

The Trim Tab

April 2018 Volume 47 Issue 5



IPMS Atlanta / *Scale Modelers*

[IPMS Atlanta Website](#)

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Coming Events

PDK Airport Meeting -

This month's meeting will be **Wednesday, April 18, 7 p.m.** at Peachtree-Dekalb Airport (PDK). Turn from Clairmont onto Airport Rd. Go to the last left turn before reaching the speed bumps. The street will take you around the hanger and across the ramp. There is parking just past the ramp. Go in the glass door. Take the stairs to the left and go up to the second floor. The conference room is just down the hall.

LSAT (Last Saturday) Build-Session -

**HobbyTown USA,
4125 GA-20, BUFORD, GA
Saturday, April 28, 2018 1 p.m.**

FSAT (First Saturday) Build-Session -

**HobbyTown USA,
4125 GA-20, BUFORD, GA
Saturday, May 5, 2018 1 p.m.**



Reminder: Party on Saturday April 28. Start about 5:30. We will be grilling a variety of sausages as main course. Everyone is asked to bring a salad, side dish, or dessert to share. We will have iced tea. Any other drinks are BYOB. If you have a folding lawn chair, please bring that also. Address is

1538 Ridge Point Dr.
Lawrenceville, 30043

If you need more info or directions,
call Ed at 404-514-5476 or edsveum@yahoo.com.

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CALENDAR


<p>Apr 18: PDK Airport Monthly Meeting 7-9 pm</p> <p>Apr 21 - 22: WW II Heritage Days Falcon Field, Peachtree City, GA</p> <p>Apr 28: A - HobbyTown Build Session 1-3 pm B - Party at Ed Sveum's 6-? pm</p> <p>May 3: AMPS 2018 International Dayton, OH</p> <p>May 5: HobbyTown Build Session 1-3 pm (Cinco De Mayo Lunch!)</p> <p>May 16: PDK Airport Monthly Meeting 7-9 pm</p> <p>May 19: Airshow PDK Airport, Chamblee, GA</p>	<p>May 26: HobbyTown Build Session 1-3 pm</p> <p>Jun 2: HobbyTown Build Session 1-3 pm</p> <p>Jun 20: PDK Airport Monthly Meeting 7-9 pm</p> <p>Jun 21 - 23: Squadron EagleQuest 27 Grapevine, TX</p> <p>.</p> <p>.</p> <p>.</p> <p>Aug 1 - 4: IPMS/USA Nationals Phoenix, AR</p> <p>Oct 13 - 14 Wings Over North GA Rome, GA</p>
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March PDK Meeting Notes

- Dave Lockhart opened the meeting and provided an informative and ever-entertaining PowerPoint presentation.
- \$10 Annual Dues are due - please give your money to Art Murray
- Pass-on any needed Roster updates to Dave (he will be sure Bill and Art make needed adjustments)
- Encouraged IPMS membership and support for them for the support they provide (e.g. insurance)
- Car magnets ... anyone? ... No
- PDK classroom for monthly meeting possibly available May 19 or shortly after
- AtlantaCon - Union to vote on proposed March 9 date (Note: the union has approved the date.)
- AtlantaCon 2019 will be proposed as a Regional to IPMS
- Dave and Lane continue to work on getting 2018 AtlantaCon pictures loaded on the Atlanta Web site
- SCCA/ACME ... Formula I Monoco Party at some point in April (refer info/questions to Joe Scavotto)

- Year of Your Birth Contest Winner - Bill Wofford (Congratulations, Bill!)
- Modeler of the Month - (None this month due to Annual Club Contest)
- Raffle Winner - Thomas Moore

Models for the Lawrenceville Museum

MiG-21, Bill Wofford, Complete	A-4, Unassigned
F-4, Brian Speer, Complete	A-6, Unassigned
MiG-17, Bill Johnston, Complete	F-100, Unassigned
B-58, Bill Easton, Complete	F-105, Gale Brown/Bill Easton, In Process
F/A 18, Jim Elmore, Complete	F-106, Unassigned
F-5, Jim Elmore, Complete	F-86, Unassigned
A-10, Brian Mason, Complete (Lost In Action) 	OV-10, Unassigned
F-117, Gale Brown, Complete	OV-1A, Unassigned
B-52, Ed Sveum, Complete	USS Skipjack (SSN-585), Dave Lockhart
A-10 (Replacement), Ed Hulsey, In Process	

"The Luck of the Draw" 2019 Club Contest Begins at the April Wednesday Meeting!

