

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

September 2018

SWEET HOME ALABAMA

My son and I took the 3+ hour drive to Huntsville at the end of August to take in the 42d Annual Show. This was our first trip over, and we were very pleasantly impressed! Lots of vendors, great turnout, with a really nice armor participation for a non-AMPS show, sufficient lighting and helpful staff. Mike Idacavage and Keith Scruton both entered the competition, and I saw even more familiar faces such as Ed Shelnut, Chuck Davenport, Pat Cook, David Hobbs, Dick Cowart and so I didn't actually see Paul, but I did buy this sweet Russkie boomstick from him!)



As an added bonus, Schuyler and I joined Mike, Fester and Keith at their traditional post-show BBQ meal. Alabama White Sauce...mmmm!!!!

One surprise I found enroute was during a stop at the Unclaimed Baggage Center in Scottsboro, AL. This is the company that buys all your items that your airline misplaces then pays you for. Some interesting stuff, but almost nothing I was willing to buy until...I saw this flattened box. I picked it up and saw it was a Masterbox 1/72 British WW1 Female Tank. I made a visual check of the components (all intact and present) and saw the price of \$6.30. Knowing retail for that was somewhere between \$14-20, she promptly found a home in my stash!

QUIZ FOR AUGUST

1. Which company manufactures the most tires annually?
2. Which tank incorporates its nationality in its acronym?
3. What concept did the Bell X-5 test?



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

Treasurer—Larry Beamer

Secretary/Chapter Contact—Rob Morales

rmoe701@gmail.com

In This Issue

- 2 - July Meeting Notes
- 7- The Memphis Belle
- 10- Jim's Plastic Matters
- 14 - Publishers Survey
- 16 - Notes From the Workbench
- 17 - IPMS/USA
- 18- Quiz Answers

AUGUST MEETING NOTES

Rob Morales

30 Members in attendance on 8/11.

I would have been on time but I needed to be on a conference call for my job...

President Martin Hatfield kicked off the proceedings at 1:00 PM. Club shirts and hats availability was discussed; please contact Martin for details.

Next was a slideshow featuring the workmanship on display at the recent National Convention held in Phoenix. Lots of nice work on display there.



The upcoming shows are (were) IPMS Huntsville on August 25; Region 12 Show at Inman SC on September 14-15; Charleston, SC on October 20; Murfreesboro, TN on November 10; and Chattanooga Modelcon on January 11-12, 2019. Expect Chattanooga to be a work-up for the 2019 Nats...

More locally, the Atlanta ACME NNL will take place on November 3 at the Smyrna Community Center, Smyrna, GA. A pure car show, it is really a great gathering for all things wheeled.

Our AtlantaCon will be held on March 9, 2019 at the IAW Hall in Marietta (The Usual Place). This will be an "All-Hands On-Deck" event; Please be ready, willing and able to help out!

Additionally, the combined Atlanta Military Figure Show and AMPS Atlanta Armor Show will be held from February 15-17, 2019.

The location is the Marietta Conference Center. Although it is not an IPMS event, it is a wonderful mix of armor, figures and fantasy.



Fred Heil had an interesting story behind a Squadron order. He was able to obtain from them a 1/350 scale DKM Peter Strasser aircraft carrier for the princely sum of \$55.00! That's a lot of plastic per dollar there! Funny thing is, Larry "Beamer" Beam also ordered the same kit from the same vendor for the same price. I guess Beamer was a little faster to order than Fred. Beamer's kit came in a few days. Poor Fred had to wait several months for his kit...

Martin had a copy of Bandai's newest Star Wars kit, a 1/12th scale Stormtrooper. The unique thing about this issue was the hear under the helmet was that of Han Solo. Probably using 3D imaging, the head was the spitting image of Harrison

Ford (but a bit sweaty...)

Kevin Westphal had the latest installment of What's Hot at Hobbytown USA:

Scale	Manufacturer	Subject	MSRP
35	Takom	M60A1 ERA	50
12	Bandai	C3PO	38
12	Bandai	General Grievous	48
12	Bandai	Shoretrooper	30
12	Bandai	Boba Fett	30
12	Bandai	Han Solo	34
12	Bandai	K2SO	28
72	Bandai	V Wing	60
Generic	Bandai	Voltron Mini Pla	100
48	Tamiya	Grumman F-14D Tomcat	100
48	Academy	Ta 183 Hucklebein	36
25	Salvinos Jr	Buddy Baker Olds 442 Gray Ghost	40



KEVIN WESTPHAL BROUGHT JOE DRIVER'S HEAD WHICH SEEMS TO HAVE GOTTEN BIGGER.

