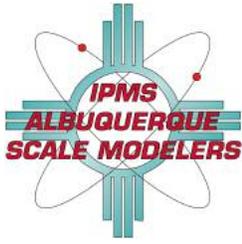


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

October 2013

THE FEZ SEZ TONY HUMPHRIES

In the past few weeks, a number of discussions have taken place about what membership of a club like ASM really means and what our responsibilities to the club are. Obviously there is the playboy lifestyle, the fame, the fortune, and general sense of satisfaction and well-being that membership of such an illustrious club automatically affords you. Maybe even a hint of smugness, who knows? Specifically though, a number of people (well, okay—one person, but he was pretty big and one is a number anyway, so there!) have asked what is really expected of a club member. This could be useful information to existing members but would certainly be of benefit to our most recent recruits. So let's examine the ten commandments of membership and see if we can shed some light on this oft neglected subject. My understanding of the commandments (the priceless originals are carved in milliput on the back of an old Styrofoam diorama base, by the way, in case you wonder) is as follows:

- 1) Thou shalt enjoy thyself; otherwise why bother?
- 2) Thou shalt build whatever tickles thy fancy (as long as thy fancy is not tickled by anything too perverse, disturbing or downright illegal. Or that actually involves tickling. If it is, seek help).
- 3) Thou shalt build whenever and wherever possible and are positively encouraged to enter competition and/or display your work at club meetings and IPMS events. Incentives may be introduced in this regard ranging from prizes to thumbscrews, as the occasion warrants.
- 4) Thou shalt not wear sandals to club meetings. Especially with white socks.
- 5) Thou shalt extol the virtues of IPMS whenever possible and membership is encouraged, although not of course required unless you are an Executive Board member.
- 6) Thou shalt not allow disagreements over paint schemes, decals, techniques or indeed anything else to degenerate into squabbles of any kind, verbal or written abuse or actual fisticuffs. At least, not until you get out into the car-park outside and have given the rest of us the opportunity to catch up and to start placing bets.

- 7) Thou shalt volunteer to help out with club events whenever possible and shall absolutely stand for election to E-Board positions (hint, hint—nomination time is here again) particularly when thou hast been a member for a couple of years or so. Fresh perspectives and ideas are always welcome and you can provide them. Ditto for newsletter contributions. Let's face it—anything has got to be better than this nonsense, right?
- 8) Thou shalt not build anything French. Unless it is an official club build, in which case a temporary exception may be granted. Actually no, let's just go with the first sentence after all...
- 9) Diversity and variety shall be celebrated. No member shall discriminate against any other on the basis of class, creed, sex, religion, orientation or nationality. Unless they are French, obviously, in which case they knew the risks before joining and shall deserve no sympathy.
- 10) Share your knowledge, tips, hints etc. whenever possible for the betterment of all. People will generally be grateful for this. Where they are clearly not listening, a vigorous slap about the head is permissible. Preferably with a large root vegetable.

So there we have it. A simple set of guidelines, for a happier club, I'm sure you'll agree. The actual, real official club by-laws, rules etc. are all accessible from the ASM website by the way and I encourage everyone to familiarize themselves with them. There may be a pop quiz at the next club meeting!

ASM AT NM STATE FAIR JOSH PALS

Well, the 2013 State Fair has come and gone, and once again ASM had a decent turnout. We didn't have record breaking numbers, with a total of 61 total entries.

Joshua Harhed won Best of Show from the four entries in the Youth Division with his 1/48 B-17. Tabitha Vaughn won Best of Show from the three entries in the Senior Youth Division with her "Zelda" figure. Byron Gore won Best of Show from the 34 entries in the Adult Division with his 1/48 scratchbuilt HMS Tremendous ship. And Ken Liotta won Best of Show

from the twenty entries in the Professional Division with his Matilda tank.

Ken also had the highest number of entries at seven (six in military and one motorcycle).

We also had an entry in the Military Section from AMCC member Don Jones with his 1/24 Humvee.



A special "Thank You" goes out to Mike Blohm for once again putting together a display at the fair. I would also like to thank all who lent their models for the display. We never know if we will need a display from year to year because of entry numbers. We have four cases; if we fill only three, then we will only get three the following year. So to keep the four cases Mike always (sometimes at the last minute!) gets a display put together in the fourth case. Sometimes it's the entire case, sometimes it's less than half.

To avoid a scramble in 2014, two "themes" have been proposed, 100th Anniversary of World War I and 70th Anniversary of D-Day. Please let Mike Blohm or myself know which one you'd be interested in building. We will then post which theme it will be for 2014. We would welcome everyone to help build a spectacular display for the 2014 State Fair.

[Note 1: Detailed results from the model contest at the 2013 New Mexico State Fair can be found on the ASM Website (<http://tinyurl.com/nmsf13>).

