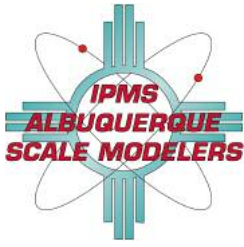


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

May 2008

A FEW WORDS FROM THE TOP

JAMES GULD

I would just like to say well done to all. Those tables have been pretty full the past couple of months, except for you juniors. Come on get out there and build something.

Just a couple of reminders: Buy raffle tickets for the upcoming Super Raffles! June is just around the corner and that P-47 would look awful funny-looking sitting in my closet if I win it. I will also have the signup sheet out for Dave Straub's weekend workshop in June.

Well, that's about it. Now get back to the workbench and build something.

AMPS NATIONALS TRIP REPORT

JAMES GULD

This past month I attended the AMPS Nationals in Auburn, Indiana, and I drove. It was held at the WWII Victory Museum, which also has side gallery rooms for Women's Baseball League, cars, and a James Dean room. A bit of an odd mix but a nice venue for the contest. For those not familiar with AMPS, they don't give out 1st, 2nd, and 3rd place awards, but award gold, silver, and bronze awards. Your model is judged to a set of standards

with a four-man judging team. Each judge awards up to 10 points with the lowest judge's score thrown out. Each model is judged for eight minutes. I did two judging shifts while at the show. You can go to the AMPS web site and get more information on how they judge:

<http://www.amps-armor.org/ampsite/default.aspx>

There were 425 models entered, plus probably another 20 – 30 out for show. The way the AMPS show works, people bring their models in and register them, and the models are put on trays and side tables. The judging teams start judging and the models are then put out on the display tables. The only exception is for figures, vignettes, and dioramas, which are judged out on the display tables. I personally like this system better, but it does take a lot of time and people to judge. Judging was finished by early Saturday afternoon and the awards ceremony was at 5:00.

As far as seminars go, I was only able to sit in on one. Gerry Chester was a wireless operator on Churchill tanks from the Tunisian campaign on into the Italian campaign. He gave a great presentation and he has a web site also (<http://northirishhorse.net>).

The vendors' room was pretty good. Some of the vendors who attended were Formations, Roger Saunders from Hornet Heads, Great Models, Ampersand Publishing, Panzer Tracts, CRM Hobbies, M&Models, Wings-N-Treads, Tank Rat's Models, and reps from Tamiya and AFV Club. AFV Club had sprues out for their new 1973 IDF version of the Centurion and some artwork for the upcoming Churchill III.

As far as models go, there were plenty of nice models on the tables and if you go to any of the armor-related web sites such as Missing-Lynx or Armorama you can find links to pictures. As for me, I did better than I



April meeting highlights, left to right: the business meeting in progress; quite a few Works in Progress on display



April Best of Show winners, left to right: Gil Johnson's *Rommel Looking Towards Egypt*, John Tate's *French Poilu Verdun 1916*, and Victor Maestas's *Bell X-1*.

Tamiya announced a Panzer II A-C, a set of German infantry for the French front, and a Russian recon team vehicle and crew. Word has it that this is a re-release of the old Ford GPA with some ICM figures thrown in.

expected. I won 1 bronze, 2 silver, and 3 gold medals, and I also received Best US Subject for my WC-51.

Next year, the contest is held at Havre de Grace in Maryland, but hopefully it will be moved around after that. I'm hoping either west coast or more of a midpoint, say KC. A one-day drive sure would be nice.

E-BOARD KIT REVIEW

JAMES GULD

Bronco Models Hotchkiss H39

I thought I would give you my impression of the H39, which I had at last month's meeting. This was Bronco's first model from 2005 and I built it basically OOB except for adding a few missing bolt details here and there, filling in the seams around the turret vision slots, and adding some casting numbers to the front nose under the Hotchkiss logo.

Starting from the bottom up, the running gear comes with metal springs for the bogey units. The fit of the pieces is slightly off when assembling the two halves together, so you have to watch that or they will sit askew. The tracks come as individual links which you glue together, but they didn't have any knockout pin marks at all. The rear idler can be positioned on its mount, but make sure you mount it as low as possible—otherwise, you'll have problems with the tracks hitting on the bottom of the fenders.



The lower hull tub is a one-piece unit and the upper hull is broken down into two parts. The front section stops about at the middle of the driver's hatch where there is a natural seam line just like on the real tank. The rear section then has the engine deck grills as a separate piece.

