

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

June 2019

QUIZ FOR JULY

1. What two nations were involved in a year-long conflict that was popularly now as the Pastry War?
2. Charles de Gaulle served as ghost-writer of the book "The Soldier" for what famous World War I military hero?
3. What American military leader said, "Lafayette we are here," and on what occasion?



Colonel Charles de Gaulle presents to the President of the Republic Albert Lebrun the tank unit he commands in the 5th Army in Moselle (Goetzenbruck, October 23, 1939).

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*

In This Issue

- June Meeting Notes 2
- Talos Missile 8
- Jim's Printed Matters 10
- Haynes Manuals 14
-
- IPMS/USA 12
- Quiz Answers 13

JUNE MEETING NOTES

Charles Davenport

We're trying a little something different this month. We're highlighting the build photos with the descriptions captioned within.



ALLAN BENGSTON ALSO BROUGHT THIS PANDA HOBBY 1/99 VPK-7829 BUMERANG APC. HE USED AK REAL COLOR PAINTS TO ACHIEVE A CONTEMPORARY RUSSIAN APC IN PARADE DRESS FINISH.



ALAN BENGSTON SHOWS OFF HIS GORGEOUS LITTLE MENG "EGG SCALE" M4 SHERMAN.



James Young and his kitbashed plane painted with the objectionable "Sugar" acrylic-based primer which just happened to be a nice neutral grey.

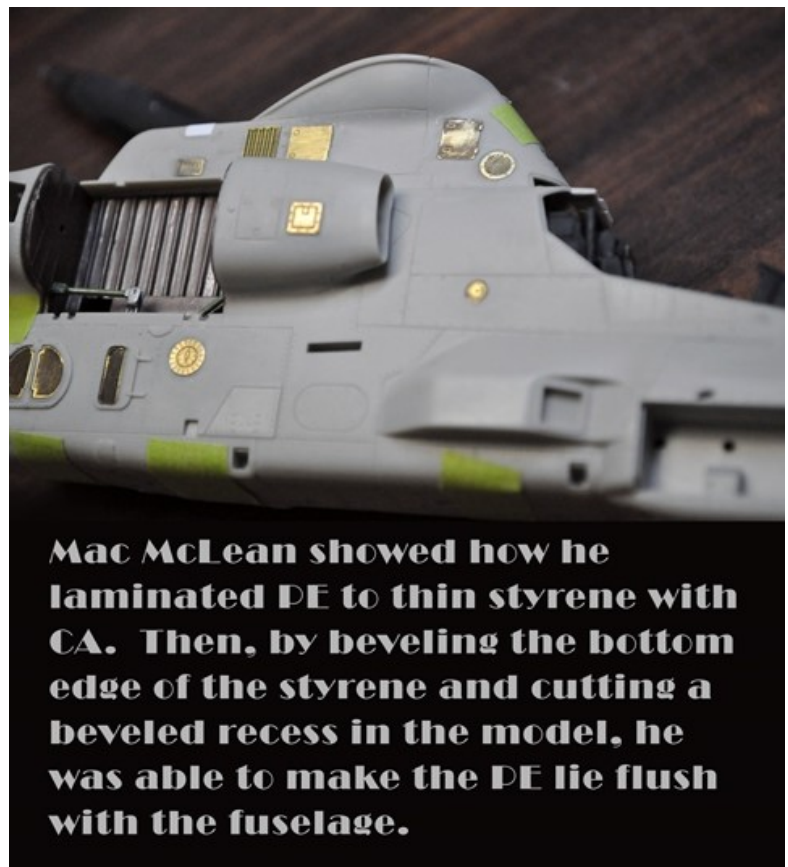


ALONG WITH THE ESCI 1/72 F-104C FLOWN BY COL GEORGE LAVIN, CO OF THE 474TFS GEORGE AFB AND THE HASEGAWA F-104N ASTRONAUT FLIGHT SIMULATOR, JAMES YOUNG TOLD US TO BEWARE THE STENCH OF THE NEW "SUGAR" BRAND OF PAINTS MADE FROM SUGAR CANE. APPARENTLY, IT'S REALLY BAD!



AND THE BEAT GOES ON WITH MAC'S KITTY HAWK 1/48 MARINE COBRA. HE'S GOT HOLES DRILLED IN IT JUST LIKE THE REAL THING AND EVEN HAS A PAIR OF MA DEUCE BARRELS STANDING IN FOR SHAFTS OF SOME SORT. ODDS ARE THIS THING IS GOING TO FLY! MAC BARRED ON A CLEVER TECHNIQUE FOR ADHERING PE TO SHEET STYRENE SO

THAT THE PE CAN BE MOUNTED FLUSH TO A SURFACE.



Mac McLean showed how he laminated PE to thin styrene with CA. Then, by beveling the bottom edge of the styrene and cutting a beveled recess in the model, he was able to make the PE lie flush with the fuselage.



