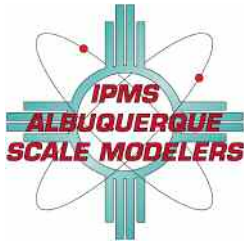


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

September 2015

THE FEZ SEZ TONY HUMPHRIES

As I'm sure the world and his dog knows by now, we won the **IPMS National Chapter of the Year for 2014** at this year's IPMS National Convention in Columbus, Ohio, at the end of July. We mentioned this in last month's newsletter, of course, and showed you a picture of the glittering trophy, but I don't see any harm in mentioning it again here. It is pretty significant, after all! The real reason that I mention it again though, apart from an in-print opportunity to pinch myself, is that by the time you read this, the trophy itself should be on display in Hobby Proz (in the big glass case at the back of the store). So if you haven't yet



had a chance to admire it close-up, in all its shiny glory, then why not call in and check it out in person? Don't forget to bring your sunglasses or a welder's mask, though. Please feel free to look, but no poking, prodding, waving, kissing, or licking of the trophy please. Brian will be watching... It's important, yes, but it's not the Stanley or World Cups. Besides, some of those stains won't wipe off.

Moving swiftly on, this month sees the incredible shrinking New Mexico State Fair (down to ten days this year I believe) and members of our club will be heavily involved in the modeling section, assisting with registration, judging and of course entering models themselves too. If you are able to volunteer to help out, please do so.

Our participation in this state-wide event reflects well on the club and was one of the factors, I suspect, in winning the

August Meeting highlights, L - R: The Swap Meet in full swing; our own Special Olympian Jeannie Garriss returns from that competition with a *slew* of medals to the delight of all present; and the business meeting in progress.



above trophy. I think that you'll find it enjoyable and points are available, if you enter models, for Modeler of the Year too. So what's not to love?

Last month's meeting was a successful and well attended swap meet along with the novelty (at least in recent years for us) of a distressed kit auction. Some of those kits were very distressed indeed, some probably bordering on the incon-solable. Nevertheless, although it took a while, good business was done and a solid contribution was made to the club's cof-fers, so thank you to all who participated, and who offered a few bucks for some old, but still buildable(-ish) Airfix and Heller kits. Let's see how many of those turn up on the tables on competition nights. We

still have a few left and will likely surprise you in a Monty Python-esque man-ner ("Nobody expects the Spanish inquisition!" etc.) at a future meeting, so please bring a few bucks along with you for the



next few meetings if you can, and watch out for anyone in a red robe and a large-brimmed hat. Go ahead and check for loose change in the drinks holder in your car and down the back of the sofa (or the comfy chair, for those of you who know their Python) at home. If you do, you too could be the proud owner of a few unusual and under-appreciated kits.

Talking of old Airfix kits, Airfix are running a KitStarter campaign currently (<http://www.airfix.com/uk-en/kitstarter>) where you can pre-order some of their really old and OOP kits, as long as they generate sufficient interest. It's an unusual idea—we'll have to wait and see if it catches on. Certainly those on the website so far didn't exactly send me scurrying for my wallet in a flurry of excitement, but your mileage may vary. I remember building some of these kits myself as a lad, especially the Black Prince figure, and remember it to have been quite a fun build (or at least paint) for the time. Be careful of that lance if you get one though. I seem to remember that it was an absolute menace and you could pierce quite a num-ber of body parts on that if you're not careful. Unless that's the bag you're into, of course, in which case knock yourself out. Possibly literally.

Finally, I'd like to say thanks to all of you who made kit do-nations to the club's eBay stock after our last meeting. This has proven to be a good source of revenue for the club in re-cent years and your donations have been a big help. Thanks again to those who contributed. We will list your kits wisely and promise not to blow the proceeds on the annual E-Board pro-celebrity wine-tasting festival. Honest!

Okay, see you all in September, then, for the "Trainers" points contest and lots of fun and frolics at the nation's top (it's official!) model club. Hurrah!

VICE PRESIDENT'S REPORT

MIKE BLOHM

Thanks to all who helped out with the registration and judg-ing at the 2015 New Mexico State Fair Model Contest. We'll

Year 2015 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 09 Jan SPECIAL CONTEST #1:**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: "Battle of the Bulge Plus 70" (ASM E-Board)
Sponsored Contest: "Fanta-storical" (Josh Pals & Patrick Dick)
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 06 Feb ASM Swap Meet**—no contest.
- 06 Mar Open Contest**—Any kit/subject/scale.
- 03 Apr SPECIAL CONTEST #2: "APRIL FOOLS"**
- 01 May May Day**—Any kit/subject/scale.
- 05 Jun Rotary Wing**—Any kit/subject/scale.
Sponsored Contest: "Lockheed Martin" (Patrick Dick)
- 10 Jul SPECIAL CONTEST #3: 1945**
Sponsored Contest: "Adversaries" (Mike & Matt Blohm)
- 07 Aug ASM Swap Meet**—no contest.
- 04 Sep Trainers**—Any kit/subject/scale.
Sponsored Contest: "It's All Greek to Me" (Gil De La Plain)
- 02 Oct Nuclear Winters**—Any kit/subject/scale
Sponsored Contest: "Hawker Aircraft" (John Tate)
Sponsored Contest: "Nuclear Heritage Model Display" (Defense Nuclear Weapons School Museum)
- 06 Nov Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Best Little Fokker" (Don Smith)
- 04 Dec Sponsored Contest: "Steampunk"** (Jerry Little)
Plus Model of the Year competition!

Note: The most complete and up-to-date details on the contests, as well as detailed rules, as always, are on the ASM Website: <http://tinyurl.com/asmsched>

have a verbal report on that at the September 4 meeting and an article in the October ASM Newsletter.

The next contest on the horizon is ModelZona 2015, hosted by the IPMS Craig Hewitt Chapter down in Phoenix on Saturday, November 7. It will be held at the Commemorative Air Force Museum, 2017 N Greenfield Rd, Mesa, AZ, from 10:00 A.M. to 4:00 P.M. There will be links and info on the ASM Website, but you can access their webpage now (<http://tinyurl.com/mzona15>).



THE FINER POINTS

JERRY LITTLE

Note: There was no club contest scheduled for August 2015

We as humans (okay, most of us are humans) are always improving our lots in life by learning something new. In our case, it's about modeling. Every time we build something, we get a little better and learn a little more. More specifically, we learn through various methods like repetitive actions, trying something different, or even observing demonstrations. As a club, we do that in many ways specific to modeling. The most obvious is hosting clinics at the club meetings. The demonstrated methods may not be new, but perhaps new to another modeler. Often, it's more about advancing our knowledge of modeling techniques than it is about learning a specific skill for a specific model build.

