

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

February 2019

SHOW SEASON IN FULL SWING!

Show season is fully upon us here in the Southeast. We kicked it off with a very busy Chattanooga Show where several of our members took home hardware and we got to view some excellent work from other modelers. Jacksonville had their Jaxcon at the beginning of February, and the Atlanta AMPS chapter held their show alongside the Atlanta Model Soldier Society's Figure show the following weekend. In a few short weeks, we will be once again in the spotlight with the Atlanta club with our annual show.

In order for it to be a success, we'll need help setting up on Friday afternoon (unfortunately I can't get away from my job). On Saturday, the main efforts involve show intake (admission, registration), admin (photography), judging, and awards. Breakdown on Saturday will wrap it up.

Let get ready to pitch in!

QUIZ FOR FEBRUARY

1. What country sent reinforcements in the form of "Division Azul" to aid Germany in its WWII attack on the Soviet Union?
2. What British general surrendered to Japanese forces at the Battle of Singapore?
3. What was the code name for the evacuation of Allied soldiers from the beaches of Dunkirk, France?



Withdrawal From Dunkirk by Charles Cundall

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
 Secretary/Chapter Contact—Rob Morales
 rmoe701@gmail.com*

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JANUARY MEETING NOTES

Rob Morales

The January meeting was held on the 19th due to the Chattanooga show occurring on the second Saturday.

We had thirty members in attendance. We had a discussion regarding chapter elections. A motion was passed to hold club elections in November which passed by a unanimous vote.

Larry Beam gave a financial report, indicating we are in good shape, although our dues collection only accounts for about \$500 per year. The table sales at Chattanooga took in \$564

Kevin Westphal showed us some of Hobbytown USA's new arrivals:

Manufacturer	Scale	Subject	MSRP
Monogram	25	Rommel's Rod	24.95
Takom	35	Frieskran w/ Panther A Lucky Pack	100
Takom	35	Jagdpanther with full interior	70
Eduard	48	Bodenplatte Fw190D-9/Bf-109G-14 Combo	89.95
Eduard	48	Defense of the Reich Fw-190A-8/Bf-109G-6	89.95
Kittyhawk	35	AH-6j/MH-6J Nightstalker	69.99
Pegasus		Rockets	27.95
Salvinos JR	24	Donnie Allison Olds 442 Hawaiian Tropic	39.95
Pla Models		Robots/Transformers	TBD

Remember, members in good standing get 10% off when purchasing from HT USA!

Models on the table:

James Young - Revell A3J-1 Vigilante. Box scale, WIP. To be finished as a NASA 858 aircraft.

Keith Scruton - Italeri M977 HEMTT. 1/35 Scale with real window tint and bare metal for cylinders and mirrors

Joe Tulleners - Monogram P-61 Black Widow. 1/48 scale 427th Fighter Sqdn CBI with the Eduard interior; map of operational area on radar operators table. Built for a friend, wheels up, base not yet started.

Mike Idacavage - New Ware Saturn V Launch Base. 1/144 scale WIP launch pad for Apollo 11. Lots of filler.

Mike Idacavage - Modelcollect Soviet TOS-1 Buratino Flamethrower. 1/72 scale with added wire details and plastic strip, cut off fenders, scratch built base. Used in Afghanistan against cave-dwelling strongpoints.

Dave Michener - Academy McDonnell Douglas F-4J Phantom II. 1/72 WIP to be finished as a VF-84 jet.

Dave Michener - Tamiya Lockheed Martin F-16C Block 50 Fighting Falcon. 1/72 WIP with Aires resin and PE exhaust nozzle.

Buz Pezold - Rareplane Vacuform Curtiss-Wright CW-21 Demon Prototype. 1/72 with Engine & Things power-plant, Microscale decals, CMK figure heavily modified, scratchbuilt interior & undercarriage. Prototype aircraft first flown in 1939; made its way to China.

Doug Shearer - Scratchbuilt Albatros D.V. Wingspan of 16" from plans, using laminar techniques.

Rob Morales - Tamiya Infantry Tank Mk. III Valentine Mk II. 1/35 scale out of the box. Vehicle of the 4th Royal Tank Regiment, Tobruk, 1942.

Buz's WC-21 won Model of the Month. Gary won the Gift Certificate.

The February Meeting is Feb 9. The March Meeting is March 16.

Due to unforeseen circumstances, we do not have photos from the January club meeting to show. Here is Buz's WC-21 from the Chattanooga show.



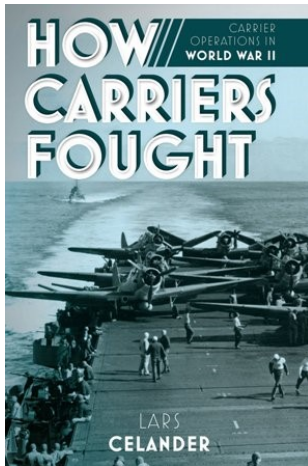
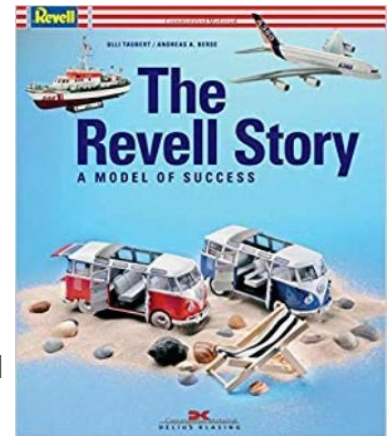
Buz Pezold's WC-21

JIM'S PRINTED MATTERS

Jim Pernikoff

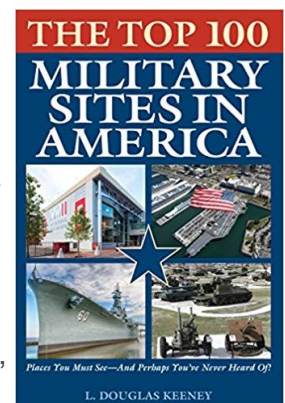
A whole lot of new books this month, so let's get right to it!

