

NEWSLETTER

EDITED BY KEVIN CALLAHAN

DECEMBER 1994

Crash and Burn: The Sad Tale of SAM

One of the first bits of information to come back from Andrew's recent trip to the IPMS-UK Nationals was "SAM is dead". Oh great. One of 1994's biggest trends was that model manufacturers seemed to forget that 1:72 scale existed, and now one of the few magazines I looked forward to each month was going belly up? This is not shaping up into a stellar year.

The truth is that the company that produces *Scale Aircraft Modelling* and its companion mag, *Aviation News*, has been in financial trouble for some time. Alan Hall, longtime owner and managing editor, went shopping for a buyer in early 1993 to bail the company out of its financial problems. Eventually Hall hooked up with Park Publications, a specialty publisher with a small stable of niche magazines (including *Program Now* and *Mind Body Soul*). The newly merged entity was called Hall-Park Publications, retaining all of SAM's editorial staff. That

should have solidified the finances, at least for a while.

But throughout 1994, rumours continued to persist: freelancers weren't being paid for published work...Alan Hall was being edged out...the magazine was back in the red. It does appear that by October, Hall was being moved out of the day to day operation of SAM. In his monthly SAM editorial, he mentioned that he was planning to concentrate on creating Hall Park Books, a subsidiary that would publish modelling-related books. The first examples were scheduled to be available at the 1994 UK Nationals.

Unfortunately, in the meantime, Hall-Park has apparently gone into receivership. There have been a couple of efforts to revive the magazine, but none have yet come to anything.

It appears that at one time the magazines (SAM and AvNews) were being

reorganized around Mike Keep, longtime editor of SAM and the artist responsible for the many sideview drawings that accompany the monthly Aircraft In Detail article. Sadly, this never materialized, since Keep died shortly before the UK Nationals.

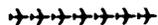
There is a tricky element to the timing of SAM's problems. Many of SAM's British subscribers are longtime members, who tend to resubscribe at the same time -- when the mag's issue number hits 12 each year. The last issue to come out was Vol 16 / #12, and it appears that many UK subscribers had just sent in the checks when SAM announced that it was temporarily suspending publication. So Hall had to at least consider the possibility that his reception at Donington would be rather less than pleasant.

According to Andrew, most of the people there were sympathetic, and there was a lot of concern about the future

of the magazine. At least there were no dioramas of magazine-publisher lynchings in the model contest.

It seems there was enough grumbling that IPMS-UK briefly discussed not giving Hall the lifetime membership he was scheduled to receive during the awards banquet. Lifetime memberships are a rare honour in the UK: it has apparently only been done less than a dozen times in the Society's 25+ year history. But there is no denying the positive impact that Alan Hall has had on the British modelling hobby, and thankfully IPMS-UK decided to award the lifetime membership to him as planned. Apparently Hall himself had expected to get the bounce, and was literally caught speechless when the life membership was announced. This, so I am told, is something that rarely happens to Alan Hall.

So what happens to *SAM* when -- and if -- the smoke clears? I have heard of a couple of possible scenarios. The publishers of *Air Pictorial* seem interested in picking up the pieces, though their interest is probably more in *AvNews* than *SAM*. And I do know of another small investor group that is talking with the receivers. Given the timing, we can assume that at least one issue of *SAM* was in the can (possibly even at the printers), another was certainly close to being finished, and there is probably lots of other material on hand. But will we ever see it?



On a brighter note, you might not be able to convince the local retailers of this, but I think we can certainly say that IPMS-Seattle modellers are anything but cheap. The turnout to last month's model and book drive for Ivan, the strapped Russian modeller, has netted about as much as Keith Laird could fit into his car and drive home.

There were books, magazines, decals, kits -- enough to keep the local model scene (IPMS-Katarinaberg... it has a certain ring to it) jumping far into the winter months. Ivan and his buddies are going to be stunned when *this* box shows up on their doorstep.

