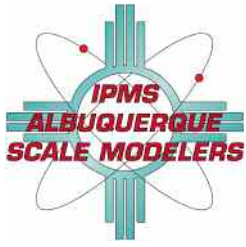


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

February 2017

THE EAGLE'S VIEW MIKE BLOHM

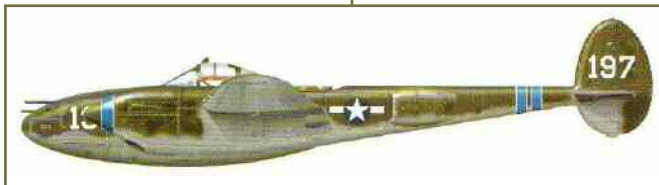
First off, I wanted to explain why I decided to title this column "The Eagle's View." I think the goal of my monthly articles should be to give a high-flying overview of what the club is doing, both right now and somewhat over-the-horizon into the future. That's the kind of view that a high-soaring Eagle has, so I thought that might be appropriate. It has nothing to do with a certain fighter aircraft with various monikers that I will not mention here (talk to me later).

The February meeting is our first swap meet of the year, with no contests. Try to keep your plastic-sold to plastic-purchased ratio even. Please consider donating

a recently issued kit, book, magazine or decal sheet to the Chile Con 4 Raffle—see Frank Randall. Note that you can still bring in works-in-progress models for 2 points each (max of 3) at the February meeting.

Chile Con 4 is fast approaching. As a politician once said, "Ask not what Chile Con can do for you; ask what you can do for Chile Con" (my apologies to JFK, but I'm sure that's what he probably meant). I hope there are some more Star Wars models under construction out there—we only had three at the January Sci-Fi

Contest. The Contest Categories and Contest Rules have been posted on the CC4 website. Please get with



January Meeting highlights, left to right: members who dared to brave the weather begin to assemble; we got a brand-new President and already we broke him (this is why we can never have anything nice); and the business meeting in progress.



Patrick Dick to sign up for a Trophy Package or to get a Vendor Table. Hopefully most ASM members will be able to afford sponsoring one package. The CC4 costs should be somewhere near the CC3 costs, which were \$35 for the 1st, 2nd, and 3rd award packages and \$40 for the “Best Of” awards.

Finally, here is my promised short blurb on one of America’s lesser-known aces. I thought it appropriate to first mention Capt Daniel T. “Danny” Roberts, who was from Tucumcari, New Mexico. Roberts flew the P-39 with the 8th Fighter Group and then the P-38 with the 475th Fighter Group in the Southwest Pacific Theater in 1942 – 43 and commanded the 433rd “Possum” Fighter Squadron. During that time he scored 14 aerial victories before being killed in action on 9 Nov 1943 when his own wingman collided with him during a hard turn while engaging a Ki-43 Oscar. At that time he was right behind Dick Bong and just ahead of Tommy McGuire in the scoring race. His P-38H is depicted at the top of this article. There is a link on the [ASM Website’s](#) Home Page to a longer story on this forgotten, high-scoring ace. Matt Blohm, John Tate, and I are sponsoring the “Capt Danny Roberts Memorial Award— Best American Ace Aircraft” at Chile Con 4. So get building for that!

<http://tinyurl.com/chilecon4>

VP REPORT

JERRY LITTLE

The Column Without A Name

Ahh... Region 10. The Albuquerque Scale Modelers plays an important role in the region. Most significantly, this year, we are hosting the Region X Conference here in June in conjunction with Chile Con IV (4). I took the opportunity to head down to Tucson, Arizona, earlier this January to support the Sonoran Desert Modelers at their local contest and swap meet: Scorpfest/Modelmania.

The contest was an excellent opportunity to get out with other modelers and enjoy the hobby we love. The turnout was great with well over a hundred models on the table and at least fifteen vendors in attendance.

While some may consider it “small” by other’s standards, I thought it was great as it allowed for great fellowship and good chance to see others’ work around

FRED’S FOTO FILE

FRED FRANCESCHI

Aluminum Overcast

This B-17G-105-VE, known as *Aluminum Overcast*, was first flown on May 18, 1945, too late to see action in the Second World War, and it was sold as scrap for \$750 in 1946.

It was modified and used at various times to haul cattle, as a pest control and forestry dusting aircraft, and for a variety of other purposes. In May of 1979, it was acquired by the Experimental Aircraft Association, where it was displayed, then restored to almost original configuration, with radio and avionics equipment updated to meet current airworthiness requirements.



This B-17 was painted to represent airplane 42-102516 of the 398th Bomb Group, shot down on its 34th combat mission over Le Manoir, France, on August 13, 1944.



The *Aluminum Overcast* visited Albuquerque’s Double Eagle Airport during January of 2017, and I drove my Command Car there on January 8, just for the hell of it.

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

the region. I was able to pick up a couple of Gold/Silver medallions for my entries and share in the fun. Oh, and of course I left with a few kits from the vendors and a new airbrush from Grex. Gerald Voigt was there representing Grex and proved to be a great wealth of knowledge and support for my airbrushing activity... Tip #1: turn down the air pressure!

Also during the contest, I was able to get around and tell everyone about Chile Con IV and the Regional. A



Above: ScorpFest IV in full swing.
Below: Jerry's trophies.



lot of folks were excited about coming to Albuquerque and looking forward to the convention. We may have even picked up a vendor or two as well. Hosting these contests is a great way for a club to support the region and share with all the region members. ASM does a great job representing the hobby and the area.

