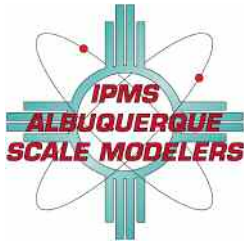


# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

July 2017

## THE EAGLE'S VIEW

MIKE BLOHM

### Report on Chile Con 4

This article provides some information on how things went at Chile Con 4. There will be additional information published in the Bonus Section where the team leads will provide info on their particular areas. From my own point of view, overall I think it went very, very well and we had only a few glitches during the convention. I believe attendees enjoyed the new venue—it was spacious and well lit. I hope everybody was able to get



their "special projects" done and were able to enter them in the contest. The turnout was good and there were a lot of models on the tables. That fact resulted in one of the glitches—how long it took to judge the models and then get that information into the awards slideshow contributed to the awards ceremony starting late. The awards show itself was great (thanks Joe!). ASM did win the

2016 **Region 10 Webmaster of the Year** Award—thanks to all who contributed to making that possible! The Colorado Modeling Militia Enjoying Sci-Fi

(CoMMiES) won the **Chapter of the Year** Award. **Newsletter of the Year** was won by the Sonoran Desert Model Builders for "Mold Lines." The dinner was probably the best I've seen over many years of attending other conventions. The vendor room was full and it looked like there was a good crowd of shoppers. Hopefully folks were able to find a good deal, and can start building for CC5. Maybe we can get side-by-side ball rooms for the models and vendors next time if we schedule it far enough out. We were able to sell almost all the trophy packages, so that was really great.

June Meeting highlights, top to bottom: Members checking out the model entries, and the business meeting in progress.



The CC4 website has already been updated a link to a webpage with all the model pictures (thanks Gil!). By the time this Newsletter is published, the Awards Ceremony slide show and a webpage with the category winners and model pictures should be posted. We will be compiling "lessons learned" from CC4 to help us out next time. If anybody has any inputs on what we could do better or what was great, please let the E-Board know. Please bring your winning entries and plaques to the July 7 meeting. We will have some tables set up to display those. If you had a Star Wars model that you did not get completed in time for CC4, please keep plugging away on that for ASM's Star Wars—40th Anniversary display at the 2017 New Mexico State Fair at the end of August.

I do want to take this opportunity to thank everybody who helped plan the convention, sponsored the awards, helped put it on, and attended/participated in the event. Without all of you it would not have happened. In particular, thanks go to the co-chairmen Tom Perea and Ken Liotta, and to the team leads Joe Walters (publications and award slide show), Jack Garriss (registrar), Dave Straub (awards), Patrick Dick (trophy packages and vendor tables), Josh Pals (make & take), Jerry Little (advertising), Gil De La Plain (photography), Brian Peck (T-Shirts and 501st Legion Liaison), and Fred Franceschi (Vehicle Display). Also, a big thank you to Hobby Proz and Ken Liotta for the Super Raffle Prizes. And finally, thanks to the 501st Legion (Vader's Fist) Dewback Ridge Garrison Star Wars enactors, and the New Mexico Military Vehicle Preservation Association for their participation. There is a large graphic on the CC4 website thanking people and organizations that purchased trophy packages or had a vendor table.

---

## VP REPORT

### JERRY LITTLE

#### The nice thing about standards...

Wow!... just wow! I have to say, and just about everyone around also said, that Chile Con 4 was a huge success. We don't often get to have that kind of impact on our modeling community. When it comes to modelers, sometimes we are our own worst critics. Maybe it's in-

## FRED'S FOTO FILE

### FRED FRANCESCHI

#### Confederate Air Force, Various

More photos of Confederate Air Force airplanes taken by my brother Jim.



A Fairchild PT-19 primary trainer.



Is this a PT-17 Kaydet trainer? This plane has a cowling over the engine, and the photos in my references of PT-17s show exposed cylinders.



A shot of a Vultee BT-13A Valiant in pre-war or early war markings.

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

herent in the judging we always seem to do when we look at our own models. Or perhaps at club contests or other contests around the region, we always look for things we could do better. Well, there wasn't much we could do better at Chile Con 4, so maybe we have a new standard!

## Year 2017 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 06 Jan** **SPECIAL CONTEST #1:**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**  
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 03 Feb** **ASM Swap Meet**—no contest.
- 03 Mar** **Open Contest**—Any kit/subject/scale.
- 07 Apr** **100 Years of US Involvement in The Great War**—Any kit/subject/scale involved in WWI.
- 05 May** **Star Wars, 40th Anniversary**—Any kit/subject/scale from any of the Star Wars universe.
- 02 Jun** **SPECIAL CONTEST #2: KILL MARKINGS**  
Sponsored Contest: "General Motors" (Patrick Dick)
- 07 Jul** **1967**—Any kit/subject/scale that represents the year 1967.
- 04 Aug** **ASM Swap Meet**—no contest.
- 01 Sep** **First or Last**—Any kit/subject/scale that represents the first or last of anything.  
Sponsored Contest: "Knife Fight / Night Light" (ASM E-Board)
- 06 Oct** **Red Star**—Any kit/subject/scale that represents Communist-influenced nations  
Sponsored Contest: "Orange" (Gil De La Plain)
- 10 Nov** **Open Contest**—Any kit/subject/scale.  
Sponsored Contest: "Heavies" (Brian Peck)
- 01 Dec** **SPECIAL CONTEST #3: SUPERSONIC**  
Model of the Year competition!

**Note: The most complete and up-to-date details on the contests, as well as detailed rules, as always, are on the ASM Website:**

<http://tinyurl.com/asmsched>

The industry standard at model contests used to be 1/2 and 1/48-scale prop. We even "pre-engineered" a split in those categories while anticipating the turnout. Something funny happened and it appeared with had as many 1/32-scale aircraft on the table! That probably has a lot to do with a few things. First, more quality kits are available. Also, the crowd isn't getting any younger so those bigger pieces make it easier to build. Finally, the manufacturers are producing subjects everyone wants. Not just the same old WWII "Mustawulfire" that we are used to seeing. It was nice to see a lot on the table... and there was plenty of room. Perhaps it will be standard to see more 1/32-scale models at the contest.

