

The Trim Tab

July 2018 Volume 47 Issue 8



IPMS Atlanta / *Scale Modelers*

[IPMS Atlanta Website](#)

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Coming Events

PDK Airport Meeting -

This month's meeting will be **Wednesday, July 18, 7 p.m.** at Peachtree-Dekalb Airport (PDK). Turn from Clairmont onto Airport Rd. Go to the last left turn before reaching the speed bumps. The street will take you around the hanger and across the ramp. There is parking just past the ramp. Go in the glass door. Take the stairs to the left and go up to the second floor. The conference room is just down the hall. **(Notice will be emailed if location changes.)**

Model Building Q&A Session -

HobbyTown USA,
4125 GA-20, BUFORD, GA
Saturday, July 28, 2018 1 p.m.

Club Build-Session -

HobbyTown USA,
4125 GA-20, BUFORD, GA
Saturday, August 4, 2018 1 p.m.



Early IPMS Atlanta Member John (Johnny) Caldwell Passes On:

Johnny was 95 and was a World War II Veteran having served in the United States Army Air Corps and was a retired Highway Engineer from the Federal Highway Administration. Though not all of our current members knew Johnny personally, those that did remember him as a friend and a true gentleman. He was an active and contributing member of our club during many of its earliest years. Though no longer active, Johnny still enjoyed keeping up with club activities and pictures of our model builds. **R.I.P.**

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CALENDAR

Jul 14: **DownEastCon, Havelock, NC**

Jul 18: PDK Airport Monthly Meeting 7-9 pm

Jul 28: HobbyTown Model Build Q&A 1-3 pm

Aug 1 - 4: **IPMS/USA Nationals
Phoenix, AZ**

Aug 4: HobbyTown Build Session 1-3 pm

Aug 15: PDK Airport Monthly Meeting 7-9 pm

Aug 25: HobbyTown Model Build Q&A 1-3 pm

Aug 25: **Annual Model Show, Huntsville, AL**

Sep 1: HobbyTown Build Session 1-3 pm

Sep 19: PDK Airport Monthly Meeting 7-9 pm

Sep 29: HobbyTown Model Build Q&A 1-3 pm

Oct 6: HobbyTown Build Session 1-3 pm

Oct 13 - 14 **Wings Over North GA
Rome, GA**

Oct 17: PDK Airport Monthly Meeting 7-9 pm

Oct 27: HobbyTown Model Build Q&A 1-3 pm

Nov 10: **IPMS Middle Tennessee
Murfreesboro, TN**

Dec 1: **Annual Club Christmas Party**

June PDK Meeting Notes

- Dave Lockhart opened the meeting and provided an informative and ever-entertaining PowerPoint presentation (he is still hearing "crickets" from the audience ... except for the "two old guys in the Sesame Street Balcony")
- Brief business meeting ...
 - Egleston Hospital - Budget increase request from Jim Elmore; Motion made and carried.
 - Johnny Caldwell's passing - (Good man gone) Need to notify IPMS Journal; Dave Lockhart said he would follow-up.
 - Fall Club Picnic - Ed Sveum has conflicts this year; Cancel unless someone else volunteers
 - Annual Christmas Party - December 1 at the Elmore house confirmed
 - Move back to PDK Classroom - Nothing definite; Dave Lockhart will notify club
 - Dave Lockhart indicated he would be adding pictures to the club web stie.
- Ed Sveum conducted an interesting and informative demo on "Weathering With Pastels."
- Members described and discussed a great group of models put on the table this month.
- Modeler of the Month - Dave Lockhart
- Raffle Winner - (No Raffle) NOTE: For the July meeting raffle, a free ticket will be given to cover the tickets not received at the June meeting for models placed on the table at that meeting.

Models for the Lawrenceville Museum

MiG-21, Bill Wofford, Complete

F-4, Brian Speer, Complete

MiG-17, Bill Johnston, Complete

B-58, Bill Easton, Complete

F/A 18, Jim Elmore, Complete

F-5, Jim Elmore, Complete

A-10, Brian Mason, Complete (Lost In Action)

F-117, Gale Brown, Complete

B-52, Ed Sveum, Complete

USS Skipjack, Dave Lockhart, Complete

A-10 (Replacement), Ed Hulsey, In Process

A-4, Unassigned

A-6, Unassigned

F-100, Unassigned

F-105, Gale Brown/Bill Easton, In Process

F-106, Unassigned

F-86, Unassigned

OV-10, Unassigned

OV-1A, Unassigned



"Weathering With Pastels" Demo:

Thanks to Ed Sveum for his excellent review and discussion of how pastels can have many uses in virtually any area of model building. At the June meeting, Ed demonstrated and talked about how he sometimes utilizes dry pastel chalk as well as lead pencil to highlight and enhance the finish and panel lines on plastic models.

Ed emphasized that practice is key to developing subtle application skill and avoiding fingerprints for model builds.

On the Table in June ...



Bill Wofford's

1:72
Heller (vintage 1966)

Amiot 143

Paint: White Ensign Models
Bill said he added an interior
(*he did not say if the wine cellar
was included ...*).

