

The Trim Tab

September 2018 Volume 47 Issue 10



IPMS Atlanta / *Scale Modelers*

[IPMS Atlanta Website](#)

CLUB OFFICERS & CONTACTS

Pres: Dave Lockhart
 (678) 620-8417
dlock3155@gmail.com

VP: Bill Wofford

Treas: Art Murray

Sec/ Bill Easton

Editor/ (317) 441-0431

Web weaston4@gmail.com

Show : Brian Speer

Coming Events

PDK Airport Meeting -

This month's meeting will be **Wednesday, September 19, 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 Clinic and Q&A-

"Re-scribing and Re-riveting"

HobbyTown USA,

4125 GA-20, BUFORD, GA

Saturday, September 29, 2018 1 p.m.

Club Build-Session -

HobbyTown USA,

4125 GA-20, BUFORD, GA

Saturday, October 6, 2018 1 p.m.



**2019 IPMS/USA Nationals
 Chattanooga
 Aug 7-10, 2019**

**Now Less Than ...
 12 Months Away!**

Model Kit Boxtops Needed!

Jim Elmore is collecting small to medium sized model kit box tops to use in a poster display supporting the Egleston Hospital project. Most any donations would be appreciated!

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CALENDAR

Sep 14 - 15 **IPMS Region 12 Contest**
Inman, SC-Spartanburg Club

Sep 19: PDK Airport Monthly Meeting 7-9 pm

Sep 29: HobbyTown Model Clinic/Q&A 1-3 pm
"Re-scribing & Re-Riveting
Alternatives"

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 3: HobbyTown Build Session 1-3 pm

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

Nov 21: PDK Airport Monthly Meeting 7-9 pm

Nov 22: **THANKSGIVING HOLIDAY**

Nov 24: HobbyTown Model Build Q&A 1-3 pm

Dec 1: HobbyTown Build Session 1-3 pm

Annual Club Christmas Party, 7 pm
Jim and Kim Elmore's Home

August PDK Meeting Notes

- A. Dave Lockhart opened the meeting, and indicated to the club that he will be absent from the September meeting. *(Since it is not likely anyone in the club can do the PowerPoint the way Dave does, it will probably be on hiatus for September ... Maybe)*
- B. Welcome two new members! **Fernando Sanchez and Paul Lovell**
- C. Brief business meeting ...
 1. Jim Elmore has a date for our new build project at CHOA (Children's Hospital of Atlanta). **Oct 3rd from 3:00 - 4:00 pm at the Egleston location (1405 Clifton Rd, NE)**. Please mark your calendar for that date. Jim will provide additional details (i.e. room) later.
 2. Due to travel, Ed Sveum will be unable to chair an upcoming 2022 bid for the IPMS/USA Nationals. If anyone is interested in taking over, please let Dave Lockhart know.
 3. We have a new **Fall Challenge** ahead of us. The challenge is this: you have to purchase a model at HobbyTown Buford no earlier than Sep 1st. The model needs to be brought to our Oct monthly meeting (Oct 17th) completely built, painted, etc. Those that complete this challenge and produce their HobbyTown Buford receipt will be reimbursed for the cost of the model.
 4. For our Sep monthly meeting we will still be meeting in the conference room at Epps Aviation on the 2nd floor. Dave Lockhart spoke to Epps and is hoping we'll be in the classroom by October.
 5. Continue to monitor the newsletter, IPMS Atlanta website, and the IPMS USA website for upcoming activities.
- D. Members discussed a great group of models on the table this month.
- E. Modeler of the Month - (Was a tie vote) ... Jose Morales Jr. and Don Gustke
- F. Raffle Winner - Jose Morales Jr.

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



HobbyTown USA®

<http://www.hobbytownduluth.com/>

Reminder!

Models Needed for the Display Case at HobbyTown

There are still many empty shelves. Why not bring one or two of your smaller models (shelves are not very deep) from home and make room for your next build?!

Next Model Building Clinic/Q&A - **HobbyTown, Saturday, September 29 from 1 to 3 pm**

Subject: ***Re-scribing and Re-riveting Plastic Models***

Last month four or five of us talked about different glues for different types of material as well as different alternatives for filling gaps in plastic model builds. At that time, we had lots of different glues and filler materials on-hand for review. Good conversation and experimenting.

This month, we plan to have on-hand several different types of tools for scribing as well as some tools to attack adding/replacing "rivets." Tools are available to try. Bring one of your old models to try out alternatives; work on a kit; or just hang-out and talk models/model building.

On the Table in August ...



1:48
ICM

LaGG-1

Paint: Testors

Two kit builds from Bill Wofford

1:48
Vector Resin

LaGG-66

Paint: Testors





1:35
Tamiya

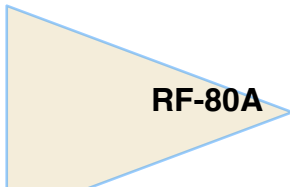
M-8 Greyhound

Paint: Vallejo acrylics

The M-8 served as a scout vehicle in WW II. It also served all over South America until the '80's.

