



The Glue

El Paso Scale Model Society

MAY 2003

The Meeting

We had Oscar Cazares join our group. He had visited with us for several meetings and decided that he might as well join the club. I think he is primarily an aircraft modeler. Welcome to the membership, Oscar.

Our visitor was Paul Hyder who is returning to modeling after some year's absence. Welcome, Paul and we hope to see you again at the next meeting.

Geronimo Morales and his son Fernando returned again and once more brought models to show. More about them in the Show and Tell section.

Thanks to Dave Ross for taking notes during the meeting. I really liked his statement in the notes that said we got carried away talking about the modeling and the models. There was a discussion on the construction of wire wheels and his comment on that was "drool."



Jim McDaniel's 1/48 F-86F from Hasegawa



John Estes gave a demo on how to do some interior work on a Stearman Pt-17 at the request of Fabian Nevarez. According to Dave Ross, neat show.

There will be a contest at the June meeting. The theme is to be the Korean War. If we have enough entries, we will divide the contest into categories, if not it will be head to head, all types, all scales. We decided to require at least three entries of type or scale before we will divide as to category. For example, three 1/48 aircraft or at three aircraft; three 1/35 scale armor models or similar types. We will give medals for First, Second and Third Places as needed. Good luck, if you decide to enter.



The El Paso Scale Model Society

"The Glue" is the official publication of the El Paso Scale Model Society. We publish on a monthly basis and try to cover just about any area of interest that club members may have.

Articles (especially kit reviews), suggestions of any kind, wants and disposals, items for publication, and general gripes, should be sent to the following address:

"the Glue"
 c/o FabianNevarez
 844 Destello Road
 El Paso, Texas 79907

If "snail mail" won't work for some reason, he may be contacted by e-mail at:

fnevarez@elp.rr.com

Our club is a chartered chapter of the International Plastic Model Society - U.S. Branch (the IPMS-USA). The EPSMS was first organized in 1969, received its charter in 1970, and has been continuously active since that time.

We are a non-profit organization dedicated to promoting the art of scale modeling (regardless of construction media), and membership is open to anyone interested in scale modeling. Club membership dues are payable on an annual basis (we can accept cash or personal checks). Dues are \$15.00 per year for regular members over the age of 16, and are based on a January-December club year. Junior memberships are available for those aged 16 and under, and are priced at \$5.00 per year. Family memberships are available for an extra payment of \$2.00 per year per family member. Members in good standing are entitled to vote in all club matters, run for office, enter club contests, judge in all club contests, and receive a copy of the club's monthly newsletter. Hal's Hobby Warehouse on Bessemer in East El Paso also offers club members a discount on purchases of models and modeling materials. The exact discount is set on a sliding scale. Our club meetings are generally held on the 1st or 2nd Sunday of each month at 2.00 p.m. in the Fellowship Hall of St. Paul's United Methodist Church at 7000 Edgemere Blvd (please see the map below). Schedule changes are published ahead of time in the newsletter. We normally hold either one or two model contests at each club meeting, one against a specific modeling or historical theme, and one that is an open competition for anything a modeler wishes to bring.

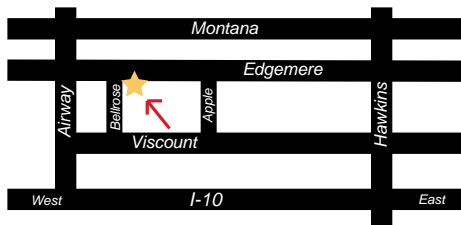
Our Year 2003 Club Officers

President John Estes	915-598-6957 IPMS #3498
1st Vice-President Bill Coster	915-585-1508 IPMS #32598
2nd Vice-President Mike Drapes	915-584-7597 IPMS #29119
Secretary & Newsletter Editor Fabian Nevarez	915-593-6496 IPMS# 41984
IPMS-USA Chapter Contact Gustav Hebrok	915-779-5082 IPMS #4058
Club Web Master John Benson	915-593-8324 IPMS #36429