Many times learning is just about experience. This comes in the fashion of "the more you do, the better you are" when it comes to repetitive task. Building models straight from the box or "OOB" (out of the box) without using extra stuff or scratch building may not be a challenge for many builders, but it does help with speed and accuracy. Think about the first time you filled a seam on an aircraft fuselage. I remember building a Monogram $\frac{1}{48}$ B-25H very early in my advanced modeling career (snark...) with these huge raised panel lines. How was I going to use my newly minted seam filling skills on this beast with RPL (raised panel lines)? This was supposed to be a basic build, but now I had to figure out how to replace the RPLs. I figured I had three options; stretched sprue, rescribed lines, or, in my case, I just sanded the whole damn thing smooth! I was able to take this, and many other OOB builds, and make them better through sheer experience and repetition. As a side note, I revisited that kit years later when the "glass nose" came out (mid-'80s) and did a much better job and I didn't have to break out the 40-grit.

Trying something new is always fun. I recently had a chance to build a model and go all out with photoetch. I decided to use the new Eduard items with the "self-stick" backing. What I learned in that instance was to follow the directions (I know, right!)... that stuff will stick to anything, especially the glass table that I build on. Trying to get it off that without damaging the photoetch is almost impossible. But the upside is that when the cockpit was finished, it looked fantastic. I'm not sure that technique is something I'll use on a model in the future, but now I can say I tried something new and learned from it and whether or not I like it.

So what does all this have to do with club model contests? Well, one of the great things about ASM is we have the opportunity every month to show off our newly acquired skills in model building right there on our contest tables. This month is particularly poignant in that the theme of our monthly con-

FRED'S FOTO FILE

FRED FRANCESCHI

T-6

The theme of this month's contest is Trainers, so I decided to have a bit of fun. All of these photos except the last one were taken at an airshow, probably at Chino, California, in August, 1979.

The North American T-6 is the best known training aircraft in the United States, and probably the most known one in the Western world. And I located a few interesting shots of them.



An Armenian T-6 as flown by Brigadier General N.N. Mehterian. The aircraft must be very rare, since Armenia was a part of the Soviet Union until 1991. Maybe it's a Free Armenian Air Force plane.



A shot of a formation of three T6M2 Zeros. They were probably used in the movie Tora, Tora, Tora.

[Editor's note: The full text of Fred's article and several more T-6 photos (larger and in full resolution) are in the [Bonus Pages](#). -JW]

test is "Trainers". That is, the contest is open to any kit, any subject, any scale that represents something you train in, on, or with. This could include military or civilian aircraft, the 1964 Buick you learned to drive in, or even the USCGC Eagle (WIX-327) if you fancy ships.

The other Sponsored Contest is hosted by Gil De La Plain: "It's all Greek to Me," which is any Greek military subject or any Greek mythological subject. It is very interesting that "It's all Greek to Me" is often used to express something you know little about or can understand. Although it was intentionally planed this way, it's appropriate that these contest are together...if you don't understand something, go find a trainer and learn something new!

The Final Point

"Go big or go home!" That's the advice I always give when someone asks about what to build for a contest. It is my perception that most contest "Best of Shows" seems to be big or complex models. While I'm sure that it happens, I can't remember a time where a $\frac{1}{72}$ -scale model won "Best of Show"

or Judges' Grand Award. The perception is that the more complex or large a model is, the "harder" it must have been to build or present. However, ideally what judges should be looking for are quality builds regardless of the scale.



This reminds me of a time I was teaching navigation in the USAF's T-43 Navigator "Flying Classroom." We called it the "gator," short for "Navigator." The T-43A was a Boeing 737-200 with provision for four instructors and twelve student navigators. One of my students was giving the pilots corrected headings and I questioned him on his technique. You see, we were flying a 270° heading and he called for a right turn to



heading 271°. I asked him why and he told me because "271 degrees was the correct heading and he was being most accurate." I explained to him that it wasn't realistic to think the pilots

would turn one degree, and all they would do is bump the yoke and only make it feel like they changed the heading one degree. He didn't know the pilots couldn't really tell on their instruments the difference between 270 and 271 degrees. So a little later, "Lead Navigator" duties were passed to the next student and the subsequent heading change the next lead student calculated was for small left turn to 269 degrees. Instead of turning slightly to the left, he asked for and was given clearance for a "Pilot, right turn, heading 269," almost a 360 degree turn! I looked at him puzzled and asked why and he smiled and responded with "you gotta go big or just go home... they'll remember that heading change." This was the conflict between what is right and what is most realistic. I guess that is my thought on why big models always win. Judges seem remember them. It isn't always about being most accurate or correct; sometimes it's just what gets the most attention.

Just so you know, I let the student make the right 360 and then made him explain to me why he was now eight minutes late!

IN THE BONUS PAGES! JOE WALTERS

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

- The full text and photos of Fred's Foto File
- A new kit review from Larry Horyna
- A report on the big Star Trek convention in Las Vegas last month (with some model photos!)

Master

Tony Humphries	680
Glen Bingham	624
Ken Liotta	565
Larry Glenn	516
John Tate	478
Brian Peck	279
James Strickland	274
Mike Blohm	170
Josh Pals	127
Dave Miller	125
Victor Maestas	114
Michael Foust	75
Danny Williamson	25

Patrick Dick	4
Dave Straub	2

Intermediate

Ken Piniak	866
Partap Davis	566
Frank Randall	459
Bret Kinman	287
Len Faulconer	131
Gil Johnson	125
Jeff Frickstad	110
Gorham Smoker	110
Pete Armijo	100
Jack Garriss	85

Basic

Richard Milner	25
Kyle Garber	4
Tim Wood	4
Jeannie Garriss	1035
Keith McIntyre	8
David Paul	2

Junior

Josh Kinman	325
Anthony Jackson	150

MODELER OF THE YEAR POINTS STANDINGS

As of 31 Jul 15

CONTACT INFO

President:	Tony Humphries	459-6926	abkhumphries@gmail.com
Vice President:	Mike Blohm	823-9404	BlohmM@aol.com
Secretary/Treasurer:	Frank Randall	681-5158	fcr40.fr@gmail.com
Contest Director:	Jerry Little	280-9038	bravo52@aol.com
Members Pro-Tem:	Jack Garriss	908-1231	jgar319113@aol.com
	Larry Glenn		l.glenn2@comcast.net
	Victor Maestas	771-0980	vmaestas@aol.com
Webmaster:	Mike Blohm	823-9404	BlohmM@aol.com
Newsletter Editor:	Joe Walters	821-3751	jwalters22@comcast.net

ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.

BONUS PAGES!

FRED'S FOTO FILE

FRED FRANCESCHI

T-6

The theme of this month's contest is Trainers, so I decided to have a bit of fun. All of these photos except the last one were taken at an airshow, probably at Chino, California, in August, 1979.

The North American T-6 is the best-known training aircraft in the United States, and probably the most known one in the Western world. And I located a few interesting shots of them.



An Armenian T-6 as flown by Brigadier General N.N. Mehterian. The aircraft must be very rare, since Armenia was a part of the Soviet Union until 1991. Maybe it's a Free Armenian Air Force plane.



This isn't a very good picture, but will assist any modeler attempting to build a model of this extremely unique and historic plane!