Two builds from Jose Morales Jr.

1:32
Czech Model



Paint: Vallejo

Added: Resin nose for recon conversion.

Jose said this was a limited production kit, and had a multitude of problems and issues.





1:48
Roden

Gloster Gladiator

Paint: Tamiya

Used: Eduard seatbelts, steel rigging wire, Flory wash, and spare parts decals.

The aircraft was used in the Battle of Britain by 247 Squadron.

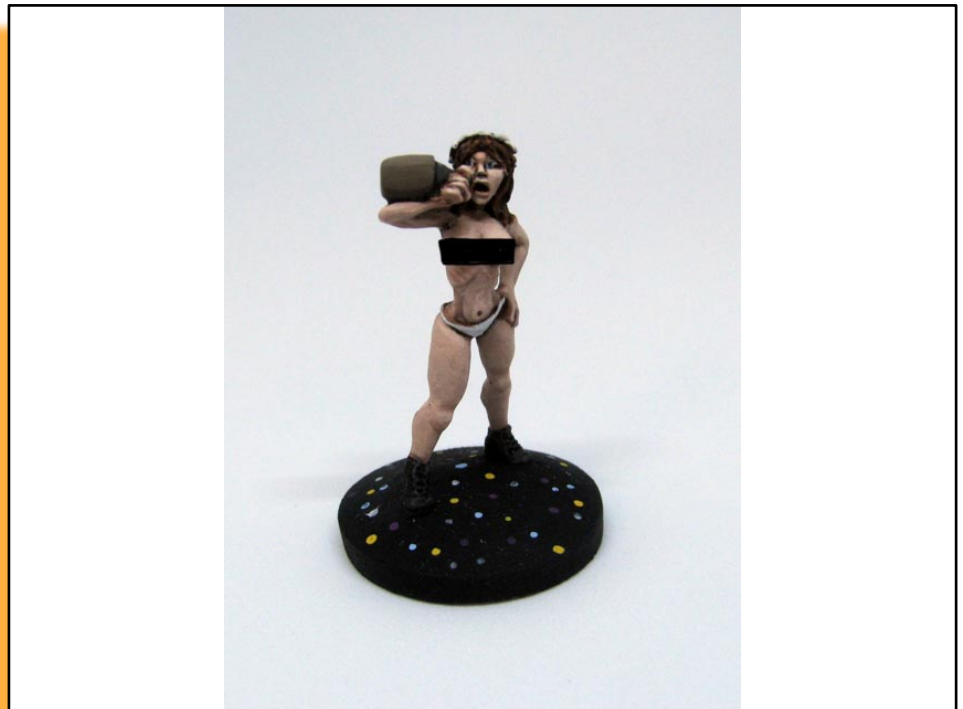
Two builds from Jim Elmore

1:56
Miniature Building Authority

Yoders Dancer

Paint: Reaper

The model is Number 10 in the notorious MBA Series of Amish Stripper Miniatures.





From Dave Lockhart

1:350

Blue Ridge Models

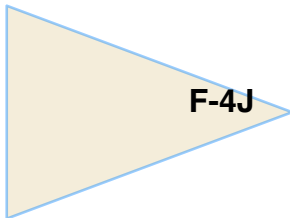
USS Albacore (AGSS-569)

Paint: Model Master

The Albacore pioneered the teardrop hull, and it was used as a research submarine. The real boat resides today as the USS Albacore Museum at Portsmouth, NH.

From Anthony Tow

1:48
ESCI



Work-In-Progress





Ed Sveum

1:72
Matchbox

EF-10 B Skyknight

Paint: Testors Acryl & Enamel
Pre-shading was used.

The real aircraft (originally an F3D) was a Marine-developed jammer aircraft used in Vietnam in the '60's.

From Don Gustke

1:124
Lindburg

Civil War Blockade Runner

Paint: Tamiya and Model Master
Add-on's: Replaced plastic with a cloth sail.



History:

- The USS Harriet Lane was a United States steam frigate constructed in New York City in 1857.
- This 750-ton steam-wheel gun boat was a Revenue cutter.
- She was captured by Confederates in 1863.
- Her name was changed in 1864 to Lavina, and again in 1865 to Elliot Richie.
- She sank off Brazil in 1884.



From Brian Speer

1:32

Tamiya

F-4J Phantom

Paint: Model Master

Added: Brassin Wheels, Eduard PE, Eduard, Aires & GT Resin, and scratch-build parts.

Weathering was done with pastels.

August Model(s) of the Month

Jose Morales Jr. and Don Gustke



Since it started a few months ago, August was the first month for a tie vote for Model of the Month.

No problem! Both get a picture and a HobbyTown Gift Card!

The number and quality of models the members are putting on the table each month has been outstanding!

Keep building 'em and bringing 'em!

August Club Meeting



Jose Morales, Jr.

was the monthly raffle big winner at the August PDK meeting and selected the F-100 kit.

Congratulations Jose!