[Note 2: More pictures of our State Fair contest, larger and in high resolution, can be found on the [Bonus Pages](#). -JW]

KIT REVIEW

JACK BRUNO

Tamiya 1/35 Panzer III Ausf. N

Kit #35290

Many, many years ago, when I was in the Reviewer Corps, I was sent *this* new Tamiya Panzer III Ausf. N. I built it up and even entered it in a show. I had Fruil tracks on it and it just didn't seem right. So I was removing a few links on each side, when I dropped the kit and it exploded all over the place. Well, the remains went into a plastic bucket (ice cream container) with an old Pepsi shirt on the top of it and it remained there for over five years. Last week I was finishing up a few projects and *found* this kit in the storage area and decided that it would be a *hoot* if I could salvage what I could (I found the Panther Ausf. D too)... I started removing the track and really thought that the damage was not as bad as I thought it was... I started to work. It got a repaint/weathering/pigments/new Magic

Year 2013 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 04 Jan SPECIAL CONTEST #1**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
Sponsored Contest: "Rolls Royce" (Patrick Dick)
- 01 Feb ASM Swap Meet**—no contest.
- 01 Mar Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Revell 1/48 Ventura" (E-Board)
- 05 Apr More Than One Radial Engine**—
Any kit/subject/scale.
Famous Motorsports Vehicles—
Any kit/subject/scale.
Sponsored Contest: "Best Sci-Fi Spaceship" (Don Smith)
- 03 May SPECIAL CONTEST #2**
SINGLE IN-LINE ENGINED AIRCRAFT
Sponsored Contest: "Revell 1/32 He-219" (Hobby Proz)
- 07 Jun Cold War**—Any kit/subject/scale.
Cherche la Femme—Female-named subject, any kit/subject/scale.
- 12 Jul Open Contest**—Any kit/subject/scale.
Sponsored Contest: "North African Armor" (James Guld, Tony Humphries)
- 02 Aug ASM Swap Meet**—no contest.
- 13 Sep On the Water**—Anything waterborne, any kit/subject/scale.
Beyond Babe Artwork—Any subject with non-pinup nose art.
Sponsored Contest: "Rotary Winged" (Gil De La Plain)
- 04 Oct Axis of WWII**—Any subject excluding Germany and Japan.
Go Figure—Any humanoid figure.
Sponsored Contest: "Big" (Brian Peck)
- 01 Nov Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Danny Roberts / Best P-38" (Mike Blohm, John Tate)
- 06 Dec SPECIAL CONTEST #3**
JET POWER
Plus *Model of the Year* competition!

track/oil wash/oil dry brushing and a new base.

The very first thing that I did was collect all of the pieces that I would need for the rebuild... The hull and chassis were already separated and I replaced two of the road wheels that were missing with a Stug III kit that I had in the stash (those wheels were replaced anyway using the resin set that had wear/tear on them). On a previous project I had used the Fruil "Witterketten" set and had an extra set of Magic Track that fit perfectly and after about the time it took for the Chicago Cubs to lose a game, I had those assembled.

When the glue on the track was just about cured, I slid it over the wheels and return rollers and wrapped it around the drive sprocket, making sure it was snug/tight and the teeth



pressed into the holes. The proper Panzer sag was done at this time using a pencil to shape the track into place (make sure you have proper alignment and all the wheels are touching the ground). This was put off to the side to dry.

Next came the upper hull, where some of the tools were replaced. The wooden handles were rejuvenated using Tamiya buff and, after that was dry, raw sienna oil was used to bring out the sexy wood grain effect. Dark grey was used for the metal area and then given a small application of pencil lead for a used look. After this dried a little flat coat was brushed on to seal it. The extra Fruil track was originally used as extra armor protection and I left that in place. Elmer's Glue was applied *from the inside* to seal the driver's viewing port and appears as armored glass when dry.

I was looking at some pics from books in my collection and was going for a war-weary Tank that looked like the desert took its toll. I took out my Grex and started to spray high points with a flat brown... from there, I went to a darker middlestone shade and my Panzer started looking like new again, only much mo' betta! I was careful to get close enough to the turret markings without botching that up because I really did like this division. I kept the chassis and hull separated and then my attention turned to the lower half of the tank. The tracks were given the same treatment as the hull, only in darker shades. I selected the pigments I would use and gave both half's a Future treatment and prepared for the oil wash. I use Windsor-Newton oils and pre-made a batch of turpentine with a long sliver of Vandyke Brown. A light application is what I started with and after three more treatments I liked *the look* and let the turpentine evaporate before applying a sealing coat of clear flat by Vallejo. I really needed something new, so I opted for an air recognition flag, draped over the storage boxes on the rear hull. I should have mentioned that the scratchbuilt stowage rack survived that original mishap and was still used in this project. It was constructed by plastic strip, super glue and green putty to simulate weld beads. The Flag was made from foil and, using a template, I cut a stencil for the circle. *Very carefully* the foil was shaped by pressing it into the area where it was to be located... First the white paint, then the stencil, then sprayed red... this was Futured and after it dried a decal was stolen from a Superscale set that I use for armor. Again, this was sealed with a flat coat. I started to carefully dry brush using yellows and a hint of white in some

areas... pigments were then used along the track area and I used an eye dropper and, taking Tamiya thinner, carefully applied it to the pigments a small drop at a time to keep them in place. Further applications of pigment may be needed to build up the amount of grunge you're looking for. *Do not* saturate the pigment... use just enough to let it spread on its own. It dries very nicely and you'll be surprised at how well it works... you'll be sold on them. I used MIG for this and the European Dirt and Africa Sand... some track brown color pigment was used in the track area.

When everything concerning the tank was drying, I went to my local Goodwill store, not only to scope out the talent, but pick up a few wooden bases the girls put on the side for me! You'd be surprised at what they will do for a Starbuck's once in a while... *that's* another story... I pictured a moving column of tanks in the desert... single file to hide their numbers in the sand... and laid out my base using Celluclay mixed with water and white glue. I spread it out over the selected area and pressed some curbside stones into it and even had some sand left from the Coolidge School sandbox. It looked great and I pressed Panzer IV track into the road to give some route for my completed tank. When this was all dry I painted it by airbrush using the same colors and washes used on the chassis. Looks *great!* Now, all I needed was to put everything together.

