

Rob Morales' latest "It's Only a Hobby!" newsletter is truly packed. Lots of club events, lots of show and tell, and lots of books described by Jim Pernikoff in his regular column. His bookshelves must look like the Cobb County Library!



The major modeling article is a build by Paul Crawley of the HpH 1/72nd Tu-104A (NATO reporting code name "Camel"), a design based on the Tu-16 "Badger bomber. The real thing had been the sixth jet airliner to fly, but was to the "...first to provide sustained and successful" jet service, and the ONLY airliner providing regular jet passenger service between 1956 and 1958.



Really unusual about Paul's project is that he couldn't bring himself to hide all the extensive interior detail behind those tiny windows, and so did the model as a cutaway, even including a bevy of passengers in back and a crew in a full cockpit up front!

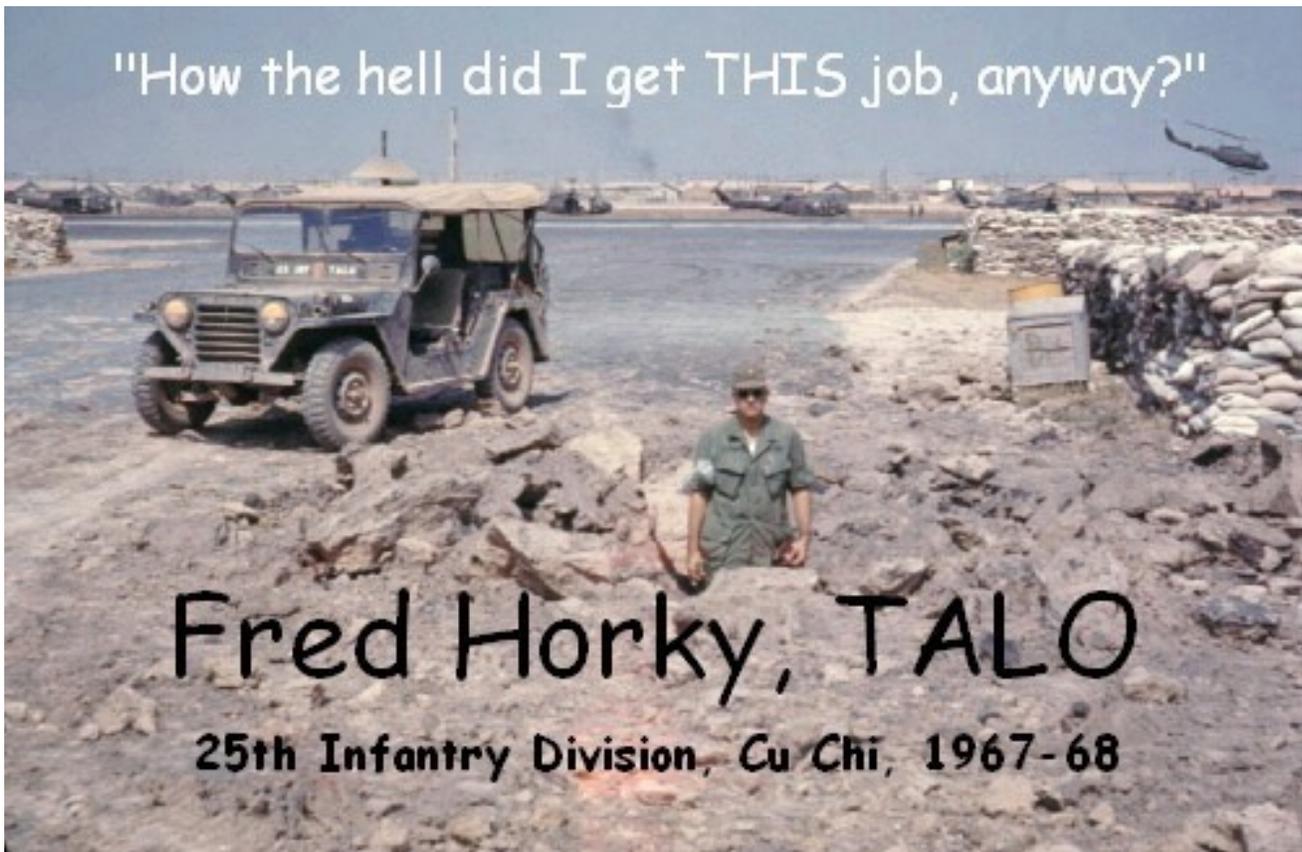
In other club activities, last Saturday a number of Marietta members trekked down to the IPMS/General Scott Chapter event in Warner RobinsI bit too far from Charlotte for me, so I had to again miss the annual show of my old “home chapter”.

But as Marietta chapter president Dave Lockhart mentions in his column, last week he travelled to Charlotte on business, and with Saturday morning free was able to meet with me for breakfast halfway between his hotel and my house. The picture below is from the newsletter, showing Dave at left below with Bill Johnston of the IPMS/Atlanta chapter presenting Dave’s big Skipjack (SSN 686) sub to a small *veterans’ museum in the area, the Gwinnett Veterans Memorial Museum in suburban-Atlanta’s Gwinnett** County. <http://vetmemorialmuseum.tripod.com/>

In the newsletter, the submarine appeared to be in a slight “dive mode” trim. I couldn’t resist using my software to rotate the picture “just a little”. But now Dave and Bill are listing; so perhaps the picture WAS straight to begin with, and Dave was holding the sub a little “down by the bow”.....



When we parted, Dave took a picture of me with my red ‘vette, which he included with his column.. He wrote that I tell “terrific stories”, but did get up and left pretty abruptly so perhaps it means I was laying it on TOO thick. But to make a couple of minor corrections, my “other” Corvette is a ‘64, not a ‘61; and the first tour in ‘nam was flying the C-123B, it wasn’t until a couple of years later that I was back with the C-130E. On my last trip my orders were to a “headquarters job”, but on arrival my previous experience “in-country” earned me a jeep and a job out in the field as an airlift advisor to the Armyjust in time for Tet. (To be precise, it wasn’t a JEEP jeep, but the MRC 107 mobile Radio Communications Central seen in my signature block picture, below.)



*Chapters and individual modelers owe it to themselves to establish ties with the many small museums all over the country, with a view to donating significant history as represented by models. Since our models don't crash like those of our radio control brethren (or at least, not as often) just about all modelers have the problem of what do I do with them all? (Let's be honest, and extend that thought to "...what will my widow do with them all?") Why not find a place that WANTS a historically significant masterpiece, and where you'll be proud to have it on exhibit? Think about it.....

**Button Gwinnett was a Georgia delegate to the 2nd Continental Congress and one of the fifty-six signers of the Declaration of Independence who together pledged "...our Lives, our Fortunes and our sacred Honor."

He did not survive the Revolutionary War.