison with the sleekness of the Boeing bombers makes the Lancaster look like a fish with eye disease, but the Lancaster was the first successful heavy bomber early in WWII. The integrated designs came much later in the war.

Recently, one-hour flights on the Lancaster cost \$2500 at the Museum. During a visit in 2007 we met a couple who had come over from the United Kingdom. The fellow was celebrating his 60th birthday and the flight was his gift. He was eager to fly the Lancaster as his father had served on the bomber in WWII. The next day we hear the distinctive smooth base sound of the four Merlin engines and saw the excursion flight pass over the city of Hamilton. My only regret was that I was not able to get more picturesque views of the Lancaster.

The Canadian Warplane Museum is currently raising funds to overhaul several of the Merlin engines on their Lancaster Mk X.

[Note: The rest of Lloyd's Lancaster picture can be found on the [Bonus Pages](#). -JW]

KIT REVIEW

JOHN TATE

The Tamiya 1/35 M51 Sherman

Three iconic weapons in the Israeli arsenal gained international recognition in the 1967 Six-Day War: the Uzi submachine gun, the Mirage IIIC fighter jet, and the M51 "Isherman" tank. In the case of the latter, the M51 spearheaded the Israeli armor effort on all fronts and was instrumental in pushing out the quantitatively-superior Egyptian forces from the Sinai Peninsula, quite an accomplishment for an up-gunned WWII tank past its prime, especially since it faced much more modern Soviet armor. The M51 has been done before in plastic, by both Dragon and Academy, but this is the first mainstream kit of the M51 version used in the Six-Day War. Tamiya has produced a good kit, with a few quirks, but well-worth building. Here's what I found when I built mine.

This is an all-new-tooled kit, with very nice moldings; there is no flash and little cleanup required on most parts. The kit assembly is traditional, from the hull and running-gear up, and

Tamiya finally filled in those empty spousons found on their earlier Sherman kits. The kit was designed with the builder in mind so construction goes smoothly. However, even though it's not over-engineered like many other contemporary armor kits, it still takes some patience and modeling skill to get right, and there are plenty of small fiddly pieces, especially on the hull. The track is Tamiya's gluable, one-piece type, but it's easy to handle and fit perfectly. The one bugaboo about the tracks is the prominent mold seam along the track sides, which I thought would be a deal killer but turned out to be easy to remove, with a little sanding and super-glue. One nice feature about the kit is the depiction of the canvas mantlet cover—it fit nicely and looks great when finished; I wish all armor kit manufacturers would follow Tamiya's lead and add similar covers so modelers wouldn't have to purchase expensive resin aftermarket sets.

On the downside is something I've noticed about most Tamiya kits—they get you 90% of the way there in style, but leave you on your own to get the rest of the way to an accurate model. In this case, Tamiya didn't provide wire mesh for the rear engine deck ventilation ports, or any detail for the tow-cable attachment eyes on the front hull transmission cover. The barbed-wire clamp on the transmission cover is also missing and has to be scratchbuilt, and the jerrycans stand upright on the fenders but lack the retaining bolts that would have held them to the hull. You get the idea—a lot of little details have to be added to produce an accurate replica. Tamiya makes a photoetch set for this kit, which can be hard to find, but I would recommend purchasing it in the interest of an accurate model.

Like many Tamiya armor kits, this one comes with a piece of string to replicate the tow cable—save yourself some trouble and get an aftermarket replacement instead. The .50-caliber machine gun looks like it comes from an earlier Tamiya

Sherman kit so if you have an extra Dragon one in your parts box like I did, I'd recommend using it.

The finishing stage went smoothly and I painted my model in overall '67 sand. It's an open question what this color might have looked like after some time in the desert sun so I simply painted to suit. The decals went on flawlessly, with almost no silvering. As a final touch, I added a tethered antenna and some tarp rolls and musette bags, and my M51 Sherman was complete.

Bottom line, this is a nice kit of a historically-significant tank, and a nice change from the usual armor diet of WWII subjects and 21st-century MBTs. Recommended.

