

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

July 2018

GENERAL NOTES

Once again it's National Convention time! This year's venue is Phoenix, Arizona. No other place you'd want to be in August! This will be my third Nationals in Phoenix. I'm beginning to show my age...

For me, Phoenix combines the convention with a family visit. My brother and family reside in Glendale and he is also an avid modeler. My Dad will also be joining us from New Jersey so I'm excited to share another trip with his since we first went to the Atlanta Nationals in 1993.

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

QUIZ FOR JULY

1. What did you get when you put a candle into a suit of armor?
2. What lies at the bottom of the sea and twitches?
3. Did you hear about the restaurant on the Moon?



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 - May Meeting Notes
- 5 - The Douglas DC-4/C-54
- 7 - Jim's Plastic Matters
- 12 - Publishers Survey
- 14 - Notes From the Workbench
- 16 - IPMS/USA
- 17- Quiz Answers

JUNE MEETING NOTES

Rob Morales

Chuck Davenport Photos

June Meeting Minutes

Martin Hatfield launched the proceedings around 1. As his computer has not been cooperating, the multi-media presentation for June was not happening. Hopefully that can be sorted out soon.



An appearance by former club president and current IPMS/USA Director of Local Chapters Dave Lockhart was a welcome sight!

Upcoming shows include June 22-23 in Columbia, SC; June 30 at Hobbytown USA Kennesaw; August 1-4 IPMS Nationals in Phoenix, AZ; August 25 in Huntsville, AL; January 11-12, 2019 in Chattanooga; and March 9, 2019 at IAM Local Lodge 709 in Marietta.

Kevin Westphal brought us a selection of new goodies from HTUSA. He noted that the selection is a little slim pre-Nationals, and expects stuff to pick up after then.



Scale	Manufacturer	Subject	MSRP
35	ICM	SdKfz 251 Ausf A Halftrack	\$55
24	Revell	ZZ Top Eliminator	\$24
24	Revell	57 Chevy "Black Widow"	\$23
48	Eduard	L-39 Delfin	\$65
12	Bandai	Darth Vader	\$28
12	Bandai	Kylo Ren	\$33
144	Bandai	Millennium Falcon (Solo)	\$65

Remember, club membership (\$12/year) gets you a 10% discount at HTUSA!

Mack Cobb pointed out the existence on YouTube of a 30+ minute video showing the raising and display of the ironclad CSS Georgia. Chuck Davenport shared via the Facebook club page a presentation about US AFV Development in WW2. Martin presented the possibility of showing subject-related web videos during club meetings if time allows.



Dave Lockhart started show and tell with his work in progress of the Takom Mark IV "Female" WW1 tank in 1/35 scale. Dave had the hull and running gear assembled, and plans on using Mig Pigments to give her an authentic weathering job.

Dave also had his finished build for the month. His Saturn V rocket LEGO build was completed while recuperating from knee surgery at home. Since Dave could not access his workbench and the Mrs. would not take kindly to glue and paint in the living room, LEGO was the solution. The Saturn V scaled out to 1/96 scale and included the stage rockets, LEM and Command Module.



Rob Morales is back to building again and had two armor pieces. Rob's first was an IDF AMX13/75 from the 1967 Six Day War. Rob built Tamiya's 1/35 scale offering OOB, using Mission Models paint and AK weathering to replicate a tank from the Jordanian front. Rob also used clear glue to add in lenses to the vision ports on the tank.

Rob's other tracked vehicle was a Flakpanzer IV Wirbelwind. Rob built this from Tamiya's 70s vintage kit, using Model Master enamels and once again AK weathering to depict a late '44 vintage AA track. Rob drilled out the solid plastic gunsight and used canopy glue to recreate the sight prism of the quad 20mm gun. Rob's Flakpanzer placed 2nd in Heavy Armor and AFVs 1/48 and larger.



