



The Glue

El Paso Scale Model Society

JUNE 2005



Julio Sanchez's collection of C-130 types in 1/200 scale

The Meeting

Wow! what a great meeting we had on Sunday, June 5. Forty-two members and family came by the church to spend the afternoon talking about and looking at models.

Tony Gutierrez joined our group and brought a KC-10 in 1/200 scale. Tony is an artist and he also brought some of his great artwork for us to see. Welcome to the group, Tony.

Tony Hammes, a former member of the club has returned to Ft. Bliss and stopped by to see how things were going with the club.

Tony is doing N gauge railroads with his sons. Welcome back Tony and you are always welcome at any club meeting that you have time to attend.



Tony Gutierrez's KC-10 in 1/200 scale





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.

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

fnevarez@elp.rr.com

or if you prefer using regular mail, you can send your submissions to:

The Glue
c/o Fabian Nevarez
12344 Olga Mapula
El Paso, Texas 79936

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.

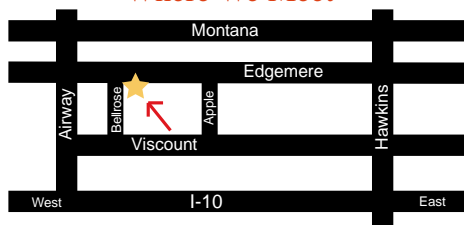
Our Year 2005 Club Officers

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	915-858-5608 IPMS# 41984
IPMS-USA	
Gustav Hebrok	915-779-5082
Chapter Contact	IPMS #4058
Club Web Master	
John Benson	915-593-8324 IPMS #36429

Schedule of Events for 2005

January	9 30	Meeting IPMS Swamp Lake Charles, LA	July	10 20-23	Meeting IPMS National Convention Atlanta, GA
February	6 19	Meeting & Contest Modellifesta San Antonio, TX	August	7 21	Meeting & Contest <i>Basset Show #1</i>
March	6 19 26	Meeting IPMS MCMA (Car Contest) IPMS Tulsa, OK	Sept	11	Meeting
April	3 2 30	Meeting & Contest IPMS Houston, TX IPMS Austin, TX	October	2 1 8 8-9	Meeting & Contest Gascon IV Abilene, TX <i>DesertCon '05</i> Amigo Airshow
May	1 13-14 21	Meeting CASM Little Rock, AK IPMS NCT Dallas, TX	Nov	6 1-14 13	Meeting Vet's Display <i>Basset Show #2</i>
June	5 18-19	Meeting & Contest Region 6 Convention Oklahoma City, OK IPMS/OHMS	Dec	4	Meeting & Contest Election of new officers

Where We Meet



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The President's Column

It just occurred to me that the June meeting is the first meeting of our 36th year as an IPMS Chartered Chapter. When we met at my house in May 1970 and Col. Balliet announced that we had been granted a charter from IPMS, I doubt if anyone there even thought that we might still be in operation in 2005. If my math is correct we have had 422 meetings during that time. Joe Ureno, Jim Davis, Don Fenton, John Paul Jones and I were at that first IPMS meeting at my house in 1970. Several members of the original group are deceased and several of the current members have been around almost as long. Our club has been the Region 6 Chapter of the year three times. We have won National Chapter of the Year 2 times. We have had a Basset show for more than 35 years as we gave three show there before the club became officially organized.

We have had eight different presidents, some serving only one term, others serving multiple terms. I had an email from another modeler this past week lamenting the fact that he may be the only modeler in his town. In the light of his statement, we must have a pretty good club to be able to achieve such a length of tenure. I am proud of our club and hope that we are able to continue for another 35 years.

John Estes

On Saturday, **Hector Salazar** and his family were at *Hal's Hobby Warehouse*. Hector was a former member of the club and now lives in Houston where he works for Continental Airlines. It was nice to visit with him and his family. He is getting his son into modeling. Way to go, Hector.

David Ross has moved. His new address is *PO Box 1567, Woodward, OK 73802*. David plans to work on a model of the *Bluenose II*, a kit he started in 1967. He has set up his hobby area in the storm cellar and I think he has started to rig the schooner.

The Meeting

This was a contest meeting but there were only three entries so each entry placed in the contest.

The winners were:

First Place, **Fabian Nevarez** with his Hasegawa Ki -61 Tony in 1/48 scale.

Second Place was claimed by **Gervasio Damboriarena** with his Hasegawa 1/48 scale F-4E Phantom in the Missouri NG 30th Anniversary scheme.

Third Place went to **James Spence** with his 1/48 scale LEM.



First Place
Fabian Nevarez



Second Place
Gervasio Damboriarena



Third Place
James Spence

Show & Tell

Duane Velasquez brought seven 1/72nd models from his vast collection.

The seven models that Duane brought were: an AC-47 Puff built from the ESCI kit; a Do 335 made from the DML kit; a Vickers Wellesley made from the Matchbox kit; a Henschel 123 made from the Airfix kit; an AD-6 Skyraider made from the Tskuda kit; a Fairey Gannet built from the Frog kit and the Pegasus offering of the Spiteful.

Connie Harth brought a 1/75th scale model of the Arc en Ciel from the Heller kit. This was one of Heller's early kits.

Show & Tell



Pegasus Spiteful by **Duane Velasquez**



Tskuda AD-6 Sky rider by **Duane Velasquez**



DML Do335 by **Duane Velasquez**



Airfix He123 by **Duane Velasquez**



Matchbox Vickers Wellesley by **Duane Velasquez**



ESCI AC-47 Puff by **Duane Velasquez**

Show and Tell

Jim Davis had two F-86F model Sabers to show, one in 1/48 scale built from the Academy kit and the other in 1/72 built from the Fujimi offering. Once again, Jim has finished the planes in the same markings, this time he chose the Huff. These were two very nice models as the pictures will show.

