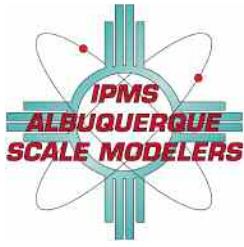


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

July 2015

THE FEZ SEZ TONY HUMPHRIES

As I'm sure you all know by now, the CoMMiES chapter up in Denver hosted the Region 10 Regional Convention on June 11 – 12 and a number of our members (myself included) were in attendance. I believe that in competition we did pretty well as a club and the final tally of who won what appears elsewhere in this very newsletter. I won't go into a full review of the convention. I'll leave that to others—but a good time was, I think, had by all, despite some serious issues that the



organizers had during the course of the event, particularly with the judging and awards ceremony. It all worked out in the end, though, and all's well that ends well. Thanks to everyone at CoMMiES for hosting and for making us all feel welcome. Hopefully those that did win trophies will bring their work in to the club meeting this month (July 10, remember, not the 3rd!) to place on display so that those of you who weren't able to attend can get an idea of the quality of the entries involved this time, which was very high. The armor entries in particular were as good as any that I have seen in the Nationals, I have to say. So it's no wonder I didn't win anything in those categories!

As you are probably by now aware, we also won IPMS Region 10 Chapter of the Year and I collected the award

June Meeting highlights, L – R: Members checking out the model entries; at long last, Mike Blohm and Joe Walters finally hand out the special "Moe Blalters" awards from the January sci-fi contest; and the business meeting in progress.



on our behalf in Denver. The citation read (*adopts Winston Churchill voice*):

“For excellence in promoting the craft of scale modeling and the Society via competitions, displays, Make & Takes, and support of local, regional, and national modeling events.”

We were up against some pretty stiff competition from other clubs in the region, and the fact that we have won this award is down to you, the members. You are the reason that this club is successful. The things that you do make us what we are as a club, and on behalf of the E-Board I would like to take this opportunity to thank you all for all of your contributions over the past year. Can we go all out and try and win it for the third consecutive year? That will be asking a lot—it will be a very difficult task, particularly given the level of competition that we face from several other clubs in the region, but nothing worthwhile was ever easy, so let’s give it a try!

July’s contest, as you are probably aware, is “1945” (a non-points competition) and we’ll hopefully see a lot of entries on the tables for that one. Anniversary competitions are usually very popular and the level of competition entry in general has been very good this year—hopefully we can continue at the current level. We also have an “Adversaries” special contest which will hopefully prove equally popular. I’m working on something myself (despite the trials and tribulations of moving house and constantly losing tools and everything else in the ensuing chaos) and I hope that you are too. Building something that is, not losing your stuff... Or indeed developing the nasty cardboard and packing tape allergy that I am convinced I’m coming down with. I wouldn’t wish those on anyone. Anyway, onwards and upwards and in the meantime, keep up the good work, folks!

VICE PRESIDENT’S REPORT

MIKE BLOHM

We are halfway through the year, and I hope everyone is enjoying building for the model contests. Thank you to all the ASM members who attended the IPMS Region 10 Contest up in Denver. It was a fun time and the club was well represented. Please bring your awards and winning entries to the July 10 meeting for display. Also, thanks to all who are participating in the ASM Super Model Challenge—we are starting to see those show up on the contest tables.

The next big item on the ASM schedule is the 2015 New Mexico Model Contest. We will need volunteers to help out with the model registration on Friday and Saturday, August 28 – 29, from 9:00 A.M. to 5:00 P.M. We normally have two shifts covering half of each day. Judging will likely be late afternoon on Monday, August 31.

Year 2015 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 09 Jan** **SPECIAL CONTEST #1:**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: “Battle of the Bulge Plus 70” (ASM E-Board)
Sponsored Contest: “Fanta-storical” (Josh Pals & Patrick Dick)
Sponsored Contest: “Frickin’ Laser Beams” (Patrick Dick)
- 06 Feb** **ASM Swap Meet**—no contest.
- 06 Mar** **Open Contest**—Any kit/subject/scale.
- 03 Apr** **SPECIAL CONTEST #2: “APRIL FOOLS”**
- 01 May** **May Day**—Any kit/subject/scale.
- 05 Jun** **Rotary Wing**—Any kit/subject/scale.
Sponsored Contest: “Lockheed Martin” (Patrick Dick)
- 10 Jul** **SPECIAL CONTEST #3: 1945**
Sponsored Contest: “Adversaries” (Mike & Matt Blohm)
- 07 Aug** **ASM Swap Meet**—no contest.
- 04 Sep** **Trainers**—Any kit/subject/scale.
Sponsored Contest: “It’s All Greek to Me” (Gil De La Plain)
- 02 Oct** **Nuclear Winters**—Any kit/subject/scale
Sponsored Contest: “Hawker Aircraft” (John Tate)
- 06 Nov** **Open Contest**—Any kit/subject/scale.
Sponsored Contest: “Best Little Fokker” (Don Smith)
- 04 Dec** Sponsored Contest: “Steampunk” (Jerry Little)
Plus 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/amsched>

The ASM “display-only” theme for the 2015 Fair is “1945,” to line up with the July contest and the anniversary of the last year of World War II. I’m sure that ASM members have lots of models that fit that theme in aircraft, armor, ships, figures, dioramas, and even automotive. We also encourage ASM members to enter models in the State Fair Contest. There are eighteen classes; you can get 50 points for contest or 25 points for display entries (three models max) for Modeler of the Year.

See the ASM Website’s NM State Fair webpage (<http://tinyurl.com/asmfair>) for further details.

THE FINER POINTS

JERRY LITTLE

June was rotary-wing month. Entries were open to anything with a rotor; CV-22, Gyrocopter, or even the

FRED'S FOTO FILE

FRED FRANCESCHI

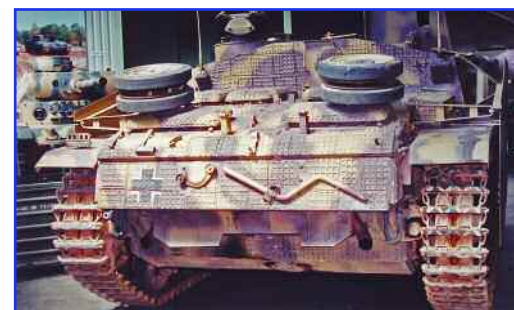
Auto & Technik Museum at Sinsheim

These are photos from a visit to Germany about ten years ago. While there, I visited The Auto & Technik Museum at Sinsheim. Fortunately, while I was at the museum I purchased a book about the museum and its collections, and I was able to match some of these photos with things shown in the book.



A Panzerkampfwagen III. The gun barrel is not tapered, so I wonder if this is a flamethrower version or a museum modification. The driver's hatch has the armor plate of the Ausf L, but there is no bustle on the turret.

This is a Sturmgeschutz III. Something interesting: notice that the inside of the open driver's hatch is a light tan on the inside, but that the edges of both the hatch and the hull opening are painted a fire-engine red. Is this how they were actually painted during manufacturing?



The sign says "Schwerer Spahpanzer "EBR," and in the museum book it says "US Kampfpanzer M 3 Stuart" and indicates that it was used by the British in Nordafrika.

[Editor's note: The full text of Fred's article and several more photos from this museum visit (larger and in full resolution) are in the [Bonus Pages](#). -JW]

traditional helicopter. The contest tables had a great representation in all categories. While traditional helicopters were the primary entry, we even had a Convair XFY Pogo sitting prone looking like it was ready for liftoff. Rotary wing subjects hold a special place for enthusiasts because, let's face it, the darn things are not supposed to fly. But they do, and they give us memorable images of history much like the first time we saw astronauts recovered from a mission water landing. Probably the most iconic was the Sikorsky Sea King used in the Apollo spacecraft recoveries. We all remember "Helo 66," the Sea King that NASA used in the Apollo mission recoveries. This Sea King was used more than any other and supported Apollo missions 8, 10, 11, 12, and 13. Unfortunately, that Sea King was lost off the coast of California in 1975 (BuNo 152711) while training in sub hunting.

It's not always the real, sometimes it's the surreal! Yes, I'm talking about Hollywood. Who can forget one of the most famous helicopter scenes in movie history, *Apocalypse Now*. The scene between LTC Bill Kilgore and famous surfer Lance Johnson as the Hueys and Cobras were flying over the beach...

