



# NEWSLETTER

EDITED BY KEVIN CALLAHAN

SEPTEMBER 1996

## Adventures with SAM

**C**ast month, as I mentioned in a couple of small sidebars on the last page of the newsletter, I sold an article to the British magazine *Scale Aircraft Modelling*. I thought I would give you a little background on the whole process and what may be coming up in the next few months.

To be honest, I had been planning to send something off to *SAM* for quite a while. When I was in college, much of what I did was at least tacitly pointed at a career in print. My mistake, I think, was in trying fiction first. The first couple of submissions I sent out got slapped pretty hard, and in those impressionable days I sort of staggered off course and ended up running projects for banks instead. The two critical items you need for a writing career is boundless self-confidence and skin about 3" thick. I have neither, and therefore started at something of a strategic disadvantage.

The thing I missed -- and it probably would never occur to an 18 year old anyway -- is that you must start small. It is ever so much easier to make a splash in a smaller pond. Less competition and a greater chance of editors with an eye out for new workers.

Thus, *SAM*. While many of us who are aircraft modellers consider it *the* magazine, in the wider scope of things it is more of a successful niche title. And Alan Hall has a good reputation for dealing with newcomers. So I decided that might be a good place to fire the first shot.

The topic for the first submission took a while to put together. Again, I wanted something that was out of the ordinary (and therefore less likely to have already been done to death by better writers), but that I still had a lot of personal knowledge about. I wanted it to be connected with 1:72 scale. (Bill Osborn may

have gotten the "1 72ND" license plate, but I got A172NDGUY for my internet screen name). The three areas that I considered were airliners, experimental aircraft, and aircraft of the 1930s. The other two may well show up in the future, but I finally settled on 1:72 airliners as the article's topic.

I knew that there were more 1:72 kits of aircraft that flew at least part of the time in airliner markings out there than people realized. But even I was surprised to find, after scanning my database of existing kits, that there were upwards of 100 types. So that table of available kits became the centerpiece to hang the article on. So it wouldn't *just* be me prattling on about airliners; there would be some useful data that other modellers might use. I've been told by people on the airliners newsgroup that even *they* didn't realize how many kits were out there.

So once the text was getting written, I started thinking about the illustrations. I wanted to give SAM a selection of photos they could choose from. I then ran into a problem: I actually don't have all that many *completed* 1:72 airliner models myself! I do have the TWA 707, a DC-3, a Ford Trimotor, a tongue-in-cheek Alaska Airlines V-22, and a large group of partially completed projects, but I wanted a wider scope. So I turned to Brian Mulron, local king of 1:72 props.

Brian was kind enough to let me come over one afternoon and shoot a group of shots on his living room table. My old Minolta chose that precise moment to die on me, so the pictures were actually shot with Brian's camera. We shot a bunch of stuff, including the Atlantic Models Boeing Clipper and Airmodel Caudron C-445 that ended up in print. I have since laid my elderly Minolta to rest and gotten a very nice Nikon N90S in its place.

I know that there are others in the club who do 1:72 airliners, but since I had no idea how the article would be received, I didn't exactly want to make a big public deal about it. But stay tuned; I may need to enlist your models for future articles.

So after tinkering with the text for what seemed like months, I bagged it all up and shot it off to England. Within just a couple of weeks, there was a letter from Britain waiting for me. Of course flashbacks from my college experiences came back as I opened the thing up, looking to see if it started with "you must be joking"....

What I actually got was a very nice letter from Alan Hall saying he felt he could use the article, though he wasn't sure when. He noted that very often a scheduled article will not arrive on time, and he needs a quick filler. To be truthful, this is how I wrote the article. I have always thought an unsolicited submission should be like that.

I was pretty thrilled by all this, and had begun work on another submission when, two weeks later, *another* letter shows up on the door. This one was considerably bigger, and I could feel something solid -- which I took to be my slides -- rolling about inside. Instant paranoia time: they had changed their mind and shipped my stuff back, saying "well, we actually *read* it this time, and here's your crappy junk back".

In actuality it was the August issue of SAM, along with my slides. And on the center of the cover in caps: SPECIAL FEATURE -- AIRLINER MODELLING IN 1:72 SCALE. Alan also discussed the article in the editorial, and even Mike McEvoy's Tailpiece feature was on airliner museums and modelling. It was almost an airliner theme issue. Apparently something had fallen through for August, and my article was sitting there ready to roll. Best yet, they had included an alternate last paragraph I had written talking about this being the first in an occasional series, and how the next installment would be on building the Hobbycraft Dash 8. I didn't know if they would include it, but felt it was worth a shot.