In fact, the sheer size of the merchandise that needs to be sent into Russia is causing the biggest headaches. Even small packages cost a fortune, and something this size would definitely break the bank. Plus, there is the ever-present danger of the boxes being looted as they cross through Customs. Keith and Andrew are currently working with some of the air carriers that go into Russia (primarily Alaska and Aeroflot at this time) to see if we can't at least get the shipment into the country, where it can be posted locally. If that turns out to be no cheaper, it is likely that the kits and books will be sent overland in stages.

Still, our thanks are due to everyone who donated something to the effort.

A couple of other quick notes that have been brought to my attention shortly before I closed the newsletter:

1. Don't forget that the December IPMS meeting is the annual munch and schmooze session. The chapter will provide soft drinks, and we ask that everyone bring something to munch on. Cookies, brownies, chips, whatever.
2. Andrew Birkbeck has gotten a request for any information or documentation any members may have on the Arado Ar-440, the stretched, re-engined development of the Ar-240. He has the text and drawings in the William Green book, but is specifically looking for markings information, detail drawings, or any other pertinent data. All responses directly to Andrew.

Finally, on behalf of the exec committee of IPMS-Seattle, I would like to wish you a Merry Christmas and a Happy 1995!

Kevin Callahan

In this issue, you'll find the second part of an index to aircraft-related articles in the IPMS Quarterly publication. It was compiled by Jordan Ross of Temple City, CA, and was brought to me via Dave Gorsline. Also, Andrew has included a writeup from his recent trip to the 1994 IPMS-UK Nationals model show at Castle Donington.

1994 IPMS-UK Nationals Report

BY ANDREW BIRKBECK

I have recently returned from the National Exhibition of IPMS-UK, and thought the members would like a recap of the events that transpired.

In a round sort of way, the Nats in the UK is everything the US event is not. I have been to three IPMS-USA Nationals. They are very flash, glitzy events, held in the relatively plush surroundings of nice hotels. Everything is temperature controlled. They are actually rather elitist events, in fact, with barely 15% of the IPMS-USA membership able to attend: those lucky members within driving distance of the event, and those wealthier members who make it in each year, no matter where the event happens to be held. And to gain entrance to the Nats requires one to pay \$25 -- and this is if you are an IPMS-USA member. If not, then you must join the Society in order to enter the model contest. Otherwise, you may just look about at the models and spend money in the vendor room. The events planned around the IPMS-USA Nats are also rather fancy, with plenty of seminars, and bus tours laid on to surrounding points of interest. The seminars are in various rooms dotted about the hotel, as often are the vendors, making them difficult to find at some shows. The banquet is a grand affair, at least numbers-wise, with 350 +

in attendance. Finally, there is the model contest, with perhaps 1500 to 1700 models, with entrants coming in over two days. It takes 100 judges five hours to judge. None of the above is IPMS-UK's show.

In contrast, the IPMS-UK show takes place over a weekend and the event is housed in one gigantic exhibition center -- almost a barn, in fact -- with huge doors at either end for trucks to drive in and out. In other words *all* the activities taking place -- vendors, contest, "how to" seminars -- are all housed in the same *room*. This makes for one impressive, though less lavish, spectacle. In contrast to the American show, there are no tours, very few "how to" seminars, and no historical lectures. The surroundings are in no way plush, although lighting at the exhibition center (at Castle Donnington, adjacent to the famous race course) was excellent. There is no cost to enter the event if you are an IPMS member, the equivalent of \$7 US if you are not a member. What you do get, toe to toe, heel to heel, is the best of the British and European cottage industry displaying their wares, as well as numerous booksellers, second-hand kit sellers, and reps from the major UK model firms, Airfix and Revell.

Some highlights of the show, from a vendor point of view. John Adams of Aeroclub was there, displaying his superb

1:48 scale Vulcan V-bomber. The display model on the stand had taken only five days to build, giving you some idea of how easy it is to put together. The printing of the instruction sheet was only finished on the morning of the show, an indication of how close they had come to not having the kit ready for sale at the Nats.