Kevin also announced that some in-house rearranging had the magazine racks move next to the airbrush case. Remember, club members get 10% off your purchase at HTUSA!

Quite a few models on the tables; 15 in fact!

Dave Michener completed the Zvezda Boeing B-767-300. The aircraft represents a -332 in Delta Air Lines service (N117DL). Dave's OOB is finished with Tamiya, Model Master, Mission Models and Alclad II paints and lightly weathered with Create-FX wash.



KEVIN ALSO BROUGHT ALONG SOME MORE MUNDANE MODEL ITEMS.



Pete Pierson had the forward superstructure of Trumpeter's 1/200 scale Bismarck. She'll be completed as appeared in the Battle of the Denmark Strait.

Paul Crawley completed a James Bond vignette in the quarter-scale range. His heavily reworked Academy CH-46 to a civilian Kawasaki KV-107 II included exhausts, passenger windows, civilian pilots and added a scratch-built aerial magnet and chain. The car was a 1/43 1967 Toyota Crown with a corrected license plate. Chuck Davenport assisted with the custom rear backdrop. The scene is "Just a Drop in the Ocean" from the 1967 "You Only Live Twice".



PETE PIERSON'S BISMARCK IS "WELL UNDER WAY!"

PHIEW! WE THOUGHT WE HAD LOST DAVID MICHENER TO THE DARK SIDE. THANKFULLY, HE HAS ANOTHER AIRLINER IN HAND!

Mark Nickelson had completed ICM's 1/48 Polikarpov I-153. Available in a Hasegawa boxing, this was completed as in Finnish service. Mark's research indicated that Finland had a regular Polikarpov program apparently all from captured aircraft,

Mark also finished Eduard's 1/48 Fokker D-VIII/ES. This plane was modeled as used fighting the Bolsheviks in 1919-20.

John Vallrugo had 5 W.I.P.s, all in 1/72. To list:

- MPC Kamov Ka-25 with a modified instrument panel and homemade decal, seat belts and scratch built rear seat;
- KP Letov 545 with seat belt;
- Academy F-84E with seat belts;
- Revell He-115 C-1 with instrument panels, bulkheads, instrument decals and seat belts, and;



ANOTHER CRAWLEY CREATION IS NEAR COMPLETION HAS PAUL TESTS THE "YOU ONLY LIVE TWICE" HELO WITH THE NEWLY COMPLETED BACKDROP.





Sword Grumman TBM-3W with a replaced panel line that had been ruined with putty.

David Price had a W.I.P. 1/144ish Mobius XD-1 Discovery 2001. David added brass tubes for internal support.

Mike Idacavage had his completed 1/48 Minicraft Cessna 172. Mike converted the exhaust, coated the transparencies green, detailed the engine ports, added exterior lights and converted the wheels to eliminate the spats. Mike modeled the Cessna as an Ethiopian Airlines aircraft used to fly to small unprepared landing strips in the Bush.



Cameron Carter completed Hasegawa's Boeing B767-200 in 1/200 scale. Cameron chose Egyptair decals from ATL designed for a B707 in 1/144 scale, but they worked well for the 200 scale Seven-Six.

Andrew Geocaris is continuing work on his Polar Lights U.S.S. Enterprise Refit in 1/350 scale. Continuing on this project for 3 years, Andrew used LED lights, some photo etch, Aztek dummy and orbital drydock. Andrew is painting the craft as seen in Star Trek Insurrection.

Tom Rice completed the Planet Models all resin 1/32 Chance Vought XF5U-1. Tom incorporated carbon fiber rod for reinforcing. Tom reports it never flew but was extremely hard to destroy when decommissioned.

Mark Grzenia had a W.I.P. Hasegawa Arado 234 in 1/48 scale. Mark used a Cutting Edge cockpit parts including the cockpit wiring harness.

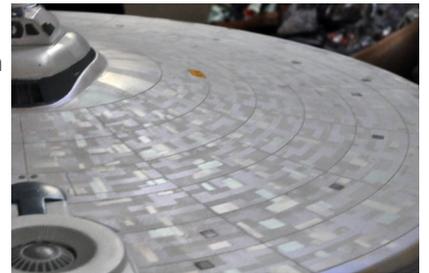
Chuck Davenport had a few different projects. The first was a reproduction/restored Lindberg Caravelle Airliner box. Paul Crawley gave Chuck the kit but the box was trashed. Chuck used Photoshop to reproduce one.

Chuck had a 1/40 scale something-or-other to which he added a Tamiya Single Drive Motor Kit. Chuck built the original Revell kit when he was 11 in 1961 but the drive shaft sheared and he could not fix it. He built the non-motorized rerelease but added the Tamiya motor as a trip down memory lane.