A close-up of this T-6. Note a kill marking under the forward cockpit. I have no idea what it signifies. The aircraft is identified as #1 and I doubt that there was a plane #2 in the (Free?) Armenian Air Force. And I suspect that Sergeant N.N. Mehterian was the crew chief on this plane. And Airman Mehterian kept it clean and waxed it.



A shot of a formation of three T6M2 Zeros. They were probably used in the movie *Tora, Tora, Tora*.



Another photo of the T6M2s. A modeler could have fun converting a T-6 to a T6M2. The blurred plane on the ground of this photo is an M6A5 Zero.



A better photo of the real M6A5 Zero. Notice the elegant landing gear on the real plane.



Here are photos of a T-6 converted to a B5N2 Kate Torpedo Bomber for the *Tora, Tora, Tora* movie. Another possible T-6 conversion for those of you who are really ambitious.



I just put this photo here because I could. This looks like a two-place Tempest II. What's interesting is that the landing gear is being retracted while the plane is still in the ground effect. That is one optimistic pilot.



I took the last photo in January, 1962. Sometimes things go wrong, and this Taylorcraft collided in midair with another plane at Gillespie Field, California, killing two people in one airplane and one person in the other. Sometimes all the training you can get isn't enough.

BONUS PAGES!

KIT REVIEW

LARRY HORYNA

Tamiya 1/32 F4U-1A

Once again, Tamiya has raised the bar in injection molding excellence with their superlative $\frac{1}{32}$ F4U-1 and -1A Corsair. This is a review of the -1A and was quite possibly the best plastic model kit I have ever built. The only fit issue I encountered was not Tamiya's fault, as it was the fit of the resin aftermarket cowl flaps. And much of that was my fault. In every other aspect, the fit of this kit was just plain perfect.

As with many of the models I review, this was a commission build. The customer wanted an airplane flown by Major Gregory Boyington. His first wish was to have it in the markings of the infamous PR airplane "Lucybelles." Upon learning that this airplane was not flown in combat by Boyington, he opted for "883," one of the many aircraft Boyington flew in his tenure as the CO of VMF-214. According to records, 883 was often shared between Boyington and Lt. Bob McClurg. There were no assigned aircraft in VMF-214 and none of them flew in combat with personal markings on the aircraft. However, there are many published photos of Boyington taxiing in 883 upon returning from a mission. Boyington often picked the roughest looking airplane to fly, reserving the better ones for his pilots. In fact, he flew a "birdcage" quite often in the last weeks of this final combat tour.

One of the challenges of this particular build was mimicking the fuel staining and what appears to be some sort of "halo" over the top of the fuselage national insignia. This is a fairly well photographed airplane and these features are quite noticeable. More than likely, the halo was the result of over-painting the short-lived red outline bordering the national insignia (officially used between June and September of 1943).

While this particular customer normally collects $\frac{1}{48}$ scale, he likes particular aces represented in $\frac{1}{32}$ with lots of detail (see my previous review of Major George Preddy's P-51D, same client [See the May 2015 newsletter -ed]). To that end, the kit was built using Vector Models detailed cowl flaps and engine upgrade, RB textile seat belts, Barracuda Cast's cockpit placards and wheels, and a variety of scratchbuilt items. The model was painted with Tamiya acrylics (there are fabulous mixes for the intermediate blue and non-specular sea blue). All insignia are painted using Montex masks (and, man, am I sold on these!)



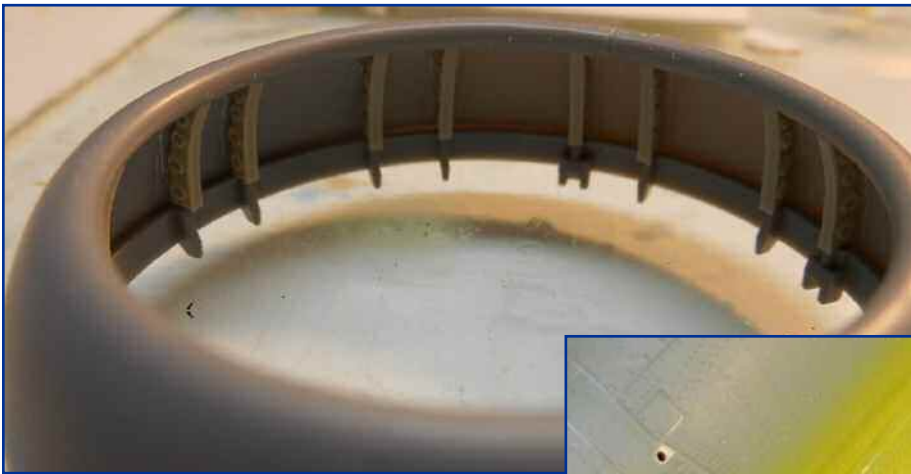
As a testament to just how nicely detailed this model is right out of the box, there are no (at least at the time I started this kit) aftermarket resin replacement parts for the cockpit. I only added some wiring, a little more detail to the seat mount brackets at the top, some extra detail to the rudder pedals and the radio be-

hind the seat (you can actually see a little of it). The rest is Barracuda's superb placards. The textile seat belts also added a great deal of realism. The seat was painted with Tamiya Silver leaf (decanted and airbrushed) followed by the hairspray method for chipping. I used this same method on the foot troughs. I also scratch-built the canopy locking mechanism using scrap plastic, photoetched leftovers and stretched sprue.

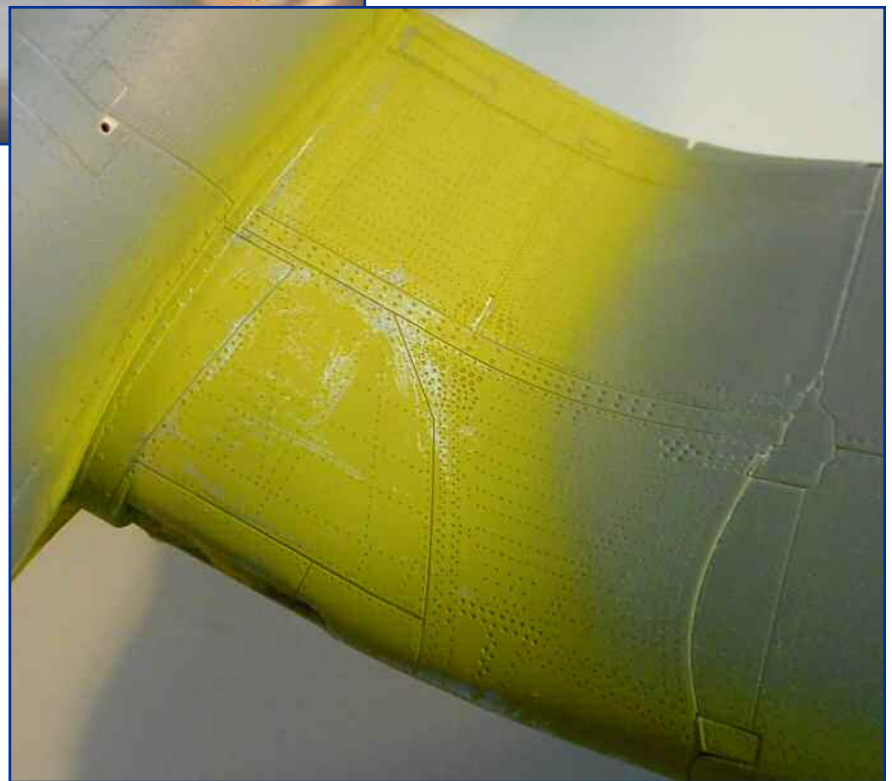


The engine is quite a jewel. The casting is, of course, first rate. All that is really required is some wiring detail in the form

of the oil transfer pipes and ignition wires. The ignition wires are made from copper wire and lead foil for the little wire clasps. The oil transfer pipes were made of heavier gauge copper wire and painted. The Vector cowl flaps included a new gear reduction housing, ignition ring, distributors, and magnetos. I used the ignition ring, mags and distributors but elected to use the kit gear reduction housing as it was easier to mount the propeller.



