

Tactical Notes

January 2019

Next Meeting: Friday, January 17th 7:00 p.m.
Meeting Topic: All Doc. All Night Long



**Canadian Goblin
Berlin Airlift Triple**

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"**Tactical Notes**" is the Newsletter of the Military Modelers Club of Louisville, Inc. We appreciate your taking the time to read this little newsletter. We'd appreciate it even more if you would write something. **Yes, I am talking to you!**

Cover Photos: by Jim Bates and Lee Fogel.

Editor's Note

Greetings MMCL,

The MMCL Christmas dinner in December was fantastic. If you missed it, start planning now to come to our 2019 Christmas dinner.

Please make every effort to come to the January meeting. Doc is going to put on a rigging demo. It is guaranteed to be off the hook. Bring your own bail money!

David



President's Page *By Stu Cox*

MMCL Members,

We have our first MMCL club Meeting of 2019 this Thursday night, 7pm at the Kyana facility at 3821 Hunsinger Lane, Louisville, Ky.

We will have a brief administrative meeting, including our show/workshop event plans review for this year, scale model "show-and-tell" and raffle. The highlight of this month's meeting will be an aircraft rigging demonstration by none-other than Dennis "Doc" O'Connor. He has prepared a multi-media presentation for us to behold!

Plan to bring a raffle item along to donate as well, and you'll get a free raffle chance. Also bring any models you are working on in various states to share a quick review and kit-build status. We are also back then to our regular Thursday night and Saturday morning scale modeling workshop sessions!

We will see you at the workshop this Thursday for our monthly meeting!



REVIEW

In-box reviews of kits for building Canadian subjects

Kim Elliott takes a look at the
Grumman FF-1 / CCF G-23 Goblin
 from MPM & Special Hobby

The Grumman FF-1 biplane two-seat fighter was the first complete airplane design from the Grumman Corporation. The XFF-1 two-seat biplane fighter first flew in 1931 and featured a Wright R-1820E radial engine



and retractable landing gear. Grumman sold 27 FF-1's to the US Navy. Later, a reconnaissance version was developed, the SF-1, of which 33 were built during 1934.

The Canadian Car & Foundry Co acquired a manufacturing licence in 1936 for the type, now called G-23, (an improved FF-1, with a Wright R-1820 F52 Cyclone) of which it completed a total of 52. The C.C.F. G-23 was built in Ft. Williams, Ont., Canada, and when World War II began in 1939, the type was still being manufac-



tured. The RCAF received 15 of these planes and designated them Goblin Mk. 1. Whilst the Goblin was totally obsolescent as a fighter, and there was no requirement

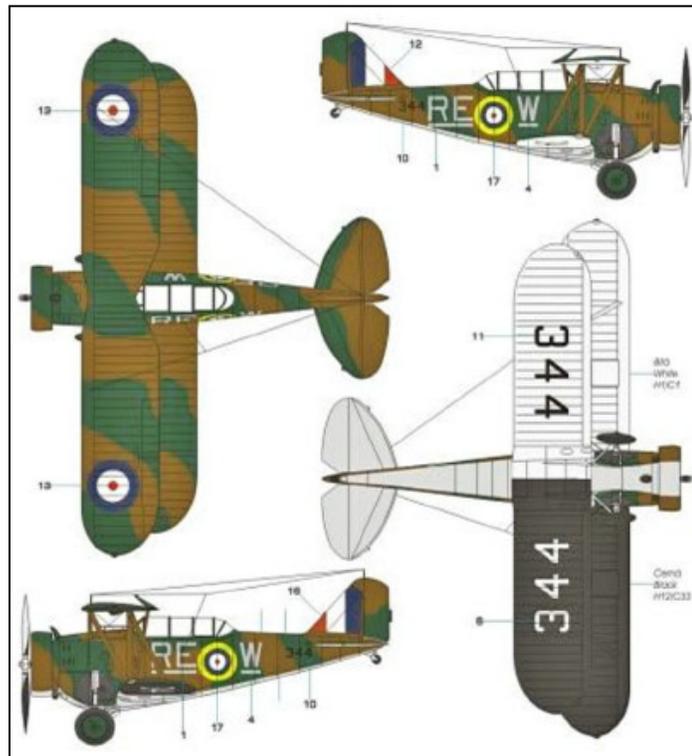
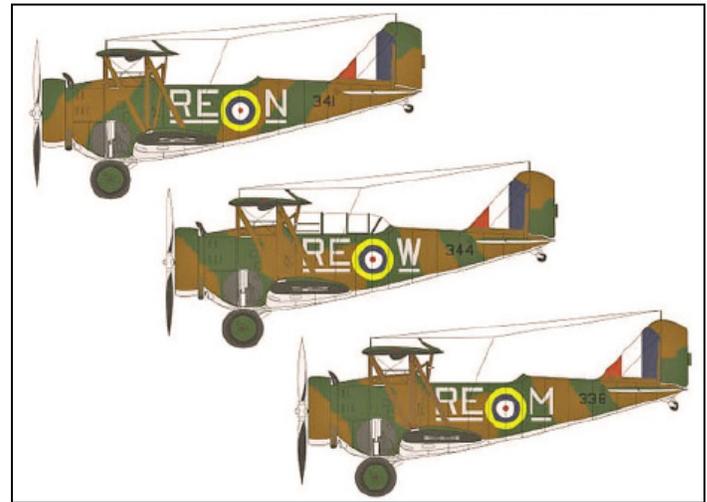
for an attack aircraft, it was decided to use it as a coastal patrol and reconnaissance aircraft. The 15 Gobblins were taken on charge by the RCAF between September 17 and October 25, 1940, the serial numbers 334 to 348 being allocated to the aircraft. In December 1940, "A" Flight of No.118 Squadron was formed on Gobblins at Rockcliffe, this unit subsequently becoming No.118 (Fighter) Squadron and