The Revell Story from **Delius Klasing Verlag** is strictly about Revell Germany, which is now the surviving entity of the company. Most of the book is a series of short essays, some about certain kit releases (like the figure kits of the four Beatles, intended to attract girls to modeling, which failed miserably), some about production procedures (such as kit manufacturing in Poland), and some about people and departments within the company (such as the service department that fulfills requests for replacement parts). Over half the book is a year-by-year chronology, describing new releases and the reasons for their being. Illustrations include built-ups, some boxtops, and some advertising props. The book doesn't have a lot of depth, but it is enjoyable reading. There are no kit lists or values; you'd have to go to Tom Graham's book for that.



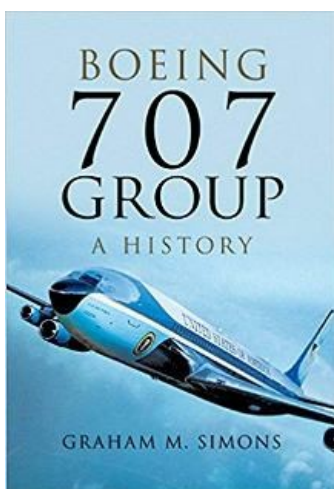
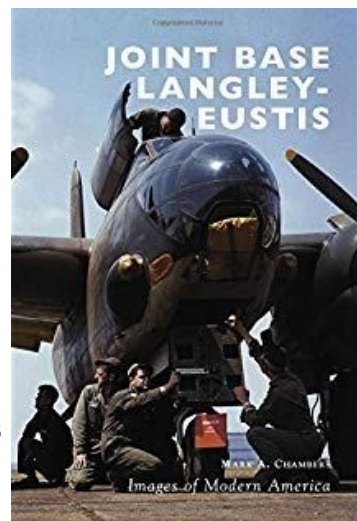
The following two books have been seen in local bookstores. **How Carriers Fought** from **Casemate** is not your usual book about battles at sea in World War 2, since the first part of the book explains the “how” of what happened in the campaign. The chapter headings like Navigation & Communications, Flight Operations, Finding the Enemy, Detecting Incoming Strikes and Fighter Direction give you some idea of the very interesting content. The emphasis is on American and Japanese carriers, but the British are not ignored. The second part of the book than describes 8 major battles, from Coral Sea to Leyte Gulf, showing how the aspects described in part 1 applied to each. The third part shows how carrier operations evolved, both before and since WW2. Even if you have other books about WW2 carrier warfare, this one is unique enough to earn a place on your bookshelf.

The Top 100 Military Sites in America from **Lyons Press** is a tourist guide, and of course any listing is somewhat subjective, but I don't think you'll find too much missing, inasmuch as other sites get brief listings as well. The sites are listed by state alphabetically, and not until the end does any ranking appear. Not all the sites are purely military, such as #1 on the list, the National Air & Space Museum in Washington. The hours, website and address are listed for each. There are also appendices listing “Military Experiences” (where you can drive a tank, fly in a warbird or sail on a ship),



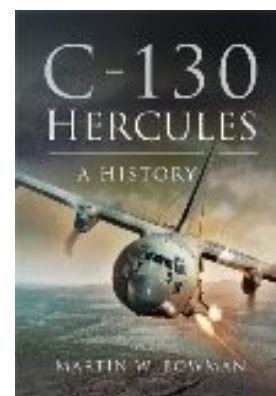
“Formerly Secret Sites” (self-explanatory) and “Base Tours” (where you can see more than you can on foot). Sites are cross-referenced by military branch and by war (if applicable), and there is a very extensive index. (4 of the top 100 are in Georgia.)

Joint Base Langley-Eustis is in the *Images of Modern America* series from the very prolific **Arcadia Publishing**. The title is misleading because the book is a photo history of Langley Air Force Base, with nothing about the nearby Fort Eustis. As usual for this series, the photos are presented 2 to a page, with detailed captions. Up until about 1940 the photos are all black-&-white; then color begins to appear until about 1960 onward, when they are all in color. While base facility developments are described, most of the emphasis is on the aircraft, and you might get some modeling ideas from that. Unlike another recent book, the NASA research done at the facility is not included. Not surprisingly, the last photo in the book is of F-22 Raptors.

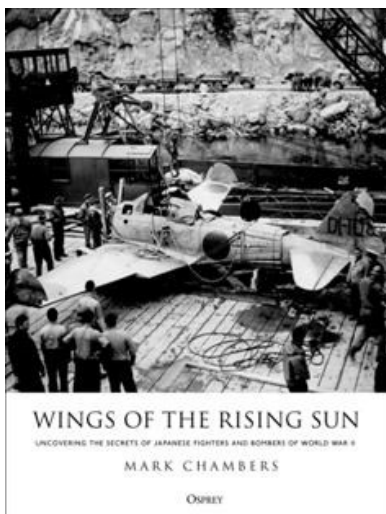


Two sister books from **Pen & Sword** are actually quite different. **Boeing 707 Group: A History** is a fairly straightforward book about the Dash 80 prototype, the KC-135 and its derivatives, and the 707 airliners and their military derivatives, which together make up the “Group” in the title. The story of how the Dash 80 was developed is done in great detail, with some interesting drawings of the designs which were discarded en route. How they got to the airliner is particularly interesting; there is a photo of an occupied mockup of the passenger cabin showing the originally-intended five-abreast seating! For the tanker version there are a number of “walkaround” photos that will be beneficial to modelers; for the airline version there are drawings of all of the instrument and switch panels in the cockpit, with every item annotated. There are plenty of color photos, both of C-135 variants and airline color schemes, along with a number of print advertisements. This is a very thorough and complete book, with a fair index, and even if you have others (like the excellent Haynes manual), this book is essential if you have interest either in the C-135 or the 707.

