

# ***IT'S ONLY A NEWSLETTER***

IPMS Marietta Scale Modelers

March 2019

## **WHAT SUCCESS LOOKS LIKE**

The show was a great success. Below are stats from the show.

Models - 404 Entrants: 92 General admission: 240

Best of Aircraft: F-11F, BF (we'll find out the name)

Best of Ship: USS Confederacy, Dave Bullock

Best of Automotive: Yamaha Y2R M1, Mike Crespi

Best of Armor: M37, 105mm HMC, Phillip Hui

Best Diorama: Tank Transporter: Mac Gilbert

Best Space/Sci-Fi: The Hornet, Scott Washington

Theme Award, 50th Anniversary of the Moon Landing: Apollo 11, Frank Zocklear

Best of Show: M37, 105mm HMC, Phillip Hui!

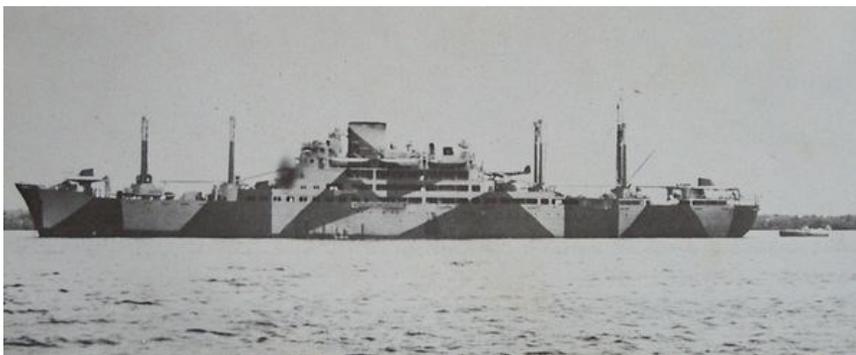
*IPMS Marietta Scale  
Modelers*

*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 MARCH (THANKS COACH COBB)**

1. What does the word "Maru" mean on Japanese ships in WW 2?
2. What was the Japanese ship Delhi Maru and why was she so usual?
3. What happened on the S.S. Dorchester in Feb 3 1943?



Aikoku Maru circa 1942

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# FEBRUARY MEETING NOTES

*Paul Crawley*

Chapter President Martin Hatfield and Vice-President Mike Idacavage stressed the need for volunteers to help set up on Friday, March 8th for the Saturday, March 9th “Atlanta Con” model show. It’s suggested they arrive around 2pm to help set up tables at the IAM Union building on South Cobb Parkway in Marietta. We also need members to bring donor kits for our chapter vendor table and to help run the table during the show.

## Monthly Model Show-and-tell

U2A/C- 1/48 scale “work in progress” fuselage by Mark Grzenia. AFV Club U2A kit that Mark is modifying into Francis Gary Powers’ aircraft, shot down 1 May 1960 over the Soviet Union. So far, he’s added a Cutting Edge Qbay cover, meant to help convert the Hawk U2 kit.



WW1 French Morane Solnier Type N fighter- Scratch-built by Doug Shearer in aprox. 1/22 scale. Air Scale instrument decals and Air Scale bezels. Painted with Americana and Tamiya acrylics.

Cartoon scale M4 Sherman tank- Meng “World Wartoon” kit. James Young replaced the antenna with a straight pin and painted with Tamiya and a Lifecolor Sharpie.

Cartoon scale Spitfire Mk 5- Tiger Model kit by James Young, who used Aeromaster, Polly Scale and Tamiya paints. Kit comes with stickers.





PQM-102B (F-102 drone)- Mike Idacavage used Hasegawa's old 1963 (ex-Frog) 1/72 scale F-102 kit, converting it with a scratch-built cockpit and antennas, resin wheels, metal landing gear and aftermarket lights. His heavily weathered version represents a manned



drone used at Holloman Air Force Base New Mexico.