After carefully putting some droplets of super glue on the mount points, I re-joined the hull/turret onto the chassis... finally together after five long years. The track sag was perfect and I marveled at what it looked like now as opposed to then (I included a pic) Everything came out better than planned and I put it off to the side to dry and finished the base with a generous Vandyke Brown oil wash... after this set up for the next few days I mounted the tank to the base, and off to get its picture taken.

I really had fun doing this resurrection, if you will... So much so that on the table right now is another "find" from years ago in the Dragon Panther Ausf. D... you might want to try giving one of your old kits a makeover... you'll be pleasantly surprised!

[Note: Jack supplied two photos of this model, and they can be found in high resolution on the [Bonus Pages](#). -JW]

WORTHY OF NOTE

MIKE BLOHM

ModelZona Region 10 Model Contest: The IPMS Craig Hewitt Chapter in Phoenix, Arizona, is hosting ModelZona 2013 on November 2, 2013, from 10:00 A.M. to 4:00 P.M. The contest is being held at the Commemorative Air Force Museum in Mesa, Arizona. Further information is available via links on the ASM Website, or at the official Modelzona website (<http://tinyurl.com/mzona13>).



The official Chile Con 3 website is online, though parts are still under construction (<http://tinyurl.com/chilecon3>). Check the site frequently for updates!

IN THE BONUS PAGES!

JOE WALTERS

This is nominally a four-page newsletter, and for those members who still opt to receive their copies printed on actual paper, the first four pages are all you see. However, of late we have been receiving quite a few member submissions—which is a wonderful thing, yes! Keep 'em coming! But trying to print enough hard-copy pages to encompass all this information plus high-quality imagery costs more and tends to cause whining and hair-pulling and various forms of tantrums at E-Board meetings, and no one wants that.

Some time ago, I instituted the “Bonus Pages” concept, whereby additional content and better-quality imagery could find a home where it could only be seen by the folks who prefer the electronic version of this publication. Adding pages to a PDF file does not increase publication cost!

Originally, the Bonus Pages were an occasional adjunct; lately, they've been attached to every issue. So from here on, I plan to list the Bonus Pages content within the first four pages, so paper readers will know what they're missing. I'm guessing most of them have some sort of internet access, so if you see something that might interest you, you can always go to our excellent website and download the PDF file there for perusal—you can delete it when done, confident that Webmaster Mike will retain a permanent copy online (Mike also will often post the individual articles for online reading).

So! In this month's Bonus Pages, we have photos from the September meeting, including the Best of Show winners (ran out of room for photos in the front pages!).

Next is Ken Liotta's report on ASM at Nationals, replete with some excellent photos and commentary.

You may recall that in last month's issue, we listed an online address (<http://tinyurl.com/2013nats>) where you can view Ken's Nationals photos; since then, we have added to that gallery many more photos contributed by Dave Straub, Mike Blohm, Gil De La Plain, Larry Glenn, and Frank Randall. There are now over 2000 high-quality images online for your viewing pleasure! Schedule some time to wade thru this mammoth archive; you'll see a set of twenty or so thumbnails at a time (depending on your screen setup), and can scroll from page to page to see them all. Note that you can click on a thumbnail to see a photo in larger size, and click on the larger sized-photo to see it as large as your screen settings permit! In addition, a little down-arrow button at lower right lets you download the full-sized original image if you really want to look close.

Next up, we have a kit review from John Tate, with photos of his just completed Monogram A/B-26.

In lieu of his usual Foto File column, Fred Franceschi has provided us with some insight on the famous Kilroy of WWII.

In addition, Mike Blohm has contributed a report on a trip to Edwards AFB, home of some really cool toys of which he took some pics for us!



Master

James Guld	2145
Victor Maestas	1300
Mike Blohm	690
James Strickland	597
Brian Peck	332
Josh Pals	284
Glenn Bingham	265
Dave Miller	157
John Tate	142
Larry Glenn	107
Liotta, Ken	62

Intermediate

Bob Meeker	1805
Tony Humphries	1699

Frank Randall	1446
Steve Brodeur	920
Don Smith	824
Gorham Smoker	405
Jerry Little	325
Ken Piniak	318
Blaine Couch	275
Jack Garriss	210
Gil De La Plain	155
Gil Johnson	130
Michel Wingard	102
Allan Highcove	85
Pete Armijo	25
Kyle Garber	20

Basic

Matt Blohm	2448
Louis Galegos	335
Fred Behnken	325
Jeanne Garriss	125
John Brannon	2

Junior

Caroline Smith	450
Marie Smith	450

MODELER OF THE YEAR POINTS STANDINGS

as of 23 Sep 13

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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!

September meeting highlights! Below, the meeting in progress, and some tables covered with ASM winners from Nationals!



Various Best of Show winners from September, left to right: Jim Guld's LAV-A2, Frank Randall's SH-60B Seahawk, Louis Gallegos's CH-53E, Jim Guld's Sherman III, Blaine Couch's T-Rex, and Steve Brodeur's USS DeLong.



ASM AT NM STATE FAIR

Here are presented several photos of the contest display at the New Mexico State Fair.











KIT REVIEW

JACK BRUNO

Tamiya 1/35 Panzer III Ausf. N

Jack supplied these two photos, shown here at high quality.



ASM AT NATIONALS

KEN LIOTTA

ASM Overcomes defeat with Overwhelming Triumphs, Camaraderie, and a Healthy Dosage of Dem Brudders!

Once again our most coveted IPMS/USA event of the year has come and gone. Last month, IPMS Centennial up in Colorado Springs hosted the 2013 IPMS/USA National Convention in Loveland, Colorado, August 14 thru 17, at the JQ Hammons Conference Center with the adjoining Embassy Suites hotel. The convention space included 14,400 square feet of combined display/contest area, vendors' rooms, seminars, make & take, and registration areas.