To be honest, Scorpfest wasn't the only thing I did in Tucson. Who in their right mind would pass up Pima Air Museum? I got down there early enough on Friday to spend the afternoon at the museum and take a tour of the Boneyard! That tour was a little bitter-sweet since I saw more than a few tails of jets that I used to fly while in the Air Force. It was kind of sad realizing that I'm old! But, I did learn a few things about the 309th Aerospace Maintenance and Regeneration Group, or "AMARG" as most know it. The "yard" is actually split into two areas; AMARG, where the Air Force provides maintenance and regeneration capabilities for aircraft that may return

to flying (storage) or used for parts (support) for the military or foreign air forces that bought our hardware. They do about a billion dollars a year in parts and services for the DoD. The other side of the yard is the "Boneyard." That's where planes go to die. You'll see tons of B-52s and other aircraft that have been cut up or parted out for other uses. They refer to that side of Kolb Road as the "reclamation area." Sad...

So, one little interesting fact: There is only one F-14 left in the Boneyard. The rest have all been destroyed in an effort to keep Iran from obtaining parts for their remaining eight flying Tomcats. Also, know that Australia has retired all of their F-111s, and there is only

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

10 Nov Open Contest—Any kit/subject/scale.

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>

one Aardvark left in the yard. Now, the only F-14s and F-111s left in existence will be at museums...

[Editor's Note: Jerry supplied several photos from his tour of the Boneyard, and you can find them in the **Bonus Pages**. -JW]

CONTEST DIRECTOR VICTOR MAESTAS

Welcome to another contest season at ASM! The contest schedule is in final review and will be posted online shortly. There are some interesting themes to build for (lots of opportunities to push the envelope) this year. Some of the ASM contest themes are tied to other events including the New Mexico State Fair and Chile Con IV (Star Wars and WWI), so if you plan ahead, you can have several opportunities to enter your models.

Speaking of themes, below is a breakdown of the various types of contests held during the year at ASM.

If there are any questions on the organization of the contests (types of contests, judging, points awarded, etc.) you can check the Contest Guidelines posted on the website or get ahold of me.

The January customary **Moe Blalters Sci-Fi, Real Space, Science, and Fantasy** special contest had a bit of a light turnout, but had some very well-built models on the table. Since this is a Special Contest, there were

only awards for best in each skill level. The top entries included Anthony Weaver's *War of the Worlds* Diorama in Basic, Michael O'Brien's *Vulcan Warpshuttle Surak* in Intermediate, and John Tate's *Space Marines Vindicator AFV* in Masters. For Patrick Dick's **Frickin' Laser Beams** sponsored contest, the top entries included Anthony Weaver's *War of the Worlds* Diorama in Basic, Ken Piniak's *USS Constellation* and John Tate's *Klingon Battlecruiser* in Masters.

IN THE BONUS PAGES! JOE WALTERS

In this month's **Bonus Pages**:

- Photos of January's contest winners
- The full text and photos from Fred's Foto File
- A Kit Review from Ken Piniak
- Two Kit Reviews from John Tate
- Photos from Jerry Little's Boneyard tour
- A link to some excellent WWII Nose Art examples
- And more!



Contest	Points	Host	Theme
Points/Theme	Yes	ASM	Any subject eligible, extra points if in-theme
Special	No	ASM	Only subjects that are in-theme eligible for judging
Sponsored	No	Anyone	Only subjects per sponsor's Rules of Engagement (ROE)
NM State Fair	Yes	ASM	Points for entries (per NM State Fair Categories) and/or displays (per theme)

Master

Ken Liotta. 6
Jerry Little. 6

Basic

Rolf Nitsche. 2

Junior

Chris Kurtze, Jr. 2

Intermediate

Partap Davis. 2
Ken Piniak. 2

MODELER OF THE YEAR POINTS STANDINGS

As of 22 Jan 17

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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!

JANUARY "MOE BLALTERS" CONTEST WINNERS

Weather may have affected our turnout for the annual Sci-Fi / Realspace / Fantasy contest, but the models that were present were excellent indeed! There were no Junior entries; the three winners in the other categories are presented here. Photos of all the entries, of course, are readily available on the [ASM Website!](#)

Photos by Elliot Madriss and Frank Randall.

First off, Anthony Weaver's *War of the Worlds* vignette (Basic).





Above: Michael O'Brien's *Surak* Vulcan Shuttle from 1979's *Star Trek: The Motion Picture* (Intermediate). Few know the original model was indeed pink; lighting during filming made it appear more grayish. See the inset photo of its designer, Andy Probert, with the original shooting model from the film. Compare this to the pinkish/red Vulcan landing craft seen at the end of *Star Trek: First Contact*.



Below: John Tate's *Space Marines Vindicator* (Masters).



BONUS PAGES!

FRED'S FOTO FILE

FRED FRANCESCHI

Aluminum Overcast

This B-17G-105-VE, known as *Aluminum Overcast*, was first flown on May 18, 1945, too late to see action in the Second World War, and it was sold as scrap for \$750 in 1946.

