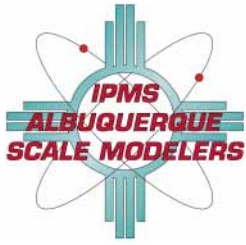


ALBUQUERQUE SCALE MODELERS



<https://abqscalemodelers.com>

December 2021

THE PRESIDENT SPEAKS JOHN TATE

The E-Board has been busy this fall and approved two items of note at our November board meeting.

First, the People's Choice (PC) tally was eliminated for regular points contests; this was an extra 50-point award judged by club members for models in each skill-level category. However due to time constraints and other reasons, such as the PC award often lining up with the Best of Show winner, it was eliminated. However, it will be maintained for

our end-of-year Model of the Year contest.

Second, a preliminary contest schedule was approved for 2022, consisting of five "Open" points contests instead of our customary themed points and special contests. This was done in an effort to increase participation in our contests, with a month in between contests to allow extra build time. The non-contest meetings will be taken up with clinics, guest speakers and show-and-tells. Members are still welcome to sponsor contests concurrent with our Open points contests, and to bring in works-in-

November Meeting highlights, left to right: Our guest speaker, Kathy Myer, receives a presentation model (L) and her *USS Iowa* presentation in progress (R); and the business meeting in progress.



progress entries to any meeting.

Our traditional “Moe Blalters” Sci-Fi/Fantasy/RealSpace special contest will continue and is scheduled for January 7, 2022.

In addition to the Model of the Year contest, our December meeting will include a special event; members—and their wallets—are encouraged to attend. Remember, our meetings are scheduled from 6:30 P.M. to 9:00 P.M. and UNM rules require masking. Due to the pandemic, only regular members and invited guests are allowed entrance.

FROM THE VEEP

MIKE BLOHM

ASM 2021 Model of the Year Competition

[Note: Yes, I know the meeting takes place before this newsletter comes out, but for the record, here’s what Mike wrote! -JW]

All models that earned/received an ASM “Best of Show” award from the entirety of 2020 through to the most recent ASM contest in November of 2021 are eligible. This includes Best of Show winners from “Virtual” model contests, from “Points” contests, and from “Special” contests.

You do not need to be present at the December 3 ASM meeting for your model(s) to compete, but your model(s) do need to be there on the table. So if you cannot attend in person, please arrange for another ASM member to bring your entries to the meeting.

Click here to see the eligible models from the 2020 and 2021 ASM Contests:

2020: <https://tinyurl.com/asm2112a>

2021: <https://tinyurl.com/asm2112b>

IN THE BONUS PAGES!

In this month’s **Bonus Pages**:

- A report on a tour of Kennedy Space Center by Mike Blohm
- An article about one of our Miscellaneous pics that got Fred Horky’s attention
- And more!



CONTACT INFO

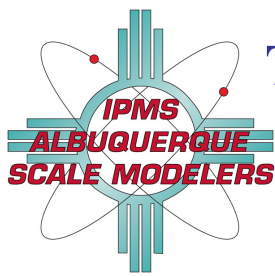
General contact email address for
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ABQScaleModelers@outlook.com

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Vice President:
Secretary/Treasurer:
Contest Director:
Members Pro-Tem:

Webmaster:
Newsletter Editor:

John Tate
Dave Epstein
Frank Randall
Ken Liotta
Bob Henderson
Victor Maestas
Scott Jaworski
Mike Blohm
Joe Walters (jwalters22@comcast.net)

ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. *Submission deadline for each issue is now **ten days** prior to the next meeting (that’s a Tuesday). Items I receive by Tuesday night will be in the newsletter, and items received after that will be in the following issue.*



The Albuquerque Scale Modelers' Special (Non-Points) Contest on December 3, 2021 is:



ASM Model of the Year Competition 2021 Contests



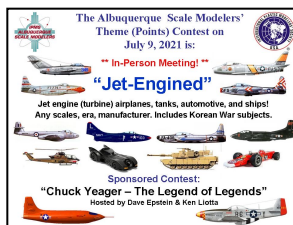
Sci-Fi / Space



Open



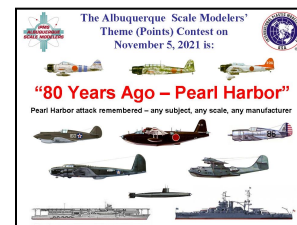
BIG or small



Jet-Engined



Hurricanes



Pearl Harbor

ALL models that earned/received an ASM "Best of Show" award from the entirety of 2020 through to the most recent ASM contest in November of 2021 are eligible. This includes, Best of Show winners from "Virtual" model contests, from "Points" contests, and from "Special" contests.

2020 Contests



Sci-Fi / Space



Open



The Desert



Korean War



Two Or Three



Open

BONUS PAGES!

NOVEMBER CONTEST WINNERS

From November's "80 Years Later—Pearl Harbor" contest, top to bottom: AJ Tate's A6M2 Zero (Junior), and Kris Herrera's B5N Kate (Basic).



This page, top to bottom: Bob Henderson's *IJN Akagi* (Intermediate), and David Epstein's D3 Val (Master).



BONUS PAGES!

STRANGE APPARITIONS...

FRED HORKY

...and the stranger odysseys they can inspire!