Chuck custom designed and 3D printed a generic transport plane that he used to shoot out parachutists. He reproduced the parachutists from Marx toy originals and demonstrated the ability of the toy to



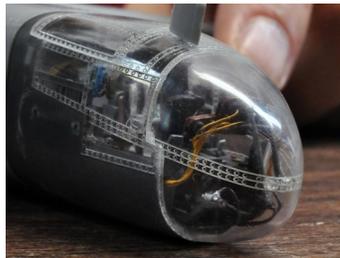
MIKE IDACAVAGE, FRESHLY REJUVENATED BY THE IPMS NATS, LOVED HIS ETHIOPIAN PUDDLE JUMPER SO MUCH, HE BROUGHT IT A SECOND TIME!



A PAINSTAKING APPLICATION, SANS COMMERCIAL MASKS, OF THE AZTEC PATTERN USING TAXIDERMYPAINTS.

tually work!

Tom's Flapjack won Model of Month and Paul Crawley won



MARK GRZENIA WAS JUSTIFIABLY PROUD OF THE WORK HE PUT INTO THE ARADO 234 COCKPIT



MARK GRZENIA WAS JUSTIFIABLY PROUD OF THE WORK HE PUT INTO THE ARADO 234 COCKPIT

Hobbytown USA gift certificate.



JOE TULLENERS DESCRIBES THE JOY HE IS HAVING BUILDING THIS P-61 FROM HELL.



DREAM A LITTLE DREAM OF ME...



NOOGA NATS...HERE WE COME!!!

QF-100 DRONE OPERATIONS, TYNDALL AFB, FL

By Major Charles Davenport, USAF (Ret)

Mike Idacavage's WIP, the QF-102 drone, brought to mind a very pleasant memory that I thought I would share.

I returned from my assignment in South Korea in early fall, 1989, to take up station at Robins AFB, GA. Our longtime friends from my Alaska assignment lived only a few hours away from us at Tyndall AFB, so a visit after our first son was born was in order.

Major Ray Peeler and his wife, Donna already had been stationed for a few years at Tyndall, this being Ray's last active duty assignment, with Ray serving as the drone maintenance squadron commander. Armed with my trusty Konica Autoreflex T-3, film camera, I spent a day with Ray touring the drone operations and listening to him gripe about the stupid pilots who were always trying their best to shoot down the drones. According to Ray, the Gulf of Mexico is littered with the remains of drones and other aircraft. As he explained, the drone is an expensive piece of equipment; forget about the original cost of the aircraft. The drone equipment alone is worth the price of the airplane and more which can be retrofitted to other aircraft....unless the drone is at the bottom of the bay.

The missiles that are fired at the drones are supposed to be boresighted to "hit" the drone off-target. But, Ray told me that sometimes the pilots will gun the drone down out of frustration with something that refused to die. That was in the early 90s. My guess is that things have changed since then but, maybe only a little. So, enjoy the photo essay. If you need more detail shots of an F-100, you know

where I
found. can be



SOUTHERN NATIONALS

NOVEMBER 3, 2018 • 10:00AM - 4:00PM • SMYRNA COMMUNITY CENTER • SMYRNA GEORGIA

ACME
ATLANTA CAR MODEL ENTHUSIASTS



That 70's SHOW

and SURF'S UP!

MODEL CAR SHOW & SWAP MEET

The ACME Southern Nationals is a non-judged event organized to promote fellowship among model builders. However, awards will be presented for Best in Show, etc.

Model car categories include: replica stock, custom, tuners, street rods, foreign/exotic, various competition classes and others.

The host hotel is right off I-75 and Windy Hill Road. Comfort Suites at 2221 Corporate Plaza Parkway S, Smyrna, GA 30080. Direct front desk phone (770) 541-1499 / Fax (678) 802-0549. For special room rate, mention the Group Code "ACME". A hospitality suite will be open to show attendees both Friday and Saturday evenings.

A "Make It-Take It" event is scheduled for children 12 and under to learn modeling skills. A FREE kit is provided (one per child per paid admission).

We will offer an "Early Bird" admission pass at \$20 each. This will include entry to the contest.*

Entry Fee: \$10.00 to enter models into the show (unlimited).*

General admission is \$5.00. Children under 12 free with paid adult.*

6' vendor tables are \$30 each.*

VENDOR INFO:

ACME | P.O. BOX 4288 • ALPHARETTA, GA 30023-4288

VENDORINFO@ACME-IPMS.COM

Revised 11.17 | *flyer info subject to change

www.acme-ipms.com



AMPS Atlanta 2019



“Armor in the Hedgerows”

February 15—17, 2019

Eligibility for the “Armor in the Hedgerows” show theme is defined by:

“Any Tank, Halftrack, Tank Destroyer, SP Gun used by the US or Germany during the Normandy Hedgerow Campaign.”