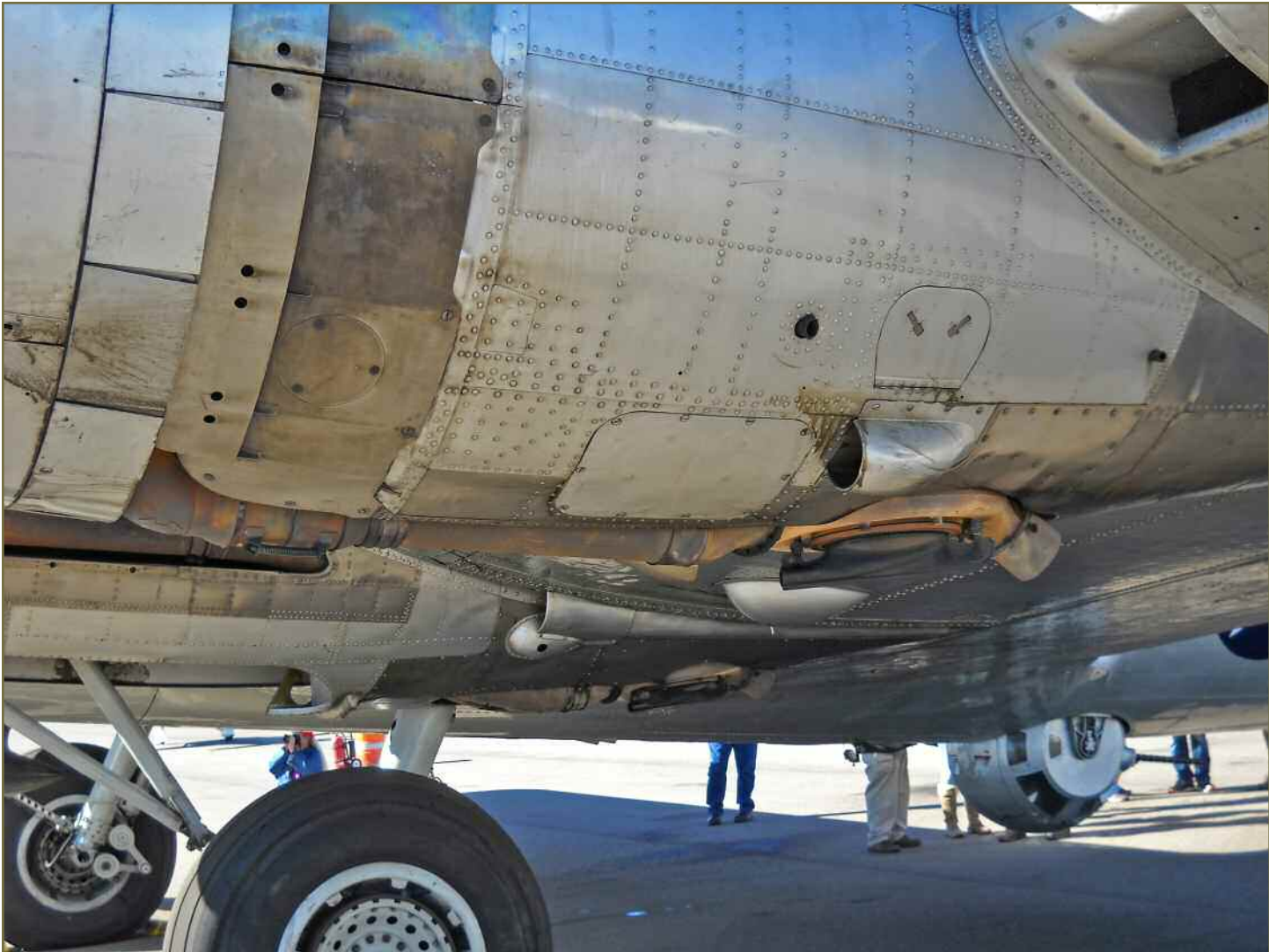
It was modified and used at various times to haul cattle, as a pest control and forestry dusting aircraft, and for a variety of other purposes. In May of 1979, it was acquired by the Experimental Aircraft Association, where it was displayed, then restored to almost original configuration, with radio and avionics equipment updated to meet current airworthiness requirements.

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I just had to take these first two shots after Brian Peck's demonstration on painting B-17 exhausts and superchargers during our January meeting.





Damn, but it looks beautiful.





Starting up the engines. Notice the person with the fire extinguisher. That is normally required when airplanes are started in both military and civilian life.
Next two images: Heading for the runway.





Next, a couple of shots of the airplane flying overhead. Seeing one plane flying over is impressive; it must have been awesome, or terrifying, to see five hundred or a thousand of these flying over at one time. The underwing star looks a bit small and further rearward on the wing than I would expect, but maybe that is how the original was painted.





Below and next page: Coming home.







A couple of closeups of the nose as the plane returns from a flight.



The advantage of having a WWII military vehicle is that I can (with permission) park my truck under the wing of the B-17 for a photo shoot.



BONUS PAGES!

KIT REVIEW

KEN PINIAK

Out of the Box Review Of Rye Field Models M1A1/A2 with Full Interior (Or How a Model Tank Should Be)

Okay, first off, I have been waiting for this kit for over 25 years, so my expectations are pretty high. Luckily, this model lives up to them. Also, my perspective is a bit different than that of most modelers: having spent ten years looking at tanks from the inside, they should have interiors, engines, periscopes, gun breeches, and such.

The first thing you notice is that it comes in a very big box; it is at least twice as thick as the average tank kit box. On opening it, you find that it is packed *full* of parts. Thousands of parts. The tracks alone are over 900 parts. This kit is not for the timid or inexperienced builder. Because you have a choice of one of two different versions, there are lots of optional parts. You get two different driver's hatches, loader's hatches, and commander's weapons station. There are also optional instrument panels, gunner's sights, and APUs. There is also a complete commander's independent sight unit and bustle rack extension for the A2 version.

M1A1/A2
ABRAMS
Main Battle Tank

1/35 SCALE
RM-5007

Workable tracks
Workable torsion bars
Highly accuracy of the details
Highly detailed Photo-etch parts
The hollow track gear and solid track gear

w/FULL INTERIOR

THIS IS NOT A TOY
UNASSEMBLED MODEL KIT
CEMENT AND PAINT NOT INCLUDED
FOR SKILLED MODELERS AGED 14 AND ABOVE

RFM
Rye Field Model

2 in 1

The turret has a complete turret basket, full ammo racks, and a very detailed gun breech. The driver's compartment is complete, even including the mechanism that opens/closes the hatch. The engine/transmission unit is beautiful, and snuggles in between the fuel tanks, air intake box, and batteries. Comparing the kit parts and instructions against my photos and operators manuals, everything looks correct. Even the bags the parts come in are user-friendly! They all have resealable flaps to keep you from losing all