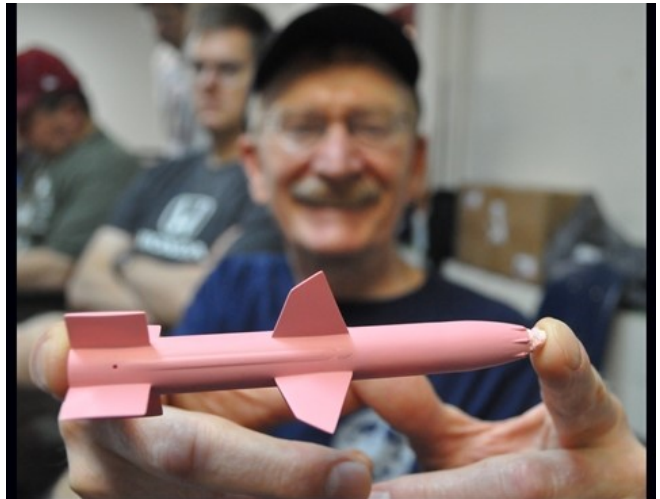
Zvezda Tu-154M by Mike Idacavage



Mike Idacavage and the total package Zvezda Tu-154 M in Siberian Airlines markings. The AKAH paint set is color matched to the model, but Mike noted that the paint failed to cure hard.



Mike Idacavage gave us a short primer on the mixing and use of paints and the proper undercoats thereof. Who knew the best under coat for red is pink?



This photo begs for a "special" caption But, for now, we'll just stick to the facts and nothing but the facts, ma'am. The Perp: Mike, "Da Judge," Idacavage The Weapon: Revell 1/40 Talos The Method: Scratchbuilt details, Mission Models and Vallejo paints.



AND THE BEAT GOES ON WITH MAC'S KITTY HAWK 1/48 MARINE COBRA. HE'S GOT HOLES DRILLED IN IT JUST LIKE THE REAL THING AND EVEN HAS A PAIR OF MA DEUCE BARRELS STANDING IN FOR SHAFTS OF SOME SORT. ODDS ARE THIS THING IS GOING TO FLY! MAC PASSED ON A CLEVER TECHNIQUE FOR ADHERING PE TO SHEET STYRENE SO

THAT THE PE CAN BE MOUNTED FLUSH TO A SURFACE.



Mac McLean showed how he laminated PE to thin styrene with CA. Then, by beveling the bottom edge of the styrene and cutting a beveled recess in the model, he was able to make the PE lie flush with the fuselage.



Rob Morales' Italiieri *Camionetta AS 42 Sahariana*. Added features include a Tamiya Lewis Gun and a Tamiya paint finish. The AS 42 was used in anti-Long Range Desert Group operations.



THE ADVERSARY TO ROB MORALES' ITALIAN AS 42 IS THIS TAMIYA 135 SAS WILLY'S JEEP WITH ACADEMY'S M2 REPLACING THE BLOB OF PLASTIC THAT ORIGINALLY CAME WITH THE KIT. THE MODEL IS PAINTED IN TAMIYA BUFF AND DK YELLOW.

We can always count on Tom Rice to bring an amazing example of his modeling creativity. This time it's the 1/32 Monogram booster stack married to a scratchbuilt cargo pod proposed to create the Shuttle C rocket. Tom designed and 3D printed the cargo nose cone and the connector between the cargo pod and engine housing. He finished the model with Tamiya, Model Master and Sugar acrylics, the latter of which he warned smells horrendous!





Paul Crawley and his soon-to-be-award-winning French WWI railgun.



PAUL POSING WITH HIS TWICE CAPTURED RAILWAY GUN JUST BEGGING FOR A CAPTION!



A close up of Paul Crawley's U.S. G.I "gun crew." A motley-looking crew if there ever was one.

JUNE MODEL OF THE MONTH



PAUL CRAWLEY'S "TWICE CAPTURED RAILWAY GUN," BY 5 STAR MODELS, TELLS THE STORY OF A FRENCH WWI 27 CM RAILGUN THAT WAS CAPTURED BY THE GERMANS IN 1940, THEN RECAPTURED BY THE US ARMY IN APRIL '45. PAUL GAVE THE MODEL HIS PREDICATABLY IMPECCABLE TREATMENT WITH 22 CUSTOMIZED G.I. FIGURES, TRUMPETER RR TRACK & CAMO NETTING TO MATCH A VINTAGE PHOTO.

TALOS MISSILES

Maj. Charles T. Davenport, USAF, (Ret)

A LONG time ago (sixty-five years next month, in fact ...July 24th, 1954) a was anointed as a very new aero engineering graduate out of Parks College of St. Louis University. That same day I also became a very new "brown bar" USAF lieutenant, via ROTC. The latter promised the very exciting chance of learning to fly our Mutual Uncle's big iron birds. But I would have to wait a while for a USAF pilot training class, until March of 1955.