Vector's detailed cowl flaps are simply fantastic. As mentioned, they come with more accurately shaped distributors, magnetos, ignition ring and detailed ribs for the inside of the cowl ring. These are bit of a pain in the butt as you have to carve out the existing ribs. I will be honest, the angle at which the ribs sit in there make it difficult to see the wonderful little lightening holes in the resin replacements! The cowl flaps themselves are stunning in their level of detail. You have to add the actuator cables and the assembly process is a bit tedious, but well worth the effort. My fit problems here were strictly my fault in not paying attention to the fact that this set is for both the F4U-1 and -1A. The cowl flap arrangement is different between the two and I initially added the top center section (for the -1) which in turn caused me to cut away a part of the upper fuselage that I did not have to! Anyway, luckily I still





had the piece I cut away and after re-attaching it and adding a little putty (more than I needed on the entire rest of the kit!) all was well (except perhaps my ego for being stupid).

Assembly from here on out was straightforward. While the wing flaps were not typically dropped when the airplane sat on the ground, artistic license was used and they are displayed dropped. Again, the engineering of the flaps is a marvel! They are actually quite strong when attached and I had no problems handling the kit with them down. One other detail added during the wing assembly was the ends of the gun bar-

rels. These were made from plastic tubing (it was a great hint from the ADH Publications book on building the Corsair). They are mounted way back in the wing, but they are visible if you look close. I think Tamiya decided that they were too far back to be worth replicating so they didn't bother.

In the painting process, I wanted to show the typical wear on Corsair wing roots near the oil coolers (this is where ground crew most often stood). I primed the area with Tamiya silver leaf, again decanted

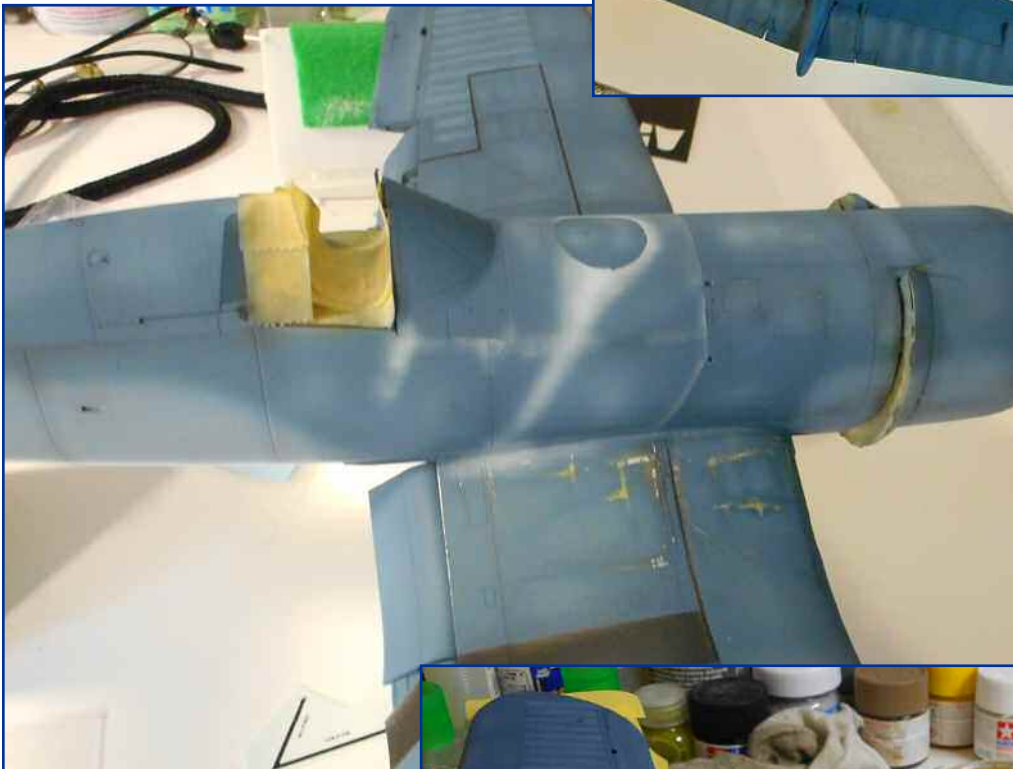


and airbrushed. This was followed by a coat of hairspray and a coat of chromate yellow primer. This was then chipped and another coat of hairspray laid down before the top color was applied. The top color was then chipped as well. I did this randomly, wanting some areas to just go to the primer and some to go all the way to metal. All of the markings were next masked and painted using Montex's excellent vinyl paint masks. If you have not tried these, I highly recommend them! There is simply nothing like the real look of actual painted on markings.

Following the main colors and some fading, I masked off the fabric sections of the wings and tail and faded them. This gives them that "fabric" look and the notion that the paint would fade a bit more on the fabric surfaces

in the tropical sun. I also did some fading on the upper wing national insignia at this time. All of the wing walk areas were masked and painted as well. Most of the decals on this model are in the cockpit! There are only a handful of stencils on the outer surface.

