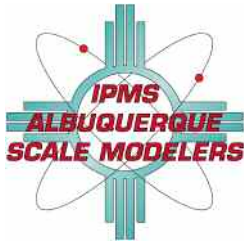


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

July 2016

THE FEZ SEZ TONY HUMPHRIES

Greetings to all and I hope you all have/had a very happy July 4th. As you enjoy the fireworks and festive fare, I'm sure that you will be sparing some thought for the founding fathers and those who fought and sacrificed much to gain the Independence of this great country. Hopefully you will even feel inspired enough to knock together a figure or other entry for the forthcoming Revolutionary Wars special contest which I will be hosting at our July 8 meeting, too. There are lots of options available to you and bicentennial commemorative aircraft, etc., are also eligible, so hopefully you can all display your patriotic side and get some models on the table accordingly. Singing of "Yankee Doodle Dandy" is of course optional, but I wouldn't be surprised to hear at least one of you humming it, particularly as I have just annoy-

ingly put the thought of that tune into your head by writing this. Bwahaha! Hopefully it won't be with you all day at least, or if it is I sincerely hope that it won't be the awful James Cagney version (great actor, but with a singing voice like a rusty door-hinge. Actually, he was probably the first rapper, if you think about it). Anyway, I'm sure it'll be pushed out of your head by the music and fireworks at Balloon Fiesta Park on the 4th, if you are/were attending that event, and will certainly be relegated to the back of your mind by the appalling traffic chaos that will inevitably ensue when exiting the parking lot afterwards...



Talking as we are about 1776 and all that, there are, as you may be aware, quite a number of frequently duplicated and often repeated myths about the Revolutionary War. Bill Bryson's (from Iowa by the way) *A Short History of Nearly Everything* has a very

June Meeting highlights, left to right: The Display Only tables held an eclectic mix of subjects, including this humongous F-14 and a few colleagues; a few recycled/repurposed Chile Con 3 plaques ready to be awarded to some Anniversaries contest winners from the previous month; and the business meeting in progress.



good section on this and I recommend it for those of a curious nature. As an example, everyone knows that the Declaration of Independence was issued on July 4, 1776. But although it was signed on this day, it was passed by Congress on the 2nd, and John Adams amongst others considered July 2nd to be a much more significant date as a result. Many seem to think that this heralded the end of the war and that everything was then done and dusted. Not at all. For example, the largest British victory of the campaign took place in 1780 at the siege of Charleston where the British commander General Charles Clinton (not actually related to you know who...) and his hired goons/Germans accepted the surrender of 3000 colonists/rebels/traitors/heroes/freedom-fighters [delete as appropriate]. The battles at Saratoga (there were two) were in 1777 and the ultimately decisive Battle of Yorktown was in 1781, so the war most certainly didn't end when congress told George III to depart forth. It would be interesting to know how the war would have played out actually if the British hadn't hired all of those Hessian mercenaries and the French hadn't given so much support to the Colonists or if the French and British weren't simultaneously fighting in Europe as well (not that this was unusual, of course). What difference would it have made? History is full of such intriguing questions.

Given that Fred Horky, a longtime friend of ASM (and we thank you once again for your support, Fred) called me to task on President Hayes last month, I guess it's a good thing that I didn't write anything about George Washington anyway! For example it could be considered contentious and certainly unpatriotic to point out that he was an officer in the British Army before commanding the Colonial Army. He wasn't always successful in that role and indeed when he fought in the French-Indian War, suffered the dreadful indignity of being captured by the French in 1754 (although they let him go again almost immediately). It seems likely that although certainly competent, he wasn't the military genius that he is often portrayed as, although compared to Cornwallis on the British side (who my dog could probably out-manuever) he was a world-beater.

To be fair, you could say the same about Winston Churchill too, as evidenced by his own capture during the Boer War and his planning of the disastrous Gallipoli campaign. We sometimes forget that history's great men were just that. Men. With many flaws as well as great qualities. That story about Washington chopping down the cherry tree is nonsense too, by the way. It was invented by a biographer after his death and didn't even appear until the fifth edition of that biography. That's not to say that he never, ever chopped down any cherry trees during his life. In-

FRED'S FOTO FILE

FRED FRANCESCHI

Ammunition Colors, Part 3

I have additional color photos taken from the 1956 Army ammunition manual. These photos cover grenades, mines, artillery and mortar rounds, and pyrotechnics.



Figure 2. Color identification and typical marking of hand grenades.

Hand grenades. The "pineapple" grenade was used in World War II. It was later replaced by the M26 hand grenade. So if you are doing a diorama of a Second World War soldier, the pineapple grenade is the correct one. If I remember correctly from some of my training, the M26 grenade had a notched wire coil on the inside, and the wire would fracture when the grenade went off, sending wire fragments flying through the air. And it seems to me that the effective explosive range (50% of people hit) was five yards. There were two types of handle hooking mechanisms. The early handles wrapped over the shaft. The later and more secure style, as shown in the Bonus Pages, hooked under the shaft.

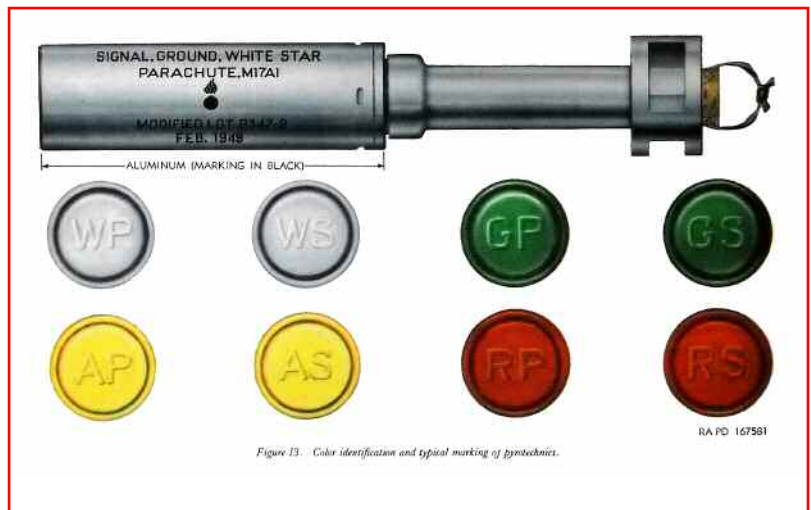


Figure 13. Color identification and typical marking of pyrotechnics.

Flares. Colors indicate the color of the flare or smoke.

[Editor's note: The full text of Fred's article and several more Ammunition Colors photos (larger and in higher resolution) can be found in the [Bonus Pages](#). -JW]

deed, he may have been a one-man cherry-tree apocalypse for all we know. A veritable nemesis for all blooming shrubbery, perhaps. The story about his father's tree and not being able to tell a lie is just a story, though, and goes to show how some versions of history take on a life of their own and sometimes become some kind of holy writ that can rarely if ever be challenged. It would perhaps be churlish for me to point that out though, so I won't.

Moving back briefly to issues of a modeling nature, this month's competition is an Open one, so we'll hopefully see many entries on the table again, including perhaps some more Desert Storm subjects? Hint, hint... As you know, it is the club theme for the New Mexico State Fair display this year and I am going to continue to nag you about it until then, so why not make it easy on yourself and just build something for it, if you weren't already? You know you want to.

Okay, I won't keep you any longer. Go out and enjoy, celebrate, roister, quaff, and even wassail, if you absolutely must. Try and get some building in as well though. Deadlines are looming and it's always later than you think. On that note, if someone would pass me that hooded black cloak and scythe, I'd better get to my second job... Time waits for Norman, after all.

