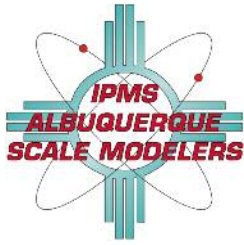


# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

March 2014

## THE FEZ SEZ TONY HUMPHRIES

As modelers, I am sure that we generally strive to be as accurate as we possibly can (within practical limits) while creating our individual labors of love (or hate, in some cases, depending what kit you're working on...). No matter how careful you are, however, some errors can still occur in terms of accuracy, particularly as many of the sources such as color photographs from WWII and even later, were not reliable due to pigmentation changes in the film, etc., and black and white images can be very hard to interpret. Memories also fade (if you were there, you probably weren't too worried about the color of a Tiger I in the Normandy Bocage—there were other more im-

portant considerations, like shooting at it or getting the hell out of the way...) and documentation gets lost. Plus, it's seventy years ago now. I can barely remember what I had for breakfast, so looking back that far could be a serious problem for many, if not most. But some inaccuracies seem to take on a life of their own and become accepted as fact, even when good research shows otherwise. Often at shows and even within the most esteemed modeling publications and online sites there are inaccuracies and common errors in some of the best work on display—and I don't know about you, but to me they rather spoil the effect of all the modeler's hard work. I'm not talking about seams and suchlike. I'm talking about color schemes, unit markings, uniform details and so on. Some things are open to interpretation and others are un-



February highlights, L – R: members gathering before the meeting; a typical table at the swap meet; and the business meeting in progress.



derstandable and excusable and as a modeler I can let them go in my own work and if I'm viewing or judging the work of others. I'm hardly perfect myself, after all, and often these issues stem from the manufacturer giving faulty options or information. I'm not normally a "rivet counter," but being the miserable git that I clearly am, some things in particular really stick out and annoy me intensely.

For example, WWII US Airborne troops with BARS (as in DML's  $\frac{1}{35}$  Operation Varsity figure set). Nooooo! They used .30-cal tripod (or bipod) mounted MGs for squad weapons, *not* BARS. The Browning Automatic Rifles were too heavy, too slow, had too little firepower, and held too little ammo in each magazine for fast-moving mobile airborne forces. One unit of the 82nd Airborne did experiment and find a way to jump with BARS strapped to their legs (presumably as a result of a bar-room bet after 15 pints of Theakston's Old Peculiar ale) but this was after the end of hostilities in Europe and was never pursued or adopted. It's possible that Airborne troopers may have picked them up in an emergency if one was lying around (at Bastogne for example) but they were never issued with them. Another common one is the depiction of US flags on uniforms of the 101st Airborne in Normandy. Veterans and authoritative sources say that they were *not* worn. The 82nd Airborne wore them; the 101st did not. The M-42 jumpsuits of the 101st never carried the US flag. When these were changed to the M-43 jumpsuit (which was made in darker Olive Drab #7 material, for the obsessives among you) after the Normandy campaign, then the US flag was adopted. The 82nd Airborne had worn the US flag on their right arms in North Africa and Sicily and continued to do so throughout the Northeast European campaigns. The 101st only wore them in the field from "Market Garden" onwards. That one gets me every time.

Also how many of us, particularly armor modelers, can fail to have been annoyed by the dreaded "unidentified unit" marking schemes offered even in some of the top-end kits out there from some of the biggest manufacturers? DML, I'm looking at you in particular! That's a real pet hate of mine and maybe yours too? With all of the resources and museum and archive access available to them, this is just lazy. Why not do some proper research and provide us with markings and decals that are accurate and actually relevant? For example, I recently purchased the DML M4 Half-track Mortar Carrier kit (in  $\frac{1}{35}$ , obviously, since it is "the one true scale"). The marking options are for one unidentified unit, one prototype that never left the US, and one for the US 2nd Armored Division during "the Bulge," which is completely wrong, since although they used these vehicles, they modified them so that the mortar fired forwards rather than backwards as the kit version does. This information is widely known. And why does our friend, the dreaded "unidentified unit" rear his ugly head again? Granted pictures of this vehicle are strangely and annoyingly difficult to find (it's almost as if there is a conspiracy to hide them—it's the same guys who were behind the Kennedy assassination if you ask me) but the Battalion HQ units of every US armored (and armored infantry) division in Northeast Europe, North Africa and Italy had them. In fact, pictures of the 2nd Armored Division vehicles with the forward facing mortar are about the only ones that you *can* easily find... So how hard should it be for them to provide proper markings or options? Sure, I can fix this my-