Next I tackled the fuel staining. Corsairs were notorious for their main fuel tank leaks. Many had tape over the panel seams but photos of 883 show no tape. There are distinct heavy stains flowing back from the round fuel cell cover. I did this first by masking off the cover and airbrushing a lightened (almost white) version of the non-specular sea blue in a pattern using photos as a guide. I then went over the edges of the stains and the panel lines around them with artists oil washes. It really was an experiment as I went and I will say, I am



very pleased with the result. Following this the entire model was coated with Future floor polish for the small stencil decals and an oil wash. I was very selective about how many stencils to use as many would have been worn off with an airplane this weathered. But many of them were just plain cool! I followed the oil wash with an airbrushed post shade using a heavily thinned mixture (about 90% alcohol to 10% paint) of Tamiya XF-10 Flat Brown and X-19 Smoke. This was also used for initial exhaust and cordite staining. This staining is followed up with pastel

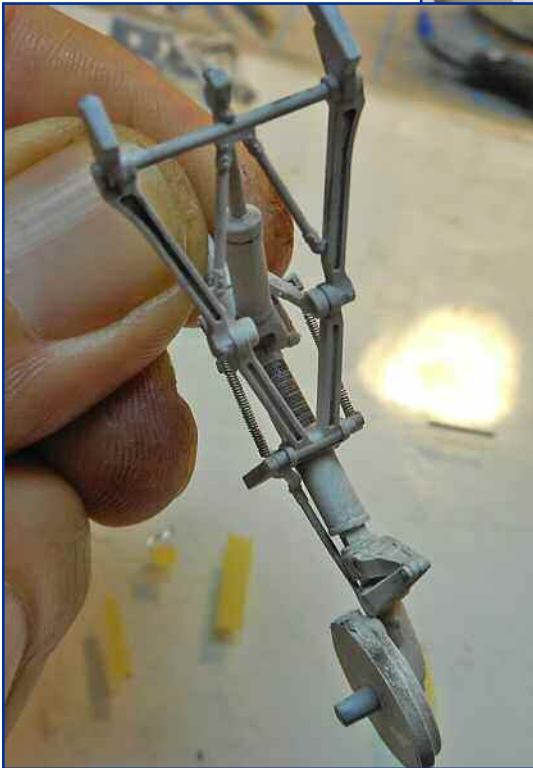
chalks. The last bit of weathering is done with MIG Productions engine oil (which smells just like real oil!)

In this theatre the gun ports were typically taped over to prevent coral dust from getting into the barrels. After the tape residue built up, the area was usually cleaned and new tape applied. I used a little white paint to simulate the tape residue left over on the leading edge of the wings. This varied quite a bit on the real airplane.

The landing gear are separate little works of art and are quite stout. The only thing I decided to replace were the little springs on each side



of the main struts, these were attached to the forward facing gear doors. Really, the kit molded springs are fine, this is just one of my weird things. I love making little springs out of fine solder wire because I think they look really neat. Whatever. I'm not sure I even needed to glue the gear in, they were so solid! I used Bare Metal chrome foil for the actuator compression struts and main oleos (but these are just barely visible slivers of silver). Barracuda Cast resin wheels were used. A final touch was again MIG's engine oil around any joints.



The kit was finished off by adding a True Details $\frac{1}{32}$ US parachute and attaching it to the wing. These little resin parachutes are beautiful castings and add a neat little touch. They make US, British, and Luftwaffe chutes in different configurations. They run around ten bucks each. All in all and without a doubt, this was the most enjoyable kit I have built in a long time. As I mentioned to a fellow modeler recently, "I could build nothing but $\frac{1}{32}$ Tamiya Corsairs for the rest of my building career and be happy!"



A last note on just how nice this kit is. I do not have a lot of kits my stash anymore. I have around thirty, all in 1/32 scale. One of the downsides to building for a living is that I don't make a lot of time to do my own stuff. So I have limited my collection to a number that I think I can actually get built before I die (I know, what a strange concept for a model builder). This is one of the few subjects that I have more than one version of the same airplane in my personal stash as I have both the -1 and -1A (the other being Tamiya's early and late Zeros).







BONUS PAGES!

STAR TREK LAS VEGAS 2015

JOE WALTERS

Once again, the largest annual Star Trek convention in the world was held in August in Las Vegas, Nevada, and I attended along with my wife Linda (and several thousand others!).

There were many, many guests, and a vast dealer's room ready to take what's left of your money, and many activities—and even some directly model-related items this time around!



Upon entering the registration area, we were greeted by this, a fantastic applique (decal to you) superimposed upon the normal floor design. Lots of folks had their pictures taken with this in the background!



As this year is the twentieth anniversary of *Star Trek: Voyager*, the entire cast of that show was on stage together for quite a panel! L – R: Robert Beltran (Chakotay), Garrett Wang (Kim), Ethan Phillips (Neelix), Jeri Ryan (Seven of Nine), Kate Mulgrew (Janeway), Roxann Dawson (Torres), Robert Picardo (the Doctor), Tim Russ (Tuvok), and Robert Duncan McNeill (Paris). Jennifer Lien (who played Kes in the early run of the show) was not present, dealing with legal issues in another state...

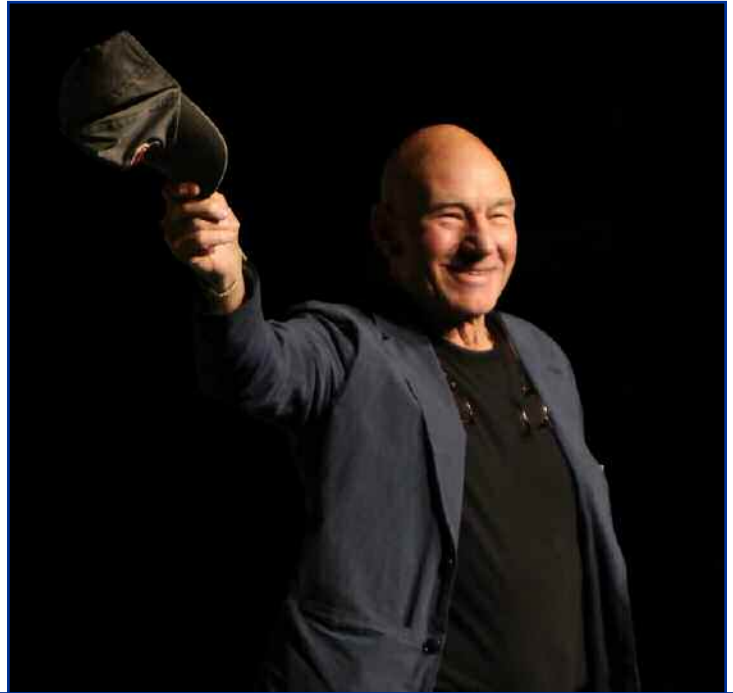


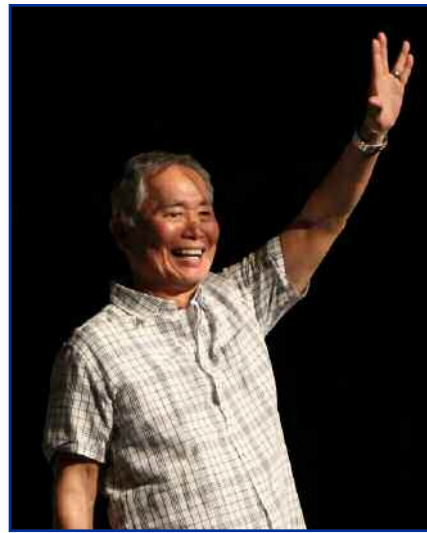
Royalty! Left, Dame Joan Collins (yes, *that* Joan Collins, who highlighted an early *Trek* episode) made her first appearance at this convention and charmed everyone there.

Sir Patrick Stewart was his usual engaging self, and quite happy to plug his new cable series, *Blunt Talk*.