Everyone who wants to participate will receive a model at random at our Wednesday meeting and that will be your project for the contest ending next March at our club meeting at that time.

If you are interested in participating but can't be at the meeting, contact me at edsveum@yahoo.com to arrange to get your random model.

The models to be passed out include aircraft, ships, autos and military vehicles in a variety of scales.

You can build the model however you like. It can be out-of-the-box, detailed, converted to a different variant, or even warped into something completely different. Aftermarket parts and decals are OK.

Whatever you do, it just has to be recognizable as the original kit.

On the Table in March... "Year of Your Birth" 2018 Club Contest and Display Models



Don Gustke's

1:144
Academy

B-47 Stratojet

(Hard to believe the B-47's first flight was Dec. 1947! ... We knew Don was old, but never thought about the B-47 being that old!)

For this model, Don used Tamiya paint on the bottom and side surfaces. The top areas are covered in Bare Metal Foil.

It is not a normal observation for a military plane, but the B-47 is a beautiful aircraft! Nice job!

From **Thomas Moore** ...

1:1250
Polar Lights

Enterprise

(Thomas, is this a "What If" P-51 Model?)

No, Thomas admitted this sharp little model was part of an AMT boxing with an F-104 to represent the space/aircraft shown in a 1966 Star Trek episode "Tomorrow Is Yesterday."

Paint was a mixture of USN Light Gray and RAF Sky Type S.



Even 1966 was a bit before Thomas arrived on scene.



1:48
 Encore Models (Eduard)
 Paint: Gunze Mr. Color
 Decals: DrawDecal.com

F6F-5 Hellcat

The Hellcat was the first aircraft selected for the initial four-pilot team lead by Lt. Cmdr. Roy "Butch" Voris, a WWII Fighter Ace.

First demonstration flight
 10 May, 1946 for Navy brass.
 15 June, 1946 was the first public demonstration flight.

From **Bill Easton**

(Birth year - 1946 ... Yes, that is even older than Don!)

1946 Was the first year for the Navy and Marines Blue Angels. They actually used two different planes that first year. Hence, the two models. According to Wikipedia, "Since 1946, the Blue Angels have flown for more than 260 million spectators."

1:48
 HobbyBoss
 Paint: Gunze Mr. Color
 Decals: DrawDecal.com

F8F-1 Bearcat

26 August, 1946, the team upgraded to the Bearcat.

Lt. Cmdr. Bob Clarke replaced Butch Voris as team leader and introduced the famous Diamond Formation.





Ed Sveum's

1:72
Cyber Hobby

Sea Vampire

This little beauty is depicted in a true-to-life 1949 British Navy Rubber Deck Landing complete with arresting cable. The process actually worked! (Pilot did not have to sweat being sure gear was down for this one!)

Ed used Light and Dark Gray Model Master Acryl paints.

1:48
Pegasus

From **Jim Elmore** (and brought to us by Ed Sveum since Jim was out-of-town), the ...

"War of the Worlds" Martian visitor ship

First seen by us mortals in the 1953 movie showing the ship's lethal visit to southern California (What happened to Grovers Mill New Jersey!?!).

Jim did his usual excellent model build with Tamiya Bronze and 20 coats of Model Master Metalizer Sealer paint.





Taking-up some significant table-top real estate is **Bill Wofford's**

1:72

Testors (Italeri re-box)

C-130E

Extremely well-done in camo and Canadian markings (His Russian aircraft builds were relegated to a short vacation), Bill put together a really nice model-build of the truly versatile aircraft which made its first flight in 1954.

