

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

May 2019



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*

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QUIZ FOR MAY

1. As a fledgling nation, the United States did not expect to be able to match the historically powerful British Navy in the War of 1812. The U.S.S. Constitution, nicknamed "Old Ironsides" by her crew, defeated which British frigate as her "claim to fame"?
2. Admiral Graf Maximilian von Spee had been a serious thorn in the Britain's side - he led a smaller naval force which caused serious damage to the Royal Navy which had hitherto claimed invincibility. He was eventually caught and sunk along with three other ships after a brief chase from which islands?
3. True or False; The Light Brigade failed to reach its objective.



To Do Or Die

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APRIL MEETING NOTES

Rob Morales

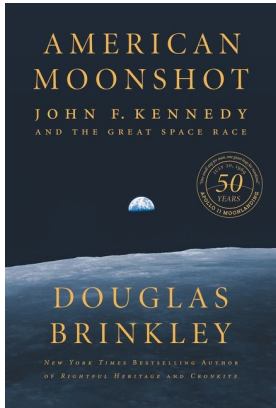
The April meeting was held on April 13 at Hobby town. We had 24 members in attendance.

Martin kicked off the meeting with a slideshow. We are continuing to collect dues; they are \$12 for the year. Please see Larry Beam. Several members attended the Anniston show last week. All told the club sale table netted \$87 taking our account to \$5900.

Anybody having club project suggestions please contact Martin with ideas. Upcoming shows include June 15 at Warner Robins, June 22 in Columbia South Carolina and August 7 through the 10th nationals in Chattanooga. Volunteers are still needed for the nationals, go to the website to enroll.

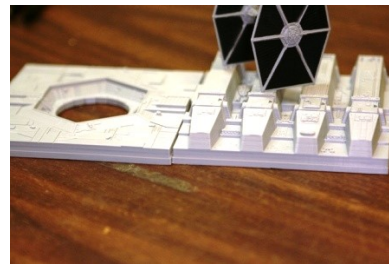
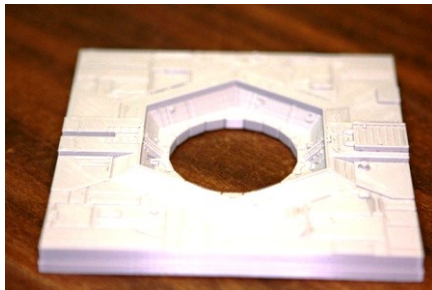


Volunteers are still needed for the nationals, go to the website to enroll.



Bill Ficke mentioned a new book that he is reading titled “American Moonshot: John F Kennedy and The Great Space Race”. The book covers much of the period including the politics and preparations for the Apollo 11 moon landing which occurred 50 years ago this July. He recommends this book for all to read.

Martin brought in a product called super sticky notes which has adhesive on the entire side of the sheet. Look for it in office supply stores he also had a copy of the latest Mobius offering, a 1/1000 scale USS Kelvin. This spaceship was featured in the 2009 Star Trek movie. Martin has also been hard at work with his CR – 10S printer making 3-D models. He had three titles that he made on display representing sections of the Death Star from Star Wars.



Jim Pernikoff had photos from his recent visit to the Sun-N-Fun air show in Florida. This is the second largest fly-in in the United States second only to Oshkosh.

Seven models on the table this month so it made for a kind of quick show and tell.

Pete Pierson:

H.M.S. Exeter vignette. This is the 1/350 scale Trumpeter kit with photoetch parts added. Pete researched the damage Exeter incurred during the fight with the Graf Spee and added that with sufficient smoke to the vignette.



M3 Lee Medium Tank. This kit is 1/72 scale.

Tiger I. This is the Meng World War Toons kit.



Doug Shearer:

Type XXIII U-boat. This is a 1/144 scale ICM model kit. Doug added crew figures and deck rails. These submarines were the first "elektroboots", or electric boats, designed to run primarily underwater on batteries.



H Joe Driver:

Curtiss P-40N Warhawk. This is the 1/48 scale Hasegawa offering. Joe is modeling this to be a PTO fighter, with Sand and Duckegg Blue over OD Green and Neutral Gray,



Joe Tulleners:

TiE Fighter. This is the 1/144 scale kit from the Bandai set that includes two different fighters. Joe built it while waiting for the meeting to start.



McLean Gilbert:

Panzer IB Diorama. This 1/35 scale W.I.P. includes the Italeri PzIB and a Verlinden building ruin and base. McLean rebuilt the front axels and springs as the original kit ones were two-dimensional.



The model of the month was originally awarded to Doug's U-boat, but due to a mix up, we have a co-award with the U-boat and Pete's H.M.S. Exeter. Buz Pezold won the gift card.

Next meeting is May 11th.