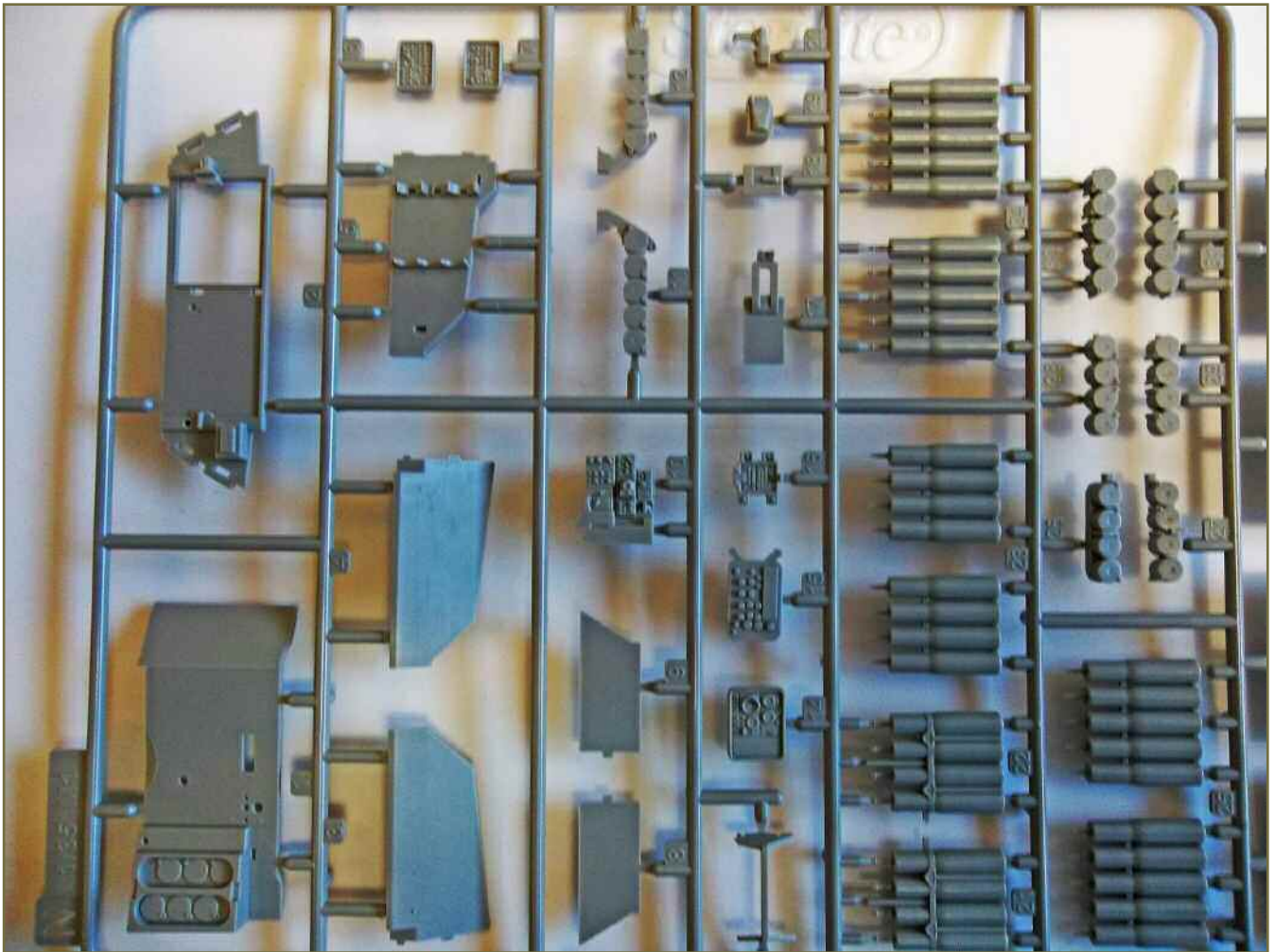
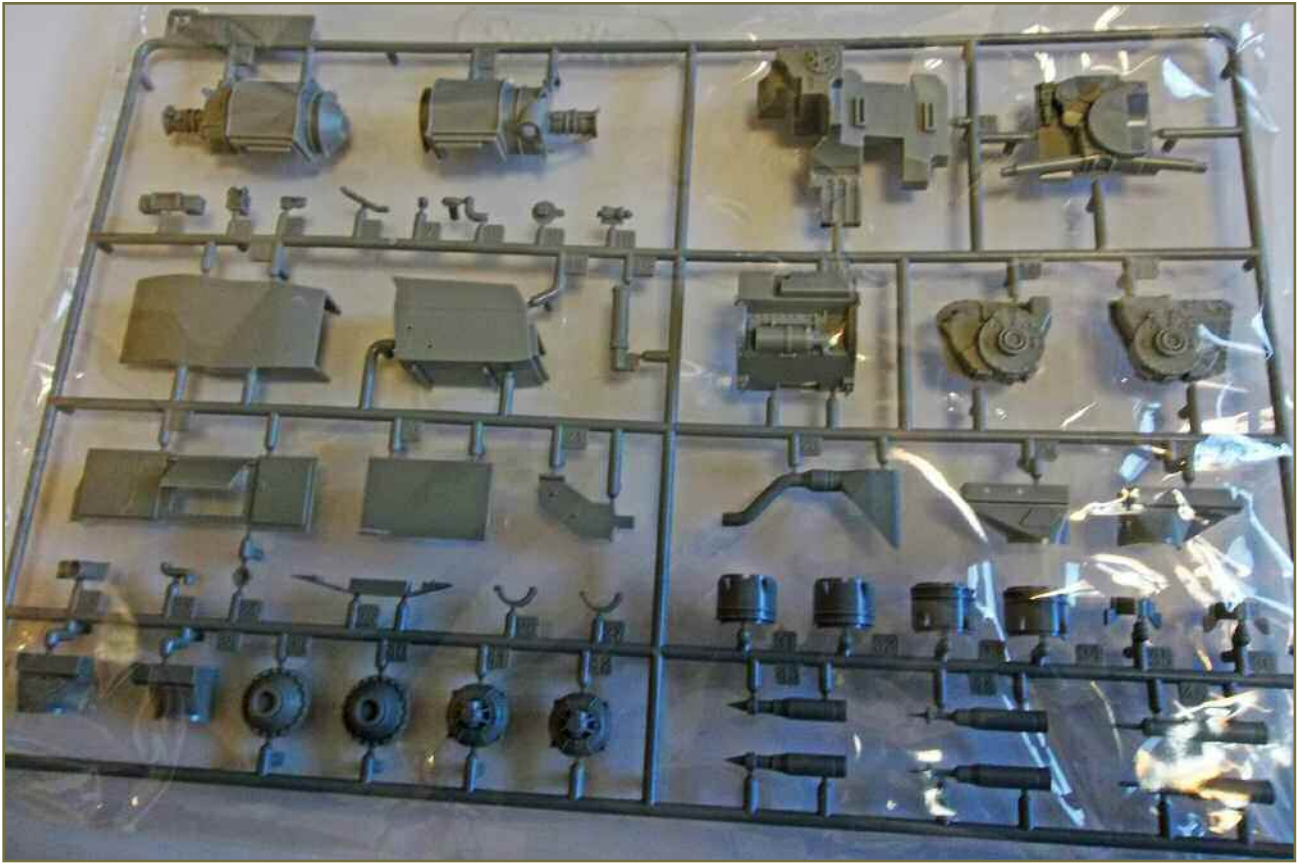
those small pieces. I have not started putting it together yet, but everything I have heard about Rye Field kits indicates that everything should fit well and go together with no problems.