Amazingly (given the age of the
kit), he was able to use the kit
decals.

The Amiot 143 was a 1930's
era French medium bomber.

Brian Mason

1:72
Italeri

OH-58D Kiowa Warrior

Paint: Model Master Acrylics

Brian said this was an out of
the box build.

As background on the
helicopter, Brian indicated
that the first operational use
of the Kiowa was in October,
1983 in a scout/observation
role.





1:72
AMT

F-14 "What-If"

Paint: Model Master Acrylics and Enamels

The added delta wings and canards give this presentation a "rare-cat" look.

From Ed Sveum (Part One)

1:72
Hasegawa

F-20 "What-If"

Paint: Model Master Acrylics and Enamels

For this build, Ed swapped-out the kit wings with some replacement wings that adapted perfectly to give him the concept he was after.





1:72
MRC

French Air Force P-36

Paint: Model Master Acrylics and Enamels

Cockpit and wheel wells were detailed with some add-on's.

Ed commented that the P-36's, beginning service with the French AF in 1939, performed well early against German 109's.

From Ed Sveum (Part Two)

1:72
ERTL (prototype)

Eurofighter "What-If"

Paint: Model Master Acrylics and Enamels

To create the What-If presentation, Ed used a color scheme that was fictional for this aircraft.





From Jose Morales Jr.

1:32
Williams Brothers

**Wedell-Williams Racer
(Flown by Roscoe Turner)**

Paint: Testors spray cans

Jose said he built this kit in 1994. Aluminum rods were added to the build. He also mentioned "a lot of masking" was required.

Jose said the real airplane was used successfully in air races in the 1930's.

By Jim Elmore

1:25
AMT

**1957 Chevy (Modern)
"Old Chevy's Never Die"**

Paint: Tamiya Flat Yellow covered by Testor's Model Master Sealer.

The build was kit-bashed with rocket nozzles.

Jim said this was a new build to replace a 30-year-old model that appeared in FSM magazine in 1990.





Joe Scavotto

1:12
AMT

1937 Cord 812

"Paint": Joe simply polished the kit plastic to an excellent shine.

This was an "out of the box" build for Joe. The Cord was part of the Auburn-Cord-Duesenberg family of automobiles.

Gale Brown

Revell

"Miss Hurst" Figure (in-process)

This is a joint-project being worked on by Gale and Jose Morales.

The Revell figure will eventually be placed in a 1/18 scale die-cast Hurst Olds model Indy 500 Pace Car.

(Editor Note: Gale may have also used the opportunity to show-off his new phone ... dunno.)





Thomas Moore

1:48
 'The Aviators'

**D4Y "JUDY"
 (in-process)**

Paint: None yet

Thomas has added some scratch-building to the cockpit and wheel wells.

The kit was purchased on eBay. When Thomas received it, he was surprised to find it included an Aviators G4M "Betty" which had not been mentioned in the ad.

Dave Lockhart

1:48
 Tamiya

Avro Lancaster B.1/B.111

Paint: Model Master

Quick-Boost guns were added to the build.

This is a model of the Lancaster called "Mickey the Moocher" which survived 118 missions in the war. The real aircraft flies with the "Battle of Britain Memorial Flight."



Modeler of the Month - Dave Lockhart



Congratulations, Dave!

Dave passed along the following about his modeling background:

I've been modeling for about 55 years. Didn't get into it full force until we moved into our house in Duluth.

My favorite models are large sailing ships (plastic, not wood) like the Constitution, Cutty Sark, Alabama, etc. The only disadvantage is their size.

Lately my building has gone all over the board: planes, sci-fi, armor. I'm actually going to build a car model and hopefully a paper model this year.

Unfortunately, I've not had as much bench time as I wished lately. My duties as the DLC for IPMS/USA and the chapter president for IPMS Atlanta keeps me doing a lot of administrative duties. I do enjoy it helps with my OCD.

(Editor Note: Then, strangely, the last sentence of the email from Dave became garbled and almost unreadable. I could barely make out a couple of words ... "humble" and "handsome," but we know that is not true. So, I'm not sure what he was trying to say there.

Anyway, very nice job on the Lancaster, Dave!)

June Club Meeting

Our Club Monthly Raffle Chairman was not able to make the meeting this month. So, no raffle was held at the June meeting.

However, to those members who brought models to the **June** meeting, our Raffle Chairman will be asked to give free tickets to the following in addition to those given for models on the table at the **July** meeting:

Ed Sveum, 4 Tickets

Bill Wofford, 1 Ticket

Brian Mason, 1 Ticket

Jose Morales Jr., 1 Ticket

Jim Elmore, 1 Ticket

Joe Scavotto, 1 Ticket

Gale Brown, 1 Ticket

Thomas Moore, 1 Ticket

Dave Lockhart, 1 Ticket

If any of these members are absent in July, a proxy can hold their ticket(s) for the July drawing.

Raffle Winner

Monthly Club Raffle Reminder!

Get a free raffle ticket for each model you bring to the monthly meeting.

Build 'em and Bring 'em!