[Note: The rest of John's pictures of this kit can be found on the [Bonus Pages](#). -JW]



Master

Victor Maestas	1138
James Guld	841
James Strickland	372
Brian Peck	302
Mike Blohm	270
Dave Miller	125
John Tate	110
Larry Glenn	77
Glenn Bingham	25

Intermediate

Tony Humphries	1127
Bob Meeker	1080
Frank Randall	901
Don Smith	718
Steve Brodeur	500
Gorham Smoker	250
Gil De La Plain	125
Gil Johnson	100
Jack Garriss	60
Ken Piniak	39

Basic

Matt Blohm	1826
Fred Behnken	325
Jeanne Garriss	125

Junior

Caroline Smith	450
Marie Smith	450

MODELER OF THE YEAR POINTS STANDINGS

as of 17 Jun 13

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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! THE FEZ SEZ

TONY HUMPHRIES

Hands Across the Ocean and suchlike

Tony supplied several photos from the meeting he attended in England, and here they all are.









BONUS PAGES! FIELD TRIP

LLOYD POWELL

AVRO Lancaster Mk. X at the Canadian Warplane Museum

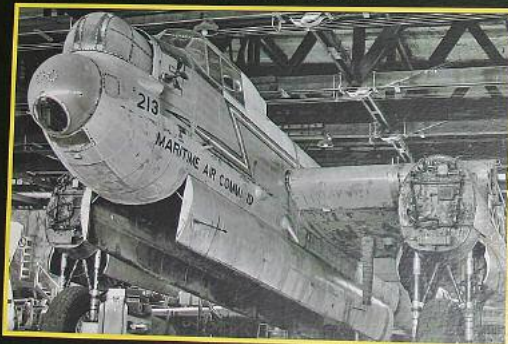
Lloyd provided these photos from his visit to this museum.



AVRO Lancaster Mk. X



The CWH Lancaster MkX (FM213) was built at Victory Aircraft, Malton, in July 1945. Too late to serve in the Second World War FM 213 was reassigned to serve as an RCAF Maritime Patrol aircraft, based at Greenwood, N.S. and Torbay, Newfoundland. After a number of years in the Maritime Patrol and Search and Rescue role FM 213 was retired in 1964. From 1964 to 1977 FM 213 was on outside display in Goderich, Ontario. With help from the Sulley Foundation, it was acquired in 1977 from the Royal Canadian Legion in Goderich. Eleven years passed before it was completely restored and flew again on September 24, 1988. The Lancaster is dedicated to the memory of P/O Andrew Mynarski and is referred to as the "Mynarski Memorial Lancaster". It is painted in the colours of his aircraft (KB726) - VR-A, which flew with RCAF No. 419 (Moose) Squadron.

