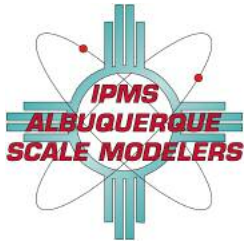


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

July 2011

PRESIDENTIAL INKLINGS VICTOR MAESTAS

Warbirds

With an increasing sense of dismay, I recently read that a WWII bomber had been destroyed in a ground fire outside of Chicago. When I found out it was a B-17, it got even worse. On June 13, 2011, the Liberty Belle suffered an in-flight fire, the pilot successfully completed an emergency landing in a field where everyone got out safely, then the plane was slowly consumed by the fire when the on-board fuel tanks lit up. Fire crews were on the scene, but could not get close enough to the plane due to the field being too muddy. The cause of the initial fire has not yet been identified.

She was a B-17G that, after World War II, was sold as scrap to a mining company. The price was set based on how much fuel she had on board! The plane was later sold to Pratt & Whitney as a test bed for new engines. A fifth prototype engine was grafted onto the nose (kit bash/conversion anyone?) for testing. She was later heavily damaged in 1979 when a tornado pushed another plane into the midsection, breaking the fuselage in half. In 1987, the plane went through a 15-year restoration back to its original configura-

tion. She was given the markings of the Liberty Belle, a plane that completed 64 combat missions with the 390th bomb group.

I happened to see the Liberty Belle last summer at Double Eagle airport when she was going through as part of her tour. I was in Corrales and heard, then saw, the plane flying in the distance. I convinced my wife to go for a quick look, so we drove out the airport. The plane was coming in for landing when we got there. The sound of four radial engines is something to behold.

I talked to the pilot and got to go through the plane. One of the questions to the pilot was: how do you train for piloting a multi-engine tail dragger? There aren't very many schools with that on the curriculum (or simulators) these days. He is a 747 pilot that has been also flying various war-

June meeting highlights, top to bottom: Raffle winner Keith Liotta and The Dude; and the business meeting in progress.





June's Best of Show winners, left to right: Gorham Smoker's A6M2 Zero, Paul Kirchner's *Counterattack at Yelna*, and Larry Glenn's *Dewoitine D.520*.

birds as a hobby. He also said that their fuel bill for the weekend of flying was going to exceed \$20,000. That's one of the reasons the rides in these planes cost what they do. I had considered getting a ride, but they were all booked up for the weekend. Oh well, maybe next time...

I took some photos of the plane and was surprised at how cramped the interior of the plane is considering how big it looks from the outside. The little "bridge" across the bomb bay is only six feet wide and you have to watch your head every time you go from one compartment to the next. It was hard to imagine a crew of ten, and thirteen .50-caliber machine guns blazing.

Next time you get the opportunity to see one of these warbirds flying, take it. They aren't making any more new ones, the restorations take decades and you never know if it will ever be back. I'm glad I drove out to see her and got the pictures I did. I will be using them as references for the upcoming common-kit contest with the new Revell B-17G.

[Editor's Note: Victor supplied numerous photos of the Liberty Belle along with this article, and electronic subscribers will find them attached on the Bonus Pages! Photos of the crash site are on the ASM Web Site as well -JW]

CONTEST UPDATE

JOSH PALS

Greetings, fellow Sprue-Heads!

June's meeting saw two contests; the first was May's special contest "Shiny Show-Rods" which, due to low turnout, was pushed to June. The second was our summer points contest, "1941."

These are the results from the special contest "Shiny Show-Rods." In Basic, new member Gorham Smoker received a well-deserved Gold ribbon for his AMT Lil' Mixer show rod. In Intermediate, Frank Randall received a 2nd place with his Tom Daniel Ice-T show rod. And in the Master division, Mike Blohm took 3rd for his Mach 5 racer, Victor Maestas took 2nd for his Ed Roth Mysterion show-rod and 1st with his Tom Daniel Red Baron show-rod.

The results for our points contest "1941" are as follows: in

Basic, new member Gorham Smoker received a Gold ribbon for his 1/2 Bf 109-F and a Gold ribbon, Best of Show, and People's Choice for his 1/48 A6M2 Zero.

In Intermediate, Frank Randall received 2nd for his 1/48 A6M2 Zero. Tony Humphries took 1st with all three of his entries, a 1/35 Russian T-34, a 1/35 German SDKFZ 223 and a 1/35 Air Warden vignette. Larry Glenn took 3rd for his Bf 109E-7 Trop and took 1st, Best of Show, and People's Choice for his Dewoitine D.520. Adrian Montano took 2nd for his 1/10 Captain America figure. Although it didn't place, I have to give a nod to Adrian for pushing the boundaries of the theme by entering his F-14 Tomcat from the movie "The Final Countdown."