Kilgore: Smell that? You smell that?

Lance: What?

Kilgore: Napalm, son. Nothing else in the world smells like that. I love the smell of Napalm in the morning. Smells like Victory.

All of this amazing visual with helicopters buzzing around with *Ride of the Valkyries* blaring in the background. Truly iconic... "Charlie don't surf."

Well, if you were surfing the model tables you would have found lots of rotor wing aircraft. Best of Show in Masters went to Glenn Bingham's Kaman SH-2F Seasprite. This helicopter was developed in the 1950s to serve aboard ships as a fast utility aircraft. Glenn also took 1st in the aircraft category with Victor Maestas's 1/44 Stealth Helicopter taking 2nd. Finally, John Tate received 3rd for his MiG-17F. Other entries in Masters included Ken Liotta's 1st-place Krauser MKM1000 Motorcycle in autos, his 1st-place WWII German Infantryman in figures and, finally, John Tate's 1st-place Nike Hercules in Real Space/Sci-Fi. John's excellent Nike was selected as People's Choice for Masters.

Intermediate had a nice collection on entries for the

month. Ken Piniak won 1st place in Aircraft and Best of Show and People's choice for his 1/32-scale Huey Cobra. Frank Randall scored a 2nd place with his Kaman SH-2E Seasprite. Incidentally, Frank's SH-2E differed slightly from Glenn's SH-2F in that the F model was the final anti-submarine version of the Seasprite while the SH-2E was a test and evaluation bird, fitted with an advanced radar and LAMPS equipment. Finally, 3rd place was awarded to Gorham Smoker's Sikorsky

SH-60B, the modern equivalent to the older Seasprite. In addition to aircraft, Armor was well represented. First place went to a beautiful 1/35 Soviet JS-7 built by Partap Davis. Second went to Bret Kinman's 1/35 T26E4 "Super Pershing," a variation of the M26. Finally, Pete Armijo took 3rd with his M3 Lee.

In basic, Jeannie Garriss entered a nice-looking AH-64 Apache helicopter that earned her Gold. She also took Best of Show in Basic along with People's Choice. Jeannie is a prolific builder and it's always nice to see her models on the table.

The Final Point

Some of you have noticed that most of the time a well-built model will take first place in the category while being selected as Best of Show and People's Choice. That isn't always the case. Like June, the People's Choice is voted on by the members. Where a model places in the finish and the Best of Show award is the result of contest judging.

It's worth taking a look at the rules for special awards. The Albuquerque Scale Model contest guidelines say: first, a "Best-of-Show" model in each division is chosen from those models that are in "Theme" for that meeting. In the case of June, the "Theme" was Rotary Wing. However, "People's Choice" model in each division is chosen via ballot from each ASM Club member at each Theme contest meeting. In the case of the Masters class,

the People's Choice model was not a rotor wing. Even though it was chosen by the club members, it was not eligible for "Best of Show" because it was not "in" theme (not a rotor wing). By winning People's Choice, you earn 50 additional points for Modeler of the Year... but by winning "Best in Show," you earn an additional 150 points!

IN THE BONUS PAGES!

JOE WALTERS

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

- Winning models from the June meeting
- The full text and photos of Fred's Foto File
- A report from CoMMiESFest, the 2015 Region 10 Contest
- A Field Trip Report to the Warhawk Air Museum in Idaho by Michael Wingard
- A Field Trip Report to a couple of local museums of interest to modelers
- An article on getting more modern results from older model kits by Ken Piniak
- A New Kit Review from Larry Horyna
- Joe's Foto File! Your Editor has some reference photos relating to an upcoming contest.
- An update about what's going on with the new Southwest Airlines paint scheme(s)

Master

Tony Humphries	680
Glen Bingham	624
Ken Liotta	559
Larry Glenn	516
John Tate	472
Brian Peck	279
James Strickland	274
Mike Blohm	168
Josh Pals	127
Dave Miller	125
Victor Maestas	114
Michael Foust	75
Danny Williamson	25

Patrick Dick	4
Dave Straub	2

Intermediate

Ken Piniak	866
Partap Davis	564
Frank Randall	459
Bret Kinman	287
Len Faulconer	131
Gil Johnson	125
Jeff Frickstad	110
Gorham Smoker	110
Pete Armijo	100
Jack Garriss	85

Richard Milner	25
Bret Kinman	27
Kyle Garber	4
Tim Wood	2

Basic

Jeannie Garriss	1035
Keith McIntyre	2
David Paul	2

Junior

Josh Kinman	325
Anthony Jackson	150

MODELER OF THE YEAR POINTS STANDINGS

As of 05 Jun 15

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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!

JUNE CONTEST WINNERS

June's Rotary Wing theme contest Best of Show winners. Top to bottom: Jeannie Garriss's *Apache Helicopter* (Basic) and Ken Piniak's *Huey Cobra* (Intermediate).





Above: Glenn Bingham's *SH-2F Seasprite* (Masters). There were no Junior entries.
Below: Victor Maestas's *F-117 Stealth Fighter*, winner of the Lockheed Martin sponsored contest.



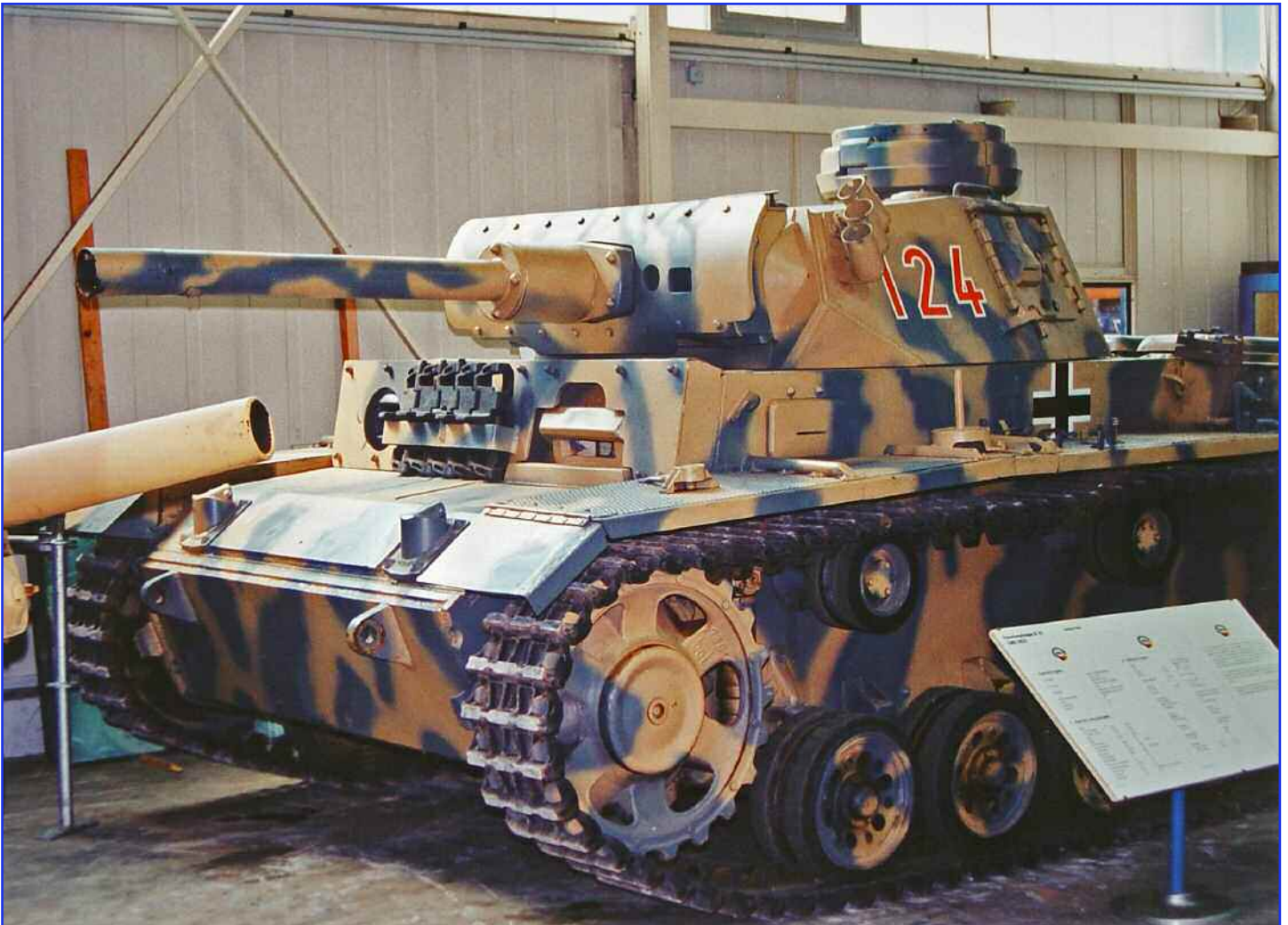
BONUS PAGES!