Paul Crawley was back in style this meeting with a Masterpiece...Models, that is. Paul completed Masterpiece's Disney Nautilus in 1/77 scale. Paul detailed the interior, added lighting used character-specific figures from Nautilus Drydocks and created a custom base with a crate from a craft store and coral from an aquarium supply store. Paul used Testor enamels, Tamiya lacquers and acrylics, and also employed dot filtering with artist's oils. Paul's build replicates in scale Harper Goff's design of Disney's Nautilus from the 1954 film "20,000 Leagues Under The Sea".



Joe Driver showed off his completed Grumman F6F-3 Hellcat. Joe built the Eduard 1/72 rendition in the colors of VC/VF-33 based on Espiritu Santo (Espiritos Marco in the "Baa Baa Black Sheep" world...). Joe added blood, sweat and tears and used all sorts of paint to turn out a "porn star quality" piece. Actually it's impressive...

Louis Beverly had a work in progress leading to some suggestions with regard to finish and filling. Louis' Vietnam Memorial – Three Fighting Men used the Lindbergh kit which scales out to 1/10. Louis reports the kit is snap-fit, but as the pins for the first figure he completed were misaligned, he has decided to disregard the pin locations for the other two figures. The kit is a test for using gap fillers to serve as a base for bare metal aircraft finishes. Louis plans to use a metalized bronze/burnt metal mix coated with Model Master SAC Green as a wash replicating the patina. The original statue is at the Vietnam Veterans Memorial on the National Mall in Washington DC.

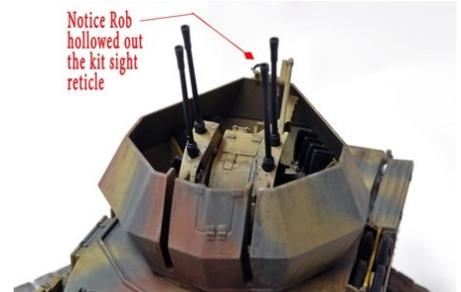
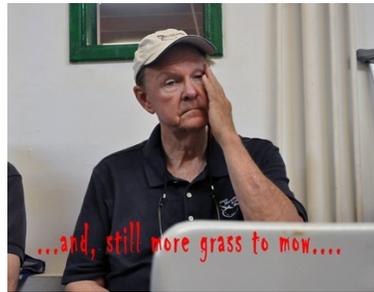


Dave Michener had a pair of aircraft for show-n-tell, the first being a warbird. Dave finished a F-16F Block 60 Viper in 1/48 scale. Dave added Aires exhaust nozzle and wheel wells, Wolfpack seats, Flightpath brass pitot and AOA probes and Eduard Brassin AGM-88 missiles. Dave mixed paints to create a "Have Glass V" color profile and used Microscale and Caracal decals. The Viper is marked as a "What If" from the 148th Fighter Wing from Duluth, MN.

Dave also finished an Airbus A320 airliner. Dave's kit is the Zvezda 1/144 scale offering, and he used Liveries

Unlimited, DACO Skyline and Nazca decals. Dave built N369NW in the Northwest Airlines "Bowling Shoe" livery.

Paul's Nautilus was the Model of the Month, and Martin won the gift card.



THE DOUGLAS DC-4/C-54

Chuck Davenport

For those who would like to spruce up their, as yet unbuilt, Revell 1/72 scale offering, here is a selection of detail photographs. To economize on space in the newsletter, this represents the merest fraction of photos I have available. Send an email to *me* @ bgdavenport@bellsouth.net and I will Dropbox the whole file to you.



Languishing at the end of a taxiway @ the Douglas, GA airport is this once proud Queen of the skies.



Planning on dropping the flaps?