transferring to Dartmouth, Nova Scotia in 1941, its primary task being the patrol of Canada's East Coast. Late in 1941, the Gobblins were supplemented by Kittyhawk fighters, but they were not finally replaced until the spring of 1942, two being struck off charge on March 5, 1942 and the remainder on April 21, 1942. Five of the Gobblins were flown by No.123 (Army Co-operation) Squadron for a brief period.

The kits:

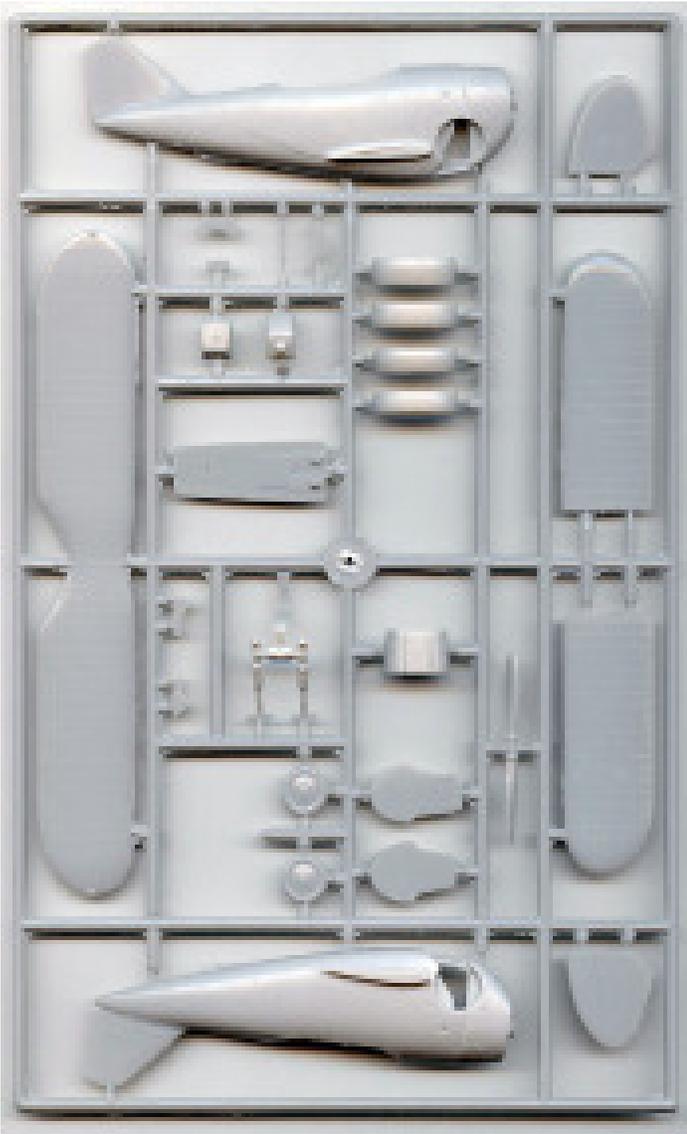
Grumman FF-1/G-23 Goblin
 MPM 72075

Special Hobby CC&F Goblin Mk.I
 SH72238



The FF-1 has been kitted previously in 1/72 by *Esoteric* and *Meikraft* in injected plastic, *Rare Plane* as a vacuum-form, and *Czechmaster* in resin. MPM, in 1998, released a short-run injection moulded kit that depicted the G-23 Goblin as well as the FF-1. Using slightly modified moulds, in 2012 Special Hobby released a series of boxings catering to RCAF, Nationalist Spain, and USN service.