Tim Perry of PP Aeroparts was next door, selling his etched brass sets. Tim said that he was getting out of the 1:72 field, especially the boarding ladders, which were not selling. Many modellers were pirating the designs with newly available home etching sets anyway. Instead, he will concentrate on 1:48 scale superdetail sets and full kits. The next full kit from PP Aeroparts will be a 1:48 scale Barracuda.

Next, I went to Dynavector Models, producers of the exquisite 1:48 Gannet and Wyvern kits. Despite being a UK company, Dynavector is in fact owned and operated by a Japanese gentleman who has been resident in the UK for the past six years. Next kit, due out in 1995, is a 1:48 Sea Vixen. Wow!

I also discovered an excellent range of 1:48 military vehicles, cast in white metal and resin, to a very high standard. Just perfect to go into dioramas with all these excellent 1:48 scale aircraft kits.

In fact -- sorry to say for you 1:72 fans -- it appears that many now consider 1:48 scale to be *the* scale for the time being, at least as far as aircraft are concerned. This is mainly due to profit margins. According to the head of Engineering for Airfix, the margins on 1:48 scale kits are more than double those of 1:72 kits, at not much more in design and tooling costs. So even at Airfix, long dominated by 1:72 scale, the next few years should see them almost exclusively doing 1:48 kits. Assuming, of course, that their new owner (an Irish millionaire who happens to like modelling) decides to invest some hard cash into tooling new kits. If this comes to pass, watch out for 1:48 scale Lightnings and Hunters.

And, speaking of Airfix, their stand was in vivid contrast to that of Revell. On the Airfix stand, Trevor Snowden, head of Research and Development, had brought along 20 of *his own* 1:48 scale Jaguars, Tornados and Buccaneers. Trevor is a *real* modeller, and, along with Andy Farmer from the Airfix Sales department, can answer *any* question on the history of the Airfix company. Over at the Revell stand, you had huge glass display cases, filled with boxes only, all nicely lit up with spotlights. Manning the stand were a bunch of Sales Reps, none of whom were modellers, and none of whom had much of a clue about the firm of Revell. What a contrast.

For those into armor, the cottage industry continues to thrive, selling excellent if pricey kits of interesting vehicles. Accurate Armor, from Scotland, had a fabulous modern British tank transporter (tractor plus trailer) called the Scammell Commander. This monster can be had for a cool \$400. There are also many firms in the UK and Europe producing very nice 1:72/1:76 vehicles, both armor and softskins, many perfect for mating with aircraft in dioramas. Finally, the highlight of the show, at least in terms of size and cost: Frontier Miniature's 1:15 scale K5 German WW2 rail gun. You have to see it to believe it.

But what of the models? Over 10,000 of them! However, unlike the USA Nationals, the vast majority of the models at the UK Nats are *not* entered in the model competitions. And I say competitions, because at the UK event there are two distinct contests. On Saturday, there is the IPMS members' contest, which had 1000 or so models entered. Then, on the Sunday, there is the *non*-IPMS competition, open to all members of the public. This consisted of about 400 models at most. The great thing here was that to enter this contest cost the non-IPMS member only the price of entrance, \$7. Compare this to the cost to enter in the IPMS-USA contest: \$25 plus \$20 to join the Society. Yet, when this was discussed with the UK lads, they thought the US policy could only hurt the Society. They pointed out that many of those who entered the

non-member event joined IPMS before the weekend was out, with no feelings of resentment for having been *forced* to join. An interesting thought. But I digress. What about the remaining 8000 + models?