A VISIT WITH THE “DOC”

Chuck Davenport

Many of you have heard of the reclamation and restoration of the B-29 named, “Doc.” Recently, I had the opportunity to visit “her” at her new home in Wichita, KS. Doc is only available in the hangar on Tuesdays, Thursdays, and Saturdays, from 9AM to 2PM, when she is not on the road. I took many photographs, but most of those were for the 1/32 scale project I’m designing. I doubt many would be interested in those. However, here are a few to show her off in all her glory.

There is also a display space on the second floor detailing the history of the B-29 and Doc in particular. As was explained to me, Doc was never a warbird, per se. Instead she spent her time doing research missions of one type or another; that information has been lost to the mists of time. She was never fitted with gun turrets and has instead Boeing-designed/installed turret covers on the fuselage.

Like the CAF’s “Fifi,” Doc does not fly with her original engines because that model is no longer supportable. Instead, she flies with later marks of the engine type which necessitated a redesign of the original exhaust system, a modification that Fifi also needed in order to remain in the air.

The whole outfit, “Doc’s Friends,” is staffed with a host of dedicated volunteers, several of whom went above and beyond to meet my photo documentary needs. I spent hours with these folks photographing and measuring details that only IPMS modelers would care about. One of the volunteers, Ken Newell, who serves as the Senior Crew Chief, scratch-built displays that highlight the navigator and flight engineer stations. He was more than accommodating while he explained Doc’s various features and the trials and tribulations needed to keep her in the air.

It’s only a 15
her...road trip



hour drive to see
anyone?

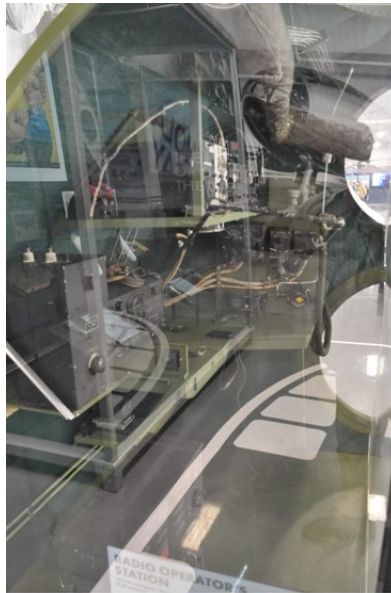
When I arrived at Doc’s home @ 0600 hrs, “she” was still fast asleep.



It's an immersive experience with this full-length replica of the B-29's crawlway tunnel.



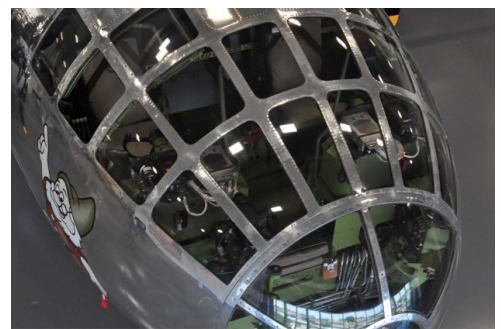
Doc Senior Crew Chief, Ken Newell shows off the navigator's station which he built in his garage by hand.



Glare obscures much of the detail that Ken Newell built into this radio operator's station. Amazing technology for day. The operator merely changed antenna feeds in order to change frequencies on dedicated frequency transceivers.



The nav table features the original ground speed/distance plotter. Of course, modern Doc does not need a navigator.



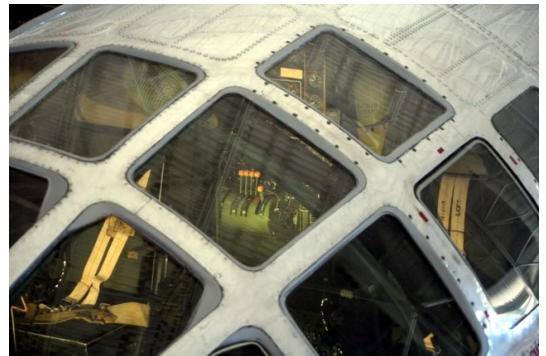
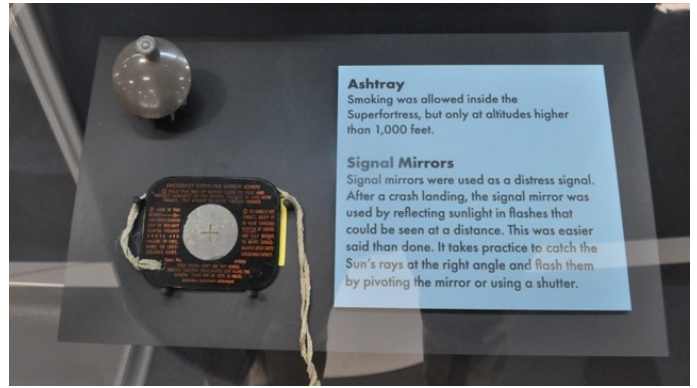
One feature the average joe would not notice is the absence of the irreplaceable flat glass panels that were once fitted to original B-29s. Compare this to the photo of Enola Gay; those flat glass panels are quite apparent.