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 - September 2018

Dave Lockhart

How Many Paints Are Too Many?

When I first started building models (back in the 60's) painting was easy - I didn't paint anything! My models were an array of grey and green with plenty of glue marks. The only paints available at that time were the small square Testor's paints. No gloss, no flat, no primer, just the little square bottles. I didn't get an airbrush for years, so any spray paint was from the Testor's rattle cans. Most of the time I over sprayed so there were plenty of "puddles" on my models.

For many years, I have used Model Master enamel paints. Great selection, they spray very well and are great for brush painting. I still have hundreds of jars and continue to use them. The only issue is that being enamels there are volatiles. I hate using a spray mask so I'm sure I've fried a few brain cells. Another issue with enamels is clean up. Again, volatiles, fried brain cells; you've seen this picture before.

Recently I've been using acrylics. Started with Vallejo. First, they don't smell. Secondly, they brush on great. Easy to clean up as well. The only issue I learned was you need to use a good primer.

I've also started using the Ammo Mig paints. These are excellent for airbrushing. Not only does Ammo have a great selection of paints but they also have washes and pigments as well.

Most model kit instructions (you know that paper thing in each model with diagrams, etc.) include painting instructions. Sometimes they list a combination of paints such as Humbrol, Tamiya, Mr. Color, etc. Sometimes the only list one paint manufacturer (i.e. Tamiya kits recommend Tamiya paints - go figure!). I would spend time on line reviewing paints comparison charts to see which paints I could use.

So, instead of using just one paint type (Model Master in my case) why not "expand" my paint stash? So now I have Model Master, Vallejo, Ammo Mig, Alclad (they best paint for metals finishes). What about Tamiya paints?? Due to a recent purchase of a Wingnut Wings kits that only listed Tamiya paint, of course I had to get some. I've never used them, so I'll have to talk to Rob.

I think I'm all set for now. Wait, who mentioned Mission Model Paints????

Happy Modeling.

Dave



Sprue Snippings ...

If you run across a source that you think might be helpful to others for their modeling reference, or just for general interest, please pass it along. Below are a few items for this month ...



Thanks to *Michael Blackwood* for passing along this B-17 info ...

Marks and letters on the tails of B-17 during WWII in Europe			
Bomb Group 2	○		Bomb Group 401
Bomb Group 63	▽	Bomb Group 99	◇
Bomb Group 91	△	Bomb Group 100	□
Bomb Group 92	△	Bomb Group 301	□
Bomb Group 94	△	Bomb Group 303	△
Bomb Group 95	△	Bomb Group 305	△
Bomb Group 96	△	Bomb Group 306	△
Bomb Group 97	△	Bomb Group 351	△
		Bomb Group 379	△
		Bomb Group 381	△
		Bomb Group 384	△
		Bomb Group 385	△
		Bomb Group 388	△
		Bomb Group 390	△
		Bomb Group 398	△
		Bomb Group 447	△
		Bomb Group 452	△
		Bomb Group 457	△
		Bomb Group 483	△
		Bomb Group 486	△
		Bomb Group 487	△
		Bomb Group 493	△

Letters may be black on white background or white on black background

Just a few of the many active model-building interest group pages on Facebook:

- IPMS/USA
- IPMS Marietta Scale Modelers
- Eduard Model Builders Group
- The Mediocre Modelers group
- MR.PAINT Fans Page

Sprue Snippings ... continued

Bill Wofford passed along a few Web links for our perusal:

Here are a couple of interesting web sites of soviet aircraft and pilots for the newsletter ... some very interesting biographies:

<http://www.airforce.ru/content/section/810-english-pages/>

Mind-boggling number of workarounds:

<https://igor113.livejournal.com/>

An American site describing a Learjet turned into a limo:

<https://www.motor1.com/news/263113/private-jet-street-legal-limo/>

Morales Family Has Excellent Success at the Huntsville Contest!



Congratulations to
DAD: Jose Morales, Jr who was awarded

- 1st - 1/48 and Larger Single Engine Jet
- 1st - Allied Tank Until 1945
- 2nd - Tank Post 1945

Congratulations to
SON: Jose Morales III

His Me-109E-4 took
1st - Junior Plane
and the

**Best Junior
Special Award**



Sprue Snippings ... continued

Michael Blackwood also passed along the following comment on a variation of a popular tool used in diorama construction.

Economy Static Grass Applicator

<https://www.micromark.com/Economy-Static-Grass-Applicator-by-Grass-Tech-USA>

This is one tool I would love to have. I've never made a grassy diorama but if I had an Economy Static Grass Applicator I think I would be creating grassy knolls right and left. You have to admire the ingenuity that went in to this. Firstly, someone has to realize that if they could get the tiny slivers of green plastic fake grass to stand on its end it would look more like real grass. After years of using progressively smaller and smaller tweezers to stand teeny-tiny slivers of green plastic to glue the even tinier end of these teeny-tiny slivers of green plastic on a sticky field to emulate real grass. One small field of grass would take months to lay (or erect). Secondly, you had to have someone think: "If I put a static charge in my plastic grass it will stand up without me trying to glue one piece at a time. Thirdly, they had to figure out how to put a static charge into these teeny-tiny slivers of green plastic. While I would love to know the process obviously they wound up using a wire tea strainer, a cut up extension cord, electrical tape and a nail. The handle has since been encased in plastic for the safety of the buying public and then they wrote the directions on how to electrify and shake your now electrified plastic grass onto a sticky surface. Genius!