The nice thing about the Marriott venue was the room! It was great to see everyone moving around the room

without crowding the tables. It was great to be able to look at a model without another pressed up against it. Even with the high number of models in the Sci-Fi category, the models weren't too close even though the tables were full. It really made for an enjoyable judging experience by not having to worry about moving models or missing something important. That makes for a better contest experience for the club and the visitor.

Speaking of visitors, I had the pleasure of meeting some new modelers from around the Region. One guy in particular was attending his first contest. He and his father seemed to really enjoy Chile Con, and he had no trouble finding a large group of different modelers to talk about all aspects of the hobby. He is a great modeler and even walked away with a few plaques for the work he presented. But what struck me was how he listened to all the modelers hoping to pick up that new technique or tip. The other thing that came up in conversation was the members of the 501st Dewback Ridge Garrison that were present at the show.

It's not every day you get to see so many iconic Star Wars characters at a show this side of Comic-Con. The members of the 501st (<http://www.dewbackridge.com>) were outstanding and provided that extra touch for the Star Wars 40th Anniversary theme of the contest. That wasn't all—the members of the New Mexico Roadrunner Convoy Military Vehicle Preservation Association turned the parking lot into a military staging area that was a perfect complement to the 100th Anniversary of WWI theme at the show. You might say these extras added the spice to the Chile!

Andrew S. Tanenbaum, a computer scientist, once said; "The nice thing about standards is that you have so many to choose from." Tom Perea and Ken Liotta did a great job as co-chairmen. Also a big "Thank You" to the team of ASM members who worked the contest also helped make this a new standard for Regionals. The contest was a great success, from the animated Star Wars characters to the military vehicle display, but the most important part was the modelers who made the effort to attend and be part of the contest with their fantastic models. Perhaps that is the new standard for Chile Con... who knows!

---

## CONTEST DIRECTOR

### VICTOR MAESTAS

June's special contest had a "Kill Markings" theme, which included mission markings as well. This month also included Patrick Dick's "GM" sponsored contest. There were 24 entries on the tables this month competing in these contests although there were no Junior entries. Charles Petrilli's very clean build of an

RGM-79SP GM Sniper II earned Best of Show in Basic. In Intermediate, Robert Henderson's Panther G tank took Best of Show with rings on the barrel for vehicles destroyed. In Masters, Ken Liotta's Hs 129A took Best of Show with mission marking on the tail. As part of the "Kill Markings" theme, Mike Blohm also brought in a display of nine aircraft of US Aces.

Upcoming contests include the fourth points contest of the year in July with a theme of "1967." Any subject that represents the year 1967 is eligible for the extra "in-theme" points. August is a swap meet and September's points contest theme is "First or Last" as well as the E-board's "Knife Fight/Night Light" sponsored contest. Also in September, the display theme for the New Mexico State Fair will be *Star Wars*.

vada (<http://tinyurl.com/asm1707a>).

September, dates TBD: **New Mexico State Fair ASM-Sponsored Model Contest.** Model registration dates are on Fri & Sat from 9:00 A.M. to 5:00 P.M. ASM Display-Only Theme: "Star Wars 40th Anniversary."

October 7: **Trinity Site Open to the Public** (<http://tinyurl.com/asm1707b>). 8:00 A.M. to 3:30 P.M. at White Sands Missile Range.

November 4: **ModelZona 2017.** Commemorative Air Force Museum, 2017 North Greenfield Rd, Mesa, Arizona, from 10:00 A.M. to 4:00 P.M. IPMS Craig Hewitt Chapter, hosts (<http://www.ipms-phoenix.org>).

## UPCOMING EVENTS

**MIKE BLOHM**

July 26 – 27: **IPMS/USA National Convention,** La Vista Conference Center, Columbia, Omaha, Nebraska (<http://www.ipmsusa2017.com>). Hosted by Fort Crook IPMS.

August 2 – 6: **Star Trek Convention Las Vegas 2017,** Rio All-Suites Hotel and Casino, Las Vegas, Ne-

## IN THE BONUS PAGES!

**JOE WALTERS**

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

- June's Contest Winners
- The full text and photos of Fred's Foto File
- Some After Action info on Chile Con 4, along with photos of the major winning models
- Some history of Don Alberts by John Tate
- Part 2 of Ken Piniak's Desert Storm report
- And more!

### Master

John Tate. . . . .	945
Chris Kurtze. . . . .	562
Larry Glenn. . . . .	539
Ken Liotta. . . . .	291
Patrick Dick. . . . .	199
Frank Randall. . . . .	186
Bret Kinman. . . . .	129
Glen Bingham. . . . .	125
James Strickland. . . . .	106
Mike Blohm. . . . .	39
Steve Brodeur. . . . .	27
Jerry Little. . . . .	12
Victor Maestas. . . . .	2
Tony Humphries. . . . .	2

### Intermediate

David Epstein. . . . .	1293
Robert Meeker, Jr. . . . .	520
Robert Henderson. . . . .	420
Len Faulconer. . . . .	391
Adrian Montaña. . . . .	355
Ken Piniak. . . . .	296
Michael O'Brien. . . . .	295
Chuck Hermann. . . . .	287
David Haskins. . . . .	225
Mark Yoder. . . . .	125
Don Smith. . . . .	12
Jim Mesco. . . . .	4
Theron Brawley. . . . .	2
Partap Davis. . . . .	2

Chris Kurtze, Jr. . . . . 2

### Basic

Logan Carbin. . . . .	1022
Aaron Schmiedicke. . . . .	410
Jeannie Garriss. . . . .	310
Anthony Weaver. . . . .	210
Charles Petrilli. . . . .	114
Rolf Nitsche. . . . .	6

### Junior

Aleya Montaña. . . . .	335
Josh Kinman. . . . .	2

## MODELER OF THE YEAR POINTS STANDINGS

As of 25 June 17

## CONTACT INFO

President:	Mike Blohm	823-9404	BlohmM@aol.com
Vice President:	Jerry Little	280-9038	bravo52@aol.com
Secretary/Treasurer:	Frank Randall	681-5158	fcr40.fr@gmail.com
Contest Director:	Victor Maestas	771-0980	vmaestas@aol.com
Members Pro-Tem:	Jack Garriss	908-1231	jgar319113@aol.com
	Bob Henderson	227-3269	nmroberto@hotmail.com
	Josh Pals	344-4761	jpals871@gmail.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!