The kit actually comes with a bit of an interior, but they left out any inside hatch details for the driver's hatch so I left it buttoned up. The side fenders are separate and I had to cut off the location tabs to get them to sit right on the tank.

I tried something different on this build. I built the road wheels and put the tracks on and then assembled the upper hull to the lower hull. Basically, I built the entire tank and then painted it. The only thing I left off was the chain.

The turret comes with the side and front vision slots as sep-

JIM'S SPRUES & REVIEWS

JAMES GULD

So what's new this month for you treadheads? Well, let's start out with Trumpeter's announcement and, by the looks of it, soon to be released Sdkfz 7 8-ton halftrack. People have been asking for a replacement for the old Tamiya kit and it looks like we'll soon have one. There are images at Armorama and at PMMS of the test shot model built up. And, not to be outdone, Dragon has also announced that they will do one.

Next up, I was able to see sprues for the new IDF 1973 Sho't Centurion while at the AMPS convention. I'm not a modern armor guy so I don't know the differences between it and the recent release of the 1967 version.

Also in the vendors room at AMPS were the new releases from Formations of the M-50 Israeli Sherman pillbox and "Oddball's" Sherman conversion.

Another cool new source I came across was a company called PFA Productions, doing all sorts of laser-cut boxes. Great for dioramas or onboard stowage for tanks. There is an article about them at Armorama.

Plus Model has three new releases: a Rural Farm set, a German ammo cart, and the twin light flak mg 36 mount.

MK/35 continues their range of civilian figures, with a seated Frenchman playing the accordion.

AJ Press from Poland has a new book out on the Churchill tank. It is vol. 1 of three. There is a review on Armorama.

Mike Starmer has updated his *British Army Colors and Disruptive Camouflage* book with new color chips and more info. There is a review at PMMS.

Tasca has their new M4A1 late version out along with the VC Firefly with cast in cheek turret armor. PMMS has reviews.

arate pieces, and it also comes with a brass barrel. There are also interior details of the gun itself. The turret has some very fine details that you have to add to the top dome, and for mounting the gun itself they give you a thin plastic rod that goes through the side of the mantle.

They did forget to give you the exhaust shroud for the muffler, which I made out of spare photoetch brass, and I added the support arm, which goes down to the fender. All of the kit tools are a little weak on the detail side but I didn't have any references other than the Char Francais web site (<http://www.chars-francais.net>)

I used part of the kit decals (the red hearts) and used Archer Transfers for the registration numbers on the front and back.

The overall fit was okay but not great. It's not up to Tamiya or Dragon standards but not terrible either. The only other fit problems I saw were around the visor slots. I saw pictures at the Chars Francais site, which show gaps around the visor slots, and in other pictures I saw tanks that didn't have the gaps. The tank I wanted to model didn't seem to have the gaps, so I filled mine in. So to rate it, I would give it a 7.5 out of 10. Not bad for their first kit.

STARFEST 2008

JOE WALTERS

The annual Denver-based StarFest science fiction convention took place over the weekend of April 18 – 20.

In addition to the impressive lineup of guests (including Masi Oka from *Heroes*, Zachary Quinto from *Heroes* and the new *Star Trek* movie, Adam Baldwin from *Firefly*, *Serenity*, *Independence Day* and more, Nana Visitor [who currently lives in Corrales] from *Deep Space Nine*, Nichelle Nichols from the original *Star Trek*, and many more), there were far more activities and events than one could possibly attend.

This is always a heavily-scheduled convention, with eight to ten events ongoing simultaneously all throughout the show.

A costume competition is held on Saturday night, and the hotel (Marriott Denver Tech Center) is packed with various aliens, creatures, and oddly-costumed humans.

There are some events that aren't scheduled, but are continuously available. A sci-fi Art Show is a popular attraction, and Tom Grossman always runs the "Airbrush Experience," which is sort of a make-and-take along with instruction on airbrush usage. Tom is always at these shows, and never gets to see anything, as he's running the Airbrush Experience from beginning to end.

One of the continuous attractions offered at the StarFest is



the Model Show, which this year attracted over a hundred models entered. Shown with this article are a few photos from that event.

There were figures, spaceships, dioramas (one had a giant Japanese-style robot standing on a highway, stopping traffic while a bunch of little robots crossed the road), kits, scratch-builds, you name it.