This is even more utile than the Pet Rock. The Pet Rock had the best directions for raising a pet that I have ever seen. It's methods of training your rock to do tricks were foolproof. But I digress..... I did teach high school English for 30 years - digressions became part of who I am.

Anyway, I will probably never own an Economy Static Grass Applicator but I will forever admire its very existence. Yet again, through modeling, we demonstrate that "essence precedes existence". Jean-Paul Satre would be proud.

PDK Monthly Meeting ...

August was another well-attended meeting with lots of models on the table to take a look at, and hear builders discuss (and cuss gremlins faced) completing the builds. Last meeting also saw a few member faces we had not seen at a meeting in awhile. Great to see everyone!



JIM'S PRINTED MATTERS

by Jim Pernikoff

Last month, I drove up to Free Time Hobbies on their monthly open day and came away with a couple of interesting 1/72-scale kits. The first is **Hasegawa** #02215, which is one of their many reissues (you know: old



plastic, new decals), but this one is a bit different. There are *two* kits in the box, both representing the exact same aircraft at different times in its career. This is the **P-51C Excalibur III**, one of the best-known Mustangs ever. The famous Paul Mantz packed as much fuel into the wing as possible and won the 1946 Bendix Trophy cross-country race by flying non-stop from Los Angeles to Cleveland, while his potentially faster opponents had to make fuel stops. The plane was eventually sold to the also-famous Charles Blair, who used its extended-range capability to stage some long-distance record flights, including one in 1951 that went non-stop over the North Pole from Norway to Alaska. These two versions are both included on the decal sheet. While the two parts bags are basically standard P-51B, there is a sprue of three resin parts that include the dorsal fin strake, similar to those on P-51Ds, fitted to this aircraft, along with what looks like an additional antenna added below the ventral scoop for the over-the-Pole flight; in this guise the aircraft now resides in the National Air & Space Museum at Dulles Airport. The instructions include such items as filling in the leading-edge gun ports and

omitting the dorsal antenna mast. This is an easy way to build a historic P-51 in two different configurations that will be different to any other Mustangs in your collection.

The other kit is #7207 from a relatively new Ukrainian company called **A&A Models**. This one represents the **Helwan Ha-300**, the lightweight supersonic fighter designed for the Egyptians in 1964 by one Willi Messerschmitt, of which only 7 were built. The kit comes in a box nearly twice as large as necessary, and includes a modest photo-etch sheet, painting masks for the canopy frames, and a large, full-color instruction sheet. The parts are molded nicely in the usual gray and the level of detail is pretty good, especially for the ejection seat, which consists of no fewer than 11 parts! There are two decal options, both for the first aircraft: as it appeared in testing in '64, and as it appears today in a German air museum. (Interestingly, the Egyptians also developed an engine for this aircraft, and sold one to India for use in their similar HL-24 Marut, an aircraft designed by Messerschmitt's German rival, Kurt Tank!) This is a very nice kit, and hopefully we'll see more quality efforts from this new manufacturer.

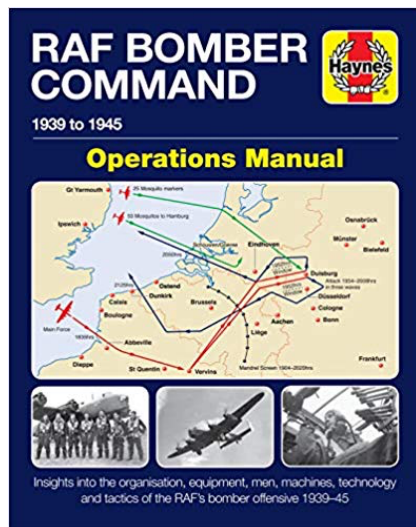


JIM'S PRINTED MATTERS - Continued

In recent years, **Squadron/Signal** has been in the habit of revising some of their *In Action* books, expanding them to their new standard of 80 pages and not revising their item numbers. That is *not* the case, though, with #206, **F-14 Tomcat in Action**, which is actually a completely new book, their 4th on Grumman's last fighter. (The original 2007 edition of #206 was by Lou Drendel, the new book is by David Doyle!) Be that as it may, it is a very typical book in the series, covering development and the individual variants, with a few detail drawings showing, for instance, the progression of F-14A chin pods and boat tails. There is little text after that, just a lot of well-captioned (mostly) color photos. "Bombcat" action in the Gulf and the 'cat's last cruise are included, so if you want a good photo essay on the Tomcat, this will do fine. I wish Squadron would update their *Walk Around* book on the F-14, which was one of the first in that series.