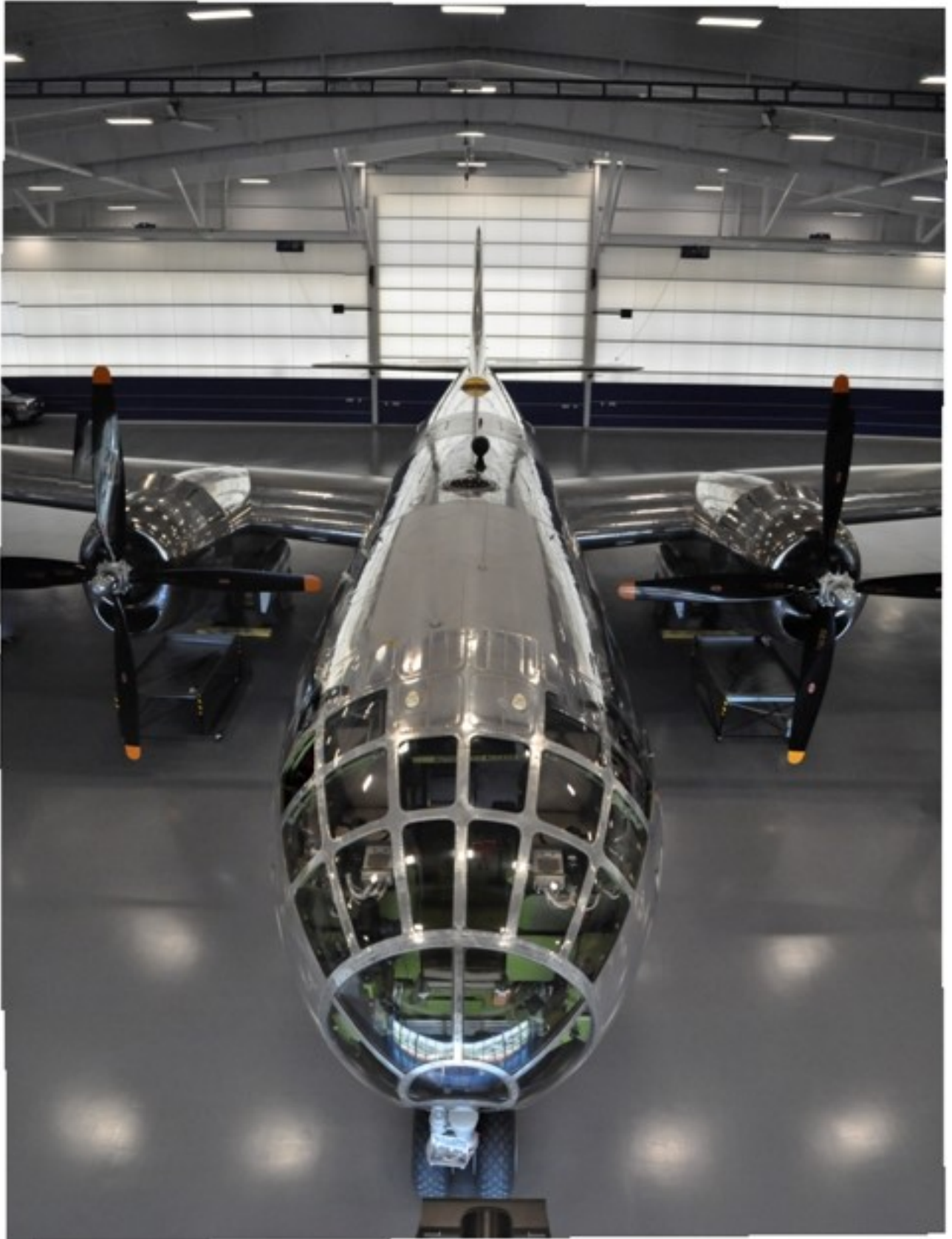


Self-tuning radios...leading edge tech in the 40's. All the radio op had to do was change the antenna lead which is the white ceramic-covered wire in the center.



Observation floor tells the story. To the left resides Doc. Lower left, you can see one of her original engines.

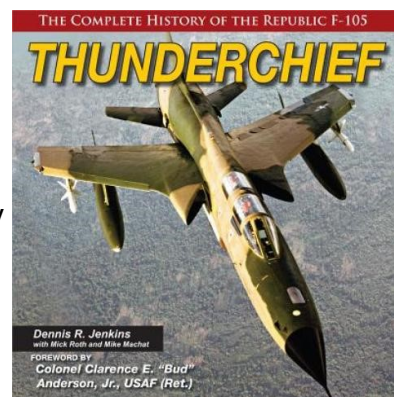




JIM'S PRINTED MATTERS

Jim Pernikoff

Specialty Press has been producing some nice books in their square-format series, and I have two for you this month. Actually, **Thunderchief**, *The Complete History of the Republic F-105*, by Dennis Jenkins is a book that not only do I not own, I have yet to see a copy! But it is getting about the best reviews I've seen for any aviation book in a number of years, so I can confidently recommend it to all fans of the "Thud". Their recent book on the F-106 got high ratings, so they are on a roll. If one of you gets a copy, I'd like to see it!