FRED'S FOTO FILE

FRED FRANCESCHI

Auto & Technik Museum at Sinsheim

These are photos from a visit to Germany about ten years ago. While there, I visited The Auto & Technik Museum at Sinsheim. Fortunately, while I was at the museum I purchased a book about the museum and its collections, and I was able to match some of these photos with things shown in the book. Unfortunately, the book is in German and I don't understand German. When I used my references in an attempt to provide details for this Foto File, I found that I had conflicting information on some of these vehicles.

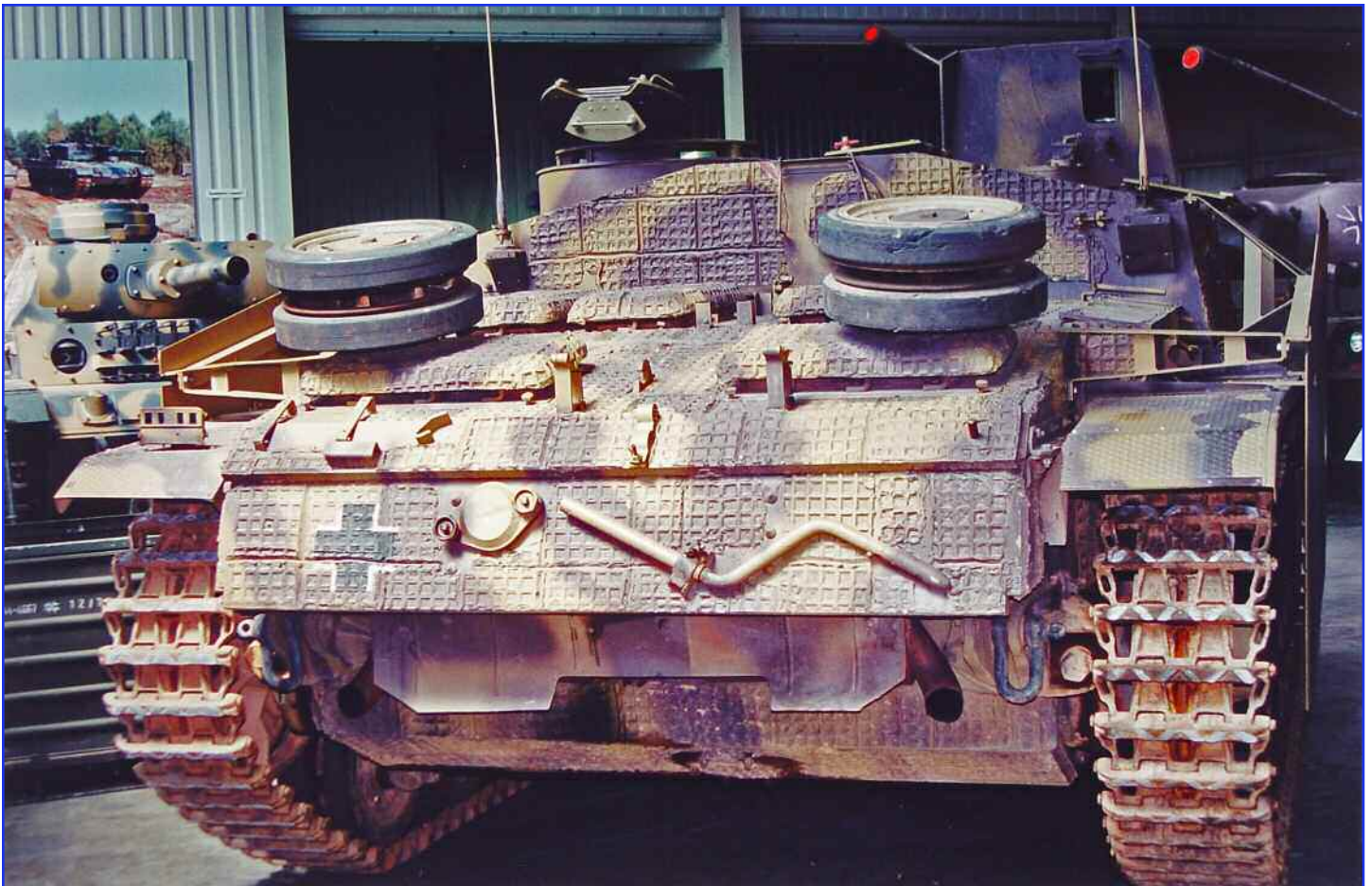


Above and next page: A Panzerkampfwagon III. The gun barrel is not tapered, so I wonder if this is a flamethrower version or a museum modification. Also note that the green paint, when in shadows, has a dark purplish grey look. The driver's hatch has the armor plate of the Ausf L, but there is no bustle on the turret.



Next three photos: This is a Sturmgeschütz III. Something interesting: notice that the inside of the open driver's hatch is a light tan on the inside, but that the edges of both the hatch and the hull opening are painted a fire-engine red. Is this how they were actually painted during manufacturing?





Below: The sign says “Schwerer Spahpanzer “EBR,” and in the museum book it says “US Kampfpanzer M 3 Stuart” and indicates that it was used by the British in Nordafrika. But when I referenced my “Stuart in Action,” it appears to be an American M5A1 Light tank. Per an old Army manual I have, FM 5-22, dated January 1956 (before the Federal Standard System was used), It’s painted No. 2 Desert Sand. For modelers, Desert Sand is a very different color to No. 3 Sand—the colors are not interchangeable. What the tank’s color was before the museum restored it, I don’t know. Interesting!



This Junkers 52 is the picture I used to figure out which museum the other pictures were from. This Lufthansa airliner was displayed on a pillar over the museum, along with some other aircraft, both Russian and European. This airplane, like the others in the book, looks like it is very well cared for.



BONUS PAGES!

CoMMiESFEST REPORT

MIKE BLOHM

ASM Awards at CoMMiESFest 6, the 2015 Region 10 Contest



This report provides some information on the 2015 Region 10 Contest held in Denver, Colorado on June 12 – 13. The event had 87 entrants, who entered about 411 models. Overall it was a good show and a fun time, and ASM congratulates the CoMMiES for their effort and hard work in hosting it.

ASM received the 2014 Region 10 Chapter of the Year Award at the awards ceremony. The citation for the award is as follows: “For excellence in promoting the craft of scale modeling and the Society via competitions, displays, Make & Takes, and support of local, regional, and national modeling events.” A longer version covering all three Region 10 Awards is posted on the *ASM Website* (<http://tinyurl.com/asmarticles>).