In keeping with this month's Publisher's Survey, one of the more interesting books from **Haynes** in some time is an *Operations Manual* on **RAF Bomber Command** which packs a lot into its 188 pages. It starts with an introduction on the birth of aerial bombing, how strategic bombing principles were established by people

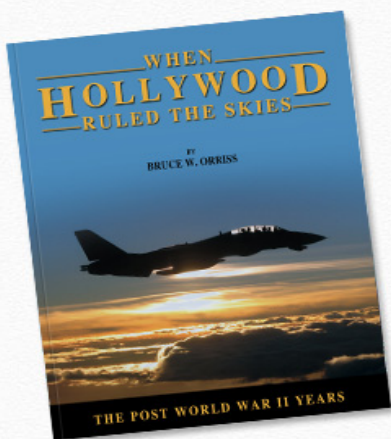
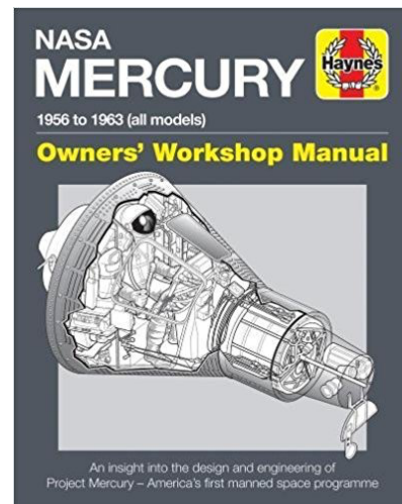


like Giulio Douhet and Billy Mitchell, and how that was utilized during WW2. The overall organization of Bomber Command is described, followed by a chapter on how the airfields were built and another on how the crews were selected and trained. All of the aircraft used by the Command during the war are briefly described in about a page each, in alphabetical order, including the pertinent American types (minus the B-26). A chapter on weapons – bombs, guns and turrets – is amazingly complete, with 24 different turrets listed! Navigation aids, bombsights, Pathfinder operations, weather forecasting, jamming and other defensive tactics are all covered, as are the defenses of the enemy. Then a typical Lancaster mission is described from start to finish. There is an article on identifying missing aircrew and contacting relatives, one on repairing and salvaging damaged bombers, and one on record-keeping and analyzing the effectiveness of raids. An appendix shows

orders of battle for 3 different war years, and there is an extensive bibliography and index. This is a fascinating volume and parts may be useful for modelers building RAF bombers. Now, if only they could be convinced to do a companion volume on the 8th Air Force.

JIM'S PRINTED MATTERS - Continued

If you're into real space, an *Owners' Workshop Manual* published last year on the **NASA Mercury** project is for you. David Baker is probably the best of Haynes' authors, and he's outdone himself with this one. The origins and development are covered in 30 pages, leaving no less than 140 pages to describe the anatomy of the Mercury capsule, along with its occupant's spacesuit. There are dozens of diagrams and photos of all the various components and systems, a boon to anyone super-detailing a Mercury model. A brief summary of all 25 launches, boilerplate and production, unmanned and manned, a chapter on the launch vehicles, an appendix about the worldwide tracking system and a good index make this an outstanding reference book.



Over the last five years, a fellow named **Bruce Orriss** self-published three books called **When Hollywood Ruled the Skies**, about U.S.-made aviation movies. He has now completed the series with the last volume, *The Post World War II Years*. This covers 50 movies released from 1950 to 2006, including favorites like *The Bridges at Toko-Ri*, *Strategic Air Command*, *Toward the Unknown*, *The Final Countdown*, *The Right Stuff*, *Top Gun* and *Blackhawk Down*, along with many more that you probably haven't heard of. Coverage is from 2 to 10 pages each in the usual series format: cast and production credits, a synopsis of the plot, anecdotes about production situations and, sometimes, a period critic's review, accompanied by photos of both the film itself and the production. It is important to note what movies are not here: those about civilian aviation like the *Airport* series and *Airplane!*, movies where aviation is a minor part, and for some reason, the sequels to both *Iron Eagle* and *Hot Shots!* I'm also puzzled at the absence of *Dr. Strangelove*, which had enough flying to seemingly make the cut; maybe the author was upset at a B-52 casting a B-17's shadow! Be that as it may, this is an entertaining book about a whole lot of movies. Order it at <http://bruceworriss.com/>.

JIM'S PRINTED MATTERS - Continued

And now to the bookazines. All three came out at the same time from **Key Publishing**, starting with **Royal Air Force Salute – History and Heroism**, *The RAF Museum in Focus*. Part of Key's continuing series of official RAF publications, this one looks at one of the world's great air museums, which has just been renovated in time for the RAF Centenary celebration. The issue starts with a history of Hendon in its days as an RAF station and display site, as it was effectively the predecessor to Farnborough in that regard. Then comes a history of the museum, which actually has only been around since 1972, and, like the USAF Museum, had relatively humble beginnings. There is a bit of a tour of the renovated museum, articles on what it takes to restore and maintain the aircraft, and articles about certain included aircraft, like the D.H.9A, Spitfire, Lancaster and E.E. Lightning. And there is an article about the outstation at RAF Cosford, which to me has always been the more interesting of the two. The photography is excellent, and whether you've ever been to Hendon or not (I've been there twice), this is a worthwhile tribute issue.