VICE PRESIDENT'S REPORT MIKE BLOHM

First off, I want to thank all the ASM members who participated in manning the display and/or loaned models for ASM's fantastic model display at the Kirtland AFB Airshow on Saturday, June 4, and Sunday, June 5. It was a lot of fun, and I think we succeeded very well in promoting both the club and the hobby of scale modeling. The theme of the model display was the "75th Anniversary of Kirtland AFB (1941 – 2016)" to match the theme of the airshow. We did our best to have all the aircraft that were involved in the history of Kirtland AFB and its many missions over the years, plus some models to show what other subjects can be built within the hobby. We started with three tables on Saturday and increased that to four on Sunday, with a total of seventy models being on display. We had literally thousands of visitors stop by to check out the models, talk about scale modeling, and dis-



Year 2016 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 08 Jan** **SPECIAL CONTEST #1:**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 05 Feb** **ASM Swap Meet**—no contest.
- 04 Mar** **Open Contest**—Any kit/subject/scale.
- 01 Apr** **Rescue Me!**—Any kit/subject/scale.
- 13 May** **Anniversaries**—Any kit/subject/scale.
- 03 Jun** **SPECIAL CONTEST #2: US PRESIDENTS**
Sponsored Contest: "Northrop Grumman" (Patrick Dick)
- 08 Jul** **Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Revolutionary War / Bicentennial Subjects" (Tony Humphries)
- 05 Aug** **ASM Swap Meet**—no contest.
- 02 Sep** **Captured!**—Any kit/subject/scale.
Sponsored Contest: "100 Years of British Armor" (John Tate)
Sponsored Contest: "Caricatures" (Gil De La Plain)
Sponsored Contest: "Star Trek: 50th Anniversary" (Mike & Matt Blohm & Joe Walters)
- 07 Oct** **Empire of the Sun—Japan**—Any kit/subject/scale from the World Wars
- 04 Nov** **Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Big 'Uns" (Tim Wood)
- 02 Dec** **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>

...cuss the history of the aircraft that had been stationed at Kirtland AFB. We passed out lots of flyers on both ASM and the upcoming New Mexico State Fair Model Contest and encour-

aged folks to visit our website and come attend a meeting. It sounded like we might get some folks entering models at the State Fair. A longer report and pictures of the airshow model display are available in the [bonus pages](#) of the *ASM Newsletter* and on the [ASM Website](#).

Upcoming ASM events include the ASM-sponsored model contest 2016 New Mexico State Fair, which has model entries on Friday, August 26, and Saturday, August 27. There are four different Sections (Junior, Senior Youth, Adult, and Professional) and eighteen different Classes (categories) of entries. You can earn 50 points per model entered in the contest and/or 25 points per model in the ASM display (max of three models total). See the [ASM Website](#) for additional info. Flyers are also available at Hobby Proz.

Upcoming events include the following (links are available on the [ASM Website](#)):

- IPMS/USA National Convention, August 3 – 6, Columbia, South Carolina
- Star Trek (50th Anniversary) Convention, August 3 – 7, Las Vegas, Nevada

CHILE CON JUNE 9 – 10, 2017



- NM State Fair — entries on 26 – 27 August
- Salt Lake City XVI Contest, September 24, Sandy, Utah
- Chile Con 4, June 9 – 10, 2017

IN THE BONUS PAGES! JOE WALTERS

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

(Those of you still receiving the printed newsletters, this is what you're missing out on!)

- Jerry Little's Contest Director report
- June's contest winners
- The full text and photos of Fred's Foto File
- Mike Blohm's full report on the Kirtland airshow model display
- Victor Maestas's report on a recent visit to the Udvar-Hazy Annex of the Smithsonian
- Rolf Nitsche's report on his trip to the annual Carton Model Meeting in Bremerton, Germany
- A report on the restoration of the original USS *Enterprise* model from *Star Trek*.
- And more!

Master

John Tate	585
James Strickland	549
Larry Glenn	468
Tony Humphries	426
Ken Liotta	367
Frank Randall	355
Mike Blohm	249
Victor Maestas	243
Bret Kinman	208
Glen Bingham	202
Keith Liotta	156
Jerry Little	150
Brian Peck	135
Dave Miller	104
Josh Pals	12
Patrick Dick	2

Intermediate

Chris Kurtze	835
David Epstein	635
Len Faulconer	564
Steve Brodeur	360
Robert Henderson	360
Jack Garriss	326
Partap Davis	283
Michael O'Brien	275
Danny Williamson	225
Don Smith	212
Wayne Sprong	210
Ken Piniak	137
Theron Brawley	129
Tim Wood	127
Mike Clagett	125
Blaine Couch	75
Jeff Frickstad	27

Gil Johnson	4
Michel Wingard	4
Gorham Smoker	2

Basic

David Haskins	510
Anthony Weaver	327
Jeannie Garriss	285
Rolf Nitsche	137
Don Goodrich	125
Keith McIntyre	100
Kyle McIntyre	100
Mark Yoder	25

Junior

Josh Kinman	127
Chris Kurtze, Jr.	127

MODELER OF THE YEAR POINTS STANDINGS

As of 01 Jul 16

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ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.

BONUS PAGES!

THE FINER POINTS

JERRY LITTLE

*“My pappy said, ‘Son, you’re gonna drive me to drinkin’
If you don’t stop driving that hot rod Lincoln.’”*

Presidents! That was theme for the June Special contest. The whole idea was to build models that were named after or used by a US President. And interestingly enough, we had one of the largest turnouts for a monthly contest... but only two models that fit the theme; well, really, just one and a half! If you think about it, the office of the President has always had an impact on American culture as a foundational institution of this great country. And we get cars and bears!

Aleya Montano did an outstanding job of bringing that American pop culture to the Junior category with her version of the American icon, the Teddy Bear. While Aleya’s version was a modern stylized anime, it was very well done and a great tribute to President Theodore “Teddy” Roosevelt. Unfortunately, the story of how the Teddy Bear came to be is a bit sad but did show the character of President Roosevelt. It seems the President was part of a hunting competition in Mississippi around 1902 and had yet to kill a bear. His staff found a bear and tied it to a tree and recommended President Roosevelt shoot it. The President refused because he said it was “unsportsmanlike.” That became a political cartoon to make fun of President Roosevelt. A man named Morris Michtom saw the cartoon and that inspired the creation of the fuzzy-wuzzy stuffed bear. It also became a valuable lesson in moral character.

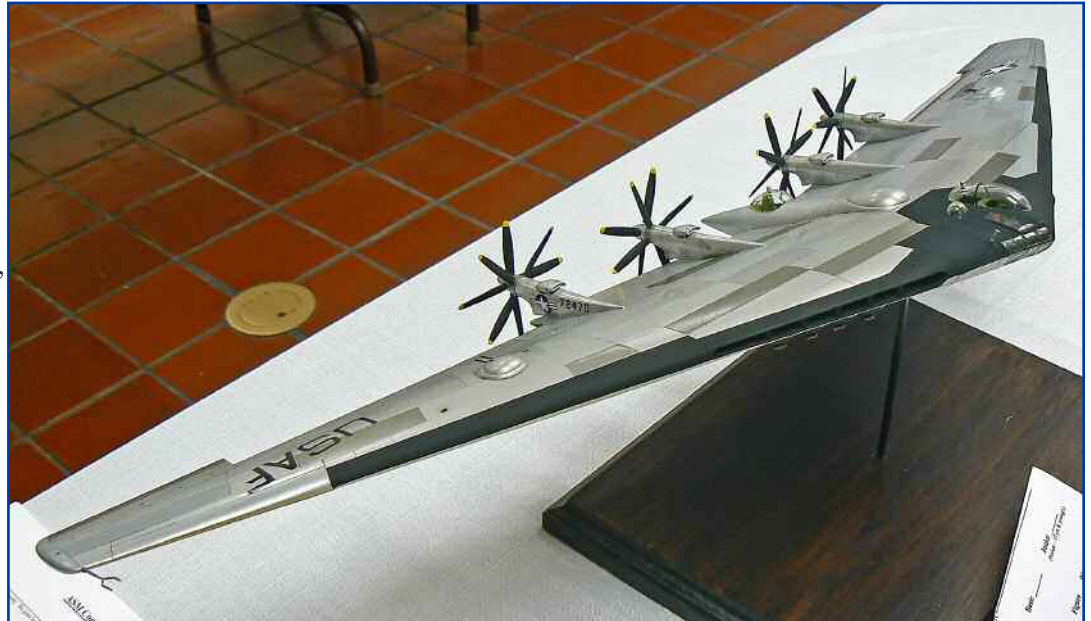


The Presidential entrant was Robert Henderson’s 1949 Mercury. Born of the Ford Motor Company, the Mercury brand was the latter half of the Lincoln-Mercury line. Lincoln Motor Cars was founded by Henry Leland and named after Abraham Lincoln because he was the first president Leland was able to vote for. The company was bought by Ford in the early '20s and then merged with the Mercury brand in the mid-1940s. Thus we get the “half” model entry! Yes, a bit of a stretch, but, it was closer to

the theme than any of the other models on the table with the exception of the Teddy Bears, and no animals were injured in the making of the model!