In the Master's Division, John Tate took 1st and 2nd for his 1/48 Hurricane MK I Trop and 1/48 Hurricane MK II 6 Trop, respectively. Mike Blohm took 3rd for his 1/2 Bf 109E-4 Adolf Galland and, although not in theme, Mike took 1st for his UFO. Victor Maestas took 1st and People's Choice for his Matilda MK I. Paul Kirchner took 2nd with his 1/35 Russian KV-2 and took 1st and Best of Show with his 1/35 diorama of the "Counter attack on Yelna."

Just to refresh for current members and to let new members know, you don't have to have a model be in "theme" to enter in a points contest. You just won't receive the additional 10 points for entering or be eligible for People's Choice or Best of Show. The object of "themed" contests is to inspire you to build something, sometimes outside your "comfort zone."

July's meeting will have our third Special non-points contest, "More or Less." Vehicles with more than four wheels or less than four wheels. Military vehicles are okay, but no tracked vehicles. Because this is a "Special" non-points contest, only models that meet the "theme" will be allowed.

July will also have our first "Sponsored" contest, which is sponsored by me, Josh Pals. The theme is "Post-Apocalyptic." Think "Mad Max," "Death Race," etc... The rules? There are no rules! Scratchbuild, kitbash and have fun! Models that may be entered are entirely up to the sponsor of the contest—in this case, me. Anything that looks like it's from a post-apocalyptic world, armor, aircraft, auto, figure etc... I'm excited to see what kind of entries will be on the tables for both contests! Model on, Sprue-Heads!

THEY CAN'T BE THAT OLD, CAN THEY?

JACK GARRISS

[Editor's Note: I was supposed to run this in the May issue, but somehow managed to overlook it. My bad. Sorry about that, Jack! -JW]

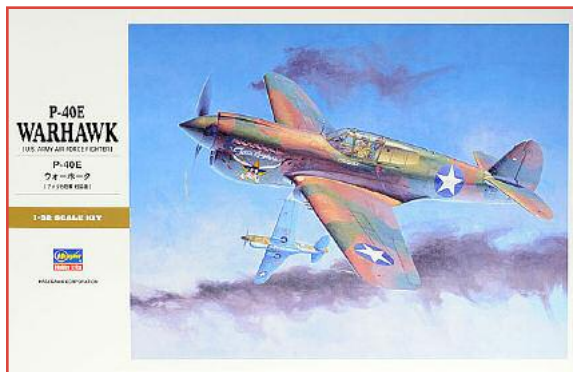
Just a short note about former ASM members. Shawn and Kelly Brown, Graham Basha, and Margaret Ornelas, who attended many ASM meetings with me, became members and competed in both club and our last Region 10 contests, [have graduated] from Mountainair High School on Friday, May 27. They were 12 when they first began attending meetings and, until all the life and activities of high school caught up with them, were a fixture for several years selling raffle tickets and snacks. I knew I was getting older. Or maybe just old...

KIT REVIEW

JOHN TATE

Hasegawa 1/32 P-40E Warhawk

The P-40 needs no introduction—it was one of the most famous US warbirds of WWII. Fortunately, Hasegawa did right by the legend when they released this big-scale kit back in Spring 2008. If you've got one of these kits, or plan on buying one, here's what to expect.



The model comes in a big box and has lots of parts, but is generally well-engineered and once you start cutting sprue you'll find the build no more difficult than for the average 1/48-scale model. Assembly follows the usual steps but you'll need to break out the putty for the rear fuselage section, wing roots, and join seams for the front and rear canopy sections. Hasegawa figured out an ingenious solution for installation of the P-40's clear canopy parts by molding them integrally within larger, clear fuselage sections—they look great when installed and if you're careful, they won't be mauled by gluing and sanding.

Unfortunately, Hasegawa molded "extra frames" onto the windscreen, similar to those found on the later P-40N, but not present on the P-40E. However, I found that sanding and polishing out these unnecessary frame lines was a breeze, and I've read that Hasegawa corrected the problem

on later issues of this kit.

The cockpit is nicely detailed and aftermarket is unnecessary for this model, but if you must, you can pick up a photoetch set for the seatbelts, which aren't provided for in the kit. A very nice US pilot figure is included if you want to go that route instead. Once you've got the airframe together, you'll find that the model is a manageable size, and despite the scale, should fit okay on most model shelves.



The landing gear installed easily with good alignment. By this point, you're home free and close to having a great model of a P-40. Hasegawa did their research on this bird and every detail is clearly and accurately represented—you won't have to spend a lot of time "adding and correcting" on this kit.