F-35 Lightning II, *The Fighter Evolution*, is the latest publication on the newest U.S. fighter, and while there is a bit of emphasis on the British usage (including trials on the new *Queen Elizabeth*-class carriers), it is not overbearing; in fact, there is an article detailing the progress being made in each country that has received aircraft, from Italy and Israel to Japan and Korea. The progress being made in the U.S. to get all three versions up to IOC (with two having reached it, and the F-35C expected to join them by year's end) is duly noted. The best part is, again, the excellent photography, and there are enough close-ups to benefit any modeler building an F-35.

Speaking of photography, **Aviation Photographer** is listed as Issue One, implying more issues to follow, though there is no confirmation or anticipated frequency mentioned within. This is largely a series of articles about some of the world's most renowned aviation photographers, with descriptions of their equipment and particular techniques, accompanied by more brilliant images. (Most of these contain the photographic data: camera & lens used, ISO, shutter speed and f/stop.) There are specialists in airliner photography, air-to-air photography and nighttime photography; one guy's specialty is taking photos from a helicopter hovering over LAX airport (perfectly safe if you know how). There is an article for budding photojournalists, one on taking photos at airshows, and one on the presence of aviation photos and videos on social media and other sharing websites. Even if your photography is limited to your cellphone camera, there is useful information here for everybody, and the photography included is worth buying the issue.



JIM'S PRINTED MATTERS- Continued

Here are some upcoming books in continuing series. Some of these may have been announced before, but a number of dates have changed:

Helion, Africa @War:

War of Intervention in Angola, Vol. 1: 1975-1976 (Nov)
Kolwezi 1978: French & Belgian Intervention in Zaire (Dec)
Showdown in Western Sahara, Vol. 1: Air Warfare 1945-1975 (Mar)
War of Intervention in Angola, Vol. 2: 1976-1983 (Apr)
Air Wars Over Congo, Vol. 1: 1960-1968 (Jun)

Helion, Asia @War:

At the Forward Edge of Battle: The Pakistani Armoured Corps 1938-2016 (Feb)
The Nomonhan War 1939 (Mar)
Target Saigon, Vol. 2: The Beginning of the End, 1974-1975 (Mar)
Fury From the North: North Korean Air Force in the Korean War (Apr)

Helion, Latin America @War:

Mexicans at War: Mexican Military Aviation in the Second World War (Nov)
Aerial Operations in the Revolutions of 1922 & 1947 in Paraguay (Nov)
The 1989 Coup D'état in Paraguay (Feb)
Nicaragua 1961-1990, Vol. 1: The Downfall of Somosa (Feb)
A Carrier at Risk: Argentine Naval Operations During the Falklands/Malvinas War (Feb)
Nicaragua 1961-1990, Vol. 2: The Contra War (Apr)
Air Wars Between Ecuador & Peru, Vol. 1: The July 1941 War (May)

Helion, Middle East @War:

Iraqi Mirages: Mirage F.1 in Iraqi Service, 1981-2003 (Nov)
Moscow's Game of Poker: Russian Intervention in Syria, 2015-2017 (Nov)
Descent into Darkness: Syrian Civil War, 2014-2015 (Jan)
Lebanese Civil War, Vol. 1: The Israeli Invasion, 1982 (Jan)
Desert Storm, Vol. 1: The Iraqi Invasion of Kuwait & Desert Shield (Feb)
Crucial Air Battles of the October 1973 Arab-Israeli War (Mar)
Armed Forces of the Arabian Gulf States 1920-1990 (Mar)

Pen & Sword, Cold War 1945-1991:

Angolan War of Liberation, 1961-1974 (Oct)
Sino-Indian War: Border Clash, 1962 (Nov)
North Korean Onslaught, Vol. 2: UN Stand at the Pusan Perimeter, 1950 (Nov)
Biafra Genocide: Bloodletting & Mass Starvation, 1967-1970 (Dec)
British Army of the Rhine, 1945-1993 (Jan)
Bombing Campaign North Vietnam, Vol. 2: Operation Linebacker I & II, 1972 (Jan)

Pen & Sword, Flightcraft:

Hawker Hunter in British Service (Oct)

JIM'S PRINTED MATTERS - Continued

Gloster Meteor in British Service (Nov)

English Electric Canberra in British Service (Jan)

Supermarine Spitfire Mark V (Feb)

Messerschmitt Bf 109E (Feb)

Pen & Sword, Shipcraft:

German Destroyers (Dec)

Pen & Sword, Tankcraft:

Cromwell & Centaur Tanks, British Service, Northwest Europe, 1944-1945 (Oct)

