

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

August 2018

GENERAL NOTES

Another National Convention has gone into the books. Like all big shows, I'm sure you'll hear comments/gripes, etc. In my opinion it was a great venue, high quality entries and they found a way to empty my wallet in the vendor room.

Thanks again to Chuck Davenport, Jim Pernikoff and Dave Lockhart for their continued contributions. They make this newsletter fun to edit!

We'll have some new stuff in September.

QUIZ FOR AUGUST

1. The stuff of dreams for schoolboys across the globe, this classic Italian maker produced models such as the Dino, Testarossa, Mondial and Maranello. Which is it?
2. When we think of car manufacturers, most of us think of companies from Japan, Germany, Italy, France, Sweden, Korea and the US and UK. Which maker from elsewhere in the world produced the Niva SUV?
3. The AGM-88 HARM missile is used for suppression of enemy air defense (SEAD). SEAD usually entails destroying enemy surface to air missile sites (SAMS) and anti-aircraft artillery sites (AAA). What does

IPMS Marietta Scale Modelers

*Meet every 2nd Saturday of the month at Hobbytown USA in Kennesaw, GA
840 Ernest W Barrett Pkwy
NW, Kennesaw, GA 30144*

President—Martin Hatfield

Vice President—Mike Idacavage

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EA-18G Growler

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JULY MEETING NOTES

Chuck Davenport

July Meeting Notes

You know things are getting better when you hear talk about “needing more chairs.” MSM is growing and July’s turnout of like-minded modelers and their models was a testament to that growth! There was a convivial showing of friends that warranted the close attention of our President, Martin Hatfield, who was sometimes called upon to corral excited discussions that erupted around the room...at the same time! But, it was all in fun and Martin made sure to accord each member plenty of time to share stories and experiences.



Quite a few of the models digressed into separate discussions. For instance, Mike Idacavage’s F-102-based drone opened the window on the world of USAF flight drones. The crowd was stunned by the sheer creative force of Doug Shearer’s Do-445 which was representative of the Luft ‘46 sub-genre of German WWII aircraft. We were all mesmerized by Fred Heil’s Soyuz rocket and launcher. He moved the model along the track, raised the rocket with the launcher. Stories were told about Soviet launch failures and everyone was happy as a clam in cool water. Pete Pierson’s Bismarck led to a discussion about the NatGeo series, “Drain the Ocean,” in which several prominent WWII ship wrecks, among them, the Bismarck, are revealed by “draining the ocean.” Using state-of-the-art sensors, the series shows the viewer how the ship would look if we were able to actually walk around it. And, these were just a few of the discussions Martin Hatfield artfully corralled! This reporter is waiting for the Star Wars discussion; there will be no containing Martin!

Our “man on the inside,” *Kevin Westphal*, regaled us with his excellent showing of new products which included a veritable cornucopia of treats for the Sci-fi modeler! Here’s a list of what he brought for show:



Manufacturer	Model	Scale	Price
Bandai Star Wars	BB8 w R2D2	1/12	\$28
“	Storm Trooper	1/12	\$28
“	Boba Fett	1/12	\$30
“	Darth vader	1/12	\$28
“	X & Y Wing	1/144	\$14
“	Millennium Falcon (Lando Calrissian ver)	1/144	\$65
Hobby Boss	SdKfz 171 Panzer AusF A	1/35	\$65
Academy	CV-6 Enterprise	1/700	\$45
Meng	Panther D	1/35	\$50
Kitty Hawk	F-101B	1/48`	\$75
Eduard Profi	Fw-190 A3	1/48	\$50



Pete Pierson brought his WIP, the aft superstructure of the Trumpeter 1/200 scale Bismarck. Of course, his WIP looked like a completed model, but @ 1/200 scale, Pete admitted that it's going to take quite some time and effort to complete the whole model. He's building her as she looked on May 25, 1940 just after sinking HMS Hood.