Upcoming Schedule of Events for 2003

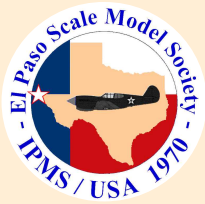
Feb. 2	Regular meeting	Aug. 3	Regular meeting
		9	SuperCon Ft. Worth
March 2	Meeting and contest	Sept. 7	Regular meeting
8	Modelfiesta XXII San Antonio	20	West Central Missouri
22	Metro-Plex Car Model Show Ft. Worth/Dallas		
April 6	Regular meeting	Oct. 5	Regular meeting
		11	GasCon IV Abilene
May 4	Regular meeting	Nov. 2	Regular meeting
2-4	Central Arkansas Contest	9 or 16	Bassett show
24	NCT ScaleFest		
June 1	Theme contest Korean War (T)	Dec. 7	Election of officers for 2004 Theme contest Pearl Harbor (T)
July 2-5	Nationals IPMS Oklahoma City, OK		(T) Trophy Contest
13	Regular meeting		

Where We Meet



"The Glue" is provided as a courtesy to members and friends of the El Paso Scale Model Society by Fabian Nevarez / Check Your Six - Graphics Studio. Except for this logo and the EPSMS Club logo, materials herein may be reproduced for single instances of noncommercial use by individual modelers and others. Reproduction other than the above must be requested in advance from the newsletter editor.





The President's Column

Another great meeting this month as we had more members and guest than in some months. 34 people made up of 26 members and 2 guests and 7 family members were at the meeting. The regular meeting passed extremely fast and the meeting carried over into the parking lot until after 6:00 PM for a few of the members. These extended meetings may cause some problems for the members that stay to talk, especially with their wives and children. Of course, my wife enjoyed the peace and quite at home as I was one of the guys that stayed late. We must be doing something right as I had many reports about the meeting being really enjoyable. Come and join in the fun. Bring a model and bring a Friend to the next meeting.

John Estes

Show and Tell

Jim Davis had some very nice 1/72 scale Skyraiders. These were the AD-4, the AD-4W and an AD-5. All were in the Gloss Sea Blue color scheme. The AD-4W was from an RVHP conversion and from other various kits. Jim is another modeler that is building a collection of unusual types by doing a number of conversions. He has stated that as soon as he gets one finished, some one brings out a conversion kit to make it a lot easier than to scratch build the parts that are needed. Another well done.



Jim Davis' AD-4 Skyraider



Jim Davis' AD-5 Skyraider



AD-4W Skyraider

Jim McDaniel had an F-86 in 1/48 scale built from the Hasegawa kit. It was marked as the "Huff". Jim used Alclad II for the metallic finish. As usual, very well done, Jim.



Jim D avis' AD-4 Skyraider

Connie Harth had a Douglas PB-1 from Esoteric, well under way. Of course, this kit was vac-u-form, as that is Connie's main interest when it comes to modeling, followed closely by scratch building. He has more unusual types in his collection than anyone I know and this comes from Connie building kits that are not from the major kit companies as they tend to skip kits that might not sell in the 1000's.

Duane Velasquez brought a number of his older kits from his collection. He had a Sikorsky H-19 from Airfix, A DH Otter and a DH Beaver, both from the Hobbycraft kits and an Airfix O-1/I-19 Birdog, all in the Hi-Viz, white and red markings.

How to boost your club membership or How to waste an opportunity to recruit potential club members

by: Dick Montgomery/ IPMS Region 6 Coordinator
(PART THREE - WORKSHOPS & SEMINARS)

Remember those walk-ins who shop the vendor area, view the models, and then go home? What do they want besides great deals on models and materials? They want to improve their modeling skills. They want to do that which will enable them to enjoy the hobby. They want something for free. Give them some workshops. (Again, one can hear the contest leadership bringing up the concern about lack of manpower. And again....that issue will be addressed later).

Provide a schedule of workshops and seminars throughout the day.

- Assuming your show (notice up until this point I've referred to the event as a "contest". Henceforth it will be referred to as a "show") opens at 9a.m., start scheduling 30 minute workshops with a 15 minute break between each workshop. If that pace is not appropriate then alter it.