Centurion Tank (Nov)

Sherman Tank, US Army, Northwest Europe, 1944-1945 (Nov)

T-54/55 Tanks (Feb)

Tiger I & II Tanks, The Last Battles in the West, 1945 (Feb)

Schiffer, Legends of Warfare:

Hawker Hurricane (Sep)

B-52 Stratofortress (Sep)

M2/M3 Bradley (Sep)

Consolidated B-24, Vol. 1: XB-24 to B-24E (Oct)

One final note: as I was preparing to send this, I got word from Bruce Orriss that he is going to do two similar books on movies about civilian aviation, like *Those Magnificent Men in Their Flying Machines*, *The Great Waldo Pepper*, *The High and the Mighty*, *Flight of the Phoenix* and *The Aviator*.

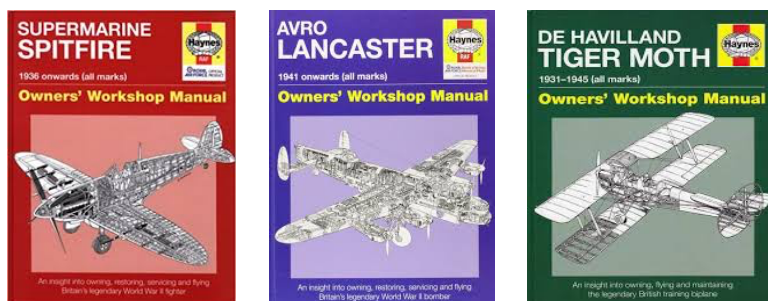
Publishers Survey

By Jim Pernikoff

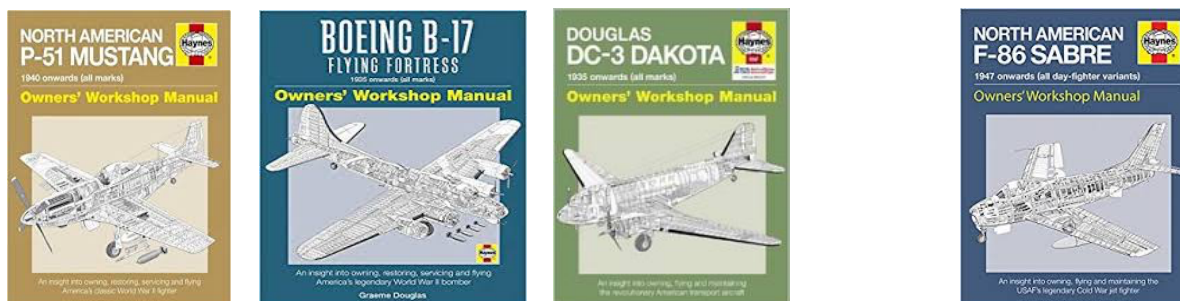
Haynes Manuals

For many years, **Haynes Publishing** of Britain have been publishing highly-regarded owners' workshop manuals for very many makes and models of cars, both British and otherwise. So it probably came as a bit of a surprise when an upcoming books list in early 2008 showed such a manual for the "Spitfire". After all, the Triumph Spitfire had been out of production for many years, and Haynes had already done a manual for it.

It was then rather startling when the book made its appearance as an *Owners' Workshop Manual (OWM)* for the *Supermarine* Spitfire! Really now, an owner's manual for a World War 2 fighter? I guess most people thought it was a bit of a gag, or a one-off to commemorate the Spitfire's 70th anniversary of entering service. But at any rate, it sold quite well, and Haynes still had people guessing a few months later when they followed it up with a similar book on another iconic British warbird, the Avro Lancaster. It also sold well, but Haynes held off for over a year to follow it up, with a book on the D.H. Tiger Moth.



At this point, people figured this was going to be a British thing only, but Haynes got busy in 2011 and in short order added three iconic American types to the list: the P-51, B-17 and C-47. (The latter book is styled "DC-3" but it has much more data on the military versions than the airliner.) And to prove this wasn't going to be a WW2-only thing, they did a book on the F-86 Sabre. By now people were convinced that Haynes was serious, and additions to the series are still being added to this day, including some on commercial airliners.

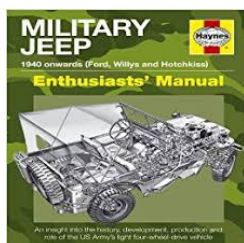


The books all follow a similar format: first a history of conception and development, with a brief description of the different variants, accompanied by photos and tables. Then a service history, again with photos, followed by the core of the book, the Anatomy section. This would describe the type's structure and systems in varying amounts of detail, accompanied by photos of actual examples (preferably operating ones) and diagrams from the original service manuals. Next came interviews with people versed in buying, servicing and operating the aircraft, often written by well-known guests. Finally a list of surviving examples, both operating and on static display, a list of sources (with internet addresses) for further info, perhaps a

Publishers Survey - Continued

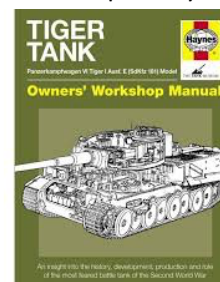
bibliography, and usually a decent index. Early books were usually about 160 pages, hardcover, but later books have tended to be longer, some approaching 200 pages.

