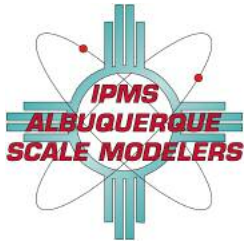


# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

December 2011

## MODEL OF THE YEAR!

**MIKE BLOHM**

The December 2 meeting is the "ASM 2011 Model of the Year Showdown." Contenders for the ASM 2011 Model of the Year Awards are the Best of Show Winners from the four 2011 Theme Contests and the Best Overall Winners from four 2011 Special Contests, in all four division levels (Junior, Basic, Intermediate, and Masters). You do not have to be present at the meeting, but your model does in order to compete. So please arrange for another ASM member to bring it in. To view Contending Models, visit the ASM Web Site's Model of the Year Contenders page ([http://abqscalemodelers.com/asmcontenders\\_2011.htm](http://abqscalemodelers.com/asmcontenders_2011.htm)).

## PRESIDENTIAL INKLINGS

**VICTOR MAESTAS**

### Accuracy

The building of a model is to create a duplicate of an object (or person, or animal) in a specific moment in time. Building

them to a scale is needed for economics and practicality. I would love to have a B-17 in full scale, but where would the Ferrari, the Matilda and the F-117 go? The issue that arises when creating a duplicate is the loss of detail and the potential to introduce errors. Scaling it down to a reasonable size also can add more difficulties keeping true to the original.

Modern molding technology allows intricate details, but there are limits to what can be done and still sell at a competitive price. Plastic parts can only be molded so thin before they are unusable. Parts have to be able to survive production, packaging, shipping etc. Then they are subjected to handling, solvents, and glues and all the treatment needed to get them put together on a model. Plastic molded parts can be molded as thin as .4 mm (the impressive cowlings on the new Tamiya Spitfires and Mustangs). Scaled up from  $\frac{1}{32}$  scale to full scale, that's still .50in thick. The non-structural aluminum sheet metal skins on these planes is in the .04in (1mm) to .06in thickness (1.5mm) range. A  $\frac{1}{32}$ -scale cowling would have to be .0009in (.02mm) thick to be true to scale.

Aside from the realities of molding plastics, another issue is the trust we put into the research that kit makers and after-market producers do to come up with different markings and paint schemes. Modern subjects have the advantage of having color photos and even actual prototypes to inspect. Older references have to be analyzed and then an educated guess is the best that can be done. Sometimes a plane will have an

November meeting highlights: left, members mill about looking at this month's entries; and below, Frank Randall announces his engagement during the business meeting. Congratulations Frank!





November's Best of Show winners, left to right: Gorham Smoker's *Spitfire Mk V*, Jim Guld's *Matilda Crane Tank*, and Lary Glenn's *Matilda IV*.

## ASFS VISIT TO ASM

JOE WALTERS

interesting marking (nose art) on one side of the nose, but what's on the other side? Deciphering colors from black and white photos has to involve some educated guesswork. Sometimes a scheme is published and accepted as accurate, and then another photo is found that contradicts the accepted scheme, but still does not give a complete picture of the correct scheme.

Restored military hardware in museums can also be hard to trust. The restorers make the best educated guesses with the available data, but when more information comes to light after the fact, the budget may not allow it to be corrected. Model companies have copied museum display machines even though they were restored with errors. The blue color in the Caunter Scheme on a museum Matilda and the step cutout on the flaps of early F4U Corsairs are examples of this.

The technique of lightening colors for scale effect to better reproduce the effect of looking at a subject from a scale distance can also be used to make the subject look more realistic even though the color shade may not match published data. Observing a 1/48-scale model from six inches away is the equivalent of looking at an actual plane from 25ft away. Looking at parked planes at a large airport, the closer planes have more vivid markings and the planes at the far end look subtly faded out and not as sharp. This effect is especially noticeable when in a humid environment and at lower elevations with denser air. How much is the correct amount shift of the base color's shade?

Painting effects, like dry brushing to enhance the upper details and washes to hide the actual thickness of parts can give the appearance that the details are finer than they really are. Adding "plumbing" and "wiring" to an airplane's innards can add interest to a model even if it isn't entirely correct. A level of artistic license can make a model look more complete.

It's amazing that even with all these challenges to produce and scale a duplicate, the finished product still looks like the real thing; a P-38 is not going to be confused for a P-61. A heated debate on whether a color is the correct shade or what the correct number of lightening holes is in a wheel well is really only interesting discourse among like-minded hobbyists, especially considering all the compromises needed to get the scale model produced at all.