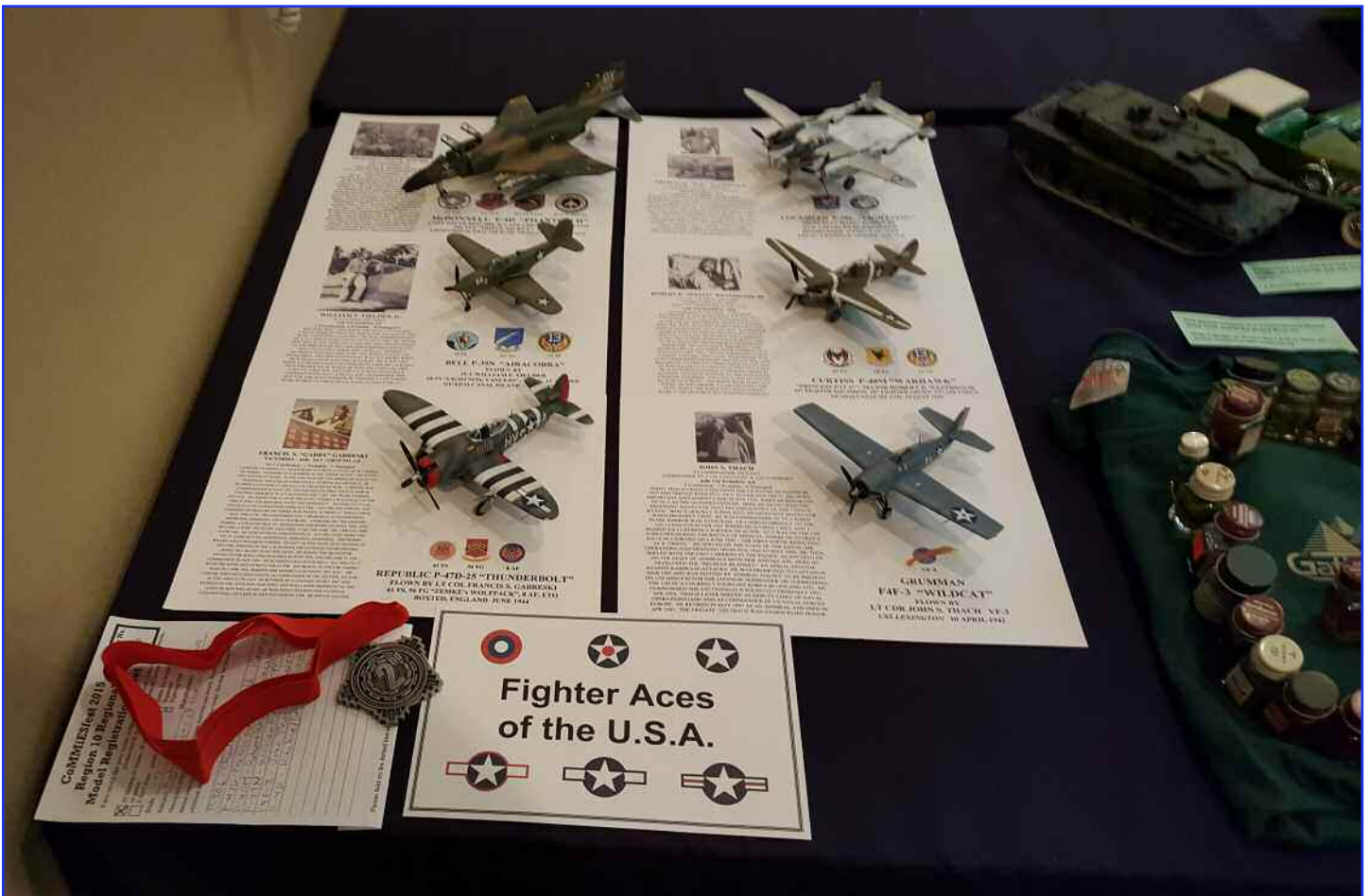
The awards won by the ASM members who made the drive to Denver are posted alphabetically below, with the placement, model entry, and category information. Some pictures of the models are included; more are available on the *ASM Website*.

Mike Blohm:





- 1st: F4F-3 Wildcat (1/144); Small Prop/Turbo Prop Single Engine/Glider, 1/51 & smaller, Split: 1/144 (I.110)
 2nd: Fighter Aces of the USA; Miscellaneous; Collections (VIII.840)
 2nd: RM-1 Rocket Retriever; Real Space, Missiles & Vehicles (kits & scratchbuilt); Hypothetical (VI.620)
 2nd: BTR-80 APC; Armored Cars & Armored Halftracks (all eras); 1/51 & smaller (II.230)
 3rd: F-86F Sabre; Single Engine Jet: 1/51 & smaller (I.1.30)
 3rd: P-38H Lightning; Capt Danny Roberts; Larger Prop/Turboprop, Multi-Engine, 1/51 or smaller (I.120)
 3rd: M4 Sherman (Early); Closed Top AFVs 1/50 & larger, Through Korea; Spilt A 1/48 AFVs (II.200)



Partap Davis:

3rd: German Field Commander; Figures Dismounted 54mm & Larger (III.310)

3rd: Victory Day in Moscow; Dioramas; Figures (VII.730)



Gil De La Plain:

1st: C6 Corvette Convertible ($\frac{1}{25}$); Curbside Auto (V.550)

Larry Glenn:

1st: TBM-3 Avenger; Small Prop/Turboprop Single Engine/Glider, $\frac{1}{50}$ or larger (not $\frac{1}{32}$); Split: Allied (I.115)

1st: Bf 109G-6 Hungary; Small Prop/Turboprop Single Engine/Glider, $\frac{1}{50}$ or larger (not $\frac{1}{32}$); Split: Axis (I.115)

2nd: Ki-46 Dinah; Larger Prop/Turboprop, Multi-Engine, $\frac{1}{50}$ or larger (I.125)

2nd: Tu-2; Larger Prop/Turboprop, Multi-Engine, $\frac{1}{51}$ or smaller (I.120)





Kathleen Humphries (Juniors):

2nd: Monster Truck/Van

3rd: Blue Angels F-18

Tony Humphries:

2nd: Huey Pilot 1st Cavalry Vietnam (90mm); Figures 54mm & Larger (III.310)

3rd: Tommy, France 1918 ($\frac{1}{35}$); Figures 53mm & Smaller (III.300)

Ken Liotta:

1st: Hs-129, GPz600 Ninja, Type 033 Sub; Triathlon (VIII.830)

1st: Matilda; Closed Top AFVs $\frac{1}{60}$ and larger, Through Korea; Spilt B $\frac{1}{35}$ AFVs (II.200)

2nd: Delta III ($\frac{1}{700}$); Submarines (IV.440)

2nd: German Tank Killer ($\frac{1}{35}$); Figures Dismounted & Mounted, 53mm & Smaller (III.300)

3rd: SRX-6 Tiger; Motorcycles (V.570)



Frank Randall:

1st: X-15; Small Single Engine Jet, $\frac{1}{61}$ & smaller (I.130)

1st: Humber MK II; Armored Cars & Armored Half-tracks (All eras); $\frac{1}{61}$ & smaller (II.230)

2nd: SH-2E Seasprite; Rotary Wing (civil or military, all eras); $\frac{1}{61}$ & smaller (I.150)

3rd: USS Reliant & USS Enterprise; Dioramas; Sci-Fi (VII.760)





Above: The CoMMiESFest model room

Left: Region 10 Coordinator Mike Mackowski presents the 2014 Chapter of the Year award to ASM President Tony Humphries

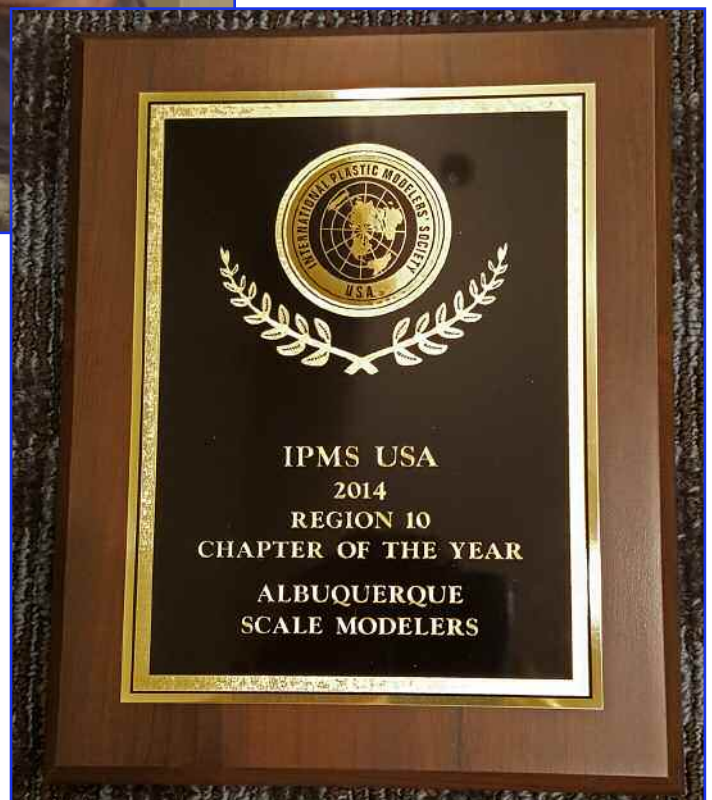
Below: The Chapter of the Year plaque



To view galleries of ASM members' photos of the models from CoMMiESFest, click here:

<http://tinyurl.com/asmcf15>

At press time, all the photos in the gallery are from Ken Liotta; I expect to add more photos from some of the other attendees soon, and will send out a general email when more appear.