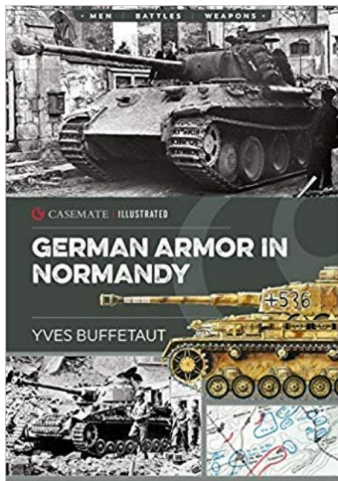


The one I did get is **America's Round-Engine Airliners, Airframes & Powerplants in the Golden Age of Aviation**. The use of the terms "Airframes" and "Powerplants" in the subtitle is appropriate, because each of the two authors is responsible for one of those topics. The chapters cover the subject chronologically, starting with early types like the Boeing 40 & 80 and the Ford Tri-Motor and ending up with the DC-7C and Lockheed Starliner.

The pertinent types in between are all covered, including the flying boats, one-offs like the DC-4E, smaller types like the Convairliners and the Martin 2-0-2/4-0-4 and even some military transports and recon planes from Douglas, Lockheed and Republic that might have become airliners but didn't. In each chapter, Craig Kodera handles the "airframes" but not with much detail, though his section features lots of neat interior photos, period print ads and other documents. Then William Pearce handles the various "powerplants" in much greater technical detail; generally each chapter covers one of America's great radial engines, with lots of close-ups and cutaways that will be useful to modelers of large-scale kits who need to fully detail their engines, and tables comparing the different engines. I'd even say that Pearce's technical details are too much for the average fan, but you can read as much as you want. The book has a detailed bibliography and decent index, and is definitely a different sort of book for airliner fans, and especially for fans of radial aircraft engines!

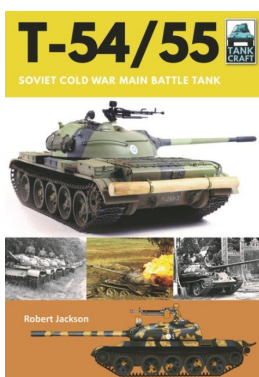
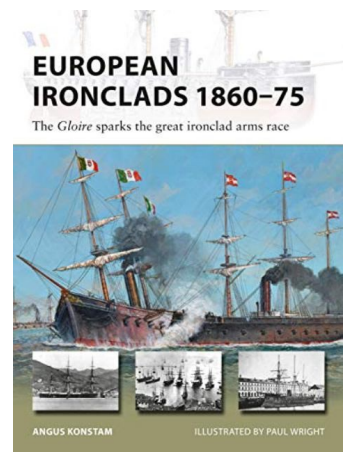
Casemate Publishers operates on both sides of the Atlantic, though they have impressed me as being more of a distributor than a publisher of their own books. But a new series called *Casemate Illustrated* has some interesting books first published by French publisher *Histoire & Collections* and now translated into English. **Allied Armor in Normandy** and **Ger-**





man Armor in Normandy are two companion books by the same author that tell the same story from both sides. They are both heavily into organizational aspects, identifying each unit in the campaign, showing its strength at various times using tables, and describing its history through the campaign. The action is described until around mid-August 1944. There are full-page biographies of the principal leaders and plenty of color drawings, both side-views and isometrics, of pertinent vehicles. These may not be the most authoritative books around, and I can't comment on their accuracy, but they are nicely laid out and not too expensive. Each has a bibliography and an index.

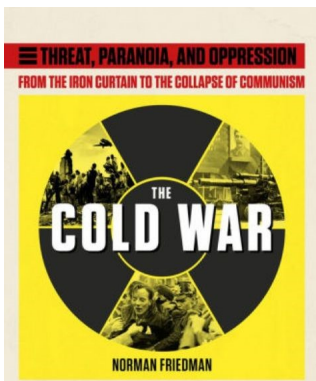
This month's offering from **Osprey** is *New Vanguard* #269, **European Ironclads 1860-75**, which is a companion volume to author Angus Konstam's recent offering on British ironclads of the same years. The French started the ball rolling with the ironclad frigate *Gloire*, which caused the British to respond with HMS *Warrior*, and the race was on. Initially these were still ships with broadside guns, but the advent of *Monitor* in the U.S. led to a shift to turrets by the end of the period, though the ships still had sails. A total of 51 classes of ships for 9 countries are listed; each class has a table listing specifications for the class, and the name of each ship in the class together with where and when it was built and its eventual fate. Of course, in a 48-page book there cannot be much detail about individual vessels. There is a chapter about these ships in action, the most prominent being the battle of Lissa in 1866, wherein the Austrian flagship rammed and sank the Italian flagship, and you know what that means: for the next 40 years, all large warships had to have ram bows. Artwork includes a cutaway of *Gloire*, side views of a number of other ships, and an action shot of the celebrated ramming attack, also shown on the cover. Of course there is a bibliography and an index. This is an excellent introduction to an important group of warships, brief as the coverage might be.