On the other hand, **C-130 Hercules: A History** by Martin Bowman is much more about the operational use of the aircraft. A brief chapter up front describes the gestation of the aircraft and describes the variants through the C-130H; the last chapter briefly covers the C-130J. In between are 250 pages showing the Herk in operation, in Vietnam (100 pages worth), the Congo and the Middle East, including the successful Entebbe raid and the unsuccessful attempt to liberate the Iranian hostages. There are also articles about AC-130 gunships and about Hercules opera-



tions in Australia and the U.K. (remember, this is a British book). Since these are all military ops, there is an appendix describing commercial and humanitarian usage worldwide; another appendix lists all the military operators with a brief description for each, and the last describes all the aircraft variants in fair detail. Photos throughout are mostly in color and are well chosen and printed. There are notes at the end of each chapter but no index. If you want to know how the C-130 was really utilized, this is your book.



A fascinating book from **Osprey**, this time a hardcover, is **Wings of the Rising Sun**, which describes the Allied Technical Air Intelligence Unit (TAIU), which was set up by the U.S. and Britain to evaluate captured Japanese aircraft during WW 2. After describing how the unit was set up and how it functioned, most of the book discusses the aircraft by type, containing all or part of the actual TAIU evaluation of the aircraft. Photos include the aircraft in original markings where first found, in American or British markings during evaluation, and for the survivors, how they appear today in various museums. The chapter on fighters is particularly useful for modelers, because each aircraft has a detailed color drawing of the cockpit and instrument panel, with every item anno-

tated; it's too bad this feature was not carried through to the rest of the book. There is also some information about the guns the aircraft carried, as well as special attack weapons like the Ohka. An overall evaluation of how well the TAIU system worked concludes the text, but an appendix lists all the surviving aircraft of all types and where they can be found today. There are notes, a bibliography and an extensive index; this is an excellent book in all regards, and a must for those interested in Japanese aircraft of WW 2.

Speaking of **Osprey**, here is a foursome of new releases in their usual softcover series, starting with **Hellcat vs Shiden/Shiden-Kai**, which is #91 in the *Duel* series. After having it pretty much their own way against the Zero, the F6F had a tougher go against the *George* in the last year of the war. Typical of the series, each type's development and characteristics are described, with excellent annotated cockpit drawings for each. Pilot training and the units involved in combat are described, followed by combat experiences and an evaluation. The Japanese were hamstrung by poor fuel and increasingly poor logistics but gave a good account of themselves while they could. The claims made by both sides are evaluated but due to the variety of Japanese types the Hellcats encountered, exact claims are impossible to determine. The book has some useful information for modelers, particularly in the case of the *George*.

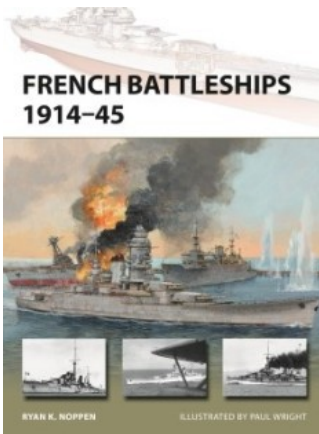
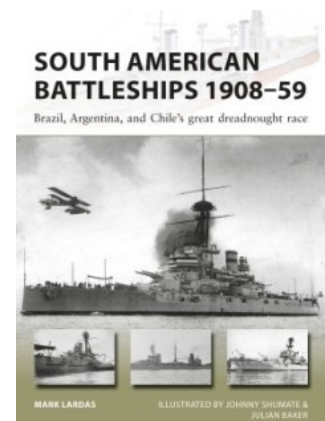


Operation Linebacker I 1972 is #8 in the *Air Campaign* series, and the obvious prequel to



the book about *Linebacker II* reviewed a few months ago. Launched to counter the North's invasion of the South early in the year, this campaign introduced laser-guided bombs, helicopter-mounted TOW missiles and the AC-130 gunships, as well as Topgun-instructed naval aviators, giving the U.S. a definite qualitative advantage for the first time. Typical of the series are evaluations of the offensive and defensive capabilities of the two sides as well as battle maps, mission profiles, illustrations of certain tactics used, and color action artworks. This series has been, in my opinion, Osprey's best yet, and this book does nothing to alter that opinion.

South American Battleships 1908-1959 is #264 in the *New Vanguard* series and might seem like an unusual title, but an arms race between Argentina and Chile to order battleships (which had compelled the U.S. to order *its* first battleships!) forced Brazil to reciprocate with dreadnought battleships of their own that, briefly, were the most powerful battleships in the world! This forced Argentina and Chile to order their own dreadnought battleships from Britain and the U.S. The result was three countries in severe financial trouble; Brazil was forced to cancel an order for a *seven-turret* battleship that ultimately went into service with the Royal Navy as HMS *Agincourt*, but not before convincing Turkey to enter WW 1 on the side of the Germans! And one of the Chilean ships was never delivered but eventually became British aircraft carrier HMS *Eagle*. While there were only 8 ships involved, and they saw little military action, their story is most interesting!