Year 2008 Contest Quick Reference Chart

Titles in **blue** indicate contests for "Modeler of the Year" Points

- 4 Jan** **SPECIAL CONTEST #1**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
- 1 Feb** **ASM Swap Meet**—no contest.
- 7 Mar** **Open Contest**—Any kit/subject/scale.
- 4 Apr** **Heroes & The Good Guys**—men, women, or machines, any kit/subject/scale/era.
Sponsored Contest: "Best Corsair" (Don Smith)
- 2 May** **SPECIAL CONTEST #2**
PHABULOUS PHANTOM'S PHIFTIETH ANNIVERSARY
Sponsored Contest: "American MiG Killers" (Brian Peck)
- 6 Jun** **Eastern Front**—Aircraft, Armor, Figures (any kit/scale/subject).
Sponsored Contest: "Best D-Day Subject" (ASM E-Board)
- 11 Jul** **Open Contest**—Any kit/subject/scale.
- 1 Aug** **The Zoo**—Mustangs, Panthers, Cougars, etc.; any kit/subject/scale.
- 12 Sep** **The Pacific**—Any kit/subject/scale.
- 3 Oct** **SPECIAL CONTEST #3**
ASM's BEST P-47, 10TH ANNIVERSARY
- 7 Nov** **World War I, 90 Years**—Any WWI kit/subject/scale.
Sponsored Contest: "WWI Aces" (Mike Blohm)
- 5 Dec** **SPECIAL CONTEST #4**
TAG-TEAM MODEL
Plus *Model of the Year* competition!



A large scratchbuilt *Sulaco* from *Aliens* was there (pictured), as was a large Klingon battlecruiser from the original *Star Trek* series, scratchbuilt to studio scale.

Like full-scale models? There's a nationwide organization of enthusiasts who build full-sized functional replicas of the B9 Robot from *Lost in Space*. Two were on display there, complete with the appropriate blinking lights and whirling things, and at least one of them spoke, in the Robot's voice and synched with the flashing light. This was quite impressive—the owner operated the voice via a connected laptop computer, and could have the Robot speak numerous sentences and phrases, many taken from the old TV series. Still, some of the things spoken by the Robot clearly weren't from the series; it said things like, "I am not Robby the Robot—I am a Type B9 Robot, and am usually addressed as 'Robot.'" and "I think R2D2 is cool!" There was also a function whereby the Robot would speak the time and date. The owner explained that he and several other members of this group had split the expense and hired Dick Tufeld, the voice actor who originally voiced the Robot, to record several things just for them. Now that's aftermarket detailing!

More info is available online (<http://www.starland.com>), including links to more photos.



Shown above, the table of prizes and awards presented at the annual StarFest model show.

BONUS PAGES!

Members who receive the electronic (PDF) version of the newsletter will, on the following pages, receive Patrick Dick's report on the Gathering of Mustangs, replete with many photographs.

If you don't automatically receive the PDF file now, you can download it from the ASM web site.

[Patrick turned in this excellent report as a Microsoft Word file, but, as Word doesn't play well with others, it proved to be a sizeable task to attempt to convert it to something that could be used in a layout; in the end, I wimped out and simply printed the Word file directly to a PDF file unedited and unaltered, and stuck it on to the end of this layout. -JW]

Master

John Tate	901
James Guld	871
Mike Blohm	292
Mike Franklin	160
Ken Liotta	159
Patrick Dick	87
Brian Peck	50
Mike McNichols	25
Dave Miller	25
Keith Liotta	2

Intermediate

Victor Maestas	649
Tim Wood	325
Frank Randall	320
Rick Carver	250
Josh Pals	200
Don Blea	125
Adrian Montañó	110
Don Smith	103
Tom Perea	102
Jeff Frickstad	75

Jack Garriss	25
Danny Williamson	2

Basic

Gil Johnson	660
Matt Blohm	125
Jeannie Garriss	125
John Tribou	125

ASM 2008 MODELER-OF-THE-YEAR POINTS

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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.

Well, there I was playing softball on Tuesday night three days before the “Gathering of Mustangs and Legends” air show. Getting hurt was the last thing on my mind. In 20+ years of pitching I’ve never been hit in the face with a ball hit back to the mound. Well it happened, a very well hit ball clobbered me in the cheekbone and all that went through my mind was, “@\$*%, I’m gonna to miss the air show!” Thankfully, even though I fractured the bone in 2 places, the doctor said it was okay to fly to Columbus.