Notes from the Workbench - July 2018

Dave Lockhart

Model Adoption Agency

In a previous column article, I mentioned that your built models eventually become orphans. When one first starts a model, you devote lots of love and attention on it. It becomes your favorite child. Once finished you can't wait to show it off. You bring it to your club meetings and if you think it's really good, you take it to shows. After a while, you find a new love in a brand-new kit and the "old" kit goes on your shelf. Will the old model ever see the light of day? Maybe; maybe not.

Wouldn't it be better if your built model found a new home? Someone who will show it the love and attention it once had? While many of us will gladly sell, trade or give kits away, what about built models? Would it be that bad for someone else to give one of your models a new home?

A few years ago, I built a model of the Graf Zeppelin by Hawk Models. It's an impressive kit at 38" long. It wasn't a difficult build, except that it took a lot of paint. It came out okay and due to its size, I hung it from the ceiling in my office. There it stayed for many years.

Then one day my good friend Fred came to visit and upon gazing at the hanging zeppelin, he declared that he had "zeppelin envy." Of course, I appreciated the compliment but when he asked if I would ever consider giving it to him, I stopped and thought "Give a model away?", that's just not done.

The fact of the matter was that despite an occasional dusting of the model, my Graf Zeppelin hung from my ceiling for many years never to be touched. Maybe it was time for a new home.

So, I told Fred, sure it's yours. He did tell me that he would gladly trade for any of his models. I said, "How about your 1/350 Tamiya USS Enterprise?". Fred did a terrific job on this ship and it's a stunning model. Fred paled a bit upon my request and I think may have crapped his pants a little. A deal is a deal.

Needless to say, I told him I was only kidding and we'll work out an equitable trade. He's happy and there are a couple of empty eyebolts in my office ceiling. I'll have to build another zeppelin or something else.

The bottom line is that if someone truly admires your work and you feel up to being generous, share your models. Who knows, you may get something back that you really like (and most likely don't have time to build)

An old quote states that "The journey is more important than the destination". Enjoy your journey of modeling.

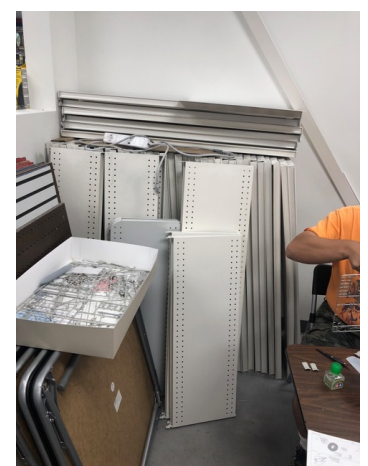
Happy Modeling.

Dave



Monthly Build Session Activity ...

The first Saturday of each month finds members having lunch at VIVA Mexico followed by a couple of hours of model-building, and camaraderie at the Buford Hobby Town store.



Currently, there isn't much space in the Hobby Town room used for the Build Session. But, if Hobby Town can find someone to take these shelves and backboards, there will be more room to move around ... may be able to add some more work surface ... anyway more room. If interested please contact Phil at (470) 326-5097, hobbytownduluth@gmail.com

ITEMS OF INTEREST by Jim Pernikoff

Someone commented recently that they wondered where I put all the publications that I review, and I must admit that it isn't easy! But if you note, most of these are fairly thin, and I prefer softcovers just for that reason. If a book I want is first released as a hardcover, I will guess whether it will eventually appear in a softcover edition and may simply hold off until that edition is released; whether this is likely depends on past tendencies of the publisher. If I don't choose to wait, I may buy the hardcover and replace it with the softcover when that finally appears.

There are some books that I do review without buying, if I think that it is a subject that does not appeal to me but which I feel might appeal to some of you. I will try and sample it in a bookstore, or I might just use the "Look Inside" feature that Amazon applies to many of the books that they sell. This is particularly useful if the book is one of a series, since once one has seen and/or reviewed one book in a particular series, other volumes usually have the same characteristics. I like series books because of their expected consistency.

I try to review books that cover the wide range of interests that exists in the club, but of course I will tend to emphasize my own personal interests. I am primarily an aircraft person, but fortunately that has been true in general of every local chapter that I have been a member of since 1970. I know there are a few armor-oriented clubs (though I think they would more likely be part of AMPS rather than IPMS) and a few automotive-oriented clubs like ACME or LIARS (that's the Long Island Auto Replica Society, if you didn't know, my favorite club acronym!). So here is my list of personal preferences, so you know where I tick, if you didn't already:

- Aircraft - A few favorites like the Mosquito, plus anything from my employers: Grumman, Boeing, Lockheed. I also like experimentals and drawing-board projects.
- Military Vehicles - Fully-tracked tanks only; no particular interest in tank destroyers, SPGs, soft-skis, wheeled vehicles, artillery, missiles, ground troop equipment, etc.
- Ships - Battleships and ocean liners; no particular interest in aircraft carriers, modern cruise ships or just about anything else. I also like unlimited hydroplanes, but there are no kits and few books.
- Automotive - Ferraris and road-racing cars; no particular interest in oval-track racers like NASCAR. Some interest in "professional" drag-racing classes only.
- Space & Sci-fi - Real space only, particularly the U.S. manned programs thru Apollo.
- Railroading - Steam locomotives and passenger trains including urban transit; diesels and freight trains don't turn me on. But of course we tend to ignore trains here (except for railway guns).