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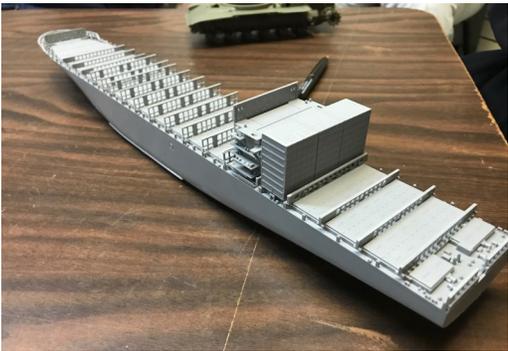
Admiral Byrd Snow Cruiser- This 1/72 scale resin kit by MilMod (Military Models) of Germany represents the huge vehicle that was custom built for Byrd's 1940 Antarctic expedition. Paul Crawley also added a separately purchased 1/72 scale Sword Beech Staggerwing which was mounted on the snow cruiser's roof and used for extensive aerial surveys. The cruiser kit included decals and conversion ski landing gear for the aircraft, as well as crew figures, animals and cargo accessories. Paul used Tamiya spray paints and Testors enamels. He also created a snow diorama base with Sculptamold and model railroad snow crystals by Woodland Scenes.



Heinkel He-111H torpedo bomber- Bill Ficke built Monogram's 1990's 1/48 scale kit to represent a torpedo bomber stationed in Libya in 1941. He used Testors Model Master paints.

Boeing F4B4- Classic Airframes' 1/48 scale kit by Mark Nickelson, which he said is possibly his "last" bi-plane kit by that maker. He added wire engine pushrods and painted with Testors Model Master





colors.

Trawler- Also by Mark Nickelson, who believes this wooden kit by an unknown Chinese manufacturer is about 1/50 scale. He said it was an ideal trainer for hull planking, which he built in about a week.

Motor Vessel “Colombo Express” container ship- Dave Michener brought this 1/700 scale Revell “work-in-progress”, which he said has parts to represent 8,800 containers!



M60A1 U.S. Army tank- Another “work-in-progress” by Dave Michener is this 1/35 scale kit by AFV Club. Dave decided to build his first armor kit since 1998 as a change of pace.

### Extras

John Vallrugo brought a newly purchased Thinnerline Circle Cutter, which he says is a great tool, (which I can vouch for, having just bought and used one myself!)

His son, Thomas Vallrugo, brought a 1944 U.S. Navy sextant in a nice wooden carrying case, which he recently bought at an antique store in downtown Marietta, GA. Thomas says they had a couple of others. (Sorry, forgot to get a picture of this one).

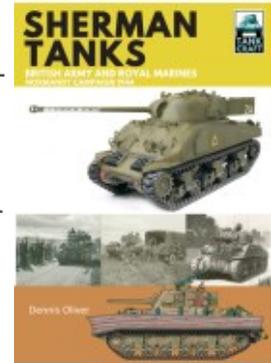
Model of the Month- Doug Shearer’s gorgeous scratch-built WW1 French Morane Solnier Type N fighter.

Hobbytown/USA Gift Card Winner- John Vallrugo.

# JIM'S PRINTED MATTERS

**Jim Pernikoff**

It occurred to me that I've not been paying enough attention to the fast-growing *Tankcraft* series from **Pen & Sword**, the counterpart to their long-established series *Shipcraft* and the rather more recent *Flightcraft*. All these series do a nice job of providing useful info for both historians and modelers, rather like the *SAM Datafiles*, but in a completely different manner. The books vary widely in usefulness, with the best books covering their subject in multiple volumes, each covering a different front (Western, Eastern or Southern, the latter consisting of North Africa and Italy) or campaign (Normandy, Defense of the Reich). These include the **Tiger** (#1 & #10), **Sherman** (#2 & #11) and **Panther** (#3), with more volumes to come for each.



Contents:

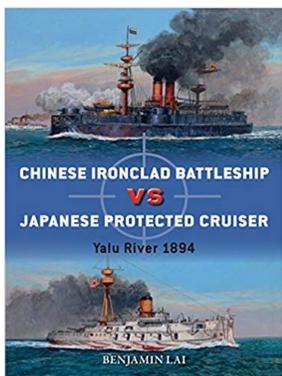
- A detailed timeline of the front or campaign, with maps showing the working territory for each unit.
- An organizational breakdown of the regiment, identifying each battalion and/or other units. Each unit's operational history in the front/campaign, with charts showing changes in unit strength.
- Camouflage & markings, in the form of about 12 pages of color side-views, with detailed captions.
- A model showcase of built-up models by master modelers, mostly in 1/35 but with 1/16 & 1/48 also.
- A description of model products (kits & accessories) showing box art, occasionally sprues & frets, and built-up models, often with close-up photos in color. These are often unpainted, which graphically shows the effect of adding photo-etch and metal parts.
- A technical section detailing differences between each variant, as well as modifications made both in the factory and the field. Arrows on photos highlight salient features.