Flap details from the underside



Nose gear



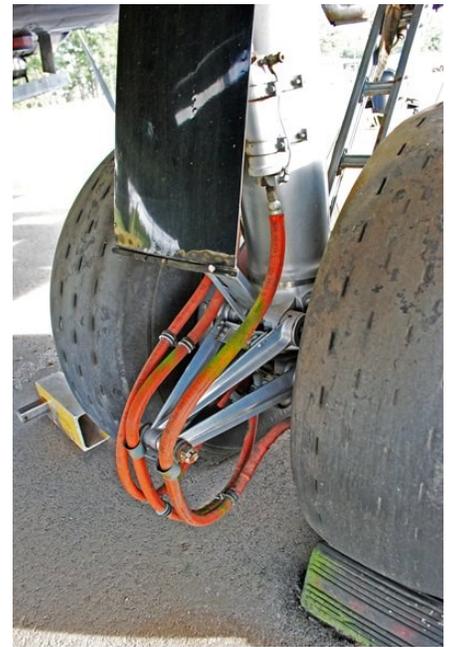
Nose gear from behind looking forward



Nose Gear Well



Left Main from forward looking aft



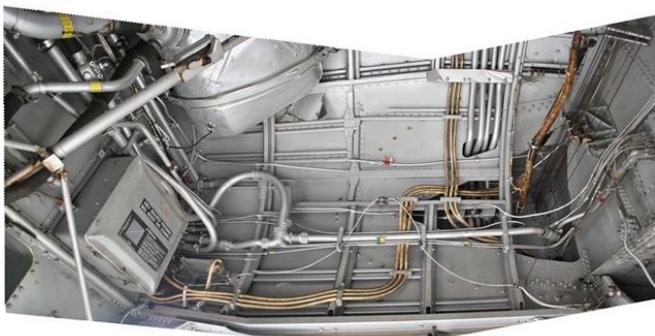
Left main looking forward from behind



Right main gear well looking towards fuselage
AFT FWD



Left Main gear well looking forward



Left main gear well composite photo looking towards the fuselage.
Forward Aft



Here's an interesting detail for a diorama. This oil tray is suspended from the engine housing.

JIM'S PLASTIC MATTERS

Jim Pernikoff

Someone commented recently that they wondered where I put all the publications that I review, and I must admit that it isn't easy! But if you note, most of these are fairly thin, and I prefer softcovers just for that reason. If a book I want is first released as a hardcover, I will guess whether it will eventually appear in a softcover edition and may simply hold off until that edition is released; whether this is likely depends on past tendencies of the publisher. If I don't choose to wait, I may buy the hardcover and replace it with the softcover when that finally appears.

There are some books that I do review without buying, if I think that it is a subject that does not appeal to me but which I feel might appeal to some of you. I will try and sample it in a bookstore, or I might just use the "Look Inside" feature that Amazon applies to many of the books that they sell. This is particularly useful if the book is one of a series, since once one has seen and/or reviewed one book in a particular series, other volumes usually have the same characteristics. I like series books because of their expected consistency.

I try to review books that cover the wide range of interests that exists in the club, but of course I will tend to emphasize my own personal interests. I am primarily an aircraft person, but fortunately that has been true in general of every local chapter that I have been a member of since 1970. I know there are a few armor-oriented clubs (though I think they would more likely be part of AMPS rather than IPMS) and a few automotive-oriented clubs like ACME or LIARS (that's the Long Island Auto Replica Society, if you didn't know, my favorite club acronym!). So here is my list of personal preferences, so you know where I tick, if you didn't already:

Aircraft – A few favorites like the Mosquito, plus anything from my employers: Grumman, Boeing, Lockheed. I also like experimentals and drawing-board projects.

Military Vehicles – Fully-tracked tanks only; no particular interest in tank destroyers, SPGs, soft-skins, wheeled vehicles, artillery, missiles, ground troop equipment, etc.

Ships – Battleships and ocean liners; no particular interest in aircraft carriers, modern cruise ships or just about anything else. I also like unlimited hydroplanes, but there are no kits and few books.