Of course, there is nothing stopping any of you from doing your own book reviews, and a few of you have, particularly Dave Lockhart. Remember, the more, the merrier! Now to this month's reviews.

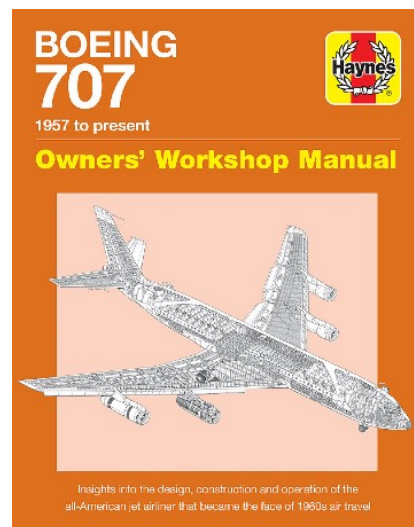
ITEMS OF INTEREST - Continued



Books about specific model kit manufacturers are few and far between, so those that do appear are nearly always noteworthy. A British company called FROG was actually the pioneer of our hobby, and in 1989 was the subject of *FROG Model Aircraft 1932-1976* by Leif Hellstrom and Richard Lines, which is still one of the more highly-regarded books of the genre. Now a Dutchman named **Peter van Lune** has self-published a large softcover about the first static-display kits, **FROG 'Penguin' Plastic Scale Model Kits 1936-1950**, which takes the decent coverage in the earlier book and expands on it considerably. (For the uninitiated, FROG referred to their flying models, which “Fly Right Off the Ground”, and ‘Penguin’ referred to the static-display modes as the “birds that cannot fly”.) The new book has a wealth of history and illustrations, and the inevitable value guide for collectors. It is probably overkill unless you are specifically looking for Penguin kits, but it is also the history of the start of the

model kit hobby. (And in WW2, FROG used the same technology to produce 1/72 ID models for the military.) You can order the book (and see more about the kit line) from the author at <http://frogpenguin.com/>.

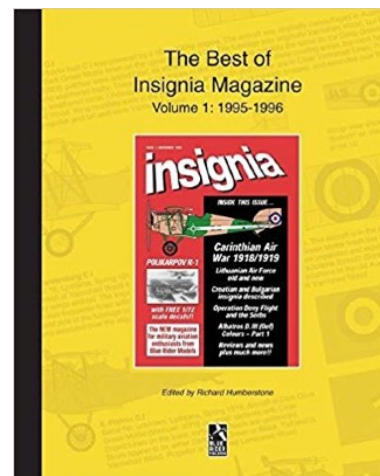
The recently reviewed *Owners' Workshop Manual* from Haynes on the F-14 Tomcat was a case of a book that probably should have been done sooner. The same is true with their newest in the series, **Boeing 707**, about the iconic jetliner which really jump-started the boom in worldwide air travel in the 1960s, and on which I had the pleasure to travel quite a few times. Following a brief history of Boeing's prior commercial efforts, the book describes how a need for a USAF jet tanker allowed Boeing to also develop a jetliner. The development and testing of the Dash 80 prototype, and how the production airliner differed, are well covered, followed by descriptions of all the airline variants, including the unique -138 for Qantas and -227 for Braniff, as well as the 720. The Anatomy chapter includes a 2-page isometric cutaway and describes in brief all the aircraft's systems, including diagrams from the technical manuals, and is followed by a similar chapter on all the various engines used. The chapter that follows gives a synopsis of the 707 in airline service and includes a fair number of photos of various liveries. Another chapter covers the military versions of the 707, including the E-3, E-6, E-8, C-18 and VC-137, and also includes the related KC-135, though all the electronic warfare variants of the 135 are omitted. A chapter on flying the aircraft covers an entire flight from preflight checks to engine shutdown, and includes annotated photos of the instrument panel and flight engineer's panel. An appendix lists Boeing's codes for each airline, followed by a decent



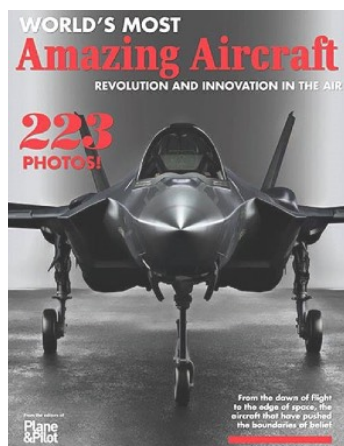
ITEMS OF INTEREST - Continued

index. The 707 is the aircraft that got me interested in aeronautical engineering (at age 6!) and all airline buffs should own this book.