Other books sampled included **T-34** (#5) and **Panzer IV** (#6). The problem with these books is that they cover the entire wartime history of their subject in a single volume, which is particularly a problem with the latter book. After all, the Panzer IV was the most widely-used German tank, used for the entire length of the war and in every conceivable theater. Jamming all of this in one book is clearly irresponsible, and to make matters worse, the publisher also includes some of the SPGs built on Pz.IV chassis! This tank should have been covered in at least 4 books. Naturally some of the features listed above appear here with

much less detail – no timelines or individual unit histories here. The book is still of some use, but could have been so much better. The T-34 book is rather better, even including a chapter on post-war use, but the T-34/85 gets rather short shrift compared to its 76mm-gunned predecessors.

Other volumes available include the **Panzer I & II**, **Churchill**, **Cromwell**, **Jagdpanther** and the **Achilles/M10** (in British use). Postwar tanks are coming in the form of the **Centurion**, **Chieftain** and **T-54/55**. And a parallel series on other military vehicles, called *Landcraft*, will appear later this year, starting with the **M2/M3** halftracks and the **Jeep**.



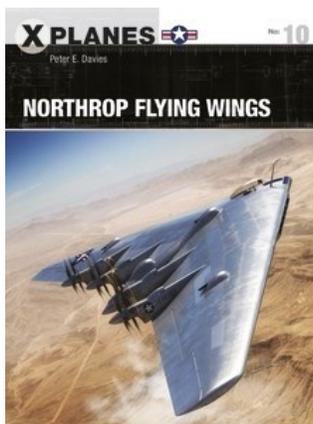
Three more interesting books from **Osprey**, starting with *Duel #92, Chinese Battleship vs Japanese Cruiser, Yalu River 1894*, covering the pivotal sea battle in the First Sino-Japanese War, fought for the control of Korea, and won by Japan. This was during what I call the “experimental” period of armored warship design, when ships varied widely in design and effectiveness. In this case, the ships concerned were actually built in

Germany and France. The book describes the political situation that led to the war and the operational differences between the two navies and the design of their ships. There is some interesting information about early turret, gun and ammo design, with appropriate drawings, along with some fine action paintings and good battle maps. This is a lesser-known conflict that deserves more press and invites interesting comparison with the Russo-Japanese war of just a decade later.

**Japan 1944-45, LeMay's B-29 strategic bombing campaign**, is *Air Campaign #9* and is typical of the series. Following an excellent timeline, the strengths and weaknesses of both the B-29 and its bombs and the Japanese air defenses are analyzed. Both the precision daylight and nighttime incendiary raids are detailed and the results analyzed; the conclusion is that the conventional



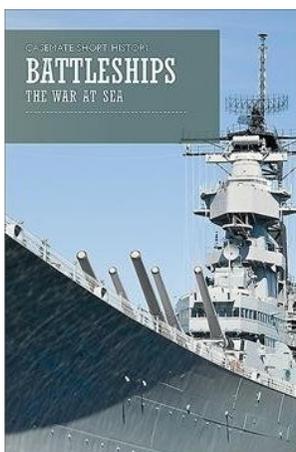
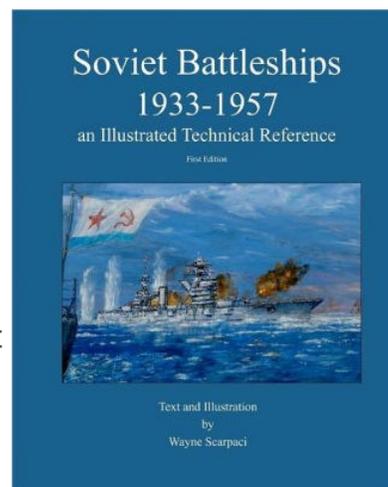
bombing raids and the Soviet declaration of war on 8/8/45 probably had more influence on the surrender than the two atomic bombs. There is not much technical detail on the aircraft involved, but there is some on the bombs used and a couple of good mission maps. Another winner in this excellent series.



**Northrop Flying Wings** is #10 in the *X-Planes* series and covers all of the designs built during WW2 and the years immediately following, including the XP-56 and XP-79. There are excellent three-view drawings of the important types and a good cutaway of the YRB-49. There are also some imaginative action paintings of the P-79 and RB-49 in actual service. And the

final chapter brings the story up to date with the influence of these designs on the B-2 and the upcoming B-21. Certainly not the definitive book on the subject, but a decent effort at a fair price.