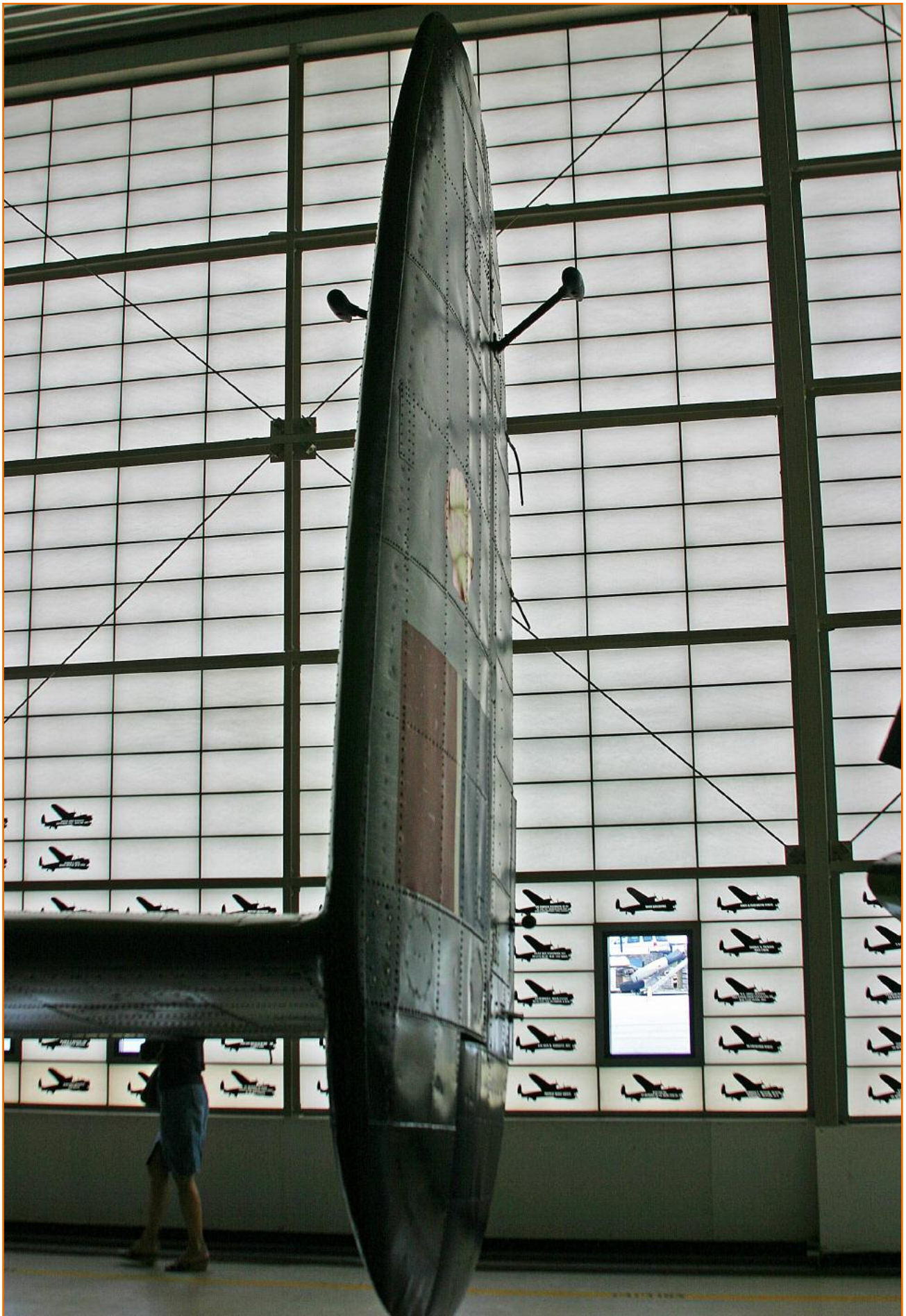


Thousands of Canadian aircrew and other personnel served with the RCAF and RAF's Lancaster squadrons in England; and thousands of Canadians at home worked at Victory Aircraft in Malton (Toronto), Ontario, where they produced over 400 Lancaster Mk X's. In total, more than 7300 Lancasters rolled off the production lines in Britain and Canada. Only two still fly today.









BONUS PAGES! KIT REVIEW

JOHN TATE

The Tamiya 1/35 M51 Sherman

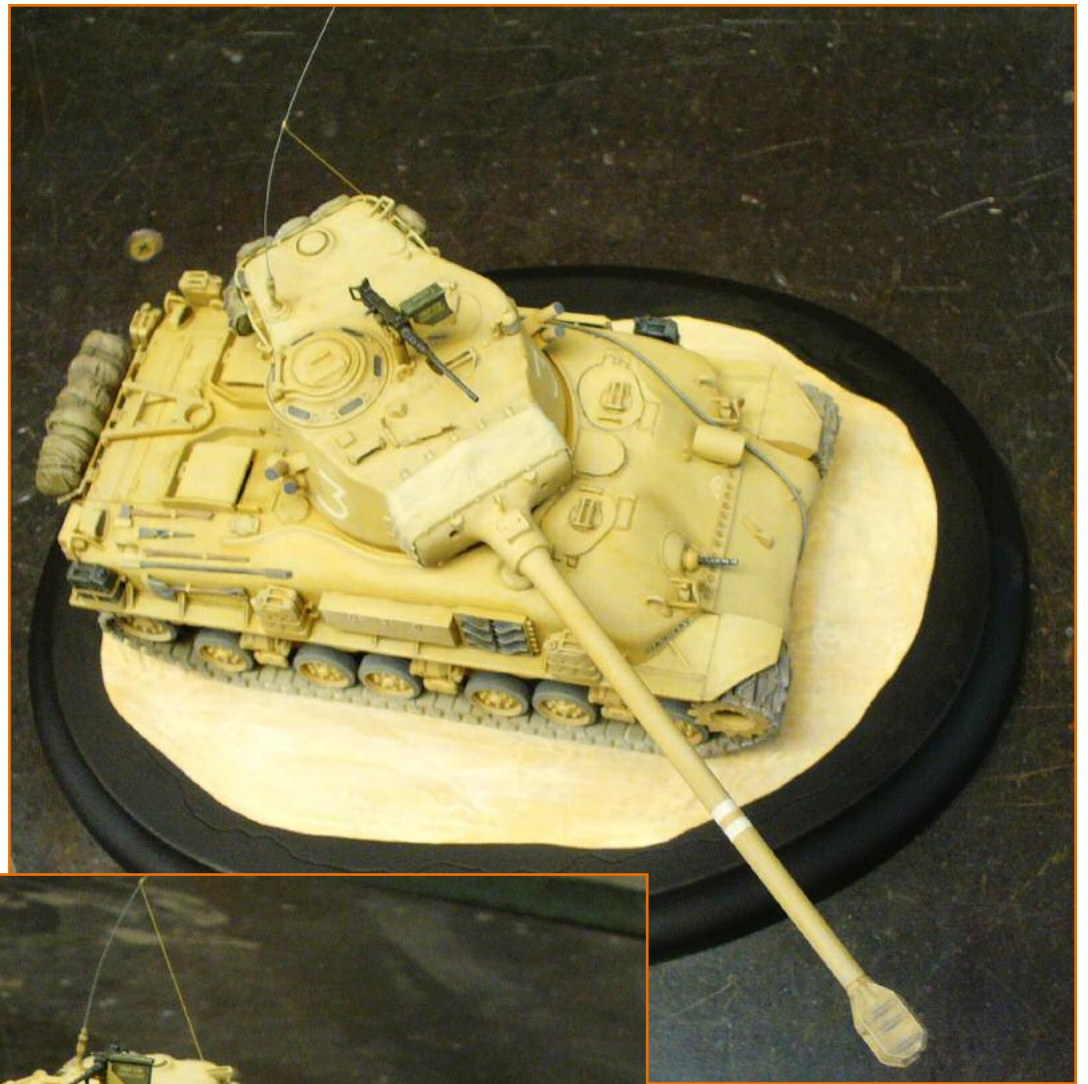
John Tate's review came with several photos of a build of this kit; photos by Mike Blohm.