There were other outstanding models on the table. Our newest club member, Zachary Nevitt, had some outstanding armor models for the meeting. In the **Basic** category, he displayed three really well done models and earned a Best of Show and People's Choice in Basic with a 1/35-scale StuH 42 Ausf G and Panzer IV.

In **Intermediate**, aside from Richard Henderson's Best of Show for his "Hod Rod Lincoln," Chris Kurtze earned a People's Choice for his Northrop XB-35 flying wing. While today's B-2 flying wing is a distant cousin of the XB-35, it has some interesting lineage. The Navy's designation of the XB-35 was in fact the "B2T." That project was canceled way back in 1949; yet interestingly enough, the modern B-2 has the exact same wingspan as the original "B2T" of 172 feet...



On the **Masters** table, Bret Kinman and Victor Maestas had a couple of super nice models displayed. Bret's M8 Greyhound was one of a couple of nice pieces of armor on the table and was picked as a Best of Show for the quality build. Victor's F-14A from the VF-111 Sundowners is probably one of the most recognizable F-14 CAG birds of the Navy. The plane was commonly known as "Miss Molly" when VF-111 was embarked on the USS Carl Vinson, CVN-70 in CVW-15. The aircraft didn't always have the plane name on the jet and was mostly seen without the picture of "Molly" on the side. The CO of the Sundowners was Captain Doyle Bouchers II when "Miss Molly" was on the Chuckie V.

The Final Point

Themes... you've got to love them. When we sit down and start planning for the next year's club contests, there are no preconceived ideas on what the themes are going to be. Sure, we have a "go to" setup, which is basically how the year will be laid out, but not what the themes will be. The idea is to keep it interesting and keep people building. Oh, and that other little part of trying to make sure all the different types of models like cars, armor, figures, and ships can participate in the themes, is not that easy. So when the theme of "Presidents" was chosen, we did it with the "Special" contest in mind. No points are awarded, but it is an opportunity for modelers to really shine. Who knew it would be a dud! That's not to take anything away from those who entered, because they made a great effort to get it done, but it's more to the point that you never know what will be popular and what won't. The fact that it was the same night as a "sponsored" contest and one of the largest turnouts of the year shouldn't be lost in the fact that there were only two entrants. Members are ready and willing to build when it comes to a theme they are interested in. Picking those themes seems to be an art. In the military, we used to call it a "WAG" ...or "wild-a#@# guess." Rest assured, the E-board will call it a "SWAG" because they will claim it was a little more *scientific*; however, a "Scientific wild-a#\$ guess" is still just a WAG!

BONUS PAGES!

JUNE'S BEST OF SHOW WINNERS

Top: Zachary Nevitt's *StuH 42 Ausf G* (Basic). Bottom: Robert Henderson's *Lincoln Mercury* (Intermediate). There were no Junior entries.



Top: Bret Kinman's *M-8 Greyhound* (Masters). Bottom: Victor Maestas's *F7F Tigercat* (Best Northrop-Grumman Entry).



BONUS PAGES! FRED'S FOTO FILE

FRED FRANCESCHI

Ammunition Colors, Part 3

I have additional color photos taken from the 1956 Army ammunition manual. These photos cover grenades, mines, artillery and mortar rounds, and pyrotechnics.



Hand grenades. The “pineapple” grenade was used in World War II. It was later replaced by the M26 hand grenade. So if you are doing a diorama of a Second World War soldier, the pineapple grenade is the correct one. If I remember correctly from some of my training, the M26 grenade had a notched wire coil on the inside, and the wire would fracture when the grenade went off, sending wire fragments flying through the air. And it seems to me that the effective explosive range (50% of people hit) was five yards. There were two types of handle hooking mechanisms. The early handles wrapped over the shaft. The later and more secure style, as shown in the photo at right, hooked under the shaft.





PRACTICE



WP SMOKE



COLORED SMOKE

RA PD 103502B

Figure 3. Color identification and typical marking of rifle grenades.

Rifle grenades. These required a special attachment for the rifle, but were able to launch grenades further than they could be thrown.



HIGH EXPLOSIVE

PRACTICE

BOUNDING-TYPE ANTIPERSONNEL MINES

WITH SAFETY CLIP IN POSITION

ARMED

BLAST-TYPE ANTIPERSONNEL MINES

RA PD 103504C

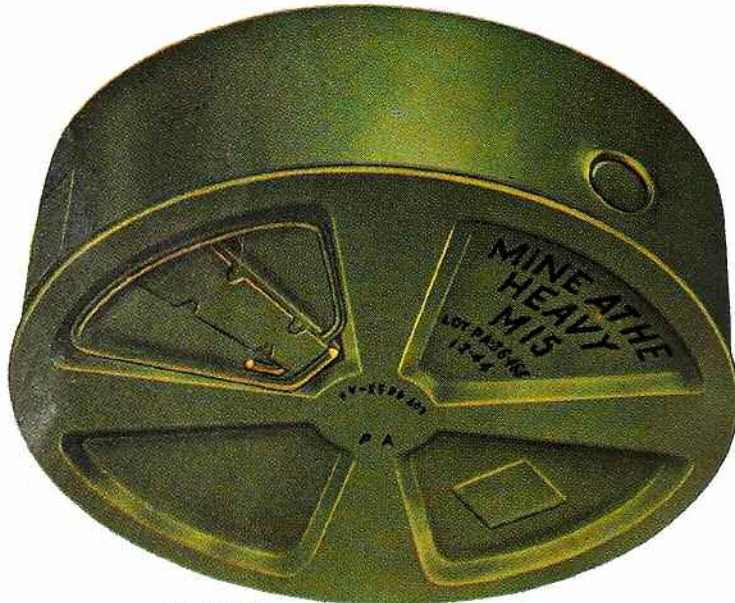
Figure 15. Color identification and typical marking of land mines.

Bounding antipersonnel mines were used by the United States Army, as were blast-type mines. I think that the blast-type mines were only a couple of inches in diameter. The horseshoe clip was removed after emplacement to activate the blast-type mine.

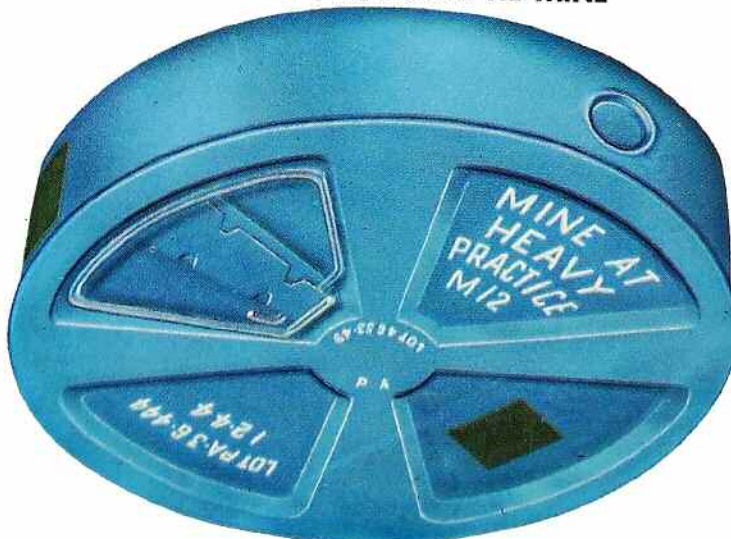


LIGHT ANTITANK PRACTICE MINE

LIGHT ANTITANK HE MINE



HEAVY ANTITANK HE MINE



HEAVY ANTITANK PRACTICE MINE

RA PD 103578A

Figure 16. Color identification and typical marking of land mines.

Antitank mines.