Not a new book, but one I picked up at Free Time, is **Soviet Battleships 1933-1957**, an *Illustrated Technical Reference*, self-published by artist **Wayne Scarpaci**. This is one of a number of similar books published by the author on battleships, and the most useful, because, to my knowledge, it is the only commonly available book on the subject in English. The Soviets actually only operated 5 battleships during the war, 3 of which were updated dreadnoughts built during WW I and the other 2 being old ships lent to them by the WW II allies. These ships saw little action, and one achieved notoriety when the *Marat* exploded at Kronstadt after being hit by bombs dropped by a Ju 87 Stuka flown by the well-known Hans-Ulrich Rudel. There were many proposals for new ships, some of which were actually started, but none were completed, and these are described in depth by the author. These books have been criticized for the small size of the artworks created by the author, but of course he is a businessman and will gladly sell you larger size copies of the paintings! This is an interesting book, and Free Time may have additional copies available at a bargain price.



**Casemate** has started publishing a series of small (5 x 8) softcovers called *Short History*, and the one on **Battleships**, *The War at Sea*, is quite good considering the limitations of the format. After briefly discussing ships of the line, ironclads, and pre-dreadnoughts, it hits its stride with *Dreadnought* and progresses from there.

It meshes info on guns, protection and propulsion with political info and battle histories as it presents its story chronologically. There is just enough depth to make the book worthwhile even to people already in the know. A number of small photos are the only illustrations, and there is a bibliography and index.

Everything else this month is in the form of bookazines from the mother country across the pond. From **Key Publishing** comes another 50-year commemorative on the **Concorde**, *Supersonic Legend*, and in some respects this issue is better than the one from Mortons Media that I reviewed some months ago. In particular there is a nice article on the Olympus engine, one on the (ill-fated) marketing of the airplane, one each on the limited use by Braniff and Singapore Airlines, one on the Soviet and Ameri-

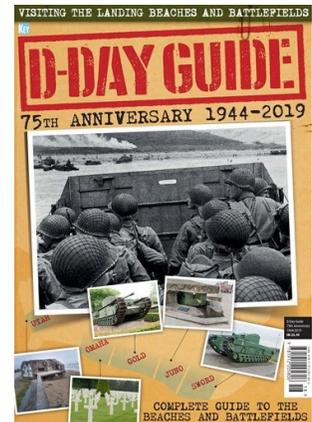




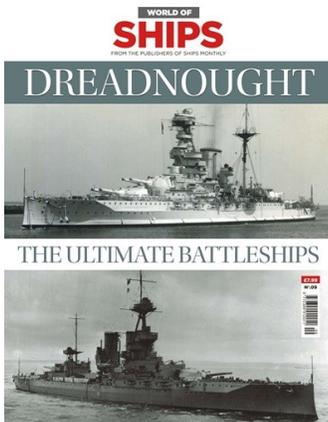
can SST programs (including a photo I'd never seen showing a cabin mockup of the Boeing SST), and naturally extensive coverage of British Airways' service, including a nice article by a Concorde pilot on what it was like to fly. (Nothing about Air France, aside from the Paris crash; I guess they expect the French to publish their own magazine!) And there is a closing article about possible future SSTs. Recommended, if you like the subject.

The latest in the continuing *Aviation Archive* series is #41 called **Weird & Wonderful**, which covers 35 of the world's "most bizarre aircraft", from the 9-winged Caproni Ca.60 flying boat to the enormous Stratolaunch. Included are such favorites as the Dornier Do.X, the Kalinin K-7, the Bv 141, the XB-42, XP-55 and XP-56, the XF-85, XFV, Rotodyne, Colcoptere, Avrocar, Carvair, Super Guppy and Beluga, Optica, Proteus, and even one that I worked on, the X-29, along with many others. As usual, lots of large photos, but understandably, none of the isometric cutaways usually found in this series. But this one is a lot of fun!