Does anyone here remember a magazine called *Insignia*? It was published between 1995 and 2003 by a British decal maker called Blue Rider, which specialized in small air forces and is actually still in business. While ostensibly a quarterly, I don't think more than 3 issues appeared in any one year, and only 18 were published over the 8 year period. But now **Blue Rider** has published **The Best of Insignia Magazine, Volume 1: 1995-1996**, which has articles from the first four issues. Most of the countries highlighted include the Baltic states (Latvia), the Balkan States (Bosnia, Croatia, Slovenia) and other eastern European states (Bulgaria, Hungary, Poland) and there is info on U.N. peacekeeping forces. The complete history of *insignia* for some of these countries (at least until the 1990s) is included, and there are lots of color drawings of insignia and whole aircraft. Four more volumes will be published to cover the other magazine issues, along with the never-published issues #19 & 20. If you like these lesser air forces, this is good stuff!



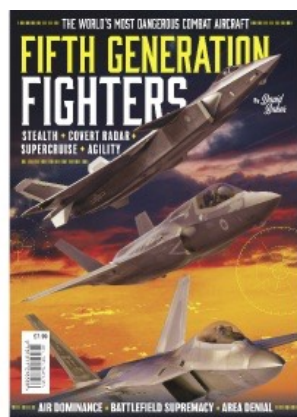
Everything else this month is in the form of bookazines, which henceforth is the only term I'll use for these, because that is preferred in the U.K. where most of these hail from. If you'd rather think of them as magbooks (preferred in the U.S.) or even mooks (preferred in Japan), be my guest. Having said that, the first two are U.S. publications!



Plane & Pilot magazine is not one that aviation modelers would tend to buy unless they are pilots themselves, but they have come up with **World's Most Amazing Aircraft**, which is a photo survey (223 Photos! screams the cover) covering a wide variety of aircraft. Unlike other similar publications from general-aviation magazines, this one does not concentrate on that genre and covers a nice selection of aircraft. (The first photo is of an Otto Lilienthal glider and the last is of White Knight Two.) Whether you consider these “amazing” or not, this is a very nice photo collection at a fairly reasonable price.

ITEMS OF INTEREST - Continued

The **Saturday Evening Post** is one of America's oldest magazines (1821) and was once one of its greatest. Although now a shadow of its former self, the current publishers have access to the magazine's voluminous archives and occasionally publish worthwhile special issues. One such is **Untold Stories of the Civil War**, now available. This combines "News and Dispatches" for each year of the war, taken from original issues, with other articles about the war taken from much later issues, mostly from the 1960s, when the nation was commemorating the war's centennial. This includes features on Native Americans in the war, actual cases of brother vs brother, actual wartime letters, views from the front, a union soldier's firsthand account of the march to the sea, and another's account on witnessing Lee's surrender at Appomattox. And the many photos are excellently chosen. Even if you have all the Civil War literature you think you need, this new issue is still worth looking for.



And that brings us to a trio of British bookazines. From **Mortons Media** comes **Fifth-Generation Fighters**, which first gives a quick history of jet fighters from the start, then describes the technology of stealth and the other defining features of a fifth-generation fighter, and then has chapters devoted to 8 such fighters that are in service or in advanced development. Oddly, this includes the MiG 1.44 and the Sukhoi Su-47, which were testbeds never intended for development, and also the latest MiG-35 development of the MiG-29, which is not stealthy and is generally considered a "4-1/2"-generation fighter like the latest F-16 and F-18 variants. Another chapter includes aircraft either still on the drawing board or in prototype testing from India, Japan, Korea and Turkey, and another

describes some of those "4-1/2"-generation fighters, though curiously the proposed semi-stealthy version of the F-15 is not there. The publication ends with a look at thoughts on how to counter the advantages of these aircraft, and what a possible sixth-generation might entail. The selection of photos and diagrams is very good, and if the publication is not too technical, you should find it quite enlightening.

ITEMS OF INTEREST - Continued

Also from **Mortons** comes the fourth in Dan Sharp's great series, **Luftwaffe: Secret Designs of the Third Reich**. Unlike the first three, which had specific aircraft types in mind (fighters, bombers and tailless aircraft), this one is more general and includes aircraft Sharp found during research for the previous books that did not fit the category. These are the best-researched and most scholarly bookazines you can find and are worth the price if you care about the subject. There are dozens of diagrams from German proposals and tech manuals and some really nice color isometric drawings showing how some of these might have looked in service. Fortunately, unlike some of the previous volumes, this one seems readily available at most local Barnes & Noble stores as I write this. If you like the "Luftwaffe '46" genre, this one is a must-have.



Key Publishing has done several bookazines called *Great Airports*; now they've gone a bit further with **Extreme Airports**, and it's referenced as Vol. 1, so more may come in due time. And the first one is our own ATL, which is "extreme" in its traffic level; the article includes some nice photos from the past of planes from Eastern and Piedmont. Tables include lists of passenger and cargo airlines, airport and traffic statistics and airport facilities. Included in a similar vein is Memphis for its incredible FedEx cargo hub. Most of the other airports are "extreme" for more obvious reasons and include such fabled venues as Funchal, Courchevel, Innsbruck, Lukla, St. Maarten, St. Barts, Tegucigalpa, Gibraltar and the late, great Kai Tak. But others may not be as familiar, such as Barra or Ilulissat! And there is even an article about the "airports" in Antarctica, which feature a few C-130s. The photos are great and the statistics revealing. With most of the world's most notorious airports already here, I wonder what Vol. 2 will be able to include?