## JUNE CONTEST WINNERS

Special Contest: Kill Markings. Top to bottom: Charles Petrilli's *RGM-79SP GM Sniper II* (Basic); Robert Henderson's *Panther G Panzer V Ausf G* (Intermediate); and Ken Liotta's *Henschel Hs 129A* (Master). There were no Junior entries.



Sponsored Contest: GM. Top to bottom: Brian Peck's P-51D Mustang (Aircraft); Mike Blohm's M4 Sherman Tank (Armor); and Chuck Hermann's 1968 Corvette Sedan Delivery (Automotive).



# BONUS PAGES!

## FRED'S FOTO FILE

### FRED FRANCESCHI

#### Confederate Air Force, Various

More photos of Confederate Air Force airplanes taken by my brother Jim.



Piper L-4 Grasshoppers, the military version of the Piper J-3 Cub. I'm not sure about these airplanes, however. Early ones were based on the Piper J-3 Cub. Later ones had different cockpit canopies, with much more visibility, including overhead visibility. I suspect that these "L-4s" were repainted Piper Cub J-3s.

The L-4 first entered military service in 1941, and it was used in every theater the US went into, including North Africa and Europe.



This one looks like a civilian Stinson Sentinel aircraft repainted to be an L-5, but I'm not sure. Again, the cockpit glass does not look like that in the military airplanes. But one of my references does show this as cockpit style as an L-5 Sentinel. Whichever it is, it would be fun to fly around in.



A Fairchild PT-19 primary trainer.





Is this a PT-17 Kaydet trainer? This plane has a cowling over the engine, and the photos in my references of PT-17s show exposed cylinders.



A shot of a Vultee BT-13A Valiant in pre-war or early war markings.



A T-6 Texan. This is still one of the most common airplanes you can see, and many airports still probably have one or several in obscure hangars or flying on weekends.



# BONUS PAGES!

## CHILE CON 4 AFTER-ACTION REPORTS

*[Editor's note: The major after-action reports were submitted by the President and Vice President, and appear as the first two articles in this issue. In addition, the two items below were received. -JW]*

First off, Gil De La Plain stepped up once again and supplied us with a set of photos of all the models on display at Chile Con 4. You can view a gallery of all of them by clicking here:

<https://jwalters.smugmug.com/Hobbies/Chile-Con-4-2017>

Frank Randall also took a load of large hi-resolution photos, mostly of models but also of some other items around the convention. Click this link to see them:

<https://jwalters.smugmug.com/Hobbies/Chile-Con-4-2017-Frank-Randall>

Mike Blohm provided several photos from the Con as well, and you can see them by clicking here:

<https://jwalters.smugmug.com/Hobbies/Chile-Con-4-2017-Mike-Blohm>

In addition, the slide show from the awards ceremony has been converted to an easy-to-view PDF file for anyone who wants to see all the results. There is a smaller file with the graphics in low resolution (about 25MB in size), and a larger version with all the graphics in high resolution (about 400MB!). You can find them here:

[http://www.abqscalemodelers.com/Region-10\\_Chile-Con-4\\_Home-Page.htm](http://www.abqscalemodelers.com/Region-10_Chile-Con-4_Home-Page.htm)

(scroll down to the “Chile Con 4” results box.)

The two after-action reports follow. At the end, you'll find an assortment of Chile Con 4 photos, including the major division winners.

### **Jack Garriss, Registrar:**

We had 72 registrations, of which 27 registered prior to the convention date—though only about 14 took advantage of the early registration price discount. We sold 35 dinners before the convention started and by the end sold all but four of the chicken dinners. We had 118 people pay to come in to the model and vendor rooms, although I know several people entered the vendor room before the model room. Several people also went into the model room without paying. Having the vendor room so far away was a problem as far as crowd control was concerned. If the vendors benefited, then I'm not too worried. 18 t-shirts were purchased before the convention, but I don't know the final tally. I want to thank Bob Henderson and Jeff Frickstad for doing such a fantastic job at the Registration table. I also want to thank Larry Glenn, Jim Mesko and Dick Montgomery for handling the model registration.

### **Ken Liotta, Chile Con 4 Co-Chairman and Head Judge:**

The Fourth Be With Us

Chile Con 4 has come and gone. My... oh my, how the old adage applies here, “Time flies when yer havin' fun.” And what a blast it was. So many familiar faces, so many incredibly built models, and so little time to spend with all of them. We had 72 registered attendees, with 70 of them entering 466 model entries. These stats are a few clicks down from Chile Con 3, but all very respectable numbers, as Regional Contests go.

As we predicted, all categories were entered, with only a few short of the three awarding positions, and a few splits were added beyond those that were pre-engineered into our schedule. We had attendees from

all of the four-corner states and a few from Texas and Oklahoma. Those that registered brought along 33 guests, and we had a total of 87 walk-in visitors.

We had several models that experienced some minor damage on the drive in, with only one known model that fell victim to a minor bump on the table that resulted in damage. No major model accidents were reported along with no complaints of any other kind that are known.

We were a little short on the judging staff and the photography staff (compared to CC3), and yet we were able to produce an awards presentation that was even with the CC3 schedule. Our model contest room was nearly two times larger than CC3, with what many attendees remarked as being better lighting, including my perceptions too.

Registration was ready (as advertised) to run at exactly 12:00 noon on Friday morning, with a small lag in model registration at first, but that was caught up within the first half hour on Friday. We had a few entries that could have been entered in either one category or another, but to my knowledge, all attendees were happy with where their models ended up. And that was one of our goals, to make sure all were happy in the end.

The awards presentation started a half hour behind schedule, but somehow we finished a half hour ahead of schedule. Consequently, following the awards finale, I let those in attendance know that we would not hold them to the 10:00 P.M. "No models leave the room" policy, but asked everyone to stick around for a while to meet with their fellow modelers and enjoy the shared company... and they did!