Mark Nickelson's WIP, the 1/48 Grumman Albatross from Trumpeter, is an impressively large aircraft. Compared alongside his Monogram 1/48 PBX-5A, a WIP which he also brought in, it becomes apparent just how large the aircraft was! Mark has finished the interior, most of which will never be seen but, we know it's there and the engine parts. Hopefully, we will see more of this build in August!



Tom Roberts brought in his crisply executed Tamiya 1/48 Harrier GR.1. As Tom explained, as he built, he was continually noticing little things he could do to further detail or improve the basic model. Eventually, he was forced by the sheer necessity of wanting to build something else to throw in the modeling towel and call it done. In his zeal to create the perfect monster, Tom added PE parts, resin exhaust nozzles and painted it with a mix of Model Master, Humbrol, and Alclad 2 (primer) paints.

The irrepressible and ever ebullient *Mike Idacavage* regaled us with one of the most unique builds even he has done. Who wooda thunk it? The venerable Minicraft 1/48 Cessna 172 attired in the Ethiopian Airlines livery...now that's sumpin'.



Mike added, here we go: position lights, interior details, exhaust pipes, engine details, realistic weathering on the underside of the aircraft (after all, it operates from dirt strips in Ethiopia for crissakes) and gave the clear glazing a clear green treatment to simulate the tinted windows that are fitted to the aircraft (after all, the sun is blazingly bright in Ethiopia for crissakes). He finished the model with Model Master, Vallejo, and Tamiya paints. As if that were not enough, Mike's incessant, creative drive has him well on the way to creating a PQM-102B (F-102 drone) based on the eponymous Hasegawa 1/72 scale kit.

Thus far, Mike has added a scratchbuilt cockpit ejection seat, PE antennae, clear position lights and primed it with Alclad. The cockpit is finished in Vallejo paints and will be finished to represent a drone that operated out of Holloman AFB back in the day.

Dave Michener has been taking a stroll on the wild side of late. Straying from the sanctity and security of his commercial airline vows, Dave has recently been observed consorting with the likes of the Hasegawa 1/72 Strike Eagle.



You can see him lovingly caressing his WIP claiming that he will finish it in the markings of the 2005 "Tiger Meet of the Americas." To add further concern for his situation, he came out with his affection for the Anigrand, all-resin, 1/144 XB-70 Valkyrie. It's inscrutable! We're here for you, Brother, if you need help returning to the Light.

Keith Scruton is going to finish his WIP, Academy 1/48 F-4 Phantom in the marking of Robin Old's #829. With his characteristic composure and absence of fanfare, Keith took some measure of pleasure in pointing out the detail work he had completed in the cockpit.



Fred Heil is a well-known MSM member and builder of excellent models the latest of which is the oddly-scaled 1/150 Soyuz Launch Vehicle and Transporter (w/ associated ground support equipment, working launch erector, piston, railroad bogies, and tracks...phew!). This model comes from the "Good Smile Company," apparently a Chinese company that specializes in anime figures, key chains, childrens' toys, transformer-style robots and, the Soyuz. Perusing the company's convoluted website, one is left with the impression, "Soyuz...why?" Time will tell.



For those of you who are not following the Facebook group page, you are missing a treat. For a few weeks, *Doug Shearer* led us down the road to happy town with his brilliant mashup of a Luft '46 aircraft built with random bits from the leftover parts box. After much online discussion and effluence of the creative juices, Doug settled on naming the beautiful creation, the Do-445, "Racher." The Racher (Avenger) is finished in Model Master & Tamiya paints with an authentic camouflage pattern. Now, for a US Marine, Doug is uncharacteristically humble. You would barely know he was in the room were it not for his modeling acumen. But, he was surely proud of his diminutive creation and the assembled masses rewarded his efforts by proclaiming his to be The Model of the Month. From all of us to all of you, Doug, a hearty congratulations!