To which the answer is: check out the Chapter and SIG tables. For it is here that the IPMS-UK Nationals really shines, for me. Firstly, due to the relatively small size of the UK (smaller than Oregon), the Nats are within *driving* distance of every member. The result is that well over 50% of IPMS-UK members actually turn up for the annual event. This means that many of the Chapters put on displays each year, akin to our own IPMS-Seattle 1:72 B-17s and 1:48 Luftwaffe Fighters displays, only larger. There were over 20 such Chapter displays at this year's event, most having 50 + models on the table. Some were theme displays, others just a random assortment of models depicting the various tastes of the Chapter's membership.

Then there were the SIG (or Special Interest Group) displays. Within IPMS-UK, there are sub-units of like-minded individuals who have banded together in a loose fashion to form various SIGs. These vary from broad areas of interest such as WW2 USAF or Soviet Armour to less broad groups like the Harrier SIG or the Hawker Aircraft SIG. There is a Commercial Aircraft SIG, a Civilian Truck and

Emergency Vehicle SIG, as well as a What If SIG and an Out of Production Kit SIG.

In total, there are about 30 such groups, and almost every one of them put on an excellent display at this year's Nats. Words can't really describe how wonderful many of these displays were, from the massive to the relatively small. The Israeli Air Force SIG this year had a breathtaking display of 1:72 scale aircraft; everything that had ever been flown for the Jewish forces. Spitfires, Mustangs, F-4s, F-16s, and everything in between. It was an eclectic collection, mostly castoffs of the Great Powers of WW2 (British, French, US, and German), from small Spitfires to the large Boeing 707. It was an amazing collection, as was the post-WW2 USAF display, which included a dozen F-16s and a single KC-135 tanker, again all in 1:72. Then there was the 1:24 scale Fire Vehicles display, most of which were scratchbuilt. And what about the Imperial Roman Air Force display on the **What If SIG** stand? Do you get the picture?

With regards to the contest entries, I must admit that there was nothing that I would consider *outstanding*. Overall, the best models were on the various SIG and Chapter stands, many of which were winners from previous Nationals. On one excellent Chapter stand, there were approximately 20 beautifully detailed and painted 1:72

scale British WW2 softskins, from small transports to heavy wreckers. Eager to purchase a couple of these little beauties, I asked the gentleman manning the stand which vendor was producing them. "Oh, these", he said. "I scratchbuild them".

On the more serious side, there was a bomb threat called in to the organizers of the show. Apparently, a well-known animal rights group took offense -- not to one of the organizers. It turns out he works for a large chemical firm accused by the said group of doing nasty things to poodles or what have you. Anyway, the threat was taken seriously, with the bomb squad turning up in full force. The venue was not evacuated, however, and the bomb squad went about its work on the quiet. Dogs were sent in to try and sniff out any bombs. However, it took three attempts -- using three dogs -- to search the whole building. The reason: the resins and solvents present in large abundance at the various trade stands blew the dog's sense of smell!

But despite all the fun, from viewing the displays, talking to the various modellers, and spending my hard-earned cash at the vendor stands, this year also had its share of sadness. Firstly, the bible of aviation modelling, *Scale Aircraft Modelling*, or *SAM*, has folded. Alan Hall, its proprietor for 17 years, was there at an empty table to take the heat.

Surprisingly, there were no verbal attacks on Hall. Many modellers just stopped to chat, thanking him for all the enjoyment he and his publications had provided them with over the years, and wishing him well. In fact, at the banquet, when Hall was presented with IPMS-UK's 11th Lifetime Membership, for service to the hobby, it was an emotional moment. Hall was quite literally speechless. He had arrived at the show expecting to be severely lectured, and instead was being treated as a hero.

Yet despite the decline of *SAM*, there were rumours early on that the magazine might be reborn. There was talk that members of the old team were actively working on a new publication, inevitably dubbed *Son of SAM*. Mike Keep, who many of you know as the artist responsible for *SAM*'s most famous trademark, the excellent line drawings which dominate each issue of the magazine, was rumoured to be heading this new team. Tragically, Mike Keep died of a massive heart attack literally as he was preparing to leave for the show, the night before the doors opened.