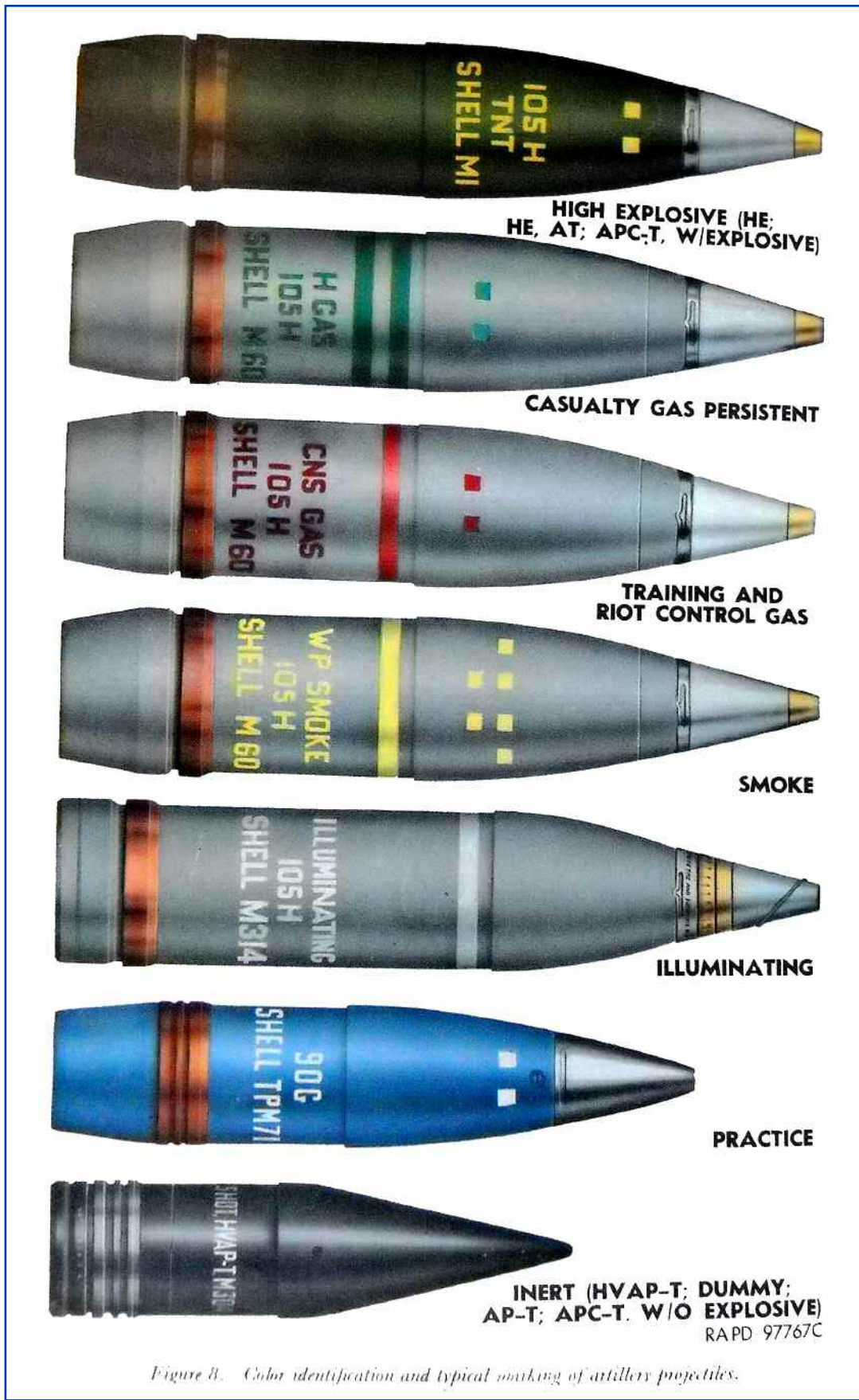


Figure 8. Color identification and typical marking of artillery projectiles.

Colors of the artillery ammunition will be helpful to any diorama of large American artillery weapons. High explosive, smoke, and illuminating rounds would be the most common ones for combat. I don't know that casualty gas rounds were ever issued to combat units. Hopefully, they were not.