THE MEMPHIS BELLE

a photo essay by Maj. Charles T. Davenport, USAF (Ret)



When I was stationed at Blytheville AFB, AR in the late 1970s, my wife and I often traveled to nearby Memphis, TN just to escape the desolation of Blytheville and enjoy a bit of night life as any young couple might do. Getting our bearings in Memphis,

we drove by the Memphis Belle on outdoor display at the National Guard Armory, mounted on a large concrete plinth, slowly rotting away, at the mercy of the elements. Her ordeal in Memphis, prior to being transferred to the National Museum of the United States Air Force (NMUSAF) is documented in the film, "The Memphis Belle- The Final Chapter in Memphis" which can be seen in its entirety on YouTube:

<https://www.youtube.com/watch?v=HLmjGtYudYw> Before I was reassigned, I had occasion to visit her

once more when she was transferred to the 164th Airlift Wing is located at the Memphis Air National Guard Base at the Memphis International Airport. The 164th did a partial cosmetic restoration on her prior to her placement on Mud Island...on the bank of the Mississippi River...that sometimes floods. Of course, for these two "meetings" with "Belle," I had no camera. So, the only images I have are those that reside in my mind.

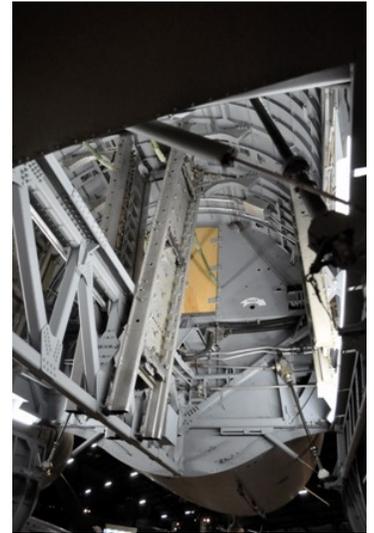


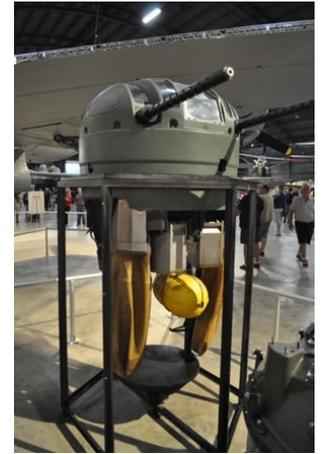
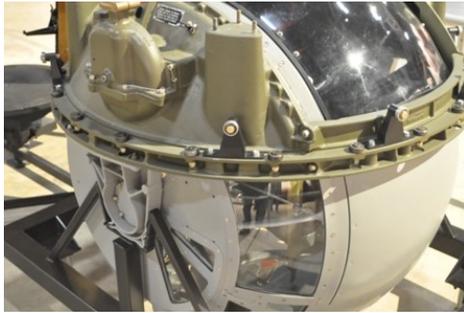
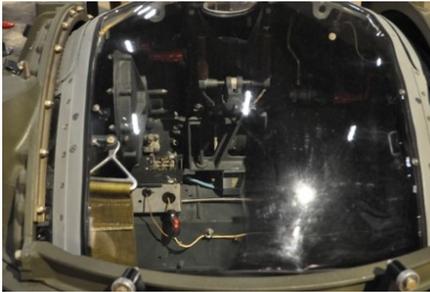
The Belle has been the object of National attention ever since her transfer to the NMUSAF and her "coming out party" was something I planned for over a

year. I met up with IPMS/USA 1st VP, John Noack, at his home near Cincinnati, OH and we trekked up I-75 to enjoy a day at the Museum. The Museum's display staff "spared no expense" in

creating a multi-media, immersive environment to accompany the Belle. It's one of the best displays I have ever seen in any museum and I've seen a bunch! The Museum was PACKED! I volunteered at the Museum for three years and never saw such a turnout. I hope my little photo essay will encourage you to make plans for a visit.