- Workshop subjects can include those same areas that judges look for when they judge the contest entries:

- o basic construction
- o decaling
- o glues and adhesives
- o paints/painting/ surface preparation
- o alignment

Other workshop ideas:

- o diorama bases
 - o scenic effects with model railroading materials
 - o using an airbrush
 - o using a paintbrush and oils
 - o using pastel chalk
 - o metal finishes
- More ideas

- o workshops specific to various kinds of modeling subjects

- § *automotives*
- § *armor*
- § *space*
- § *dinosaurs*
- § *figures*
- § *collections*
- § *dioramas*
- § *aircraft (military)*
- § *aircraft (non-military)*

Seminar ideas

- o adapting the IPMS-provided PowerPoint presentation for local club use
- o recruiting club members

- o judging seminar (how to be a judge at a local contest)
 - o judging seminar (training judges for duty at a Regional Convention....you'll need the RC present for this one)
 - o creating a club web site
 - o locating research material for modeling
 - o writing and publishing a club newsletter
 - o liaison work with local hobby shops
 - o How to be an effective club officer
 - o How to bid for the Regional Convention (again, the RC needs to be present)
 - o How to nominate for various Regional and National awards
 - o Ideas for club meeting programs
- The number and nature of the workshops and seminars is limited only by the creativity and imagination of the contest leadership team.

For hypothetical purposes let's look at a schedule which might be found at a single-day show using some of the above ideas. It may get a little tedious to read through this schedule but then again, it may be very helpful to get a clear view of what a single-day show may look like.

Show & Tell



Duane also had the cockpit and nose section from the Trumpeter Tu-16 Badger to show. The Badger kit looks pretty good and Duane stated that this much of the kit goes together very nicely.

Mike Garcia had a Monogram A65M in 1/48 scale. Mike showed us this at the last meeting, but did not complete it until this one. Looked great.

Geronimo Morales and his son Fernando had several nice models to show the group. Fernando brought a Grumman Hawkeye in



A very nice PT-17 Stearman in 1/72 scale by John Estes

1/72 scale from the Lee Company. The kit is probably the Fujimi kit, but is imported into Mexico as a Lee model. Fernando also had a Monogram 1/48 scale Typhoon. Geronimo

had a Bradley Fighting vehicle, also from the Lee outfit. I remember four kits on the table, but I guess I missed taking notes on the fourth one. Sorry about that.

Show and Tell

James McCarty was back with us and brought two nice kits, both well under way. One was the M-26 from Tamiya and the other a Super M-26, a conversion from Accurate Conversions. I hope I got the name of the conversion kit right. We are looking forward to seeing these completed

Bill Coster brought a IM-901 ITV which a Verlinden conversion anda great looking M2A2 Bradley using the Tamiya kit. These armor guys are holding their own with the airplane guys as to good looking models, finished and under construction.

Roy Lingle had the Infantry Tank Mk II, later to be called the Matilda. It was marked for the time period before the tank was referred to as a Matilda. Roy let let know this when I said , wow a Matilda. Nice work. I am sure



Fabian Nevarez's Bell 212 in Mexican Air Force markings, from the 1/48 Italeri UH-1N



Roy had something else on the tale, but I had to many irons in the fire and probably missed getting the information needed to write about it.

James Spence had a couple of Conestoga wagons in a display box. James always finds something unusual to build and has a collection of such. James always brings something to the meetings. It would be nice if all of did that.

John Paul Jones brought a great deal of information on the Boeing P-26 and really neat auto kit of the MG 1933 from KS. This lead to the discussion on how to best make wire wheels.

Doug Tompkins had a Gunze Sanyo kit of the SWB Ferrari. The detail in this kit was very well done. I hope I have the



designation correct for this car kit. This also lead to some interesting discussion among the modelers that like cars, but are not necessarily car modelers.

John Estes brought a Boeing P-26 in 1/32 scale, not finished of course and a Revell kit of the Boeing PT-17 to show the interior as it fit into his program. This kit, being under construction some 10 or 15 years, of course, it was not yet finished as it needs to have the rigging added.

Fabian Nevarez had a real neat helicopter for show and tell. I saw this on Friday evening and it was not finished at that time. Fabian had scratch built the pylons on which to mount the armament but had not finished the ammo boxes, battery boxes and a lot of the other things needed to mount the armament on the helicopter. As it was not finished on Friday evening, I did not think he could possibly finish

the kit by Sunday so he really did a lot of work on Saturday to finish the model as it looked really great at the meeting. I am sure the pictures speak to the effort put into this model by Fabian.