For modelers, one of the great things about Warhawks is the wide variety of schemes and markings—they saw action with many Allied air forces, from the Pacific to North Africa to the Arctic. This kit will allow you to build almost any P-40E, although for accuracy's sake you might need to replace the kit's smooth tires with an aftermarket treaded version; these were installed on many Warhawks operating from rough fields—check your reference photos. The kit markings are for a sharkmouthed Warhawk from the 23rd Fighter Group in China in 1942, and for "Texas Longhorn," from the 49th Fighter Group on New Guinea, 1943. Although Hasegawa provides a detailed decal sheet, I found the decals themselves were brittle and prone to silvering, so you might want to pick up one of the many aftermarket sheets available instead. I used an excellent sheet from BarracudaCals, with



markings depicting another P-40E from the 49th FG, "Tarheel," flown by USAAF ace George Preddy at Darwin, Australia, in 1942.

Verdict? This is a great kit, easy to build and accurate, and sure to provide a fun build and pride in the completed model, which accurately captures the lines of the famous P-40E. The

only drawback is the price—in the \$70 range, and the kit itself can be sometimes hard to find, depending on supplies to retailers. But if you've got one, build it—you'll be pleased with the result.

KIT REVIEW

FRANK RANDALL

The “Braille scale” review

I (as most of you know) build small scale ($\frac{1}{72}$, $\frac{1}{144}$ and $\frac{1}{200}$) aircraft which a good number of people refer to as “Braille scale.” Hey, I have good close-up vision so I can.

Anyway one of my latest projects is the Minicraft $\frac{1}{144}$ AC130H gunship version of the long-serving C-130 Hercules series of aircraft.

The kit has extra parts for the guns and wind defectors and the front left part of the back wheel well. There are also parts for a basic interior if you wish.



I started with the left fuselage and removed the panels where the guns will go, then added the wheel wells and interior parts. I did not paint any of the interior parts since I was not opening the ramp and was going to black out the cockpit windows (like a lot of airliner modelers do). Then the fuselage and engine nacelles were assembled (and be prepared to use a fair amount of your favorite putty as the fit is not that good). Once I got that done, I added the wings and again, the fit at the roots is not good either. The canopy is next and is an entire unit which removes the headache of individual windows. Don't forget to add weight or you will have a tail sitter. The gear doors are quite the headache and took a number of fittings and trials to get right. The wheels look fine in this scale, just be aware that you need to tweak them to get them to all touch the ground.

I left the props off to paint them separately.

AC-130 gunships come in three basic paint schemes: black, gray and gray.

To me the black schemes were boring, same with the all gray ones; so I choose a Gunship gray over light gray with the nose area for “Wicked Wanda.” I recommend that you refer to your research, as the exteriors of these aircraft changed rather often in gun layout, antennas, paint jobs and markings.

After painting and glossing, the decals went on without too much fuss even though they are rather thick. I then rather

heavily weathered it, as most pictures showed they were rather dirty in operation. I used a dark oil wash to accent the panel lines and show general wear. C-130s have a rather characteristic exhaust stain on the undersides of the wings, which I airbrushed.

Lastly I added all the guns and small parts and painted the props (check your resources as they varied from black blades to silver with black parts).

Overall, I was pleased with the outcome, but it is most definitely not a “shake and bake” kit, and has the drawback of being rather pricey—I recommend shopping around. There are other issues of this kit, which allows you to do quite a number of different variations and over the life of the C-130 there are many!

FIELD TRIP REPORT

GIL DE LA PLAIN

ASM 2011 Road Trip Report

[Editor's note: Gil turned in a huge and detailed report, complete with photos and comments; I had to edit it **way** down to make it fit here, even without the photos! The full article and all the amazing photos are available on the ASM Web Site. -JW]

Not since Homer's famous writings of the adventures of Odysseus has there been such an epic tale of adventure as that undertaken by Brian and Gil during the ASM road trip of May 2011. Well, maybe not epic, but it was a blast all the same. Brian had done some research on inexpensive airfares and potential destinations and came up with a great itinerary. The primary goals for the trip were seeing the National Museum of the Air Force at Wright-Patterson Air Force Base and a trip to Grissom AFB in Indiana, along with a stop at Lingenfelter Performance Engineering. For you non-car guys and gals, Lingenfelter is a performance engineering shop that specializes in getting very reliable, but very large, horsepower numbers out of modern automobiles (mostly GM products). Things also worked out to allow a quick stop at the Indianapolis Motor Speedway before making our way back home. So we got to see lots of old airplanes and fast cars, what more could a guy want from a road trip (no offense meant to the armor, ship and sci-fi enthusiasts of our club)? I guess the only thing really missing were more intrepid adventurers. We sorely missed y'all and wish that more could have made the trip with us, but I have been assured that there will be more trip opportunities in the future.