## Year 2014 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 03 Jan** **SPECIAL CONTEST #1**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**  
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)  
Sponsored Contest: "Best Ford-themed model" (Patrick Dick)
- 07 Feb** **ASM Swap Meet**—no contest.
- 07 Mar** **Open Contest**—Any kit/subject/scale.
- 04 Apr** **SPECIAL CONTEST #2**  
**FAMILY TIES**
- 02 May** **Japan**—Any kit/subject/scale.
- 13 Jun** **SPECIAL CONTEST #3**  
**WORLD WAR I**  
Sponsored Contest: "D-Day, June 1944" (ASM E-Board)
- 11 Jul** **Speed Demons**—Any it/subject/scale.  
Sponsored Contest: "Best French Subject" (Tony Humphries)
- 01 Aug** **ASM Swap Meet**—no contest.
- 05 Sep** **SPECIAL CONTEST #4**  
**SEAPLANES / AMPHIBIANS**  
Sponsored Contest: "Electronic Warfare" (Gil De La Plain)
- 03 Oct** Sponsored Contest: "Adversaries" (Mike & Matt Blohm)
- 07 Nov** **Open Contest**—Any kit/subject/scale.  
Sponsored Contest: "Russian Bombers" (Tim Wood)
- 06 Dec** **SPECIAL CONTEST #5**  
**BATTLE OF THE BULGE PLUS 70**  
Plus Model of the Year competition!

self, but I'll have to hit the spares box to do it. This is only one example of many. So the moral of the story is that manufacturers need to give us accurate options in their kits and need to be called to account when they don't. Modelers may also need to do some additional research of their own to avoid these introduced pitfalls and others that have gained a life of their own. That way we should all be able to achieve greater accuracy, if it's something that you care about. Of course, not everyone does, but it shouldn't need to be hard work if you do. But it would also ensure that everyone got better value for money too, if the manufacturers did their homework and I'm sure that's something that *everyone* cares about.

## FIELD TRIP!

VICTOR MAESTAS

### Seattle Hobby Update

Recently, my wife and I went to Seattle to visit her family. While there, I took a little time to look around at the local hobby shops, make a mandatory stop at the Museum of Flight, and attend one of the local model club meetings.

There are many hobby shops, including several chains like Hobby Lobby, Michaels, and multiple HobbyTown USA loca-



tions, but I was more interested in the local independent shops. I started on the north side of Seattle and worked my way south, plugging the addresses into the GPS unit I got for Christmas.

The first one I went to, Galaxy Hobby, was actually in Lynnwood, and was in the same strip mall as a Hobby Lobby. It was a large full-service hobby shop with RC, trains, rockets, etc., along with the plastics section. The selection of kits was very large (one wall, floor to ceiling, about fifty feet long, and several shelves with cars, sci-fi, etc.) but was mostly limited to newer releases. For the car guys, there was a display case full of resin car body trans-kit conversions for sale. They did stock Humbrol enamels (in the little pots) and Vallejo, in addition to the usual Model Master, Testors, and Tamiya paints. All my purchases could not exceed the volume of gifts that we left in Seattle and still fit in my luggage back to New Mexico, so I had to be very selective. At this shop I picked up a Tamiya Red Bull F1 car kit and a couple of Black Dog military figures in 1/35 scale.

The next stop was at M&L Records and Models which had about 2/3 records (LPs) and 1/3 model kits. The kits were all older out-of production kits, some of them "distressed" (parts started, missing promotional items, etc.), but these were all clearly marked and priced accordingly. It was very interesting to paw through the shelves and realize all the subjects that I didn't know had been previously make as kits. I picked up a couple of '80s Indy Car kits and a Star Wars Anakin Pod Racer kit.



Skyway Model Shop was located in Renton and is strictly a plastic model kit store. There were all the latest kit releases as well as large sections with older kits (Frog, Aurora, etc.). The biggest selection of kits were aircraft, then armor, and included smaller, but still impressive, sections on ships, cars, and sci-fi kits. There were all the related items as well, including a section with books and several binders full of aftermarket decals. They also stocked all the required glues, fillers, paints etc. Even though I was running out of luggage space, I picked up a Glencoe X-1B kit. The owner had built this particular kit and had several build suggestions for it.