The C-130 has served in a multitude of roles (including gunship) in its history.

Jose Morales Jr. is really adapting his significant modeling skills to figures. This is his ...

1:10 (200 mm)

Legend

U-Boat Captain

(We are pretty sure the captain is not from the year of Jose's birth, but who knows with a daily-regimen of model-building ...?)

To provide life-like color to the captain, Jose utilized Vallejo & Ammo by Mig Jimenez paints.





Joe Scavotto's

1:25

Revell

1949 Mercury Coupe

Chopped, shaved, lake pipes, and cruiser skirts! If that wasn't enough, Joe added detailed interior, and an engine compartment decked-out with wiring and plumbing. For the exterior, Joe used Testors Metallic Bronze with Testors Clear Lacquer and rubbed it out with the Micro-Mesh System.

Joe said the build was a "tribute to 50's customs. The '49-'51 Merc's were classic!"

As has come to be the standard for a **Bill Johnston** model build, this one pushes some new bounds!

1:32

Trumpeter

Messerschmitt Bf-109E

In addition to a canopy paint job that depicts the exterior and interior colors along with the original black frame color, Bill added cockpit upgrades and an intricate scratch-built, fully - equipped fuselage radio compartment with a pop-out panel for viewing.

Model Master paints were used to finish out this excellent job.



Bill, like Jose, is not old enough (although Bill is really old ...) for the 109 to be from the year of his birth. It was just one he felt like doing. And, he did it very well as usual.

2018 Club Annual Contest

"Year of Your Birth"

- Results -

Bill Wofford's C-130E



Jim Elmore's "War of the Worlds"



Brian Speer's
1953 Corvette
"Fire Survivor"

(pictures upon completion)

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March Club Meeting



Thomas Moore

was the monthly raffle big winner at the March PDK meeting.

Congratulations Thomas!

Raffle Winner

Monthly Club Raffle Reminder!

Get a free raffle ticket for each model you bring to the monthly meeting.

Build 'em and Bring 'em!

Sprue Snippings ...

If you run across a source that you think might be helpful to others for their modeling reference, or just for general interest, please pass it along. Below are a few items for this month ...

In a recent Facebook post from Mike Idacavage on the Marietta Scale Modelers page, Mike shared a link and a comment that included the phrase, "... one of the largest collections of amazing photos of things that go boom ..."

<http://sturgeonshouse.ipbhost.com/topic/1054-general-artillery-spgs-mlrs-and-long-range-atgms-thread/>

Dave Lockhart passed along the latest iModeler newsletter containing activity at

www.imodeler.com

Great modeling site if you have not seen it previously.

Editor Input: For sometime, I have been using MRP lacquer paint for aircraft. I love the stuff because it dries to work with in about 15 minutes, and handles taping very well. I also really like it because I screw-up here and there on my paint jobs and this stuff lets me bail-it out with minimal work. I have joined the MRP Facebook page where I can see what others are doing with the paint. On that page, I also ran across a multi-page Color Chart a guy had done on MRP colors ...

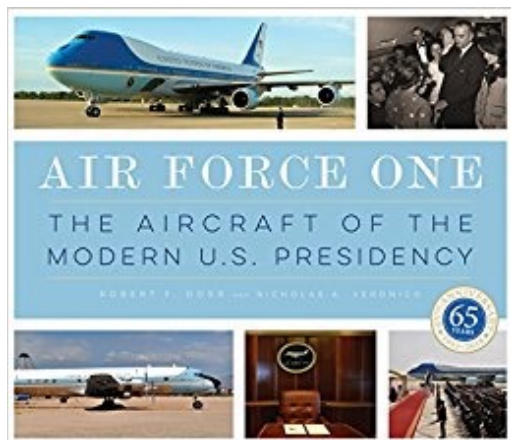
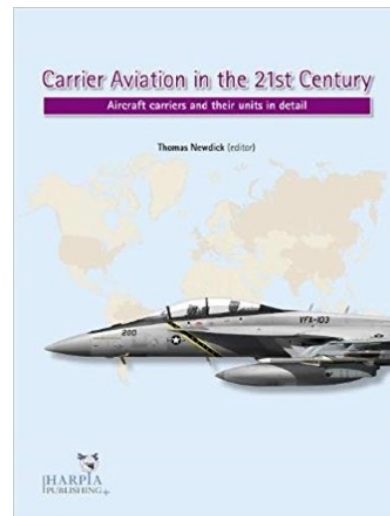
<http://www.monsterkit.fr/pdf/MRPAINT-MONSTERKITColorChartMarch2018.pdf>