Of all of our successes, the Chile Con Contest Committee members wish to extend our sincerest thanks to the supporters of Chile Con 4: The awards sponsors, the vendors, the attendees, those that stayed in the hotel that helped us cover the bills, those that bought banquet tickets, those that bought T-Shirts and to all of these supporters' families that may have sacrificed time that they could have spent together elsewhere... we appreciate all of the support and thank you.

And lastly, above all of the statistical analysis and the many varying perceptions of how the show played out, the one aspect that stands out as most noteworthy was the extraordinary efforts of all of our fellow modelers (from both ASM and from other out-of-state chapters in the Region), their friends, and their wives that stepped up to actually help with putting this show on. There isn't enough space here to list everyone, but to all those that read this (you know who you are), I wish to extend my personal and sincerest thanks to each and every one of you for devoting your time and efforts to make this Chile Con, so successful. Thank you all, Model on... and May the Fourth Sprue Be With You. (You know... the clear parts. I mean, don't ya hate it when they're missing...)



Albuquerque Marriott Pyramid North, venue for Chile Con 4 (image blatantly stolen from their website)



The New Mexico Military Vehicle Preservation Association showed up in force, displaying several vehicles for those interested in 1:1 scale subjects!



And so it begins! Jack Garriss sets up the Registration desks.



The Vendors' Room was large, spacious, and well-attended.



Above: A couple of shots of the model room. As you can see, there was lots of space, and many many models entered!

Below: Put on a Star Wars-themed contest, and these guys show up!





Above: Make & Take in progress. Below: The coveted Chile Con 4 awards and trophies await.





Above, L – R: Ken Liotta deeply into the judging process; Joe Walters frantically building the awards slide show; and the unsung hero of Chile Con, Ken's wife Rita, organizing and feeding Joe the data for the slides.

Center: The banquet in progress.

Bottom: ASM President Mike Blohm awards Brian Peck the Danny Roberts Memorial Award.







Sponsored Awards. Above: Don Alberts award winner (Chairman's Choice, Tom Perea): PD-1 Flying Boat, Dave Straub; Automotive Best of Show (Albuquerque Model Car Club): Flintstones Car, Kathleen Humphries.



Above: Art Evans Memorial Award (Head Judge's Personal Favorite, Ken Liotta): Wolf's Lair, Mike McFadden (this model, viewed thru a window in a box, also won Best Diorama and People's Choice); Best Frickin' Laser Beams (Patrick Dick): Snow Trooper Pooper Scooper, Rob Schmitt (this model also won Best Star Wars Figure and the Lopez Demente Award for Most Tasteless Subject or Worst Build).



Above: Best Kirtland AFB-related Aircraft (Jerry Little): F-16 Taco, Chris Kurtze; Danny Roberts Memorial—Best Ace Aircraft (Mike & Matt Blohm and John Tate): P-51D Passion Wagon, Brian Peck.



Special Awards. Above: Best World War I Land, 305cm Howitzer, David Miller; Best World War I Air, Fokker DR-1, Victor Maestas.



Above: Best Star Wars Miscellaneous, Collection of Star Wars ships, Patrick Dick; Best Star Wars Terrestrial Vehicle, AT-ST, Partap Davis.



Above: Best Star Wars ship, Imperial Star Destroyer, Ken Piniak; Best New Mexico Subject, 1957 Ford Ranch Wagon, Dave Allin.



Above: Best Junior Model, X-Wing Fighter, Aleya Montaño; Best Figure, Konrad von Feuchtwangen, John Brubaker.



Above: Best Space & Science Fiction: The Glottkin, John Brubaker; Best Ship, USS Patoka, Dave Straub.



Above: Best Automotive, Toyota 88CV, Scott Lynch; Best Military Vehicle, Sd Kfz 250 NEU, David Miller.



# CHILE CON



Above: Best Aircraft, Blohm & Voss BV-141, Larry Glenn.

Below: Best of Show, *USS Patoka*, Dave Straub.



# **BONUS PAGES!**

## **KIT REVIEW**

### **AARON KRELTSZHEIM**

**Master Box LTD no MB72001 1/72-scale Mk.I "Male" British Tank  
Somme Battle period, 1916**



Opening the box, I pulled out the bag with two grey plastic sprues, a set of rubber band tracks like the old  $\frac{1}{72}$  Matchbox and  $\frac{1}{35}$  Tamiya kits, and a brass photoetched set with separate instructions. I really wasn't expecting a photoetched set. Usually in the old days we'd have to wait for an aftermarket company to bring the sets out, and by that time we'd already bought the kits and stored them in our collection. The rubber tracks were a welcoming sight, as I was in a hurry to build this kit for the then upcoming Albuquerque Scale Modelers Chile Con 4.

So with only five days to complete this kit, I am glad I have the rubber band tracks, clumsy as they are, I am building out of box, so thank goodness it's not a PST KV-1, with the many tiny single-track links, but if you have built one their kits, the PST is a lot harder plastic than this Master Box LTD soft plastic. So watch when cleaning, you don't take too big a shave or cut.

The instruction sheet is easy to follow, over 21 steps to build the Mk.I and another three illustrations showing in graphical drawings of three different angles what your model should look like, once finished.

Since what I have seen in archive photos of this model Mk.I "Male" Tank... it never displayed any squadron codes. Just a dull brown off-khaki color in the guide on the back of the box. And I went online and looked up a few  $\frac{1}{72}$ -scale rebuilds I found with a similar color scheme.



As I don't know much about the assembling of these tanks and whether the color differed any; as in WWII, the tone of color could have changed, so many different shades by the factories making the same armor or aircraft.

I used to get into so many disagreements just over the color "Foliage Green" used by the RAAF during WWII. And I found the Japanese IJN dark green is so similar, so I guess we know why the RAAF was shot down by the USAAF on occasion.

Now let us get back to this kit at hand... I haven't attempted to build one of Master Box LTD kits before.

Read the instructions first, it illustrates the part numbers to the sprue at the beginning of the plans as there are no part numbers on the actual sprue.

Section 1: The construction of the inner hull, pretty simple, a no-brainer.