The MPM/Special Hobby kit is molded in light grey styrene and consists of 33 grey parts, a clear one piece injection-molded plastic canopy, a film instrument panel, a detailed resin engine, and a fret of photo etched metal parts. The moldings are crisp with little flash, recessed panel lines, restrained rib detail, all typical of early Czech short-run kits. There are a few extra parts, which are used on alternate boxings (for the USN and Spanish Nationalists with separate box art and decal sheets). Alternate engine cowls are provided, as are fuselage inserts to cater to differing louver arrangements. The lower wings and tailplanes are to be butt-jointed



to the fuselage, without moulded-on tabs. No location holes are provided for the struts. The sprue attachment gates are thick, requiring careful trimming. Some of the struts have attachment points in the middle of the strut rather than at the end, adding to the required clean-up. Most of the resin parts in the MPM edition are extremely small. The interior is well detailed, the seats all have detailed seat belts, and there is a lot of sidewall detail. One option is to leave the canopy off and just use the windscreen, requiring the rear portion to be separated from the windscreen. The resin engine is very nicely detailed, with part of the exhaust system in cast resin (in the MPM version). The carburetor air intake scoop above the cowling is crude and needs refining or replacing. The photo etch parts include three small radio antenna posts and a set of aileron balances which go on the upper surfaces of the ailerons. A comprehensive instruction pamphlet includes rigging diagrams and painting guides.

The decal sheet is in register with good colour saturation. It appears to be quite thin, therefore a coat of liquid decal film would be advisable. The MPM kit has markings for three aircraft in Canadian, US and Spanish service. The SH kit (of the Canadian version) features three aircraft of No. 118(F) Squadron, Dartmouth NS, 1941.

This is a multi-media kit for the experienced modeller. Model photographs on the Internet show it to be a good likeness to the original.

References:

Tip Time

By Jim Bates

Tired of destroying brushes to apply Mr Surfacer? Want to avoid pulling out the smelly lacquer thinner. Disposable eye liner brushes. 100 from Amazon for under \$10. (Link: https://www.amazon.com/gp/product/B079GRPLVP/ref=oh_aui_detailpage_o03_s00?ie=UTF8&psc=1) I assume the brushes would also be useful for the amour modeler to apply mud and weathering.



https://en.wikipedia.org/wiki/Grumman_FF

http://silverhawkauthor.com/canadian-warbirds-1-the-biplane-era-fighters-bombers-and-patrol-aircraft_308.html