If anyone that brought something to show was not mentioned or something you brought was not listed or photographed, our apologies as we did not intend to slight anyone, We just had a lot to do in our very small amount of time!

JE & FN

The Building of a Flying Machine

Model and Text by John Estes • Images by Fabian Nevarez



In the bags, I found some beads which did not require any extra effort to use or to make them fit; at least three different sizes of cotter pins, which had to be trimmed and I just happened to keep the ends that were trimmed off, which made it possible to form my own rope guides later in the construction as there were not enough cotter pins included in the kit to do the job. The other bags held small pieces of wood that were to be shaped, thinned and formed to make up numerous parts and bits for the machine.

After seven months of building sub-assemblies, bending wire and getting completely frustrated with the machine, I decided to take a few weeks off to think about the next steps in the construction process.

The headman at Hal's, Carlos asked me if I could possibly finish the machine by May so that they could show the vendor how it came out at the next trade show. One week later, I took the sub-assemblies to show them how things would look if and when I got the machine finished. About all I had completed and ready to use was the fuselage portion of the machine and a bunch of ribs waiting to be formed into the wing and tail section.

Much to my surprise, three days later, I had both wings assembled and ready to cover with the netting. All I needed to do was wrap each glue joint with thread to strengthen the joints. After a week or so the wings were covered and ready to attach to the body, not a simple task but I was able to do so in about 8 hours of tedious work.



Then, I found I needed to make eight rope guides, four upper and four lower for each wing with nothing to make them from except the small pieces of cotter key left over from the earlier stage of construction. This proved to be much less a problem than it seemed as I had made a jig about 20 years ago to use to bend wire for some horse figures I was working on at that time and this worked like a charm.

Now only the tail section remained to be built,

Make sure the measurements are the same in the instruction booklet as they are on the plan. For example, the push rods are given in two different lengths and some of the sizes in the booklet are not the same as on the plan, even though your booklet states them to be in scale.

Show a parts list with the dimensions of the wood and a parts number that matches something in the booklet.



wrapped and covered with the net and then attached to the body. This process only took about 16 hours, over a three-day period. I had learned a lot about the methods needed to construct this flying machine so the tail assembly took less time than some of the other assemblies. I finished the Ornithopter on Saturday morning March 1 and delivered it to the hobby shop where it will be on display.

Would I recommend this to other modelers? Yes, but as a builder of kits for some 55 years or so, I would say that you need some experience with the old balsa and tissue kits from the 40's and 50's. Someone suggested that this kit could be built in two days and inquired why I had not been able to do so. No way could I have done it in less than the time than the ten months it took me to finish it. Some suggestions for the kit manufacturer:

Supply the correct number of parts (cotter keys) for the cable guides. Supply enough leather to make the belts required. I was short about 15 cm or so. I had to buy a bag of leather strips in order to finish the kit. Supply a turned pylon to use to mount the machine on the base as you can get turned wooden rods or decorative spindles that would work.

I used clear lacquer to cover all the wood and then stained the darker colors or used paint to make a wash to color the parts. Then I used super glue to apply the netting to the wood. Show the tapered braces in the instruction booklet early enough to taper the brace to fit the main body as it is difficult to do so when the braces are attached.

HEAVY METAL!

The Page of the Armor Guys

Models by
Bill Coster

M2A2 Bradley Infantry Fighting Vehicle

The Bradley Fighting Vehicle System is manufactured by United Defense Limited Partnership (UDLP) and includes the M2 Infantry Fighting Vehicle and the M3 Cavalry Fighting Vehicle. It is in service with the armies of the USA and Saudi Arabia. Since 1981, 6,720 vehicles of both types have been fielded.

The role of the M2 Infantry Fighting Vehicle is to transport infantry on the battlefield, to provide fire cover to dismounted troops and to suppress enemy tanks and fighting vehicles. The M2 carries three crew, commander, gunner and driver, plus six fully equipped infantrymen. The M3 performs scout missions and carries three crew plus two scouts. The main armament is a Boeing 25mm M242 Bushmaster chain gun. The M242 has a single barrel with an integrated dual feed mechanism and remote feed selection. The gunner can select single or multiple shot mode. The standard rate of fire is 200 rounds/minute but the gun is optionally converted to 500 rounds/minute.