My college career had been on a shoestring ...I wouldn't even have a car of my own until I hired on, somewhere, and had worked for a while. That was one of the reasons why I didn't waste much time celebrating graduation: the Monday following my Saturday graduation/commissioning, I started working at "Mac", which was what everybody in the St. Louis area then called the McDonnell Aircraft Corporation.

That the company took several of us from that class for what Mac knew would be "temp" positions, says a lot about Cold War economic conditions. Another graduate, good friend, dorm neighbor, and fellow model builder also hired on at Mac was Gene Kranz, where he worked in Flight Test. There he crunched data (it was pre-computers!) on Mac's radical experimental helicopter design project of the era, the XV-1. (Technically, the XV-1 was actually a compound gyroplane; see Wikipedia's article and the still available Glencoe kit of the type.)

Seven months later Gene and I both left "Mac" for the same USAF pilot training class, after which our paths diverged. At the end of our service commitment, I had been planning on going back to Mac, but suddenly decided to stay in the Air Force for a career. Meanwhile Gene DID get out and worked for a short time at Mac, but soon followed an intriguing ad for engineers in Aviation Week, winding up on the absolute ground floor of the then-brand-new NASA manned space program. And he did pretty well at it, too!

My job at Mac had been in the Structures Lab, where airframes were static tested to see if they could withstand loads under a variety of flight conditions. About when I started, a major new project arrived in the lab at night, literally shrouded in great secrecy. It was the number one airframe for what would become the "one-oh-wonder" ...the F-101. (I recall thinking, THIS monster is a single seat fighter?)

Meanwhile I was assigned to a small section testing the Navy's new shipboard surface-to-air, supersonic, ramjet powered Talos missile. Originally designated the SAM-N-6, years later with the 1963 realignment of DOD missile system designations, it would become the RIM-8. That translates to the 8th design for an "R" (ship launched), "I" (Interceptor, aerial), "M" (guided missile system).

Bendix Corporation was the overall system integrator of the Talos system for the Navy: McDonnell just had the airframe. During my few months at Mac, my assignment was to design and supervise construction of the test rig to give one of the missile's four 41" long cruciform wings the loads it would experience in flight, run the test, and report the results. (And why do I remember how long the wing was? It's just another example of the useless numbers floating around the old cranium, preventing new numbers from being learned.)

All this was pretty exciting work for a twenty-one year old right out of college.

Fred Horky
IPMS 6390

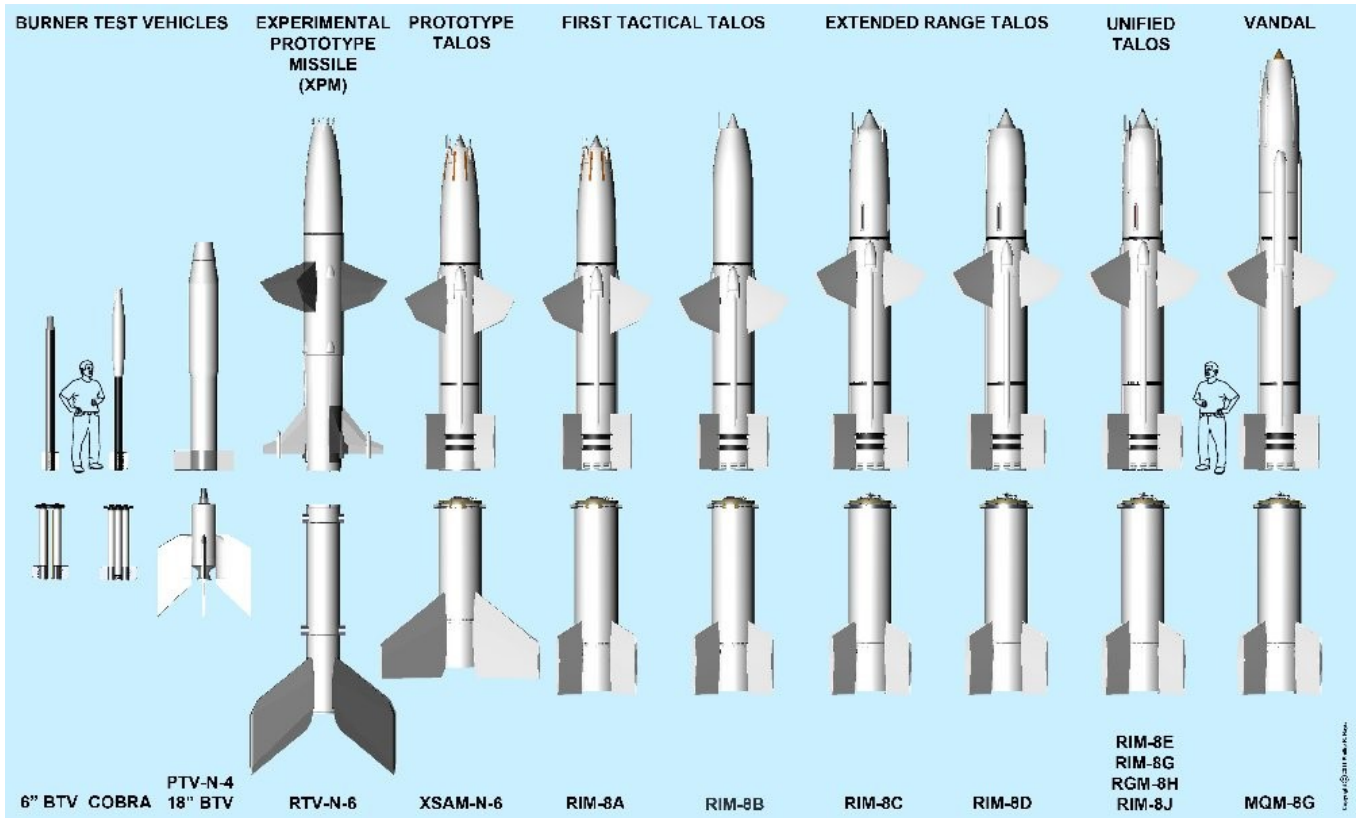
P.S. A word about careers, and career planning: my friend Gene had been flying F-86F's in Korea, but his orders "stateside" were to a career path he didn't like, so he wound up getting out of the Air Force and soon into NASA. At about the same time I had decided to STAY IN