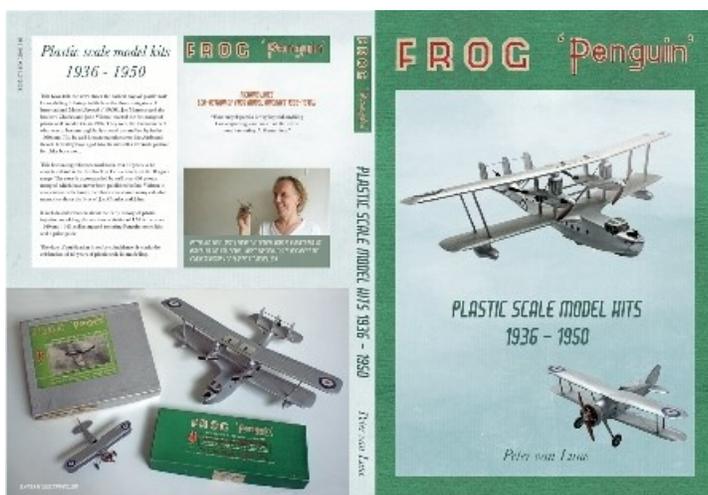
Automotive – Ferraris and road-racing cars; no particular interest in oval-track racers like NASCAR. Some interest in "professional" drag-racing classes only.

Space & Sci-fi – Real space only, particularly the U.S. manned programs thru Apollo.

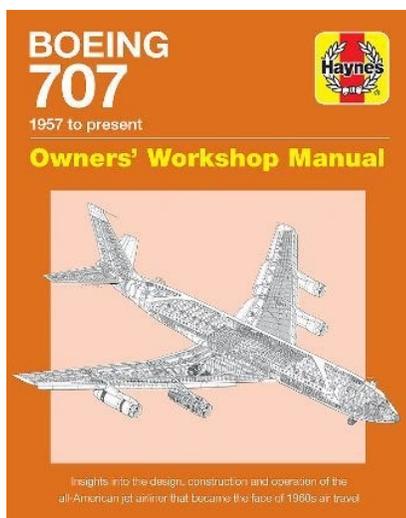
Railroading – Steam locomotives and passenger trains including urban transit; diesels and freight trains don't turn me on. But of course we tend to ignore trains here (except for railway guns).

Of course, there is nothing stopping any of you from doing your own book reviews, and a few of you have, particularly Dave Lockhart. Remember, the more, the merrier! Now to this month's reviews.

Books about specific model kit manufacturers are few and far between, so those that do appear are nearly always noteworthy. A British company called FROG was actually the pioneer of our hobby, and in 1989 was the subject of *FROG Model Aircraft 1932-1976* by Leif Hellstrom and Richard Lines, which is still one of the more highly-regarded books of the genre. Now a Dutchman named **Peter van Lune** has self-published a large softcover about the first static-display kits, **FROG 'Penguin' Plastic Scale Model Kits 1936-1950**, which takes the earlier book and expands on it considerably.



(For the uninitiated, FROG referred to their flying models, which “Fly Right Off the Ground”, and ‘Penguin’ referred to the static-display modes as the “birds that cannot fly”.) The new book has a wealth of history and illustrations, and the inevitable value guide for collectors. It is probably overkill unless you are specifically looking for Penguin kits, but it is also the history of the start of the model kit hobby. (And in WW2, FROG used the same technology to produce 1/72 ID models for the military.) You can order the book (and see more about the kit line) from the author at <http://frogpenguin.com/>.

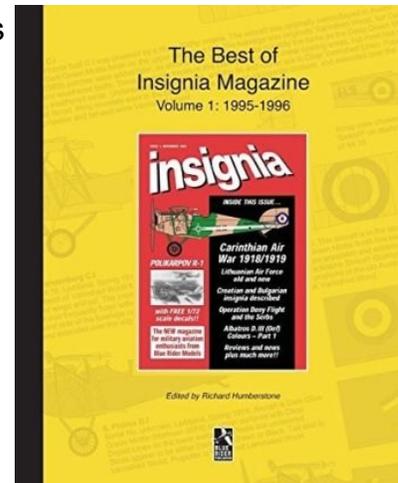


The recently reviewed *Owners' Workshop Manual* from **Haynes** on the F-14 Tomcat was a case of a book that probably should have been done sooner. The same is true with their newest in the series, **Boeing 707**, about the iconic jetliner which really jump-started the boom in worldwide air travel in the 1960s, and on which I had the pleasure to travel quite a few times. Following a brief history of Boeing's prior commercial efforts, the book describes how a need for a USAF jet tanker allowed Boeing to also develop a jetliner. The development and testing of the Dash 80 prototype, and how the production airliner differed, are well covered, followed by descriptions of all the airline variants, including the unique -138 for Qantas and -227 for Braniff, as well as the