With consent and approval of the E-board, I have invited the members of the Albuquerque Science Fiction Society to be our guests at the January meeting. As we traditionally hold a special contest with a theme of Sci-Fi / Fantasy / Realspace during that month, it seemed like a great time to bring in some folks who hold an interest in the subject, even if they're not modelers.

Like ASM, ASFS meets monthly and their meetings often feature guest speakers numbering among the more well-known authors in the field (recent guest speakers include Diana Gabaldon and 2011 Hugo winner Connie Willis). And where we run the occasional Chile Con, ASFS puts on Bubonicon every year, bringing in hundreds of fans and enthusiasts.



I have no idea how many ASFS members will show, but I hope there are lots of Sci-Fi subjects in the competition and in the display-only section for them to see!

Who knows? Perhaps some of them will be inspired to start modeling and join us! And for any ASM members who might find ASFS interesting, they meet on second Fridays at 7:30 P.M. at St. Andrew Presbyterian Church, just east of San Mateo on Ponderosa (<http://tinyurl.com/asfsweb>).

## TRIP REPORT

MIKE BLOHM

### Planes of Fame Air Museum

This Field Trip Report covers the second of two outstanding air museums that I visited in August 2011 on a trip to



Southern California. This report is on the Planes of Fame Air Museum in Chino, California. The museum is located southwest of the Ontario Airport and just off Interstate 10. If you are flying into Ontario or driving on I-10 to get to Los Angeles, this is definitely worth the four-mile detour.

Nam era aircraft. There are also engines, uniforms, turrets, and instrument panels on display. The "USS Enterprise CV-5 Hangar" has a simulated aircraft hangar deck with Navy aircraft.



The museum has a large central building with three large hangar bays containing aircraft exhibits and artifacts, and four other separate hangars packed with aircraft and models. There are also aircraft and vehicles parked outside of the buildings. In front of the museum is the B-17G "Piccadilly Lilly II," which starred in the "12 O'clock High" series. In between the hangars are multiple aircraft including an X-2, F7F-3N Tigercat night fighter, Fighter Conveyor (FICON) Project RF-84K with hook used to "dock" with the GRB-36, and the front fuselage of a B-17E recovered from a swamp in Papua, New Guinea, in 2006. A more detailed trip report including information on the aircraft in each hangar and additional pictures is posted on the ASM Web Site's Field Trips page.



The stated mission of the museum is "to preserve aviation history, inspire interest in aviation, educate the public, and honor aviation pioneers and veterans. The Museum is dedicated to the preservation, perpetuation and exhibition of historical aircraft, and to the men and women, both famous and unknown, who devoted their lives to flight." The museum was founded in 1957 and now has over 150 display aircraft, numerous historical artifacts and educational exhibits that span the history of manned flight.

Highlights of the Maloney Hangar inside the main building include an original, flyable Boeing P-26A (one of two left), a Hanriot HD-1 flown by French ace Charles Nungesser in the US, a Northrop N9MB Flying Wing, and a replica Wright 1903 Flier. The Pond Hangar contains Army Air Corps and Navy aircraft and a few Viet

## FRED'S FOTO FILE FRED FRANCESCHI

### Fire on USS Boxer CV-21, August 5, 1952

In 1952, during the Korean war, the USS Boxer was patrolling off Korea's shore and doing air strikes against North Korean forces. My father was Hanger Deck Chief on the ship during this cruise.



I was a teenager living in San Diego at the time. We learned that the Boxer had a major fire and that a lot of sailors were killed. There was a front-page story in the local newspaper about the fire, but information was limited. The Navy did not want to release anything that could help the enemy, so we were in the dark for several days about whether my father survived.



After the ship's return my father talked a bit about the fire. An F9F Panther fighter was being lowered to the hanger deck after a mission when it's 20mm cannons began firing, starting fires among the aircraft on the hanger deck, some of which were armed and loaded for future missions. At first it was believed that someone had accidentally pressed the firing switch as the plane was coming down, but later evaluation determined that high humidity had caused a short in the firing system. Nine men died and many had to jump overboard and were rescued by escorting destroyers.

My father had some B&W negatives and prints of the fire's aftermath and I thought the negatives were originals until Joe and I did an internet search about the fire and saw the same photos.

I've been to Korea during the summer and the heat and humidity made my life very uncomfortable. But to be fair, I've been in Korea in the winter and the cold and humidity also made my life very uncomfortable. So I sure understand how the accident could have happened.

