

# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

September 2012

## BEST. CHAPTER. EVER. JAMES GULD

For those of you who haven't heard, ASM won the Region X Chapter of the Year award, and Mike Blohm won for Webmaster of the Year for the region. So congratulations to last year's E-board and everyone else who helped out with ASM-related projects. It is this type of hard work that makes this possible.

Mike Mackowski, the Region 10 Coordinator, announced the 2011 - 2012 Region 10 Awards thusly:

**Chapter of the Year (R10): The Albuquerque Scale Modelers** is the R10 Chapter of the Year for 2011 - 12. Citation: For excellence in community activities, emphasis of the fun

aspects of the craft of scale modeling, and promotion of the Society.

**Webmaster of the Year (R10): Mike Blohm** (from Albuquerque Scale Modelers) is the R10 Webmaster of the Year for 2011 - 12. Citation: For producing a sharp, easy to use, well-organized website with useful and timely content including ready links to IPMS/USA.

## BEST. WEBMASTER. EVER. JAMES GULD

So what's new, you ask? Oh, nothing much, except that, in addition to his Regional award, **Mike Blohm was awarded IPMS Webmaster of the Year**. Make sure you bow to him at the next meeting.

August meeting highlights, L - R: Ultimate Webmaster of the Universe Mike Blohm demos the finest modeling web site in existence; Patrick Dick and Brian Peck running two clinics on Super Clinic Night; and the business meeting in progress.



# SORRY ABOUT THAT JOE WALTERS

Sometimes the Real World intrudes on important things like hobbies, so when I found myself facing the Dreaded Deadline Doom last month, I realized I couldn't get a newsletter out. So this oversized issue contains content intended for two issues, and lots of Bonus Pages for you electronic subscribers!

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## PRESIDENT'S SPIEL JAMES GULD

[For the August newsletter] It's never too early to start thinking about the election—no, not that election, the ASM election! I encourage new blood to get out there and run for a position, any position. It's not hard, and most of the positions don't take up a great deal of time. Ask anyone who has filled these jobs and they'll tell you it isn't that hard.

We are still trying to figure out about possibly putting in a bid for the 2015 IPMS Nationals. The biggest hurdle is the cost of the convention center and the question of whether we have enough hotel space nearby. I hope to have more information for you on this in the next few months.

The Matilda Group build is still going strong and if anyone else wants to join in, fire me off an Email. We could always use more, especially since we lost two finished tanks that Tony Humphries built due to theft.

Well, that's about all I have for this month other than to say great turnout on the contest tables last month. Keep the ball rolling, guys and gals.

[For the September newsletter] With Nats over with for another year, it's time to start building for next year's show in Loveland, Colorado. Get at it, guys and gals, and all you Matildites! Don't let the year slip away, and you end up like Ken building in your hotel room.

We are also coming up on nominations for E-board positions for next year in October. I hope to see some new blood throw their hat in the ring. The jobs are not hard, the pay is great, and we get full medical benefits. Yeah, right. I will not be running again for President, but might consider running as a Pro-Tem. Let's see some new faces on this side of the table and hopefully some new ideas.

We are working on another Make-&-Take with a different Cub Scout pack. The date isn't set yet, but you can still volunteer to help out. Just get ahold of me at the meeting or fire me off an Email. Thanks.

Well, that's about all I have to say, except Keep Building.

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## CONTEST DIRECTOR UPDATE VICTOR MAESTAS

[For the August newsletter] This was another impressive month on the contest front. For the "70-, 50-, 30-year Anniversaries" Theme Contest we had thirty-one entries. In the **Juniors** division we had a guest entrant, Travis McDowell, with a very nice J-20 Mighty Dragon jet. Travis earned Gold

and People's Choice awards for his entry. In **Basic**, Matt Blohm's A6M2-N Rufe earned a Gold and Best of Show and his Arado Ar-96 earned a People's Choice award. In **Inter-mediate**, Tony Humphries earned a Best of Show award for his "Small Act of Defiance" Diorama, showing a scene from the Falkland Islands Invasion. Adrian Montano earned a People's Choice for his *Star Trek* USS Reliant. In the **Masters** division, Dave Straub earned Best of Show and People's Choice awards for his inspiring scratch-built USS Langley Sea Plane Tender.

There were several entries that pushed the boundaries of the theme this month. The "Pushing the Boundaries" bonus went to Dave Straub for his USS Langley. The ship was shown in 1930s markings, but the ship was sunk in 1942. Adrian Montano's *Star Trek* Starships (USS Enterprise and USS Reliant) were from a film released in 1982 (*Star Trek II: the Wrath of Khan*). So far, there have been some very imaginative pushing of the boundaries, accompanied with very nice builds, and I look forward to seeing more of these in upcoming theme contests.

If you want to see a specific item during one of the upcoming scheduled clinics, get with Brian Peck, who is organizing them this year. Also, if you are interested in helping with judging, please get with me before or at the beginning of one of the upcoming meetings. It's a good opportunity to see first-hand what the judges are looking for when judging models at the contests.

[For the September newsletter] Last month was a break from the contests with the Super Clinic night, more time to get entries ready for upcoming contests. It is encouraging to consistently see models shown on the Work-in-Progress table. I look forward to seeing them on the contest tables in the upcoming months.

Upcoming contests include the New Mexico Centennial of Statehood points contest on September 7. In October, there will be another points contest with the Century Series theme as well as Josh Pals's sponsored contest: "From a Movie/TV show."

The State Fair is also coming up in September. The entry dates for entering models is Friday, September 7, and Saturday, September 8, from 8:00 A.M. to 5:00 P.M. Points will be awarded toward the ASM Modeler of the Year Contest for participation. Ten points will be awarded for the first three models entered for a maximum of thirty points. For those in a tight contest, this might help close the gap! As usual, volunteers are needed during registration and during judging for this contest. Contact Mike Blohm or myself if you need more information or are available to help out.