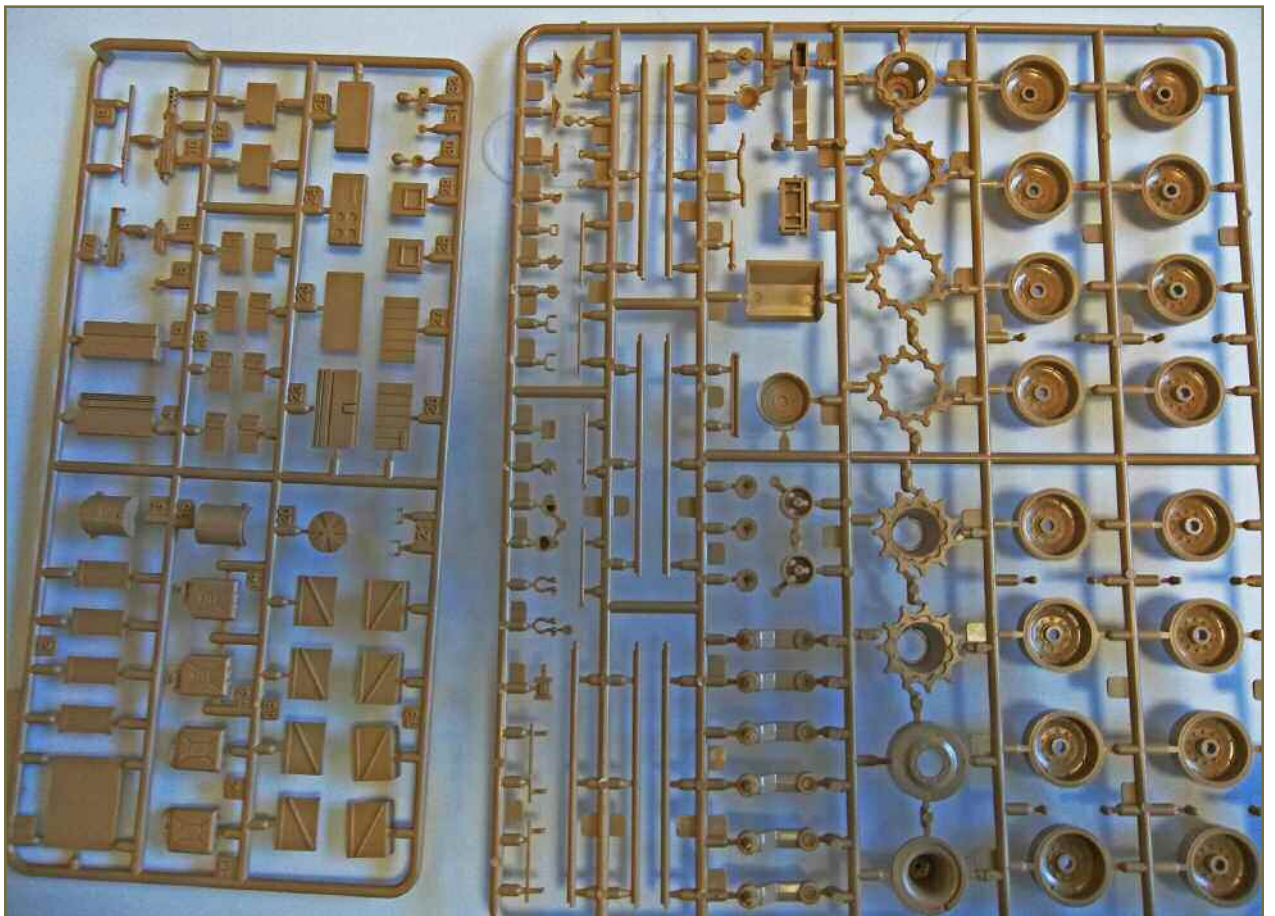
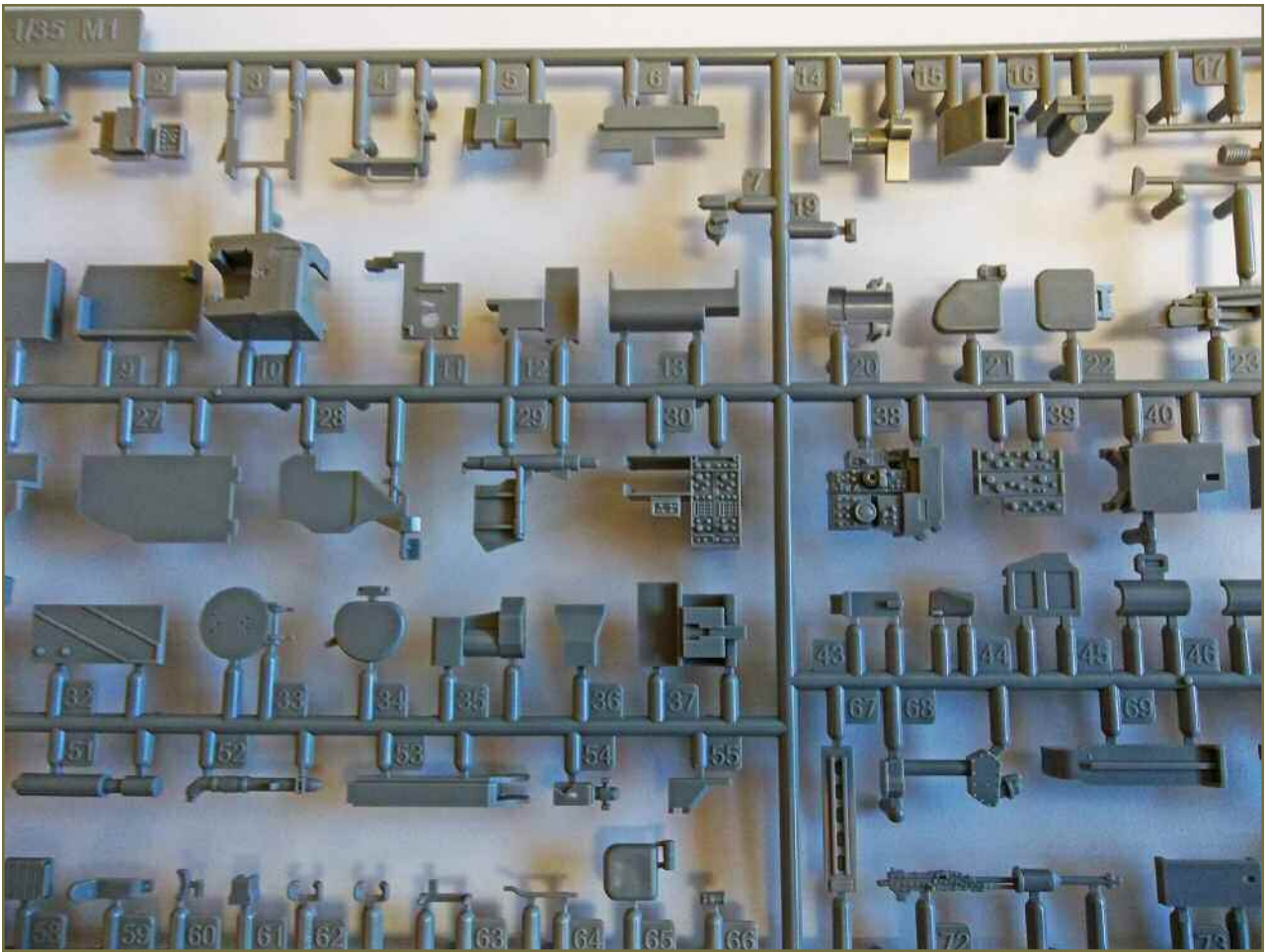