Charles "Chuck" Davenport from the Marietta club has been working on 3D printing cockpit pieces for ...wait for it ... a 1/32 Scale ID Models Vacu-Form B-29! (When it's done, they can probably park that thing beside the one that currently sits by the road in Marietta!). At any rate, Chuck was mentioning that he has lots of large-scale B-29 drawings. If anyone is in need of detail B-29 drawings, Chuck may be a source for you.

Lastly, Michael Blackwood said that he got some flexi-i-file products for Christmas but had not had an opportunity to use them until recently. He said the Metal Frame sander for curved parts/fuselages worked really well for him. Michael commented, "... I have no problem sanding **round** surfaces myself ... except they are usually **flat** when I finish."

ITEMS OF INTEREST by Jim Pernikoff

Harpia Publishing continues to be about the only U.S. publisher doing high-quality aviation books to match all those British publishers. Their newest is **Carrier Aviation in the 21st Century**, a 250-page softcover that features the 9 countries that currently field aircraft or helicopter carriers and the way they operate them. Since each chapter has a separate author, the styles differ, but for the most part each chapter presents a brief history of the country's carrier usage, in particular detailing the acquisition of their current ship(s), which in many cases were acquired second-hand. Then comes the makeup of the units on board and the missions and operating procedures for each. Technical data for the ships and, particularly, the aircraft is limited, but that is not the book's function. The end of each chapter has a diagram showing the makeup of the country's typical carrier battle group as it would appear at sea. As is typical for Harpia, the images are a strength, with plenty of color photos, tables and lots of unit and ship insignias. Future plans are divulged where known and is most extensive for China and the U.S. Note that countries that fielded carriers in the past but do not at the present, such as Argentina, Australia and Canada, are not included. And there is no index. Typically for Harpia softcovers, the price is rather high, but this is another quality work from them.



Air Force One, *The Aircraft of the Modern Presidency* from **Motorbooks**, is an update of a book first published in 2002, written by the late Robert Dorr. Nicholas Veronico has done a nice job of bringing the story up to date, and while there are other books available on the subject, this remains one of the better ones. It opens nicely with a chapter detailing a typical mission from the time the President leaves the White House until the time he arrives at his destination, with lots of photos showing the support helicopters, vehicles and personnel involved. The history of the mission is quite lengthy and detailed with histories of all the aircraft officially assigned to carry the

President, and information about others that were not but did so anyway, such as the use of an S-3 as Navy One. (Note that for many years the Army and Marines shared the helicopter duties, so the callsign Army One was once applicable.) In particular, the smaller aircraft that have been used get their due; do the designations L-26, U-4 or VC-6 ring any bells? There is as much technical description of the current VC-25's interior and systems as security allows, and some look into the future. A few typos, at least one being major, mar the work, but it is still a worthy publication, especially if you do not own the earlier edition..