<https://web.ipmsusa3.org/content/grumman-ccf-goblin-mk-1>

<https://modelingmadness.com/review/preww2/us/hammff1.htm>

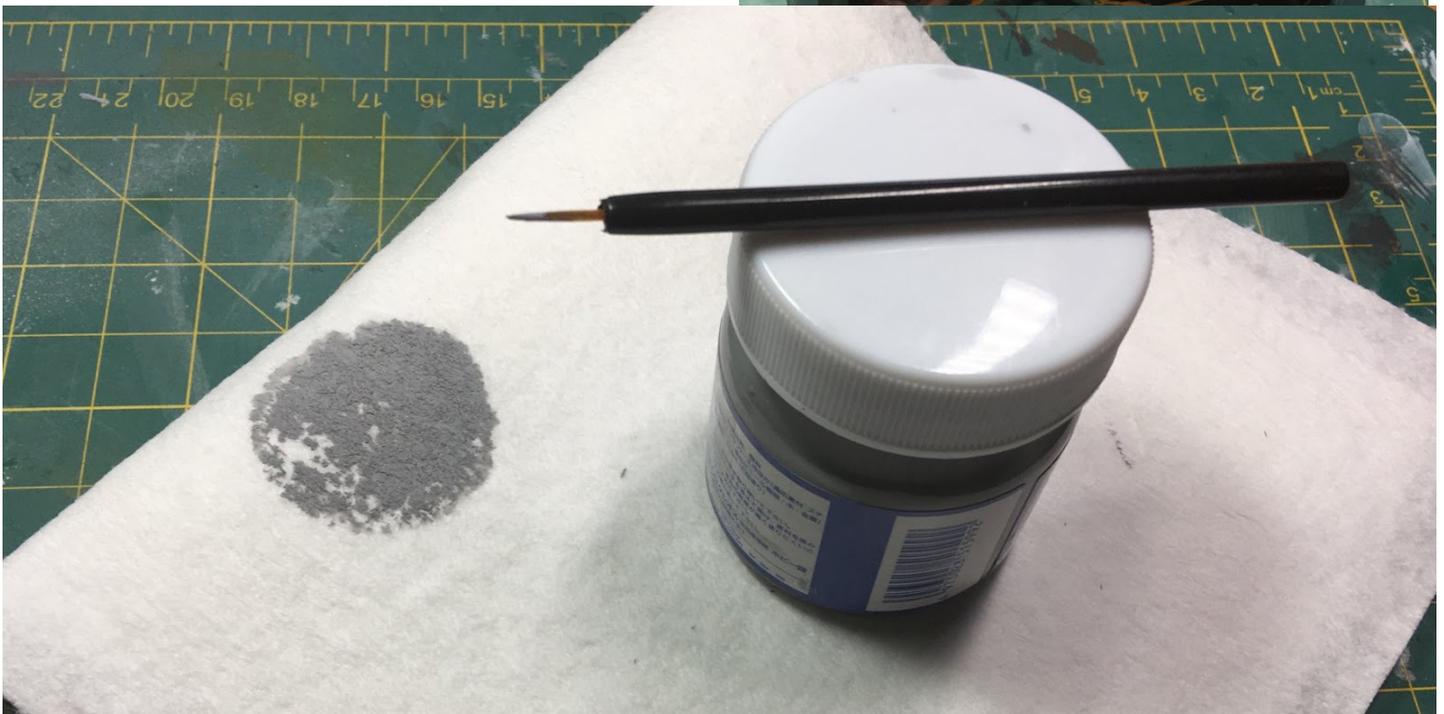
High Flight Vol. 1 No. 4,5,6 “The Pregnant Frog” by Carl Vincent

Flying Review International October 1966 William Green “The Strange Story of Grumman’s First Fighter”

Air Enthusiast #9 Green & Swanborough “A Grumman By Any Other Name”

Random Thoughts vol.25 #4/5 “CCF/Grumman G.23/FF-1 Goblin schemes used incl Cdn.”

Reprinted from the October 2018 issue of BeaverTales, the electronic newsletter of IPMS/Canada with the kind permission of its editor.



Modeling three of the aircraft used in the Berlin Airlift

Introduction

It's difficult to convey in only these few paragraphs more than the barest sense of the magnitude of the effort that was involved during the Berlin Airlift. If you have more than a passing interest in the subject, I highly recommend "**The Candy Bombers: The Untold Story of the Berlin Airlift and America's Finest Hour**", by Andrei Cherny.

After WWII, Germany was partitioned into four military occupation zones. The three zones of the western portion of the country were to be controlled by France, Great Britain, the United States, with the eastern portion controlled by Russia. The German capitol of Berlin was similarly divided, but the city was situated about 100 miles into the Russian zone. Specific highway, river and air traffic routes were designated by treaty to allow contact between Berlin and western Germany.

Desiring to control all of Berlin, in the spring of 1948 Russia began using a variety of pretexts to restrict the use of the land and river routes before finally closing them completely on 24 June in an attempt to blockade the city. But they were unable to close off the three air corridors, which allowed for the possibility of supplying the needs of the population of the 2.2 million residents of Berlin by air.

Analysts quickly determined that the city would need to be supplied with 1534 tons of food every day. To save as much weight as possible, almost all of the milk, potatoes and other vegetables to be delivered would be dehydrated before delivery. Another 3475 tons of coal, diesel fuel and gasoline would be needed every day for transportation, heating and electricity, bringing the estimated total to 5009 tons per day.

But in the aftermath of the huge reduction of military forces that had followed the war, the newly-formed USAF had a total of only about 70 serviceable C-47s and just two of the larger C-54s available in Germany. The first day of what was to become the Berlin Airlift took place two days after the start of the blockade, when 32 C-47s delivered a total of 80 tons.

The RAF was somewhat better positioned to help, with more aircraft already on hand in Germany and with other aircraft that could be relatively quickly flown in

from England. However, much of their airlift capacity was also based on the C-47, which was known as the Dakota by the RAF. 150 were quickly committed to the effort, but with a maximum cargo load of about 3 tons, the aircraft simply wasn't big enough to do the job.

Fortunately, since 1945 the RAF had taken on charge about 200 of the Avro York, a large four-engine freighter/airliner that was derived from the Lancaster heavy bomber. The York used the wings, engines, landing gear and tails from the Lancaster, but with a new fuselage that was twice as wide, allowing a maximum cargo capacity of up to ten tons. Eight full squadrons of Yorks were quickly committed to the Airlift. They flew about 58,000 sorties, delivering over half of the 541,937 tons of supplies the RAF delivered during the Airlift.