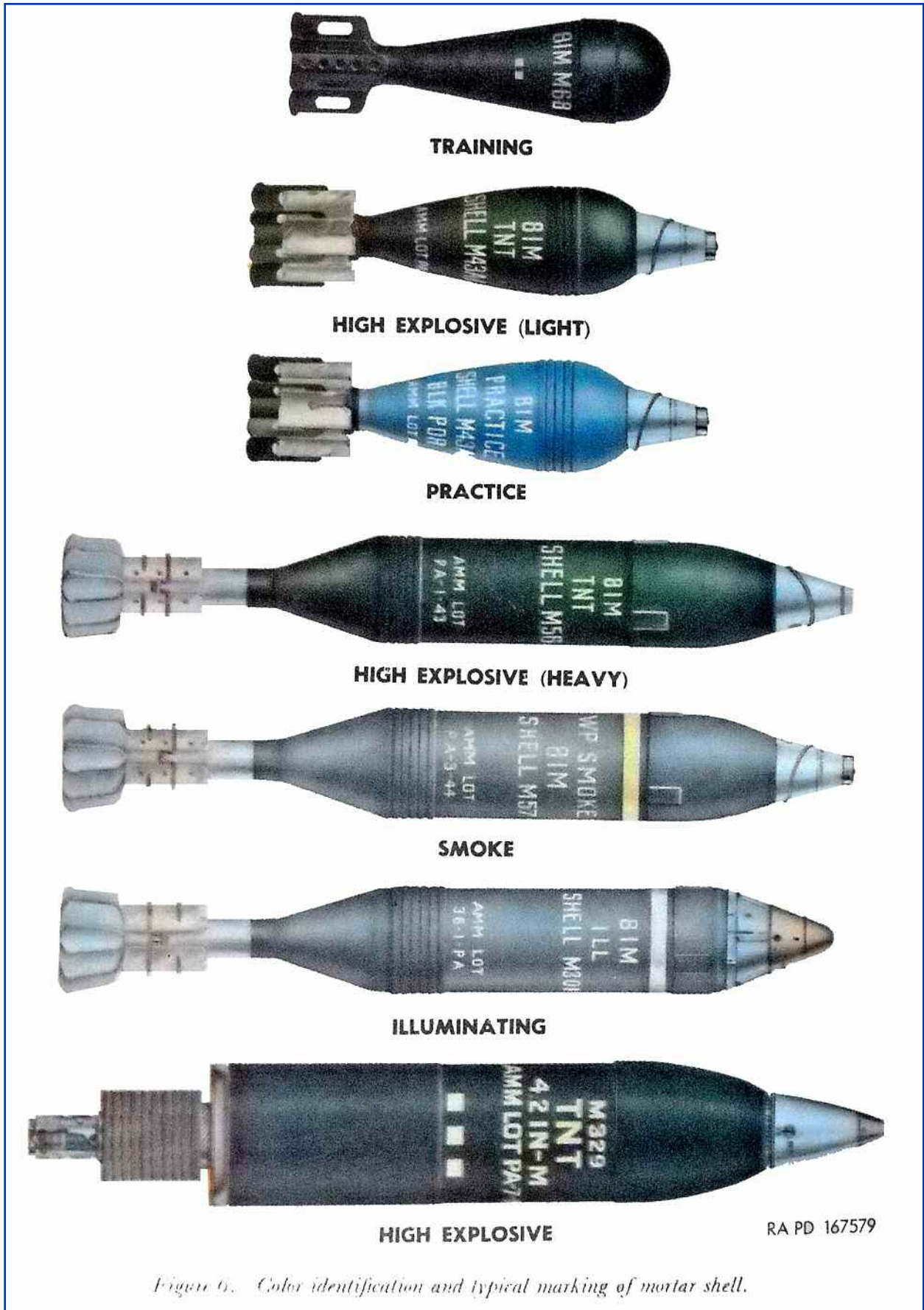


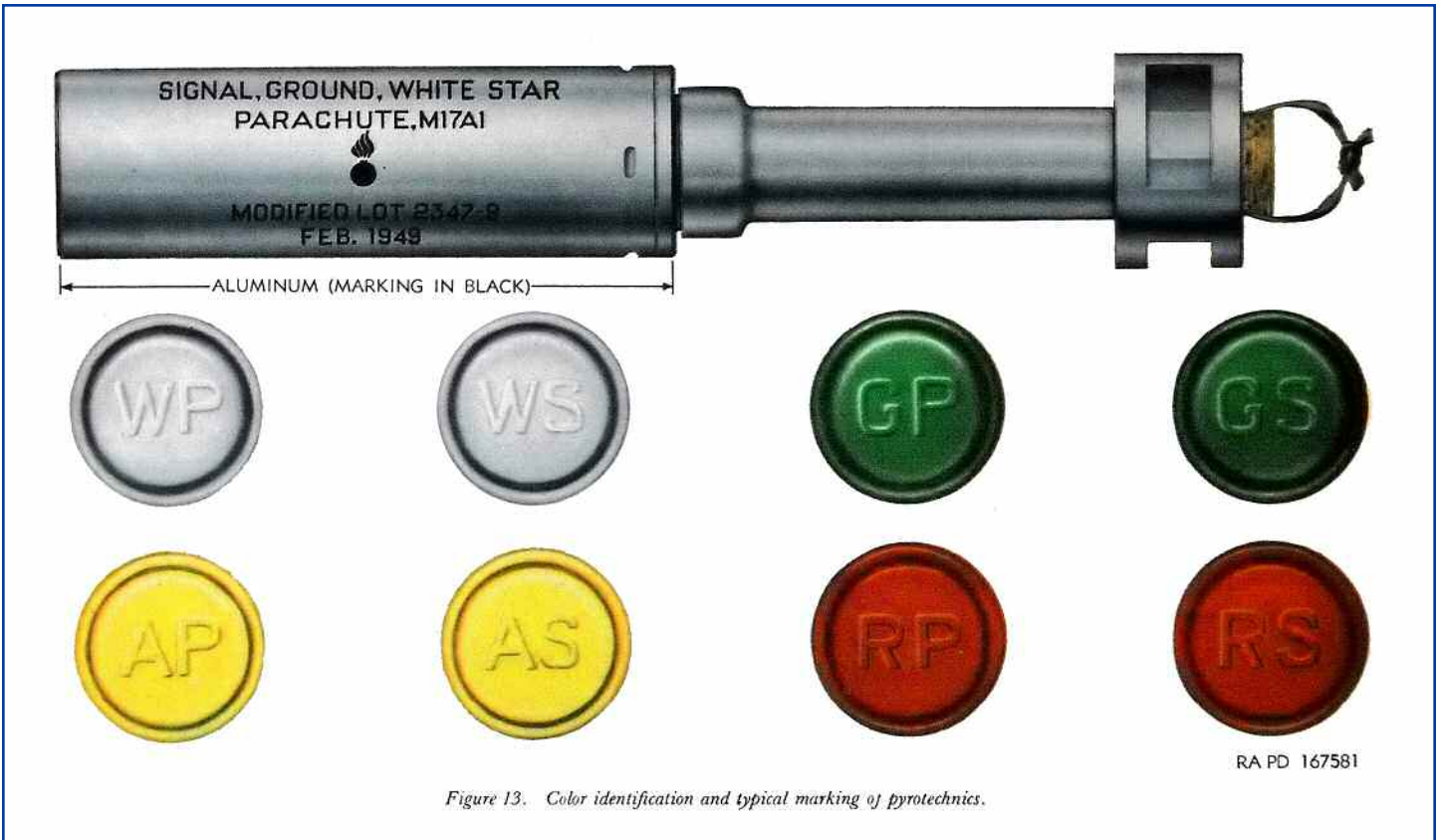
Figure 6. Color identification and typical marking of mortar shell.

Mortar rounds. These are pictures of 81mm and 120mm mortar rounds. The high explosive rounds are olive drab.

Recoilless rifle rounds.



Figure 5. Color identification and typical marking of rifle cartridges.



Flares. Colors indicate the color of the flare or smoke.



I took this photo at the Mojave airport this June, when I went to a grandchild's graduation in Lancaster, California. There were a lot of airliners, still in their original markings, in a boneyard at the airport. I went to the airport administration office to get permission to photograph the derelict aircraft, but was not able to get access. So I took this picture of an airliner at the airport entrance. One of many fading in the harsh desert sun.

BONUS PAGES!

ASM MODEL DISPLAY AT THE 2016 KIRTLAND AFB AIRSHOW

MIKE BLOHM

The Albuquerque Scale Modelers (ASM) conducted a fantastic model display at the Kirtland AFB Airshow on Saturday, June 4, and Sunday, June 5, 2016. It was a great way to promote both the club and the hobby of scale modeling. The theme of the model display was the “75th Anniversary of Kirtland AFB (1941 – 2016)” to match the theme of the airshow. We did our best to have all the aircraft that were involved in the history of Kirtland AFB and its many missions over the years, plus some models to show what other subjects can be built within the hobby. We started with three tables on Saturday and increased that to four on Sunday, with a total of 70 models being on display. I think we had more planes on our tables than they had on the flight line. Model scales varied from $\frac{1}{32}$ to $\frac{1}{144}$. We had three huge $\frac{1}{48}$ -scale aircraft (B-17G, B-24J, and B-29A), courtesy of Don Goodrich, that got a lot of attention. Additionally, we had five ASM-built nuclear bomber models (B-36, B-47, B-50, B-52, and B-2) on loan via Erik McIntyre from the display at the Nuclear Weapons Heritage Model Display at the Defense Nuclear Weapons School Museum, representing that testing mission at Kirtland AFB. Some pictures of the airshow display are included with this article; more are available on the [ASM Website](#).



ASM was located in a great spot in the center of the display hangar. We had literally thousands of visitors stop by to check out the models, talk about scale modeling, and discuss the history of the aircraft that had been stationed at Kirtland AFB. The parents loved the aircraft and armor, whereas the kids loved the science fiction subjects, particularly the Star Wars models and the UFO flying saucers. Actually, most people loved the sci-fi. We had to be fast to stay ahead of the little kids who wanted to touch the models, but luckily we had only a few minor—repairable—casualties. Lots of veterans enjoyed seeing their aircraft types in the display and sharing their stories of when they had flown or worked on them. We even had a



few people show us cell phone pictures of their ancestors and ask us if we could identify the aircraft in the picture that they had flown or supported, as they wanted to build a model of their planes. I'm happy to say that we were successful with those requests. We also had a few requests to provide some models for additional historical displays, and I'll talk about those at the next ASM meeting.

We passed out lots of flyers on both ASM and the upcoming New Mexico State Fair Model Contest and encouraged folks to visit our website. It sounded like we might get some attendees at a meeting to check





out the club. Additionally, lots of the kids seemed excited to come enter a model at the State Fair, as well as a few adults. It was a lot of fun, and I think we succeeded very well in promoting both the club and the hobby of scale modeling. My sincere thanks to all the ASM members who participated in manning the display and/or loaned models (see alphabetical list below). We were able to have enough folks to watch over the models—a challenge with four tables—and to answer all the questions that came our way. In particular





I'd like to thank Victor Maestas, Josh Pals, Matt Blohm, and Larry Glenn who assisted me in the coordination with Kirtland and the initial set-up on Saturday morning.

[Participants: Matt Blohm, Mike Blohm, Theron Brawley, Jeff Frickstad, Jack Garriss, Larry Glenn, Don Goodrich, Gil Johnson, Bret Kinman, Josh Kinman, Victor Maestas, Jim Mescos, Josh Pals, Ken Piniak, Andy Rogulich, and Dave Tipps]

[Editor's note: As you will see a few pages down, the Air Force decided to support our display by bringing out some of their one-to-one-scale examples, no doubt for us to use for reference. -JTW]











BONUS PAGES! TRIP REPORT VICTOR MAESTAS

Udvar-Hazy Annex of the Smithsonian Air and Space Museum

In April, 2016, I had a work training class near Washington, DC. I went a day early so I could have time to go to the Udvar-Hazy Annex of the Smithsonian Air and Space Museum in Chantilly, Virginia. I attended one of the free “highlights” guided tour. This tour started with early aviation and went through most of the museum in chronological order. The docent stopped at certain aircraft to give background on the plane, the people involved and details on how the museum selects and restores artifacts.

This museum restricts its artifacts to prototypes of historically significant aircraft, including the first to accomplish something (record holders), aircraft piloted/crewed by significant persons, and aircraft involved in historical events. The museum is always adding exhibits and there are about 170 aircraft and over 150 large space artifacts on display. Some of the vehicles on display include:

- Boeing 367 “Dash 80” (707 and KC-135 prototype) that introduced jet passenger aircraft to the public by doing barrel rolls over the Seattle 1955 Seafair and Gold Cup Hydroplane Races at Lake Washington (visible below at left).