An M240C 7.62mm machine gun is mounted co-axially to right of the Bushmaster. The M2 Bradley is equipped with the Raytheon TOW BGM-71 anti-tank missile system. The twin-tube TOW launcher is mounted on the left of the turret. The hull of the M2 is constructed of welded aluminum and spaced laminate armor. In addition, the

M2A2/M3A2 Bradleys have applique steel armor with provision for additional passive armor or explosive reactive armor for increased protection against ballistic weapons.

The model is the Tamiya M2A2 built basically out of the box. I did modify the TOW launcher to be more accurate and I added another articulated arm to the armored shield over the sights. The nonskid surface was simulated using 3M spray adhesive applied very lightly over the top surfaces. Any areas that were to remain uncovered (boltheads, outside edge of the plates) were protected with thin strips of masking tape.



Tamiya M2A2 built out of the box.

M1064A3; M548A1; M548A3; M577A2; M577A3; M730A2; M901A1; M981; M1068; M1068A3; M1059; and M1059A3.

The M901A3 Improved TOW Vehicle (ITV) is a weapon system using present TOW components, mounted on a modified M113A3. The TOW



M-901 Improved TOW Vehicle (ITV)

The M113 APC was the first modern "battle taxi"; developed to transport infantry forces on the mechanized battlefield. The main armament is

a single .50 Cal heavy barrel machine gun, and the secondary armament is a single .30 Cal machine gun. The M113 is built of aircraft quality aluminum, which allows it to possess some of the same strengths as steel at a much lighter weight. This distinct weight advantage allows the M113 to utilize a relatively small engine to power the vehicle, as well as carry a large payload cross-country. The vehicle is capable of "swimming" bodies of water.

The M113 Family includes approximately 12 variants of light armored tracked vehicles used in a variety of combat and combat support roles. Total density exceeds 28,000. Today's M113 Family of Vehicles is composed of a mix of derivative systems consisting of the A1, A2, and A3 configurations. The current fleet includes M113A2; M113A3; M106A2; M106A;



Tamiya M113 with the Verlinden M901 Hammerhead conversion

components are mounted in a launcher platform that is attached to a modified M27 cupola.

An elevating mechanism positions the launcher platform into reload and elevated positions. The system is capable of firing two missiles without reloading and carries ten TOW rounds in the missile rack. Maximum protection is provided the crew during reload.

This kit is the old Tamiya M113 with the Verlinden M901 Hammerhead conversion. Except for very heavy pour stubs, the conversion went together with very little difficulty.





A couple of extra shots of Bill Coster's very nice Tamiya M2A2 Bradley

OK, we admit it. We are looking for new members. Back on page two of this newsletter is a whole bunch of information about our club, where and how often we meet, how to contact us, even how to get a membership card. So its only fair that we provide a plug for our national organization, which publishes a darn fine magazine 6 times a year, provides us with little things like support for regional and national conventions, and keeps us up to date with manufacturer's reports on ALL the latest kit releases. Hey! Its worth the money just to get the magazine, and there are always some neat modeling articles to check out. Give it a try, OK?

IPMS / USA NEW MEMBER APPLICATION

IPMS #: _____ Your Name: _____
(leave blank) *First* *Middle* *Last*

ADDRESS: _____

CITY: _____ State: _____ Zip: _____

SIGNATURE *(required)* _____

Membership type

- ADULT (\$21)
- JUNIOR (17 years old or younger) (\$9)
- TRADE MEMBER (\$21)
- CANADA and MEXICO (\$25)
- OTHER FOREIGN (\$28)
- FAMILY (Adult dues + \$5, includes one set of magazines) (Indicate # of membership cards required _____)

If recommended by an IPMS member, please provide his / her name and membership number _____

Mailing Instructions

MAIL THIS FORM AND YOUR PAYMENT TO: IPMS / USA
P.O. Box 2475,
North Canton, OH 44720-0475