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## ASM MODEL HIGHLIGHT VICTOR MAESTAS

The selected Model Highlight from the July 2012 "Anniversaries" contest is Adrian Montano's Hawker Harrier GR.3 in markings from the Falklands conflict in 1982.

The kit is an old distressed 1/2 Revell Harrier GR.1 kit. It was converted by cutting off the kit nose and scratch-building a replacement. Sheet styrene was rolled to the correct diameter



and then filled in and shaped with putty. The vertical stabilizer was modified to add the fillet. The



tail “stinger” and weapons pylons were also modified with sheet styrene and putty. The markings from the conflict were relatively simple, so decals from spares were used.



Adrian took advantage of this theme to be able to use up a distressed kit and stretch his skills by scratch-building a conversion to get the correct version of this aircraft.

## ANOTHER RANT DON SMITH

Let us build. All right, after reading Paul’s “A Rant” in last month’s newsletter I asked myself, “Why don’t you build more models?” The answer: I’m slow and I’m busy with life. I’ve heard and read helpful hints for getting those models done: build “out of the box,” concentrate on one model at a time, build only what you truly like, and get organized. You get the picture. No complaints, I enjoy the hobby and find it relaxing. Does anyone have any other helpful hints or insight?

We are lucky to have a club full of like-minded modelers who are willing to share, teach and volunteer. I’m always inspired when I come down from Colorado’s Left Slope and attend a meeting. Let’s all use that expertise and get an extra model built before the end of the year.

I would love to have a peek at next year’s contest schedule. I can’t help it, I love the competition. I love the awards, all the “happy crap” and

## FRED’S FOTO FILE FRED FRANCESCHI

### Blythe Airport

The Blythe Airport is located on the California side of where the I-10 Freeway crosses into Arizona. I made several cross-country flights there from the San Diego area in 1960 and 1961 as a student pilot. Never got my pilot’s license. I had just enough money to remain incompetent but not enough money to put in the hours needed to get skilled.

As I check my old logbook, I see that I made two flights to Blythe. One on December 31, 1960, and the other on April 8, 1961. The black and white photos would have been from the first flight, the color photos from the second one. So I finally have a couple of specific photo dates.

There were a few World War II aircraft sitting at the airport, and they sure were a lot hotter than the Cessna 140 that I was flying. And in those days there were still airports with old military aircraft scattered about.

Shown at right is a former Navy Reserve Corsair that had been assigned to Olathe in its previous life. The red band indicating a reserve unit and the word “Olathe” under the wing make my guess fairly good.



Another cool airplane was the P-47D Razorback, N5087V, shown above. That’s me leaning against the propeller of the P-47D, trying to make it look like I’d flown the cross-country in that. Those were the days when I was lean and mean. A long, long time ago.

I wonder what happened to the planes. Are they restored and sitting in a museum somewhere, or were they scrapped and melted down to make pots and pans? I really hope that they got a second life that was and honorable one.

*[Editor’s note: All of Fred’s Blythe Airport photos, including multiple shots of the above examples, detailed close-ups, and some other warbirds, may be found in the Bonus Pages! -JW]*

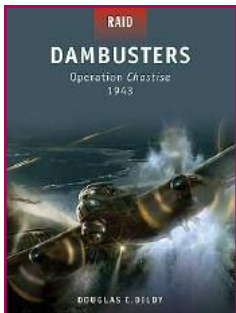
the warm fuzzy feeling I get from competing with talented modelers like you. I just wish there was more competition. So, in the meantime, I think I'll gather all those half-built models and see if there is something I want to finish, and complete it. Then I will look at the next half-built model and figure out how to finish that one, etc., etc. Thanks for reading my rambling rant and now, let us build. If I can just find those Matilda decals I ordered from China...

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## DAMBUSTERS

MIKE BLOHM

There will be a presentation on the famous "Dambusters Raid" by noted aviation author Douglas Dildy at the September 7 ASM meeting. This daring raid on the hydroelectric dams in Germany's Ruhr Valley was carried out on 16 – 17 May 1943 by 617 Squadron flying Avro "Lancaster III" bombers. Doug is the author of "Dambusters—Operation Chastise 1943" in the Osprey Books "Raid" series. Make sure that you do not miss this historical presentation!



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## DANNY ROBERTS

MIKE BLOHM

### New Mexico's Fighter Ace

This article is being written to coincide with ASM's "New Mexico Centennial of Statehood" contest in September 2012.

Capt Daniel T. "Danny" Roberts Jr. is a little-known but fairly high-ranking fighter ace born in Tucumcari, New Mexico. At the time of his death in November, 1943, Roberts was one of the top-scoring aces in the Pacific theater with 14 aerial victories. Roberts was born on 20 Sep 1918 and graduated from New Mexico Highlands University with a degree in music and became a music teacher in Las Vegas, Nevada. He joined the US Army Aviation Cadet Program graduating as a second lieutenant and pilot on 16 Sep 1941. After the Japanese attack on Pearl Harbor, he was sent to the Pacific, and due to his quiet nature—he never drank, smoked or uttered a strong



curse—he almost ended up being assigned as a base commander out in the desert. However, he was able to influence a general and instead joined the 80th Fighter Squadron (FS) "Headhunters" of the 8th Fighter Group (FG). The unit was equipped with the P-400 (export P-39) Airacobra, which was not much of a dogfighter, but Robert used it to gain his first two victories on 26 Aug 1942—both Zeros. He scored two more victories with the 80 FS in the P-38G.