Publications Profiles**By Jim Pernikoff****Squadron/Signal (Part 2)**

Last month I covered the Aircraft, Armor and Warships *In Action* series from Squadron/Signal. This month I will cover their remaining series published in landscape format.

While the *In Action* books did a good job in describing the development and service history of the subjects, along with color & markings depictions, they did not generally include close-up photos of aspects of the subjects that would be useful to super-detailers and others interested in the “nuts & bolts” of the designs. When Model Graphix came out with the *Aero Details* series starting in 1990, it persuaded Squadron to come out with a new series that would do the same, and they called it *Walk Around*.

These books were photo surveys with numerous close-up detail shots of the subjects. For older types these were generally taken in museums; for modern types they were taken at military bases, either at open houses or on the line with the permission of the base commanders. Usually several different examples of the subject vehicle were photographed, to account for differences in variants as produced or as restored. In addition, additional color & markings data was included, often at a more detailed level than in the *In Action* series. Thus these books made ideal companion volumes for *In Action* books on the same subjects.

Unlike the *In Action* series, the *Walk Arouns* have been uniform in format; from the start they were 80 pages, perfect-bound, which has not changed and which the *In Action* series has since standardized at. The Aircraft series started in 1993 but did not really pick up steam until 1996; the Armor series started in 2001 but saw little activity until 2008. Both series stopped in 2013, though many volumes remain in the catalog and it remains to be seen what Squadron may have in store for the future.

Last month I mentioned the other *In Action* series, initially called *Weapons In Action* when it began in 1973 but later renamed the more-appropriate *Combat Troops In Action*. The series continued sporadically through 1994 but hasn't been expanded since.

The *On Deck* series could also have been called *Warship Walk Around* because that is essentially what it was: detailed close-up looks at the ships, sometimes covering a single ship and sometimes an entire class. As can be seen, it was started in 1999, picked up in 2007 and stopped in 2012.

The other series shown on the third checklist could be described as experimental, because they had short lives and were produced in few numbers. *At The Gate* covered commercial airliners; *American Fire Apparatus* (a somewhat surprising choice) covered fire engines. *Squadron At Sea* was decidedly unconventional, since it covered the entire lives of individual ships in great detail (note the large page counts) from laydown to scrapping. It is worth noting that all these series stopped in 2012-2013, as did all the other series described above, so it appears that Squadron decided then that the three *In Action* series described last month were the only series worth continuing with. Considering the value in the publications in this month's checklists, that is an unfortunate choice, but I presume that finances and sales dictated that decision. Time will tell whether Squadron will ever add any additional issues to these or other book series.

Publications Profiles***By Jim Pernikoff******Squadron/Signal - Continued***

I should also mention that while I continually refer to these as softcover, Squadron has tended in the last decade or so to also make many of these books available in hardcover as well, under different series numbers.

Next time I will conclude the Squadron story with their books published in portrait format.

To review and print/utilize the publication checklists Jim has organized for you, please open the PDF attachments labeled ...

"Squadron Aircraft Walk Around,"

"Squadron Armor Walk Around" and

"Squadron Other Series (Landscape) "

A test of your “Hot-lanta Aviation History Quotient” by Fred Horky

Many IPMS/Atlanta members are what we can politely call “seniors”, so if you’ve lived in Atlanta for a half-century or more, you might just have your own memories of this event. Mine were just accidentally stirred by another mention of how a task as mundane as refueling an airplane, can be so critical.

Refueling airplanes is usually not a high-bracket-wage job. More often, it’s considered an “entry level” position.⁽¹⁾

The subject accident happened in Atlanta in the spring of 1970. I was just finishing grad school at Georgia Tech, my wife and I were living in an older part of Atlanta on the near-east side, just off what the natives call “Ponce” (Ponce de LEE-on) just past Druid Hills Country Club.

While the event is mostly forgotten now, the powerful search tool of the internet made it relatively easy to find and refresh details.

On the morning of Saturday, May 30th 1970 the local weather was a reported intermittent rain with a ragged cloud ceiling of about 400’, and visibility of only about a mile or less. Crappy, in other words. The Martin 404, a former airliner powered by two Pratt and Whitney R-2800 PISTON engines, was being operated by a Florida real estate company. It had arrived at Peachtree-DeKalb airport (its “PDK” IATA designator code also often used as shorthand by the public) located in the close-in NE Atlanta suburbs, inside the I 285 perimeter highway. It was there to fly prospective customers to look at property in the Sunshine State on a “free Memorial Day Weekend” promotional trip.

To refresh your memory of what a Martin 404 looked like, a contemporary picture of a 404 in Piedmont Airlines livery is shown below.



On arrival, a partial fuel service was requested by the crew of 100 gallons in each wing, added to the several hundred gallons of the prescribed 100-octane “AvGas” (Aviation Gasoline) already in the tanks. This service was done by two employees of a PDK fixed base operator.

The fuel truck was plainly marked “Jet A”: the fuel added was the “Jet A” prescribed for turbine (jet) engines.