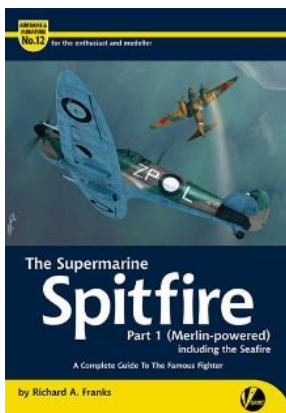
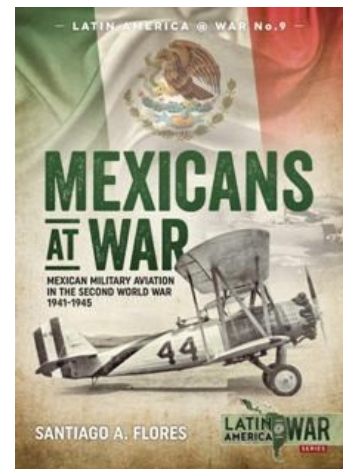


On the other hand, **French Battleships 1914-45**, which is #266 in the same series, is much more orthodox. In the years before WW 1, the French built three classes of semi-dreadnoughts and true dreadnoughts, totaling 13 ships; in the years before WW 2, two classes of fast battleships totaling 4 ships. A reasonable amount of technical detail is accompanied by top and side views of each class and a two-page isometric cutaway of *Richelieu*, the only battleship to fire against both Allied and Axis targets during WW 2! The battle histories of all the ships are intertwined, which makes things confusing in WW 2 due to the changing fortunes of war, but in the end the two battleships of the *Richelieu* class were not decommissioned until 1968. This is a

book about some interesting ships that tend to be overlooked by those of their fellow combatants.

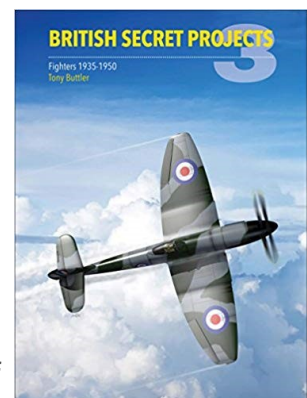
Mexicans at War is #9 in the *Latin America@War* series from Helion, and that title could cover a lot of ground, but in this case it solely applies to Mexican military aviation in WW 2,

where they ultimately served alongside the U.S., like Brazil (subject of an earlier book in the series). The book starts with a political history of Mexico from its independence until 1941, which seems almost laughable with its succession of corrupt tinhorn dictators (including Maximilian), revolts, coups d'état, insurrections and military interventions, with a few names that might be familiar to you like Emiliano Zapata and Francisco "Pancho" Villa. This is all included to point out the sorry state that Mexican military aviation was when U-boats began threatening shipping off the coast, which was ultimately dealt with using AT-6s as bombers. A Naval air arm of sorts was created, using mighty Vought Kingfishers (!), and meanwhile some young men went to Europe on their own to serve with the British, Free French or Americans; their bios are all included. Eventually they received lend-lease aircraft from the U.S., including P-47s, and later formed an expeditionary force to fight alongside the USAAF in the liberation of the Philippines. All of the missions of the latter effort are described in full. The photo selection is excellent, and there is a 16-page color section with side-view drawings, photos, maps and unit insignia, many including a cartoon character named "Panchito Pistolas". The book has an extensive bibliography and notes but no index, but is otherwise very complete at 216 pages. Viva Mexico!

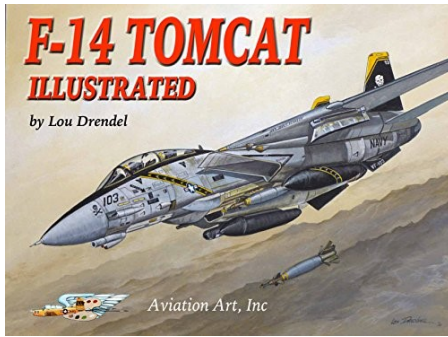


Last month I described the *Airframe & Miniature* series from **Valiant Wings**, and #12 is **The Supermarine Spitfire Part 1 (Merlin-powered)**. Like the *SAM Datafile* on the same topic, this is a very complete source of data for the modeler, including details on all variants and sub-variants, close-up photos, lots of color & markings info, kit reviews, builds and lists, along with decals, accessories and other books on the topic. Either book would suffice, but each covers some topics a bit better than the other, so you might want both. If you need to pick one, this one is more up-to-date as far as available kits, decals and accessories, so it would probably be the one to have. Presumably a companion volume on the Griffon-powered Spits is coming.

British Secret Projects 3, Fighters 1935-1950 from **Crecy** is a completely updated edition of a book first published in 2004, and the fact that it's expanded is indicated by the fact that the original book included both fighters and bombers; the latter will be covered in a new volume 4 due later this year. The book includes not only drawing-board projects that never flew but also experimental prototypes that did fly, as well as prototypes of production fighters. Author Tony Buttler is good at this sort of book and it is a valuable look at British thought processes during and immediately after the war. Very worthwhile if you're into this sort of book. (American Secret Projects 2, dealing with airlifters, is due out

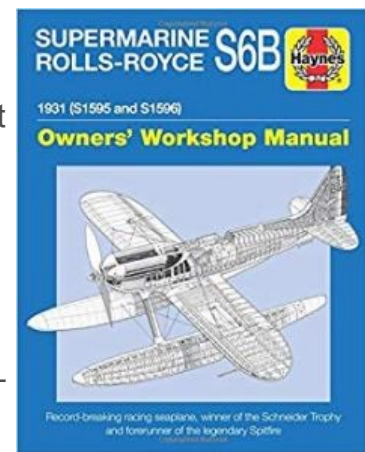


shortly.)



F-14 Tomcat Illustrated is one of a series self-published by Lou Drendel (as **Aviation Art**) that resemble the portrait-format specials he did for Squadron Signal back in the day. It mainly features well-captioned color photos and direct reports from pilots, along with illustrations of instrument panels and some good close-up detail photos, the same sort of things as in his Squadron books, just brought up-to-date. This started as a digital-only series (the C-130 book is still only available that way) but, like Bert Kinzey, Lou realized that there is still a substantial market for print books. A good purchase for Tomcat fans at a reasonable price.