The worst part of it all was that I got this package during the week of the Virginia Beach IPMS Nationals, and the only people whom I had told I was submitting it (Andrew Birkbeck and Brian) were both incommunicado. That is a very frustrating feeling...

I have heard since the article came out that Dave Hannant, who owns a portion of SAM and Guideline Publications, is known for pushing the subject of airliners (you'll notice that Hannant's recently began advertising a separate catalog of airline products). Plus, SAM itself has been very good about doing reviews of airliner kits and colour sideviews of airline liveries. Maybe my timing was uncharacteristically good.

So that is the story of my SAM adventure. I was told that if I could have the Dash 8 article in by mid-September, it would be scheduled for the November issue. What is going in to the building of that model is a tale unto itself, which I will save for next issue (when it hopefully will have come to a happy conclusion). I've also been commissioned to submit an "Inside Story" photo feature on a local warbird, and got tentative approval to begin work on a long-range project for an "Aircraft In Detail" feature. Of course, each of these is subject to the vagaries of the magazine biz, and some may never see print. But the encouragement that I've received so far from Alan Hall has been much appreciated.

Kevin Callahan

In this issue of the newsletter is the second part of Jim Schubert's treatise on US Battleships. This time the entire fleet is sorted by two criteria: by BB# and by class. In addition, I've reprinted some more of the F-86 sideview drawings that originally saw print in *Replica In Scale* in the late 1970s. More inspiration for the two new Hasegawa kits.

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Next issue I will be starting a substantial article from Terry Clements on the P-40s used by the Flying Tigers in China in the 1930s and 40s. At the

July meeting, we were able to see a group of original slides that Terry had received from a Flying Tigers pilot. The article is the result of quite a bit of original research that Terry has done on the subject. It will introduce something a little different to the IPMS-Seattle newsletter: colour paint chips. I have seen this technique done in the IPMS-Vancouver newsletter, and have been waiting for an opportunity to try it out. Terry has mixed his own colours and sprayed them onto sheets of peel-and-stick labels, which I will put on each newsletter. High technology strikes again.

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The next 1:72 airliner article after the Dash 8 (presuming SAM wants to continue the series) will be on the Heller Boeing 707. So if any of you have completed this kit in other than TWA or Braniff (medium blue) markings -- others include Air France, BOAC, Western, Pan Am, or the Liveries Unlimited TWA markings (the twin globe version) -- and you wouldn't mind me shooting a couple of photos of it, please let me know. Either tell me at one of our meetings or give me a call at 720-5757 (daytime).

## U.S. Battleships -- A Quick Reference Guide (part 2)

BY JIM SCHUBERT

Once again, this is a quick reference alphanumeric guide

for dabblers. Serious students look elsewhere. Last month's installment was a reference guide for US Battleships

sorted alphabetically. This month the list will be sorted both by number and by ship class.

### U. S. BATTLESHIPS -- PART TWO: NUMERICAL

BB#	NAME		
00	Maine	21	Kansas
000	Texas	22	Minnesota
01	Indiana	23	Mississippi
02	Massachusetts	24	Idaho
03	Oregon	25	New Hampshire
04	Iowa	26	South Carolina
05	Kearsarge	27	Michigan
06	Kentucky	28	Delaware
07	Illinois	29	North Dakota
08	Alabama	30	Florida
09	Wisconsin	31	Utah
10	Maine	32	Wyoming
11	Missouri	33	Arkansas
12	Ohio	34	New York
13	Virginia	35	Texas
14	Nebraska	36	Nevada
15	Georgia	37	Oklahoma
16	New Jersey	38	Pennsylvania
17	Rhode Island	39	Arizona
18	Connecticut	40	New Mexico
19	Louisiana	41	Mississippi
20	Vermont	42	Idaho
		43	Tennessee

44	California	58	Indiana
45	Colorado	59	Massachusetts
46	Maryland	60	Alabama
47	Washington	61	Iowa
48	West Virginia	62	New Jersey
49	South Dakota	63	Missouri
50	Indiana	64	Wisconsin
51	Montana	65	Illinois
52	North Carolina	66	Kentucky
53	Iowa	67	Montana
54	Massachusetts	68	Ohio
55	North Carolina	69	Maine
56	Washington	70	New Hampshire
57	South Dakota	71	Louisiana