ITEMS OF INTEREST - Continued

Nine Yanks and a Jerk may be an unusual name for a book, but it is the name of a particular B-24J of the 8th Air Force, one of whose gunners was author and publisher Scott Culver's father. Significantly, the squadron commander was a certain Major James Stewart; yes, *that* Jimmy Stewart. In particular, the book highlights a single mission over Nuremburg during the "Big Week" of February 1944. The aircraft (and Sgt. Culver) were lucky to return because they were hit squarely by an 88mm shell which, fortunately, did not explode, though it did make the subsequent landing a bit dicey. (Notably, Maj. Stewart's aircraft was damaged as well.) The organization of the book is rather loose and it is obvious that the author is no professional at it, but in a way that makes the book seem more like a journal. The author traveled extensively in Europe interviewing a lot of people, and wears his father's uniform to depict various facets of life in the 8th A.F. and in a B-24. The foreword is by FOX News anchor Eric Shawn, whose father was the pilot on the subsequent mission where *Nine Yanks and a Jerk* was shot down by Fw 190s, though 8 of the crew on that mission did parachute to safety. If you accept the haphazard arrangement of the book, it is an enjoyable read and very worthwhile.



It's another big month for Osprey books. *Duel #85, Zeppelin vs British Home Defence 1915-18*, continues the series' recent trend of pitting dissimilar weapons against each other. It features a good history of the Zeppelin from its invention to its use as a bomber, with the necessary modifications, such as the addition of the infamous "cloud car" which allowed an observer to be lowered below a cloud deck. On the British side, both conventional aircraft and some rather unconventional ones, along with weapons like the Ranken Dart, were used and the progression of tactics is described, along with the use of anti-aircraft artillery. There are maps, biographies and descriptions of the various combats between the sides; eventually the British got it right, to the extent that the Germans had to shift from airships to

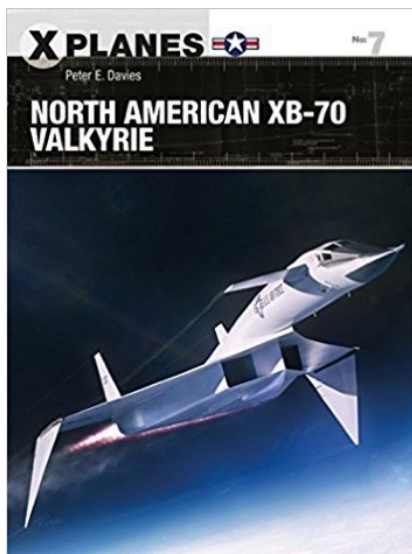
Gotha bombers. This is a very good look at a type of aerial warfare which, obviously, will never be repeated.

Air Campaign #4, Malta 1940-42, continues this series' excellent start, with another book about a vital campaign which, like Rabaul, involved the effort to control the airspace in a critical part of a war theater. This is actually two campaigns, the Italian one of 1940 and the German one of 1941-42, the latter being a bit more successful, but ultimately failing to dislodge the British, which aided their support of the subsequent Sicily and Italy campaigns. As usual for the series, the maps and artwork



ITEMS OF INTEREST - Continued

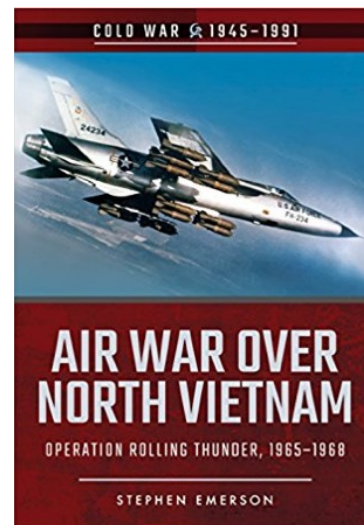
are superb and the story is well told. (Oddly, the famous Gladiators *Faith*, *Hope* and *Charity* are not mentioned at all, leading one to wonder if they were more a part of legend and not necessarily reality.) So far, this series has not had a disappointing title in the least, and one wonders whether Osprey can continue its winning streak!