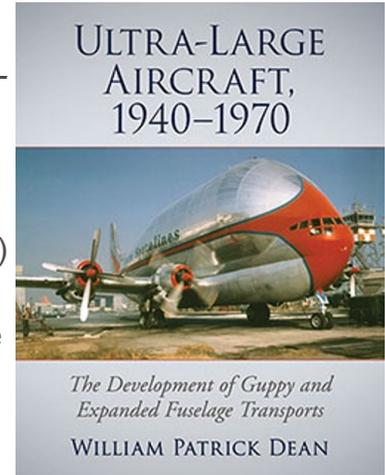




JIM'S PLASTIC MATTERS

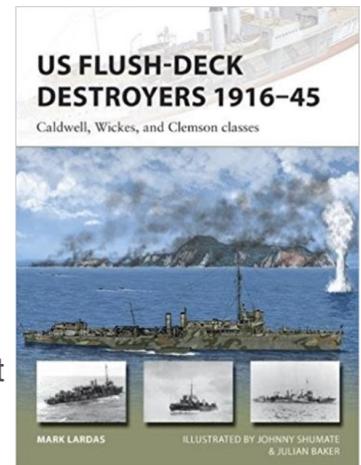
Jim Pernikoff

An interesting new softcover from **McFarland & Co.** is **Ultra-Large Aircraft 1940-1970**, *The Development of Guppy and Expanded Fuselage Transports*. The key word here is "Guppy" since the bulk of the book is on Jack Conroy and his amazing creations. But before then, the book covers other similar aircraft: the Convair C-99, the Douglas C-74 & C-124 Globemasters, the Douglas C-132 (not built) & C-133, the ATL Carvair, and some outlandish studies from Fairchild and Dee Howard, along with other unbuilt designs. These are presented in varying degrees of detail, but for the Carvair, for instance, the disposition of every airframe built is included. The narrative then switches to the Boeing C-97, which became the basis for the original Pregnant Guppy, and it and its later siblings are all covered in great detail: design, construction and usage, including the later Super Guppies built by Airbus. The book includes extensive appendices, including one listing most of the missions flown by any of the Guppies, and another giving the disposition of all of the airframes. A long glossary, extensive footnotes, a large bibliography and good index wrap up a book that is undoubtedly the last word on the Guppies and similar aircraft of the period. Maybe someday a sequel will be written about today's Belugas and Dreamlifters, as well as the C-5, An-124 and An-225!



When Bert Kinzey revived the **Detail & Scale** series, the new titles were initially only available digitally, but due, I suppose, to customer requests, new volumes are available either digitally or in softcover books, and one such is **U.S. Navy and Marine Carrier-Based Aircraft of World War II**. The book is 114 pages and is essentially a reprint of two of those books which had originally been available packaged with select Revell kits back in 2003. The aircraft are covered by text, photos (many in color) and color side-views, and there are color cockpit photos of the primary types. The coverage is remarkably complete, since it also includes prototypes that did not see production, like the XF5F, XF5U, XF14C and XF15C, XF8B, XFL and XF2R among the fighters, and similarly among the bombers. Perhaps the best part of the book is a 15-page appendix at the back on Navy color schemes and markings, which includes carrier tail recognition markings of 1943-44 and the "G" markings that replaced them in 1945, all this done in living color. The digital version is no less than 270 pages on Kindle, but much of this is due to larger text size and photo size, though there are additional photos included. The digital version is cheaper and available immediately, but I still prefer holding a real book. But here at least you have a choice.

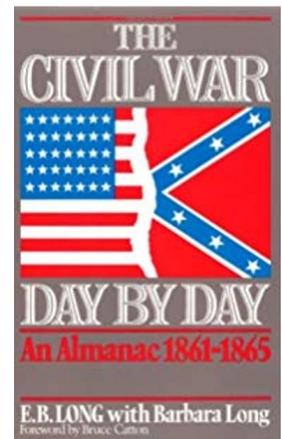
A couple of interesting **Osprey** books this month. **US Flush-Deck Destroyers 1916-1945** (*New Vanguard* #259) describes three classes, totaling 273 ships, built between 1916 and 1922, that were the last destroyers built in the U.S. for a decade. While their service in WWI was limited, many served throughout WW2, some in other roles like minelayer, minesweeper and attack transport. Some achieved fame, like USS *Reuben James*, the first U.S. warship sunk during WW2, a month before Pearl Harbor, where USS *Ward* fired the first shots, sinking a midget sub. USS *Buchanan* was one of 50 ships sent to Britain, where, as HMS *Campbeltown*, she was sacrificed in the famous raid on the St. Nazaire drydock. The book cannot describe the configurations and service history of all 273 ships, but it includes the usual nice artwork and provides a basis for further research. (Descriptions of individual ships can be found in Wikipedia.) These ships tended to be overshadowed by the later WW2 destroyers, but they deserve consideration as important ships.