- B-29 *Enola Gay*
- SR-71A 2023/61-7972 last flight from LA to DC—1 hr, 7 mins, 53.7 secs, on March 6, 1990
- Selection of US WWII aircraft including:
 - P-40E Kittyhawk





- o F4U-1D Corsair
- o Curtiss SB2C-5 Helldiver



- Selection of German WWII aircraft including:
 - Do-335 Pfeil
 - Me163 Komet
 - Arado Ar 234B Blitz jet
 - He-219 UHU
 - FW-190
- Selection of Japanese WWII aircraft including:
 - Aichi M6A1 Seiran
 - Kyushu J7W1 Shinden
 - Kugisho MXY7 Ohka Model 22 (Cherry Blossom)
 - Nakajima J1N1-S Gekko
- Bob Hoover's North American Rockwell Shrike Commander 500S



- Double Eagle II balloon gondola, piloted by Ben Abruzzo, Maxie Anderson, and Larry Newman, the first balloon to cross the Atlantic Ocean on August 17, 1978



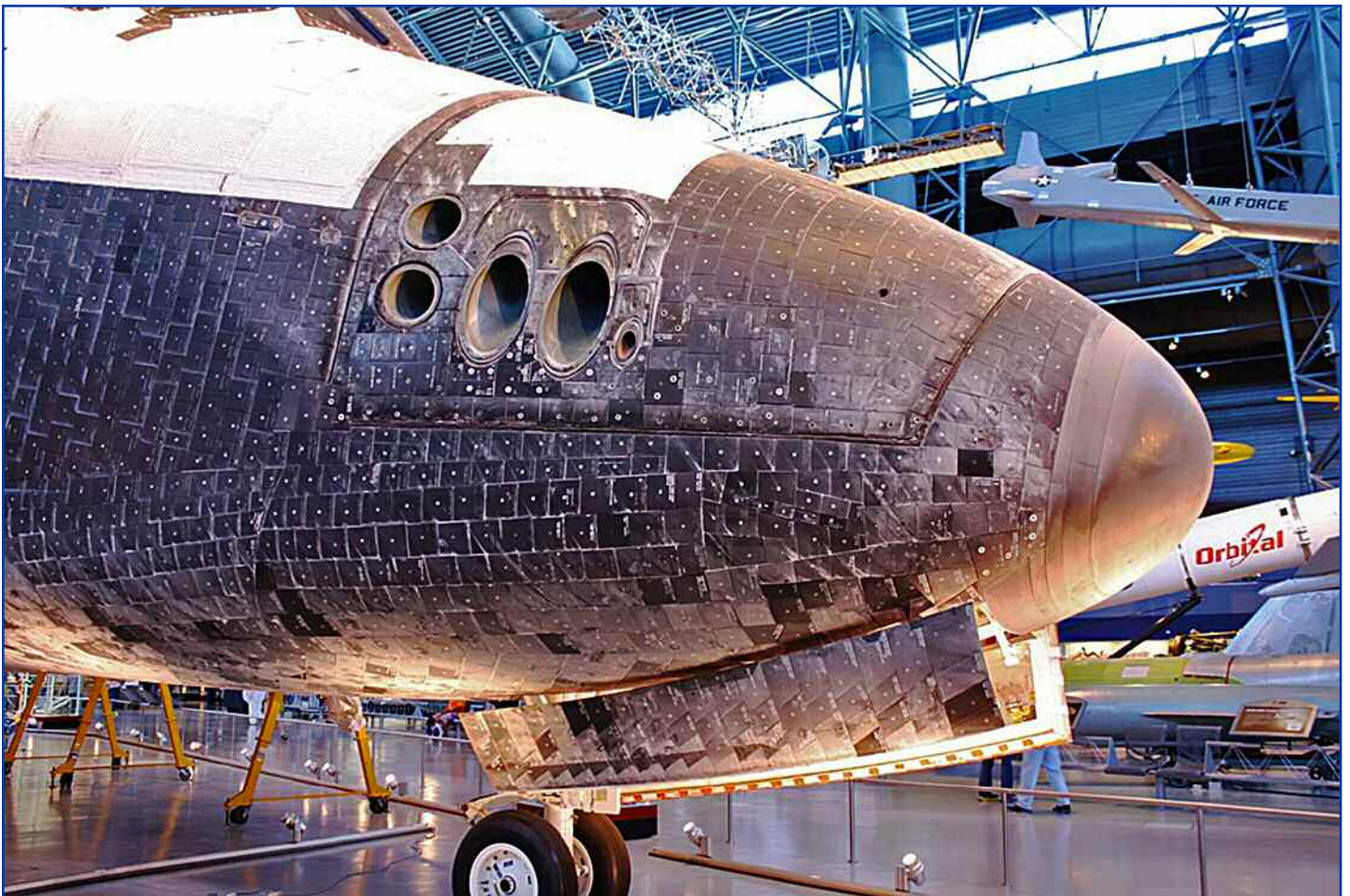
- F-35B with engines on stands for display



- Red Bull Stratos Capsule; Felix Baumgartner jumped to Earth from a helium balloon in the stratosphere on October 14, 2012. Doing so, he set world records for skydiving an estimated 24 miles, reaching an estimated top speed of 843.6 mph, or Mach 1.25, becoming the first person to break the sound barrier without vehicular power relative to the surface on his descent
- NASA Pathfinder solar powered UAV; set the altitude record for solar-powered aircraft—as well as propeller-driven aircraft—to 71,530 feet (21,800 m) on July 7, 1997.

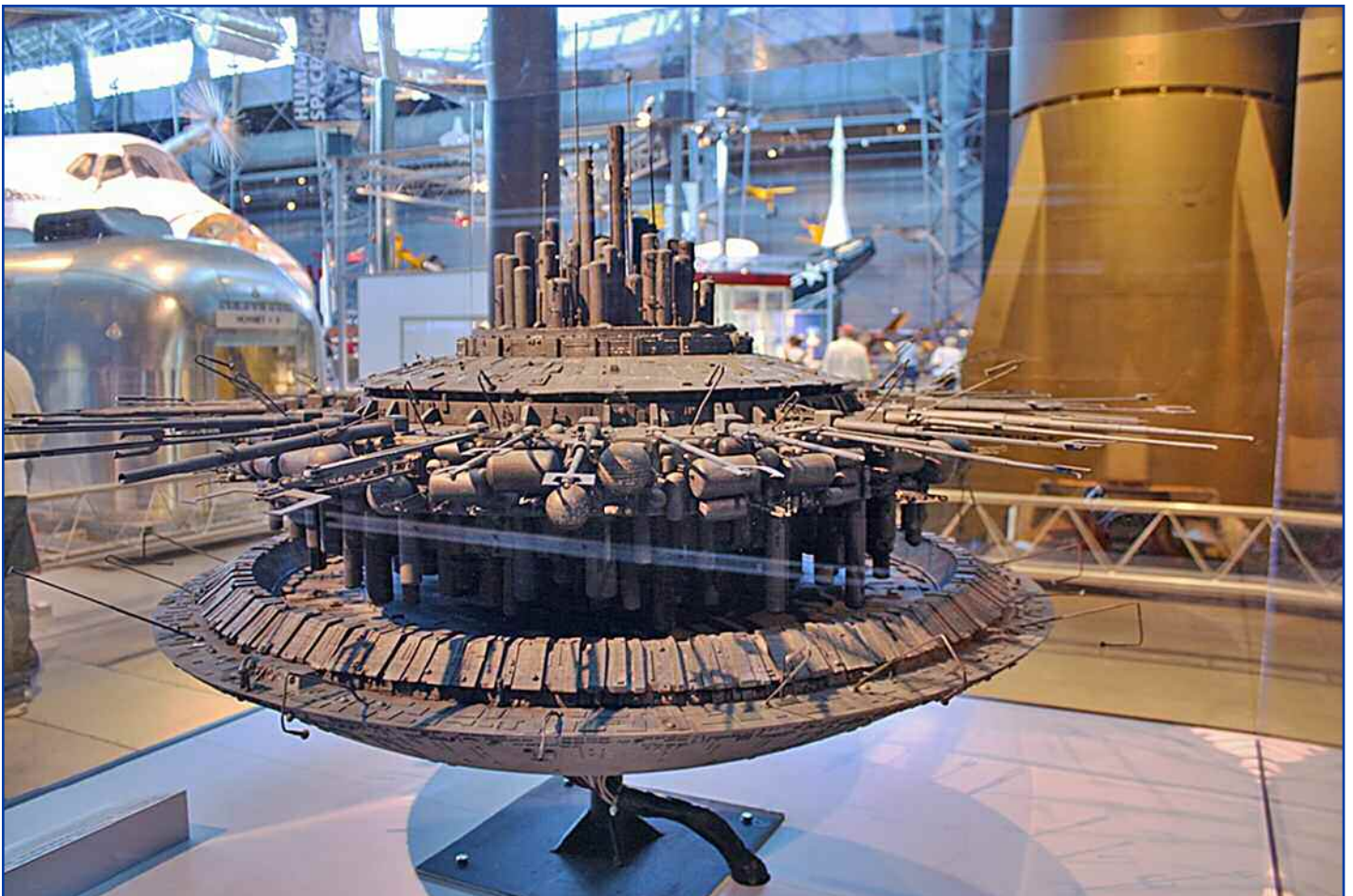


- Space Shuttle *Discovery*





- Close Encounters of the Third Kind mothership film prop



There were also a large number of models on display in cases around the museum. Most of them were of the painted carved-wood type (mostly in flying poses on stands).