An interesting duo of *Owners' Workshop Manuals* from **Haynes**, both covering aircraft that were never produced in quantity but are still important and iconic! **Supermarine Rolls-Royce S6B** is about the 2 seaplanes that clinched the Schneider Trophy for Britain in 1931 and presaged the famous Spitfire. Author Ralph Pegram is probably the world's foremost expert on the Schneider races, and briefly describes the entire series up until the advent of the Supermarine S4 in 1927. The development of the S5, S6 and S6B and their Napier and Rolls engines are covered in detail, as is their construction, using a lot of period drawings and photos of the airframes under construction. There are chapters on flying and maintaining the aircraft (they were *not* easy to fly) and an article about the two survivors (one S6A and one S6B). This is probably the best book on these important airplanes that you are likely to find, and good for modelers.



Companion volume **Spirit of St Louis** is equally compelling. First covered are the earlier Atlantic crossings by the likes of Alcock & Brown, the NC-4 and the LZ-126 (soon to become USS *Los Angeles*), the establishment of the Orteig prize, and the many unsuccessful (and often tragic) attempts to win it before 1927. Then comes a biography of Lindbergh from childbirth to the same point. The selection of Ryan to build his airplane, the search for financing and the modifications needed to both the Ryan M-1 design and the Wright engine are followed by an extensive anatomy section, helped by the fact that there is currently a *Spirit of St Louis 2* under construction to repeat Lindbergh's flight, and since that aircraft is supposed to be a perfect reproduction of the original, its construction photos are clear and useful for modelers. Preflight testing, Lindbergh's flight itself and the aftermath are all covered in great detail, and a comparison is made between trans-Atlantic navigation in 1927 and today. There is an article also about all the other many reproductions made of the *Spirit*, some more

precise than others, and many still in existence. An extensive index help make this probably the best single volume available about this aircraft and its very historic flight.



After all that, it is fortunate that there is only one bookazine to report on this month, and it is the latest **United States Air Force Air Power Yearbook 2019** from **Key Publishing**. As in past years, a number of articles cover individual aircraft types; the most compelling of these are on the new Boeing advanced trainer and on the venerable U-2, along with a good article on the making of a fighter pilot. This is followed by the usual survey showing each of the service's aircraft, major and minor, with listings of the units flying them and their bases. Although I've always questioned the need to do these books annually, it is a way to have the most up-to-date information on our armed services, and leave it up to the British to supply it!

IPMS MARIETTA ORIGINAL NEWSLETTERS

Jim Pernikoff

The first two IPMS Marietta newsletters that were ever printed showed up recently on our Facebook page.



VOLUME ONE, NUMBER ONE
April 1982

" ? ? ? CHAPTER"

I. P. M. S.
Marietta, Ga.

LAST MEETING: If you came you knew already that you missed.....

- Alan Toon showed the assembled group (22 guys and gals) how to use and care for an air brush
- A U.S. Navy film on Antarctic air service
- Door prizes that included tools, \$ 100+ in kits and an air brush

We have taken the liberty of using the I. P. M. S. logo though we have not been chartered yet. We do have enough I.P.M.S. members, but we need to elect officers and pick a name..... anyone for " Hercules Chapter " or " Starlifter Chapter " ? Maybe the " Galaxy Chapter " ?

NEXT MEETING:

- Pick a chapter name
- Elect officers
- Kit reviews of the rereleased Testors ME-163 Komet and Combat Models vacuform 1/48 scale PBV
- Movie " Wingtip to Canopy," the Blue Angels
- Decalling demonstration, ...did you ever have trouble putting those little wet colored spots and stripes in place?
- Door prizes....more door prizes. Remember, each model you bring puts your name in the pot on more time!!

COME, ENJOY, BRING A FRIEND TO: I.P.M.S. at Complete Model Supply
Westside Shopping Ctr.
Corner Powder Springs
and Sandtown Roads
Marietta 422-5477

Dan Dougherty
Dan Dougherty, Acting Sec'ty.

*****MEETINGS ARE ~~ON~~ WEDNESDAYS OF THE MONTH AT 8:00 P.M.*****
THIS WORKS OUT TO BE: MAY 19

The
ATLANTA HOBBY DEALER'S ASSOCIATION

Welcomes You

Complete R/C Model Supply
Westside Shopping Ctr.
806 Sandtown Rd.
Marietta, Ga. 30060
422-5477

Marietta

I-75 North

Powder Springs Rd.

Westside Rd.
Cobb/Mrta.
Voc. Tech.
Beech St.
Sandtown Rd.

Lockheed/Dobbins Exit

Atlanta Rd.

U.S. 41

Cherokee Rd.

Windy Hill

Atlanta Hobby Ctr.
6125 Roswell Rd.
Sandy Springs, Ga.
255-9033

Roswell Rd.

Buford Hwy.

I-85

Crescent Hobbies
Belmont Hills Shp. Ctr.
1630-1 Cherokee Rd.
Smyrna, Ga. 30080
434-3725