the Air Force.

My life-changing decision had been made because of a woman that in the subsequent sixty-one years I haven't seen, talked to, or even heard a word from, of, or about.

So much for careful career planning.

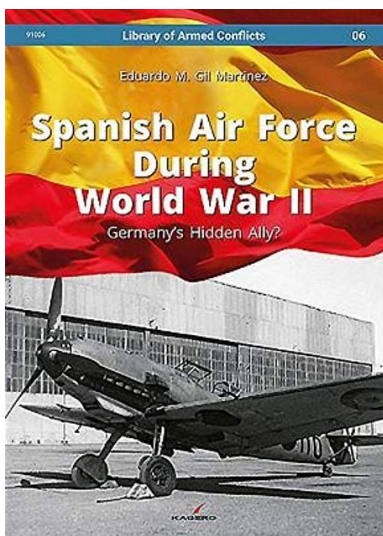
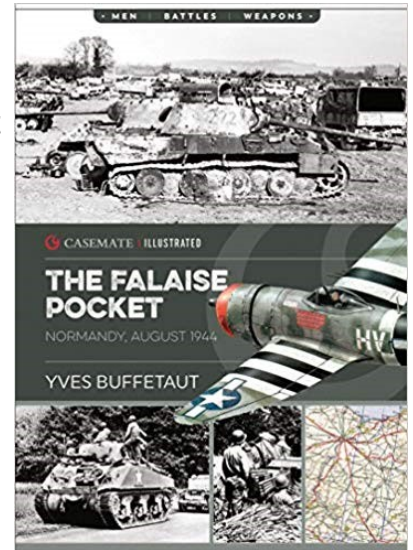
But I had a great time, and have absolutely no regrets.



JIM'S PRINTED MATTERS

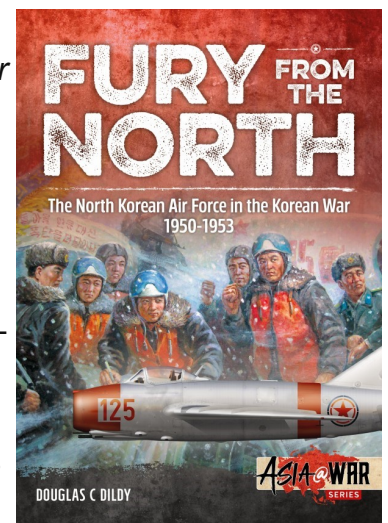
Jim Pernikoff

With this being the anniversary month of the D-Day invasion, an appropriate book to start with is the latest in the *Casemate Illustrated* series from **Casemate**. The follow-up to the books reviewed last month about armor in Normandy is **The Falaise Pocket**, which covers the battles in August 1944 that effectively ended the Normandy campaign and ensured the German retreat. Written by the same author and in the same style as the two earlier books, this is a must-have if you bought those. This series does a good job combining text, photos and color drawings and I hope that it continues to flourish.