Every time I go to Seattle, I stop at the Museum of Flight and

## FRED'S FOTO FILE FRED FRANCESCHI

### Edwards AFB film strip images

Well, as you may guess, I didn't take these pictures myself. I have to give the US Air Force Flight Test Center (Edwards Air Force Base) credit



for them, especially since they put their logo on the photos. I acquired the film strip during a visit to the flight test center in maybe 1958, and



the Air Force was handing them out. I still have the film strip in the aluminum 35mm container that film used to come in (that was before plas-



tic film containers, which were before digital images, for those of you who ain't old and gray).

Top to bottom: B-58 Hustler, KC-135A Stratotanker, F-104 Starfighter.

*[Editor's note: All of Fred's photos from this Edwards AFB set, larger and in full resolution, may be found in the [Bonus Pages](#). -JW]*

there is always something new. This time there was a new display on Amelia Earhart including a Lockheed Model 10-E Electra. There is also a growing selection of UAVs on display. Across the street (accessible via a new pedestrian bridge), there is a new building with a NASA shuttle Full Fuselage Trainer inside. This is a full-size mockup of the shuttle that was used to train

all shuttle crews in emergency egress procedures and system familiarization. They have it set up so you can tour the cockpit as well as walk through the payload bay. In the WWI display area there was a new display case full of about 150 WWI aircraft models, impressive.

While in town, I checked the meeting schedules for the local model clubs. I was not going to be in town for the IPMS club meeting, but was able to attend the NW Scale Modelers meeting. They meet at the Museum of Flight in the "Red Barn" where the Boeing Company was originally started. This club focuses on one annual contest and the meetings include members presenting info on current kit builds (show and tell) as well as planning museum projects. Several people brought their travel setups and were working on kits during the meeting. The club does a lot of work for the museum including displays combining scale models with historical artifacts to put them in context. One of the upcoming projects was to create a selection of 1/2 models that were accurate in size so the architects could design a new building and ensure that all the anticipated planes would fit through doors, around building columns, around each other, and still allow room for displays and foot traffic flow.

Every time I go to visit Seattle, even though the weather can be a bit "drismal," there are always more hobby-related things to see and do.

*[Editor's note: All of Victor's photos from the Museum of Flight, larger and in full resolution, may be found in the Bonus Pages. -JW]*

## IN THE BONUS PAGES! JOE WALTERS

In this month's Bonus Pages:

- Photos of January's Best-of-Show contest winners.
- Fred's Edwards Air Force Base photos
- Victor Maestas's photos from the Museum of Flight in Seattle
- A kit review by Larry Horyna

# CHILE CON 3

## 2014 IPMS Region 10 Contest

### June 6 - 7, 2014

Hosted by **ALBUQUERQUE SCALE MODELERS**

## D-DAY PLUS SEVENTY

MCM Elegante Hotel and Event Center  
2020 Menaul NE • Albuquerque, NM 87107  
toll free (866) 650-4900 • fax (505) 881-4806  
[www.mcmelegantealbuquerque.com](http://www.mcmelegantealbuquerque.com)  
Rooms \$81.00/Double Occupancy. Be sure to mention Albuquerque Scale Modelers and Chile Con 3 to get this rate!

IPMS members pre-registration:  
\$18.00 through April 30, 2014; \$20.00 thereafter  
*Contest entry costs are for an unlimited number of entries.*

An Awards Banquet, Raffle, and a Make-and-Take session will be offered. Vendor space still available!

For details as they develop, visit the ASM websites  
[www.abqscalemodelers.com](http://www.abqscalemodelers.com)  
<http://tinyurl.com/chilecon3>

Contact person: Contest Co-Chair James Guld  
(505) 982-3089 • [jamesguld@pngtld.com](mailto:jamesguld@pngtld.com)



ASM Website



Chile Con 3 page

### Master

Ken Liotta . . . . . 6  
Mike Blohm . . . . . 4  
Patrick Dick . . . . . 4  
Larry Glenn . . . . . 4  
James Guld . . . . . 2  
Dave Miller . . . . . 2

### Intermediate

Don Smith . . . . . 6  
Partap Davis . . . . . 4  
Matt Blohm . . . . . 2  
Ken Piniak . . . . . 2

### Basic

No Entries

### Junior

No Entries

## MODELER OF THE YEAR POINTS STANDINGS

## CONTACT INFO

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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!