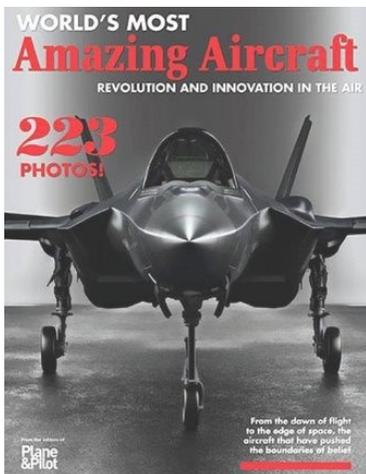
720. The Anatomy chapter includes a 2-page isometric cutaway and describes in brief all the aircraft's systems, including diagrams from the technical manuals, and is followed by a similar chapter on all the various engines used. The chapter that follows gives a synopsis of the 707

in airline service and includes a fair number of photos of various liveries. Another chapter covers the military versions of the 707, including the E-3, E-6, E-8, C-18 and VC-137, and also includes the related KC-135, though all the electronic warfare variants of the 135 are omitted. A chapter on flying the aircraft covers an entire flight from preflight checks to engine shut-down, and includes annotated photos of the instrument panel and flight engineer's panel. An appendix lists Boeing's codes for each airline, followed by a decent index. The 707 is the aircraft that got me interested in aeronautical engineering (at age 6!) and all airline buffs should own this book.

Does anyone here remember a magazine called *Insignia*? It was published between 1995 and 2003 by a British decal maker called Blue Rider, which specialized in small air forces and is actually still in business. While ostensibly a quarterly, I don't think more than 3 issues appeared in any one year, and only 18 were published over the 8 year period. But now **Blue Rider** has published **The Best of Insignia Magazine, Volume 1: 1995-1996**, which has articles from the first four issues. Most of the countries highlighted include the Baltic states (Latvia), the Balkan States (Bosnia, Croatia, Slovenia) and other eastern European states (Bulgaria, Hungary, Poland) and there is info on U.N. peacekeeping forces. The complete history of insignia for some of these countries (at least until the 1990s) is included, and there are lots of color drawings of insignia and whole aircraft. Four more volumes will be published to cover the other magazine issues, along with the never-published issues #19 & 20. If you like these lesser air forces, this is good stuff!

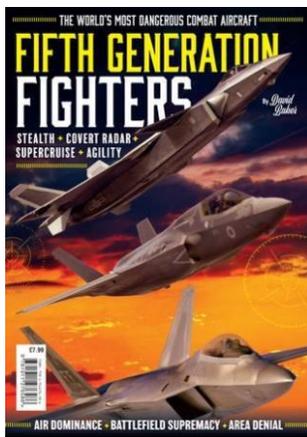
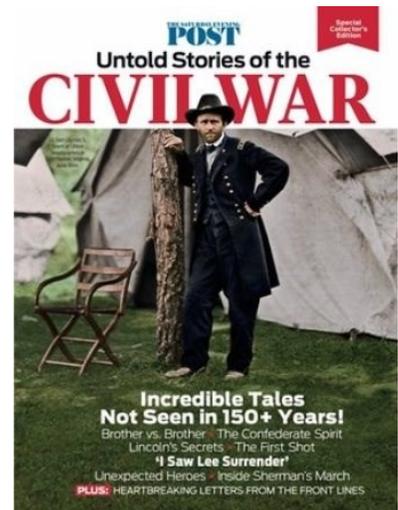


Everything else this month is in the form of bookazines, which henceforth is the only term I'll use for these, because that is preferred in the U.K. where most of these hail from. If you'd rather think of them as magbooks (preferred in the U.S.) or even mooks (preferred in Japan), be my guest. Having said that, the first two are U.S. publications!