Join us for our 10th annual AMPS Atlanta model contest and show! Our show provides a great opportunity to tune up your models in time for the AMPS Nationals. There are loads of vendor tables, not to mention great Southern hospitality and weather. All models are judged using the AMPS open system.

Not just a model show, there will be great figures on display as well as educational seminars.



Hilton Marietta
Conference Center
500 Powder Springs St,
Marietta, GA 30064
(770) 427-2500



More Information:
www.ampsatlanta.org
[www.facebook.com/
groups/ampsatlanta/](https://www.facebook.com/groups/ampsatlanta/)

JIM'S PLASTIC MATTERS

Jim Pernikoff

Last month, I drove up to Free Time Hobbies on their monthly open day and came away with a couple of interesting 1/72-scale kits. The first is **Hasegawa #02215**, which is one of their many reissues (you know: old plastic, new decals), but this one is a bit different. There are *two* kits in the box, both representing the exact same aircraft at different times in its career. This is the **P-51C Excalibur III**, one of the best-known Mustangs ever. The famous Paul Mantz packed as much fuel into the wing as possible and won the 1946 Bendix Trophy cross-country race by flying non-stop from Los Angeles to Cleveland, while his potentially faster opponents had to make fuel stops. The plane was eventually sold to the also-famous Charles Blair, who used its extended-range capability to stage some long-distance record flights, including one in 1951 that went non-stop over the North Pole from Norway to Alaska. These two versions are both included on the decal sheet. While the two parts bags are basically standard P-51B, there is a sprue of three resin parts that include the dorsal fin strake, similar to those on P-51Ds, fitted to this aircraft, along with what looks like an additional antenna added below the ventral scoop for the over-the-Pole flight; in this guise the aircraft now resides in the National Air & Space Museum at Dulles Airport. The instructions include such items as filling in the leading-edge gun ports and omitting the dorsal antenna mast. This is an easy way to build a historic P-51 in two different configurations that will be different to any other Mustangs in your collection.

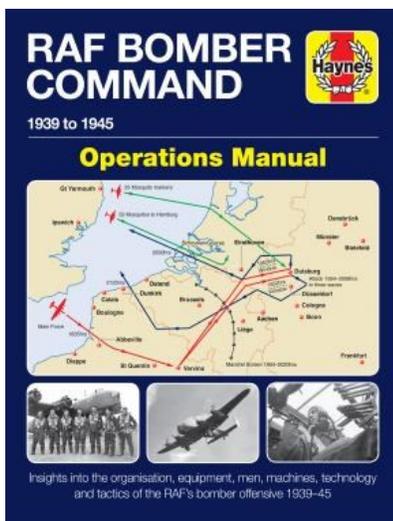


The other kit is #7207 from a relatively new Ukrainian company called **A&A Models**. This one represents the **Helwan Ha-300**, the lightweight supersonic fighter designed for the Egyptians in 1964 by one Willi Messerschmitt, of which only 7 were built. The kit comes in a box nearly twice as large as necessary, and includes a modest photo-etch sheet, painting masks for the canopy frames, and a large, full-color instruction sheet.

The parts are molded nicely in the usual gray and the level of detail is pretty good, especially for the ejection seat, which consists of no fewer than 11 parts! There are two decal options, both for the first aircraft: as it appeared in testing in

'64, and as it appears today in a German air museum. (Interestingly, the Egyptians also developed an engine for this aircraft, and sold one to India for use in their similar HL-24 Marut, an aircraft designed by Messerschmitt's German rival, Kurt Tank!) This is a very nice kit, and hopefully we'll see more quality efforts from this new manufacturer.