After Patrick Stewart was done, three other *Next Generation* actors took the stage: LeVar Burton, Brent Spiner, and Jonathan Frakes. When they saw Patrick signing autographs at a table in the same room, they began heckling and making fun of him, and he came back up onto the stage (below right) for an unscheduled meetup with his old compatriots.

Below left: This Species 8472 costume took Best of Show in the Costume Competition. Very impressive!

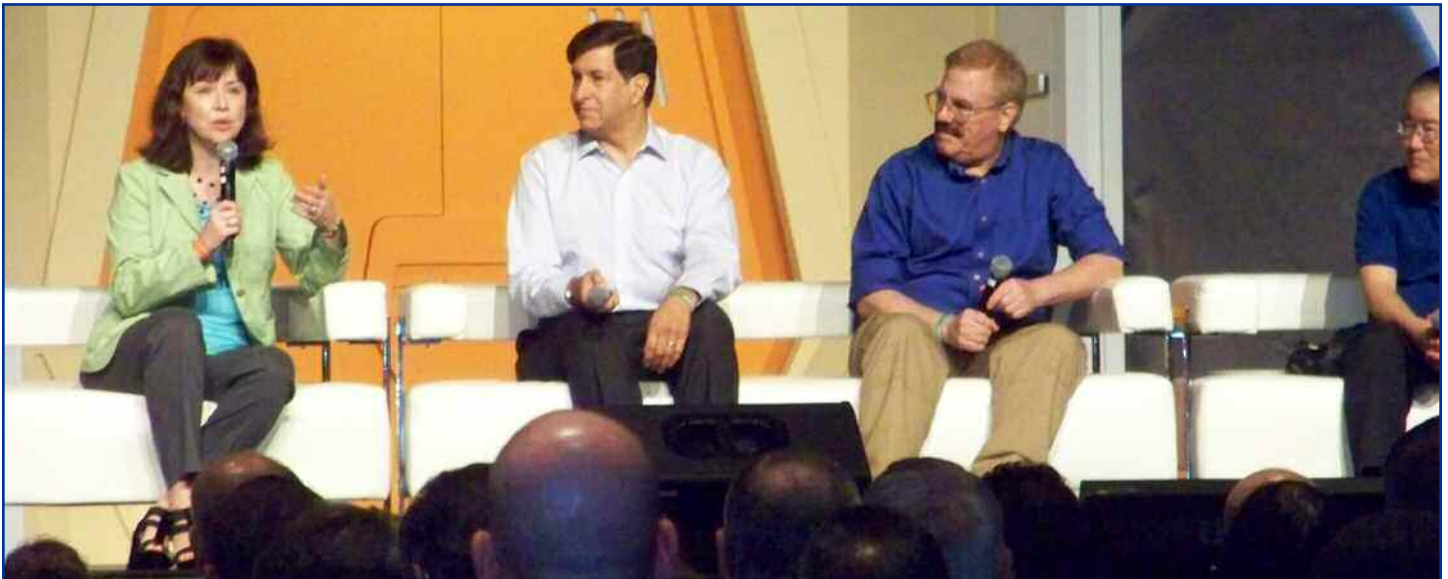




William Shatner and George Takei were both in fine form, commented on their ongoing “feud,” and both waxed eloquent on the recent passing of Leonard Nimoy.

There was also a tribute to Nimoy, featuring video clips from his entire professional life as well as some home-movie-type clips. His son Adam Nimoy came out and spoke of his father for some time. It was quite moving, and everyone there appreciated the event.

One of my favorite events at this show was even model-related! Once again, the original filming model of the starship *Enterprise* is undergoing restoration. Margaret Weitekamp (below, left) is a curator with the Smithsonian, and is in charge of this project. She appeared on stage with some members of an advisory committee who are helping with research and arcane knowledge. The two men at the right in the photo are Rick Sternbach (if you went to



this year’s CoMMiESFest, you saw him there) and Mike Okuda (his wife Denise Okuda is off the photo to the right, sorry!), people who have done a *lot* of design and model work on various Trek series and who are dead serious about getting this all done right. The fifty-year-old miniature was never intended to last this long, and is deteriorating badly despite having gone thru some earlier restorations. The model is hollow, and mainly made of wood and plastic. The secondary hull (the lower cigar-shaped portion of the model) is built of what they referred to as “barrel staves,” which had to be sanded smooth and glued together, as the builders couldn’t exactly wrap iron bands around the thing like a real barrel! But these wooden components, along with many other wooden parts, are drying out, warping, and splitting, and the process of doing a thorough overhaul is going to be complicated and expensive. Ms. Weitekamp pointed out that she has to keep three things in mind when working with this artifact: it’s a miniature intended for filming for television and must be restored to look as it did when it was in service; it’s an icon of the American culture of space exploration; and *it’s the frickin’ Enterprise!* That got a huge round of applause.

There was much discussion of restoration techniques, which would be of great interest to any modeler, and the difficulty of determining exactly what color the model originally was—there’s no record, and no one actually knows! The model is eleven feet long, and has been removed to a restoration facility. When it returns to display next year, it will no longer be in the gift shop where it has resided for the last several years, but it will be in the “Boeing Milestones of Flight” display at the entrance to the Air & Space Museum. I wonder if this implies Boeing intends to be the contractor who builds the real deal in a couple of hundred years...

This page and next: Lots of modeling goodies were to be found in the dealers' room, including familiar kits, pre-built models, and some unfamiliar items as well.