Roberts joined the 475 FG "Satan's Angels" when it was formed in May 1943. He initially served in the 432 FS "Clover squadron" as Operations Officer and scored five victories in Aug – Sep 1943 while flying the P-38H. Roberts was unusual as a fighter pilot because of his meticulous habits and gentle speech and manner. He easily won the trust and affection of his comrades and showed a knack for leadership. Roberts was the commander of the 433 FS "Possum squadron" Oct – Nov 1943 and knew how to get the best from his men. He quickly impressed the pilots with his enthusiasm for their survival as well as maximum efficiency in accomplishing the mission. "Stay together like a pack of wolves," he would repeat to his men. During his short time as squadron leader, the 433 FS was credited with 55 victories against the loss of only three P-38s. Roberts himself downed five Zekes in one week, including "doubles" on 17 Oct and 23 Oct 1943.

Roberts was killed in action 9 Nov 1943 during an escort mission of B-25 Mitchell bombers hitting Japanese airfields at Alexishafen on the northern coast of New Guinea. Roberts had scored one kill—a Hamp—and was engaging an Oscar when he and his wingman collided. Had Roberts not been lost in this accident, he may have become one of the top-scoring aces and fighter leaders in the Pacific theater. Overall, Roberts is the top-ranking ace of the 433 FS (tie), the 9th-ranking P-38 ace (tie), the 38th-ranking American ace (tie), and the 33rd-ranking USAAF/USAF ace (tie). Roberts neither swore nor drank, but is still remembered affectionately today as "The Quiet Ace."

A longer version of this article with additional pictures is in progress, and will appear on the ASM web site.

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## NEW MEXICO STATE FAIR

MIKE BLOHM

### ASM-Sponsored Model Contest and Display-Only Theme at the 2012 Fair

All ASM members are encouraged to enter their models in the contest at the 2012 New Mexico State Fair. There are 18 different classes (categories) to enter, and you can enter one model in each. This year points from the Fair will count in the ASM Modeler of the Year competition, at 10 points per model entry, with a max of three counting for points. This means you can enter more than three (please do), but only three will count for points. As in previous years, ASM members in the Masters and Intermediate divisions are requested to enter their models in the "Professional" Section. Juniors and Basics can enter in either the Youth (11 years and under), Senior Youth (12 – 17), or Adult (18 and over) as they fit. Please see the



web site for additional information and rules for the contest (<http://tinyurl.com/nmsfasm12>).

Model entries are from 8:00 A.M. to 5:00 P.M. on Friday, September 7, and Saturday, September 8. Judging will be at 5:00 P.M. on Monday, September 10. Please see Mike Blohm or Josh Pals if you can help with the registration and judging.

This year's "ASM Display-Only" theme is going to be "Mustangs!" The focal point will be as many of the Tamiya 1/32-scale P-51Ds from the Hobby Proz-sponsored contest than can be loaned, but all P-51 Mustang models—in any scale—are welcome to be put on display. If you have an F-82 Twin Mustang or A-36 Apache please bring those too. If there is room available, we might even be able to fit in some Ford Mustangs. Hopefully we can totally fill the case and have an impressive display this year. Mustang models can be:

1. Brought directly to the State Fair on the model entry days: Friday, September 7, and Saturday, September 8, from 8:00 A.M. to 5:00 P.M. (when you are hopefully bringing in some of your own contest entries);
2. Brought in on the judging day, Monday September 10 at 5:00 P.M.;
3. Brought in to the September 7 ASM Meeting; or
4. Dropped off at Hobby Proz before Monday, September 10 (give to Brian Peck).

Please send me an E-mail ([blohmm@aol.com](mailto:blohmm@aol.com)) describing what models you are bringing so that placards can be made. Please include info such as unit, pilot, location, and time frame. Pictures from previous year's model contests and ASM display-only themes are on the web site—please check them out, and come out and participate.

## BUILD REPORT

### VICTOR MAESTAS

#### Refueling Diorama

*[Editor's Note: this article is highly abridged from its original three-page-length Word file! The full article, along with all the photos Victor supplied, appears in the Bonus Pages. Some of the photos might require a bit of discretion before showing them to co-workers or younger family members -JW]*

This diorama is of a KC-135A refueling Vic Vizcarra's F-105D "Pussy Galore II." The scene takes place in 1966 while he was based at Takhli Air Base in Thailand during the Viet Nam war. The diorama was built for display at the F-105 pilot reunion of 34 TFS to be held in Colorado Springs, Colorado, in May, 2012. The request to build this diorama came from Howard Plunkett, an ex-coworker who has a great interest in



## Year 2012 Contest Quick Reference Chart

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

- 06 Jan SPECIAL CONTEST #1**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**  
Sponsored Contest: Lasers  
(Patrick Dick)
- 03 Feb ASM Swap Meet**—no contest.
- 02 Mar Open Contest**—Any kit/subject/scale.  
Sponsored Contest: SF Spaceship  
(Don Smith)
- 06 Apr Large Scale**—Aircraft 1/35 and up, Armor 1/25 and up, Auto 1/18 and up, Ships 1/44 and up  
Sponsored Contest: Best Tamiya 1/32 P-51D Mustang (Hobby Proz)
- 04 May Super Clinic Night**—no contest.
- 01 Jun British Steel**—Any kit/subject/scale, operated or built in England.
- 13 Jul 2012: 70-, 50-year anniversaries**—Any subject from 1942, 1962 (100 year anniv of NM statehood)
- 03 Aug ASM Swap Meet**—no contest.
- 07 Sep New Mexico Centennial of Statehood**—Any kit/subject/scale.
- 05 Oct Century Series**—Any subject with 1xx in name or designation  
Sponsored Contest: From a Movie or TV show per IMDB (Josh Pals)
- 02 Nov More Than a Handful**—Any subject with large weapons  
Sponsored Contest: Stealth  
(Mike Blohm)
- 07 Dec SPECIAL CONTEST #2**  
**PEARL HARBOR**  
Sponsored Contest: Rolls Royce  
(Patrick Dick)  
Plus Model of the Year competition!

the F-105 Thunderchief. He also helped Albatros Decals with the research to produce the markings for several F-105s including Pussy Galore II.