Tuesday May 3 dawned clear and a perfect day for travel. We flew on that icon of aviation efficiency Southwest Airlines and arrived in Indianapolis, Indiana, that afternoon after a brief layover in Kansas City. It was during the layover in KC that I realized just how little I know about commercial jet aircraft spotting. Fortunately, I was sitting next to the club's 6'8" walking aircraft encyclopedia, so I learned a few things about the big jets. We got our rental car and headed towards the motel in Indianapolis, making a quick stop at HobbyTown USA along the way. I have not seen a hobby shop that large “live and in person,” so it was a new experience for me. It

was impressive and pretty cool to see a place that had so many hobbies catered to, and all under one roof. But it didn't take long to realize that something was missing, and that was atmosphere. The first time I walked into Hobby Proz I saw people just hanging out and having a good time discussing their passion for hobbies of various types. It was also staffed with folks who clearly knew way more than I did about those hobbies and they were just as eager to help me learn as they were to sell any product. So it was neat to see the "big box" store, but even neater to realize how good we have it back home.

The next morning we got up early, had a quick bite at the motel and hit the road headed for Wright-Patterson Air Force Base in Ohio. In a couple short hours we were pulling up at the National Museum of the Air Force and giggling like kids pulling up at Disneyland.

I had a personal interest in seeing one of the aircraft at the museum since my father in law was an engine mechanic on a SAC RB-36 during his years in the Air Force. He had always described to me how huge they were, but until I saw one up close and personal it just never sunk in.

My father-in-law has also described many times how much of an ordeal it was to get all 56 spark plugs changed in a Pratt and Whitney Wasp Major engine like those used in the B-36. Four rows of seven cylinders, each cylinder with dual ignitions. Six Wasp Major engines on the aircraft, three per wing, that's 336 spark plugs if my math is right. Each engine drove a 19-foot-diameter prop, and if they went out on a long mission it was rare to have all six props turning when they got home. One of the problems was that the P&W 4360 was designed to have the carburetor at the rear of the airstream. With the intake air flowing over the hot cylinders it would bath the carb in hot air and help prevent icing. With the engines mounted in a pusher configuration that did not happen and the carbs tended to ice up. If they iced up severely they sometimes ran rich enough that unburned fuel would pool in the exhaust manifolds until it ignited and started an engine fire. The museum also had plenty of modern era aircraft, lots of jets from lots of different countries.

Just around the corner in the hangar, our intrepid travelers found a cool F-16 cockpit to sit in. Here is a riddle for you, how to you get someone who is about 6'8" into the cockpit of an F-16? The answer is *very carefully*. The short guy had a little easier time getting into the cockpit, but he was totally befuddled by the complexity of this high tech machine!

Not much to say about this museum other than *wow!* We spent an entire day there and could have made it two or three and still not seen everything there was to see. They have lots of memorabilia and interesting historical commentary, not just amazing aircraft...

Like a presentation on how Disney Studios volunteered time and talent to help design unit insignia and artwork for flight jackets.

Or the accurate recreation of a typical control tower that the 8th Air Force would have used in Europe during the Second World War. It was cool to see the old Teletype equipment. My dad spent many months in a communications bunker on Christmas Island in the Pacific running equipment like that during WWII.

I did find out that you just can't take a serious model builder

to an airplane museum and expect him to forget his keen eye and high standards. A paint booger is a paint booger, and even in 1:1 scale that won't fly with Brian!

Well, that did it for stop one and now it was back to Indiana for a visit at Lingenfelter Performance Engineering. Brian has lots of their go-fast goodies on his Camaro engine and has been a customer of theirs for quite some time. He had been there for a visit before and figured Gil would get a kick out of seeing their shop since he likes anything with a loud pedal too.

What a great time that was—the guys at Lingenfelter were more than gracious and treated us like we were going to drop \$50K on our visit, even though they knew we would just be going home with some souvenir T-shirts. We even got to meet Mr. Lingenfelter himself and he is as down-to-earth a guy as you will ever meet.

They spent a couple hours showing us the machine shop, the engine dyno room and the chassis dyno room. No pics were allowed in the machine shop or engine dyno room since this is such a competitive business to be in.