Section 2: Now be careful with the tow clamp. To clean the mold marks is a bit of tedious work, and the plastic is really soft, and try not to fling it across the room in two pieces; yes, it is very delicate, and yes, exactly, it wasn't the fact it was in two pieces flying across the other side of room that concerned me—it was finding each piece in the carpet. After this one mistake, I slowed right down and carefully cut off and cleaned parts.

Section 3: Okay, when placing the top and bottom hull together, it isn't clear where the rear end of the tank is glued. You can roughly guess. But I decided to place part number D16 from section 10 in. It helps to get the exact fit, and it doesn't throw out any of the construction later on.



Section 4: I believe these are the rear springs... Now that was a long job, just cleaning all the mold marks in every spring. But they look great once cleaned.

Section 5: The trailer section. Cleaning the wheels is a long job, so expect to spend time on taking mold marks off, and make sure your wheel is still round. They do not show you in section five, but you will need to add a photoetched set. Refer to the photoetched plans for the part and location.

Section 6: Only shows what the trailer section looks like built. I guess the "II" is the identification for the etched part; or it just means it's a second part to section 5... who knows?

Section 7/8: These parts seem to be the easiest and simplest so far. They are the runners for the tracks... They simply glue together with no problem.

Section 9: Is basically assembling all what you have built, together. When I constructed the trailer, I needed to actually know where the spring locked in, so I was off to "google images" in search of the correct fitting, an exactly placement of the spring system, which actually swings down from the cross bar of the tank to lock on the end of the trailer.

Section 10: Is actually part D16, which I had already added, to help place the exact position early to my joining hull.

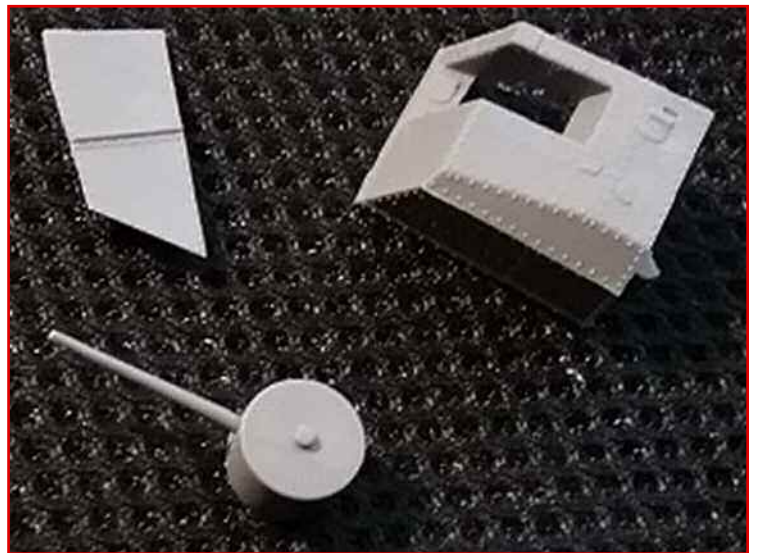
Section 11: Is the tiny hatches, lights, and the covers over the center exhaust vents. A little fiddly, but easy with tweezers.

Section 12 & 13: This is where the construction of the side turrets for the two main guns. They certainly don't get turned Aluminum barrels; mine were a little out of shape, so a bit of sanding and rolling of the barrels to make them round. Careful here while gluing, you want to keep the guns fully moveable.

Section 14 & 15: This where you fit the round gun mounts into the side armor.

Section 16: Again, straightforward, but watch your glue here, you need to make sure the gun mantles move. This is where I really noticed the heavy rivets, I was actually looking forward to painting and exposing the detail. I don't know if these rivets are to scale, but in  $\frac{1}{72}$ , that's a damn big rivet. One of my mounts were a bit stiff once painted. Maybe next time I'll sand off that little bit more to the round, to allow for paint and for the movement.

Section 17: The placing of the outer armor gun mounts on the side of the tank. I actually left these off and glued on them on later once everything was painted.





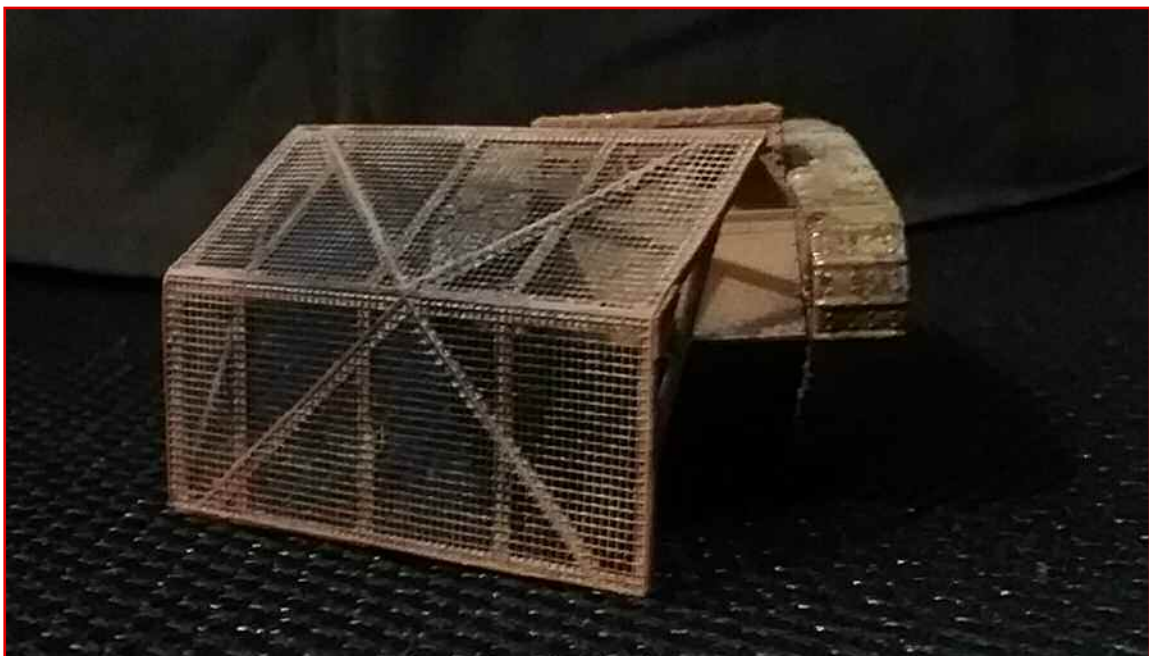
Section 18 & 19: This is the construction of the anti-grenade mesh cover on the top, sitting over those engine exhaust vents. Now it is a good idea to leave the cover off until you totally finish painting the top of the tank, as you won't get in there later to paint. And also, it really depends on the condition of your tank, if you paint the armor weathered in combat or brand new off the assembly line. If you are making the tank out there in the combat zone, you will need to add darkened exhaust dust on the top of the tank and the underneath of the mesh cover. I painted mine in the war zone with heavy weathering.