The RAF used small numbers of other aircraft, including the Avro Tudor, Bristol 170 Freighter and the Handley Page Halton. One of the more unusual types to see service was the Short Sunderland flying boat, which because of its extensive corrosion-proofing was used to haul salt. As the Airlift continued to expand, British civilian airliners were also pressed into service.

The USAF deployed small numbers of larger cargo aircraft such as Douglas C-74 Globemaster and the Boeing C-97 Stratofreighter to deliver oversize cargo, but it was the Douglas C-54 Skymaster that was to be the workhorse of the Airlift. Although large numbers of them had been retired from military service in the immediate post-war years and had entered the civilian airliner market, the USAF still had a total of 886 on inventory, with a ready pool of about 393 of these that were deemed to be available for immediate use. Over the course of several months, C-54s were flown to Germany from all over the world. At its peak, there were about 225 C-54s and the US Navy equivalent R5Ds taking part in the Airlift at any one time. Another 75-100 were undergoing scheduled maintenance before returning to the Airlift and about 25 more being used in the US to train pilots in the required procedures. As with the British efforts, several American airlines also took part in the Airlift under contract. Most of these flights used DC-4s, the civilian equivalent of the C-54.

By September 1948, the 5000 tons per day goal was being achieved, with aircraft arriving in Berlin about every three minutes around the clock. The goal was to have newly arriving aircraft unloaded in 15-20 minutes

and be on their way again, with the result that only about five aircraft would be on the ground in Berlin at any given time.

The approaching winter was a serious concern for planners, so efforts were made to further increase deliveries in order to withstand periods where the weather curtailed flight operations. The worst single day of the Airlift was on 20 November, when in the midst of extended period of heavy fog, snow and cold weather only 42 aircraft were able to depart for Berlin, and only a single plane managed to land.

In contrast, the most tonnage that was delivered during a single 24 hours was the result of an organized morale-building competition on 16 April 1949 that was dubbed the "Easter Parade", when a total of 1398 flights delivered 12,940 tons of coal. This amounted to one aircraft arriving in Berlin every 58.25 seconds, with an average of 9.26 tons per plane.

With the success of the Airlift apparent, the Russians ended the blockade on 12 May 1949, but flights continued until 30 September to build up stockpiles of food and coal in case the blockade was resumed. Various sources give slightly different totals for the number of flights and tonnage delivered, but the consensus is that about 278,000 sorties were flown, delivering a total of 2.33 million tons.

About the models



Douglas C-47 Skytrain

This is the newer Airfix 1/72nd scale kit that was released in 2014. For the most part this kit goes together very

well and it has a few nice extras. Both the earlier narrow chord and the later 'paddle blade' props are included, plus the two different styles of carburetor air intakes on the upper cowling. The kit also includes a set of skis that were fitted around the wheels for operating from snow. The tires are slightly flattened and more realistically bulged than is often seen on some aftermarket resin replacements.

For modelers with a penchant for penlights and dental mirrors, a well detailed interior is provided, including the option of either opened or folded canvas seats along each side of the cabin. The cargo doors can be posed open or closed, but I thought that the fit here was less than perfect when closed, so I opted for the simple solution of displaying them opened.

All of the windows are designed to be fitted from the outside after the fuselage has been assembled and painted, although the cockpit side windows required a bit of adjustment to improve their fit. My final minor complaint is that the engraved panel lines seemed a little oversized.

The kit provides two decal options, but neither were pertinent for the Berlin Airlift. Google revealed that both Wolfpack and Iliad offered aftermarket sheets, and in fact the aircraft that I wanted to model was featured on both sheets. Brian at Scale Reproductions was able to obtain the Wolfpack decals for me. (Thanks!)

The subject for my model was s/n 43-15208, a C-47A-80-DL that was accepted by the USAAF in February 1944. Further Googling revealed that at some point it was transferred to the US Navy and then later returned. By the summer of 1948 it was assigned to the 60th Troop Carrier Group at Kaufbeuren AFB, Germany, and so took part in the earliest days of the Airlift, probably mostly

hauling bags of coal.

In January 1949, the headquarters of the re-designated 60th Troop Carrier Wing was moved to the RAF base at Fassberg. By this time, the unit was using the larger



C-54, so 43-15208 was refitted as a courier aircraft. In addition to being fitted with replacement silver-doped control surfaces and new engine cowlings, it had also picked up the name 'Fassberg Flyer', which was applied asymmetrically to both sides of the fuselage. The remainder of the airframe was still in an impressively well-worn wartime olive drab and gray camouflage. I later found a few period color photos of the aircraft online and the average modeler would find it something of a challenge to realistically reproduce the extent of the weathering. After several iterations, I finally admitted defeat and so my model looks much less 'tired' than the actual aircraft.