Aircraft Modeller's Guide to the IPMS Quarterly (Pt 2)

BY JORDAN ROSS VIA DAVE GORSLINE

AIRCRAFT TYPE	VOL/ISS		
Fairchild A-10	V13 /#3&4	Grumman F7F	V8 / #3
Fairey Firefly Mk 5	V8 / #2	"	V7 / #2
Fiat G-50	V3 / #2	"	V8 / #2
"	V5 / #1&2	Grumman F8F-1	V9 / #1
Fiat G-55	V10 / #3	Grumman F8F-1B	V8 / #1
Fiat CR-32	V9 / #1	Grumman F9F	V4 / #4
Fiat BR-20M	V5 / #4	Grumman F9F-8	V8 / #2
Fieseler Fi-156	V4 / #1	Grumman F11F	V7 / #2
"	V8 / #1	Grumman F-14	V7 / #2
Focke-Wulf Fw-190A	V7 / #1&2	Grumman Gulfhawk	V7 / #3
"	V8 / #3	Grumman HU-16E	V12 / #1
"	V11 / #2	Grumman JRF	V7 / #2
"	V13 / #1&4	Grumman OV-1	V8 / #4
Focke-Wulf Fw-190D	V4 / #3	Grumman S2F	V11 / #2
Focke-Wulf Fw-190F	V7 / #2	Grumman TBF	V2 / #2
Focke-Wulf Ta-152	V5 / #3	"	V4 / #3
"	V12 / #4	"	V5 / #4
Fokker D-6	V13 / #3	"	V8 / #2
Fokker D-7	V5 / #1&2	"	V9 / #1
Fokker D-21	V10 / #1	"	V13 / #2
Fokker Dr-1	V6 / #2	Grumman TF-9J	V6 / #1
Fokker F-27	V2 / #5	Grumman US-2B	V11 / #1
Ford 5-AT-C	V1 / #5	Grumman XF4F-2	V4 / #4
Ford Trimotor	V12 / #4&4	Grumman XF4F-3	V4 / #4
Fouga CM-170	V11 / #2	Handley-Page O/100 and O/400	V4 / #2
General Dynamics F-111A	V5 / #1&2	Hawker Fury	V13 / #4
General Dynamics YF-16	V11 / #4	Hawker Hurricane	V8 / #1&3
Gloster Gladiator	V3 / #4	Hawker Hurricane Mk 1	V7 / #1
"	V7 / #2	Hawker Hurricane Mk 2c	V7 / #1
Gloster Meteor Mk 8	V8 / #2	"	V13 / #2
Grumman A-6	V10 / #4	Hawker Gnat	V10 / #4
"	V13 / #4	Hawker XV-6A	V10 / #3
Grumman C2A	V8 / #1	Heinkel He-111	V5 / #4
Grumman E2A	V8 / #1&2	"	V12 / #1
"	V12 / #2	Henschel Hs-123	V7 / #4
Grumman F2F-1	V9 / #1	Henschel Hs-126	V8 / #1
Grumman F3F	V2 / #3&4	Howard racers	V2 / #6
Grumman F3F-2	V9 / #1	Hughes LOH	V5 / #3
Grumman F4F	V2 / #7&8	IAI Kfir	V12 / #4
"	V7 / #2	Ilyushin Il-2	V1 / #4
"	V9 / #1	Ilyushin Il-4	V11 / #3
Grumman F4F-3	V2 / #3&4	Junkers Ju-87	V4 / #4
"	V10 / #1	"	V5 / #1&2
Grumman F6F	V11 / #1	Junkers Ju-87B	V1 / #3
Grumman F6F-3	V8 / #3	Junkers Ju-87D	V1 / #4
Grumman F6F-5	V1 / #3	Junkers Ju-352	V11 / #4
		Kaman H-2	V8 / #2