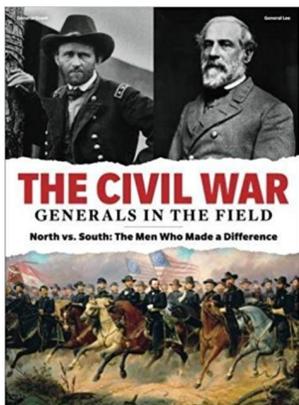
In 1965, there was a pretty good action movie about Allied agents infiltrating an underground German rocket factory to enable it to be bombed by RAF bombers. While this mission was fictitious, there really was an **Operation Crossbow 1944**, and it is the subject of #5 in the new *Air Campaign* series. This was an intense year-long campaign (8/43-8/44) which involved virtually all types of RAF and USAAF combat aircraft available in the theater, from A-20s and Mosquitos up to heavy bombers (including Lancasters dropping Tallboys) and most fighter types, with even USN Venturas participating. And the unmanned Aphrodite bomb program is here; the mission on which Joseph Kennedy died was part of Crossbow. Steve Zaloga is the author

and he does his usual thorough job describing the strengths and weaknesses of the offensive and defensive weapons and strategy and analyzing the results. As is usual for this series, the artwork is outstanding, with cutaways of German bunkers and battle maps for certain of the aerial attacks. While George Peppard and Jeremy Kemp may have saved the day in the movie, here is the real story of Crossbow, which deserves to be better known.

Occasionally I'll review a book that isn't entirely new, and this one appeared on the bargain rack at Barnes & Noble. Originally published in 2007 but reissued last year, **Civil War Day by Day** from **Chartwell Books** presents the conflict in a way unlike other histories I've read. The main events are well known but this treatment identifies lesser-known battles, events and people. The chronology actually begins in 1820 and ends on December 18, 1865 with the signing of the 13th Amendment. The daily entries begin with the state in question and the type of event (Land War, River War, Politics, Command, etc), followed by the name of the battle if perti-

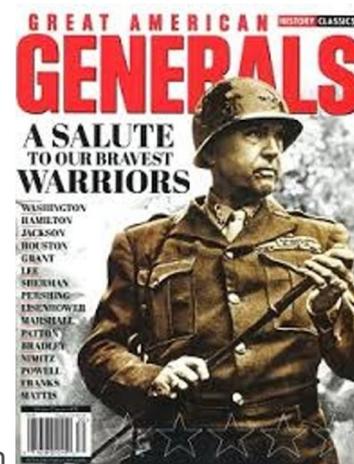


ment. Fortunately, alternate names for battles (like Antietam/Sharpsburg) are included. Even more interesting than the main entries are the numerous sidebars, which provide information on Key Personalities, Decisive Moments, Armed Forces, Strategy & Tactics and Key Weapons. The book is profusely illustrated with artworks, photos and battle maps, and there is a pretty thorough index. Particularly considering the bargain price, this is a worthwhile purchase. There is a companion volume on World War II, but perhaps because its story is more recent, it is nowhere near as compelling.



Now it's time for the bookazines, and most of this month's haul are American, including two that deal with generals. **Time-Life** gives us a special which is apparently a reissue but which I don't recall having seen before. **The Civil War, Generals in the Field** is a straightforward history of the war, but emphasizes the roles of the generals on both sides, analyzing what worked and what didn't and why. While most of the names are familiar, a few may not be: do you recognize names like Nathaniel Lyon, Benjamin McCulloch or Franz Sigel? The book is profusely illustrated with photographs and battle maps and includes timelines and statistical tables, but, as is usual for a magazine, no bibliography or index.