This specific aircraft is the second aircraft to carry these markings, both by pilot Vic Vizcarra. They were applied to help boomers to connect with his plane when air-to-air refueling. These particular markings were put on but only lasted about two weeks before having to be removed.

Having worked on aerial refueling simulators for the KC-135 and always wanting to do "those" markings on the F-105, this seemed like an interesting project.

### F-105D

This aircraft is shown in a photo with the following loadout:

- Centerline hardpoint: MER with six 500lb bombs
- Two fuel drop tanks on the inboard hard points in uncamouflaged finish, which is unusual, but when the original tanks are damaged during side-slip maneuvering after a bomb run they are replaced with new ones without the camouflage.
- ECM pod on left side outer hardpoint

- Empty right hand outer hardpoint

The starter kit for the F-105D is a Hasegawa kit. This kit has very fine recessed panel lines but an extremely basic cockpit and pilot. The kit also didn't have the gun camera or refueling receptacle. The kit fuselage did include the afterburner cooling intakes on aft sides of fuselage which were appropriate for this specific aircraft.



### KC-135A

The KC-135A used for this project was an Esci kit. It has the correct configuration for the A-model with the proper engines. The kit has engraved panel lines and generally good detail.

The plane was painted with one coat of Bare Metal Silver from a Tamiya rattle can as a primer, and all blemishes cleaned up. After the second coat of silver, the nose, tail top, ruddervators, and wingwalk areas were painted in black and these areas were then masked. The wingwalk lines were

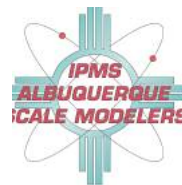
masked with long sections of thin pinstripping tape. The boom extension markings were painted with red, orange, yellow, and green fluorescent paint decanted from Tamiya rattle cans.

For final assembly, the boom was installed free to rotate vertically and the boom extension free to extend for ease of assembly to the fighter. When installed between the planes, they would adjust to the correct extension and angle.

### Support structure

The support structure consisted of a main wood dowel with two cross dowels passing through. The ends of the cross dowels were supported by wood balls with flats on the bottom. The three holes for the aircraft support rods were then drilled into the main dowel after setting the planes directly on the main dowel and marking the correct locations. The vertical support rods were then trimmed to ensure that the correct relative height between the two aircraft was maintained.

The report from the reunion was that the diorama was well received. This was a challenging project, but it satisfied several of my modeling goals, stretched my skills a bit and provided an accurate depiction of an event that occurred forty six years ago.



### Master

John Tate . . . . .	1380
Paul Kirchner . . . . .	1256
Larry Glenn . . . . .	613
Mike Blohm . . . . .	496
Brian Peck . . . . .	372
Dave Straub . . . . .	335
Glenn Bingham . . . . .	286
Ken Liotta . . . . .	268
Ray Ayles . . . . .	189
Dave Miller . . . . .	112
Fred Franceschi . . . . .	75
Maestas, Victor . . . . .	35
Josh Pals . . . . .	8

### Intermediate

Tony Humphries . . . . .	1470
Adrian Montaño . . . . .	1205
Robert Meeker . . . . .	980
Frank Randall . . . . .	867
Don Smith . . . . .	572
Pete Beck . . . . .	325
Steve Brodeur . . . . .	260
Gorham Smoker . . . . .	210
Kyle Garber . . . . .	129
Rick Carver . . . . .	125
Blaine Couch . . . . .	110
Ken Piniak . . . . .	102

### Basic

Matt Blohm . . . . .	1666
Chuck Girvin . . . . .	4

### Junior

Aleya Montaño . . . . .	930
Phillip Trujillo . . . . .	325
Matthew Ortiz . . . . .	125
Travis McDowell . . . . .	35

## MODELER OF THE YEAR POINTS STANDINGS

## CONTACT INFO

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Contest Director:	Victor Maestas	771-0980	vmaestas@aol.com
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	Larry Glenn	822-1488	l.glenn2@comcast.net
	Brian Peck		oryen@msn.com
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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

*[Editor's Note: Here is the entire text of Fred's article for this month, and all the relevant photos. -JW]*