Julio Sanchez had a huge collection of C-130 types all in 1/200 scale. Some had been converted to some unusual varieties of the C-130. He also had a C-46 in 1/144 scale that he had cast in metal. Julio converted a Hobbycraft kit of the D.H. Caribou to a turbo/Caribou. Julio had some very nice models to show.

Mike Boudreaux brought an Academy 1/48th Mig21 that was in progress. This had some interesting work done on the instrument panel and cockpit area.



Jim Davis' F-86Fs in 1/48 (Academy) and in 1/72 (Fujimi)



Jim Davis' F-86F in 1/48



Connie Harth's 1/75th Arc en Ciel from Heller



Show and Tell

Don Fenton had a British Pacific Forces Hellcat II based on the Hasegawa Hellcat kit in progress and an F4U-1D Corsair from the Tamiya kit which was also in progress. Some very nice detail work shown here by Don.

Fabian Nevarez had his Tamiy Raiden back from last month but his Hasegawa kit of the Nakajima N1K-2 was new and looking really great. Fabian won the contest with another new production, a Ki-61 from the Hasegawa kit.

John Estes brought two Dewoitine 510's in 1/72 scale built from the Heller kit. Both aircraft were in natural metal using the Alclad system. One had a gloss black base coat and on the second he used gray automotive primer. You could see the difference in the metallic sheen between the two kits. The kit with the black primer looked more metallic than the gray primed kit. John seems to like the Alclad system as these were the number 4 and 5 kits on which he used the Alclad finish.

John also had Spitfire 14E in a strange color scheme, something called a low-level photo recon scheme in some unusual greens, greys and mauve. This was a work in progress and should be finished by the next meeting.

After the regular meeting was over a number of the members stayed to discuss the **DesertCon** to be held in October. It was decided to continue with the **Oct. 8** date even though there will be some conflicts in both IPMS Regions 6 and 10. Stay tuned for more info on this event as it becomes available. Look for the handouts to be available soon at a hobby shop near you. One thing that was decided on was that there will be an Out of the Box category in all areas. Some were omitted last year, then added at the last minute but too late for some of our modelers to enter. If you have questions, give **John Estes** a call. His number is on page 2 of the GLUE.



Gervasio Damboriarena's 1/48 Argentine Navy T-28



Gervasio Damboriarena had a Monogram 1/48 T-28 in Argentine markings and his Hasegawa Phantom that he entered in the contest.



Gervasio Damboriarena's 1/48 F-4E Phantom II

Show and Tell



John Estes' Dewoitine 510 in 1/72 from Heller



John Estes' 2nd Dewoitine 510, also in 1/72



Fabian Nevarez's 1/48 Kawasaki Ki-61 Tony



Fabian Nevarez's 1/48 Nakajima N1K2 George



US Liaison Aircraft in action

Aircraft Number 195

By Al Adcock

Review by Clifford Bossie

Often overshadowed by the more dramatic combat aircraft are those little support aircraft that while important are often overlooked and forgotten by most aviation buffs, and so it is with those stalwart

warriors the artillery support aircraft, the Liaison aircraft, or "L birds". Probably the most famous was the L-4 Grasshopper, an outgrowth of the famous Piper Cub.

They provided an eye in the sky for artillery units and a feeling of comfort to the "dogfaces" on

the ground. While an L bird was overhead the enemy did not dare fire and reveal their position. Though commissioned officers, the spotter pilots lived very closely with the enlisted men and NCOs that helped to support the mission. They shared in the daily routine necessary to keep their birds in the air. Most of the Liaison aircraft used gravity feed, not fuel pumps, so gasoline had to be filtered before going into the fuel tank. Many times a pilot would look for a convoy and land on the road when traffic allowed. Due to the affection that the average GI had for

the spotter planes it was not uncommon to find willing hands to help fuel an aircraft.

The Continental powered aircraft did not have starter, so the prop was pulled through to start the engine. Airstrips that



might not be anything more than a cow pasture were located close to the front and locations might change several times in a week. It was a very demanding mission and unfortunately a very overlooked one.

A friend, who is also lucky enough to own an L-4A, recently loaned me a book entitled Janey: A Little Plane in a Big War. In that book Alfred W. "Dutch" Schultz told his story of two and a half years of flying an L-4 in North Africa, Italy, Southern France and finally into Germany. His first hand account was compelling and well told, it

left me wanting to learn more about the L-4.

Squadron/Signal's latest release covers the L-1 through the L-5, all WWII aircraft.

There is a decent amount of coverage on each type and some real gems included. One of those gems is that the USAAF bought eight J-3C-65 Cubs from Piper and tested some at Biggs AAF during maneuvers in July, 1941. Always on the lookout for information on the history of Biggs that was welcome news to me. The author does his best to cover the different variants of each type in the book's forty-nine pages. There ten profiles in the center of the book and three more aircraft covered on the front and the back covers.

The photos make a good effort of providing reference on details and my main interest, the L-4 is well covered. Also included is some information on the LST "aircraft carriers" used during the invasion of Italy and France. Those conversions consisted of plywood, or PSP flightdecks added allowing aircraft to take off from the LSTs.

Those aircraft would land ashore following their mission. Also covered is the Brodie Device, which allowed an L-4 to takeoff and land on a wire strung along the length of an LST. The book's coverage is mostly limited to World War II, but with the exception of the L-5 (which served during the Korean War) that covers most of the exploits of the early L birds. For the size of the book I feel that the subject is well covered and I found this book very useful.

I could ask for more details, but not at the price of this book.