Plane & Pilot magazine is not one that aviation modelers would tend to buy unless they are pilots themselves, but they have come up with **World's Most Amazing Aircraft**, which is a photo survey (223 Photos! screams the cover) covering a wide variety of aircraft. Unlike other similar publications from general-aviation magazines, this one does not concentrate on that genre and covers a nice selection of aircraft. (The first photo is of an Otto Lilienthal glider and the last is of White Knight Two.) Whether you consider these "amazing" or not, this is a very nice photo collection at a fairly reasonable price.

The **Saturday Evening Post** is one of America's oldest magazines (1821) and was once one of its greatest. Although now a shadow of its former self, the current publishers have access to the magazine's voluminous archives and occasionally publish worthwhile special issues. One such is **Untold Stories of the Civil War**, now available. This combines "News and Dispatches" for each year of the war, taken from original issues, with other articles about the war taken from much later issues, mostly from the 1960s, when the nation was commemorating the war's centennial. This includes features on Native Americans in the war, actual cases of brother vs brother, actual wartime letters, views from the front, a union soldier's firsthand account of the march to the sea, and another's account on witnessing Lee's surrender at Appomattox. And the many photos are excellently chosen. Even if you have all the Civil War literature you think you need, this new issue is still worth looking for.



And that brings us to a trio of British bookazines. From **Mortons Media** comes **Fifth-Generation Fighters**, which first gives a quick history of jet fighters from the start, then describes the technology of stealth and the other defining features of a fifth-generation fighter, and then has chapters devoted to 8 such fighters that are in service or in advanced development. Oddly, this includes the MiG 1.44 and the Sukhoi Su-47, which were testbeds never intended for development, and also the latest MiG-35 development of the MiG-29, which is not stealthy and is generally considered a "4-1/2"-generation fighter like the latest F-16 and F-18 variants. Another chapter includes aircraft either still on the drawing board or in prototype testing from India, Japan, Korea and Turkey, and another describes some of those "4-1/2"-generation fighters, though curiously the proposed semi-stealthy version of the F-15 is not there. The publication ends with a look at thoughts on how to counter the advantages of these aircraft, and what a possible sixth-generation might entail. The selection of photos and diagrams is very good, and if the publication is not too technical, you should find it quite enlightening.

Also from **Mortons** comes the fourth in Dan Sharp's great series, **Luftwaffe: Secret Designs of the Third Reich**. Unlike the first three, which had specific aircraft types in mind (fighters, bombers and tailless aircraft), this one is more general and includes aircraft Sharp found during research for the previous books that did not fit the category. These are the best-researched and most scholarly bookazines you can find



and are worth the price if you care about the subject. There are dozens of diagrams from German proposals and tech manuals and some really nice color isometric drawings showing how some of these might have looked in service. Fortunately, unlike some of the previous volumes, this one seems readily available at most local Barnes & Noble stores as I write this. If you like the “Luftwaffe ‘46” genre, this one is a must-have.

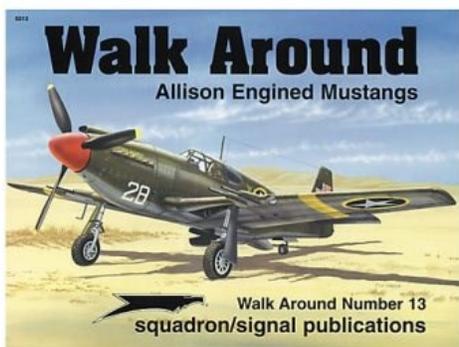


Key Publishing has done several bookazines called *Great Airports*; now they’ve gone a bit further with **Extreme Airports**, and it’s referenced as Vol. 1, so more may come in due time. And the first one is our own ATL, which is “extreme” in its traffic level; the article includes some nice photos from the past of planes from Eastern and Piedmont. Tables include lists of passenger and cargo airlines, airport and traffic statistics and airport facilities. Included in a similar vein is Memphis for its incredible FedEx cargo hub. Most of the other airports are “extreme” for more obvious reasons and include such fabled venues as Funchal, Courchevel, Innsbruck, Lukla, St. Maarten, St. Barts, Tegucigalpa, Gibraltar and the late, great Kai Tak. But others may not be as familiar, such as Barra or Ilulissat! And there is even an

article about the “airports” in Antarctica, which feature a few C-130s. The photos are great and the statistics revealing. With most of the world’s most notorious airports already here, I wonder what Vol. 2 will be able to include?