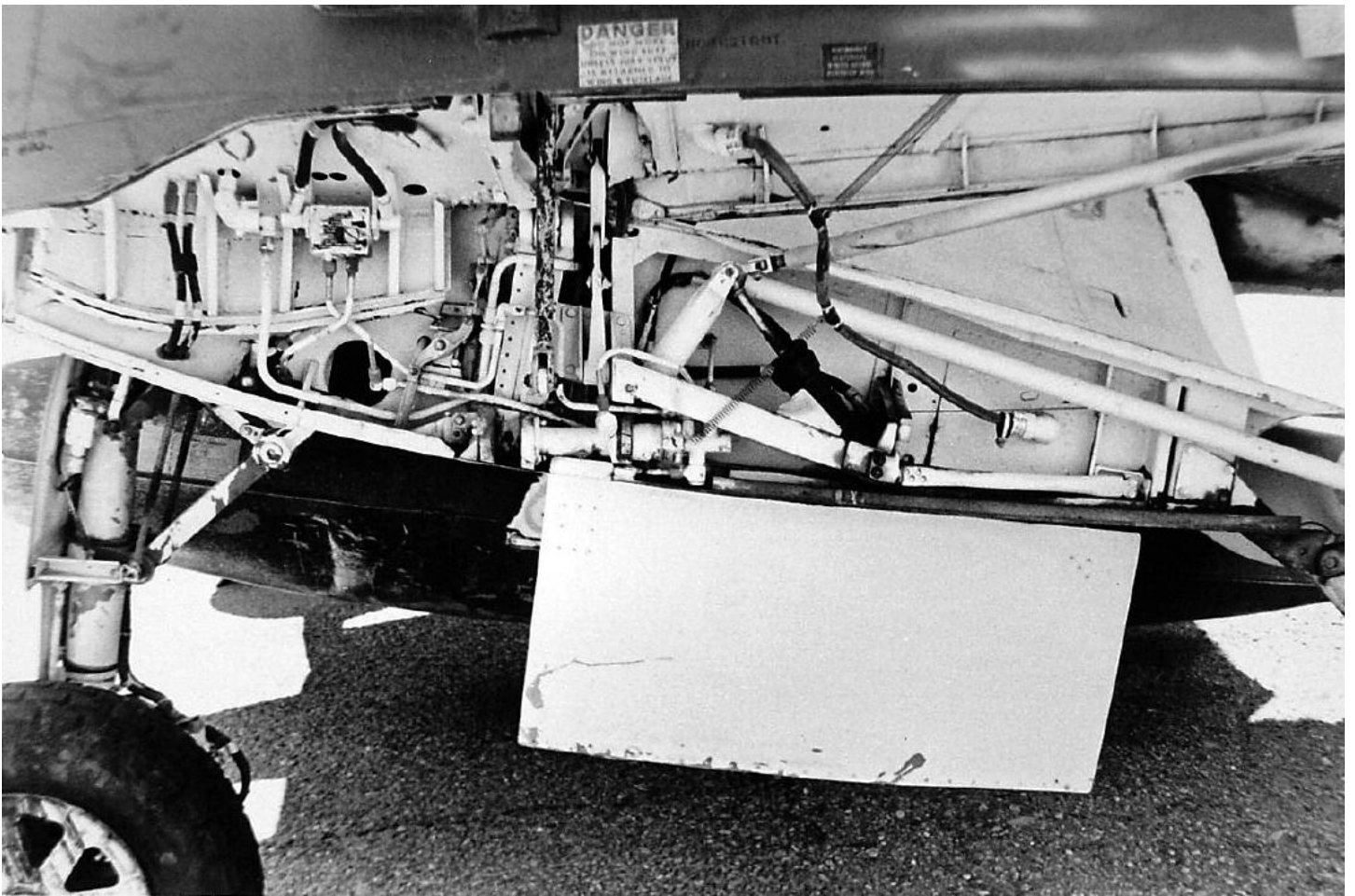
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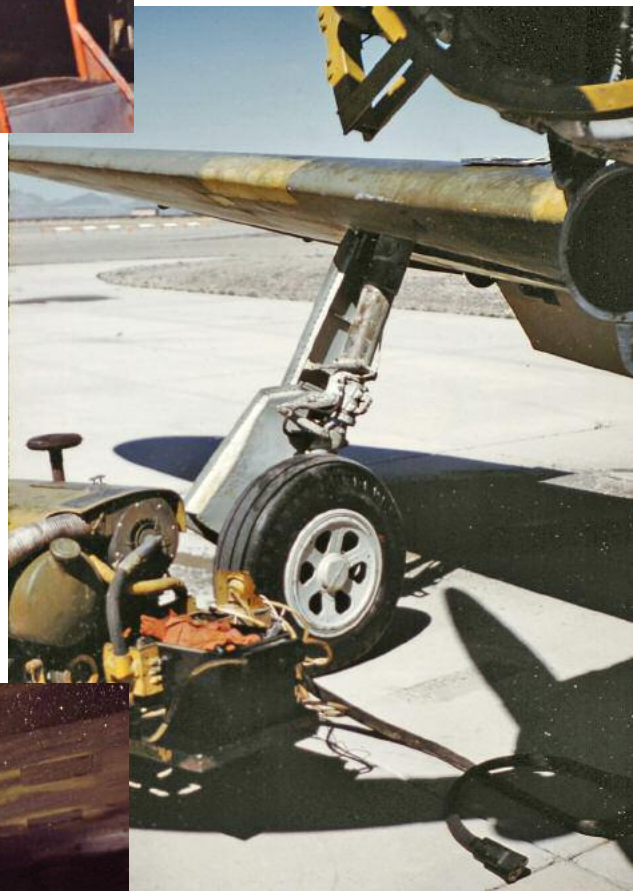
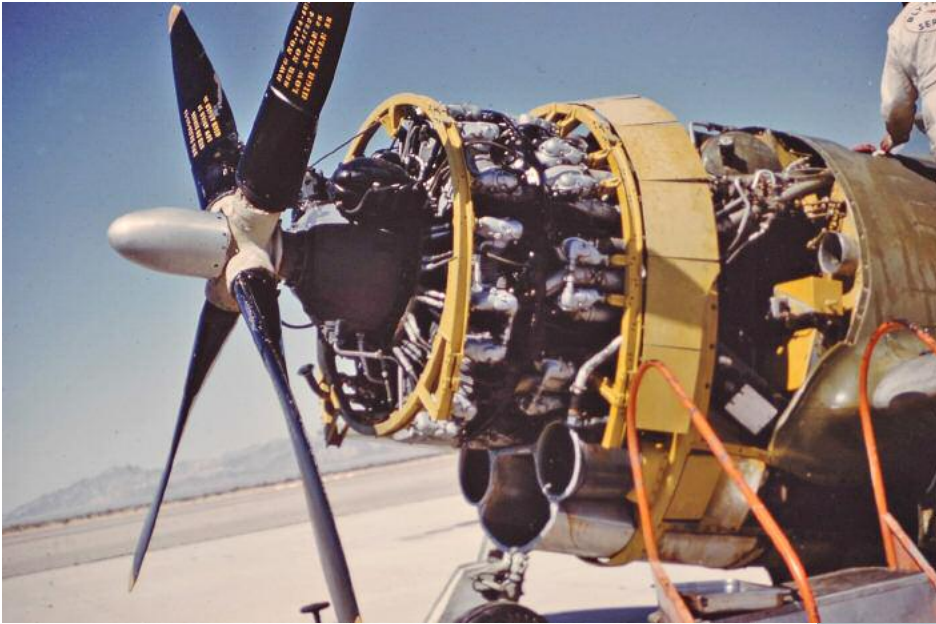
The first three photos were of a former Navy Reserve Corsair that had been assigned to Olathe in its previous life. The red band indicating a reserve unit and the word "Olathe" under the wing make my guess fairly good. The fourth photo is the wing-fold on the Corsair.