Last month I reviewed the *TankCraft* series from **Pen & Sword**, and now comes a postwar subject in book #16, **T-54/55**, covering the most widely-used AFV in history. The book starts with development, from the T-44 onwards, and then briefly describes all the main variants, with 8 full-page four-view color drawings showing the variants in representative color schemes. A gallery shows multiple views of four well-built models of tanks from four different armies, one with reactive armor added. The products section shows kits from six different manufacturers, all in 1/35 save for Revell's 1/72 kit, but no aftermarket products. A brief listing follows of 15 African and Latin countries that used these tanks, typically with one photo for each, and a chapter shows other vehicles built on the chassis, like anti-aircraft guns and bridgelayers. Finally, a

nine-page chapter shows the T-54/55 in action, starting with the 1956 Hungarian uprising and continuing to the present day. Considering the wide use of these tanks, the book is effective enough, though there is still a feeling that there should have somehow been a place for more content.

“Holy bargain books, Batman, they’re at it again!” For the second month running, there are a couple of new bargain books at B&N showing up “out of season”. **Flight**, *The Evolution of Aviation*, may sound like another ho-hum general history of aviation with little to recommend it, but this book’s strengths include a lot of photos that I haven’t seen before, a lot of neat little sidebars providing biographies of famous people, and above all, a ton of reproduced documents that provide some degree of fascination. These include letters, telegrams, action reports, logbook entries and advertisements, and since some are not in English, a section on translations is included right after the nice index. For \$13, this is a good book to sit down and go over with the kids, or to just leave on a coffee table for anyone passing by to peruse.



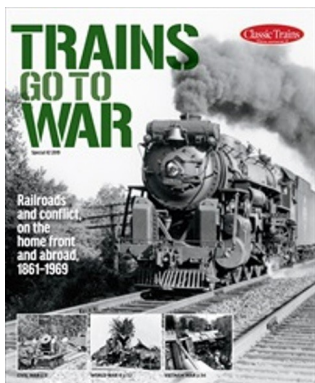
On the other hand, **The Cold War**, *Threat, Paranoia, and Oppression*, by noted defense analyst Norman Friedman is a bargain book I would describe as important. This square-format book has some 28 chapters, ranging from 4 to 8 pages each, starting with the partition of Europe after WW II and ending with the breakup of the Soviet Union. These cover such topics as the Truman Doctrine & Marshall Plan, China, The Bomb, McCarthyism, Sputnik, the Bay of Pigs, Vietnam, Solidarity and Gorbachev. There are photos, some excellent maps, biographical sidebars, and again, plentiful reproduced documents of a variety of

types, including memos, declarations, newspaper articles, propaganda posters and such poignant reminders as a brochure “Advising the Householder on Protection Against Nuclear Attack”. (This goes well beyond “bend down, put your head between your legs and kiss your a** goodbye” but was probably no more effective!) Again, there is a large number of translations provided and a good index. Aside from being fascinating to go through, I think that the topic is important enough that every one of you should buy one and sit down with your kids to show them what you had to put up with. This book would be a bargain at any price, but at \$10 it’s an absolute steal!

Which brings us to the magazines, starting with the U.S. issues. **Medal of Honor** is a special issue of *America in WWII* magazine that lists all 222 Americans with names from A through K that were awarded the medal due to actions in World War II, thus it is the first of two such issues. This may seem unexciting until you read the story for each recipient. They are generally 3 to a page, with a small photo, their rank and unit, their date and

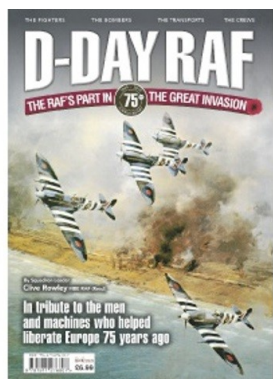


place of birth and death and a brief mention of the action for which they were awarded, followed by a more complete description. There is a lot of information here, and this cannot be reasonably gone through at one sitting or even a few. I think it is important going forward to read this and understand how and why these men were Medal of Honor winners. Some names are very familiar: Bong, Boyington, Doolittle, Foss, Inouye, Kearby, but of course most are not. Paying \$15 for a 96-page magazine may seem like a lot, but in this case, I wouldn't hesitate.