Athlon is a publisher better known for sports annuals, but does an occasional series called *History Classics*, one of which is **Great American Generals**, which profiles 35 prominent generals and admirals throughout U.S. military history, including the Confederacy. Not all were truly successful (consider George McClellan) but all have their place. The bios range from 1/2 page to 6 pages and include photos and sidebars. The listing is quite up to date, with modern figures like Petraeus, McMaster and Mattis. Remarkably, "enemy" generals and field marshals are included, like Cornwallis, von Hindenburg, Guderian and Yamamoto. This is a very revealing look at military leadership. Note that I have seen this publication with several different covers.



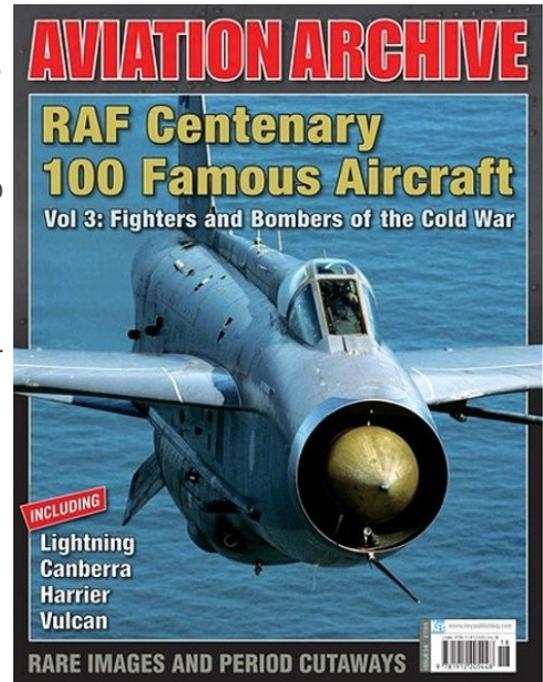
Recently there have been books that give a history of a war or some other event told "in XX objects". In this spirit, **Air & Space/Smithsonian** has done **World War II in 65 Airplanes**.



I'm not sure why 65; maybe they picked all the aircraft they felt worthy and that's the number that resulted. These are separated by year, and then each of the 7 years is further subdivided to group related aircraft together, resulting in 20 total chapters, ranging from 1 to 6 aircraft each. Some chapters cover multiple air-

craft together, and at least one aircraft – the Stuka – appears more than once because of changing roles. The aircraft are illustrated solely with photos, many of which depict modern-day restorations in color. As with any list, some might gripe about inclusions or omissions; to me the most unusual inclusion is the Farman F223.4 which supposedly was the first aircraft to drop bombs on Berlin! (And I always thought it was the RAF that did that.) There isn't much new information here, but the text is very readable and it's nice to have all this info in one place. And this is one of the few publications to appear in this column that sells for only \$10!

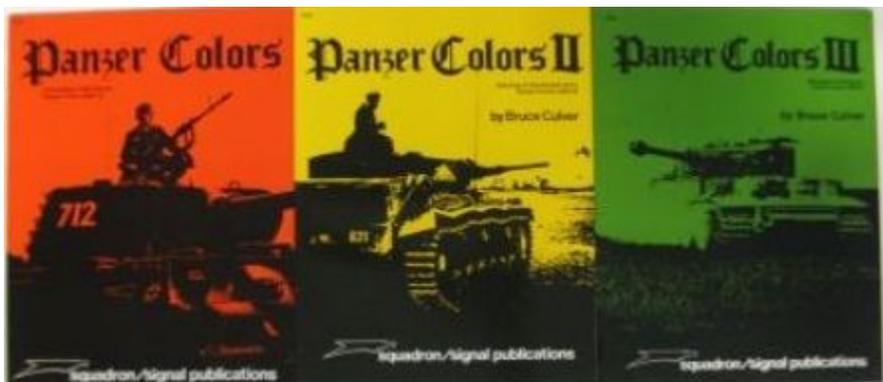
Of course, the British have to appear somewhere, and *Aviation Archive* #38 from **Key Publishing** is **RAF Centenary 100 Famous Aircraft, Vol. 3: Fighters and Bombers of the Cold War**. The name is misleading since it covers up to the present day, which leads one to wonder what volume 4 will contain; I suspect that one will be on trainers and transports. Once again, 25 aircraft are profiled, from the Avro Lincoln to the Eurofighter Typhoon, with the usual mix of period photos and isometric cutaways, many on large foldouts along with some modern color side views. Again, some North American aircraft are included: the Washington (B-29), Neptune, Sabre (Canadair) and Phantom, though the Harrier II could be considered one since it was initially developed by McDonnell Douglas. As usual, the large page size makes the illustrations very usable, and if you have the previous two volumes in this centenary survey, you ought to get this one.