The accident was thus caused by a chain of several mistakes made by several people. The relatively inexperienced refueling crew of two was composed of a twenty-two year old operating the fuel truck: on top of the wing with the hose was a part-time, weekends-only nineteen year old.

That refueling crew had fairly recently serviced a number of very **similar-looking** airliners built by Martin’s post-war competitor, Consolidated-Vultee. They had never seen a Martin 404 before.



This picture shows an example of the Convair 240/340/440 piston engine airliner series, also originally powered by a pair of the same P&W R2800 PISTON engines.

Mistaking a Martin for an as-built Convair wasn’t the critical mistake: they both had the same PISTON engine.

But many Convairs had been converted to TURBO-PROP power, like this one with the Rolls-Royce “Dart” engine.



Others were converted to Allison turboprop engines, similar to those powering the Lockheed Electra and Navy P-3.



These TURBO-PROP powered Convairs were what the PDK refueling crew THOUGHT they were servicing: airplanes that had been converted and required **jet fuel**.

The copilot46 years old, Airline Transport Pilot (ATP) rated, 4200 total hours, 1700 hours in typeremained at the airplane and observed, but obviously wasn't REALLY watching, the servicing activity.

When he signed the credit card receipt, he didn't even notice that he had just signed for two hundred gallons of **"Jet-A" fuel**.

In other words, kerosene.

The captain (57 years old, also ATP rated, 25,871 total hours, 1,216 in type) didn't ask any questions or have suspicions about the servicing, except to ascertain that it had been done.

Big aircraft piston engines don't run wellor at allwhen their aviation gasoline is even partially contaminated with kerosene. Soon after takeoff to the northeast and their right turn to the south toward Florida, first one engine, and then the other started losing power and severely overheating because of detonation caused by lower octane rating of the mixed fuel.

An emergency was declared; Atlanta approach control immediately directed the flight toward Atlanta International, a few miles west of their position. But the power loss was near total as heavy detonation destroyed the engines internally.

When the Martin fell out of the clouds, they were only about four miles short of the Atlanta airport, but the only remotely clear area the pilots could see anywhere below them in Atlanta's sprawling suburbs was the I-285 perimeter highway around the city. To quote from the NTSB report, "The captain landed the aircraft on the only suitable terrain, which was the median strip of Interstate Highway 285".

(Just now after a little search on Google Maps, I found another reason for my personal interest in this accident: their flight path would have taken them just about over our house located on Lakeshore Drive NE, just off Ponce de Leon!)

After touchdown, the pilot quickly lost any further control over events happening over the next few hundred yards.



In the above image, the truncated fuselage of the Martin is seen pointed away from the camera, stopped after it skidded up an embankment and onto the Moreland Avenue (US Route 23).

This view looking south from the bridge shows the forward fuselage as the largest piece remaining, with the right wing and engine still attached, but the entire tail knocked off aft of the wing.



In this slightly different view, the left wing and engine and the rest of the wreckage is seen just short of the bridge.

One press report mentioned that two passengers had initially sat in rear row, but had been moved forward by the crew for balance purposesand that the move no doubt saved their lives.

Miraculously, only one of the twenty-nine passengers was killed. There were many injuries among the remainder and the crew.

Also, miraculously, there was no fire, despite that several hundred gallons of mostly AvGas (and jet fuel) was still aboard.

Considering Atlanta's even-then famous highway traffic, it was also miraculous that only one car was encountered, an unfortunate family of five that had chosen that particular moment to be driving eastbound on I-285 on a routine Saturday morning trip for groceries.



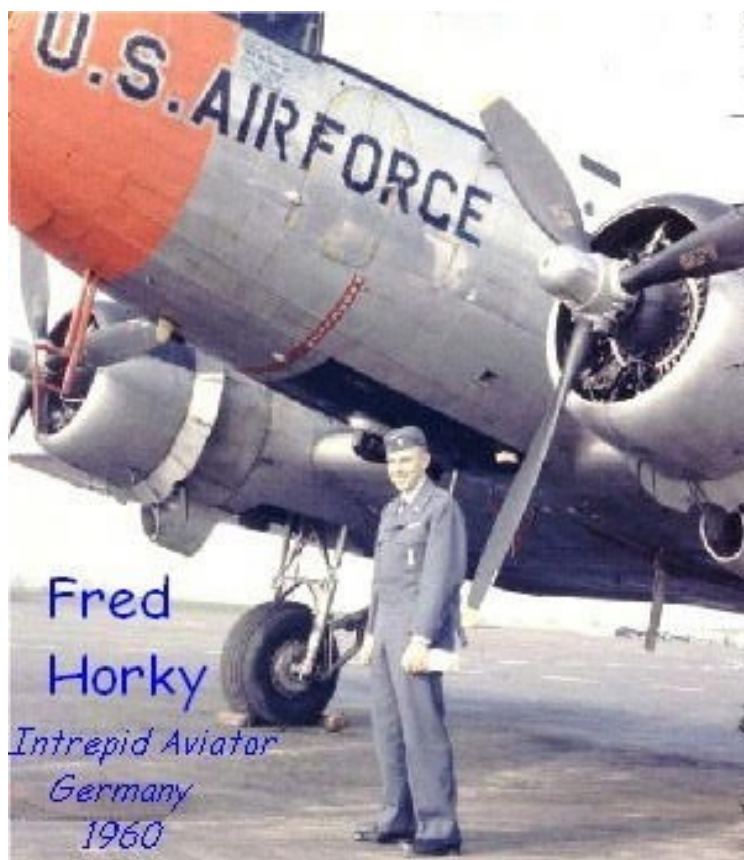
The above picture taken from near the overpass shows the dashed-line path of the airplane travel from right to left. The family in the car, headed in the opposite left to right direction, didn't have a chance as an airplane fell out of the clouds: all were killed making a total of six fatalities.