While IPMS/Centennial was the primary host of the Nationals, many of Colorado's sister IPMS Chapters played an essential role in orchestrating the event, including one of IPMS/Legacy's founders, Chuck Holte, as Co-Chairman, IPMS/Rocky Mountain's Mark Persichetti as Co-Chairman and the National Contest Committee's Head Judge, IPMS/Centennial's Matt Quiroz as the Contest Coordinator, and IPMS/COMMIES's Tom Grossman as the "Make & Take" program Coordinator, to name a few. The diverse range from where these officers come from exemplifies the amount of time, effort, and manpower needed to assemble, coordinate, and execute an event at this level. And ASM's membership, having experienced it ourselves in 1995, are very understanding as to just what goes into one of these productions and our Brothers of the Sprue up in Colorado have our deepest respect, admiration, and gratitude for presenting us with one of the most successful and fulfilling well-done jobs. Thank you.

One area at a Nationals Convention that had seen signs of needing closer attention for success was registration for the convention, and then for registering the models being entered. Having attended ten Nationals myself since 1989, I can say that the Local Chapter Consortium and/or the IPMS/USA folks seem to have tackled that monkey very well. I was in and out of registration for the show in less than three minutes and then when I finally finished up my last model build in the hotel room (with over a half hour to spare), model registration then took less than five minutes. Both went smoothly, without a hitch. Then came the con-



test room, cavernous-like... huge. There must have been ten feet between the rows of tables and more lighting than anyone could ask for, to see the rows and rows and rows of the nation's best models. For anyone that has never been to a Nationals, I cannot say enough how exciting and awe-inspiring it is to see the contest room full of so many works of art. Yes, in my humble opinion, they are works of art. From the shadow box dioramas of Mike McFadden to the scratch-built wonders of some guy



named David Strouss... or something-or-other (wink, wink). And in between we get to see the overnight builds of Dem Brudders, the diorama creations of Guld (below) and Blohm, and the magnificent details in "the Return of Shachter's" 1/2 P-51D Mustang.

After you entered your models, you could attend one of a half dozen seminars or go on one of four tours around the Colorado area. And if

these don't settle your appetite, there's always those two pesky "Vendors' Rooms" (queue the monster movie music: dun, dun, DUNNNNN). O-M-G! Approximately 7,000 square feet of plastic model builders bliss. Nowhere else (at least since the 1990s Kit Collectors shows in Southern California) can you find soooo many vendors and garage operations selling soooo much plastic model building candy. But there was a "catch" to it all: while one could almost certainly find anything currently in production their for purchase, one must remember that vendors spent a lot of time and money getting there and those lovely kits, books, and decals weren't going to



jump off of the tables and into one's bags without a cost. And therein lies the rub; what cost are you willing to pay out for those goodies that the vendor still needs to sell at a price to make all of their investment worth it? Meaning, is one willing to pay just as much or perhaps more for the newly released Kittyhawk 1/48-scale Gripen from a vendor at the Nats as one might pay for the kit from the local hobby shop back home? Now, ask the same question but substitute "online or from eBay" for "the local hobby shop back home"? Anyone that watches the internet and/or eBay closely will have seen that given the right amount of time and looking in the right places, one could easily find the same kits, books, and decals online or from eBay for 20, 30, even 50% less than what some vendors were selling them for. However, that was not always true for all cases and some financially "good deals" could still be found. Most all of you know what an eBay hound I am, but I still managed to blow over \$400.00 smackarooneys there—mostly on books and decals. Well, okay... a few kits... okay, *more* than a few kits. Really. That was it.

Moving back to the contest room and the resultant awards, Albuquerque Scale Modelers members came out in force with no less than 23 of its members attending the Convention (27 being the record so far) along with six additional guests (brother, wives, and daughter). Of the 23 members that attended, seventeen of us entered 136 entries.



Of the seventeen members entering models, ten of us had worked together to arrange, assemble, build, and complete ASM's "Group/Chapter" entry. It was a display of seventeen of the known variants of the British Matilda tank in all her forms, colors, and theaters of operation during World War II. The display included detailed written descriptions of each vehicle's Mark and its location where it operated, keyed to the individual

model's base. Their presentation was set upon a newsreel film strip table cover theme with authentic period correct audio recordings of radio news headlines playing in the background for all attendees to listen to as they walked up to the display. Other accessories accompanying the display including decorative newsreel canisters, a period correct radio, and (of course) a British flag draped across the front of the table (naturally).

However, due to unforeseen circumstances that would evolve out of our control, our entry would end up residing in the middle of another category, across the room, away from the category it was entered and judged in, and it is suspected that it is possible that our entry missed the eyes of the judges (a question that we have not yet been able to answer conclusively) and ultimately, we would not receive any recognition nor awarding this time around.

But all was not lost. Amongst the 136 entries, ASM members would rake in ten third places, eight second places, and six first places. And our longtime resident scratchbuilding nutjob, and personal friend and mentor, David Straub, would



earn the “Best Ship” award and the coveted “People’s Choice” award for his three-year endeavor working on his 1/200-scale USS Langley aircraft carrier with a full compliment of scratchbuilt aircraft. An award that Arias Pappas (IPMS’s long-time ex-



Head Judge and regular awards presenter) announced was noted as having received, “by far,” the most People’s Choice ballots at a Nationals in over a decade! All totaled, ASM brought home 26 awards from this year’s IPMS/USA National Convention (27 is also the record so far). Not a record for ASM, and not a record for most awards received by any one chapter’s members, but by far an excellent testament for our members’ plastic model building prowess. Congratulations to all of my friends in ASM that participated.