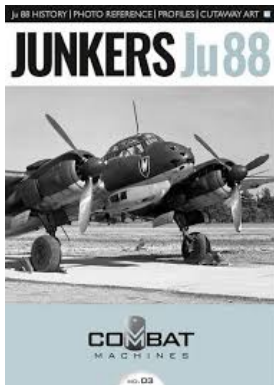
X-Planes #7, North American XB-70 Valkyrie, is another excellent book that describes an aircraft that was truly way ahead of its time. The reason for its original mission (and its proposed F-108 escort fighter, which also gets some coverage) and for the demise of that mission are both described, and its subsequent career as an experimental test aircraft is covered in substantial detail, including the many myriad problems that befell the aircraft (many involving landing gear). The loss of ship #2 is gone over extensively, as are the subsequent modifications to ship #1 to allow it to accomplish much of what #2 was supposed to do. (There was a significant performance difference between the two.) Color drawings include a side-view cutaway and a hypothetical view of a B-70 in service, and there is an excellent annotated photo of the cockpit. A neat photo shows all the vehicles needed to service the Valkyrie. The XB-70 has always

been one of the more dramatic-looking aircraft ever built, and this book does it justice.

What, another book on Operation Rolling Thunder? Following on the heels of the Osprey book reviewed last month comes the latest in the *Cold War 1945-1991* series from Pen & Sword, somewhat misleadingly named *Air War Over North Vietnam*, which only covers Rolling Thunder and not the entire war. And it's pretty good. While this series has tended to focus on the politics over the operations, this one does fine for the latter, with some good photos of U.S. jets dropping ordnance, viewing the results, and sometimes getting shot down! There are some particularly good maps. Of course, the same conclusions are reached, and again, there is a comparison made with the later Linebacker campaigns. There are 8 pages of good color photos, footnotes and a good bibliography, but again no index. Which one to buy, this or Osprey? I'll say that if you can afford it, get both of them!



ITEMS OF INTEREST - Continued



Key Publishing has started a series of magbooks called *Combat Machines* which are the most book-like specials to come from them yet, as evidenced by a complete lack of advertising. **Junkers Ju 88** is #03 (following titles on the B-17G and B-25) and is a very effective mix of development, variant description and service history. There are 8 pages of color side-views, a 2-page cutaway of a Ju 88G, a 3-page walkaround of color photos of a Ju 88R at Cosford, a table of unit codes and articles on Ju 88 aces, testbeds, the Mistel program and foreign usage. There is coverage of the Ju 188, 288 and 388 as well, and the issue concludes with a survey of available kits, accessories and decals. Clearly more than just a mere magazine! Let's see if this series lasts.

Publications Profiles

By Jim Pernikoff

After graduating VA Tech in 1968, Bert Kinzey became an Army officer and for a time commanded a HAWK missile battery in Korea. After returning stateside, he taught classes on air defense suppression; after resigning from active duty, he took a similar position as an expert with the DoD. At some point he wound up in Miami, where he and I were both members of the reconstituted IPMS chapter there before we went our separate ways.

Bert had become unhappy with the books available for aircraft modelers, so he started **Detail & Scale** as a part-time business to write and publish a series of books that he felt would give modelers the information they needed to build superior models. Initially there were to be three series of books, varying in size and price depending on the amount of content needed. As it transpired, no books of the largest series appeared, and only 4 books were published before Bert realized he needed a full-time commitment, so he resigned his DoD position and started over with a single, larger series. He also realized that he needed the actual publication to be done by an experienced source, so he linked up with Aero Publishers, by now known as TAB-Aero, whose own Aero Series had become more of a general-purpose line rather than the modelers-oriented line it had started out as.

The books combined text, photos and drawings to illustrate some of the finer details that other books were missing; most photos were black-&-white but there was always a color section, which gradually grew as time went by. Each book also had a roundup of the existing kits available in the various scales. The early books concentrated on modern U.S. aircraft, with some WW2 bombers thrown in, but eventually other WW2 aircraft were added, and some books even covered aircraft carriers. When TAB was acquired by McGraw-Hill and got out of the “enthusiast” book business, Bert shopped around and eventually linked up with Squadron Signal, a bit ironic since it was their books whose criticism had helped start D&S in the first place! Even though the books had a similar target audience, evidently Squadron felt that the D&S books were different enough so as not to take too much away from the sales of their own creations.