Restoration Hanger

The museum has an on-site restoration hanger where artifacts are prepared for display in the museum. Work in the hanger can be seen from an overhead viewing area. The museum is also connected to Dulles Airport by a taxiway, so flying aircraft can take their last flight to the museum.

The docent explained that people often ask if the aircraft on display are restored to flying condition. The answer is yes and no. Most artifacts are taken apart and all parts restored to as close to factory perfect as possible, then coated in a preservative to prevent corrosion or deterioration. They are then reassembled and put on display. Even though they are probably able to become airworthy, the aircraft would have to be completely taken apart and have all the preservatives removed. Artifacts that go to this museum are for historical record and will never leave.

Some of the artifacts being worked on while I was there include:

- Friendship 7 capsule



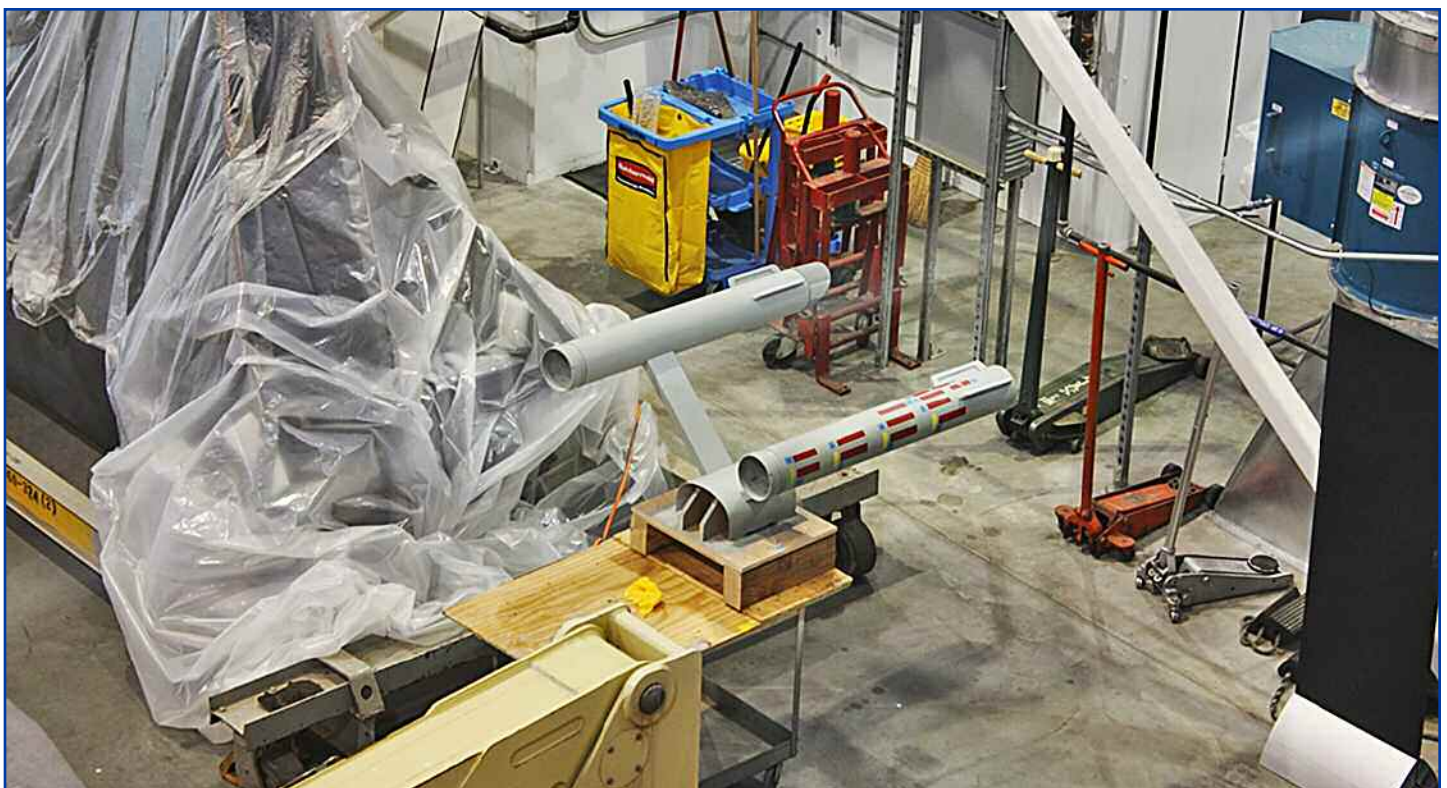
- B-26 Flak Bait



- Horten Ho-336 flying wing



- Star Trek nacelles—the television prop of the starship *USS Enterprise* is being restored by the Smithsonian to match the configuration as of the “Trouble with Tribbles” episode (see reference material on top of the white paint booth).



- Sikorsky JRS-1 utility/transport flying boat, survivor of the attack on Pearl Harbor in 1941



This museum has a great selection of very interesting artifacts. This museum has a lot of the larger aircraft/spacehips that will not fit in the main museum on the DC mall. If you like seeing historical aircraft and spacecraft in great condition, this museum is a must-see. I spent about six hours at the museum, including a Space Program movie at the IMAX Theater.



BONUS PAGES!

TRIP REPORT: CARTON MODEL MEETING

ROLF NITSCHÉ

28th International Carton Model Meeting, Bremerhaven, April 22 – 24, 2016

Always on the last weekend in April paper and carton modelers, designers, and publishers meet at the German Maritime Museum (Deutsches Schifffahrtsmuseum, DSM) in Bremerhaven.

This event was originally founded by Dr. Siegfried Stölting from the German Maritime Museum and is currently organized in partnership of the Arbeitskreis Geschichte des Kartonmodellbaus e.V. (AGK, Workgroup History of Carton modeling) (<http://www.kartonmodellbautreffen.de>) and the Internet forum Kartonbau.de (<http://www.kartonbau.de>, in both German and English). The 29th Meeting will be held April 28 – 30, 2017.

The German Maritime Museum was founded in 1971 and opened its doors in 1975 to give the remains of the *Bremer Hansekogge*, a ship built around 1380, a home. The museum got multiple building expansions over the last forty years and includes a harbor bay with historic ships, which can be visited with the entrance fee to the museum (see attached pictures). If interested, you can visit the museum's website (<http://www.dsm.museum>, only in German). Bremerhaven itself has changed dramatically over the last years compared to the times many GIs remember this important US Military port in Germany. Bremerhaven is today an important container port hosting the biggest ships, an important turntable for car transport to the Baltic Sea, and a base for constructing offshore wind parks in the North Sea.







Coming back to the International Carton Model Builder Meeting, this event is part exhibition of models including the latest prototype developments and lectures covering specific models and their originals to design technologies and tools for models. This year, the largest German model fair *Intermodellbau* in Düsseldorf took place on the same weekend, leading to a reduced participation of publishers and paper modelers of about 120 attendees.



The event starts on Friday afternoon with setup and a social evening for the attendees, coming from most European Countries. During Saturday and Sunday the lecture program leaves a lot of time for networking and discussions. Mostly German, Dutch, and Polish publishers use this event to announce their new models for the coming year and some models are first sold here coming directly from the print shops. All types and scales of models are covered from airplanes, ships, cars, trains, architecture, and others.



Time did not stand still for this hobby with a history of almost 500 years. With changes of printing and design technologies, using now available superdetailing sets like photoetched or laser-cut sets, specific manufactured wooden masts, metal gun tubes, or clear plastic airplane cockpits, the carton models can often very well compete with other models. They also often cover originals, which currently don't have a big market like WWI Navy and Civil ships or buildings. Please enjoy the attached pictures from the 28th International Carton Model Meeting coming from the Waterkant to the high deserts of New Mexico!





