BONUS PAGES!

FIELD TRIP: WARHAWK AIR MUSEUM

MICHAEL WINGARD

Last summer I had the opportunity to travel to Idaho with my brother Peter and my sister Marie for a family gathering. We were celebrating my cousins Perry and Florence Mary's 90th birthdays and Bill's 89th birthday. Perry doesn't drive much so we went to Meridian, Idaho, to visit him. While we were there, the four of us went to Caldwell, Idaho, to visit the Warhawk Air Museum (<http://www.warhawkairmuseum.org>).

The museum is dedicated to collecting memorabilia that records the contributions of veterans from Idaho. I tried to get as many pictures as I could of the displays, including a number of engines—both prop and jet. The planes include two P-40s, E and N versions; a MiG-17; an F-85F Sabre; and a MiG-21. There was also a P-47 Ridgeback Thunderbolt at that time, which is not listed on their current web page. They also have two WWI planes: a replica Fokker DR-I and the frame of another Fokker. The fuselage is displayed and the wings are in storage. I believe that it is a restoration waiting to happen at some future date.

They also have one of the few WWII gliders. It was found living in rural Idaho as a trailer and was saved by the museum. While we were there, they were getting ready for an airshow the next weekend for the 4th of July, so I got to see one of the P-40s taxi out and take off and land. Both of the P-40s are flying aircraft, which is really fun to see.

It turned out that the museum is collecting Idaho veterans' stories as a video record with the Smithsonian Institute. Many of these can be seen at their website (<http://www.warhawkairmuseum.org/vhp>). Not all of the video records are public, at the request of the veterans who made them. My cousin Perry was part of this project, but his story can only be seen with permission from him. He served as an engineer in the US Army and was assigned to an Australian unit in the Southeast Asia Theater. We watched his story and he shared with us what happened to him in WWII. Much of his experiences have never been shared with others in the family, so it was a unique visit. While I cannot share his experiences, I was profoundly moved by what he went through and can only hope no one ever has to go to war again.

If you're ever in the northwest, the Warhawk Air Museum is a must-see for modelers and airplane enthusiasts. Enjoy the pictures, I tried to get good detail shots for references. Enjoy!

[Editor's Note: Michael supplied us with 225 photos, so this is just a representative sample, presented here in no particular order. The entire collection, including many close-ups of wheel wells, cockpits, and other details, have been provided to our webmaster, and I'm sure they'll all be up and viewable in no time!]



















Addendum: As an unrelated item, Michael sent this interesting web link showing a rather impressive build of a model made from 3D-printed parts. There is much ongoing discussion as to whether this process is really “modeling,” but what this fellow did was to basically design and print a one-off kit to assemble! This may be a look at the future of our hobby: perhaps one day you’ll download files for a kit, print it out, and then assemble conventionally. Worth looking at! -ed.

<http://machinationstudio.com/codename-colossus-introduction>

FIELD TRIP!

MIKE BLOHM

ASM Group Field Trip: Local Museum Tours

ASM members conducted a group field trip on Saturday, June 20, 2015, to two different museums in Albuquerque. These included the Nuclear Museum of Nuclear Science & History, and the Defense Nuclear Weapons School's (DNWS) Nuclear Weapons Instructional Museum at Kirtland Air Force Base. Approximately twelve ASM members participated, accompanied by some family members and friends. Andy Rogulich conducted an excellent, in-depth guided tour of the Nuclear Museum that included both the inside and outside displays. There are a large number of aircraft and missiles to be seen in the outside "Heritage Park" area. This was followed by the tour at the DNWS Museum conducted by Erik McIntyre and Bret Kinman. This was also an excellent tour, and included the models built by ASM that are in the Nuclear Weapons Heritage Model Display. The models do enhance the displays, and we encourage ASM members to participate in this project. You can help by entering a model for the museum's display in the Nuclear Weapons Heritage Model Display Sponsored Contest in October. Some pictures of the museum tours are included below; more are available on the *ASM Website*. We hope to conduct another "double-tour" later this year.









BONUS PAGES!

OLD MODELS

KEN PINIAK



The other day I was reading an old copy of “Scale Modeler” magazine, from January 1983. In it, a guy recounts the building of a $\frac{1}{32}$ -scale Bf-109E. He remarks that the price—\$9.00 in 1981—seemed a bit steep. Nine dollars; not ninety dollars, but *nine*. Today, some bottles of paint go for more than that. And a $\frac{1}{32}$ -scale aircraft will set you back quite a bit more than ninety bucks. It is truly getting bad. Over the past few months, a number of fellow modelers have listened to me “comment” on the

overinflated cost of kits today, and how the quality has not kept pace with the price. On top of that, you still need to add a bunch of resin, photoetch, and other aftermarket items to get the model and the quality you want. I contend that you can take those same aftermarket items, apply them to an older (and much cheaper) kit, and get nearly the same results.

A case in point is my recent build of the old Revell $\frac{1}{32}$ -scale AH-1G Huey Cobra helicopter. This kit dates back to 1969. It has been reissued several times since then, but the molds have never been updated. But with a little extra care, and some aftermarket parts, you can build a showstopper. For my build, I added a resin cockpit (with a new chin turret) and an XM-35 gun system from the Cobra Company. To show off the cockpit, I added a vacuum canopy from Werner’s Wings. The rocket pods and some of the decals are from Fireball Modelworks. With these addons, you can turn this “diamond in the rough” into a true gem. Yes, there is a little bit more work involved. You will spend more time cleaning up seams and mating surfaces, fixing ejector pin marks, misaligned parts, and funky moldings. But with a little care, you can turn this, or nearly any other old kit, into a beauty that can hold its own next to today’s high-priced offerings.



BONUS PAGES!

KIT REVIEW: REVELL 1/32 SPITFIRE Mk.II

LARRY HORYNA

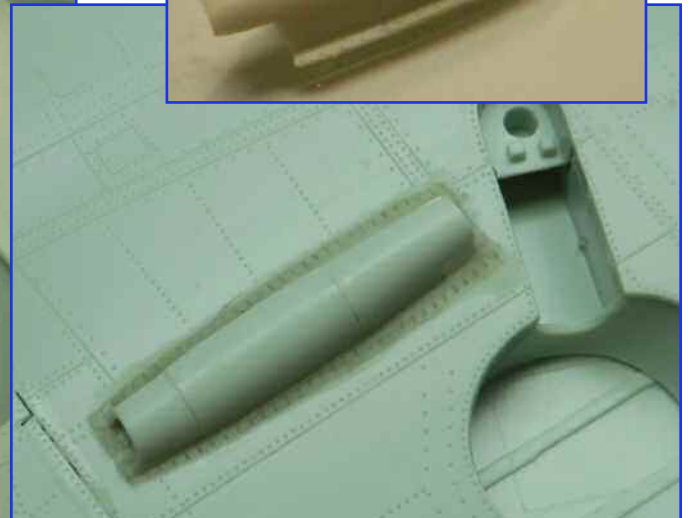
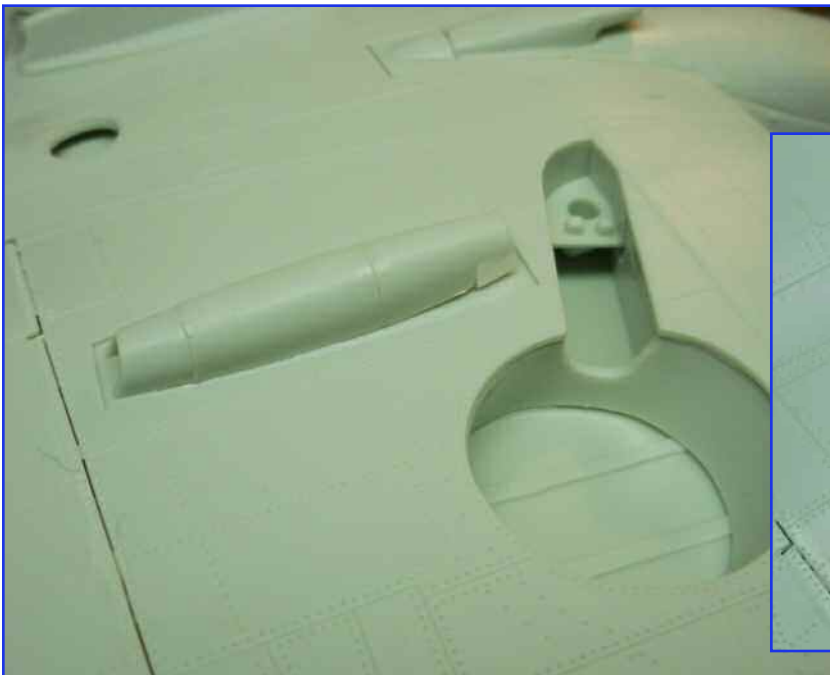
The Supermarine Spitfire is one of the all time iconic fighters to come out of the Second World War. While the model is well represented in every scale, a good modern tooling of the early variants has been lacking in 1/32. Revell of Germany attempted to “come to the rescue” with their new offering of the Mk.II. Revell did indeed spend some time researching this aircraft but unfortunately, as most everyone has now heard and figured out, they measured and copied an extant example that was something of a “hybrid,” having parts from other variants on it. In the end, what they ended up with is much closer to a Mk.Va than anything. I don’t know where the propeller came from on the aircraft Revell measured—it does not look like any propeller the Spitfire used, De Havilland or Rotol.