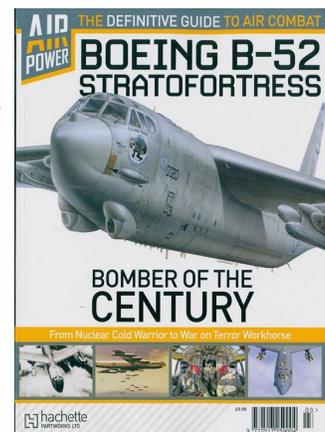
I told you to expect more D-Day publications as we approach the 75<sup>th</sup> anniversary, and Key has given us **D-Day Guide**, which is rather different because it is really a travel guide rather than a retrospective on the invasion.



The first chapter deals with the preparations for the invasion in England, followed by chapters on each of the 5 beaches, as well as some of the operations on the breakout to liberate towns like St-Lo and Ste-Mere-Eglise. While there is a description of the fighting at each location, the bulk of the coverage is on places associated with it that you can visit today. If any of you are contemplating visiting England or France for the anniversary, or really anytime, this can be a useful publication to pick up.



From **Kelsey Media**, publisher of *Ships Monthly*, comes #09 in their *World of Ships* series, **Dreadnought, The Ultimate Battleships**. This covers all the British battleships from the one in the title thru to the *Vanguard*, the last battleship ever launched. Following a set-up chapter on the pre-dreadnoughts, all the ships are described in a running chronology that basically runs right thru from the launching of *Dreadnought* to the retirement of *Vanguard*, accompanied by good photos. I'll take it that the captions all identify the ships correctly, since to me British battleships tend to look much more alike than their American cousins. While the contemporary battlecruisers like *Repulse* and



*Hood* are mentioned, they are considered outside the scope of the publication and are largely ignored. A good buy for those interested in the subject.

A few months ago I reviewed the first volume, on the Spitfire, in a new series by **Hachette Partworks** called *Air Power*. Following a volume on the Harrier comes one on the **Boeing B-52 Stratofortress**, *Bomber of the Century*, which is probably about as good as a single-volume work on the “BUFF” can be. It begins with a production history from the prototypes right through to the H model, followed by an article on what it was like in the SAC Nuclear Alert days, one on development of cruise missiles, and then more on the Vietnam bombing



campaign, the Gulf War and the role of the aircraft today and in the future. The “Data Manual” section thoroughly describes the aircraft, including a nice isometric cutaway in color, along with all its variants, the weapons loads it can (and has) carried, and a color-&-markings section. There is a section on B-52s on display and a final look at the boneyard. There are plenty of color photos and drawings, both side views and three-views. A very thorough job indeed. The next volume on the series will be on the Bf 109.

Finally, an interesting new publication which looks like a bookazine but appears that it might be the first issue of a periodical magazine. It is published in Norway (!) by **Bonnier Publications**, printed in Latvia and distributed out of London. Called **Bringing History to Life**, *Mission Impossible*, it highlights “18 missions that changed the war”, meaning World War II. These range from large to small and from well-known to likely previously unknown. The former include the German capture of Eben-Emael, the Dunkirk miracle, the raid on St-Nazaire, the RAF dam-busting raid, the mini-sub’s raid on the *Tirpitz*, the raid to free Mussolini, the 1944 plot against Hitler, the infamous Arnhem campaign and the *Yamato*’s suicide mission. I won’t mention others because you won’t recognize them anyway – you’ll have to buy the book! Very well illustrated with photos, maps and mission profiles, with some interesting sidebars. I don’t know how this series may be headed, but the first issue is quite worthwhile.

# IPMS MARIETTA PAINTERS

*Rob Morales*

Every February, right around Valentine's, the Atlanta Military Figure Society holds their annual Figure Show. This event, the premiere showcase of figure painting in the Southeast United States, is the host to many world-renown artists and creators. It is a spectacular event, and when combined with the Atlanta AMPS Armor Show, it makes for a fun-filled multi-day celebration of the modeling art form.

This year, the Society, in a continuation of an event they sponsored in 2018, hosted a painting class featuring the use of acrylics in the "Spanish Style". The facilitator of the class was Fernando Ruiz, a spectacular artist from Barcelona and proprietor of FeR Miniatures. Not only is he a master painter, he is a very patient teacher, excellent communicator and very funny guy.

I had the pleasure of taking the course, courtesy of my sons, as it was their Christmas present to me. Mike Idacavage and Chuck Davenport were also first timers in the course. Kevin Westphal had taken the earlier iteration and joined us along with some Society members. Overall, there were 12 students, and I can say there was some outstanding learning accomplished. And there was a lot of fun to boot.

I can certainly say that I will be keeping an eye out for the next such class.