Trains Go to War is a special issue of *Classic Trains* from **Kalmbach Publishing**, and describes the exploits of railroads in five conflicts ranging from 1861 to 1969, both home and abroad. What is interesting is that these are actually existing articles first published in *Trains* and *Classic Trains* magazines, many during the conflict covered, so these are mostly active reports and not mere reminiscences. There are plentiful photos, a handful even in color, a few maps, and some delightful cartoons by a G.I. depicting Army rail operations in Italy during WW II. One intriguing article shows how a basic boxcar design was adapted to create troop cars and mobile kitchens during the war. The final chapter describes the trials and tribulations of the South Vietnamese Railroad while the U.S. forces were in-country. Even if you are not into railroading, this is interesting reading, and there are some diorama ideas lurking within.

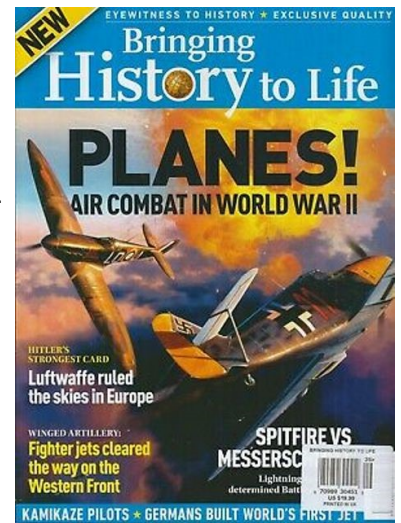
Now to the British. **Mortons Media** has two bookazines that were originally published five years ago but which have been reissued, with new covers and minor corrections, to commemorate a 75th anniversary. **D-Day Overlord** is quite detailed, with 22 chapters on 130 pages describing many aspects, starting with the previous disastrous invasion at Dieppe and ending with the liberation of Paris. The action at all five invasion beaches is described, though action after the initial surge emphasizes the British activity, which should not come as a surprise. From a purely historical standpoint, this may be, overall, the best of the special publications likely to appear this year, though rival Key Publishing has yet to be heard from.



On the other hand, **D-Day RAF** is unabashedly British, but contains many fascinating first-hand reports that make it worthwhile, including at least one bloke who was shot down and was forced to become a foot soldier. There are some excellent photos and artwork supporting the text, and in spite of the British bias this is a publication worth getting. Just remember that these are not new publications; if you bought them in 2014 there is no reason to get them again.

Several months ago I reviewed the first issue of a publication called

Bringing History to Life from a Norwegian publisher called **Bonnier Publications**. Their 2/2019 issue is called **Planes, Air Combat in World War II**, which again may sound repetitious, but there is enough new in here to make this worth looking into. Six chapters describe Air Battles & Tactics, from the birth of the Luftwaffe to dealing with Kamikazes. There are five chapters detailing well-known combat aircraft and five detailed biographies of ace pilots, not all of whom are well known. I mean, have you ever heard of Franco Lucini or Boris Safonov? They achieved their fame in decidedly obsolete airplanes, and their stories are arguably the high point of the publication, so at least look for this one on your newsstand.



Finally, another installment in the *Air Power* series from **Hachette Partworks**, this one on the **Messerschmitt Bf 109, From Spanish Condor to Third Reich Eagle**. Like the previously reviewed issues in the series on the Spitfire and the B-52, this is a very good one-volume reference work. Particularly noteworthy is the very large number of color side views and three-views, showing just about every conceivable color scheme that 109s ever carried, either German or foreign. Even if you have all the references on the Messerschmitt that you think you need, you ought to at least search for this one on your newsstand to see if you want to spend another \$20 on another one. Their next issue is announced as the F-4 Phantom II.

This being May, elsewhere in this newsletter you should find a list of selected **Osprey** series releases for the second half of the year. As is typical, there should be something on the list for nearly everyone's area of interest.

OSPREY PUBLISHING NEW RELEASES JULY – DECEMBER 2019

Here are *selected* softcover Osprey releases for the second half of the year. Dates are subject to change:

Air Campaigns:

Battle of Berlin 1943-44 (September)

Ploesti 1943 (October)

Guadalcanal 1942-43 (November)

Campaign:

The First Anglo-Sikh War 1845-46 (July)

Kos & Leros 1943 (August)

The Long March 1934-35 (September)

The Glorious First of June 1794 (October)

The Paraguayan War 1864-70 (October)

Petsamo & Kirkenes 1944 (October)

Java Sea 1942 (December)

Combat:

British Airborne Soldier vs Waffen-SS Soldier 1944 (July)

Sioux Warrior vs U.S. Cavalryman 1876-77 (September)

Soviet Partisan vs German Security Soldier 1941-44 (October)

Samurai vs Ashigaru: Japan 1543-75 (November)

Combat Aircraft:

Dornier Do 17 Units of World War II (September)

B-58 Hustler Units (October)

Me 210/410 Zerstoror Units (November)

Duel:

USAF F-105 Thunderchief vs VPAF MiG-17 (July)