## FRED'S FOTO FILE

### FRED FRANCESCHI

#### Edwards AFB film strip images

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TEST STAND 1-3A FIRING

AIR FORCE  
FLIGHT TEST CENT



ENGINE  
TEST CELL

AIR FORCE  
FLIGHT TEST CENT















**BONUS PAGES!**  
**FIELD TRIP!**  
**VICTOR MAESTAS**  
**Seattle Hobby Update**





There is also a growing selection of UAVs on display.





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In the ww1 display area there was a new display case full of about 150 ww1 aircraft models, impressive.





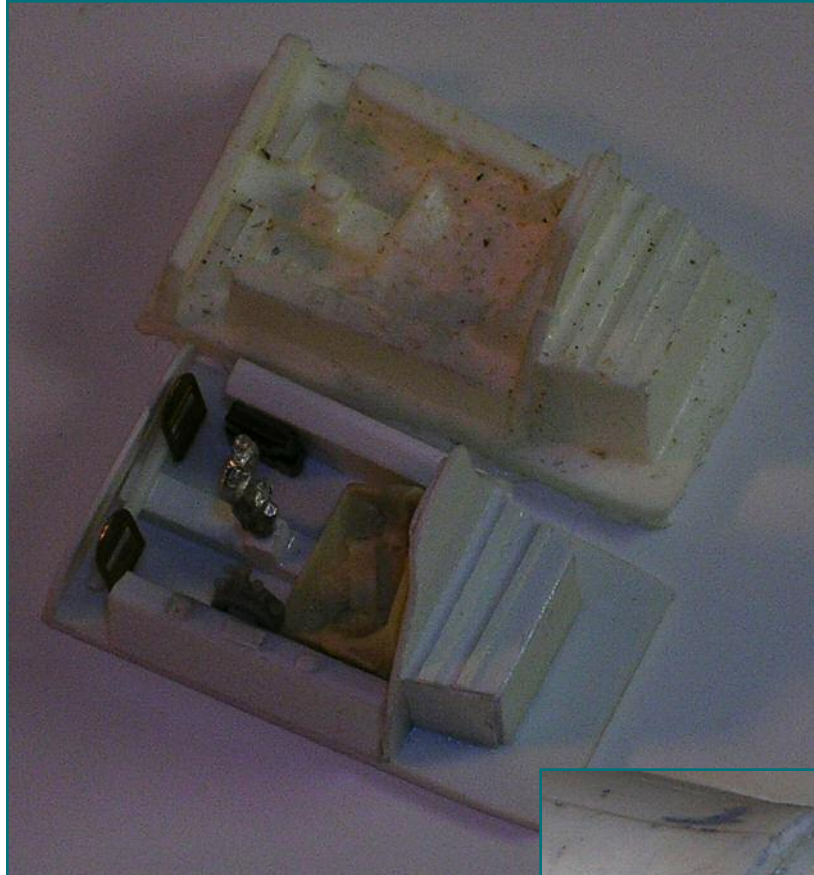
# BONUS PAGES!

## KIT REVIEW

### LARRY HORYNA

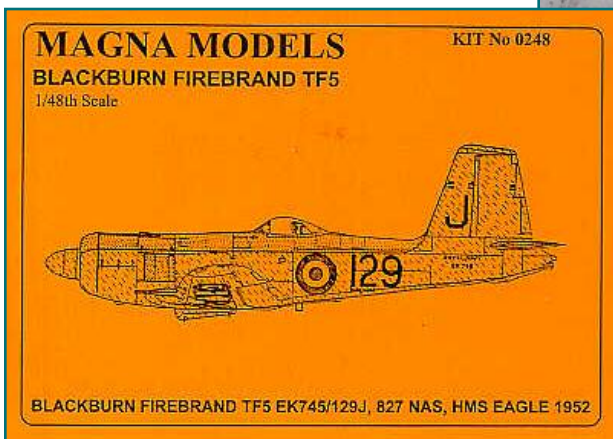
#### Magna Models 1/48 Blackburn Firebrand TF5

Envisioned as a multi-role strike fighter for the FAA, the Blackburn Firebrand was plagued by development problems. By the time the final version, the TF5, went into limited production (68 entering service), the Second World War had ended. Too many changes in service requirements and delays because of engine problems led to this unique airplane falling short of expectations.