## JIM'S IN-THE-BOX KIT REVIEWS

*Jim Pernikoff*

Last month, when I headed north to take an occasional 75-mile drive to Free Time Hobbies in Blue Ridge, I had, as usual, no “shopping list” or any pre-conceived notion as to what I might come home with; on some prior trips it had been nothing or close to it. The time the planets must have been aligned, since I walked out of there having spent nearly \$400, easily the largest one-time purchase I’d ever made at a hobby shop. As I finished loading up the trunk, I turned around, and “Mr. Hobby” seemed to be smiling even more than usual!

The fact is, the store seemed to have an unusual number of Big Boxes scattered all over the place, with such items as 1/32 Avro Lancasters and 1/350 USS *Montanas* among them, all costing, even with store discounts, more than \$100. Not surprisingly, I wound up with a couple myself. Here’s what I got; all of these are 1/72 until the last item (and it’s not an aircraft), so if that’s not your scale, just scroll down the column.

Free Time used to devote about ½ the store to plastic kits, but that percentage has recently grown considerably, and part of that is due to their large stock of **Special Hobby** kits. Starting with the more modestly-sized items, first comes the **Fouga CM-170 Magister**, which, as is usual in this line, comes in several boxings; the one I chose was called “Exotic Air Forces” (#SH72284), This referred to



Algeria, Lebanon, Morocco and Uganda (whose aircraft came, believe it or not, from Israel!). The kit has about 130 gray parts, 12 clear parts and a handful of resin parts; that’s a large parts count for a trainer, but many of these are fiddly little antennas and parts for the external stores (bombs and rocket pods) that are included. The cockpit is exceptionally well detailed, which can be important because the canopies can be displayed open, as can the underwing air brakes. Several wire-type antennas used on two of the versions will need to be made by the modeler, but the dimensions are given in the nice, all-color instruction booklet. The bottom of the box shows the camouflage patterns for the four versions, which seems a bit strange because the large decal sheet (by Cartograf) includes high-viz markings for all four! (Camouflage + high-viz = oxymoron?). This kit is clearly way ahead of older Magister kits such as Airfix’s. The Magister has always seemed to have a bit more character than its jet trainer contemporaries – is it the vee-tail?

Of slightly older vintage is a kit of the ultimate Spitfire variant, the **Supermarine Seafire FR Mk. 47**, one of a numerous number of boxings of late model Spitfires and Seafires by SH. This one is styled “Korean War Fighter Bomber” (#SH72259) and is the Hi-Tech version of an



earlier boxing of the Mk. 47. There are some 120 gray parts, 10 clear parts and a photo-etch sheet; the parts count is driven up by the optional bombs and rocket projectiles not found in the original kit, which does have the slipper tanks and drop tanks also found here. (There are a lot of unused parts on the sprues, so your spares box will be happy.) Again, the cockpit is well detailed, with many of the photo-etch parts used here, such as seat belts and

rudder pedals; again, that can be important because the canopy and side door can be displayed open. The wheel wells are made up of four separate walls, each, and the radiators are each made of five parts. Add in the six separate propeller blades and the optional JATO units and you see why the parts count goes up. This time the instruction sheet is not in color, and the decals are printed by Aviprint, but that should not matter. The three decal choices are all in standard Fleet Air Arm camouflage for the period (dark sea gray over sky) but interestingly come with two different shades of blue in the roundels. Two of these served aboard HMS Triumph off of Korea, thus justifying the kit's name. A very nice effort, and it would be neat to see one of these displayed with a model of the 1935 Spitfire prototype from CMR; what a contrast!

Now we come to the Big Boxes, both USAF jet bombers from Modelcollect in China. For late-model B-52s, the choice until now has been with the kits originally done by AMT in around 1994, one of which is still available from Italeri. The kits got generally decent reviews, aside from a problem with the wings; if built straight out of the box, the wings would be in the in-flight position, without the correct droop for an airplane sitting on the ground. If you wanted the model to look right on the ground, you had to modify the wing carry-through part to take some material out so that the wings would hang right. I was hoping that the new series from Modelcollect would correct that problem, and the reviews indicate that it has, though there are other issues.