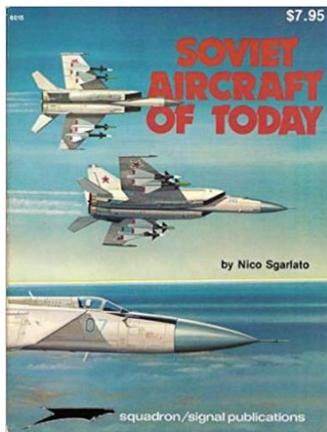
PUBLISHERS SURVEY – SQUADRON BOOKS PT. 3

In the last two months I've checklisted the regular series of books from **Squadron/Signal**, which were all done in the landscape format. But almost right from the start, they also began publishing an occasional series of books in the more-standard portrait format, which were generally referred to simply as *Specials*, and they make up the core of this month's checklist. These were among the first Squadron books to be numbered, in the 6000 series, and the base list goes from 6001 to 6127, with an unexplained gap in the numbering from 6100 to 6120.

You will note that some books originally numbered among the *Specials* were later broken out and given their own series numbers. For instance, the original *Panzer Colors*, which was probably intended as a stand-alone book, was originally #6007. When *Panzer Colors II* was added, it



was decided to break out *Panzer Colors* as a separate series, numbered starting with 6251. The same thing happened with the *Fighting Colors* series. These, and all the other portrait-format series, are on the checklist, in the order of their series numbers.



From the start, the *Specials* adopted an 80-page, perfect-bound layout, which eventually became standard for most other Squadron books, even the landscape-format books. But there are exceptions that were saddle-stitched instead, and there are even two books among the core list that are actually in the landscape format; they are listed here only because they were numbered among the portrait-format *Specials*. But there are some other anomalies in the list, as follows:

In 1978-1981, a series of books that were included were done by an Italian named Nico Sgarlato to a slightly smaller page size; these start with #6015. The artwork in these was somewhat inferior to the rest of the series but the books still have some useful value.

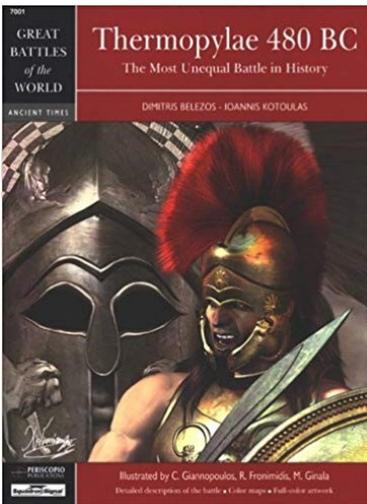
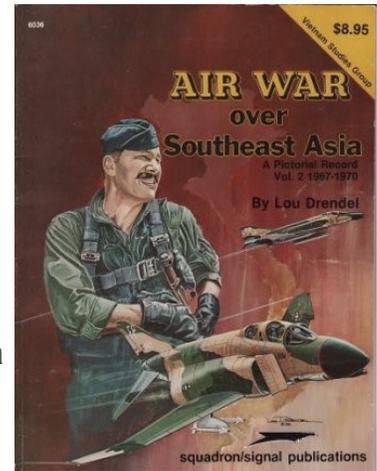
Two of the books are much thicker than the rest and have bigger page sizes. I know that *Fighting Colors* was actually a Salamander book (and some copies were erroneously numbered 6301); I do not know the origins of *Modern Combat Uniforms*.