I-285

I-285

Historical Hobbies
5149 Buford Hwy.
Doraville, Ga.
455-7176

Stone Mountain
Hobbies
5984 Memorial Dr.
Stn. Mtn., Ga.
294-7429

Planes, Trains & Things
Akers Mill Shp. Ctr.
Atlanta, Ga. 30339
952-9961

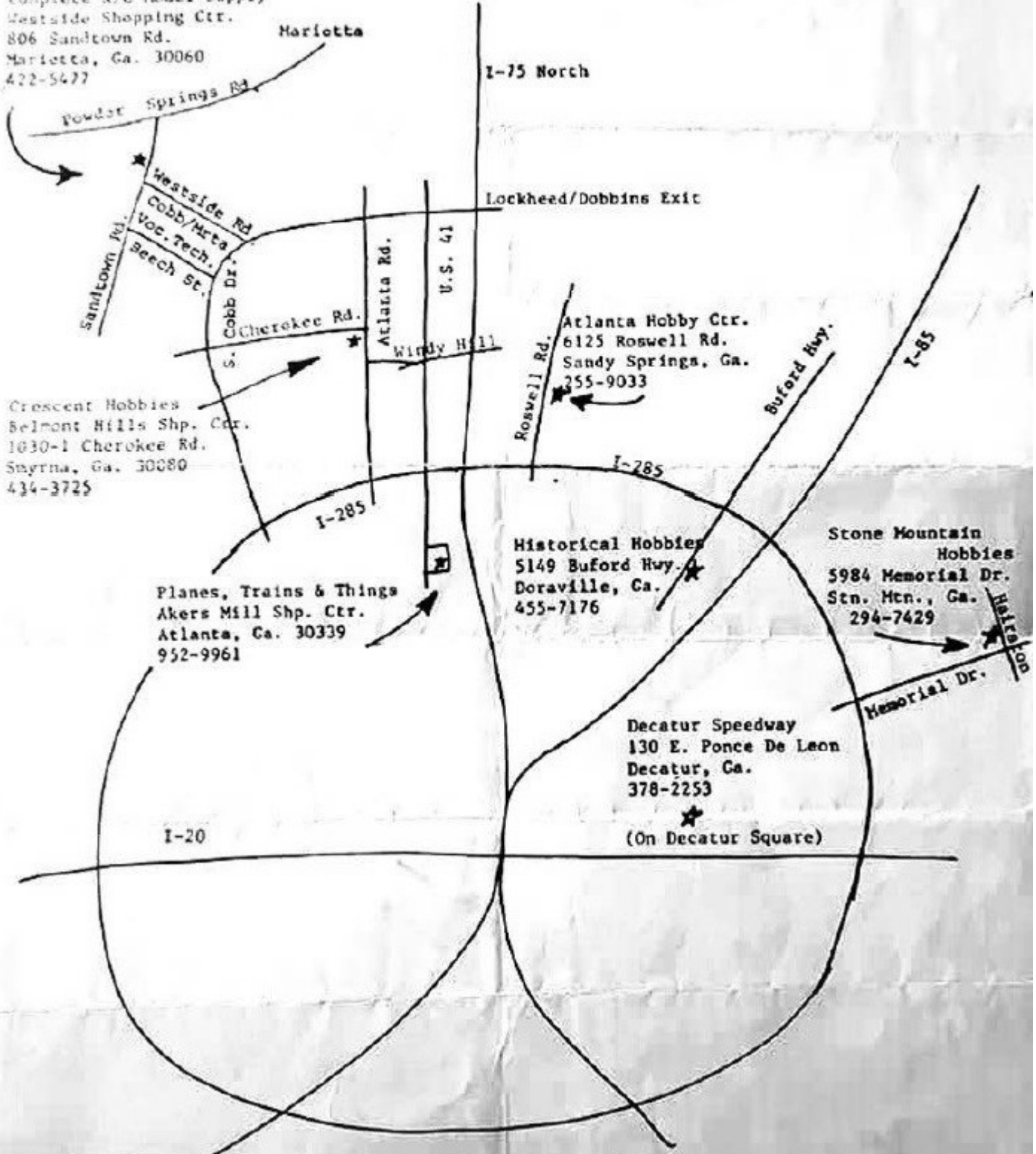
Decatur Speedway
130 E. Ponce De Leon
Decatur, Ga.
378-2253

(On Decatur Square)

I-20

Memorial Dr.

Halts 100





VOLUME ONE, NUMBER TWO
June, 1982

AIRLIFT CHAPTER
IPMS/USA
Marietta, Georgia

OUR NEXT MEETING

WHEN AND WHERE:

- **8 p.m., Wednesday, June 9
- **At Complete Model Supply, in westside Shopping Center (Powder Springs Hwy. at Sandtown Road), Marietta... 422-5477

WHAT WE'LL DO:

- **A FILM--From the archives of Lockheed-Georgia, especially appropriate since the chapter has taken a name identifying us with the local factory that makes the most and best airlifters in the world.
- **A DEMONSTRATION--Can you name 10 different kinds of glue that have applications in plastic modelling? We'll see demonstrations of some of the more obscure kinds and their uses. You may want to take notes....
- **SHOW AND TELL--A sort of free-for-all kit reviewing session, so bring your work and rehearse some pithy observations to share with the group....

A BRIEF (BUT CAREFULLY REASONED) MESSAGE FROM OUR PRESIDENT

Dear guys (and gals)

Thanks for your vote of confidence in me as provisional president. Don't imagine you've gotten off lightly, though--you can depend on being asked to help us put together programs, present kit reviews and scare up guest speakers. Your ideas are always welcome.

As you know if you came to our first two meetings, our side of Atlanta is producing some beautiful models, easily on a plane (or a tank) with the work that turns up at other area chapters. We'll be devoting a little time every month to the models that come in, giving everybody a chance to share your techniques and opinions about the models you've built.

Let the record show that we apologize for starting out on a schedule conflicting with the southside chapter. IPMS Airlift will henceforth meet the second Wednesday of every month.

Everybody bring a friend to the meeting. Like most urges, modelmaking is more fun when it's shared!

Sincerely

-Hank

BYRD'S SNOW BEAST

Paul Crawley

Yes, it was real!

When I first saw MilMod's (Military Models) 1/72 scale resin kit of this behemoth, I was fascinated with it. I didn't know anything about it, but a quick internet search turned up loads of info and some videos of this rare creature.