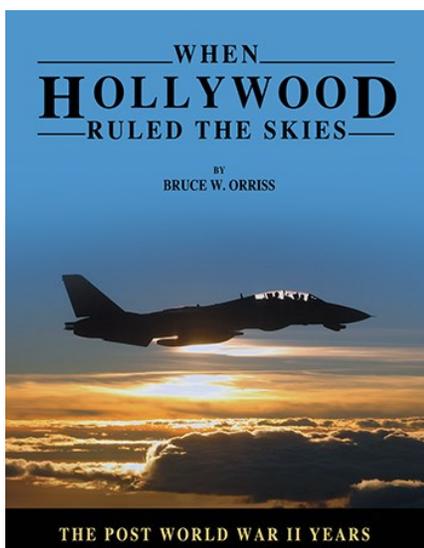
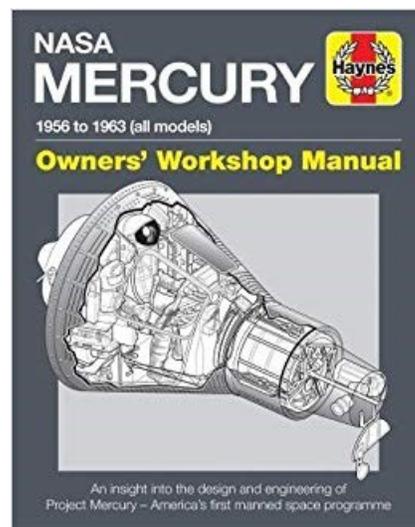
In recent years, **Squadron/Signal** has been in the habit of revising some of their *In Action* books, expanding them to their new standard of 80 pages and not revising their item numbers. That is *not* the case, though, with #206, **F-14 Tomcat in Action**, which is actually a completely new book,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



In keeping with this month's Publisher's Survey, one of the more interesting books from **Haynes** in some time is an *Operations Manual* on **RAF Bomber Command** which packs a lot into its 188 pages. It starts with an introduction on the birth of aerial bombing, how strategic bombing principles were established by people like Giulio Douhet and Billy Mitchell, and how that was utilized during WW2. The overall organization of Bomber Command is described, followed by a chapter on how the airfields were built and another on how the crews were selected and trained. All of the aircraft used by the Command during the war are briefly described in about a page each, in alphabetical order, including the pertinent American types (minus the B-26). A chapter on weapons – bombs, guns and turrets – is amazingly complete, with 24 different turrets listed! Navigation aids, bombsights, Pathfinder operations, weather forecasting, jamming and other defensive tactics are all covered, as are the defenses of the enemy. Then a typical Lancaster mission is described from start to finish. There is an article on identifying missing aircrew and contacting relatives, one on repairing and salvaging damaged bombers, and one on record-keeping and analyzing the effectiveness of raids. An appendix shows orders of battle for 3 different war years, and there is an extensive bibliography and index. This is a

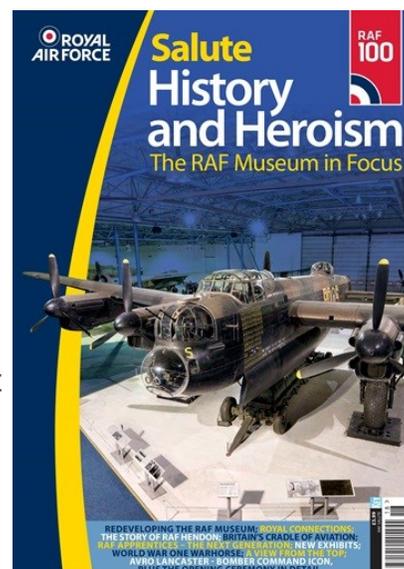
fascinating volume and parts may be useful for modelers building RAF bombers. Now, if only they could be convinced to do a companion volume on the 8th Air Force.

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



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

And now to the bookazines. All three came out at the same time from **Key Publishing**, starting with **Royal Air Force Salute – His-**



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



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

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



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

Helion, Africa @War:

War of Intervention in Angola, Vol. 1: 1975-1976 (Nov)

Kolwezi 1978: French & Belgian Intervention in Zaire (Dec)

Showdown in Western Sahara, Vol. 1: Air Warfare 1945-1975 (Mar)

War of Intervention in Angola, Vol. 2: 1976-1983 (Apr)

Air Wars Over Congo, Vol. 1: 1960-1968 (Jun)

Helion, Asia @War:

At the Forward Edge of Battle: The Pakistani Armoured Corps 1938-2016 (Feb)

The Nomonhan War 1939 (Mar)

Target Saigon, Vol. 2: The Beginning of the End, 1974-1975 (Mar)

Fury From the North: North Korean Air Force in the Korean War (Apr)

Helion, Latin America @War:

Mexicans at War: Mexican Military Aviation in the Second World War (Nov)

Aerial Operations in the Revolutions of 1922 & 1947 in Paraguay (Nov)

The 1989 Coup D'état in Paraguay (Feb)

Nicaragua 1961-1990, Vol. 1: The Downfall of Somosa (Feb)

A Carrier at Risk: Argentine Naval Operations During the Falklands/Malvinas War (Feb)

Nicaragua 1961-1990, Vol. 2: The Contra War (Apr)