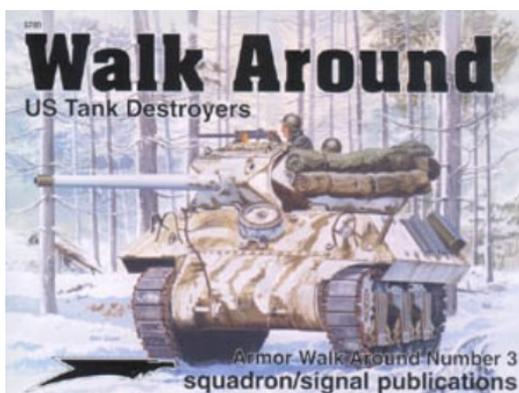
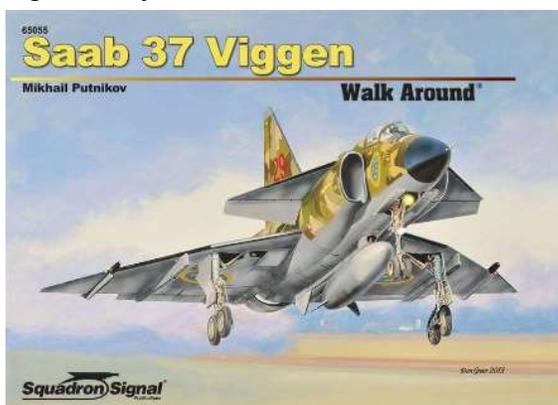
PUBLISHERS SURVEY – SQUADRON BOOKS PT. 2

Last month I covered the Aircraft, Armor and Warships *In Action* series from **Squadron/Signal**. This month I will cover their remaining series published in landscape format.



While the *In Action* books did a good job in describing the development and service history of the subjects, along with color & markings depictions, they did not generally include close-up photos of aspects of the subjects that would be useful to super-detailers and others interested in the “nuts & bolts” of the designs. When Model Graphix came out with the *Aero Details* series starting in 1990, it persuaded Squadron to come out with a new series that would do the same, and they called it *Walk Around*.

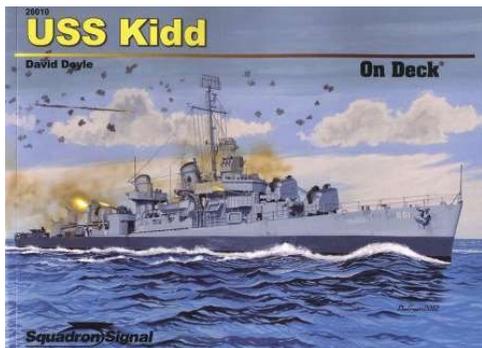
These books were photo surveys with numerous close-up detail shots of the subjects. For older types these were generally taken in museums; for modern types they were taken at military bases, either at open houses or on the line with the permission of the base commanders. Usually several different examples of the subject vehicle were photographed, to account for differences in variants as produced or as restored. In addition, additional color & markings data was included, often at a more detailed level than in the *In Action* series. Thus these books made ideal companion volumes for *In Action* books on the same subjects.



Unlike the *In Action* series, the *Walk Arouns* have been uniform in format; from the start they were 80 pages, perfect-bound, which has not changed and which the *In Action* series has since standardized at. The Aircraft series started in 1993 but did not really pick up steam until 1996; the Armor series started in 2001 but saw little activity until 2008. Both series stopped in 2013, though many volumes remain in the catalog and it remains to be seen what Squadron may have in store for the future.

Last month I mentioned the other *In Action* series, initially called *Weapons In Action* when it began in 1973 but later renamed the more-appropriate *Combat Troops In Action*. The series continued sporadically through 1994 but hasn't been expanded since.