**Modelcollect** is doing a whole series of B-52s, covering every variant from the D to the H, thus superseding not only the AMT kits but the Monogram/Revell one. I chose the **B-52G Stratofortress** (#UA72202) which has markings for one aircraft from Desert Storm in 1991. The box is big and sturdy in the usual Chinese style, with the parts sprues in three separate bags. There is a sizable 24-page booklet, and the kit has about 210 gray parts, 5 clear, and two photo-etch sheets, though one is entirely made up of cruise-missile tail fins, not all of which are used. There are two decal sheets by Cartograf, a large one generic to all the low-viz B-52 kits in the series, including a full set of wing-walks, and a small sheet specific to this aircraft, including



nose art. The fuselage is divided into four sections: forward, mid, rear and tail, to accommodate all the B-52 versions to be available. The instructions would have you build up each section and hope that they will fit together properly afterwards, but it might be better to glue together all the left and right halves first; you'll have to do a dry run to see what works better. The cockpit includes all six crew positions, which is a bit silly since most will not be visible through the windscreen unless someone offers a clear side-fuselage option in the future. The landing gear are sturdily assembled to two fuselage bulkheads which effectively box in the bomb bay; this has a rotary launcher onto which you assemble 8 folded AGM-86 ALCMs. The two racks under the inner wings hold 6 more ALCMs on one side and 6 AGM-109 Tomahawks on the other. The flaps have some interior detail, but no flap tracks are provided and the flaps are intended to be displayed in the up position. The rest of assembly is rather straightforward. Problems with the kit are a slightly misshapen nose, an incorrect tail-gun installation for the G, and the fact that the wing root fairings required by the SALT-II treaty for ALCM-equipped aircraft are missing. There is also some indication that the particular aircraft depicted, "Old Crow Express", was not equipped with ALCMs until some time after Desert Storm had ended. Supposedly Modelcollect is working on some sort of fixes, so until then you might want to get one of their other BUFFs.



There seem to be no such qualms about Modelcollect's kit of the **B-2A Spirit** stealth bomber; this comes in two boxings and I chose the later one (UA72206). Again, the box is sturdy, and the wing segments are actually secured in foam baffles. The 24-page booklet is rather smaller but still handy; there are about 190 gray parts, 1 clear part and a modest photo-etch sheet. The large decal sheet from Cartograf

again includes plenty of wing walk markings; there is a choice of three aircraft, all from Whiteman AFB. The outer wing panels are separate and again you have to decide whether to glue together the entire upper and lower wing halves up front, or do the outer sections separately and hope they fit to the center section properly later. The cockpit includes all the crew positions, and all of the photo-etch is for the instrument panels, but much of the detail will be invisible through the single transparency. The bottom center section has a lot of openings, for the bomb bays, the engines (which are included with all their trunking, from leading edge to exhaust) and the landing gear. The original version of the kit has rotary launchers in the bomb bays, but this version instead has two of the massive 30,000 lb GBU-57 MOPs (Massive Ordnance Penetrator), considered the largest non-nuclear bomb in the world. Optional position parts include the auxiliary engine doors, the refueling receptacle and the out-board spoilers/elevons, though these lack interior detail. On the whole, this kit is a major step beyond the 1991 Testors release.

Now how about some rockets? I grew up with the "space race" as I was 8 when Alan Shep-

ard became the first American in space (excluding X-15 pilots) and 16 when Neil Armstrong made his “one small step for a man”, which we are about to celebrate the 50<sup>th</sup> anniversary of! I remember watching all the launches and broadcasts from space, mostly on an 11” black-&-white Sony portable TV. It was an exciting time and I feel a bit sorry for all the young people for whom that period is just another part of history.

Leave it to an Australian company, **Horizon Models**, to provide 1/72 kits of the first two U.S. manned launchers. Their kit #2004 is the **Mercury-Redstone** that got it all started. There are three sprues in the end-opening box, each in its own bag. One is of the Mercury spacecraft, which was previously released by Horizon as a stand-alone kit, with two in the box. This includes all three versions of the spacecraft, the original boilerplate version, the



“production” version with the original portholes (flown on the Redstone by Ham the chimp and by Shepard) and the later version with the larger windows insisted upon by the astronauts (remember their “revolt” in “The Right Stuff”?) which was flown by Gus Grissom. All 3 versions flew on the 6 Redstone missions, and all of these can be built from the kit; the box bottom has big color drawings of all three versions. The other two sprues, which are identical, make up the Redstone launch vehicle; there are a total of about 50 parts (which include 6 for a display stand that rather resembles the launch stands that the Germans used for the V-2) and two small photo-etch sheets, one for the Mercury and the other for the Redstone. The biggest complexity in the kit seems to be the launch tower. The instruction sheet is quite thorough and has a delightful feature: the parts are not only numbered but also named, so you know what each one is supposed to do! It is easy to get confused with the various options required for the different missions, so read the sheet carefully so that you get everything right.