In fact, the only problem I find so far is the instructions. There are a lot of mistakes, omissions, and misidentified parts in them, with some entire assembly steps left out. This seems to have been very well documented on various modeling web boards. Rye Field has actually responded to this, and has posted a corrected copy of the instructions on their Facebook page (<https://www.facebook.com/ryefieldmodel>).

All in all, this kit appears to meet all of my long-held expectations and should produce an extremely accurate model of the M1A1 tank. Now if only AFV Club will do this for their M60A1/A3 kits.









BONUS PAGES!

KIT REVIEW

JOHN TATE

FROG 1/72 Vultee Vengeance

At the January meeting, club president Mike Blohm asked for reviews on old kits for our website and newsletter, so here's a model that's so old it's almost prehistoric—FROG's early 1970s-vintage Vultee Vengeance. Conveniently, I finished the model in December and it's a good example of how an old kit can be given new life through transplanted parts from a newer kit of the same airplane, in this case, the Special Hobby 1/72 Vultee Vengeance.



As for the real plane, the Vengeance was the hardest-working WWII plane you never heard of, successfully employed by the RAF bombing Japanese positions in the jungles of Burma and fulfilling a variety of second-line duties such as training and target towing. However, it never found favor in the country of its origin, as the USAAF saw no need for a vertical dive bomber when fighter-bombers were coming into vogue and considered the Vengeance obsolete and lacking performance. Hundreds were produced, however, from Vultee's plant in Nashville, Tennessee, and they saw service from French Morocco to Australia.