I decided to do what I will call an “economy” build and correct the major problems myself (although several companies now offer corrected resin aftermarket parts) and do a simple backdate to Mk.I standards.

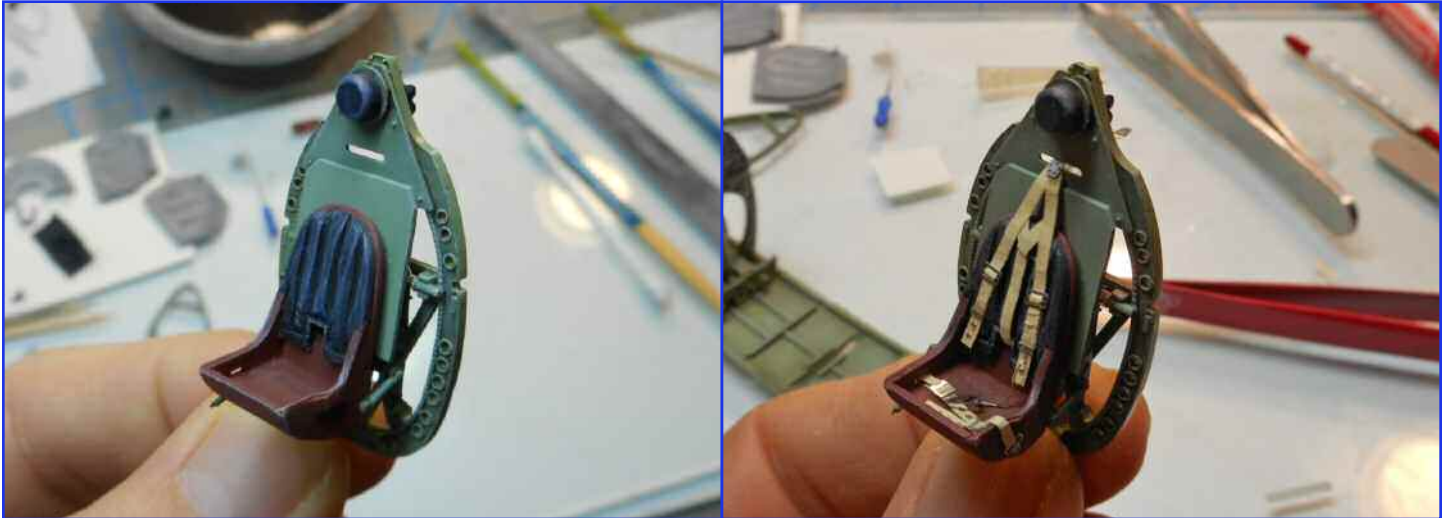
This required making the ailerons look like fabric-covered ones instead of metal. To simulate the fabric ailerons, I first filled the metal rivet holes in the kit ailerons with Tamiya putty and sanded them smooth. I then added strips of plastic, cut them to length, and sanded them down.



The oil cooler had to be modified to make it the earlier half-round shape, and this was bit more tricky. I cut the kit one in half lengthwise. The tricky part of this is in the way the part is broken down. You end up with a notch in each side that I filled in with cardstock and putty. You also end up with a gap all the way around the cooler, which I filled with Apoxie Sculpt and added the rivets with a pounce wheel.



The seat needed to be reshaped a bit and have the back padding added, as well as a Sutton harness. The curiously-missing pilot armor behind the seat had to be fabricated.



Although the radiator is not completely correct (it lacks the front and rear ramps) I decided to leave it alone as the overall shape is close enough. The wheels are a little odd looking, but not so much that did anything to them. I also decided to reshape the spinner and propeller blades to get them as close to a De Havilland look as I could. The spinner is still way too short, but in the end the model looks like an early Spitfire.

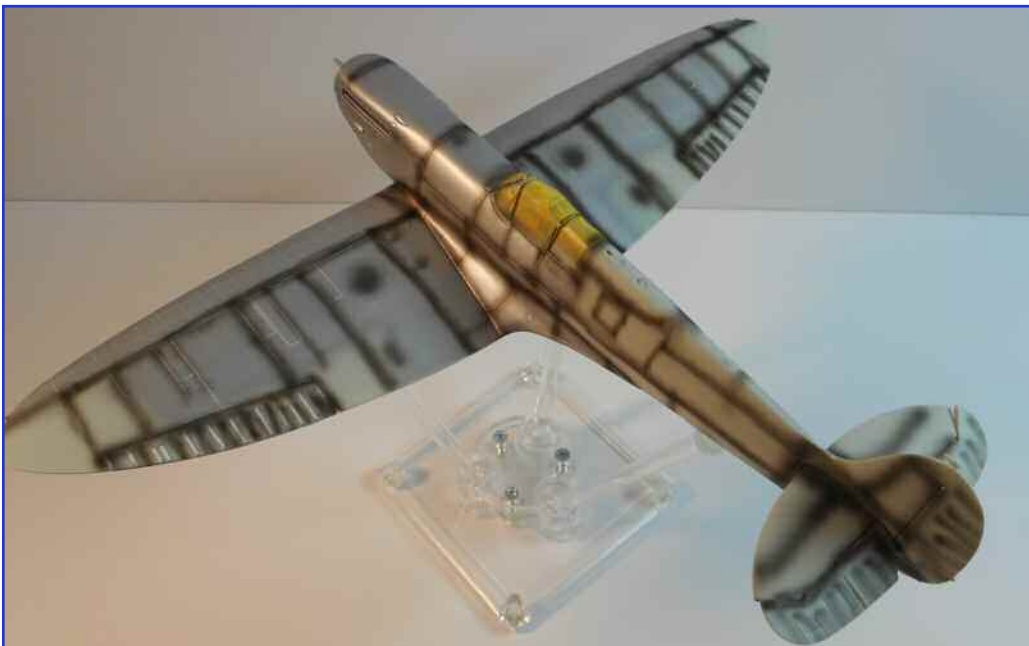
Overall construction was straightforward and offered very little in the way of fit issues. You will need to take a little time when fitting the wings to ensure there are no gaps, especially under the fuselage at the trailing edges. Again, careful fidgeting will result in very little to no filler being required. Revell uses a pretty soft plastic which usually results in sinkholes and there are few that need filling, mostly along the forward fuselage joint.

The cockpit is a little sparse, but not bad. I added a little wiring and made a new oxygen hose out wrapped wire. The back pad on the seat was made from Epoxy Sculpt and the Sutton harness was made from scrap RB Productions material with buckles from the photoetch scrap box. The instrument panel ends up pretty nice using the kit-supplied decals. The pilot armor is a pretty simple shape cut from cardstock. I also dug through the spare decals box and found some unused stencils at threw a few in the cockpit.

With the major mods out of the way, I was ready to paint. I decided to do this airplane in top Battle of Britain ace Eric Lock's markings. I wanted to make a pretty beat-up looking Spitfire, so I went with the "hairspray" method for heavy weathering. I first sprayed the areas to be heavily worn with decanted Tamiya Silver Leaf spray paint. Tamiya's Silver Leaf is a great, durable metal finish, and goes on like a dream through the airbrush. Next, the silver areas

were sprayed with Aqua Net hairspray, also decanted (you can buy this stuff in a pump bottle and just pour it into your airbrush, no thinning required). I let the hairspray dry overnight before commencing with the paint work.