There was an embedded series called the Vietnam Studies Group which included books covering air, land and riverine operations, but these were not numbered separately, and I elected not to denote them; if you study Vietnam, you'll know which books they

are.

The last two books were published in 2009 to a slightly smaller page size; since 2012 nothing has been added, following the trend of other Squadron series aside from the *In Action* books. Most of these are now out of print but should be available on the second-hand market.

I think the purpose of the other series books will be evident from the series and book titles. Like the regular *Specials*, these will feature a certain quantity of color photos or drawings, since the books are all, to some extent, intended for modelers.



The last three series, below the line, are books from other sources that Squadron is selling in the U.S. The Periscopio books are very good but, again, it appears that the series are now dormant. (Curiously, the numbers on *Famous Aircraft of the World* duplicate numbers already used on the core list, but of course those earlier books are long out-of-print.)

The individual *Aerodata* series from #1-18 were listed on an earlier checklist, but from the start, Squadron issued the bound volumes of these. The books on U.S. Naval aircraft came along years later and these were never issued as individual titles, only in the bound volumes, which is why I listed the included aircraft.

That pretty much wraps up the Squadron story. As long as they remain around, I'm sure we'll see more.



NOTES FROM THE WORKBENCH – JUNE 2018

We don't have a column for this month but we do have an email update from the Recruitment and Retention Secretary, David Knights.

Hi folks,

I am just back from a quick trip out to the Nats in Phoenix and wanted to pass on a few things.

First, it was a good show. Of course any Nats is a great time. Even though I was on limited time, I got to see some great models and the vendors got a bit of my money. It was nice to connect up with a few of you at the show. If you ever see me at a show, come up and say hi. One of the things I love about shows is meeting other modelers. I hope to see a lot of you in Chattanooga next year. It looks like it is going to be great!

Second, if you weren't able to come to the National meeting, go to the IPMS/USA website and the presentation will be there soon. (it might be already) Bottom line, the society is in good shape. Financially we are healthy and are just about at break-even on our yearly income and expense, and we have plenty or reserve in the bank. (remember, as a non-profit, our goal is to be close to break even every year.) Membership is on the upswing. Thanks to all of you who have helped out. Please continue to recruit to get more of your local membership to join the national organization. If your club has a local show, set up and IPMS recruiting table. I'll send you some flyers and Journals to help recruit.

Third, there is some exciting stuff coming in the future. I'd hoped to have some stuff rolled out by now, but between a new job and buying a new house and moving the model room, I've been a bit busy. However, that is wrapping up and I hope to roll out a few surprises.

Finally, Chapter Charter renewal time is just around the corner. Please make our DLC's job easier and get the renewal done promptly.

Speaking of the DLC, I've attached a photo of him giving his talk at the national meeting in Phoenix. Enjoy.

David Knights

loulaw@aol.com



QUIZ ANSWERS FOR JULY

1. Ferrari. The name 'Ferrari' is synonymous with the idea of the ultra-desirable, super-fast, super-sexy super-car; preferably in red. Ferrari's 2008 models include the 612 "Scaglietti", 599 "Fiorano", and 430 "Scuderia". The famous 'Dino' wasn't strictly speaking a Ferrari at all, even though it is commonly known as such, but was intended as a distinct brand name to be used by Ferrari for cars with less than 12 cylinders. The name "Maranello" comes from the company's famous home in Maranello, Italy.
2. Lada. Lada, part of the giant AvtoVAZ company, is Russia's largest car maker. One of Lada's claims to fame is that its vehicles can be found on every continent on the planet, including Antarctica, where Russian scientists use Nivas at their research station!
3. High-speed anti-radiation missile. The AGM-88 HARM allows the pilot to destroy AAA & SAM sites without activating the aircraft's active radar, which reduces the chance of a SAM locking onto the aircraft.

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IPMS Marietta Scale
Modelers

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Why march when you can ride?