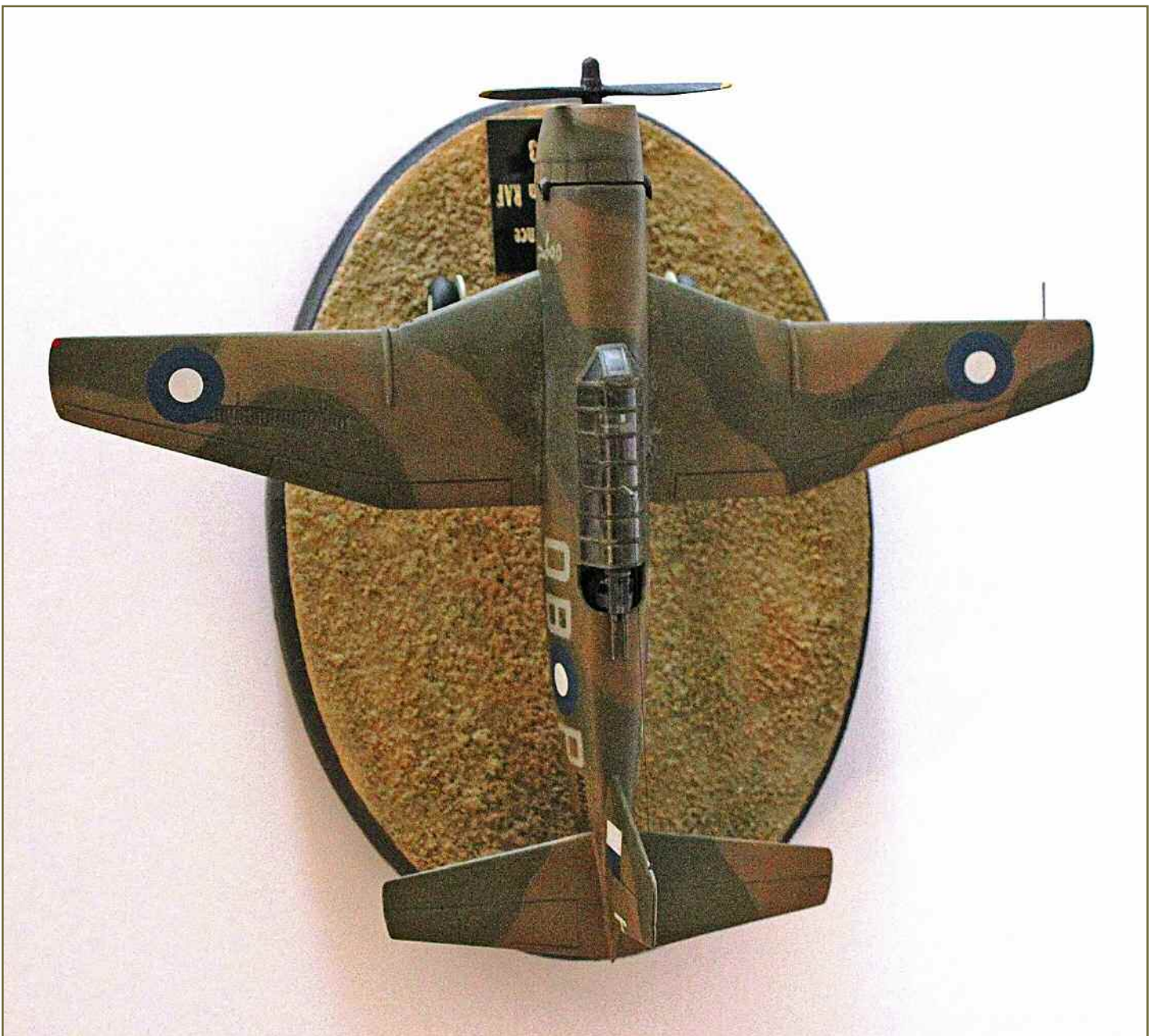
By the way, that unusual cranked wing? No, it wasn't a secret dive-bomber design trick, it was an effort to correct a center-of-gravity problem, one of the many fixes made to this plane during its fairly short service life.

I liked the FROG kit because the outline is more or less correct, it's a tough model that can take a little abuse during construction, and was engineered to be built quickly. Detail ranges from questionable to non-



existent but that's where the fun is, correcting it. When tackling the kit, the two things that must go are the oversized and ridiculous rear guns, and the lump of semi-clear plastic that is intended to be a canopy. Then replace the engine and prop (spares from a B-25 work nicely), add larger exhausts, and lengthen the landing gear struts. As for the interior, you can add seatbelts and a pilot's gunsight, but otherwise don't waste too much time here because even under a new greenhouse canopy not much can be seen. Fortunately, Special Hobby's vacuform canopy (two come with the kit) fit perfectly to the FROG kit, as did the Special Hobby kit's resin exhaust tubes. The decals from the Special Hobby kit were the finishing touch, which I used to depict a Vengeance from No. 45 Squadron RAF based in India in 1943.

It took a few months to correct and fix the FROG kit but it was an enjoyable build and I'm happy to have a unique model of a little-known WWII dive bomber. Someday I'll finish the Special Hobby $\frac{1}{2}$ Vengeance as a comparison model, but since it's a limited-run kit it probably has its own quirks and problems—the FROG kit might be the way to go as long as you have the Special Hobby kit to use as a guide and parts source. So don't pass up an old kit if you're curious about building it—it can still provide plenty of scale modeling enjoyment and compare nicely to more recent kits as long as you don't mind borrowing from newer kits to accurize it.



BONUS PAGES!

KIT REVIEW

JOHN TATE

Heller 1/72 T-6G Texan

Here's another golden oldie—the Heller 1/72 T-6G Texan. This kit is about forty years old but there isn't a lot to choose from in 1/72 if you want to build a T-6 Texan, so fortunately with a little work this kit will still build up into a nice model. Understandably, Heller kitted airplane subjects to appeal to their domestic market, so this particular version was intended to represent an *Armee de l'Air* COIN bird used in France's colonial war in Algeria during the 1950s. Conceivably a modeler could make other versions of the Texan from this kit, but building the model out-of-the-box produces an eye-catching replica of a warrior Texan.