Section 20: This is actually where I left the anti-grenade cover off, and it is good to add the last remaining tiny etched parts to the frame: read the photoetched parts instructions.

Section 21: This where you build the rubber band tracks, and, unlike Tamiya and Matchbox instructions, Master Box LTD do not give you any clue on how to lock them together. If it wasn't for the fact I grew up on those old type tracks, I probably wouldn't have had a clue, thinking what type glue do I use? Well, it's been a very, very, very long time since I have placed together rubber tracks, so I heated up an old blade, and pressed down and melted the pins over like rivets. You can't really stop the small separation of track, so I placed the joins on the flat, bottom, and tried to hide the join with paint, designed to look like mud out in the field. I even added a satin sheen to the paint, for a wetter effect.

What I thought was really good, I used nearly no putty, only in a few join seams on the armor, which I was pleased with. I am glad I didn't need a lot of bog, I never had the time to wait for it to dry.

All in all a very nice detailed kit to build, and not too many small parts with trouble cleaning and dropping. I did lose a headlight while dry brushing, I was going to scratch build one, but left it to battle damage. I was bit fast and rough on the dry-brushing and I flicked it off, somewhere?



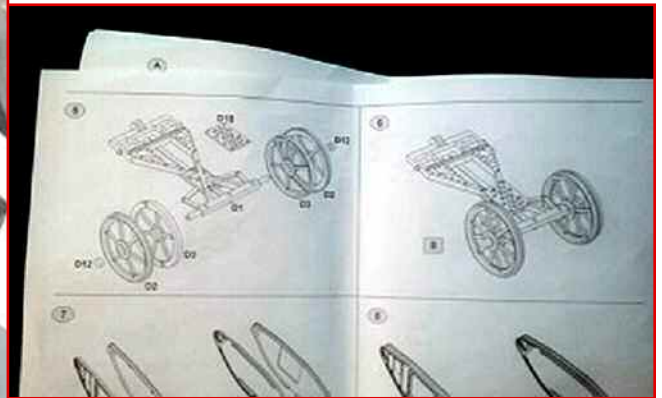


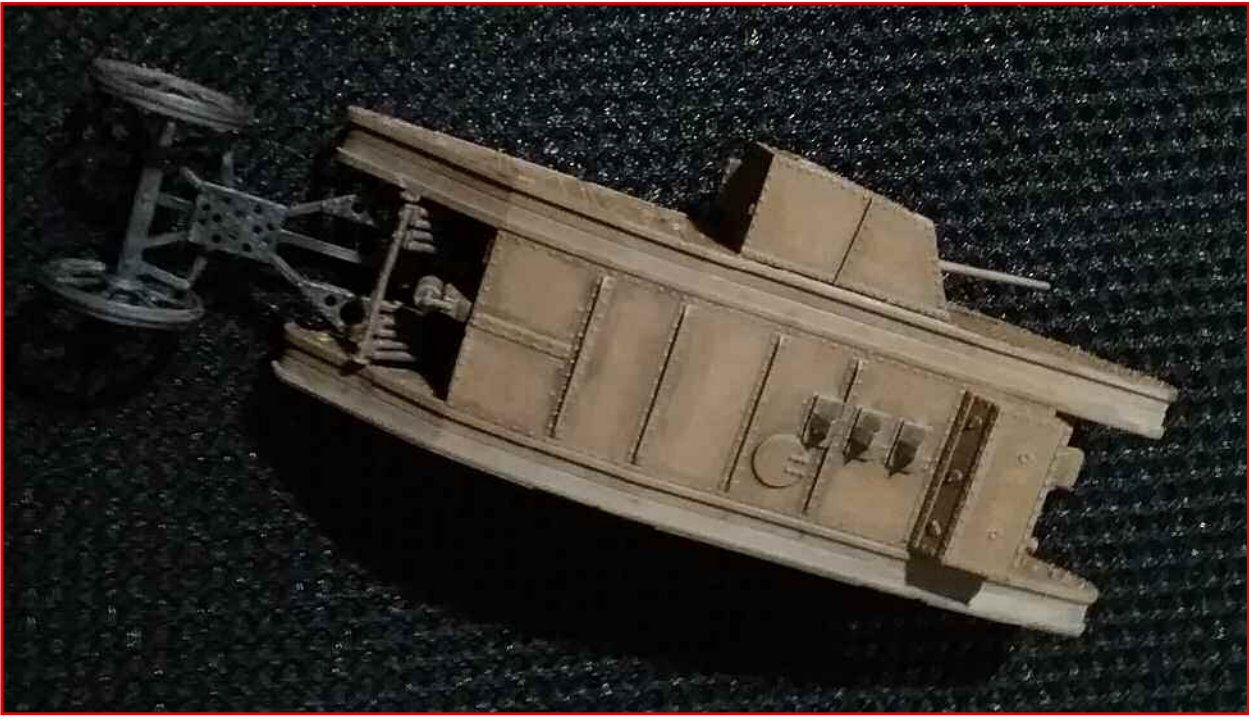
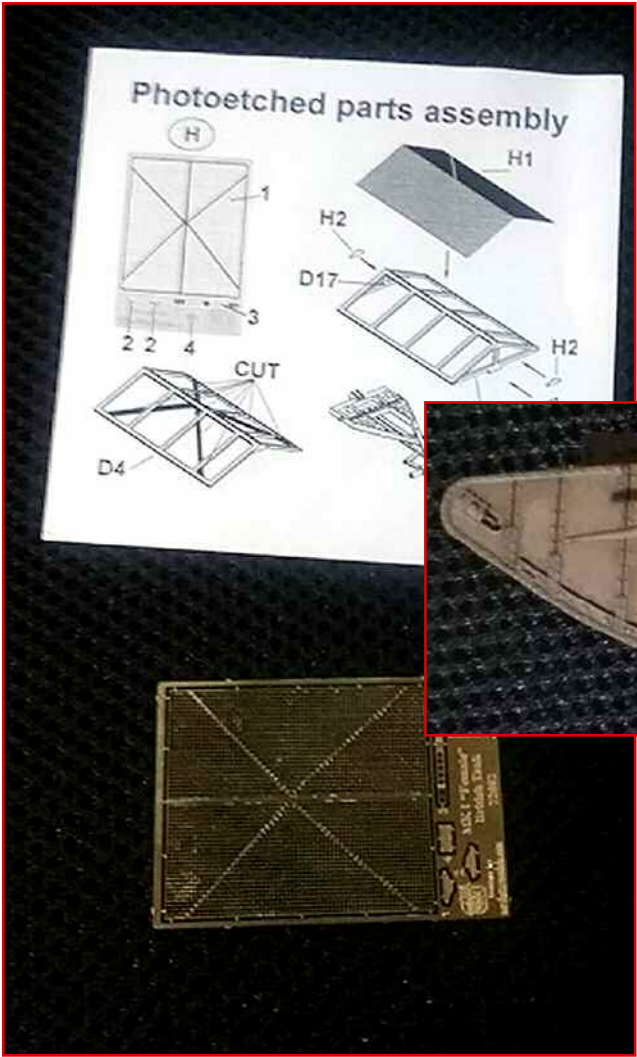
Now... Section 22, 23 & 24: the drawings of what your armor should look like from three different angles. But if you've done what I've done, it's in pieces making the painting easier. The side gun barrel hulls have a door and foot holds to climb in, which should show worn off paint to metal, as in 1916, and through WW1 and WW2, metal hobnail boots were allied issue for the marching soldier. So no matter how good their paint was, with men clambering in and out and on the top of the tank, it's gonna scratch the paint. At the rear ladder leading up to the top hull, I also did chipping of paint with dirt added.