Its scruffy appearance notwithstanding, it was apparently



a tough old bird. It was acquired by the Norwegian Air Force in June of 1950, where it had a 24-year career. When it was sold in 1975, it moved to Florida and carried passengers to and from the Bahamas for three years before being sold to the Air Force of Guatemala.

In 1993, it was sent to Basler Turbo Conversions of Oshkosh, Wisconsin for conversion to a BT-67, which included replacing

the engines with Pratt and Whitney Canada PT6A-67R turboprops, lengthening the fuselage forward of the wing leading edge by 37 inches, strengthening the airframe and modifying the wing leading edge and wingtips. After conversion, it was returned to the Guatemalan AF in 1994.

After a further ten years of service (for a total of 60 years!), in 2004 it was the recipient of unspecified but apparently minor damage in a landing accident. I found an undated photo of it that I believe was taken when the aircraft was in storage after the accident and the only thing I noticed was the props had been removed. I couldn't find any further mention of it, so it's probably now been scrapped. But you never know...

Avro 685 York

A quick internet search showed that the French firm Mach 2 has produced a complete 1/72nd scale kit of an Avro York and that Czech Master Resins offers a 1/72nd resin conversion, but both are priced in the \$75-100 range, which was more than I was willing to commit. Fortunately, several years ago I'd bought a circa 1970 vintage Sutcliffe vacuformed fuselage conversion for a whopping two bucks so I decided to try it, combining it with the very nice Revell 1/72nd scale Lancaster kit that came out about ten years ago.



reproduced the shape of the canopy.

After attaching the wings and tail surfaces, I decanted some paint from a spray can of Testors #1246 silver and applied a few coats with an airbrush. Yorks delivered postwar were not left unpainted, but were instead given an overall silver lacquer finish. My approach to modeling this was to use the Testors,

I started with the fuselage, figuring that if I totally botched it, I would still have an intact Lancaster kit to be built 'later'. After cutting out the two fuselage halves, I set about building an internal supporting framework with Evergreen plastic strips. The row of round cabin windows along each side were rather crudely and unevenly indented from the outside, so I superglued a strip of plastic inside the fuselage over the window area to provide extra thickness so that I could fill and sand them smooth. I also added a reinforcing strip of plastic to support the seam between the two fuselage sides and added a couple of spars to support the wings.

After cutting away area that was to be replaced by the vacuformed canopy that was included with the conversion, I used plastic sheet to add a cockpit floor, rear bulkhead, seat supports and instrument panel. Murphy must have been distracted, as the two fuselage halves went together without any problems. Test fitting revealed that the wings would attach over the spars without a struggle. I sanded and filled the cabin windows, then scribed a few panel lines and primed the fuselage. I was not altogether displeased with the results so far.

However, the vacuformed canopy was not only both grainy and flimsy, but irreparably tore when I tried to cut it out. After a few obligatory thoughts about Murphy's parentage, I opted go with a solid canopy and so set about filling in the cockpit with bits of Evergreen white plastic, alternately filling and sanding until I had

which is a flat silver, followed by several coats of Future.

I added 0.010" strips of Evergreen to the canopy to replicate the framework, painting the 'clear' areas gloss black, followed by several coats of Future over the black to provide a little depth. I used a hole punch and a piece of Superscale black decal sheet to replicate the cabin windows. The floor of the York's cabin was kinked and the windows were a constant distance from the floor, so when viewed from outside the aircraft the windows formed two straight lines on each side.

From there it was mostly just a matter of finishing up the Lancaster portions of the model. Scrap box decals were used to emulate one of the several mostly anonymous Yorks that I found on a YouTube video. I couldn't read the smallish serial number that was painted on the fuselage under the horizontal stabilizer and so left it off my model, making my York even more anonymous. The video also showed very heavy exhaust stains on the wings, so I smudged on some Tamiya soot-colored chalk.

Douglas C-54 Skymaster

After decades with no mainstream plastic model kits of a C-54, in 2004 Minicraft released a well-received kit in 1/144th scale. It was followed a few years later by a 1/72nd scale from Mach 2. I purchased the smaller Minicraft kit, but I really wanted a larger model. I

considered the Mach 2 kit, but at about \$100 it was pricey and the reviews were less than glowing.