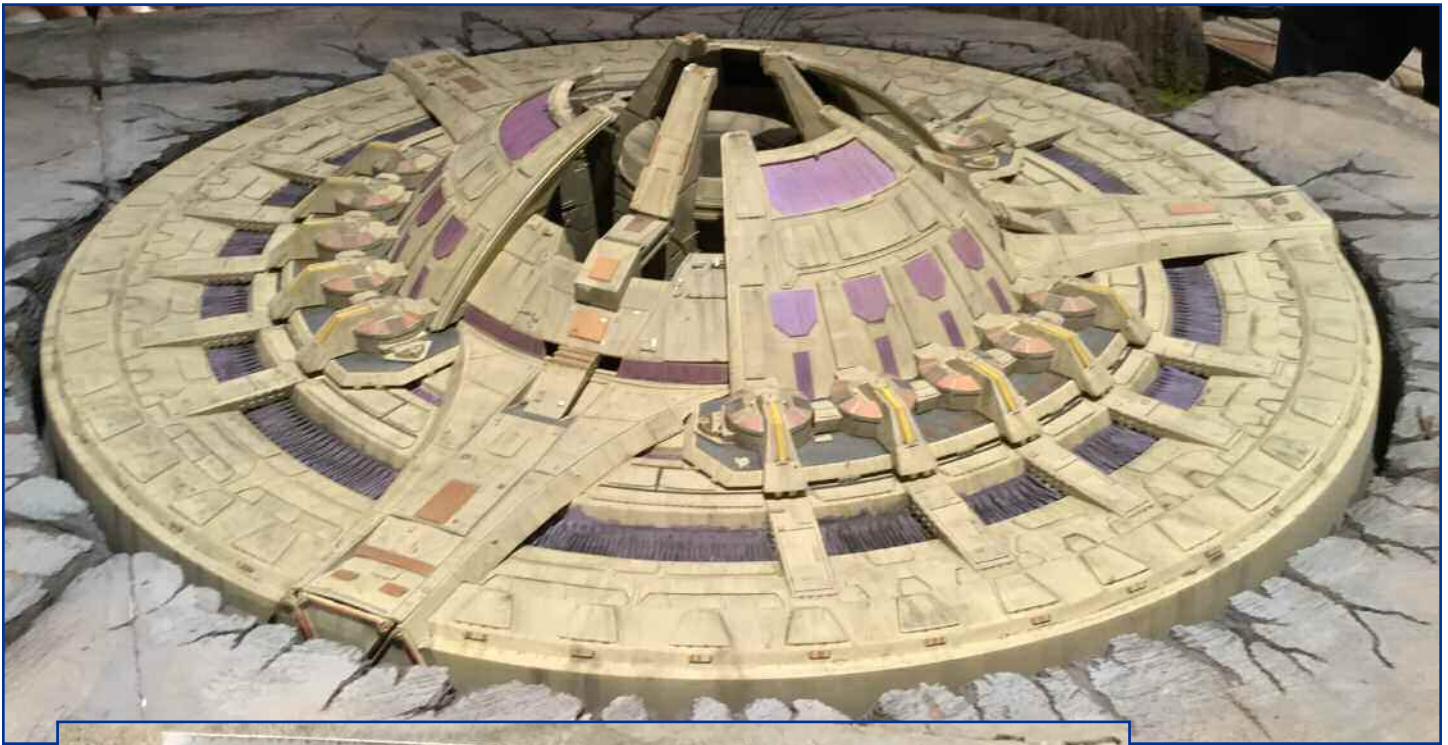


How about a one-to-one scale model? Behind these doors was a full-size recreation of the original series bridge set. For a fee, you could get your picture taken on the bridge, but I think most folks just preferred to marvel at the incredible thing, with the authentic sound effects going off and the blinky lights doing their thing.



An auction organization had a room with a display of various models and other props they intended to auction off in the near future. There were some really excellent examples of the modelers' craft on display! These models were all used for filming and all appeared on screen.

First up, a Dominion outpost model. From the description on the card, some of the molds for making the original Deep Space Nine station miniature were employed here, and if you've built that wretched excuse for a "kit" you may recognize some components.



Lot 02

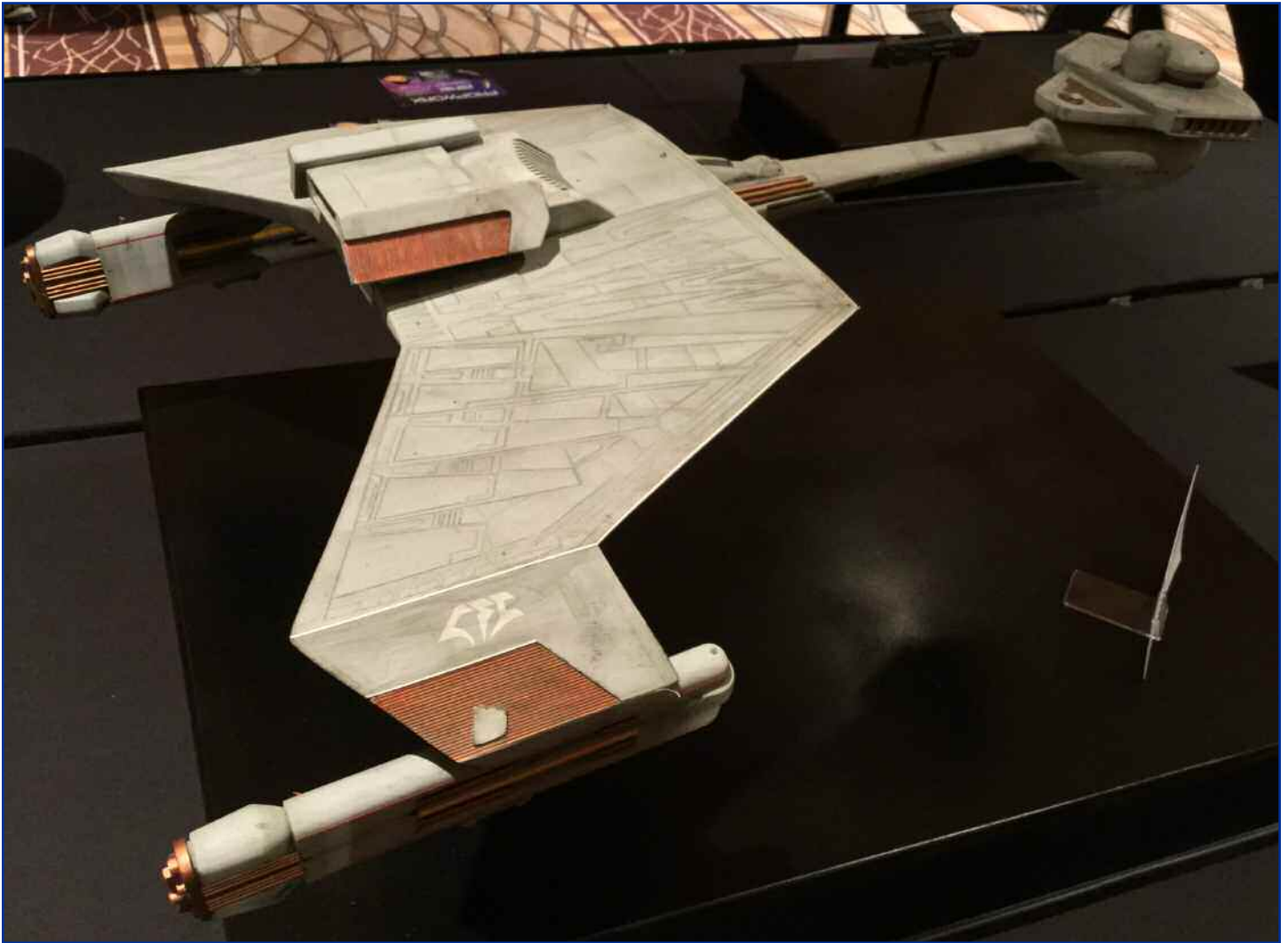
**STAR TREK: DEEP SPACE NINE DOMINION OUTPOST FILMING
MODEL MINIATURE**

A large filming miniature of a Dominion outpost as seen in the seventh season Deep Space Nine episode "Once More Unto the Breach". In the episode, General Martok can be seen leading a raid on the Dominion outpost on Trelka V, where this model was used by the production. Made from resin, vacuformed plastic, and plastic sheeting, this very detailed model is surrounded by faux mountains made of dense foam. The station features a unique, semi Cardassian design and paint scheme, and was created by using some of the same molds used to make the filming miniature of the Deep Space Nine station. The middle of the outpost featured fiber optic lighting that runs underneath the model and is still in working condition. The outpost section of this piece measures 39" around, with the whole model measuring 61" x 61" x 11". This piece will require special shipping due to it's weight and size. From the collection of Gary Hutzel.