Air Wars Between Ecuador & Peru, Vol. 1: The July 1941 War (May)

Helion, Middle East @War:

Iraqi Mirages: Mirage F.1 in Iraqi Service, 1981-2003 (Nov)

Moscow's Game of Poker: Russian Intervention in Syria, 2015-2017 (Nov)

Descent into Darkness: Syrian Civil War, 2014-2015 (Jan)

Lebanese Civil War, Vol. 1: The Israeli Invasion, 1982 (Jan)

Desert Storm, Vol. 1: The Iraqi Invasion of Kuwait & Desert Shield (Feb)

Crucial Air Battles of the October 1973 Arab-Israeli War (Mar)

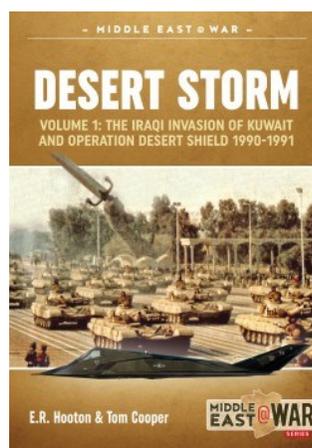
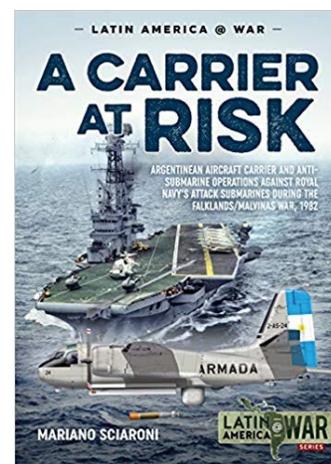
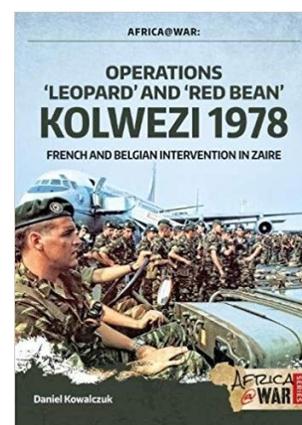
Armed Forces of the Arabian Gulf States 1920-1990 (Mar)

Pen & Sword, Cold War 1945-1991:

Angolan War of Liberation, 1961-1974 (Oct)

Sino-Indian War: Border Clash, 1962 (Nov)

North Korean Onslaught, Vol. 2: UN Stand at the Pusan Perimeter, 1950



(Nov)

Biafra Genocide: Bloodletting & Mass Starvation, 1967-1970

(Dec)

British Army of the Rhine, 1945-1993 (Jan)

Bombing Campaign North Vietnam, Vol. 2: Operation Linebacker I & II, 1972 (Jan)

Pen & Sword, Flightcraft:

Hawker Hunter in British Service (Oct)

Gloster Meteor in British Service (Nov)

English Electric Canberra in British Service (Jan)

Supermarine Spitfire Mark V (Feb)

Messerschmitt Bf 109E (Feb)

Pen & Sword, Shipcraft:

German Destroyers (Dec)

Pen & Sword, Tankcraft:

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

Centurion Tank (Nov)

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

T-54/55 Tanks (Feb)

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

Schiffer, Legends of Warfare:

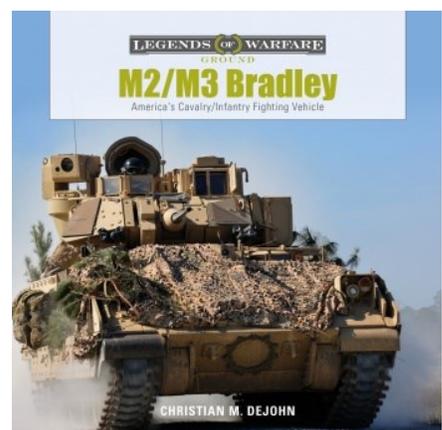
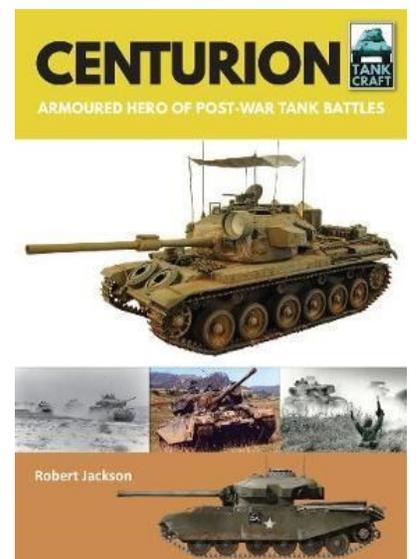
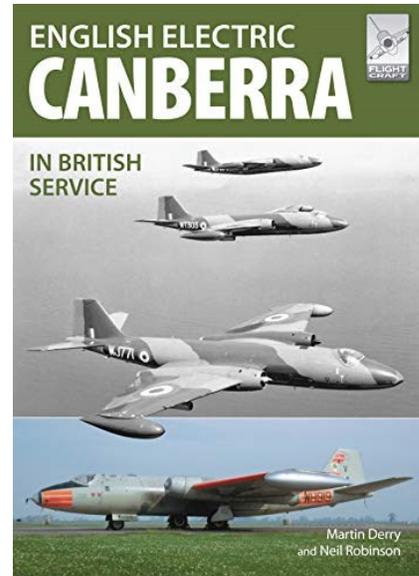
Hawker Hurricane (Sep)