The *On Deck* series could also have been called *Warship Walk Around* because that is essentially what it was: detailed close-up looks at the ships, sometimes covering a single ship and sometimes an entire class. As can be seen, it was started in 1999, picked up in 2007 and stopped in 2012.



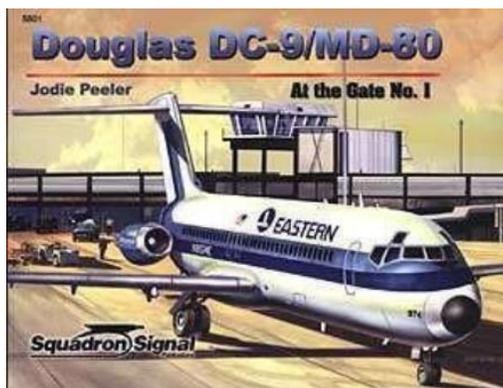
The other series shown on the third

checklist could be described as experimental, because they had short lives and were produced in few numbers. *At The Gate* covered commercial airliners; *American Fire Apparatus* (a somewhat surprising choice) covered fire engines. *Squadron At Sea* was decidedly unconventional, since it covered the entire lives of individual ships in

great detail (note the large page counts) from laydown to scrapping. It is worth noting that all these series stopped in 2012-2013, as did all the other series described above, so it appears that Squadron decided then that the three *In Action* series described last month were the only series worth continuing with. Considering the value in the publications in this month's checklists, that is an unfortunate choice, but I presume that finances and sales dictated that decision. Time will tell whether Squadron will ever add any additional issues to these or other book series.

I should also mention that while I continually refer to these as softcover, Squadron has tended in the last decade or so to also make many of these books available in hardcover as well, under different series numbers.

Next time I will conclude the Squadron story with their books published in portrait format.





NOTES FROM THE WORKBENCH – JUNE 2018

Dave Lockhart

Model Adoption Agency

In a previous column article, I mentioned that your built models eventually become orphans. When one first starts a model, you devote lots of love and attention on it. It becomes your favorite child. Once finished you can't wait to show it off. You bring it to your club meetings and if you think it's really good, you take it to shows. After a while, you find a new love in a brand-new kit and the "old" kit goes on your shelf. Will the old model ever see the light of day? Maybe; maybe not.

Wouldn't it be better if your built model found a new home? Someone who will show it the love and attention it once had? While many of us will gladly sell, trade or give kits away, what about built models? Would it be that bad for someone else to give one of your model a new home?

A few years ago, I build a model of the Graf Zeppelin by Hawk Models. It's an impressive kit at 38" long. It wasn't a difficult build, except that it took a lot of paint. It came out okay and due to its size, I hung it from the ceiling in my office. There it stayed for many years.



Then one day my good friend Fred came to visit and upon gazing at the hanging zeppelin, he declared that he had "zeppelin envy". Of course, I appreciated the compliment but when he asked if I would ever consider giving it him, I stopped and thought "Give a model away?", that's just not done.

The fact of the matter was that despite an occasional dusting of the model, my Graf Zeppelin hung from my ceiling for many years never to be touched. Maybe it was time for a new home.

So, I told Fred, sure it's yours. He did tell me that he would gladly trade for any of his models. I said, "How about your 1/350 Tamiya USS Enterprise?". Fred did a terrific job on this ship and it's a stunning model. Fred paled a bit upon my request and I think may have crapped his pants a little. A deal is a deal.

Needless to say, I told him I was only kidding and we'll work out an equitable trade. He's happy and there are a couple of empty eyebolts in my office ceiling. I'll have to build another zeppelin or something else.

The bottom line is that if someone truly admires your work and you feel up to being generous, share your models. Who knows, you may get something back that you really like (and most likely don't have time to build)

An old quote states that "The journey is more important than the destination". Enjoy your journey of modeling.



Happy Modeling.

Dave

QUIZ ANSWERS FOR JULY

1. A knight light.
2. A nervous wreck.
3. Great food but no atmosphere.

Contact Us

IPMS Marietta Scale
Modelers

Chapter Contact: Rob
Morales

rmoe701@gmail.com



Does anybody remember laughter?