My dad and I flew into Columbus on Friday evening and our first clue to how crowded it was going to be was when we were at the Hertz counter talking to the agent. He said that from 5:00 pm to 12:00 am that day, they were renting 100 cars per HOUR. We were offered the “last Mustang Shelby GT-H” for a mere \$200 per day, but we declined in favor of a Subaru Forester.



On Saturday morning, after dealing with a very large traffic jam, we arrived at the show at about 9:30. Once we were processed through security and walked forever to the tarmac, we finally saw the Mustangs all lined up. There were about 100 of them, all different colors and every one of them in flying condition. As we were walking through all of these airplanes, we heard the very distinctive sound of a Rolls Royce Merlin engine coming down the runway. We couldn’t see the Mustang until it took off because the grandstands were in the way. As it turned out, it was two Mustangs that were flying together, “Princess Elizabeth” and “Twilight Tear”. We decided to stop looking at the static displays and go grab seats in the stands.



7

By the time we got to the stands, I was able to lug out my camera and take some shots of the two Mustangs before they landed. I took Rick Carver’s advice and rented the huge 300mm 2.8 lens for this event. By the end of the day, the lens felt as though it weighed 100 pounds. Yes, it was worth the workout! If you own a 35mm SLR camera, take Rick’s advice and rent this lens before going to one of these air shows (or if you can afford the \$4,000 price tag, buy it).

The next event was Patty Wagstaff’s performance. I didn’t get any pictures because I couldn’t figure out how to capture what she was doing with a single picture. The things she did with that airplane were unbelievable! That was probably the first of many times that weekend I exposed my tonsils to sunlight!

The modern jets (F-16, F-15, and F-22) aerial displays were next followed by a “Heritage Flight” with each of the jets after their respective performances. The F-16 went first and performed a variety of passes and vertical climbs that left everyone with their mouths wide open in awe.



It's final pass was slow with a Mustang along side for a great photo opportunity.



Next was the F-15 performing basically the same maneuvers the F-16 had just done but louder and bigger. It's Heritage Flight was with two mustangs in a nice slow pass as well.



As usual the flying was incredible and left you in awe of what these machines can actually do. However, all this paled in comparison to what we saw next.

While the F-15 was performing some of its final flyby's, the F-22 was taxiing by the stands on the way to the runway and needless to say no one was watching the F-15 anymore.



The airplane looks stunning in magazines and film, but it's so much better live! As it was moving away, I knew that the exhausts were going to be rectangular in shape, but seeing them still made me do a double take. It took off and performed the usual flybys and vertical climbs and then it started doing things I couldn't believe. When it went into a vertical climb and eventually slowed to a stall, it went into a loop that it performed on it's own axis. I didn't think airplanes could actually do that, and I still don't! The next time it went vertical and into a stall, the pilot tipped the nose over and you expected the plane to dive and accelerate out of the stall. But noooooooo, as the plane nosed over the pilot stopped it parallel to the ground and accelerated away. Again, I still don't believe I actually saw that. It's amazing what a pilot can do with an airplane that has 70,000 lbs of vectored thrust. It did several more high and low speed flybys some with the weapons bays open to show everyone where it stores the various tools it uses to deal with enemy aircraft.

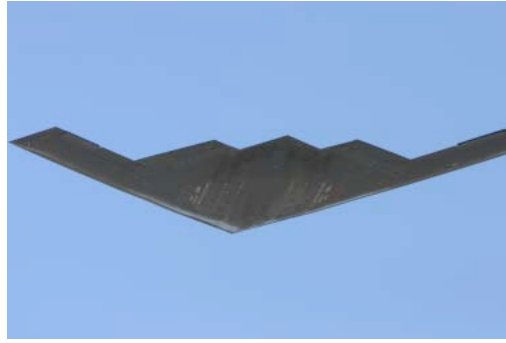


At the beginning of the performance, the announcer indicated that the demonstration will not include any of the “classified” capabilities of the F-22. (Note to self: Need to ask Mike about this.) Finally, it made a final “Heritage” flyby accompanied by three Mustangs which was the perfect end to the performance.



About this time my wrist was beginning to hurt from pointing that bazooka lens at the airplanes, so we had lunch (the usual air show fare burger & fries) and wandered around the static displays until the B-2 flyby. Not only were there a bazillion Mustangs, there were also two P-47 Thunderbolts, a P-63 Kingcobra, a B-17, 2 B-25 Mitchell's, 2 P-38 Lightnings, and an Avro Lancaster. And they all were in flying condition! The ONLY disappointment of the show was that the Me-262 from the Me 262 Project in Seattle didn't make it. That would have been a sight to see a flyby with this and a Mustang. Maybe next time.