Kawanishi N1K2	V5 / #4	LTV A-7A	V4 / #1
Kawasaki Ki-45	V8 / #4	LTV A-7B	V4 / #1
Kawasaki Ki-61	V1 / #2	LTV A-7D	V4 / #1
Kawasaki Ki-61-2b	V8 / #2	"	V7 / #2
Kawasaki Ki-61-2 Kai	V8 / #4	LTV A-7E	V7 / #2
Laird LTR-14	V13 / #4	LTV A-7 II-2	V10 / #2
Laird racers	V3 / #1	LTV F8U-1	V6 / #4
Lavochkin La-7	V12 / #1	LTV F-8	V10 / #3
Lear Learjet	V4 / #2	LTV T-2	V13 / #2
Lim Li-2	V1 / #6	LTV T-2C	V12 / #2
Liore Et Olivier LeO-451	V11 / #2	Macchi MC-202	V2 / #2
Lockheed C-130 Hercules	V5 / #3	Macchi MC-205B	V10 / #3
Lockheed C133	V10 / #3	Martin B-10	V10 / #2&4
Lockheed C-141A	V5 / #1&2	Martin B-57 Canberra	V6 / #3
Lockheed Electra	V12 / #2	"	V10 / #3
Lockheed Explorer	V3 / #3	"	V13 / #1
Lockheed Hudson	V3 / #1	Martin B-57C	V10 / #4
Lockheed F-94B	V8 / #2&3	Martin Maryland	V11 / #2
Lockheed F-104G	V6 / #4	Martin P5M-2	V13 / #1
"	V11 / #2	Martin RB-57	V11 / #4
Lockheed LC-130F	V13 / #3	Martin T4M-1	V9 / #1
Lockheed Orion	V3 / #3	Martin WB-57F	V10 / #3
Lockheed P2V Neptune	V10 / #1	McDonnell FH-1 Phantom	V8 / #4
Lockheed P-38	V2 / #7&8	McDonnell F-101	V7 / #4
Lockheed P-38E	V4 / #2	McDonnell-Douglas A3B	V6 / #1
Lockheed P-38F	V7 / #1	McD-D A3D-2	V7 / #2
Lockheed P-38J	V1 / #3	McD-D A4D-1	V7 / #2
"	V6 / #4	McD-D A-4 Skyhawk	V7 / #3
"	V7 / #3	McD-D A-4B	V6 / #1
Lockheed P-38L	V2 / #3&4	McD-D A-4F	V5 / #4
"	V3 / #2	"	V9 / #2
"	V4 / #2	"	V11 / #4
Lockheed P-38 racer	V13 / #1	McD-D DC-8	V12 / #2
Lockheed P-80	V2 / #3&4	McD-D DC-9	V12 / #4
"	V7 / #2	McD-D EB-66C	V8 / #1
"	V8 / #2	McD-D F2H-2	V12 / #3
Lockheed RF-80	V7 / #2	McD-D F2H-2P	V8 / #2
"	V8 / #2	"	V12 / #3
Lockheed S-3A	V12 / #2	McD-D F2H-2N	V12 / #3
"	V13 / #3&4	McD-D F2H-3	V12 / #3
Lockheed SR-71	V11 / #3	McD-D F2H-4	V12 / #3
Lockheed T-33	V5 / #1&2	McD-D F3H-2N Demon	V7 / #2
"	V7 / #3	McD-D F4D	V10 / #2
"	V10 / #3	McDonnell-Douglas F-4	V4 / #2
"	V11 / #2	"	V10 / #2
Lockheed U-2	V8 / #4	McD-D F-4A	V6 / #1
"	V10 / #3	McD-D F-4B	V11 / #1
"	V11 / #4	"	V12 / #2
Lockheed Vega	V3 / #3	McD-D F-4C	V12 / #2
"	V13 / #2	McD-D F-4D	V5 / #4
Lockheed YF-12	V10 / #3	"	V8 / #1
LTV A-7	V8 / #1	McD-D F-4E	V4 / #1&4