B-52 Stratofortress (Sep)

M2/M3 Bradley (Sep)

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

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



PUBLISHERS SURVEY – HAYNES MANUALS

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

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

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

The books all follow a similar format: first a history of conception and development, with a brief description of the different variants, accompanied by photos and tables. Then a service history, again with photos, followed by the core of the book, the Anatomy section. This would describe the type's structure and systems in varying amounts of detail, accompanied by photos of actual examples (preferably operating ones) and diagrams from the original service manuals. Next came interviews with people versed in buying, servicing and operating the aircraft, often written by well-known guests. Finally a list of surviving examples, both operating and on static display, a list of sources (with internet addresses) for further info, perhaps a bibliography, and usually a decent index. Early books were usually about 160 pages, hardcover, but later books have tended to be longer, some approaching 200 pages.

While the books were generally well-received, critics often railed at the "Owners' Workshop Manual" moniker, since none of these books had enough info to really service an aircraft if you were lucky enough to wind up with one. The quality of the writing varied considerably from author to author; some dwelled too much on the history at the expense of the Anatomy section, others did just the opposite. (Generally, books with more Anatomy got better reviews.) Also, some books dwelled too much on a particular surviving aircraft which was the

source of most of the detail photos, at the expense of other variants of the aircraft. Personally, I would rather they had referred to these as “Enthusiasts’ Manuals”, which is really what they are. The phrase at the bottom of each cover tells the story: “An *insight* into owning, restoring, servicing and flying.....” (“Insight” doesn’t indicate any great degree of depth.)

Ironically, when Haynes decided to branch out into military vehicles, their first book was, in fact, called an *Enthusiasts’ Manual*. That is because the subject, the military Jeep, was (unlike the aircraft) a vehicle that a reader could logically be expected to own, and Haynes was emphasizing that this was not a service manual in the manner of their primary line of books. (Haynes probably already had a service manual that would apply to early Jeeps.) But with the next book, the Tiger I, the OWM moniker duly returned, figuring that it would be highly unlikely for someone to be able to own a PzKpfw. VI! The Enthusiasts’ Manual description reappeared for later vehicles that could be owned by individuals: the military Land Rover and the Humvee.

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

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

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

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

If you notice a pro-British bias in the chosen subjects, you are not alone, but then again they

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

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

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



NOTES FROM THE WORKBENCH – JUNE 2018

2018 IPMS/USA Nationals – Phoenix, AZ

I was fortunate to be able to attend this year's IPMS/USA Nationals in Phoenix, AZ, Aug 1-4. It's always great to have the opportunity to go to the nationals. One gets to catch up with those who truly love modeling and meet friends made over the years.

Unfortunately, due to the distance from Atlanta (only about 1900 miles!) there were only a couple of folks from the area: Dick Cowart, Mike Idacavage, Rob Morales and the folks from the Chattanooga show.

First thing – hot is hot. 110° F is pretty damn hot regardless of whether it's a "dry" heat or humid heat. Fortunately, the convention center was right across the street from the main hotel. Not sure if anyone had any melted models left in their car. I'm sure it was a possibility.

I experienced my first sandstorm. I was getting weather alerts on my cell phone about a sandstorm. It was very interesting to watch from my 12th floor hotel room. Reminded me of the scene in the 1999 movie, "The Mummy" (minus the big face). They call these sandstorms "haboobs" which is what they are called in the Middle East. It wasn't as bad as one would think but the streets were definitely windy.

As with any nationals there were vendors, models, seminars and contests. Not sure about the final count on the registration. I'm sure that info will be released soon if not already.