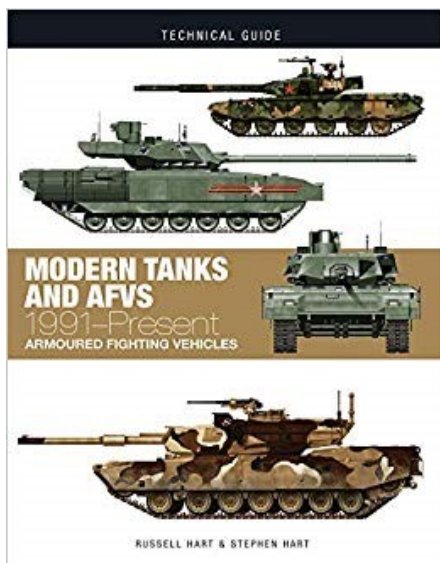


While Spain during its civil war was the proving ground for Hitler's technology and put Franco's fascists in power, Spain declared neutrality in the bigger war that followed, but were they really neutral. #6 in the *Library of Armed Conflicts* from **Kagero** is **Spanish Air Force During World War II**, which indicates that while Spain's activities in-country were mainly in protecting its airspace from intrusions, an appreciable number of Spanish airmen did serve with the Luftwaffe on the Eastern front in their own squadrons, and Spain did receive newer aircraft and assistance from Germany. So make of it what you will. The book is well illustrated with photos and color drawings, mainly of Bf 109s flown by Spaniards in the east, and has tables listing all of the intrusions over Spain during the war and of the aircraft interned. There is a bibliography but no index. This is a story that hasn't really been told before, but this is a good start.

The same could be said for #7 in the *Asia@War* series from **Helion**, entitled **Fury From the North**, *The North Korean Air Force in the Korean War 1950-1953*. Obviously, you're not going to get any information on this from Pyongyang, so the author had to get it from all other available sources. Most books on the Korean air war have focused on the MiG vs Sabre battles, but this covers much more, including the initial creation of the air force, the early use of piston-engined fighters and Il-10 *shturmoviks* (including an attack on a U.S. cruiser that I had been unfamiliar with), the use of the Po-2 biplane in psychological warfare, and the attempt to develop a night-fighter force to contend with late-war B-29 attacks. The 16 color pages include 8 pages of aircraft side-views, 6 pages of photos of KPAF aircraft in museums and 2 pages of maps. There is a bibliography and ample notes but no index. This is likely to remain the definitive book on this subject for some time to come, and provides opportunities for modelers who



want to build North Korean aircraft that are *not* MiG-15s!



Modern Tanks and AFVs 1991-Present is one of a series of *Technical Guides* from **Amber** that are likely to be passed off as rehashed content from previous books, but this is a remarkably complete book that appears to cover the topic quite completely. Note the date, though; some older tanks such as the M60 and Chieftain are missing while the evergreen T-54/55 was still considered to still be in enough use to make the cut. The vehicles are mainly illustrated in color side-views, but there are some photos, and each one has a specification table. Chapter 1 covers 42 main battle tanks, including those of lesser armies like Brazil, Romania and North Korea. Chapter 2 covers 20 armored personnel carriers & armored cars, while Chapter 3 covers 37 infantry fighting vehicles and recon-

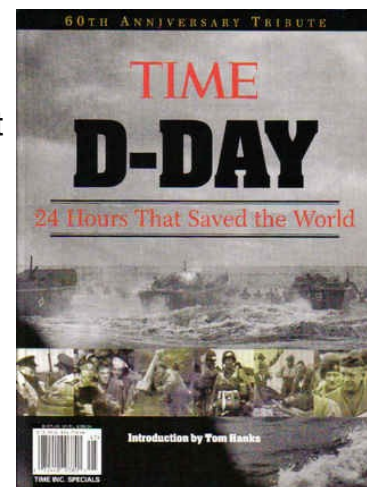
naissance vehicles. Different variants of each are described and illustrated accordingly. There is a glossary and a very comprehensive index. I'm more impressed with this book than I expected to be, and it makes a good encyclopedia of modern AFVs, so check it out.

The *Legends of Warfare* series from **Schiffer** continues to issue new titles, and one of the more interesting ones is **E-8 JSTARS**, on the Joint Surveillance Tactical Attack Radar System, wherein Grumman took old Boeing 707s, overhauled them in Lake Charles and stuffed them with electronics in Melbourne. This is the analog of the AWACS, which keeps track of activity in the air while JSTARS keeps track of it on the ground. The early test aircraft were actually put to use during the 1991 Gulf war and acquitted themselves quite well. This is a rather technical book, with numerous illustrations of the components of the system and its functionality, along with illustrations of the inside of the aircraft; many of the illustrations look like PowerPoint slides from technical presentations. (I presume all of this is unclassified data!) There are plenty of exterior aircraft photos, and chapters on each using squadron and its activities. There is a very necessary glossary, a bibliography and a list of the converted aircraft, but no index. If you can get around the technical jargon, this is still a book that will be useful if you wish to build a model of a JSTARS aircraft.



Now to the periodicals. As with the British (see last month), U.S. publishers are reprinting D-Day specials first issued five years ago. Both Time and Life did these, and my preference, by a small margin, was for the **Time** special **D-Day, 24 Hours That Saved the World**. It breaks

down the day into one-hour segments and has some particularly good maps and sidebars, including coverage of the Normandy campaign after June 6. But before you buy it, make sure you didn't buy it in 2014, because the magazine appears to be unchanged.