### U. S. BATTLESHIPS -- PART THREE: CLASS

CLASS	SHIPS	BB#	AUTH
Maine	Maine	BB-00	1886
Texas	Texas	BB-000	1886
Indiana	Indiana	BB-01	1890
	Massachusetts	BB-02	
	Oregon	BB-03	
Iowa	Iowa	BB-04	1892
Kearsarge	Kearsarge	BB-05	
	Kentucky	BB-06	
Illinois	Illinois	BB-07	1896
	Alabama	BB-08	
	Wisconsin	BB-09	
Maine	Maine	BB-10	1898
	Missouri	BB-11	
	Ohio	BB-12	
Virginia	Virginia	BB-13	1899
	Nebraska	BB-14	
	Georgia	BB-15	
	New Jersey	BB-16	
	Rhode Island	BB-17	
Connecticut	Connecticut	BB-18	1902
	Louisiana	BB-19	
Vermont	Vermont	BB-20	
	Kansas	BB-21	
	Minnesota	BB-22	
	New Hampshire	BB-25	
Mississippi	Mississippi	BB-23	1903
	Idaho	BB-24	
South Carolina	South Carolina	BB-26	1905
	Michigan	BB-27	
Delaware	Delaware	BB-28	1906
	North Dakota	BB-29	
Florida	Florida	BB-30	1908
	Utah	BB-31	
Wyoming	Wyoming	BB-32	1909
	Arkansas	BB-33	
New York	New York	BB-34	1910
	Texas	BB-35	
Nevada	Nevada	BB-36	1911

	Oklahoma	BB-37	
Pennsylvania	Pennsylvania	BB-38	1912
	Arizona	BB-39	
New Mexico	New Mexico	BB-40	1914
	Mississippi	BB-41	
	Idaho	BB-42	
Tennessee	Tennessee	BB-43	1915
	California	BB-44	
Colorado	Colorado	BB-45	1916
	Maryland	BB-46	
	Washington	BB-47	
	West Virginia	BB-48	
South Dakota	South Dakota	BB-49	1916
	Indiana	BB-50	
	Montana	BB-51	
	North Carolina	BB-52	
	Iowa	BB-53	
	Massachusetts	BB-54	
North Carolina	North Carolina	BB-55	1934
	Washington	BB-56	
South Dakota	South Dakota	BB-57	1934
	Indiana	BB-58	
	Massachusetts	BB-59	
	Alabama	BB-60	
Iowa	Iowa	BB-61	1934
	New Jersey	BB-62	
	Missouri	BB-63	
	Wisconsin	BB-64	
	Illinois	BB-65	
	Kentucky	BB-66	
Montana	Montana	BB-67	1940
	Ohio	BB-68	
	Maine	BB-69	
	New Hampshire	BB-70	
	Louisiana	BB-71	