The model was pre-shaded with Tamiya flat black, then the bottom color was applied.





After masking, the first top color was applied. I masked off the second top color with poster tack and Tamiya tape. Here is where I ran into a dilemma. To achieve the chipping effect with the hairspray, I had to go through two colors where the second top color was applied. When I applied water with a brush to start the chipping on the green, the brown came through first before the metal and it was difficult to not have any brown showing on the green where the chipping was. I was able to accomplish the effect, but in future I will rethink this on multiple layers. I know there are some good articles out

there on multi-layer chipping which I believe involves chipping a color, sealing it, then applying hairspray again followed by the second color and repeating the process. The effect was also used on the propeller and spinner.

In the end, I was very happy with the result and would recommend this technique for heavily weathered subjects.





After the chipping was finished I clear-coated the model with Future Floor Polish and added the decals. This is where the kit shined best! The kit decals were simply fantastic. With a few applications of Micro Sol, the roundels looked painted on! No edging, so silvering, and all the rivets were visible. The only trick is on the bottom wing as the roundels go over the large cooling vents. I had to cut and touch up the roundels there. Even the stencils went down with no silvering, which I typically find common on stencil de-

calcs. Unfortunately, to get the codes and serials for Eric Lock's airplane, I used decals out of a Pacific Coast Hurricane kit. These did not perform nearly as nicely as the kit decals. I had to modify some of the code letters to make what I needed. The "Bs" are made from two "Rs" and the "Qs" are modified "Ds."



After the decals were dry I applied an enamel wash using MIG Pigments dark brown wash.



This was followed by an airbrushed post-shade using a mix of Tamiya flat black and red brown thinned about 80%. The post-shade was applied between the camouflage colors and streaked along the wings in the direction of airflow. I also used the post-shade color for initial cordite stains around the guns and shell ejection ports. This was followed by pastels to further accentuate cordite, exhaust, and oil staining on the bottom of the airplane.



All that was left was final small details and adding the middle canopy section. This is where I am most disappointed in this kit. What is the point of offering a sectioned canopy when the middle section does not fit at all in the open position?

Revell is, of course, not the only company guilty of this, but it really does astound me that so many manufacturers cannot get that right. To get it at least close, I applied a little Testors clear parts cement to the rails and carefully pressed the canopy down and secured it with Tamiya tape until the cement dried. It's not all the way down, but it's close enough to not bother me that much. It is one of my biggest "pet peeves" with airplane kits. The side door is a bit thick and the detail is a bit heavy as well, but I left it. The antenna wire is made with Uschi's fine elastic thread (this stuff is great as well, by the way. It comes in three sizes; standard, fine, and extra fine).



So, in the end, I am happy with the results for the economy of the kit. I found my kit on sale for \$20.00 and other than time, paint, and glue, I didn't spend anything else on it. For that, this kit is a great value for the money. It would have been amazing without the silly errors Revell made measuring a pieced-together museum airplane. The only thing I would truly recommend buying for this model is a corrected aftermarket propeller.



BONUS PAGES!

JOE'S FOTO FILE: T-37

JOE WALTERS

The theme for the September points contest is **Trainers**, and as I have some experience with that type of flying machine, and took more than a few reference photos thereof during my time therein, I thought I'd share some of these images with aspiring contestants looking for details, as modelers are wont to do. I flew the T-37 and T-38, and this month I'll look at the T-37, the magnificent "Tweet." Unofficially named for the Warner Bros character "Tweety Bird," this fine piece of Cessna hardware is also known affectionately as the 6000-pound Dog Whistle (due to the high-pitched sound of its engines) and the Machine That Converts JP-4 Into Noise.

Most of these images were taken by me, using a cheap plastic Kodak Instamatic, which did a fine job while putting up with a lot of abuse being carried on these jets and subjected to all sorts of gyrations and G-forces. When you consider that I had to take these shots looking thru a tiny viewfinder which was held some inches ahead of my eyes due to the helmet and visor I was also wearing, it's a wonder any of them came out looking decent at all (we won't talk about the ones I threw out...). Anyway, a few of these were taken by a colleague (whose name I have long since forgotten) who had a better camera and was kind enough to provide me with some prints. These were all taken in the 1980 – 1985 timeframe, so they were physical prints that I later scanned into digital form. We were flying out of the late great Reese Air Force Base, about ten miles west of Lubbock, Texas.



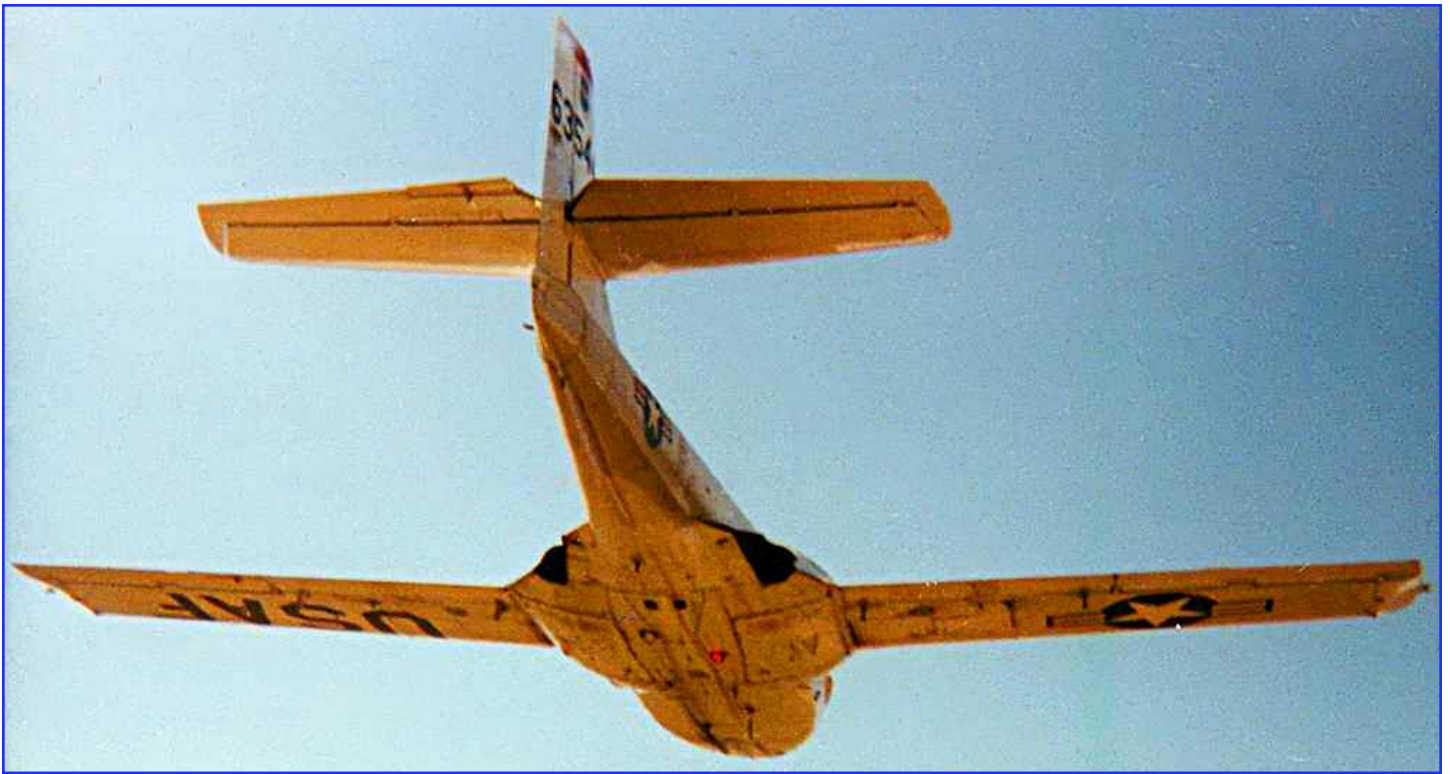
Above is an image I took of a T-37 starting up. You can see how it looks sitting on the ground, with gear doors all hanging. The canopy usually remained open until you had takeoff clearance, as it was *hot* on the West Texas ramp! The Tweet did not come with a luxurious air conditioning system. Flight controls were purely direct cabling, which is why you can just see the elevators are hanging down at the far right. You can also see this on the plane in the background. When the plane was unoccupied, a "control lock" held the ailerons and elevators in neutral position; the elevators only droop when there's someone *in* the plane and the control lock is stowed. The flaps were electric, and did not droop when the plane was unpowered. The little black rectangle ahead of the engine intake is a little spring-loaded door that swings shut when not in use. It's there to provide a step: you put your left foot in there, step up, and swing your right leg over the canopy rail and into the cockpit. The darkish line above the text "U.S. Air Force" on the nose is a shadow caused by a flat strake that was added to the B-model to make the plane *less* likely to recover itself from a spin; the A-model would often pop itself out of that condition before a student had a chance to bring it out himself, and USAF wanted to be able to train aspiring pilots to experience and recover from post-stall gyrations without counting on the plane to do it for them!