As for that other current anniversary, it should come to no surprise that **Air & Space/Smithsonian** has done a special called **Apollo + The New Explorers**, considering the vast archives the NASM must have on the moon program. This includes a timeline that continues to Apollo 17, short bios of every Apollo astronaut and of “20 (other) people who made Apollo happen”, an article on the industrial complex that made it happen, and an article on all the practicing and simulation that made it happen. A map shows every man-made spacecraft, manned and unmanned, that ever landed on the moon, and there is an article about moon rocks. The “new explorers” in the title describe the plans to go back to the moon with both men and robots, as well as a concept for a moon base. This is bound to be one of the better publications commemorating the Apollo program.

Last year I reviewed a large **National Geographic** book called **Atlas of World War II**. Well, a digested version of the book is now available as a magazine with the exact same title. This has 45% of the pages, which are 60% as large, containing 25% of the maps and at 30% of the price, so if you didn't buy the original book, you basically have a choice of quantity vs quality. Personally I think the big book is worth the added cost, but if you have cost or size constraints, consider your options. Both are good works in their own right.

Now to the British. **Key Publishing** presents **MiG, Red Star Fighters**, which covers the whole series from the wartime MiG-1 prototype to today's MiG-35. Separate chapters describe each of the primary types, and other chapters describe incidents such as: the U.S. attempt to get a defector to bring a MiG-15 during Korea, a shutdown of a MiG-15 by a Sea Fury during the same conflict, the secret testing of various MiGs at Groom Lake, NV, the shutdown of an Avro Lincoln by a MiG under controversial circumstances, and the famous defection of a MiG-25 to Japan that, among other things, resulted in a Hasegawa model kit! Experimental versions are included but there is much less detail than in books like *Okb MiG*. On the whole, this is good value for money if you like the subject matter.



British Cold War Stories from **Mortons Media** is one I didn't think I'd like, until I flipped



through a copy. It includes articles on the less-than successful Wyvern (in its piston-powered days) and Swift, the Suez crisis from the Egyptian point of view, an accident that befell a Vulcan on an around-the-world flight, miniature Sea Vixens (called Vixettes) made for a movie, Hawker-Siddeley's two-seat company-owned Harrier demonstrator, and test-flying the Pucara after the Falklands war. Civil matters are included as well: development of the Trident and VC-10 airliners and a short-lived helicopter airline between London's Waterloo station and Heathrow Airport. There is even an article about something called the World Congress of Flight which was held in Las Vegas in 1959! Published in conjunction with *The Aviation Historian*, a British quarterly which I like a great deal in spite of its high price, the variety of short articles is surprisingly entertaining. Flip through a copy on the newsstand and you might want to buy a copy for yourself.

And the **Aviation Archive** is back with #43, **X-planes of the U.S.**, which describes 30 types from the X-1 to the X-59, plus the XB-70, which effectively became an X-plane. (This time the Douglas D-558s are omitted.) There is the usual combination of text, specs and large photos, some on foldouts, though this issue lacks the isometrics included in other issues about production aircraft. Coverage is quite complete, as all versions of the X-1 and X-15 are in the book. I only wish that they had included a list of all the X-numbers, so readers could see which ones were missing. This one might give you some ideas for modeling subjects if you get tired of the usual mainstream types.



Also in the newsletter you should find a list of **Haynes** manuals for the rest of the year (including one on model building!) and a publisher's survey about **Kalmbach**, the publisher of *FineScale Modeler* and quite a few hobby books.

HAYNES ENTHUSIAST MANUALS 2019 – SECOND HALF

These are all referred to as “Owners Workshop Manuals” except as noted. Dates are subject to change:

Model Builders’ Manual (July)

Hawker Typhoon (August)

Roman Soldier (August) (Operations Manual)

Audi Quattro Rally Car (August) (Enthusiasts Manual)

Air Ambulance (September) (Operations Manual)

Lola T70 Race Car (September)

Firefighter (October) (Operations Manual)

Star Wars Rebel Starfighters Manual (October)

Combat Medicine (November) (Operations Manual)

Peugeot 205 T16 Rally Car (November) (Enthusiasts Manual)

Milky Way Galaxy (November)

Vickers-Maxim Machine Guns (November)

Sturmgeschutz III (December) (Enthusiasts Manual)

(Previously announced Fokker Dr.I and Convair B-36 titles delayed until 2020)

See Haynes New Titles Catalogue at [Haynes New Titles June-December 2019](#) for more information.