Fortunately, Revell issued a 1/72nd kit in 2014. It was only about half the cost of the Mach 2 kit and the reviews were positive. In 2017 I decided to build a small collection of models of aircraft used in the Berlin Airlift, so I bought the Revell kit and commenced modeling.

I have to admit that this was one of the most maddening kits I've ever built. It looks fantastic in the box, with well executed recessed panel lines, but it is hideously over-engineered, with a parts count that's probably at least twice what it should be. If I counted them correctly, it has 43 parts for the cockpit alone, including the radio room and



bunks for the relief crew, and almost none of these can be discerned in the finished model. The two main landing gear have more than 20 parts each, not including the choice of three different tires and five landing gear cover doors. The main cabin has 24 parts and includes an inner lining for both sides of the fuselage. Since I'd already decided to depict the cargo doors closed, I left all of this out.

Since this model was to represent an aircraft with an overall natural metal finish, I used Tamiya's AS-12 silver, again resorting to the trick of decanting it from the spray can and applying it with an airbrush. Before gluing the cabin windows in place I sprayed the two fuselage halves so that I wouldn't need to mask the windows later.

I added the 60 grams of weight to the nose as indicated on the instruction sheet and glued the two fuselage halves together. But I somehow managed to get the two halves slightly misaligned, requiring some sanding to smooth it out. I then sprayed the rest of the fuselage and quickly discovered that the seam along the top looked terrible. After a couple of sanding and painting iterations, I finally got it to look okay – if you don't examine it too closely.

The kit's representations of the four Pratt and Whitney R-2000 engines also needed some work, as in tossing them out and replacing them. As anyone who knows me can attest, I'm very much a TLAR kind of modeler, as in That Looks About Right. But to my eyes at least, the individual cylinders looked almost exactly nothing like the real article. After searching in vain for resin replacements, I stole the engines from another model, adding the crankcase fronts and magnetos from the C-54 kit.



With the wings and tails assembled and painted, I used strips of Microscale black decal sheet to represent the rubber de-icer boots. I did each section in two pieces, applying a thin strip of decal to the undersurfaces first to get a good straight line for the rear edge of the boot, and using a strip that was wide enough to lap over the leading edge a bit. After that was dry, I added a second strip to the upper surface, again adjusting them first to get a good straight edge at the rear of the boot, and then overlapping the leading edge so that the seam between the two decal strips was under the wing. A brushed-on layer of Future was applied as soon as the strips were in place.

Due to size of the model, I applied all of the decals before joining the wings to the fuselage. I invoked Murphy's name a few more times



while applying the wing walk decals, then applied one of the kit's two markings options to represent s/n 43-17227, a C-54D-15-DC that had been accepted on USAAF inventory of 30 August 1945. This option depicts the aircraft as it appeared while serving with the 60th Troop Carrier Wing during the Berlin Airlift. Coincidentally, the Mach 2 kit offers decals for this same aircraft.

While browsing the internet for more information, I ran across a brief mention of an accident involving this aircraft at Louisville's Standiford Field, so I sent an email to Charlie Arrington to see if he could provide any details. He responded with an image of a newspaper clipping that indicated that on 19 June 1948, only a few days before the start of the Airlift, this aircraft was part of a group of 10 C-54s that were flying cadets around the US on a tour of air bases. It experienced a minor engine fire after takeoff from Fort Benning, Georgia. The aircraft returned to Fort Benning, where the damage was quickly repaired before resuming its flight, arriving in Louisville by 4 PM.

After serving in the Airlift, it became one of nine C-54s that were converted to JC-54s and tasked with missile tracking and nose cone recovery. It later went into storage and in August 1964 was purchased by Bellomy Aviation and leased to **Líneas Aéreas de Nicaragua**,

operating as **LANICA**. It briefly returned to the US before being sold in 1972 to **Líneas Aéreas Nacionales S.A., or LANSA**, a Peruvian airline. The last mention that I could find of it was that it had been withdrawn from use and went into storage at Lee Ceiba, Honduras 1978.

Tidbits of Aviation Esoterica #2: RCAF Earthquakers

By Jim Bates

The eagle eyed modeler may have noticed in the new Airfix B-25C/D Mitchell that the “Desert Warrior” markings option lists a crew member as Pilot Officer Anthony Arthur Martin (RCAF). Why is there a RCAF crew member in a USAAF Mitchell?

In 1942, after Churchill and FDR’s Second Washington Conference, the 12th Bomb Group was transferred from the U.S. to North Africa and attached to the newly formed 9th Air Force. The 12th BG was tasked with assisting the British Eighth Army in their battle with Rommel’s Afrika Korps. As the unit was inexperienced, it was decided to transfer 23 RCAF wireless air gunners to the unit to assist learning British radio procedures and to prevent friendly fire incidents. The Canadians served at two bases - Devesior in the 81st and 82nd Bombardment Squadron and at Ismalia with the 83rd and 434th B.S.