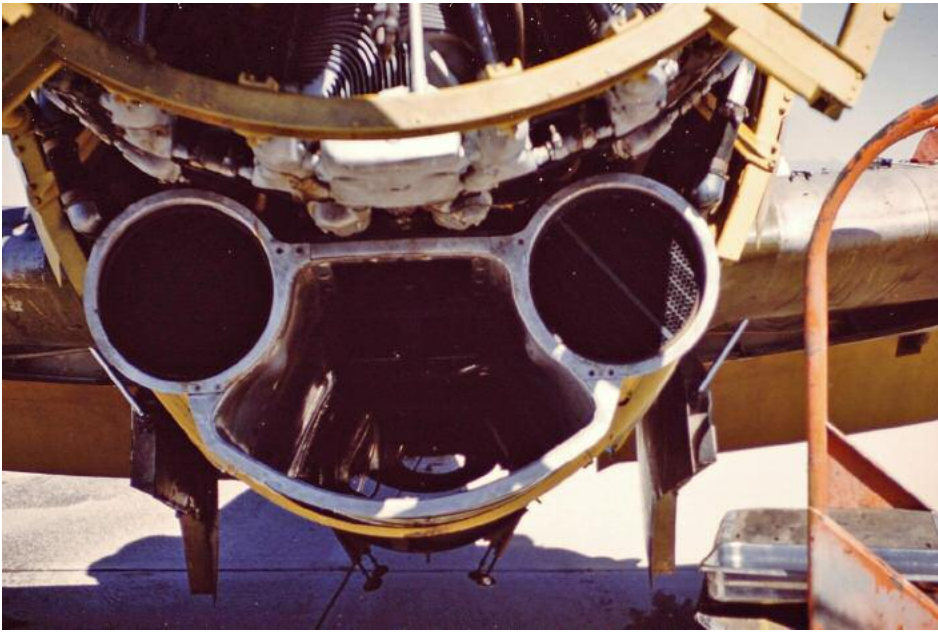






Another cool airplane was the P-47D Razorback, N5087V, shown in the following several photos. And the last photo is me leaning against the propeller of the P-47D, trying to make it look like I'd flown the cross-country in that. Those were the days when I was lean and mean. A long, long time ago.













The next three photos are of a P-63 Kingcobra, N9003R. Darn, but it was a hot looking airplane. And Gary Hartpence, who flew the second cross-country in a separate plane with me (formation flight, sort of), is standing on the wing.



And then there was the P-38 Lightning, N9011R and/or N9005R, photos O, P, Q and U. Or is it a former F-5 Photo plane? That squadron nose insignia looks more photo than fighter.

I wonder what happened to the planes. Are they restored and sitting in a museum somewhere, or were they scrapped and melted down to make pots and pans? I really hope that they got a second life that was an honorable one.







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- ECM pod on left side outer hardpoint
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An Aires cockpit set (meant for the Trumpeter kit) was added that included a resin cockpit tub with side consoles,