PUBLISHERS SURVEY – KALMBACH PUBLISHING

Jim Pernikoff

This month, I chose what is probably the longest-lived name in American hobby publishing. Al Kalmbach started **Kalmbach Publishing** in 1933 in Waukesha, WI to publish *The Model Railroader*, a pioneer magazine which is still going strong after more than 85 years. Demand for a similar magazine on full-size (“prototype”) railroading led to the addition of *Trains* magazine in 1940, and it too is still going strong. Although Kalmbach gradually added other hobby magazines to its lineup, railroading has remained its core, as denoted by the later addition of three more magazines on the topic: *Garden Railways* (1984), *Classic Toy Trains* (1987) and *Classic Trains* (2000).

Over time, Kalmbach added a lot of hobby magazines by buying existing publications and, at times, their publishers. Eventually the number had increased to the point that they had to add two additional departments, and the name of the company is now **Kalmbach Media**. The departments are: Jewelry & Beading, Hobby, and Science. And the Hobby department has three specialties: railroading, scale modeling, and (believe it or not) snowmobiling! Its website is <https://kalmbachhobbystore.com/>.

When it comes to scale modeling, Kalmbach seems to have gotten into it on their own. In 1976 they published a book called *Building Plastic Models*, and followed it up in 1980 with *Hints & Tips for Plastic Modeling*, which was done in close liaison with IPMS/USA, which got a page in the book to advertise itself and undoubtedly signed up some new members as a result. Considering that the only national model magazines at the time were Challenge Publications’ *Scale Modeler* and *Scale Aircraft Modeler*, which clearly catered towards beginner and intermediate modelers, Kalmbach decided the time was right for a more sophisticated publication along the line of *Model Railroader*. Under great secrecy, they made a surprise announcement at the 1982 IPMS National Convention about the launch of *FineScale Modeler*. They published a preview issue with a Spring 1982 date, and if memory serves me correct, handed out copies to the attendees. The first official issue (marked “Charter Issue” on the cover and dated Vol. 1, No. 1) was the Fall 1982 issue. And of course, FSM is still here and largely unopposed among American magazines, aside from the automotive side of things.

Automotive scale modeling is almost a separate hobby in its own right, as it seems only a fairly small number of adult car modelers cross over to do planes, tanks, ships, etc, and vice versa. Car modeling has had its own magazines come and go over the years, and from the start, FSM largely ignored the automotive modelers. But in 1979 a company called Highland Productions started doing *Scale Auto Enthusiast* in Milwaukee. As it flourished, Kalmbach realized that it would be good to add an automotive publication to their group and the nearby location of Highland was attractive. In 1995, Kalmbach bought Highland and a few years later shortened the magazine name to *Scale Auto*. They wisely left the editorial staff and style of the magazine largely unchanged, which is probably a good thing.

Over their many years, Kalmbach had added a number of books about railroading to their product list, many of which were detailed instructions for model railroaders. In addition, certain topics were the subject of special issues of the magazines, though these were usually included in the regular monthly periodicals and not published separately. When FSM became established, Kalmbach began a series of similar books for scale modelers, which appear on the first page of the attached checklist. While some of these were mainly compilations of articles which had already appeared in the magazine, others were considerably more elaborate. Among early best-sellers were books on armor and diorama building by the great Shep Paine. There were a few other specialized books on ship and sci-fi topics and even one on photographing models and one on displaying models. While some of the titles appear repetitious, remember that different authors may present different ways of doing the same procedures, so seeing more points of view can be a positive thing.

After *Scale Auto* joined the fray, it is only natural that Kalmbach had their people present similar books on different aspects of automotive modeling, and you'll note that most of these appeared in the years immediately following Kalmbach's purchase of the magazine. Curiously, though, they haven't had much to add since. I decided to keep this list separate from the first one.

You will note that the book list diminishes in quantity after around 2003, and I think I know why. Because of the specialized nature of these books, they were mainly sold in hobby shops and rarely in mainstream bookstores. But the dwindling number of hobby shops in the 2000s was reducing circulation of the books, and Kalmbach realized that they would be better off to reformat these as magazines, which would allow them to be sold on bookstore newsstands. They might have to cut the price a bit but circulation would increase dramatically. The same thing was happening on the railroad side of the house. As a result, the number of books has reduced to perhaps one a year, while the number of special issue magazines has steadily increased. The list of scale modeling special issues also appears on page 2 of the checklist.

Now I have maintained an interest in railroading, of the prototype variety, with chief interests in steam locomotives and passenger trains, so I have retained some categories of Kalmbach's railroading books on the attached checklist. If you have no real interest in railroading books and magazines on the checklist, I invite you to skip to page 7, which includes Kalmbach's scale modeling annuals.

Kalmbach added a couple of annual special issues devoted to model railroading in the early 1990s. In time, they decided that scale modeling also deserved at least one annual special issue, and in this case the impetus came from outside the company.

In 1988, Highland Productions had started a publication called *Scale Auto Contest Annual*, which showed galleries of photos taken at model car shows all over the country (and in some cases overseas) over the course of an entire year. When Kalmbach acquired Highland, they

decided the annual was a good thing and upgraded it to full color, eventually renaming it *Contest Cars*. It is regularly published for the holiday season.