T-34 vs StuG.III: Finland 1944 (August)

Tempest V vs Fw 190D-9 1944-45 (September)

Panzerfaust vs Sherman 1944-45 (October)

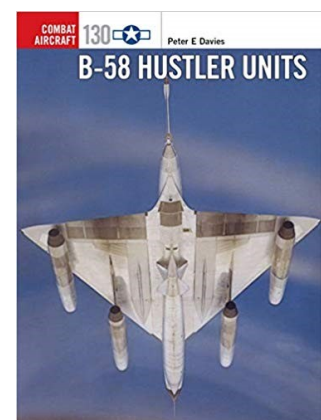
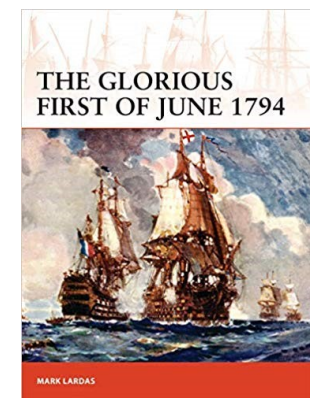
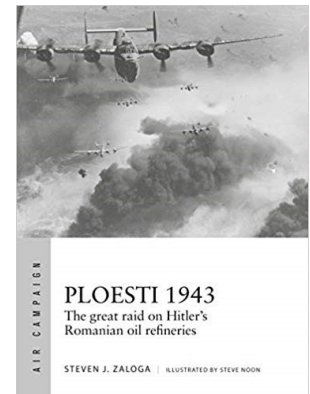
German Flak Defenses vs Allied Heavy Bombers 1942-45 (October)

Me 262 vs P-51 Mustang (November)

Elite:

The Royal Dragoon Guards 1685-2018 (October)

North American Forest Warfare Tactics 17th-18th Centuries (November)



Men-at-Arms:

Armies of the Great Northern War 1700-1720 (October)

New Vanguard:

Churchill Infantry Tank (August)

The Medieval Cannon 1326-1494 (August)

British Escort Carriers 1941-45 (September)

Russian Battleships & Cruisers of the Russo-Japanese War (October)

German Guided Missiles of World War II (November)

British Amphibious Assault Ships 1956-Present (December)

Weapon:

Weapons of the U.S. Special Operations Command (July)

The Arisaka Rifle (August)

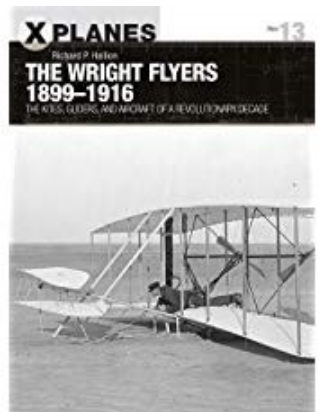
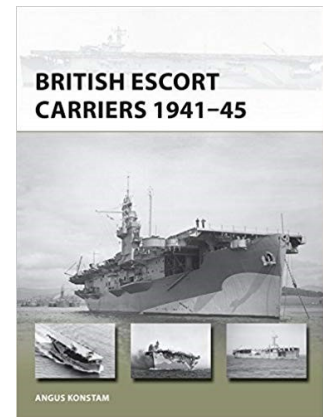
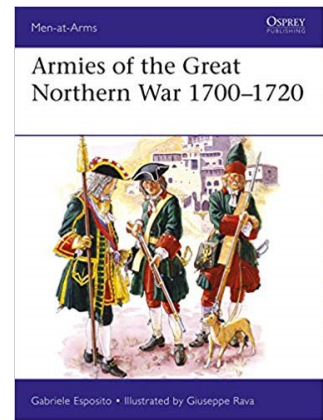
Hotchkiss Machine Guns (November)

X-Planes:

Jet Prototypes of World War II (September)

Douglas D-558 (October)

Wright Flyers 1899-1916 (December)



PUBLISHER'S SURVEY - SCHIFFER PUBLISHING

Jim Pernikoff

Last month, I told you about **Schiffer Publishing** of Pennsylvania, and about how their ties to a German publisher of books on military history has led Schiffer to become a major player in that genre, starting with two series of softcovers which were merely translations of the German texts. I also told you that after releasing most of these and introducing new books, many on American topics, Schiffer began transitioning more and more to hardcover books.

I included two checklists. One had many of their softcover books on military and aviation history, both those that were parts of identifiable series and those that were not. That list also included Schiffer's current hardcover series, *Legends of Warfare*, which is their major push in this genre at the present time, with quite a number of titles due for release later this year and into 2020. The other checklist had all of Schiffer's other identifiable series of hardcover books, a few of which are still active, notably one on U-Boat aces.