Once I was happy with all my painting I glued together the sides and the mesh cover over the hull. I touched up a little more paint here and there, and as this was a gift to me, I also received a timber base to sit the tank on for display. On Friday night, the 16th of June, I entered the completed model into the competition.

As I couldn't get back to see the main showing of the rest of the entries until Saturday evening, Ken Liotta allowed me to take photos of the models on display while they were judging. I am submitting an article of the competition with chosen, worthy photographs, to ModelArt Magazine Australia. (<http://www.modelartaus.com>)

Thank you for reading this article and I hope you enjoyed it.









# BONUS PAGES!

## DON ALBERTS AND THE HSS-1N

### JOHN TATE

The name Don Alberts might be unfamiliar to those new to ASM, but he was one of our club's founding members, an accomplished modeler, former IPMS Head Judge, and noted historian of the Civil War in New Mexico. For a while, he even filled in as a real judge with Sandoval County Magistrate Court. Don, also a former naval aviator, was especially well known within IPMS for his award-winning models of US Navy aircraft subjects, a legacy honored by ASM through presentation of the Don Alberts Memorial Award at our Chile Con regional contests. During his USN service, Don flew the HSS-1N, the all-weather anti-submarine variant of the H-34 helicopter; below are images from his deployment with HS-4 aboard the *USS Yorktown* (CVS-10) on a WESTPAC cruise in 1961 – 62.



One of the helicopters Don flew, Cactus 63, with his ship, the *USS Yorktown*.



This page and next: Helicopter flight deck operations aboard the *USS Yorktown*.





Below: Mail transfer by helicopter to an underway submarine, the *USS Pomfret* (SS-391).





Don at the controls of an HSS-1N.





Right: On deck—Don Alberts is the tall fellow on right. Don died back in 2010, but for decades he played an important role in ASM, including our successful 1995 Nationals, setting a benchmark for excellence seldom equalled in the hobby.

Special thanks to Tom Perea for sponsoring Don's memorial trophy at Chile Con 4, and congratulations to Dave Straub for winning the award with his excellent model of the Douglas PD-1 seaplane.



# BONUS PAGES!

## KEN'S ARMOR FILES

### KEN PINIAK

#### **We are the Thunder and Lightning of the Desert Storm! [Part 2]**

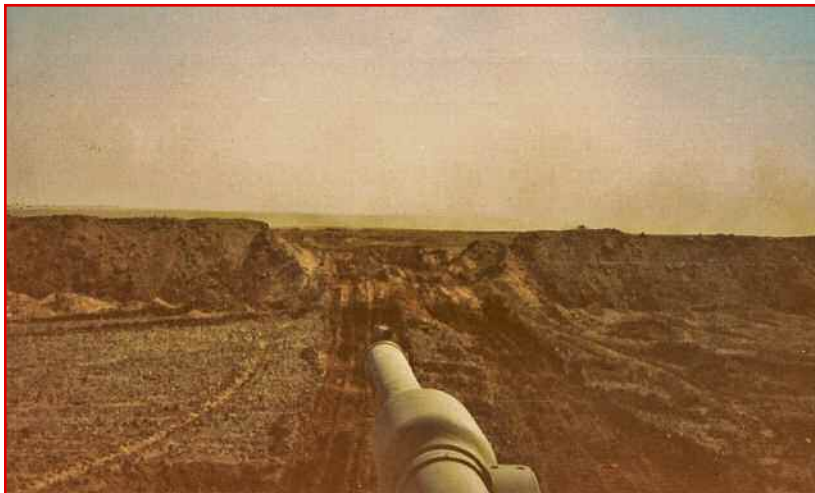
*Note: many of the following photos were not taken by me. I was in the gunner's seat, with only my gunsight and a small window to look through. I handed my camera up to the Tank Commander (TC) so he or the loader could take pictures.*

The Border was protected by a double berm, with a space between the berms. In some areas, this space was filled with oil which could be set on fire, but not in our location. On the morning of the attack, 2nd Squadron would lead (I was in 1st Squadron). The engineers would cut holes in the berms, and we were



Lane 12

assigned to specific “lanes” or openings, to go through. It was expected that the border would be heavily defended. We expected a fight with heavy casualties—it did not happen. By the time it was our turn to go through, there were so many holes in the berm that vehicles could pick whatever hole was open.