Not surprisingly, they decided to try a similar tactic with an annual special issue based on FSM called *Great Scale Modeling*. In this case, they have had trouble finding a format that works and the issue has come and gone twice. I think they should consider making it a contest gallery issue like *Contest Cars*, but the available issues still have some useful content and are worth looking into.

That concludes the survey portion devoted to scale modeling, which pertains to pages 1, 2 and 7 in the checklist. For the benefit of railroading fans, I'll briefly describe the contents on the rest of the checklist, starting on page 3.

The *Railroad Reference Series*, as the name indicates, was a series of pocket-size landscape-format books that presented information on various railroads, locomotives and museums, and some of these were updated frequently. A number of these were either converted to a more conventional page format (see page 4) or gravitated to other publishers.

The *Golden Years of Railroading Series* was a series of larger landscape-format books that were basically photo galleries of famous railroads and locomotives in the 1930s through the 1950s. While new titles were not added after 2002, nearly all of these are still available and worth looking for if you like the subject matter.

The *Other Railroading Books* series is basically Kalmbach's current offerings. Some of these are reformatted books from the *Reference Series*, and all are worthwhile purchases for railfans.

Turning to magazines, the *Trains Special Editions* and *Classic Trains Special Editions* cover different aspects of railroading, with the first list mainly pertaining to current operations and the second list to operations of the past, often containing material reprinted from old issues of *Trains* magazine. I'm not sure why the issues in the first list are generally saddle-stitched and those in the second list are perfect-bound, and I haven't been able to find the missing numbers in the first list, but these are all very nice publications.

The *In Search of Steam* series is an extension of the *Classic Trains* specials; why they were numbered independently is a bit of a mystery, as the content is similar. These are photo galleries of steam locomotives in action in their last years of service before being replaced by diesels.

The *Model Railroader's Guides* are books intended to show model railroaders how the full-size railroads really work, in order to aid them build their layouts to function similarly. As a result, these books are quite fascinating for fans of full-size railroading who have little interest in modeling. You can see the wide variety of topics covered, and the amount of content in each book pertaining solely to model railroading is quite small. The *Other Model Railroading*

Books on page 6 are really similar but not identified as part of the series.

Now if you skip to page 8 in the checklist you'll find the railroading annuals. I have found *Great Model Railroads* to be very entertaining, as the layouts depicted are superb and the photography in these issues makes the layouts look very real. If you think about it, model railroading layouts are really dioramas, and they can be just as fascinating as aircraft or military dioramas.

Locomotive was started as a single special back in 2006 and became an annual fairly quickly. It covers the modern diesel locomotive scene and describes trends and developments, including an annual roster of all the active locomotives on the rosters of the "Big 6" national railroads. Not my cup of tea, but the issues obviously sell well.

That concludes the checklist. For scale modeling, print out pages 1, 2 and 7 only. For railroading, print out pages 3, 4, 5, 6 & 8 only. If you have any questions about any of this content, just ask me!



IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing 4 decades, IPMS/USA has become a 5,000 member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

IPMS/USA produces the Modelers' Journal, an all-color magazine supplied to our members 6 times each year. Sample copies of the Journal are available upon request, and you'll find several cover shots elsewhere in this handout.

In addition, IPMS/USA maintains one of the largest and most-visited public websites in the modeling community (www.ipmsusa.org). Members and visitors can view product reviews, chapter and contest information, see examples of members' work, and view images of contest, museum walkarounds, and the like. A members-only Forum allows discussion of specific topics of interest amongst our membership. The remainder of the website is open to the modeling public and sees thousands of hits weekly.

Contact Information: [IPMS/USA](http://www.ipmsusa.org) PO Box 56023 St. Petersburg, FL 33732-6023

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____
If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 56023

St. Petersburg, FL 33732-6023

QUIZ ANSWERS FOR JUNE

1. France and Mexico in 1838. It was triggered by Mexico's refusal to pay for damage done by Mexican army officers to a restaurant run by a French pastry chef in Tacubaya, now a section of Mexico City.
2. Marshal Philippe Petain, whose 1945 death sentence for collaboration during WWII was commuted by de Gaulle to life imprisonment.
3. Gen. Black Jack Pershing, arriving in France in 1917 after the U.S. entered WWI.



Contact Us

IPMS Marietta Scale
Modelers

Chapter Contact: Rob
Morales

rmoe701@gmail.com

Épisode de l'expédition du Mexique en 1838

Scene from the Mexican Expedition in 1838, the Prince of Joinville on the poop of the corvette Créole listens to the report from the vessel's Lieutenant, Penaud, and sees the explosion of the tower of the Fort of Saint-Jean d'Ulloa on 27 November 1838. The frigate Gloire can be seen in the background.