All the shots of the T-37 in flight are taken during formation flights (duh!). The other occupant was at the controls on those occasions when I was taking pictures (also duh!).



I took these three photos one day as we were returning to base. Above, the plane is clean-configured. In the second shot, you can see that the speed brake is extended, allowing us to descend rapidly without affecting airspeed, a useful tool. In the bottom photo, we've leveled out again and are approaching the ol' air patch. At the bottom of the image, you can see US 62 heading northeast into Lubbock, which is visible in the distance. You can also see a little internal cockpit detail in the foreground; the object at left is the magnetic compass. You can also get a fairly good look at some of the antennae and lights on the top and bottom of the plane.





Above: Even with a cheap Instamatic, once in a great while you get the perfect shot. Wingtip to wingtip, just excellent! I freely admit this was luck, not skill. This shot, taken while we were doing a crossunder maneuver, gives you a good look at how the panel lines show up when the plane's had a bit of use. You can also see some oil and grease streaks, showing how the slipstream moves along this plane. Also visible is the ventral strake, the short vertical surface that runs along under the empennage to provide a bit of extra yaw stability at high angles of attack.

Below: You can see a canopy reflection of my "A-Flight" shoulder patch, based on a possibly-familiar commercial insignia. On my left wing, you can see raised rivets and some panel lines. You can also see the aileron tab sticking up at the bottom; not the *trim* tab, but a tab that maintenance folks bend with pliers as needed to bias the ailerons to ensure neutral roll tendencies. Note also the star emblem shows a bit of wear, no doubt related to the proximity of the refueling cap (the red circle partially visible at right). You can see the ventral stake again on the other plane, and notice how both occupants are looking at the one thing they're supposed to while in that position: *my* plane.



Echelon turn! I took this one; a similar shot by my friend is on the next page. You want a weathering challenge? Take a good look here. Things can get really nasty under a well-used Tweet!



Panel lines are *very* visible here, as are the fasteners that hold them in place. Note the off-centerline red beacon and blinky yellow light. You can see two star insignia here, and both show wear.

Notice also that apparently there has been some recent panel replacement on the leading edge of the left wing—the top parts of the letters U and S are cut off by the “new” all-white panel.

There’s the ventral strake again, and the flap hinges/actuators are quite visible (normally, the outer hinge was painted black to add contrast against the white airplane—it was used as a visual positioning reference during formation flying). The red circle just forward of the star at top right may mark an oxygen system refilling port, and the yellow circle forward of that is likely a grounding port (I may have those two reversed, it’s been a while!), where a cable is plugged in when the plane is parked to prevent buildup of static charge. The dust do blow in West Texas.

Behind the left engine exhaust, you can see an interesting bit of detail: that triangular bit of scorched metal. The little triangle inside the big triangle is a *thrust attenuator*—it automatically rotates out into the exhaust stream during certain flight regimes. As for why anyone would want to do this, well, that would take up a goodly amount of non-modeling-related space here, so it is left as an exercise for the alert student to...



Here's the similar shot taken by my colleague. He was looking at a (slightly) cleaner airplane, but this lets you see some better details in some areas. The thrust attenuator is clearly visible here, and you can see some wear on the word "Force" on the other airplane, just beneath the spin strake.

Note that the little door used to step into the plane has a thick vertical black line leading up from it; it's just paint, and served no purpose that I knew of. Some planes had it, some didn't. I shrug!

In close, you can see a little internal cockpit detail, and you can even see a bit of the other plane's right wing through the holes in the centerline structural piece!



Rivets, bug spots, and panel lines! Two photos taken by my friend that show some nice upper wing detail from different sun angles. The Tweet was quite the bug smasher—check out all those spots along the leading edge!

In the bottom image, you can see the “taxi light” in the nose of the other plane, just right of the pitot tube. This light was always on, and would “pulse” bright and dim to increase visibility from ahead. The landing light was on the left, controlled by a switch. And it appears the other airplane was a solo sortie, as there is no instructor in the right seat. There was always an instructor present in at least one plane in a formation flight.

I confess I don't recall what the huge black rectangle was for! I'm sure it only involved maintenance personnel.





Two shots taken in quick succession, looking at the top and bottom of the horizontal surfaces. You really get a good look at all the antennae and lights and such that protrude from the underside of the aircraft, and you can see a number of panel lines clearly. The nose and ventral strakes are visible, and you can see an oval-shaped access panel on the vertical tail just below the horizontal stabilizer. The red rectangle atop the aft part of the engine marks a pair of spring-loaded fire doors, for firefighters to stick their hoses through when watering down the engine.

A bit of trivia: the rather underpowered T-37 used a pair of J-69 engines; the A-37 variant used J-85 engines, same as on the T-38, though without afterburners.





Above: Nice beauty shot. Note the wear on the word "Force." You can see the upper beacon is on, as is the red portside wingtip light.

Below: Decent close-up of the same plane, now in the Lead position. Note the flap hinges: you can see some good detail there. And I see the red outlines on the engine fire access doors are mostly worn away!





Here, a few photos of purely local interest. I took this in 1984, departing Kirtland AFB during a cross-country flight. Above, you can see a familiar mountain range in the background, and Coronado Mall at lower center (you can see part of Winrock just in front of the wing refueling port!). Part of I-25 is at bottom right. Below, a few minutes later, we are looking south along what was then Tramway. That area looks a bit different nowadays!





Also taken during a cross-country: Any New Mexican with Boy Scouts in the family will likely recognize this mountain range located within Philmont Scout Ranch near Cimarron. The peak at right is the famous “Tooth of Time,” a sacred landmark to we Scouts. Many of the wilderness treks offered there involve climbing that peak (from the other side!). Below: A different day, flying past the Tooth. Altitude restrictions *may* have been pressed *rather closely* here; and you can’t easily make it out on this scan, but there are several Scouts standing atop the peak.

I served as a student *and* instructor in the T-37; I flew the T-38 only as a student. We’ll take a look at that trainer next month.



BONUS PAGES!

SOUTHWEST AIRLINES LIVERY UPDATE

JOE WALTERS

Airliner modeling enthusiasts who found earlier articles about Southwest's new "Heart" livery of interest might find this additional information worth checking out as well.

First off, this happened:



Perhaps not all the Canyon Blue planes and Heart planes get along! Here we see the results of a minor collision that took place at the Burbank Bob Hope airport on June 6. The plane in the background was stationary; the Heart plane was being pushed back from the gate. No one was injured, but one or two ramp jobs may have been lost as a result of the incident!



There has been some speculation as to how the “special” Southwest jets would be affected by the change in livery; first off, an anonymous acquaintance who works at Southwest tells me that their arrangement with Sea World is no longer in effect, so if any of the Shamu planes are still flying, they’ll likely soon disappear into the new standard paint scheme. Anyone seen one lately?

As for the other specials, they’ve begun showing up in the new colors. Here’s “Illinois One.”



As with “Lone Star One” (below), it appears that only the vertical tail surfaces (and perhaps winglets on some models) will be remade in the new colors, with “Southwest” moved to the bottom of the vertical tail. Note that the “Southwest.com” text is not on the engine nacelles on these planes.



The chart below (sadly, I was unable to find it in higher resolution) shows the basic plan across the fleet of specials. What do you think, folks? Group Build for next year?



Left: found on a non-model-related website. Tells a story, doesn't it?



Below: Hey, armor enthusiasts! Looking for a challenge?



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