ASM’s longtime plastic model building friends and associates, Bill and Dick Engar (aka “Dem Brudders”) from Utah and Texas, were also in attendance this year. They brought along their usual good cheer and camaraderie. Most noteworthy and closest to my heart was a little experiment they pulled off while attending. For years now, they and many other of my friends in ASM have poked fun at my now infamous “hotel room” model finishing at contests, including at IPMS/USA Nationals (don’t laugh... as has been the case in previous years, two of the models I finished in the hotel room this year won first-place awards!)

They described to me how once they arrived and noticed only a few entries in the 1/2 civil aircraft category, that they thought of my little antics and proceeded to the vendor’s room where they each purchased a model, went back to the hotel room where they pulled an “all-nighter” and built the two models right out of the boxes, finished them, and placed them on the table the next day! Bill was rewarded with a third place. Bravo! I am honored to have contributed to the inspiration and lunacy that has now graduated our two buddies to the next level of plastic model building insanity. Welcome aboard.



As has been customary for over nine years now, Dem Brudders have also joined two Udder sets of Brudders at the Nationals, Dem Pecks and Dem Liottas, to further cement our common bond in “the Dudes” plastic model admiration. But wait... one of Dem Udder Brudders was missing this year!?!? Hopefully we’ll find him and bring him back to the next National’s installment of “The Dudes Abide.”



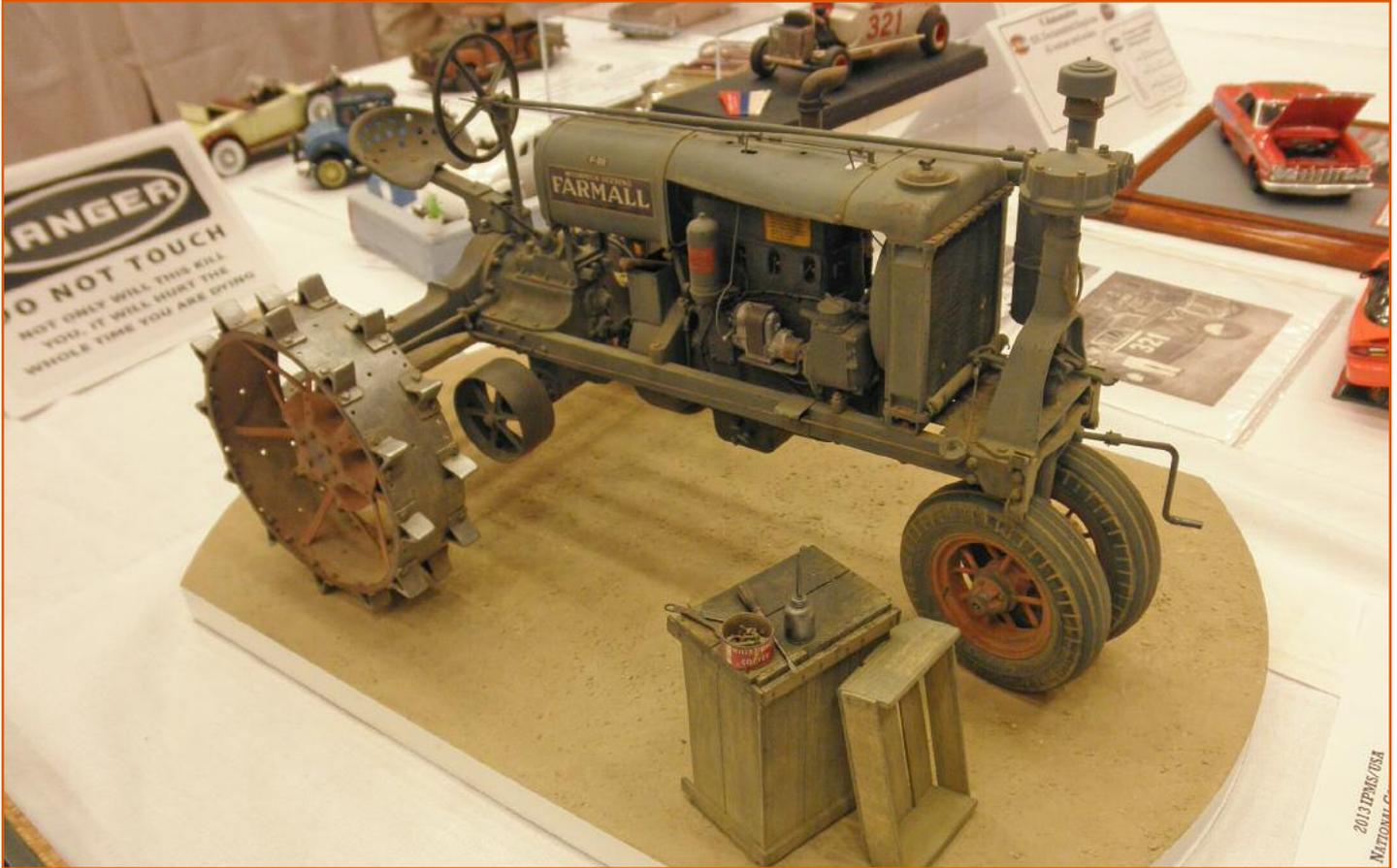
Having judged local contests and IPMS Regional contests for over twenty years, at the 2011 Nats in Omaha, I thought it was time that I step up to the plate and signed up to judge for the first time at an IPMS/Nationals. That experience was thrilling and illuminating. So much so, that I signed up in Loveland to do it again. In Omaha I had the fortune of judging $\frac{1}{2}$ prop and then $\frac{1}{35}$ dioramas. All that I can say is, “Wow!” There were some cool models there. Contrary to Omaha’s experience, in Loveland I had the fortune of judging eight different automotive categories, including the automotive scratchbuilt category and then my favorite of all subjects to build... wait

for it... Motorcycles (queue the monster movie music again... dun, dun, DUNNNNN)! Holy motorcycling marvels, what excellent works of art. Even though motorcycles are my favorite models to build, I knew better than to go up against the heavy hitters in Colorado, including Colorado’s most excellent builder and first place winner of the category, Yvonne Carpenter, so I strategically entered the Automotive Out-or-the-Box category and the Triathlon category and squeaked out two awards there (neither of which I judged, by the way).