Approaching the Breach

Once past the border, we rolled into open desert. The expected “mother of all battles” did not happen. We basically did an old fashioned “Cavalry Charge.” Everywhere you looked, our tanks and Bradleys were driving deep into Iraq. Occasionally, someone would try to put up a fight, and one of our guys would put a couple rounds into them. Mostly, the Iraqis wanted to surrender. Our procedure for this was to call the scouts over in their Bradley, and the tank(s) would pull se-



Left: Crossing the two Berms  
24 Feb 1991

Center: Looking back

Bottom: M1A1 at speed

curity while the scouts processed the POWs. We were concerned about a possible ambush, so the tanks would spread out and watch in case some T-72s popped up, but they never did. For the most part, the POWs were cold, hungry, tired, and just wanted to go home.

In the first 24 hours of the attack, we covered more ground than we were expected to cross in a week. As the leading units started to run low on fuel, they would hold up and wait for resupply; allowing the following squadrons to take up the lead, or become "point." Eventually we ended up as the lead unit of the drive, the point. Then we, too, had to hold up and wait for fuel.





Piniak in the Gunner's Seat

As we waited for the fuel trucks to arrive, I got to watch as hundreds of US vehicles passed us by, literally covering the ground from one horizon to the other. Tanks, Bradleys, M-113s, humvees, HEMETTs, and five-ton trucks filled the desert.

Right: Taking pictures

Below: Iraqi railroad crossing



Finally, the fuel trucks arrived; we did a hot refuel, and then we were on our way again. This is how the war went for a couple of days, and then it ended. On the fourth day, we got orders to hold our position; Iraq had surrendered. We couldn't believe it! Some of us (including me) had not fired a shot! When we got the order to return to Saudi Arabia, we retraced our path through Iraq. As a result, we never set foot in Kuwait, the country we had come to liberate. On the plus side, we did not have to go through the oil well fires and breathe all that nasty gunk.



Armored drive deep in Iraq



G Troop Bradley



Shot BMP



Abandoned T-72



Knocked-out Iraqi command post



Dug-in fighting positions



POWs waiting for interrogation



Distant fires



TOW Missile impact



Farthest advance into Iraq by C Troop



Above: Piniak, Richardson, and SGT Wilden in T-72

Below: Liberated Portrait of Saddam







Piniak with T-72 and AKs

Back in Saudi Arabia, we once again loaded our vehicles up for the ride on Tapline Road, this time on Egyptian Army Trucks. The trip back was not as well organized, and there was a real danger of people being left behind or lost in an accident, but we all made it back safely. Once back in the Port of Jubail, we processed our tanks and vehicles to be loaded back on the ships for transport back to the US. After all the



Loaded up on Egyptian army trucks



vehicles were turned in, and all equipment and personnel were accounted for, it was our turn. We loaded up on a 747 for the flight back to the “world.” When we landed, there were crowds of people, signs, and a band waiting for us, unlike our predecessors coming home from Vietnam.

And that was it. The war was over, relegated to the history books, and life went on. It’s hard to believe now, but it has been over 25 years since it happened. Most of the people I see today weren’t even born when it happened, it’s all just ancient history to them. But I was there.

Above: Vehicles at the Port

Right: Welcome home

Below: The band





Above: Getting off the plane  
Below: Sunset over Iraq



# BONUS PAGES! MISCELLANEOUS

Yep, that's a Dolphin Corsair mailbox.



Wisdom from a WWII veteran:

"If you encounter a unit you can't identify, fire one round over their heads so it won't hit anyone.

"If the response is a fusillade of rapid, precise rifle fire, they're British.

"If the response is a s\*\*tstorm of machine-gun fire, they're German.

"If they throw down their arms and surrender, they're Italian.

"And if nothing happens for five minutes and then your position is obliterated by support artillery or an airstrike,

they're American."

HOW WAS YOUR DAY?

I VISITED THE MILITARY AIRCRAFT MUSEUM OVER AT THE AIR FORCE BASE. IT WAS REALLY NEAT!



THEY HAVE PLANES FROM DIFFERENT ERAS, ALL KINDS OF COOL EQUIPMENT, AND YOU CAN EVEN WATCH MISSILES BEING LOADED.



...AT LEAST, I HOPE THAT WAS A MUSEUM.

DO YOU HEAR HELICOPTERS?



WELL PLAYED, AIR FORCE. WELL PLAYED.

**IT'S Coming!!!**

**Sat. Nov. 4th**



**SATURDAY NOVEMBER 4TH**

**ARIZONA WING COMMEMORATIVE AIR  
FORCE MUSEUM**

**2017 NORTH GREENFIELD ROAD  
MESA, ARIZONA 85215**

**VOLUNTEERS WILL BE NEEDED. MORE DETAILS TO COME  
REGARDING THE PLANNING MEETINGS.**

## Join IPMS/USA!

The International Plastic Modelers' Society is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas, in 1964, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive the IPMS Journal six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA-sanctioned Regional Contests, as well as our world-famous National Convention, held each summer.

As a member, you'll also be able to access our online Members' Forum, where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the country offer discounts to IPMS/USA members. To join IPMS/USA, simply use the form below or join online (<http://www.ipmsusa.org>).

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Office Manager ([manager@ipmsusa.org](mailto:manager@ipmsusa.org)).



## IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_

Address: \_\_\_\_\_ If Renewing \_\_\_\_\_ First \_\_\_\_\_ Middle \_\_\_\_\_ Last \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by P.O.) \_\_\_\_\_

Type of Membership  Adult, 1 Year: \$30  Adult, 2 Years: \$58  Adult, 3 Years: \$86

Junior (Under 18 Years) \$17  Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$35  Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method:  Check  Money Order

Chapter Affiliation, (if any): \_\_\_\_\_

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

### IPMS/USA

Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

PO Box 56023

St. Petersburg, FL 33732-6023