A summary from the NTSB Accident Report:

<https://ntsb.gov/investigations/AccidentReports/Pages/AAR7025.aspx>

The full NTSB report makes interesting reading, especially page 7 where the refueling operation at PDK is discussed

<https://ntsb.gov/investigations/AccidentReports/Reports/AAR7025.pdf>



P.S. For anyone who might be addicted to my trivia, the following is more of the inevitable Horky palaver:

Now, for why your scribe has a particular interest in this accident: nearly seventy years ago I had one of these “line boy” ⁽¹⁾ entry level jobs in aviation as a sixteen year old: pumping gas and washing airplanes!

It was not long after WWII; the fifteen dollars a WEEK ⁽²⁾ job (during summer school vacations, a seven day, 8 AM till dark schedule) was at a small town airport in Illinois. In other words, while the size of the airplane was larger, the job was not ALL that different from the youngsters refueling airplanes at PDK.

My OJT training had been simple in the extreme, but refueling J-3 Cubs, “Airknockers” (Aeroncas) and Cessnas wasn’t exactly not rocket science either. On the other hand, even those simple refuelings (or just about anything else done on, or to, ANY airplane) can have untoward results. For example, what happens when a gas cap is not secured properly!

My other line boy tasks included hand-starting (“propping”) all the Cubs, Aeroncas, and other small airplanes without startersor with dead batteries. There was also turning the cranks on the inertial starters of the war-surplus Stearman and Fairchild trainers, mowing the grass runway with the little tractor, helping the only mechanic, and basically any other “gopher” job that nobody else wanted to do.

(It must be confessed that the only REAL compensation ⁽²⁾ that I wanted from that job (other than being an aviation-struck kid who just wanted to be around airplanes, who likely would have been there for free if they hadn’t paid me) was the one hour of flight instruction that I was supposed to receive every

week. The reality was my flying occurred on a somewhat reduced schedule. Basically, my flight instruction happened when nothing else was happening.

But I did solo and after a couple of years of pumping gas, and washing airplanes, and changing oil, and sweeping the hangar, and pushing the long rib stitch needle back through an airplane wing to the mechanic on the other side; I almost got as far as a private pilot license! (3)

I never did get a private license(3): after graduating from USAF jet training several years later, the then-CAA jumped me over the PPL to the commercial ticket....

(Editor Note: For those of us who don't know Fred I asked him for modeling background info. He graciously spent a good deal of time to pass along some background info. Following are a couple of items I thought I'd include ...)



Fred was Vice President for his Model Club when he was at college. The Club President was a guy named Gene Kranz (holding the slide rule in the picture below) ... remember the real-life person played by actor Ed Harris in the movie "Apollo 13?"

Fred and Gene went to Air Force pilot school after college. Gene left the Air Force to move to NASA, and Fred made the Air Force a career.



Several years later I found myself in Venezuela with a military advisory mission, and the only modeler in our small group, and as far as I could tell the only modeler around, period. I joined IPMS (#6390) which became my real lifeline to the hobby, along with “the Hobby Shop in your Mailbox”, Squadron. A person can’t know how much IPMS can mean!

On return to the ‘states and middle Georgia, I became a plank owner in the Robert L Scott chapter at Warner Robins; soon after that Regional Coordinator (R-3), and not long after that when somebody said “....so if you think you can do better, instead of complaining about it, why don’t YOU run for the E-board?”. So I did. We had the national office in Warner Robins for a number of years.

I got so busy with IPMS with that, with several terms as DLC, a couple as El Presidente, and over the whole period (since I was retired, and had the time) as the IPMS Chief Flunky, among many other duties going to the post office every day. I even made a magnetic sign for one side of the family VW as my official “IPMS/USA Staffwagen”. (Didn’t have enough magnetic sheet material for two signs). It became the “Official Use Only IPMS/USA Staffwagen”, going to the Post Office six **days a week**.



So, my actual modeling pretty much ended long agoand has never really restarted.

Fred

(Editor Final Note: Fred, please let me pass along thanks for a few things: 1) your article and comments for the newsletter, 2) your Air Force service, and 3) for your many years of dedication supporting the model-building hobby through your IPMS efforts.)

Scale Modeler's Brag Sheet

Fill out and bring with your model to the club meeting.



Model Subject: _____

Kit Used: _____

Scale: _____

Add-ons: _____

Paints: _____

Special Techniques: _____

Any Historical/Background Information: _____

Modeler's Name: _____

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