Hold on a minute, back the judging entourage up a bit... automotive scratchbuilt? Perhaps some of you have heard it, maybe not, but didn’t a certain 2013 IPMS/USA “Best of Show” originate from that category? Why, yes, believe so. And yes, I had the dubious honor of having judged that model of the $\frac{1}{6}$ -scale scratchbuilt Ford Farm Tractor built by longtime model



craftsman David Fischer. It was beyond words... superb, awesome, incredible. The craftsmanship that was displayed in that model was inhumanly excellent. I was also treated to the honor of having filled out the paperwork and then to submit it to the records keepers once we had judged it as the "Best Automotive" entry.



There were plenty of other outstanding pieces in the Automotive categories alone, but then factor in all of the other Divisions of Aircraft, Armor, Figures, and Ships, etc., etc... and you have an explosion of the most diverse, mind-blowing, creations that must all be heavily scrutinized to find the best in each and determine which model is the best of the best for 2013. This Tractor would be judged up against the incredibly small 1/72-scale "Best Aircraft" P-51D entry by Marc Shachter (with its opened engine and gun/ammo bays), and also against the aforementioned Dave Straub scratchbuilt USS Langley. I have heard that the George Lee Judges' Grand Award was narrowed down to one David's Tractor and the other David's Langley. Alas, only one could win the judges' choice, but we all know in our minds that David's Langley (no, the other David) is the Best of Show in our book.



So that closes another chapter in ASM's success at our society's grandest event. We saw more examples of the greatest plastic modeling craftsmanship than we could possibly imagine. We spent more money than we care to admit to our wives. We acquired more dust collectors for our closets. But in the end...



...we can never say we didn't enjoy the experience and the laughter we shared sipping on drinks in the hotel lounge after collecting our models from the contest room. Here's to a great time had by all in attendance and to looking forward to many more in the future. Cheers and... Model on, my friends, and Brothers of the Sprue.

KIT REVIEW

JOHN TATE

Naughty Invader

Building a Farm Gate B-26 Gunship in 1/48 Scale

The Douglas A-26 Invader was a latecomer to WWII, but in the years that followed it came into its own as a versatile night intruder and COIN attack bomber, a mission it fulfilled well into the 1960s yet one for which it was never designed. In fact, it served in so many big-and-small shooting wars and covert operations during the Cold War, in exotic locales from Korea to Indochina to Cuba to Indonesia to the Congo, that it's hard to figure what the US would have done in those years without it. With the possible exception of the C-47 and T-6 Texan, no other American aircraft has worn so many different markings in so many places, and taken so many bullet holes, as the A/B-26.

Unfortunately, for such a well-traveled and historically significant warplane, the B-26 has been poorly served in plastic. Monogram did a box-scale B-26 way back in the 1950s, Airfix did one in 1/72 scale in the 1960s, and Italeri released a new-tool 1/72 kit back in the mid-2000s, but the first (and only) Invader model in 1/48 scale was the A-26C released by Monogram back in 1993. The Monogram 1/48-scale kit met with general acclaim when it hit the market, since it was the first new WWII "bombing iron" kit by Monogram in a decade, but it was more of a throwback than a pioneer, since it had raised panel lines and "soft" details similar to Monogram kits from an earlier era. However, the overall shape was okay and it was a good starting point for some old-fashioned kit-bashing.



In the late 1990s, Monogram (AKA ProModeler) tweaked the A-26C molds to kit a B-26B with a six-gun nose, ventral turret, underwing rockets, early canopy and WWII decals, and this ProModeler kit was recently re-released by Revell-Monogram, this time with Korean War and Canadian fire-bomber decals. That kit was the basis for this build, along with a few parts from the earlier A-26C kit and the spares box.

I'll be honest—building a decent model from this kit is a tall order; almost nothing fit right, and I went through an impressive amount of sheet styrene and Tamiya putty to make it look like an Invader. On top of spotty kit engineering, another big problem was that Monogram made no changes to the A-26C cockpit to represent a B-26B gun-nose Invader—a lot of scratchbuilding was necessary to make it look right, including a right-hand seat for

the gunner/navigator. I kept the "bicycle seat" in the back of the cockpit, where the often-unenthusiastic South Vietnamese observer sat during Farm Gate combat missions. And whatever you do, make sure you add plenty of weight to the model's nose or you'll have a hellacious tail sitter. To compensate, I added a Scale Aircraft Conversions (SAC) white metal landing gear set, which worked perfectly on this model, along with a set of True Details resin wheels.