A side note here. In 1981, about the time that D&S was getting started in earnest, Bert arrived at the IPMS national convention in NYC prepared to announce the launch of a new, more sophisticated magazine for modelers to replace what was available, which in this country was really only *Scale Modeler*. But when he found out that Kalmbach Publishing was there to announce the same thing, namely *FineScale Modeler*, Bert yielded, since he knew that *FineScale* would be similar to what he had in mind, and Kalmbach was already an established magazine publisher. I wonder what Bert thinks of FSM now after 36 years?

In 1984, Bert started a parallel series called *Color & Markings*, with the same general format but an obviously different emphasis. While C&M evidently did well enough, it is significant that Bert cut the series off after only 24 issues and 10 years, while D&S continued merrily along.

In 2001, Bert reached an agreement with Revell/Monogram for an interesting venture: publishing a series of somewhat simplified aviation history books to be packaged with select model kits. These obviously were largely derived from material previously published in D&S books, but were attractive enough that, even though they were never available separately, enough of them wound up on the second-hand book market to achieve quite a following of their own.

In 2004, some health issues convinced Bert to wrap up *Detail & Scale* after some 93 books had been printed, and many of these continued to be available from Squadron for some time; most

Publications Profiles**Continued**

are still readily available on the second-hand market, though as usual supply & demand results in a wide range of prices.

In 2013, Bert teamed up with a former USAF colonel (and fellow Hokie) named Rock Roszak to re-launch *Detail & Scale* as a digital series. The new series would feature twice as many images for half the price, and with the option to add more photographs in the future. These would be available in either Amazon Kindle or Apple iBooks format. As of now, five D&S and three C&M ebooks have been released, with more obviously to come. Interestingly, there has still been enough demand that the D&S titles are also being issued as regular books, taking advantage of the print-on-demand procedure to keep costs down, though I suspect that the digital versions will still have more images.

You will also note a couple of additional books at the end of the list. After the Gulf War, Bert was, as usual, dissatisfied with the publications that followed, and the result was *The Fury of Desert Storm*, which was essentially an oversized D&S book with a lot of technical detail, particularly on the weapons carried by the allied aircraft. *Attack on Pearl Harbor*, ordered by the Arizona Memorial Foundation, was really an enlargement of one of the Revell/Monogram books and is visually one of the better books on the subject. In 2016, as part of the 75th anniversary commemoration, the book went digital and was expanded significantly.

I have the digital versions of the two F-14 C&M books, and they are significantly more useful than the original print books. Hopefully, Bert and Rock will be able to reissue many more of the books in the expanded digital format, and add more completely new titles like the one on the F3H.

And now, a bonus. When I surveyed the *Ballantine* paperback books some months ago, I excluded a series with was decidedly non-standard and deserved separate treatment. What was originally called **Ballantine's Illustrated History of WW 2** was a series of uniformly-formatted books, bigger in page size but thinner than the normal paperback. Black & white photos were spread throughout the books, though the cheap paper used did not help the resolution. This was a British series, published over there by Purnell, and with well-known historian and writer Barrie Pitt as series editor. Done with the assistance of the Imperial War Museum, the content was generally good but the use of a variety of authors meant that some books were more worthy than others.

The books were divided into 7 subseries, each one having a different color that appeared on the binding and along the bottom of both front and rear covers. Books were numbered consecutively within each subseries, with a majority of books either in the Battle, Campaign, Leader or Weapon subseries. Some three years after the series began in 1968, the decision was made to expand the scope to cover other conflicts, and the series was renamed *Ballantine's Illustrated History of the Violent Century*. Most of the newer books covered WW I, but there were a variety of other topics, some of which did not actually occur during wartime.

By the time the series ran out in 1975, over 150 titles had been released. Considering the British penchant for terminating book series prematurely, the question has to be asked, was the series completed as originally intended? While I only ever saw a list of a handful of books that were announced and not published, and WW II was covered fairly thoroughly, I'm suspicious of the fact that the non-WW II content seems comparatively thin. So I think they had more in mind but probably pulled the plug due to slow sales.