While the books were generally well-received, critics often railed at the “Owners’ Workshop Manual” moniker, since none of these books had enough info to really service an aircraft if you were lucky enough to wind up with one. The quality of the writing varied considerably from author to author; some dwelled too much on the history at the expense of the Anatomy section, others did just the opposite. (Generally, books with more Anatomy got better reviews.) Also, some books dwelled too much on a particular surviving aircraft which was the source of most of the detail photos, at the expense of other variants of the aircraft. Personally, I would rather they had referred to these as “Enthusiasts’ Manuals”, which is really what they are. The phrase at the bottom of each cover tells the story: “An *insight* into owning, restoring, servicing and flying.....” (“Insight” doesn’t indicate any great degree of depth.)



Ironically, when Haynes decided to branch out into military vehicles, their first book was, in fact, called an *Enthusiasts’ Manual*. That is because the subject, the military Jeep, was (unlike the aircraft) a vehicle that a reader could logically be expected to own, and Haynes was emphasizing that this was not a service manual in the manner of their primary line of books. (Haynes probably already had a service manual that would apply to early Jeeps.) But with the next book, the Tiger I, the OWM moniker duly returned, figuring that it would be

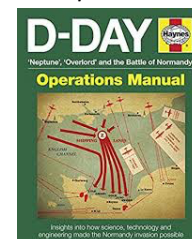
highly unlikely for someone to be able to own a PzKpfw. VI! The Enthusiasts’ Manual description reappeared for later vehicles that could be owned by individuals: the military Land Rover and the Humvee.



As might be expected, the line has spread to other types of vehicles, starting with spacecraft (Apollo 11 was the first non-aircraft subject) as well as ships, locomotives and racing cars, along with a number devoted to popular TV series and movies, from *Star Trek* and *Star Wars* to *Ghostbusters* and *Thomas the Tank Engine*. A few of these are designed for kids, with only 40 pages each.

The same type of format was typically applied to all these other vehicles, though the ones on racing cars typically included the disposition of every example of the type ever built (possible because of the low quantities involved), and the ones on real spacecraft typically were more technical than the others, often almost to a fault. A number of the older books have now been reprinted as softcovers, a worthwhile thing since the once-reasonable price of the hardcovers is advancing towards \$40.

I should point out some exceptions, books that are not OWMs or Enthusiasts’ Manuals. Several books are about organizations or about military operations rather than individual vehicles; these are called *Operations Manuals* and cover such entities as Heathrow Airport, the Battle of Britain Memorial Flight and the Falklands War. These also vary in quality; the one on D-Day is exceptional, but the one on Heathrow seems to have been written by their public-relations people and is a bit too positive, while the one on the London Underground presents a good history but says little about how the system is actually run.



Publishers Survey - Continued

There are a few other oddities: there is a separate *Restoration Manual* devoted to the Spitfire (similar to other Haynes manuals on automotive restorations, and perhaps to be followed by others) and an interesting *Technical Innovations Manual* published in honor of the RAF's 100th anniversary.

If you notice a pro-British bias in the chosen subjects, you are not alone, but then again they *are* a British publisher. With the aircraft and military vehicles they have included enough American hardware to be somewhat satisfying, but with the ships and locomotives, *all* of the books are about British subjects aside from a pair on the Bismarck and the Type VII U-Boat. Haynes prefers to do manuals about vehicles where there are existing examples to study and photograph, preferably those in operating shape. Since we have many more WW2 veteran warships than they do, I would hope that they would add some of these to their repertoire. (I am a bit surprised that they haven't done a book on HMS Belfast, sitting right there in London!) On the other hand, most of the space books deal with NASA hardware, since the British space program hasn't had much to write about. (And where else can you find out how a Death Star works?)

Of course, Haynes doesn't seem to promote these books in the U.S., unlike the real automotive OWMs, which are fairly easy to locate. And unlike Osprey books, which are readily sold in the "big box" bookstores, I don't think you'll find any of the books on the attached checklist in the same stores; I've only seen them sold in places like aircraft museum gift shops. Hopefully Haynes can be persuaded to increase distribution of these books in the U.S., which should open the door to more manuals on topics that we can use. Meanwhile, the Anatomy sections of the existing books can be useful for modelers detailing models of the subject vehicles. If you have to order them online, do so, but read the existing reviews before you do. Also, look at the previews that Amazon offers for most of the books, especially the Contents page.

You may never actually own any of these in 1/1 scale, but the manuals can be handy if you own one in model-kit scale!

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

"Haynes Manuals"

Scale Modeler's Brag Sheet

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



Model Subject: _____

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Paints: _____

Special Techniques: _____

Any Historical/Background Information: _____

Modeler's Name: _____

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