I was building an odd bird, B-26B No. 43-4376, which had been used previously by the CIA in Operation Haik, a 1958 effort to destabilize the Sukarno government in Indonesia. As such, it was a well-worn ship by the time it got to Vietnam, via Clark AB, in the early 1960s, with turrets gone and gunner's station stripped out and every identifying marking and manufacturer's plate removed. It was unusual among Farm Gate B-26s in that it kept its wing guns, so fortunately I didn't have to rescribe the kit's wing panel lines. For such a clandestine airplane, I was surprised to find two good photos of it in Dan Hage-

dorn's book, *Foreign Invaders*; both pictures showed the plane without wing pylons, so the model stayed "clean." Lack of accurate B-26 wing pylons and bomb racks is another bugaboo about the Revell-Monogram kit—be prepared



for some scratchbuilding in that department if you want to do an accurate COIN B-26.

Fortunately, Eagle Strike had a recent decal sheet, No. EP48284, which had nice markings for this Invader, consisting of a serial number and two fuselage-side VNAF stars-and-bars. Those were the only markings on this shadowy aircraft, as Farm Gate B-26s didn't carry national insignia on the wings.

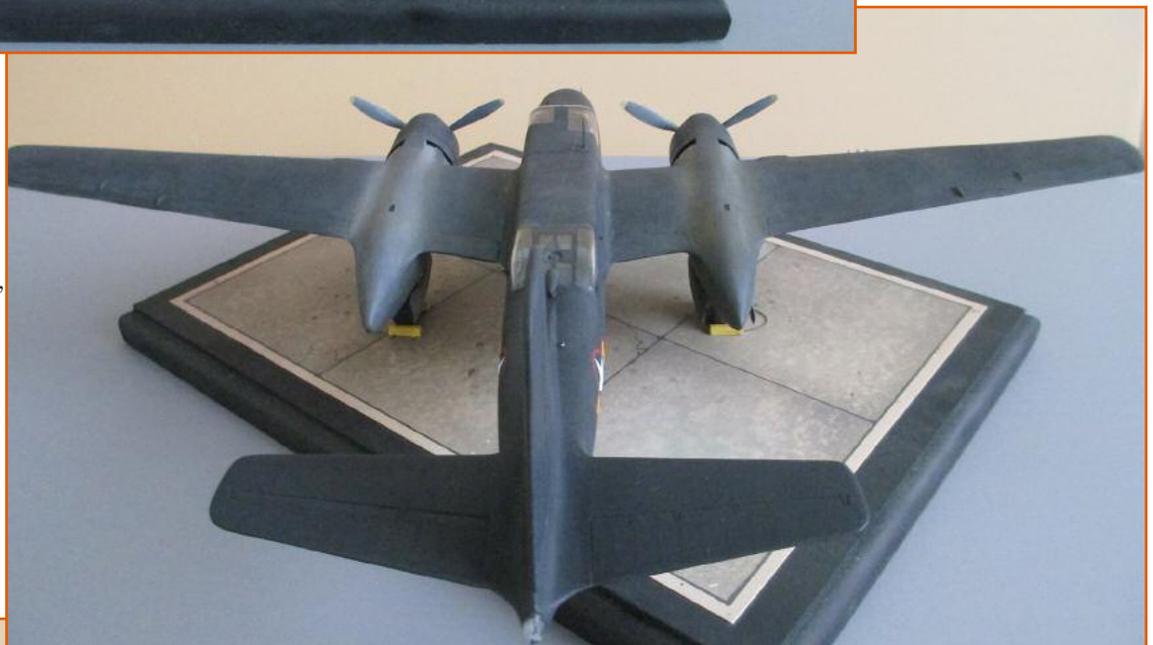
So what was Project Farm Gate? It was JFK's effort in the early 1960s to stem the tide of communist infiltration into South Vietnam by using American-crewed B-26s, T-28s and C-47s to give a semblance of air power to the South Vietnamese government. It was a semi-clandestine effort, so to give the appearance of a training mission, VNAF stars-and-bars were carried on the aircraft and a South Vietnamese observer carried along for the ride. As usual in these kinds of operations, American servicemen were asked to do everything with nothing, but Farm Gate personnel maintained a high-level of readiness and esprit de corps, even adopting rakish bush hats as part of their uniform. However, it became clear to US policymakers that a handful of old propjobs wasn't going to stop the communist onslaught, so by the mid-1960s, the Farm Gate mission was incorporated into a larger USAF



special operations effort and better equipment arrived to carry on the fight in a wider war. As it happened, this coincided with the end of the B-26's first service chapter in Vietnam, due to fatal wing spar failures. However, the aircraft did make a later appearance as the remanufactured B-26K Nimrod, used to interdict the Ho Chi Minh Trail.

Not sure if we'll ever see another B-26 Invader in 1/48 scale but as a

landmark aircraft it certainly deserves the "Tamiya" treatment, although chances are Trumpeter or a related Chinese company would end up doing one first, someday. In the meantime I'd recommend the Monogram kit only to those who have a true fondness for this bird and are willing to put in the required elbow grease to get a halfway decent replica.





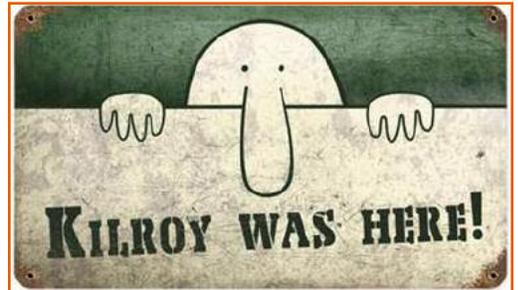


KILROY WAS WHO?

FRED FRANCESCHI

[Editor's Note; In lieu of his usual Foto File this month, Fred submitted this item, which was sent to him by his daughter Marcia Smith. It's one of those anonymous circulating-around-the-internet pieces you often see. A visit to [snopes.com](http://www.snopes.com) (always recommended for things like this) turned up an "Undetermined" status, meaning they don't know whether it's accurate or not. For more information, visit the website itself (<http://www.snopes.com>) and enter the word kilroy in the search box. You'll see it. -JW]

He is engraved in stone in the National War Memorial in Washington, DC—back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born from 1913 to about 1950 is familiar with Kilroy. No one knew why he was so well known—but everybody seemed to get into it.