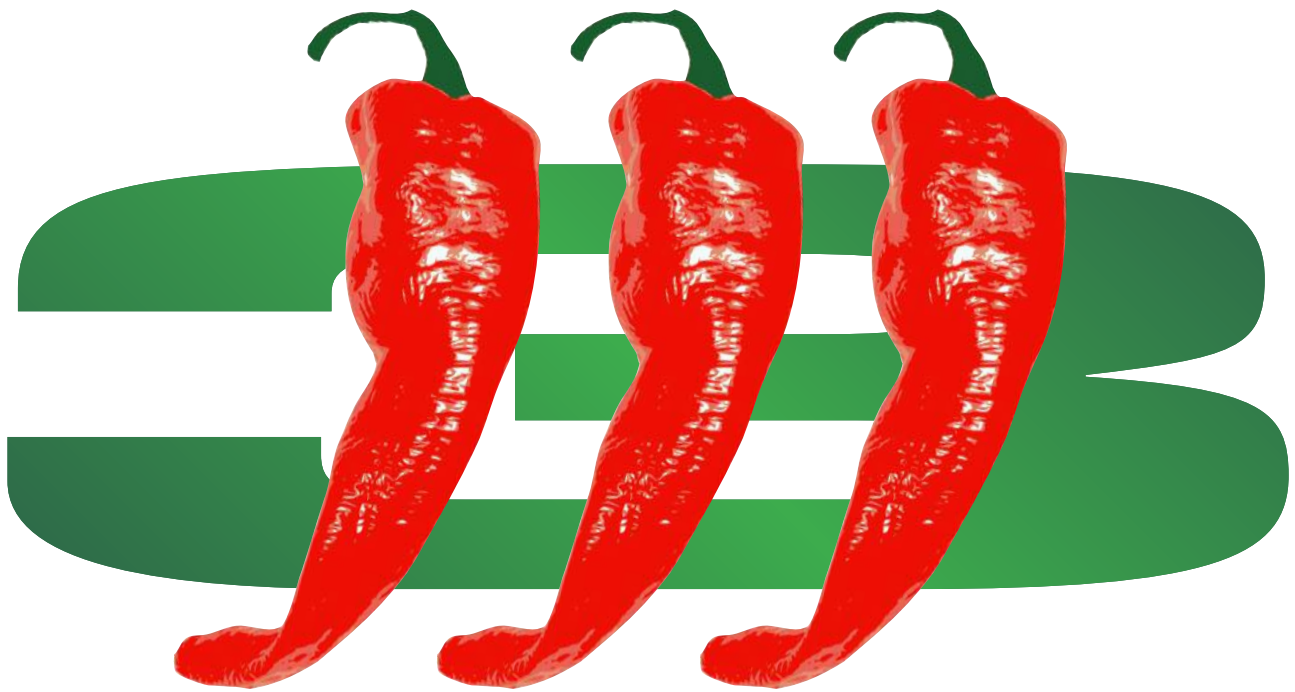




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