Then, best of all, they asked if we would each like a ride in one of their 750 HP ZR1 Corvette "test mules." Needless to say, it took no arm twisting, and Brian let me take the first ride. Holy Cow! I have never been in a vehicle that was capable of cruising down the road at 70 MPH in 4th gear and then spun the tires when the guy stomped the throttle! I am guessing it took about 2.5 seconds to hit 120 MPH from 70 MPH! And yet on the small-town side streets it was a docile vehicle that you would not hesitate to take to the grocery store. These guys definitely know their automotive engineering.

After our test rides we decided we might need to have the smiles surgically removed from our faces! Alas the time had come to move on and leave this wonderland of hot rods behind. So we piled back into our anemic little rental car and pointed it down the road towards Grissom Air Force Base and the next museum adventure. The drive was very scenic and it really was a reminder why they call it "America's heartland."

Lots of towns, some with very "old school" looking hobby shops...

And some that just looked friendly, with flags on the front porch, old-fashioned main streets, and even an M3 Stuart in the little park by the post office.

Then it was time to get back on the road and the next museum. The folks at the Grissom museum were very friendly and we were sad to hear that they have lost their funding due to budget cuts. The loss of funds came without warning and they were not sure if they would be open this time next year. We also met one of the guys that helps to restore aircraft and he was discouraged that they got so few volunteers to help with the restorations. It made us wish they could send a few planes our way. I bet we could generate a little interest here in the club if there were a local project like that going on!

The museum's aircraft are all outdoors, so it is even more of a challenge to keep them looking decent.

Out on the "back 40" they had pieces of an old F-89 hoping to become a whole aircraft again someday.

Inside they had some nicely done displays of memorabilia and an F-4 fuselage chunk that had been set up so the kids

could crawl in one air intake and around the back of the cockpit to come out the other air intake. Although we were sorely tempted we thought discretion was the better part of valor and did not get ourselves stuck in that particular display. They also had a nice little display case that would warm the hearts of all our small-scale aircraft enthusiasts... Lots and lots of nicely built aircraft models, and every one in 1/2-scale!

So we checked off another museum destination and got to meet more nice folks and see more interesting planes. We then decided that if we got a move on, we had just enough time to squeeze in one more stop at the Indianapolis Motor Speedway's hall of fame museum before we checked in at the airport.

It really is a big place and to get to the museum you drive through a tunnel under the grandstands and pop out in front of the main building.

If you like race cars, especially Indy Cars, then this is a neat museum to see. There is something from every era and it is fascinating to see the progression in ideas and engineering over the decades. The old roadsters killed quite a few drivers; the good old days weren't always so good.

Before we left we got a chance to take a ride on a small tour bus that runs around the track and down pit lane. We were both impressed with just how big the track is—it really is a super speedway. The bus driver probably got tired of us asking if that thing could go any faster. They still have a one-yard wide strip of the original bricks that runs across the front straight. If I remember right, the tour guide said the original track had 3.2 million ten-pound bricks that were laid by hand. Wow, and I was tired after laying a few pavers for a patio last summer!

So in the end we got to see lots of history everywhere we went. We met lots of nice folks everywhere we went and also gained more appreciation for the good friends we have back home.

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)
- 05 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!

Master

Victor Maestas	789
James Guld	568
Paul Kirchner	495
Mike Blohm	464
Glenn Bingham	256
John Tate	245
Ray Ayles	75
Don McBride	35
Ken Liotta	10
Dave Miller	4

Intermediate

Larry Glenn	782
Tony Humphries	659
Don Smith	341
Frank Randall	214
Adrian Montaño	145
Steve Brodeur	102
Don Blea	100
Jack Garriss	75
Blaine Couch	25
Ken Barry	4
Kyle Garber	2

Ken Piniak	2
Tim Wood	2

Basic

Gorham Smoker	595
Logan Carbin	379
Jeannie Garriss	275

Junior

(No entries yet)

ASM 2011 MODELER-OF-THE-YEAR POINTS

CONTACT INFO

President:	Victor Maestas	771-0980	vmaestas@aol.com
Vice President:	James Guld	982-3089	jamesguld@pngltd.com
Secretary/Treasurer:	Frank Randall	299-3760	fcr40@aol.com
Contest Director:	Josh Pals	410-9297	slapdaddy@rocketmail.com
Members Pro-Tem:	Patrick Dick	890-4368	mcclanahandick@worldnet.att.com
	Ken Liotta	323-7614	theplasticMaster@comcast.net
	John Tate		jttlynwood@hotmail.com
Webmaster:	Mike Blohm	823-9404	BlohmM@aol.com
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!

Victor Maestas supplied the following excellent set of photos of the late, lamented B-17 Liberty Belle at Double Eagle II airport in 2010.