So who was Kilroy?

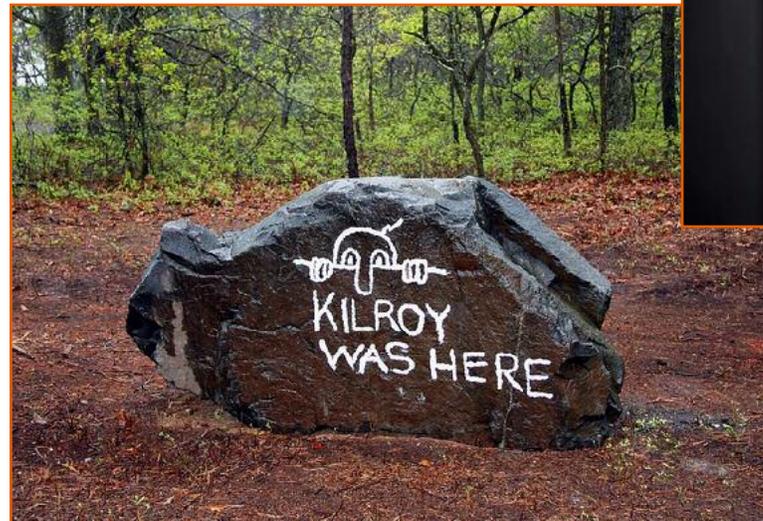
In 1946 the American Transit Association, through its radio program "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost forty men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.



"Kilroy" was a 46-year-old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what

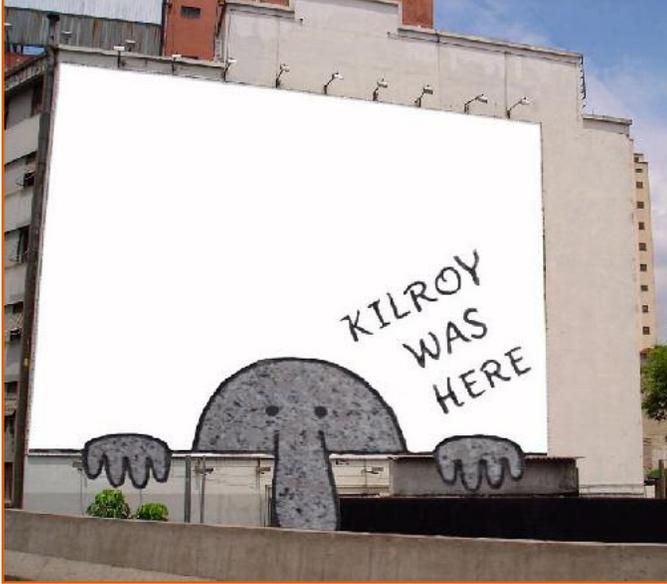


had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe

away his marks. Ordinarily, the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.



Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, US servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the US super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside



of the Arc de Triomphe, and even scrawled in the dust on the moon.

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by US troops (and thus, presumably, were the first GIs there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Legend has it that its first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.

FIELD TRIP!

MIKE BLOHM

Air Force Flight Test Center Museum

This report covers a visit to the Air Force Flight Test Center Museum at Edwards AFB, California, in early September, 2013. The primary focus of this report is to cover the new aircraft that have been added inside the museum and in the outside display. Two reports with more details on the museum are located on the ASM Website's Field Trips page. Several pictures are included with this article; more are available on the website (http://www.abqscalemodelers.com/asm_field_trips.htm).



The Cessna AT-37 Dragonfly that had previously been inside the museum has been moved outside. Also new is a Northrop T-38 Talon in a multi-gray paint scheme.



Replacing the AT-37 inside the museum is a Northrop X-4 "Bantam" experimental aircraft. The X-4 did not have a horizontal tail surface and was used at Edwards AFB in 1950 – 1953 to test stability at high aircraft speeds. The X-4 on display is the first of two built.



Also new is the X-48C Hybrid Wing Body, which is an experimental sub-scale unmanned aerial vehicle for investigation of blended wing body aircraft. The X-48C was flight tested at Edwards from August 2012 to April 2013.



Another new test vehicle is the remotely piloted Low-Observable Flight Test Experiment (LoFlyte), which demonstrated low speed handling characteristics of a “waverider” airframe.



The coolest addition is the single-seat version of the General Dynamics F-16XL, which is a cranked-arrow delta winged version of the Fighting Falcon. The F-16XL was entered in the USAF Enhanced Tactical Fighter competition in 1982 – 1984 but lost to the F-15E Strike Eagle. One two-seater F-16XL was also built. After the competition the two prototypes were put into storage at Edwards AFB. In 1988 the aircraft were turned over to NASA to be used in research programs. At the conclusion of their test programs in 1999, both F-16XLs were placed into storage at NASA Dryden. They were briefly used in 2007 and were retired and stored again in 2009. It was difficult to get a picture that adequately shows the cranked-arrow wing configuration, so a “press picture” has been included in this article.





This museum is definitely recommended if you are in the vicinity of Edwards AFB (Palmdale/Lancaster, California). Plan on about half a day if you want to see both the inside and outside displays. Visitors without access to the base (military or retired military) will need to contact Edwards AFB Public Affairs to get on a tour. How to get on a base tour, plus other information on the museum, is available on their website (<http://www.aftcmuseum.org>).