Four of the RCAF WAGs were killed during their year with the 12th BG, and two, Alan James Mackie and Anthony Arthur Martin were awarded the U.S. Distinguished Flying Cross. F/O Anthony Arthur Martin, from Squamish, British Columbia, was also awarded the American Air Medal and Six Oak Leaf Clusters for his ops with the Earthquakers.

It is assumed that when “Desert Warrior” returned to the United States for a bond tour, that F/O Martin was selected to join the tour due to him being the highest awarded RCAF WAG in the group.



NEXT MISSION--U.S.A.
NORTH AFRICAN THEATRE--THE "DESERT WARRIOR", A WELL-DECORATED MITCHELL B-25 BOMBER OF THE U.S. ARMY 9TH AIR FORCE, IS SHOWN JUST BEFORE IT WAS TAKEN BY ITS CREW TO THE UNITED STATES AFTER COMPLETING SOME OF THE MOST HISTORIC MISSIONS OF THE WAR FROM EL ALAMEIN TO SICILY. THE CREW MEMBERS SEATED ON THE JEEP ARE (LEFT TO RIGHT): SGT. JOHN R. DAWDY, OF SAN ANTONIO, TEX.; LT. FLOYD R. POND, ANADARKO, OKLA., NAVIGATOR; CAPT. RALPH M. LOWER, SPOKANE, WASH., PILOT; LT. T.K. TATE; LT. W.O. SEAMAN, FRESNO, CALIF.; SGT. J.B. SARAGALO, QUEENS, N.Y.; AND PILOT OFFICER A.A. MARTIN, BRITISH, OF COLUMBIA, CANADA. THE BOMBS PAINTED ON THE COWLING OF THE "DESERT WARRIOR" REPRESENT THE MISSIONS THIS SHIP PERFORMED. ON THE MAP ARE RECORDED THE INDIVIDUAL TOWNS AND BATTLEFIELDS BOMBED. CREDIT LINE (U.S. SIGNAL CORPS PHOTO FLOW AC/E)



Financial Report

By Rich Guetig

December		2018		PNC Bank	
Starting Cash Balance:			\$6,654.13		
Cash Receipts		Date	Check Receipts		Date
Workshop		\$554.41	Item		\$0.00
Membership Renewal		\$100.00	Item		\$0.00
			Item		\$0.00
			Item		\$0.00
			Item		\$0.00
			Item		\$0.00
Item			Item		\$0.00
Item			Item		\$0.00
Item			Item		\$0.00
Item			Item		\$0.00
Total Cash Receipts		\$654.41	Total Reimbursements		\$0.00
TOTAL RECEIPTS			\$654.41		
Cash Or Debit Expenses:		Date	Cash Or Debit Expenses:		Date
Check (E) KYANNA Rent		12/20/18	-275.00	Item	
IPMS Re-Charter			-30.00	Item	0.00
Crown Trophy (Annual Awards)			-149.46	Item	0.00
				Item	0.00
				Item	0.00
Item				Item	0.00
Item				Item	0.00
Item				Item	0.00
Item				Item	0.00
Total Cash Expenses:			\$454.46		
Reimbursable Expenses:		Date	Reimbursable Expenses:		Date
Item			0.00	Item	0.00
Item			0.00	Item	0.00
Item			0.00	Item	0.00
Item			0.00	Item	0.00
Item			0.00	Item	0.00
Total Reimbursements:			0.00		
TOTAL EXPENSES			\$454.46		
NET Monthly Increase(Decrease):			\$209.95		
ENDING CASH BALANCE:			December 2018		\$6,864.08
					\$209.95

WAS IT OVER WHEN THE GERMANS



**BOMBED
PEARL HARBOR?**

COMING SOON!



IPMS-USA National Convention
Chattanooga, Tennessee
August 7-10, 2019



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger)	\$17.00	_____	Date of Birth: _____
Adult	One year	\$30.00	_____
	Two years	\$58.00	_____
	Three years	\$86.00	_____
Canada & Mexico		\$35.00	_____
Foreign	Surface	\$38.00	_____

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash	<input type="checkbox"/>	Amount: _____
Check	<input type="checkbox"/>	Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

City: _____ State: _____

Zip Code: _____

Applications should be printed and mailed to: IPMS/USA, PO Box 56023, St. Petersburg, FL 33732-6023.