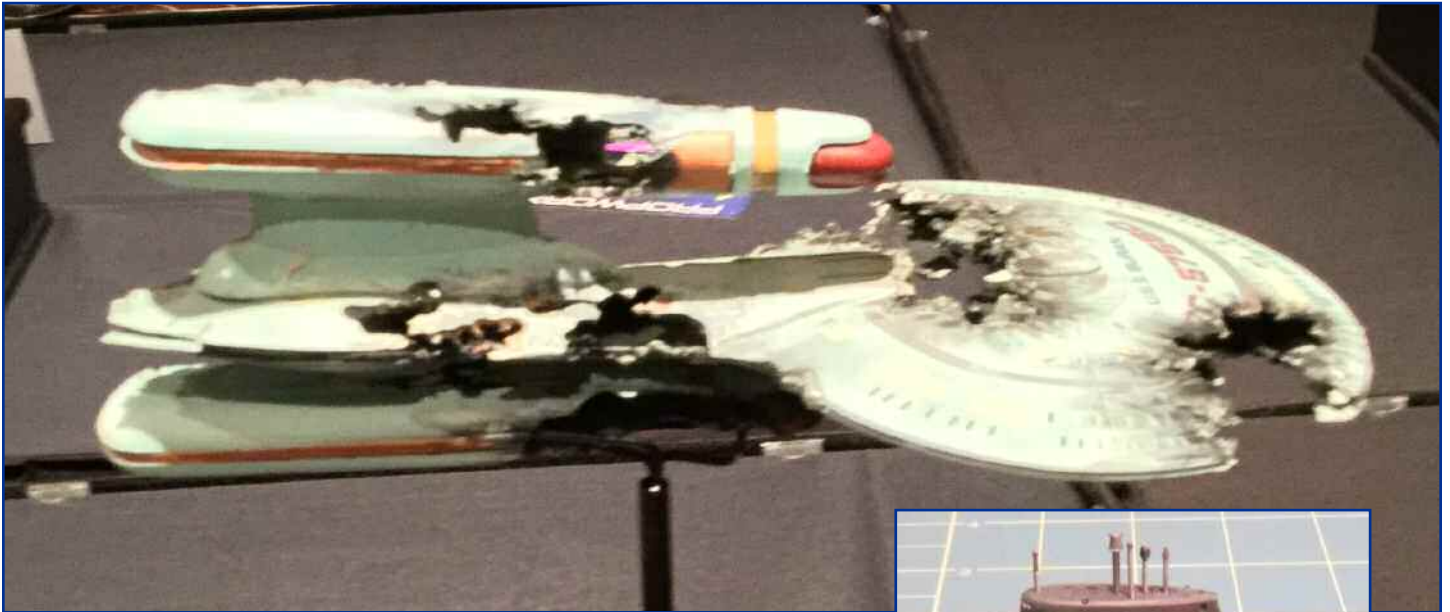
\$ 3,000 - \$ 4,000



Here, a beautiful model of a Klingon D-7 Battlecruiser. This is not a kit, but a scratchbuilt miniature produced for the *Deep Space Nine* episode "Trials and Tribblations," wherein the DS9 crew traveled through time and interacted with characters and events from the original series episode "The Trouble With Tribbles." This model appeared on screen in several shots during that episode.



Viewers of *Star Trek: The Next Generation* will remember the two-part episode “The Best of Both Worlds,” notable for being the episode wherein Captain Picard was assimilated by the Borg. During the episode, it was necessary to show the aftermath of a major battle with the Borg (and which the Borg had won easily). This resulted in the modeling department acquiring a bunch of commercial kits and rapidly doing some major kitbashing work to create a sufficient number of wrecked Starfleet vessels, many of which looked like odd combinations of technology from different generations (which they were!). These models varied in the level of detail, depending on whether they were intended to appear close up or in the background. Here are two shots of the wrecked *USS Buran*, a Kursk-class starship (some sources call it a Challenger-class vessel), which appeared onscreen in that episode. Looks like they had a very bad day. The modelers were having a little fun with their naming convention; the piece connecting the upper warp engine to the main body is the conning tower from a Typhoon-class submarine kit (see inset).





Above left: A large model of a piece of the Deep Space 9 station, used for a closeup of the station firing photon torpedos. Notice that at the upper right of the photo, you can see the costume worn by Trelane, the Squire of Gothos, in the original series episode of the same name. Above right: Also from the “Trials and Tribblations” episode, a piece of the large miniature of the Deep Space Station K-7.



Above left: a small model of a Jem Hadar fighter from *Deep Space Nine*; this one wasn't as detailed as models intended for close-up use, but cleverly used fluorescent paint in key areas that would glow under black light, making the model appear to be lighted! Above right: A model of the *USS Reliant*, inexplicably part of the display in Picard's ready room in *Star Trek: First Contact*.



Here is a filming miniature of a K'tinga-class Klingon battlecruiser, the front-line vessel of the Klingon fleet from the time of the first Star Trek movie until the Next Generation came on the air. Similar to the D-7 battlecruiser in design, this is far more detailed and is a more thorough redesign of the original than might first appear. This model was used in many episodes of several Trek series, and below you can see the K'tinga in the foreground and the D-7 behind it. You can also see some of the uniforms and costumes that were on display—these were actual costumes used in filming, not the mass-produced knockoffs/replicas you can buy.





Above: A piece of the Enterprise hull, intended for a closeup. According to the placard, this was part of the Enterprise-E used in the filming of the starship collision in *Star Trek: Nemesis*.

Below: a display of weapon props.



As always, this was quite a show. Sadly there are no modeling contests or other interactive modeling events at this convention, but there are things that will interest modelers nonetheless! And certainly Star Trek has been the source and inspiration for a vast number of licensed kits, garage kits, third-party mods, and many more things you've seen at modeling events.

The show premiered on television in September of 1966, so next year, 2016, marks the 50th anniversary of Star Trek, and this show is going to be huge. They've already expanded it from four days to five, and advance ticket sales at this year's show sold rapidly—the highest membership level, the Gold package, sold out during the show for the first time. You'll need to monitor their website to see when the tickets go on sale online. We'll be there! If you're interested, preliminary information (including a substantial list of already-invited guests) and some of the photos I stole for this report) is available (<http://www.creationent.com/ST50/index.html>). Their general web address for this convention, which currently still displays 2015 information but will likely become the primary page for next year's show, is the one to keep an eye on (http://www.creationent.com/cal/st_lasvegas.html).



Join IPMS/USA!

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

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

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

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



IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____ If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

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

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

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

Payment Method: Check Money Order Credit Card (MC/VISA/DISC)

Credit Card No: _____ Expiration Date: _____

Chapter Affiliation, (if any): _____

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

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

P.O. Box 2475

North Canton, OH 44720-0475