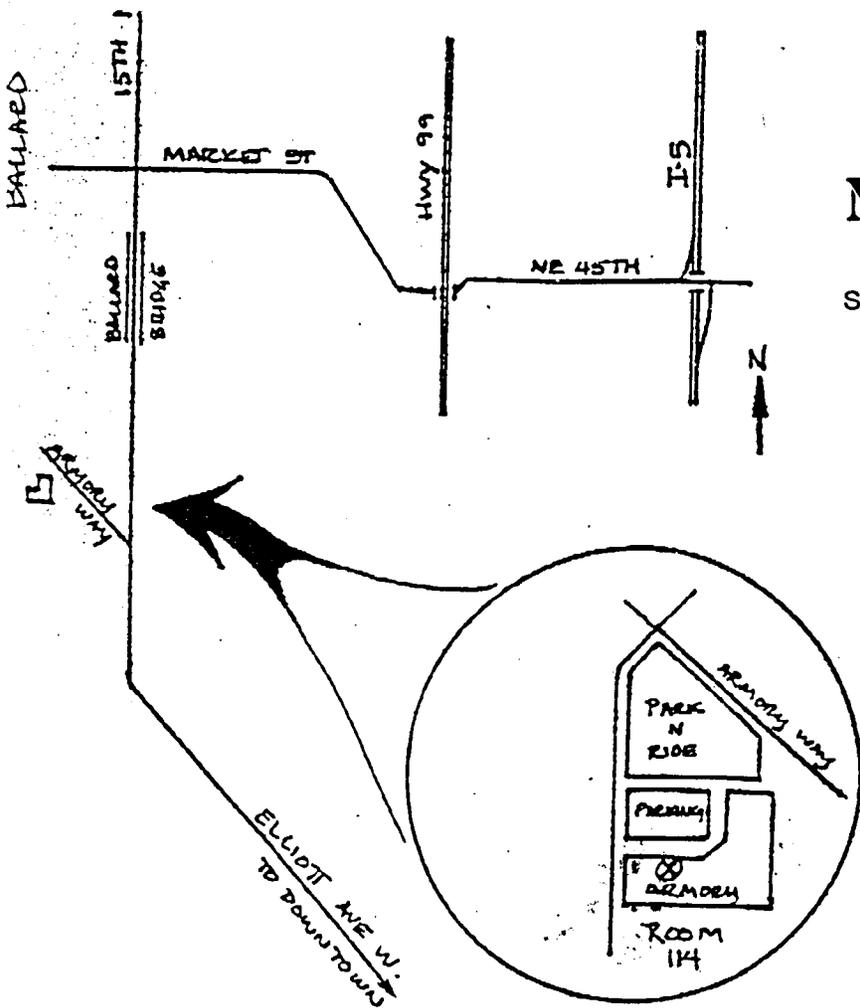
NEXT MEETING!!

SATURDAY, DECEMBER 10 at 10.00am

NATIONAL GUARD ARMORY
Room 114
1601 W. Armory Way
Seattle, WA

From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

If you are coming from south Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western north to Elliott. Continue north on Elliott to Armory Way. Watch for signs! There is plenty of parking in the Metro Park and Ride lot.

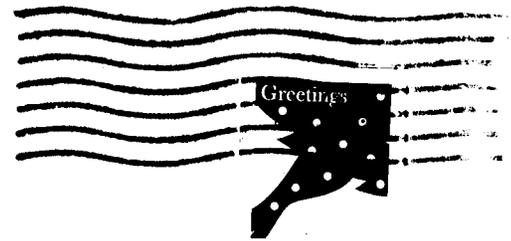


Membership information:

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Newsletter comments or submissions:

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NEXT MEETING: Saturday, December 10 at 10.00am
See the above map for meeting location.

William Holowchuk
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Snohomish, WA 98290