28. Internationales
Karton-Modellbau-Treffen
Deutsches
Schiffahrts
museum im Deutschen Schiffahrtsmuseum
in Bremerhaven
vom 22. - 24.04.2016

BONUS PAGES!

ENTERPRISE RESTORATION COMPLETED

(EDITED FROM THE SMITHSONIAN WEBSITE)

The studio model of the original *Star Trek* starship *Enterprise* is now on exhibit in the *Boeing Milestones of Flight Hall*. After taking it off exhibit in 2014, assembling a special advisory committee, examining it using x-ray radiography, searching out long-lost photos, and planning the work in great detail, months of hard work culminated in several weeks of painting, detail work, rewiring, and final assembly. In the end, the whole project was a tremendous collaboration.

The *Enterprise* model, a genuine television star of the 1960s, now rests in the south lobby of *Milestones* (near the Independence Avenue entrance) in a new, state-of-the-art, climate-controlled case. From the center of the *Hall*, the restored *Enterprise* rests with its camera-ready side on full view. Walk around to the back to see the less-decorated port—or left—side, where the wires bring power to the internal lights and motors. The model's internal lighting has been replaced with modern LEDs, which come to life at 11:00 A.M., 1:00 P.M., and 3:00 P.M. local time each day. An interactive touchscreen attached to the case allows visitors to learn more about the model, *Star Trek*, and the Museum's long interest in imagined spaceflight.



The starship *Enterprise* on display in the Boeing Milestones of Flight Hall.

Photo blatantly stolen from trektoday.com

The final stages of the conservation treatment came together in the last few months. In April 2016, the *Enterprise* model, in pieces, was in the large artifact booth in the Mary Baker Engen Restoration Hangar. Special Advisory Committee member Gary Kerr was dubbed our “oracle,” double-checking his notes and diagrams before any detail went onto the model. (There are 952 holes in the faux grill inside the starboard nacelle. He counted.) And Bill George and John Goodson, both of Industrial Light & Magic (ILM), worked with Kim Smith of Pulse Evolution to carry out the physical detailing. Together, they were consummate professionals, bringing their expertise into an ongoing conversation with the Museum staff. More than once, the whole team stopped work to discuss the choices being made, assuring that everyone agreed before proceeding.

Before this dream team of model painters arrived, the *Enterprise* model's body had already been expertly cleaned, reinforced, and repaired by Engen Conservation Chair Malcolm Collum, Dave Wilson, and Sharon Norquest (with a much-appreciated assist by Lauren Horelick). Then the whole model (minus the upper saucer paint, of course, which is original paint from the 1960s) was painted with a base color that had been carefully matched by the Museum's Dave Wilson to the production base color that had been uncovered in multiple places on the model in sanding tests.

Kim's first step was mixing the colors that would be used for the weathering, details, and markings. The detail paints were mixed to match the colors that Dave had carefully revealed, and were adjusted and balanced for appropriate contrast and intensity based on comparisons with the historic images.

A full-scale mockup of several of the model's parts (nacelles and secondary hull) provided a way to test paints, techniques, and finishes before applying any paint to the actual artifact. Some eagle-eyed fans even caught sight of the mockups on the Restoration Shop floor and wondered online whether the *Enterprise* work was underway. The actual artifact pieces stayed in the paint booth, the large artifact bay, or otherwise out of public view through most of the process.

The masking was an art form itself. Bill, John, and Kim layered up Post-it notes because the low-tack adhesive would be least likely to affect the base paint. And then they created fine edges using masking tapes, burnished to create a seamless transition between colors. The end result, as you can see in these photos, is beautiful—bringing the model back to what it would have looked like at the end of shooting season two, after the *Trouble with Tribbles* episode.



John Goodson shows off the complex masking used to create the markings on the bottom of the secondary hull of the *Enterprise* model.



Kim Smith of Pulse Evolution adds red detailing to a carefully masked area of one of the *Enterprise* model's nacelles, or engine pods.



Bill George (foreground) and John Goodson, both of Industrial Light & Magic (ILM), mark the position of windows on the secondary hull before painting.

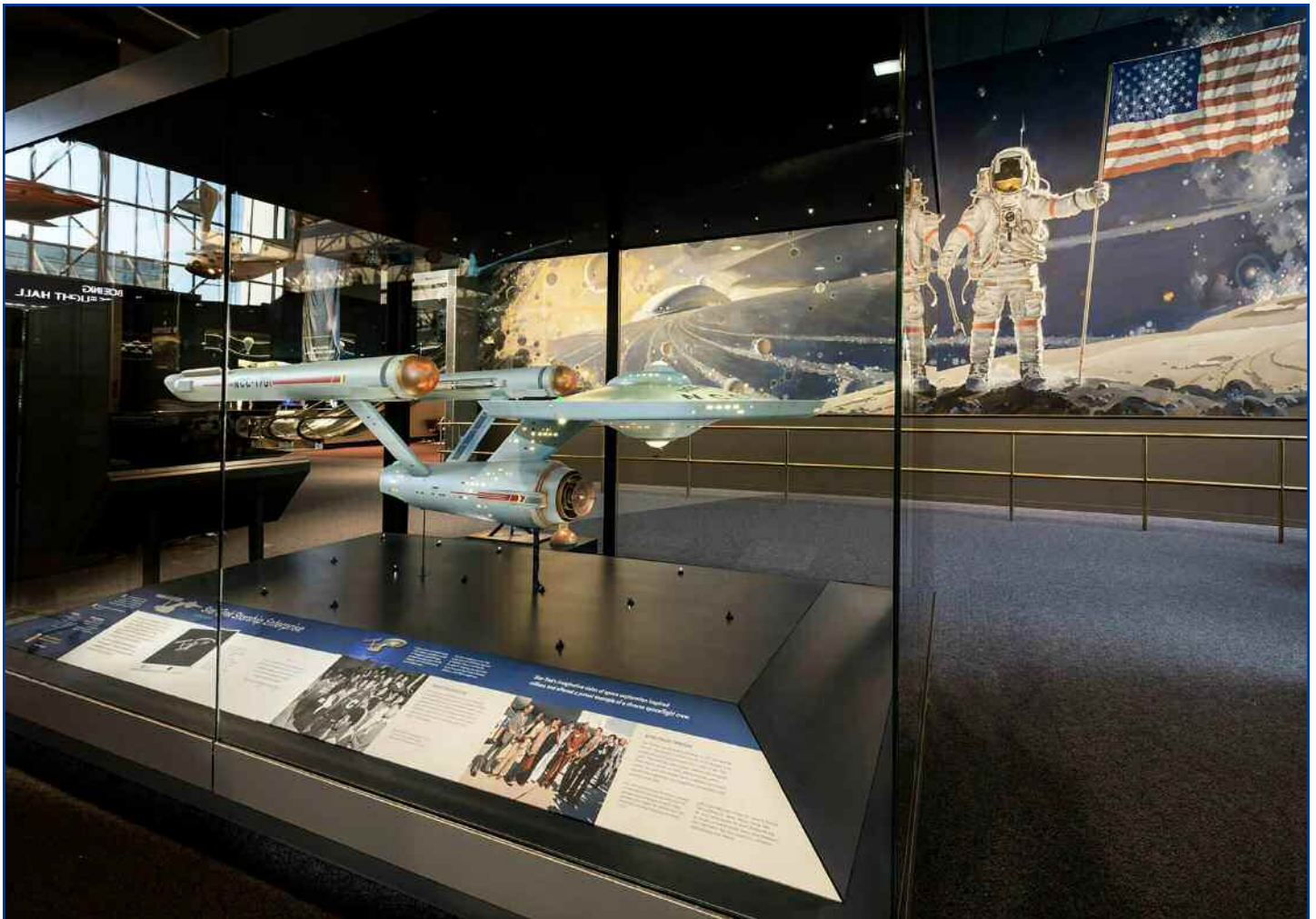


Kim Smith and curator Margaret Weitekamp check the deflector dish while conservator Sharon Norquest and John Goodson work in the background.



Engen Conservation Chair Malcolm Collum and Will Lee discuss the markings on the bottom of the saucer section before the model is reassembled.





Above, photo by Mike Okuda of the final display of the model.

An excellent video showing the model as displayed, while conservator Malcolm Collum discusses the new lighting effects, can be seen on YouTube (<http://tinyurl.com/asm1607a>).



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