**IPMS - SEATTLE NEWSLETTER**  
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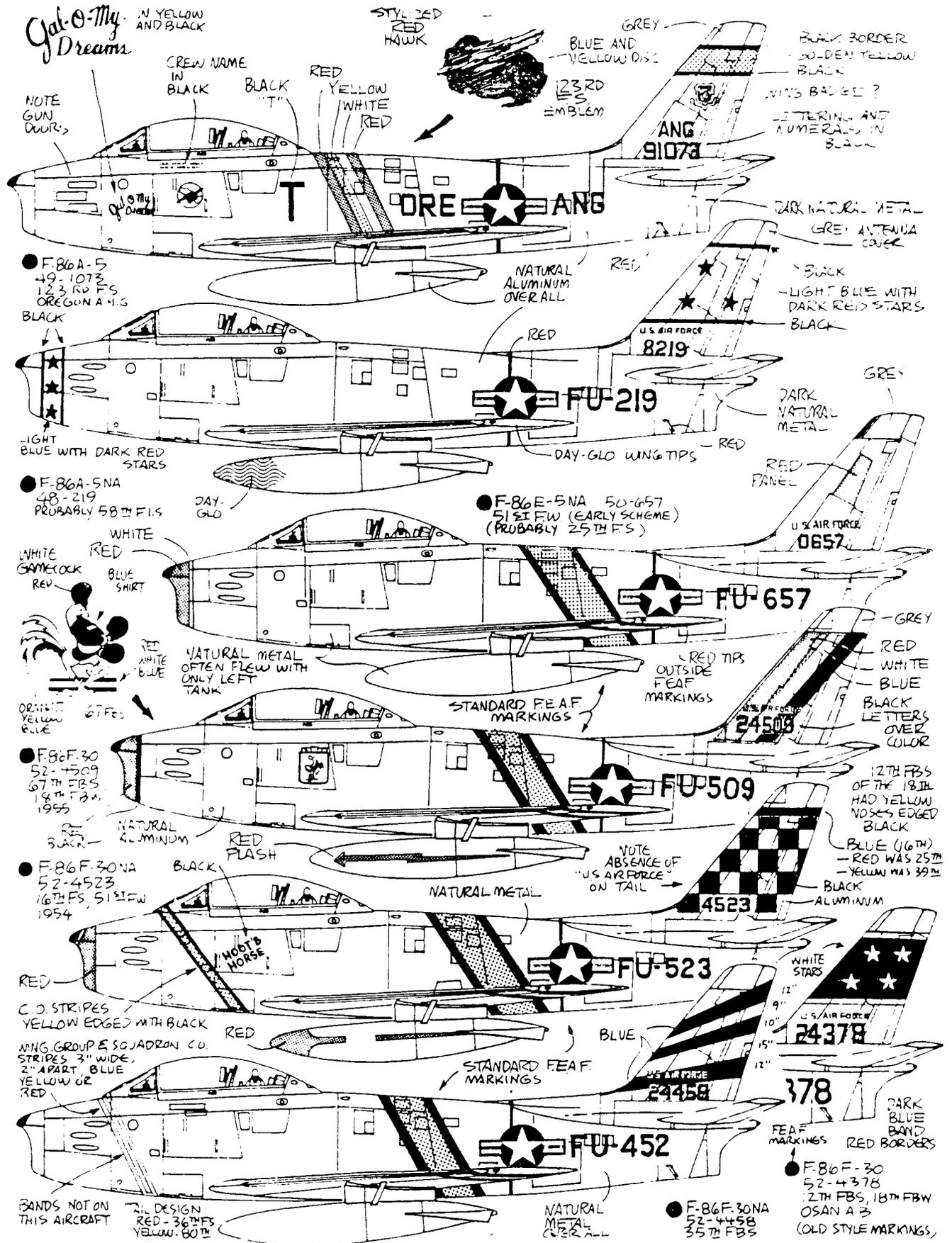
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North American F-86 Sabre

Sideviews

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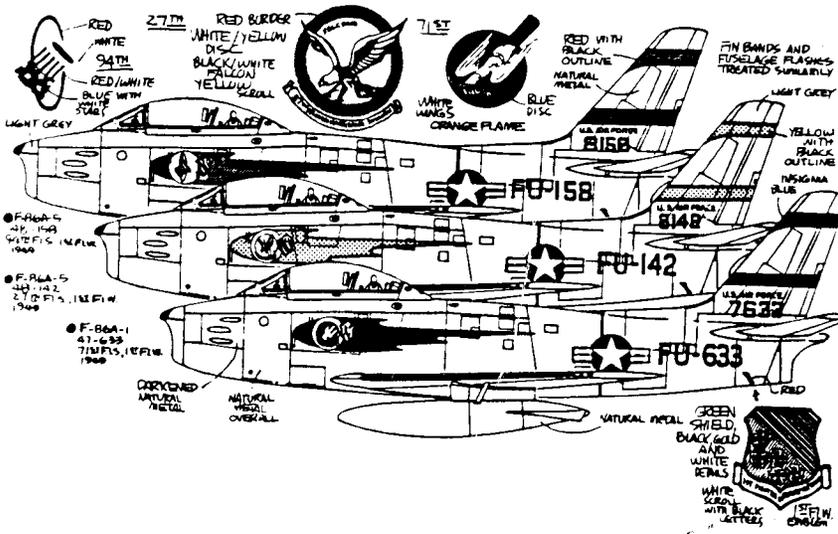
# NEXT MEETINGS!!

SATURDAY, SEPTEMBER 14 at 10.00am  
 SATURDAY, OCTOBER 12 at 10.00am

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

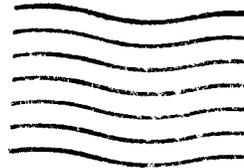
From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

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.



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NEXT MEETING: Saturday, September 14 at 10.00am  
 Saturday, October 12 at 10.00am

Jim Schubert  
 230 173rd PI NE  
 Bellevue, WA 98008