So what does that leave? Schiffer's hardcover books that are not in identifiable series, which started out as a fairly short list that was originally part of one of last month's lists. That was due to the fact that, believe it or not, I only own about 20 of the books on this month's checklist. So what happened? As I went through the eligible titles on Amazon, I realized that the number of such books that would be of interest to modelers and historians was actually quite vast. Even trying to be somewhat selective, as I added books to the list I realized that it had to be separated from what I brought you last month, and by the time I was done, I had a list of some *700 books*, presented chronologically by publication date, but otherwise not distinguished from one another! (And I repeat, this is *not* Schiffer's total output, not by a long shot. There are other books that I passed over, including one entire subject which I will mention later.)

I realized that a single list of 700 books wouldn't be very helpful to anybody, and that I had to break it up into "bite-size" units. So I began pulling out books on similar topics, grouping them together into sub-lists, and giving these sub-lists useful titles. It was basically making series out of books that were not identified as such. And then I had to decide what order to list these sub-lists in, and I decided on as much as a chronological approach as possible, beginning with pre-1898 wars and continuing to the present day. Lists that were not chronological in nature, like the few books on modeling, are near the end of the total checklist, and the 70 or so remaining books that I could not categorize are at the very end. Better 70 than 700! Ordering the many World War II lists was a bit of a hassle, but I think I reached a good compromise.

So to use this checklist, find a category that suits your fancy and scan down the list to find an interesting title. Then call it up on Amazon and get the details and the reviews, which are important. Schiffer's production standards are high – these are nicely sturdy books – but the

reviews are likely to range from superlative to awful! Here are some of the issues people have with these books:

As with the softcovers, those books translated from the German, which would include many of the books on German topics, were often translated by people not familiar with the subject matter, which may result in translations that range from mediocre to so bad as to be nearly unusable.

Although photo image quality is generally better than in the early softcovers, there are some exceptions, which hopefully the reviewers will note.

Schiffer is notoriously poor at proofreading and editing, as if they simply take the author's manuscript, "productionize" it and print it without any internal reviewing. In some cases, for autobiographies or group histories (which are often copied verbatim from the texts written during or just after the war), that is often preferable, since it'll read just like the original, warts and all. But for books written by professional authors, poor proofreading and editing is unforgivable. If you find poor reviews for a book you really want otherwise, you'll just have to make up your mind.

What makes problems like that worse is that these books tend to be expensive! I'd say that the average new price for the 700 books on the attached checklist is probably around \$50. The good production quality of the books may make that acceptable, but if the contents are crap? As stated previously, all these books are still available new, but you might want to opt for a less-expensive used copy.

You'll have to order these online or through your local hobby shop, since the "big box" bookstores simply do not carry Schiffer books at all.

As I mentioned, one subject matter that I decided to skip due to personal bias was the Waffen-SS, which Schiffer publishes quite a few books on, including individual unit histories. This isn't much of a problem: just go to Amazon and do a search keying in "schiffer waffen ss" and you should get a complete list of available titles.

Okay, so any specific recommendations? For modelers, *The Master Scratch Builders* is fantastic, even if you have no intentions of ever doing any scratchbuilding yourself. Yefim Gordon's books on the Tupolev bombers are definitive and mate nicely with his similar books for Crecy Publishing. Paul Gillcrist's books on modern U.S. Navy aviation are outstanding, though I wish he would update *Tomcat!* Istvan Toperczer's book on the *MiG Aces of the Vietnam War* is worth reading even if you don't believe it, but the book also has some nice color art of these pilots' aircraft. *Conquest of the Skies* is an interesting study about how long range aircraft were developed. *Revolution in the Sky* and *The Northrop Story* are companion volumes first published elsewhere that give detailed information on the early designs of Lockheed and Northrop. *Boeing 737* is an outstanding one-aircraft history (at least until its publication date) and *Colorful Aircraft* is just plain fun! Aside from these, you're on your own.

QUIZ ANSWERS FOR MAY

1. H.M.S. Guerriere. The U.S.S. Constitution was given her nickname "Old Ironsides" because the Guerriere's cannon balls fell short or bounced off the Constitution's hull--prompting her crew to cheer during the engagement. The Guerriere's mizzen mast and most of her rigging were destroyed during the battle with the Constitution. When the Guerriere surrendered, the American sailors found her in such a bad condition that they transferred all of the prisoners and burned the British 49-gun frigate.
2. The Falkland Islands. The Royal Navy had a nasty shock to the system in the first years of the war, learning the hard way that their equipment and methods were not as good as they had imagined; the German fleet virtually ran rings around them. With the advent of U-boats as well, Britain could no longer claim to rule the waves and it was not a nice pill to swallow.
3. False. Set a seemingly impossible task the Light Brigade, carried the suicidal order. The finest light cavalry in the world took seven and a half minutes to reach the Russian guns at the end of the North valley. They then pushed back a numerically superior cavalry force. When the Russians realized how small the opposition they regained their courage. Many in the Brigade wondered why they had not been supported and knew that with support more would have been gained. The Charge of the Light Brigade will live on as the epitome of the gallantry and glory of cavalry.

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