(There is another kit, #2005, for the “unmanned” Redstone, including a standard U.S. Army example, one that launched an Australian satellite, and the historic Juno-1 version, commonly known as “Jupiter-C”, which launched America’s first satellite, Explorer I, into orbit in January 1958.)

Horizon’s kit #2002 is of the **Mercury-Atlas** that actually put one chimp (Enos) and four men (Glenn, Carpenter, Schirra and Cooper) into orbit. Again, all 3 Mercury capsule types flew on the 10 missions, but all the inhabited flights used the version with the windows. Again, 3 versions are shown in color on the box bottom, but any of the 10 missions can be built. Of course,

the Mercury sprue is the same as before, but the larger Atlas requires three sprues, two of which are identical. The kit has about 55 parts plus a single photo-etch sheet for the Mercury only. The display stand is a simple, one-piece item that plugs into the Atlas' center engine nozzle, but it doesn't look very convincing. One recommendation I've seen is to put a lot of lead shot in the bottom of the rocket to lower the C.G. and keep it from tipping over! Again, the construction sheet is detailed and rather complex, so read it carefully. The decal sheet is large and has all the unique markings these rockets featured. This is another great kit that will take you back to the '60s!

(Again, there is another kit, #2001, for the military SM-65 ICBM (which was originally called the B-65, as an "unmanned bomber"!)) with several different payload re-entry vehicles. All the necessary added parts are included, with markings for at least three different vehicles.)

As indicated above, the last kit is a different scale and subject, namely a 1/700 ship! When the old Japanese Waterline Series first appeared, I bought the kits for the 3 different classes of U.S. "fast" battleships. Years later, when Trumpeter came out with kits being held in much higher regard, I bought two of them, along with a couple that they added of Pearl Harbor-vintage dreadnoughts. But all of the kits that Trumpeter did of the *Iowa* class were of modern fit, and I wanted one in original WW2 fit.

Fortunately, both Academy and Meng came to the rescue last year with new kits of **USS Missouri (BB-63)**. These were both supposedly "easy-build" kits, with little painting required and snap-together assembly, both either water-



line or full-hull and both similarly priced. (The Academy kit also comes in a more conventional & expensive "Modeler's" version with painting required and a lot of photo-etch added). I eventually chose the **Meng** kit (#PS-004, in their "Plesiosaurus Series") because I've been so impressed with their aircraft kits. There are about 170 parts plus a black stand. Nearly all the parts above the main deck are in gray, which may be an oversimplification; Academy has quite a few black parts on the superstructure, though they may have oversimplified in the other direction. Meng's hull is split into horizontal slices, from red on the bottom (not used in the waterline version), to black, to gray. The deck is supposed to be Deck Blue but looks pretty black to me, though I'm viewing it under LED lighting. The stickers provide the same color for the superstructure decks. The level of detail is decent and the assembly breakdown on the instruction sheet is logical. Unlike Academy, which provides two rather misshapen Curtiss SC-1 floatplanes, Meng takes the easy way out by providing the catapults but no airplanes; un-

doubtedly better SC-1s will be available aftermarket. Is this better than the old, conventional Tamiya Waterline kit? I don't know, but it should be more fun to build. I'll have to wait for other reviews to see if I picked the right "easy-build" *Missouri*.

So that's what I rode home with (aside from the Mercury-Redstone, which I bought at AtlantaCon). As usual, I stopped on the way back at Rocco's Pub in Jasper for their world-class Chili Mac, and I even brought some of that home as well! I'm looking forward to my next trip to visit "Mr. Hobby", but I'd better not bring as much home!



# QUIZ ANSWERS FOR MARCH

1. To circle around...meaning these ships would come back to Japan.
2. She was Japan's only Q Ship built during the war; on her way out of port she was sunk by one of our submarines.
3. The SS Dorchester was sunk on Feb 3, 1943. During the sinking 4 Army Chaplains gave away their life preservers to other military members and all 4 died. They were as follows:

LT. Fox...Methodist

LT. Goode...Jewish

LT. Washington...Catholic

LT. Poling... Reformed Church in America



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