"Big Bertha" (also known as "Penguin" or "Turtle") was created for Admiral Richard Byrd's 1940 Antarctic expedition. This unique, 32 ton vehicle was designed and built by the Research Foundation of the Armour Institute of Technology in Chicago at an estimated late 1930's cost of \$300,000.

Powered by 2 Cummins diesels and 4 electric motors, it had a crew of 5 and included a cabin, kitchen, beds, machine shop, dark room and storage compartments, as well as provision for a Beech Staggerwing survey aircraft, which could be stored on its roof and loaded and unloaded with a portable hoist.

Driven 1,000 miles overland from Chicago to the Boston Army Warf, it was transported to Antarctica by freighter. Unfortunately, its huge, smooth tires provided little traction in snow. Even after installing snow chains on the rear wheels and adding both spare tires to the front, it could only make decent progress driving in reverse. Its longest journey was 92 miles.

Abandoned in place after only a few months, it was re-located by other Antarctic expeditions in 1948 and 1956, but is now presumed lost to the elements.

The Staggerwing aircraft went through several Australian owners, including the RAAF in World War Two, crashed in 1963 and is now being restored by a group in New Zealand.



The Snow Cruiser is a heavy, tracked vehicle, 100 feet long, 12 feet high, and 12 feet wide. It is powered by two 150-hp Cummins Diesel engines. The Snow Cruiser is built to carry a payload of 100,000 pounds. It is designed to operate in the most severe winter conditions. The Snow Cruiser is built to carry a payload of 100,000 pounds. It is designed to operate in the most severe winter conditions.

SNOW CRUISER

ANTARCTIC EXPEDITION • RESEARCH FOUNDATION OF AMERICAN INSTITUTE OF TECHNOLOGY • PROJECT NO. 1-10

Powered by two 150 H.P.

CUMMINS
Diesels
DIESELS



The Kit

This limited edition 2018 MilMod kit (MM072-019) was produced in Germany and has (so far) been sold exclusively by Aviation Megastore of the Netherlands. At 149 Euros (aprox. \$169 U.S. plus \$38 shipping to me), it certainly isn't cheap, but after trying to ignore it for several months, I just couldn't resist. (Besides, I've paid that much or more for other limited edition kits).

The resin parts are nicely molded with the usual amount of flash expected in such kits. Unfortunately, there is no "instruction" sheet as such. There are a couple of photo sheets and some vague suggestions about how to put it together, but I was able to make do studying the parts closely and doing a lot of internet research.

Interestingly, several crew figures, two dogs, three penguins and several supply boxes are included, but NOT the Beech Staggerwing pictured on the box (which it says is not included). I had to source a Sword Staggerwing kit separately. The kit DOES include ski undercarriage conversion parts and decals for the aircraft.



The Build

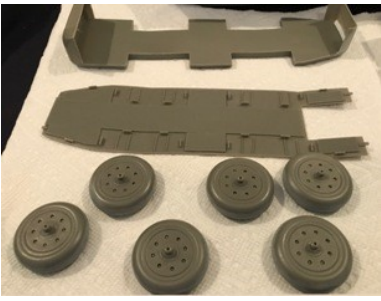
Even without detailed instructions, I was able to begin figuring out how to build this kit thanks to careful study of the parts, the photo sheets provided and many internet photos. Most of the vehicle pieces are crudely etched to indicate their location (LF, RR, etc.) and fit together fairly well. I did have some seam issues, although most of the vehicle body came together nicely. I filled a few seam gaps with small pieces of styrene and super glue. A lot of sanding was also needed.

A fairly detailed cockpit cabin interior is supplied with two seats and a variety of instruments molded into the surfaces. Unfortunately, it does NOT include any window glass, which I scratch-build from some thin, clear plastic from commercial packaging. It also includes two decently detailed Cummins diesel engines, which I painted and installed, even if they can't be seen when closed up. It has options for open front starboard crew access doors and an open rear storage compartment door, all of which I chose to build closed.

Six nicely detailed large wheels are included, giving the builder a choice of adding double wheels on the front. I decided to depict the earlier 4-wheeled configuration. The variable shaft mounts behind the wheels are also adjustable, giving the builder the choice of positioning them turned or not.

Since many historic photos show snow chains on the two rear wheels, I used some cheap necklace links to scratch-build these after first painting and weathering them.

The included figures, animals and cargo were easy to clean up, but a challenge to paint due to their small size, especially the dogs and baby penguins.



Meanwhile, the Sword Staggerwing kit has a fairly nice interior and the parts fit was pretty good. The clear cockpit window parts were a bit of a letdown, being thick and a little foggy, but they fit okay. I wasn't too worried about their clarity, since I planned to partially cover them with snow. The main landing gear ski conversion parts fit nicely, but I had to scratch-build the tail skid. I also scratch-built a direction finding loop antenna and a port side passenger step, both made from brass.

Painting

I painted the main body of the vehicle with Tamiya Fine White Primer spray, to check for flaws and to provide a good base for the orange and white stripes and the final overall red coat. The second step was to mask off the entire vehicle except for the horizontal stripes, which I painted with Tamiya orange spray paint. Step three was to mask off white stripes on either side of the orange stripe and paint the overall vehicle with Tamiya red spray paint. The bottom of the vehicle was masked last and sprayed flat black. The thin black stripes outlining the orange and white decorative stripes were cut from decal paper sprayed gloss black.

I also sprayed the Staggerwing with Tamiya Fine White Primer, also to look for flaws and to provide a light base coat for the subsequent orange and red colors. After inserting brass pins in the wing roots, I test fitted them and found the fit was so good that I could paint the orange wings, wing struts and horizontal tail fins separately before assembly and the rest of the fuselage red, both with Tamiya spray can paints.