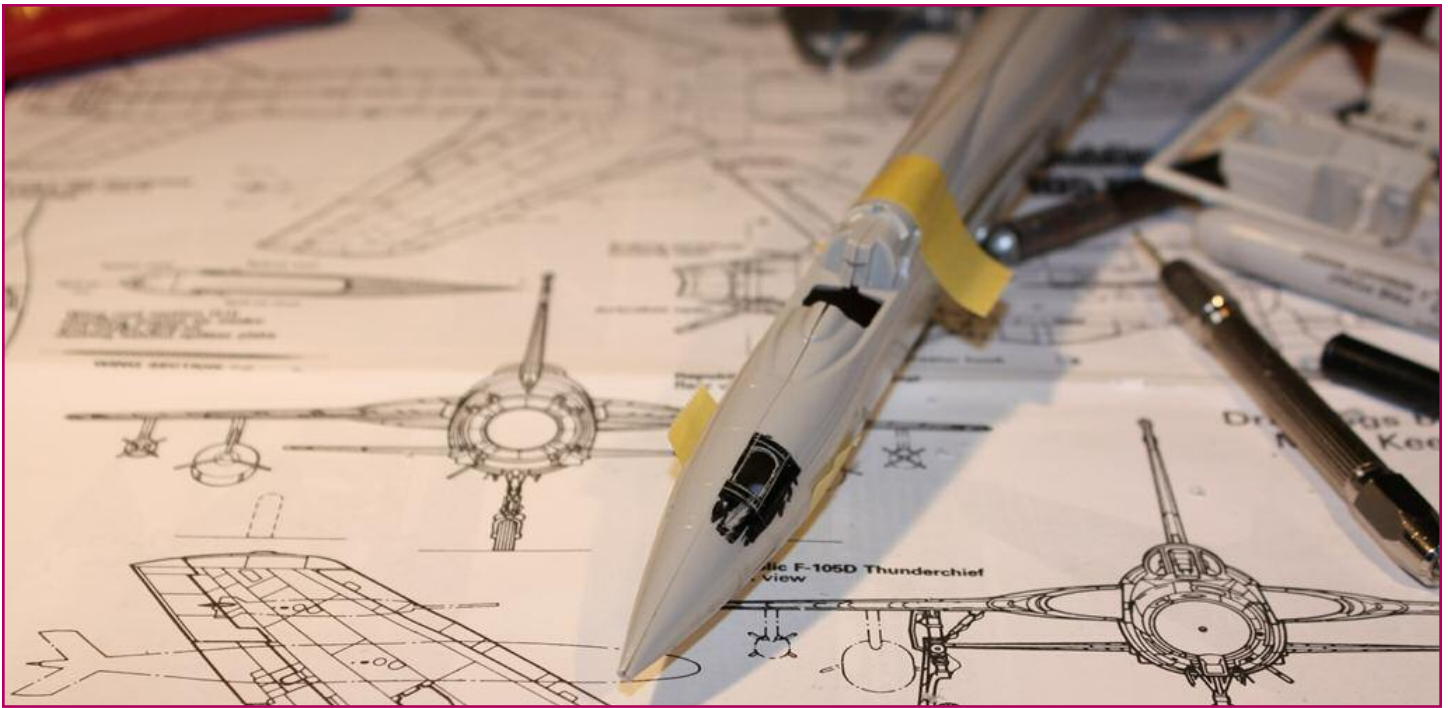


throttles, and HUD, as well as a more complete instrument panel and glare shield. The set also included a nice resin ejection seat. A pilot figure from a Hasegawa pilot set was added to complete the front office. Since the set was intended for the Trumpeter kit, it did require a lot of chopping and filling to get it to fit in the Hasegawa fuselage.

The refueling receptacle was added to give the boom a place to plug into with the open in-flight refueling door. A set of line drawings from one of my reference books were used to determine the

size of the cutout and locate the opening in the correct position on the nose. On the F-105, the receptacle is located off center to the left. After the correct size cutout was made, the panel lines around the receptacle were scribed. The actual receptacle inside the fuselage was built up from blocks of styrene glued to the inside of the fuselage. The receptacle was sanded and drilled





to the correct shape and angle to mate with the boom extension. The receptacle door/ramp was made from brass sheet from a piece of spare photoetch and rolled to match the contour of the fuselage.

On the outside of the fuselage, additions to the Thud included adding the gun camera under the nose from carved styrene and an aftermarket brass pitot tube on the nose (from Master Models). The afterburner cooling scoops were drilled out as they were molded solid.

Reinforcements made from sprue runners were added inside the fuselage aft of the centerline pylon and forward of the ventral fin to accept an insert made from brass tubing. This was sized to fit a  $\frac{3}{16}$ "-diameter stainless steel support rod. The hole for the

insert was drilled at angle to match the correct angle of attack of the aircraft during refueling, about 10 degrees, as seen on pictures of the aircraft. The upper end of the insert and the lower end in the base were crimped in-line with the fuselage centerline and then glued in place. Both ends of the support rod were ground to a chisel point. The shaped rod and insert self-aligns the aircraft on a single support rod.

After masking the clear parts, the nose and canopy frames were painted black along with pre-shading the panel lines. The nose was then masked off and the camouflage was applied starting with the tan. The medium green and dark green were then applied freehand with the airbrush at a low pressure and the tip just off the surface. The yellow seals around canopy panels are thin strips







of yellow Tamiya masking tape cut by clamping two X-Acto blades together and cutting strips of tape on a glass surface with a straight edge. After touching up missed spots and some overspray and letting it all dry, the whole plane was covered with several coats of Future floor polish applied with a wide soft brush. This provided a smooth finish for the decals and sealed in the yellow tape around the canopy.

The Albatros decals went on well with no problems. For the refueling "target," the receptacle door was placed in the closed position by supporting it with a small chunk of poster tack from inside the receptacle opening. The whole decal was placed over the nose making sure to have everything aligned. After the decal had dried, the outline of the door was cut out with a sharp X-Acto knife. The door was then repositioned to the open position and glued in place. After all the decals were applied, the plane was again sealed with a coat of Future.

The aircraft was weathered with a black wash in the panel lines followed by a brown wash around moving surfaces and especially on the bottom of the aircraft. A final flat coat was sprayed over the aircraft. Pastel powders were applied to break up the colors and show paint fading.

The final steps included loading up the bottom of the aircraft with the MER, fuel tanks, and ECM pod and unmasking the canopy.