Publications Profiles***Continued***

You will note that they tried the same formula on cars and motorcycles, but that idea died much more quickly, and here I did find a substantial list of announced but unpublished titles. I bought the Ferrari title (natch!) and found the writing first rate, but the total lack of color did not work well with such a subject matter. But the list is included for your convenience.

As a final note, I should point out that Bantam used a very similar format some years later to do a series of books about the Vietnam war. When I get around to Bantam, you'll probably get a checklist!

To review and print/utilize the publication checklists Jim has organized for you based on these publishers' profiles, please open the PDF attachments labeled "Ballantine Illustrated Series," and "Detail & Scale Books"



Notes from the Workbench - April 2018

Dave Lockhart

This is "Sort of" a model

In my March column I talked about how there are so many more materials to model with: styrene, resin, wood, brass (photo-etch) and the various materials used in 3-D printing. While the majority of models built are styrene plastic there are so many more options available to today's modelers.

This month's column talks about another type of model one can build. A week ago, I had knee surgery to repair a torn ACL. All went well but I'll be house bound for a bit with my leg in an ankle to thigh wrap and a heavy brace. As long as I keep the leg elevated and I don't move around it's okay. Unfortunately, I am unable to get to my workbench in the garage due to the stairs as well as sitting at it would be a bit difficult at this time.

Can I use plastic or super glue on the couch? No. That is against the rules of she who must be obeyed. I could probably snip parts off one of my models but without being able to sand, glue or paint, this just becomes a box of loose parts. And as all of us modelers know, loose parts disappear very easily.

Where does one go to build models without any tools, glue or paint? Of course - Lego! While technically not a model, it sure comes close. Lego's have changed so much since my kids started playing with them in the early 80's.

I chose the recently released Lego Saturn V to help my convalescence. This is a beauty of a kit. The completed model stands 39" tall and is 6" wide. It contains over 1900 pieces! Compare that to the 1/96 Revell Saturn V kit at 183 pieces. It comes with 12 bags of parts and a 200-page instruction manual.

So far, it's been a lot of fun to work on. While there is no glue, puttying, sanding, painting, decaling or weathering, one has to pay very good attention to the construction. If you are off one stud (that's the name of the round protrusions on top of a Lego brick) it can really mess you up later on. I found this out about 12 pages later. Fortunately for Legos, you can just take them apart and start over.

While I'd rather be out working on my newest Tamiya or Eduard kit, for the time being, building the Saturn V on the couch is turning out to be a lot of fun.

What I'd really like to build next is Lego's massive Millennium Falcon. The kit is 33" long and 22" wide and has 7,500 pieces! At around \$1000 on Amazon and eBay I

would never get this past my finance chairman. One can dream!

Happy Modeling.

Dave









**International Plastic Modelers' Society/USA
Membership Application / Renewal Form**

New Renewal IPMS#: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

- | | | |
|-------------------------------------|---|---------------------|
| Junior (17 years or younger) | <input type="checkbox"/> \$17.00 | Date of Birth _____ |
| Adult One year | <input type="checkbox"/> \$30.00 | |
| Two years | <input type="checkbox"/> \$58.00 | |
| Three years | <input type="checkbox"/> \$86.00 | |
| Canada & Mexico | <input type="checkbox"/> \$35.00 | |
| Foreign Surface | <input type="checkbox"/> \$38.00 | |
| Family | <input type="checkbox"/> Adult fee + \$5.00 | |
| | # of cards? ____ | |

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Where did you hear about IPMS/USA? Please check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Local model club | <input type="checkbox"/> Internet search |
| <input type="checkbox"/> Friend | <input type="checkbox"/> IPMS web site |
| <input type="checkbox"/> Ad in IPMS Journal | <input type="checkbox"/> I'm a former member rejoining |
| <input type="checkbox"/> Facebook | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Ad in other magazine | |

Applications should be printed and mailed to:

IPMS/USA
PO Box 56023
St. Petersburg, FL 33732-6023.