I airbrushed all six tires with Alclad gloss black primer, then sprayed the hubs with Alclad aluminum and the still black tires with Testors flat dullcoat (after adding the wheel decals, of course). Then I added a black wash to detail the hubs and the snow chains to the two back tires.

I hand painted all of the figures, animals and cargo, as well as the aircraft's wooden skids with Testors enamels.



Final Assembly

Once the gloss paint dried, I added the very nice decals provided for both the snow cruiser and Staggerwing, which went down well with just a few hints of sil-vering. Fortunately, the kit provides some extra decals in case you mess up, which I did once or twice. Many of them are very tiny and hard to read.

After overspraying the decaled snow cruiser with Testors clear gloss coat a couple of times, I weathered it with black and brown streaks of water based wash and used the “dot” technique to create faded white streaks with Testors flat white enamel. Lastly, I oversprayed the weathered snow cruiser with Testors flat dullcoat before adding the wheel supports and wheels, which had been weath-ered separately.

After decaling the Staggerwing, I first oversprayed the still separate parts with Testors clear gloss coat to seal them, followed by Testors dullcoat (except for the engine cowling, which I sprayed semi-gloss to simulate metal). Then I glued the aircraft fuselage, wings, engine, prop and landing skids together. I used elastic EZ Line to simulate wiring on the wings, landing gear skids and radio an-tennas.

I added some patches of model railroad snow crystals, sprinkled over white glue, to various high places on the aircraft. I also had to scratch-built a raised steel support on the vehicle roof to support the plane’s elevated tail skid. Finally, I glued the completed aircraft to the top of the snow cruiser.

Then I added the kit supplied two-piece crane hoist, (used to load and unload the aircraft). I used some heavy sewing thread for cabling, which I rigged over several scratch-built pulleys. Then I added two figures to look as though they were about to move or secure the plane. I added the adjustable cabin roof spot-light (provided) and scratch-built a rear flag pole from brass. I printed out a wav-ing flag found on the internet.

I used the same model RR snow crystals, sprinkled over several spots of white glue, to create traces of snow on the vehicle, especially on high spots and around the windows.

The base is a framed wooden craft plaque, stained and sealed along the edg-



es, then hand painted with several coats of Mr. Surfacer on the top. After it was dry, I added about a half inch base of Sculptamold to simulate snow, with model RR snow crystals sprinkled over a coating of white glue. Then I sealed the snow crystals with hair spray. Last, I glued the remaining figures, animals and supplies onto the base.

Conclusion

While pricey, this limited edition kit from Germany is definitely a unique eye-catcher, which few people know of despite plenty of publicity nearly 80 years ago. I enjoyed researching and learning about it almost as much as I did building it.

I sent some photos of my build to the Facebook page of the historic enthusiasts who are now restoring the remains of the original Staggerwing aircraft in New Zealand. They have now asked me to build a second diorama so they can include it in the history display that will accompany the finished plane, especially when they hope to have it tour the United States.







Notes from the Workbench - February 2019

Dave Lockhart

Reaching Across the Aisle

There are many dynamics to a chapter. Some are engaging and entertaining, others can be quiet and se-date. I've been at chapters where the last thing they talk about is modeling. There was no discussion about one's latest build or what the best techniques of weathering were. The meetings turned out to be two hours of bitching and moaning about how bad the government was, the country was going to hell in a hand basket, the youth were useless, on and on and on. Boring, boring, boring.

When I got to be a chapter president about 5 years ago, that shit was going to stop. On an average, most club meetings run about 3 hours. There are about 720 hours in a month. Take out about 20 hours a week (600/mo) for work and sleeping and that leaves about 100 hrs/mo. Don't you think one could spend 3 hours on one's "hobby?" That's 3% of one's free time. As chapter president my rules are: no bitching, no moaning, no complaining, no criticizing, no interruptions or side bars. Where else can we share our passion for modeling? Home? (when you show she who must be obeyed and her response is, "That's nice", what she really means is "I have no idea what this is and I don't care" and "How much did that thing cost??") Work? Friends? No. Enjoy the short time you have with your fellow club members and focus on what's important

- modeling.

At the nationals in Columbia, SC a few years back I met a fellow ship modeler from IA. He'll remain nameless but let's call him Gunny. A better ship modeler you won't meet. And does he like to talk about modeling! To this day we stay in touch and share a passion for our hobby, what our WIP's are, what's next in the queue, etc.

You couldn't meet two different people. He's conservative, I'm liberal (the secret's out). He has a truly impressive military record. I grew up with 4 sisters and no brothers and let's say my win/loss record is not impressive. After Gunny retired from the military, he went on to have a distinguished career in law enforcement. I've had a great career in medical sales, but I didn't have to worry about who was behind a door. Politically I'm sure we'd have our differences. Would we have become good friends outside of modeling? Maybe, but maybe not. We just travel in different circles.

I am very glad that I got to meet Gunny at the Columbia show. Our passion for our hobby has allowed us to become great friends and I've very thankful for that. I'm glad we both reached across the aisle. You should too. You'll be glad you did.

Happy Modeling.

Dave

QUIZ ANSWERS FOR FEBRUARY

1. Spain. Having risen to power with the support of Italy and Germany, the Franco government of Spain decided to send "volunteers" to aid Germany in its attack on the Soviet Union in the form of Division Azul (Blue Division). Spain, however, did not become directly involved in the war.
2. Lieutenant-General Arthur Ernest Percival's surrender to the invading Imperial Japanese Army was the largest capitulation in British military history.
3. The Dunkirk evacuation, code-named Operation Dynamo, also known as the Miracle of Dunkirk, was the evacuation of Allied soldiers from the beaches and harbor of Dunkirk, France, between 26 May and 4 June 1940. The operation was decided upon when large numbers of Belgian, British, and French troops were cut off and surrounded by the German army during the Battle of France.



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