Just like the real plane, Heller's Texan is simple and rugged, with no surprises during construction. Unsurprisingly for a model this old, some work is required to fill seams and ensure a good wing/fuselage fit, but nothing too taxing. The cockpit has reasonable detail so all that was added was a pair of seatbelts to bring some interest to this area. The canopy looks nice after polishing and fit well, although painting the greenhouse frame can be a chore for airplanes of this type. Add the landing gear and underwing stores, and *voilà!*—a French T-6.





One kit shortcoming was the poor decal sheet, but fortunately an excellent substitute is available, Berna Decals' "North American T-6G in Algeria," No. BD 72-85, with colorful markings for six different aircraft. The decals are nicely printed and set down easily; using them really made all the difference to the finished model.

This is a simple kit that can be built into a nice replica and is worth the time invested. Thanks to new decals, it can be turned into a unique model of an old prop job that saw plenty of action in Africa through the 1960s while military technology elsewhere was moving headlong to fast jets. Recommended.



BONUS PAGES!

SCORPFEST AND BONEYARD PHOTOS

JERRY LITTLE



Above: Gold Award from Scorpfest 2017

Right: Gold and Silver Medallions





Lots of models on the table at Scorpfest 2017.



Probably the most numerous aircraft in AMARG or the Boneyard. The F-16s on the AMARG side were Cs and Ds while the ones on the Boneyard side were mostly As and Bs.



Because of the requirement for Strategic Airlift, a lot of C-5s—As and Bs—are still available for use if necessary. The C-5Ms are the primary active duty aircraft.



A close second to the F-16s, there are rows and rows of C-130s in both AMARG and the Boneyard sides of the storage facility. Most of the newer models are used for parts and to sell to foreign governments.



It was a surprise to see so many B-1s in storage. The planes were in varying states of salvage and these were meant for parts harvesting. The first thing removed is the rudders because the wind has a tendency to damage the tails on the larger aircraft.



Not just heavies inhabit the Boneyard. On “Celebrity Row” you can see just about one of everything flown. This is an early A-10C with travel pods.



More F-16s for parts!



The Navy is not spared. These are earlier E-2Cs parked for parts. Looks like an E-2C from the VAW-77 Nightwolves waiting for its turn to be put on blocks. The first thing they remove on the Hawkeyes are the radomes because they produce an incredible amount of lift in the wind.



BONUS PAGES! MISCELLANEOUS

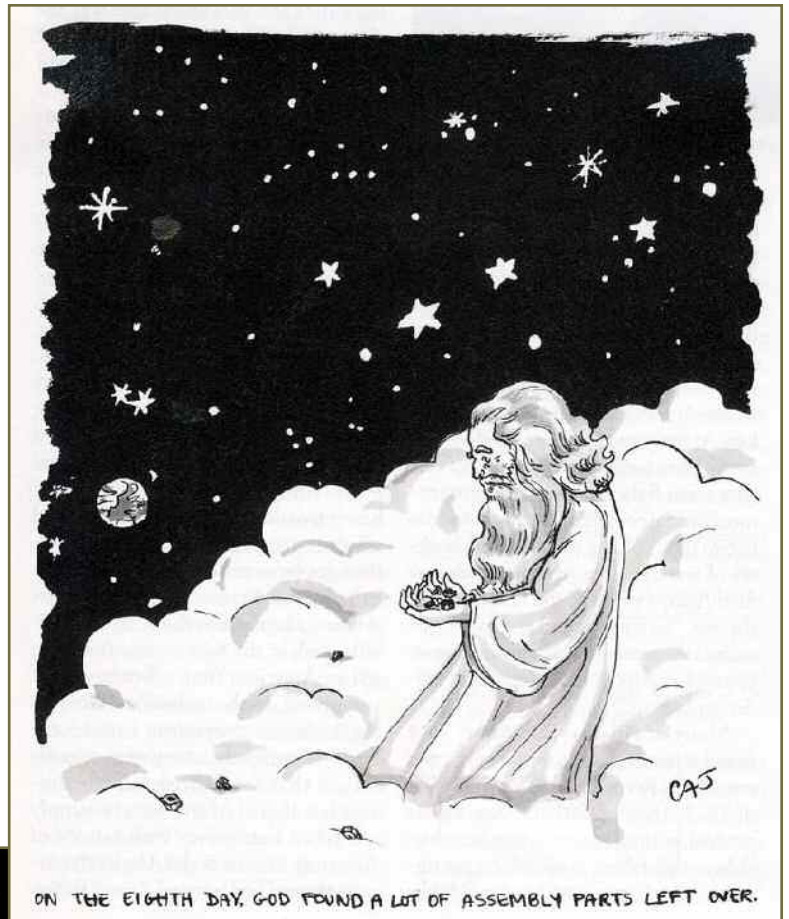
There's an impressive and fun collection of **WWII Nose Art** photos here (you can click the link), and you'll no doubt notice that most of them have a couple of things in common:

<http://tinyurl.com/asm1702a>

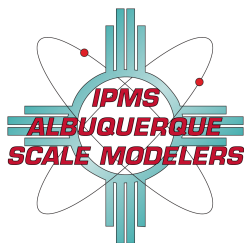
And then there's **Steven Brown**, who runs a blog called *Scale Model Soup* (which is worth checking out on its own merits!), and who seems to like our model-promoting efforts at State Fairs:

<http://tinyurl.com/asm1702b>

*[Steven credited me for permission to use the photos, but it was really our webmaster & President, **Mike Blohm**, who authorized that. -JW]*



Albuquerque Scale Modelers Presents
IPMS REGION 10



CHILE



CON



**MAY THE FOURTH
BE WITH YOU**

**Marriott Pyramid North
ALBUQUERQUE, NEW MEXICO**

www.abqscalemodelers.com

<http://tinyurl.com/ChileCon4>

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.

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>).

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