*[Additional photos are in the Bonus Pages. -JW]*

The Foreign Hangar contains mostly Japanese and German aircraft but also a few allied planes. Of note are the only original A6M5 Zero (flyable), the wreckage of a G4M1 "Betty" bomber, J2M3 Raiden, J8M1 Shusui, and MXY-7 Okha (Baka Bomb). German aircraft include Me 163B Komet and Ba 349 Natter wooden mockups, He 162A-1, V-1 Buzz Bomb, and a Bf 109E-1/7 that flew in the Battle of Britain and Eastern Front. It was recovered from a lake in Russia in 2003. Allied aircraft include a Yak-3U in the markings on the Normandie-Nieman Volunteer Squadron that flew with the USSR.

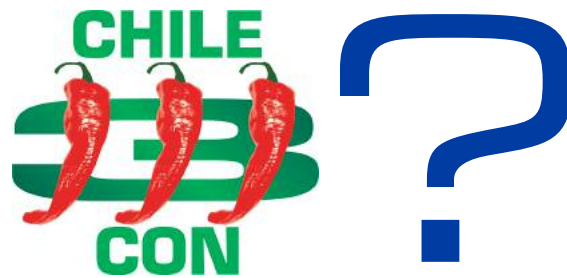


The Jets and Air Racers Hangar contains a mix of civil / racing aircraft and jet aircraft. Military aircraft include the original D-558-II Skyrocket, P-80A, F-86F, MiG-15, MiG-17, MiG-21R, Vampire Mk VI, and Meteor Mk IV. Civil aircraft include the R3C-2 Racer, 1913 Deperdussin, and R-4 Firecracker, R-6 8 Ball, and replica R-1 Gee Bee racers.

The 475 FG Hangar contains a P-38J in the "23 Skidoo" markings of ace Captain Perry J. Dahl. Group memorabilia, pictures, and information depicting their life at the front during WWII is displayed throughout the hangar. The Friedken Hangar is where restorations are ongoing but I was not able to visit that due to the time I had available. That will be included on the next trip.

Highly recommended—plan on about half a day to see everything; a whole day if you also visit the Yanks Air Museum just down the street (see the ASM November 2011 Newsletter). There are probably more than 1000 aircraft models in various displays throughout the museum and they also deserve some time during your visit. Some are quite good but a lot are in need of repairs. Admission is \$11.00. Check out further information on the museum's web site (<http://www.planesoffame.org>) including details on the collection. Note that there is a second Planes of Fame Air Museum in Valle, Arizona, that is also worth a visit. Hope to be able to do a trip report on that museum sometime in the future.

[Mike supplied several more photos, and they're all visible on the Bonus Pages for our online subscribers! -JW]



### Year 2011 Contest Quick Reference Chart

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

- 07 Jan** **SPECIAL CONTEST #1**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**
- 04 Feb** **ASM Swap Meet**—no contest.
- 04 Mar** **Open Contest**—Any kit/subject/scale.
- 01 Apr** **Super Clinic Night**—no contest.
- 06 May** **SPECIAL CONTEST #2:**  
**SHINY SHOW RODS**
- 03 Jun** **1941**—Any kit/subject/scale.
- 08 Jul** **SPECIAL CONTEST #3**  
**MORE OR LESS (THAN FOUR WHEELS)**  
*Sponsored Contest: Post-Apocalyptic (Josh Pals)*
- 12 Aug** **ASM Swap Meet**—no contest.  
*Nationals Debrief Night—Bring Models & Trophies!*
- 09 Sep** **Mediterranean**—Any kit/subject/scale.
- 07 Oct** **SPECIAL CONTEST #4**  
**COMMON KITS (SEE WEB SITE)**
- 04 Nov** **Open Contest**—Any kit/subject/scale.  
*Sponsored Contest: P-39 (Don Smith)*
- 02 Dec** **Sponsored Contest: BMW**  
*(Patrick Dick)*  
*Plus Model of the Year competition!*

### Year 2012 TENTATIVE Contest Chart

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

- 06 Jan** **SPECIAL CONTEST #1**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**
- 03 Feb** **ASM Swap Meet**—no contest.
- 02 Mar** **Open Contest**—Any kit/subject/scale.

To be continued...

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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!

## MIKE BLOHM

In our first set of Bonus Pages, we present all the photos Mike provided for his Trip Report. More are available on the ASM Web Site.





























# BONUS PAGES!

## FRED'S FOTO FILE

As Fred mentioned in the column, neither he nor I could determine the true source of these photos. Fred has the *negatives*, but he has never distributed these photos—and yet, some of them turned up on a simple google search on the Boxer fire.

It could be that Fred's father acquired duplicates of the negatives, or that whoever passed them on to the net got duplicates from Fred's father's originals. We just don't know! In any case, it's quite possible that some of these images have never before been seen outside the Franceschi home. Here are all the photos Fred has of the event. -JW