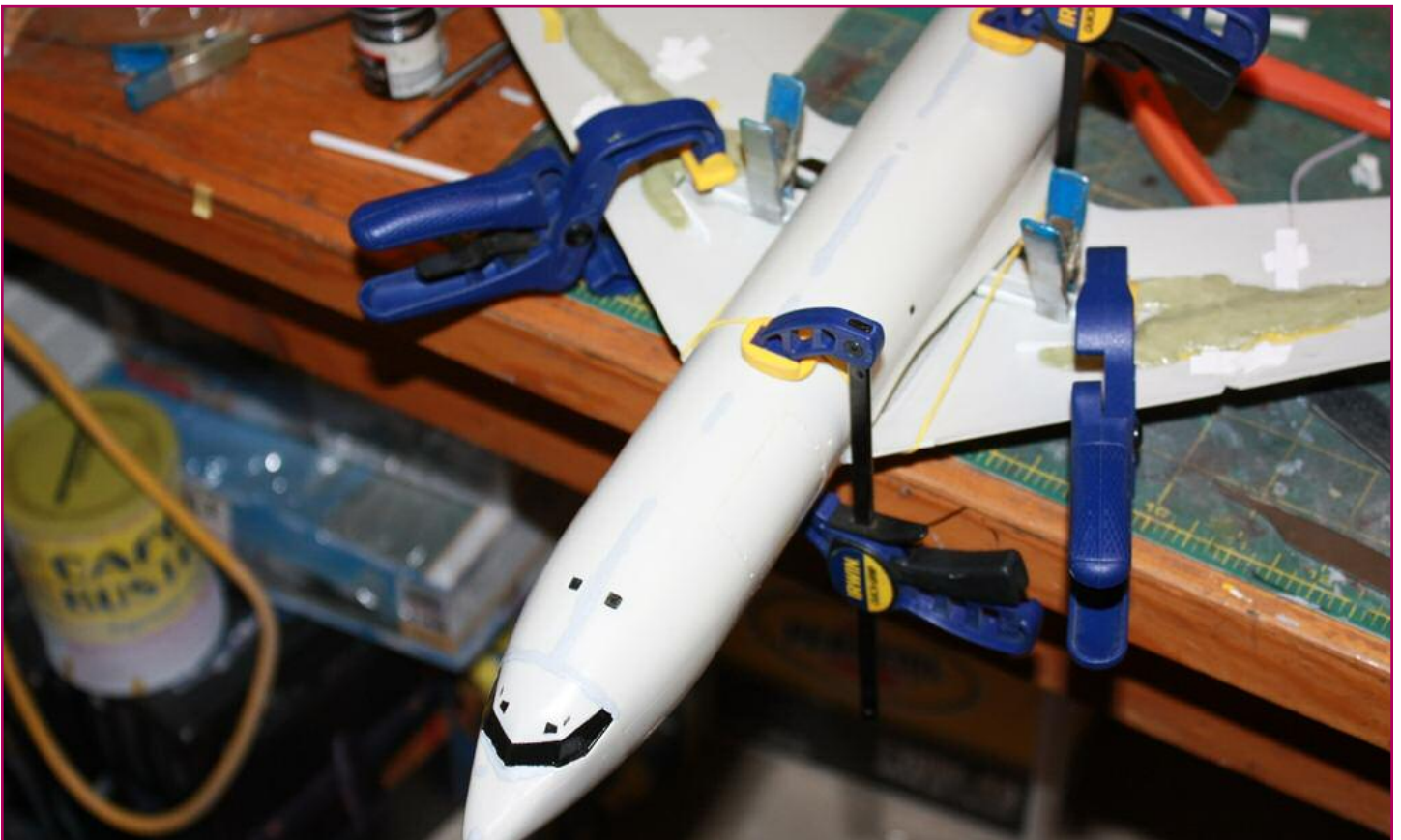
## KC-135A

The KC-135A used for this project was an Esci kit. It has the correct configuration for the A-model with the proper engines. The kit has engraved panel lines and generally good detail. The wings parts were warped and taping them together showed that they wouldn't stay straight. One wing tip pointed up and the other drooped down.

In the interest of time, all the internals were blacked out and only structural internals were used. The clear windows were installed and painted black on the inside before the fuselage halves were put together. The windows were then all masked with liquid mask on the outside.

The fuselage parts were reinforced all around with bits of styrene sheets at all the joints. Reinforcements were added just forward and aft of the landing gear bays, which is where the wing spar went through. These were added to support the two rods that would hold up the plane.

On the wings, supports were added at the joint between lower center section and outer lower wing sections. The wing spar was extended by installing nested brass tubing and rod (three sizes) to the lower wing halves. These were covered with two-part epoxy to hold them in place inside the wing. The wing was clamped to sections of square tubing sections on the outside to ensure the wings stayed straight until the epoxy set.





All the doors were installed in the closed configuration and most didn't fit well, especially the main landing gear doors. The seams and joints were cleaned up as much as possible before paint.

The plane was painted with one coat of Bare Metal Silver from a Tamiya rattle can as a primer, and all blemishes cleaned up. After the second coat of silver, the nose, tail top, ruddervators, and wingwalk areas were painted in black and these areas were then masked. The wingwalk lines were masked with long sections of thin pinstriping tape. The boom extension markings were painted with red / orange / yellow / green fluorescent paint decanted from Tamiya rattle cans.







The decals used were the kit markings for a standard refueling aircraft used in this particular timeframe. After the decals had dried, the entire plane was then sealed with a coat of Future floor polish and then overcoated with semi-gloss and flat topcoats to vary the sheen of the silver paint.

For final assembly, the boom was installed free to rotate vertically and the boom extension free to extend for ease of assembly to the fighter. When installed between the planes, they would adjust to the correct extension and angle.



### Support structure

The support structure consisted of a main wood dowel with two cross dowels passing through. The ends of the cross dowels were supported by wood balls with flats on the bottom. The three holes for the aircraft support rods were then drilled into the main dowel after setting the planes directly on the main dowel and marking the correct locations. The goal was to have the boom extension at half throw, to allow easy assembly while still remaining stable when on display. All drilling had to be set up on a drill press to ensure that they were all parallel and perpendicular to each other as needed. The vertical support rods were then trimmed to ensure that the correct relative height between the two aircraft was maintained.





The final touches, done by Howard, included a wood base, white batting to represent clouds (and hide the support structure) and a Plexiglas enclosure to protect the diorama.



The report from the reunion was that the diorama was well received. This was a challenging project, but it satisfied several of my modeling goals, stretched my skills a bit and provided an accurate depiction of an event that occurred forty six years ago.