The B-2 came in at about 2:00 pm and did several flybys, but never landed. As it passed each time, it banked a little so the crowd could see the top and bottom of the plane and take pictures. Although it didn't do any of the stunts that the fighters did, it was still a sight to see.



The P.A. system was tuned to the cockpit radio and the pilot greeted everyone as he flew by.

The USAF Thunderbirds were next and as usual they were great fun to watch. The sky was still clear so they were able to do their entire performance. They did 3 knife edge passes that I missed getting a photo of every time. I guess you're only lucky once. However, I did get several other photographs that came out pretty good. There wasn't anything new to the performance, but they have added a second female pilot, Major Samantha Weeks (the opposing solo), to the team along with Major Nicole Malachowski (Right Wing).



The last display we watched was the mock weapons display from all the warbirds. Again there were several Mustangs flying along with a B-17, B-25, P-47, P38, P-63, and the Lancaster. The first few flybys were good photo opportunities, but then all the explosions created too much smoke to get any good photos.

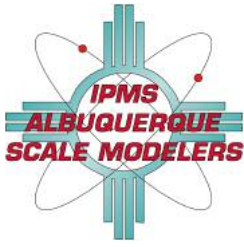


It was getting late in the afternoon and we both had enough sun for one day and my eye was beginning to smart a bit, so we packed it in and drove back to the hotel.

On Sunday, we attended the show again and it was basically the same as on Saturday so instead of taking photos of the aerial show, I concentrated on getting shots of the static displays and just watch the show. I actually enjoyed the show more on Sunday because I wasn't worried about getting the "perfect shot" and was able to just sit and watch the performances. I also did some people watching to see how others reacted to the show. One of the sites that I don't think I'll ever forget was when I was wandering through the line up of Mustangs. There were a couple of kids sitting on the wing of their dad's Mustang kinda looking bored with the whole thing. It was if they thought it was a normal everyday thing for their dad to actually own a Mustang, and why was there such a fuss about these airplanes.



ALBUQUERQUE SCALE MODELERS



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May 2008 Addendum!

ADDENDUM! IT'S JOE'S FAULT

Ken Liotta supplied the attached article intended for the May newsletter, and it was entirely my oversight that I built the layout with everything *except* that article. Sorry about that, Ken! -JW

DEM BRUDDERS VISIT ALBUQUERQUE SCALE MODELERS KEN LIOTTA

What do you get when only one of *Dem Brudders* stops by for a friendly visit? Der Brudder? Das Brudder? Neither. You get a lot of shared fun and camaraderie amongst plastic model building friends. Recently, it became known that Richard Engar of the famed "Dem Brudders" in the IPMS/USA Journal and Regional Liaison/Publicity Coordinator of the Northern Utah Scale Modelers Association upcoming "Shocon 2008: The Regional" was going to be in Albuquerque on a small business trip. Prior to his stay, arrangements were made between him and the ASM E-board to meet at my humble abode in conjunction with our monthly E-board meeting on Thursday evening, March 27.

I always enjoy having club members over on occasions to share burnt hamburgers, hot dogs, and other goodies. Before, during, and after the E-board meetings, you will always find conversations jumping from the latest kit release, to the newest found model building technique, to the latest news from the hobby

shops, to updates on the next upcoming model contests, etc, etc. Of course, we do actually discuss club business, but hey—we're all model builders and we love this hobby. We usually have a couple of in-progress models that show up and also a few of the latest finished masterpieces. The only difference this month was that we had the good fortune of sharing it with Dick Engar. He spiced up the evening with his usual good humor and friendly model building experiences. We learned a little more about the upcoming Regional in Utah this coming September (those details will follow later). Everyone had a fantastic time yucking it up with a fellow craftsman, and I am elated that I had the pleasure of hosting the E-board meeting here.

Of course, the business meeting was followed up with giving Dick a tour of Plastic Model Mecca. Bulged eyeballs and dropped jaws were abundant. Many thanks to all that helped coordinate the visit/meeting and made it such a success: The entire E-board, brother Keith, and just as important, best friend and loving wife Rita.



A bunch of dudes endanger the integrity of Ken's camera lens, left to right: (standing) Brian Peck, Richard Engar, Tim Wood; (seated) Tom Perea, Jim Guld, Patrick Dick, Mike Blohm, and Frank Randall