Magna Models of Spain has done a limited production resin kit of the TF5 version in 1/48 scale. This is a very limited run kit. I don't mean numbers as much as quality. The example I built had lots of bubbles! There were also a few warped parts. The white metal castings were pretty worthless, being pot metal or tin essentially. This was a commission build so expediency of time and materials figured in. To build a contest quality model, the first thing I would do is throw the metal parts away and replace them! As it was, I replaced the main wheels and scratch built the interior as the cockpit tub was completely riddled with bubbles. That was about as far as I could afford to go in scratch building time. It took plenty of time filling bubbles and fairing in parts.

The fuselage went together pretty well. Each half was slightly warped but by the time I worked my way from nose to tail, it straightened out pretty well. Wing fit was also pretty good. There were some gaps in the underside and they cut right through the wheel wells. This is best fixed by using plastic strip, as sanding inside the wells would prove difficult at best.





The entire vertical stabilizer and rudder are separate from the fuselage. The reason for this is that the real aircraft had a slightly offset vertical stabilizer. The problem this poses on the kit is fairing the whole thing into the fuselage. This probably took up as much time as filling all the bubbles. There are two radiator intakes on the leading edge of the wings near the wing root. They are different sizes (they are supposed to be). Unfortunately they had bubbles in the corners. I fixed these with cyanoacrylate and re-carved and sanded the openings. Did I mention there were a lot of bubbles?

Once the airframe was together, the rest of the assembly is pretty straightforward. Again, the white metal detail parts are horrendous! By the time I had them pretty well cleaned up, much of their definition was gone. I used a combination of Tamiya standard putty, Mr. Surfacer 500, and Tamiya surface primer out of a rattle can to get rid of the surface bubbles and imperfections. Did I mention I used a lot of all three?







I pre-shaded the model with black and applied the two-toned scheme of sky and extra dark sea grey. Clear coat was Testors acrylic gloss. I have been having issues with Future. I have read that the formula was not changed and that you have to use the "tile and vinyl floor finish" version, now bottled as "Pledge" floor care. It does not seem to produce a smooth and shiny sheen without doing several (and I mean at least four) coats. My old bottle, still called Johnson's Future Floor Wax, seemed to work much better. I am finding the Testors to work much like my "old" Future.







The supplied decals were the best part of the kit. They are a little delicate, but went on without a hitch (well, except the last fuselage roundel, which stuck to my thumb and tore! But that was my fault). They conformed well using Micro Sol. This was followed by a light wash of MIG productions "dark" wash and then a flat coat of Testors acrylic clear flat.

The vacuform canopy (for which two were supplied) is



very thin and delicate with little to no framing detail. My customer wanted the canopy open (naturally) which proved a bit of a headache. Needless to say, I'm glad two were provided. The frame for the canopy is black electrical tape that has been painted. I read about his little trick years ago but never tried it. It works great! You just cut thin strips of the tape and apply it where you want the framework to be. It conforms very well, even around curves and adheres nicely.

Lastly, the landing gear and torpedo were added. The landing gear turned out to not be the nightmare I feared they would. They may not be very



detailed, but they are plenty strong! The torpedo was one other big headache. Firstly, it was warped. Second, the fins were full of holes and did not line up well. Again, I probably would have been better off scratchbuilding them (lesson 10,573 learned). But a nice heavy dose of the aforementioned fillers and primers fixed everything up nicely!

In the end, this is a pretty attractive airplane. I always kind of thought the Firebrand was a bit ugly, but after building this kit I kind of like it! I guess in the end that makes it all worth it (okay, that and getting paid to do it!). If you're a big fan of late and post-WWII FAA aircraft, this would probably be worth the effort. Just be prepared to do a lot of filling and sanding and make sure your spares box is full of good parts to use! If you have more of a passive interest in the subject matter, wait for the inevitable Trumpeter release (by the way, Trumpeter *has not* announced they are doing this yet! It simply stands to reason that they will).





## 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)).



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(leave blank) FIRST M. LAST

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Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Adult: \$25  Junior (17 years old or younger): \$12 DOB: \_\_\_\_\_

Canada & Mexico: \$30  Other Foreign: \$32  Foreign Air Mail: \$55

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)

If recommended by an IPMS member,  
list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)