The vendor room was a bit sparse this year. Many of the east coast vendors were not there. I did not spend too much time in the vendor room as I had other duties. This was the third year that I did not purchase anything from the vendor room. That definitely makes me suspect. I spend plenty the rest of the year and I didn't want to be lugging stuff on the plane home. I was intrigued about the new Mission Model paints and will have to take a look at them.

I only got to a couple of the seminars (I had two to present). Mike Ashey is a well know ship modeler and gave a great presentation on building modern ship models. One can always get a few tips from these seminars that will really help step up one's building skills.

Of course, the best part of any show is the models. As always, the best of the best are at the nationals and this year was no exception. The craftsmanship is superb. IPMS Atlanta sponsored an award this year for Category 172 -Military Vehicles, Fully Tracked, Post Korea. Don't ask me who won as it's always a challenge to write down the winner during the awards presentation. They talk very, very fast.

According to the numbers, there were 424 entrants, 3523 total models and 2723 in competition.

IPMS will be publishing the results and pictures in the Sep/Oct issues of the IPMS USA Journal. In the meantime you can go to the Silicon Valley Scale Modelers (www.svsm.org) to see all the winners (no names on the slide show).

The grand winner was an M1126 Stryker. In addition to the other winners there were some very interesting

collections. One modeler had all 32 Essex class (1/700 scale) carriers. Another modeler had over 700 models he had built over his life. The SoCal AMPS club had a group build of 60 T-55's, very impressive.

Overall, it was a great meeting. What I enjoyed the most was hanging out with the guys from Chattanooga planning next year's nationals. We'll have a great show and I'll be talking to you all soon about helping bring back the nationals to Region 3

Finally, got to see Vicky and Clark at the meeting. It was good to see her and she's planning on coming back for the ModelCon in Chattanooga in Jan and the AtlantaCon in March.

Happy Modeling.

Dave



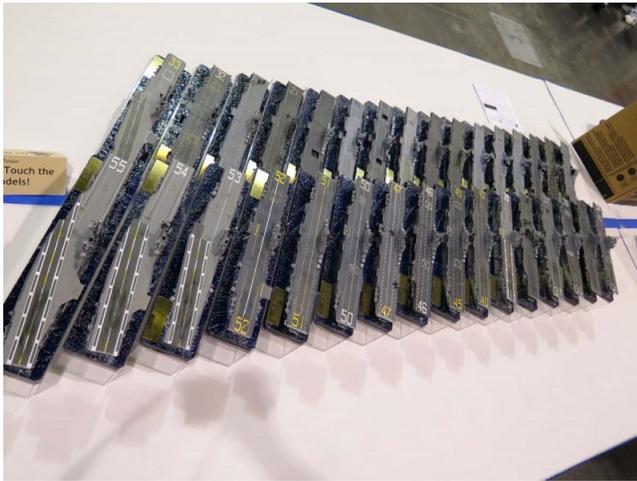
Haboob (sandstorm) over Phoenix



Grand Judges Award – M1126 Stryker



700 models from one modeler



All the Essex class aircraft carriers (+2). 32 in all, 1/700 scale



Vicky Kohout





IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing 4 decades, IPMS/USA has become a 5,000 member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

IPMS/USA produces the Modelers' Journal, an all-color magazine supplied to our members 6 times each year. Sample copies of the Journal are available upon request, and you'll find several cover shots elsewhere in this handout.

In addition, IPMS/USA maintains one of the largest and most-visited public websites in the modeling community (www.ipmsusa.org). Members and visitors can view product reviews, chapter and contest information, see examples of members' work, and view images of contest, museum walkarounds, and the like. A members-only Forum allows discussion of specific topics of interest amongst our membership. The remainder of the website is open to the modeling public and sees thousands of hits weekly.

Contact Information: [IPMS/USA](http://www.ipmsusa.org) PO Box 56023 St. Petersburg, FL 33732-6023

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____
If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 56023

St. Petersburg, FL 33732-6023

QUIZ ANSWERS FOR JULY

1. The manufacturer who makes more tires than anyone else, approximately 318 million a year, is Lego. For those you put on your car, that would be Bridgestone.
2. TAM. TAM stands for Tanque Argentino Mediano. The vehicle was developed by a German and Argentine team of engineers, and was based on the German Marder infantry fighting vehicle.
3. Variable-sweep wings. The X-5 actually was a scaled-up version of a Nazi fighter prototype, the P.1101. The Bell aircraft verified the aerodynamic advantages of varying wing sweep angle in flight, paving the way for later designs such as the F-111 Aardvark, F-14 Tomcat and B-1B Lancer..



Contact Us

IPMS Marietta Scale
Modelers

Chapter Contact: Rob
Morales

rmoe701@gmail.com