In a recent Albuquerque chapter newsletter, editor Joe Walters included a picture (left) of a really strange vehicle.

Fairly obvious is that the subject is the progeny of a shotgun wedding: a “stretched,” very-German “Hitlermobile” Volkswagen having been mated to an example of the very-British Britten-Norman BM-2 “Islander” ten-seat commuter aircraft.

When your scribe asked Joe for details, he admitted that he’d had no idea of the who-what-where-when-how details, but had simply found the picture surfing the web and used it to fill empty space in his newsletter. The basic strangeness of the vehicular combination might be enough to entice a mod-

eler to try a miniature of something really odd: if that’s you: the “Scalemates” website lists kits of both car and plane to a common $\frac{1}{48}$ scale: for the Hitlermobile, Tamiya’s kit of the Model 82E (a wartime military model Volkswagen) and for the airplane the Valom kit (from the Czech Republic) of the Islander. Good luck searching!

But beyond that modeling possibility, that picture of the odd plane/car reignited my interest in Britten-Norman’s little commuter airplane. I soon learned the airplane is *still* being built, more than a half-century after its 1965 first flight! That interest was further invigorated on learning of a family link which I’ll get to later.

But I should mention how I had first become interested in the “Islander.”

Long-time modelers will remember years ago, when Squadron Shop sent customers monthly sales fliers which usually included deeply-discounted kits to tempt us into buying model kits that were out of our personal interest zone. Sometimes they were so cheap that we ordered it anyway, just to get the total up to the minimum order value. Or at least, that’s what I did.

Almost that long ago, one of their sale items was the $\frac{1}{72}$ Airfix Islander. The best part of a half century ago, I was in Caracas Venezuela on a USAF advisory duty assignment to the Venezuelan Air Force (things were vastly different then: Venezuela was prosperous and a good friend of the US; it sank into the present socialist disaster *much* later). I was building models, but hadn’t seen a hobby shop anywhere, or, for that matter, in that three years *never saw a single completed model* built by *anybody else*. It was as if I were on a modeling desert island! The Venezuelans have since discovered scale modeling, and have an active national IPMS.

The modeling result was that Squadron Shop really was my "...hobby shop in your mail box" ...or in my case, in the APO mail bags which came out of the belly of Pan Am 707s arriving from Miami at Simón Bolívar International Airport, along with all our other stateside mail.

Airfix had first issued their Islander kit in 1972 with civilian commuter-liner markings. In 1976 it was reissued as the B-N "Defender" military derivative, with added external ordnance and fuel tank parts, and Philippine Navy markings. Per Scalemates, there have been many other issues with widely-varied airline and military liveries:



The kit must not have been a big seller in the US; Squadron soon had it listed pretty severely discounted in a monthly sales flyer. So naturally, I ordered one... mainly to get my total up to the minimum order! You've probably done the same thing.

Surprise! I even built it! Not very well, but after almost a half century later it still survives in my model cabinet (below).



About The Airplane:

Sometimes the simplest of airplanes are the ones that continue in production seemingly forever. In the Islander's case, that's fifty-six years... and counting. The first flight was on June 1965; that prototype appeared at the Paris Air Show a week later (right), where it attracted great interest.



The twin engine BN-2 and its later three-engine BN-2A variant could be delivered with single or dual control options, but the type is most-often single-pilot operated. Also, where larger airliners are often described by having either single or two aisle passenger seating: the little Britten-Norman commuters are zero aisle: the passengers (and pilot) board directly to their seats through side doors. This made for a narrow fuselage with significantly less drag.

In the early 1960s, John Britten and Desmond Norman decided that the “higher-faster-bigger” rush of the postwar aviation industry left a significant opening for a small, simple, rugged, *fixed gear* airliner to make money flying small numbers of passengers or cargo loads between the world’s thousands of boon-dock small airports... many of them unpaved. The full story can be found here:

<https://tinyurl.com/asm2112c>



Up to nine passengers of the ten-seat Islander are very cozy with their lone pilot seated in the front-left tenth seat: this is the view from the pilot’s seat, looking to the rear.



Stretching the design to the Trislander (with an engine in the *tail!*) gave it nine rows of two seats, or seventeen passengers plus the pilot. Nobody worries about getting a window seat... *all* the seats are window seats! But the seat often most coveted is the one up next to the pilot, or, if not allowed there, directly behind it in the *second* row.

Seen on the next page (top) is the view of that wanna-be-a-pilot passenger with *lots* of photo ops, plus the opportunity to kibitz the lone *real* pilot: something he would *never* get in a larger airliner.

Most Britten-Norman commuter operations are casual in the extreme: the lone pilot turning



around to face his passengers to make the requisite preflight briefing... and if among his as-many-as-nine passengers (seventeen in the Trislander) he spots a friend like my wife's cousin, adds an "Oh, hello, Michael, how are you?"

The Islander (and to a lesser degree, Trislander) have been operated in small numbers by literally hundreds of small carriers, all over the world and into some of the most isolated and forbidding excuses for runways on the planet. In addition, numerous military variants are also operated in small numbers by the air forces of dozens of countries. The BN-2 below, one of two acquired by the Israeli Air Force, was operated as a utility aircraft and navigator trainer until retired to the Israeli Air Force Museum in Beersheba.

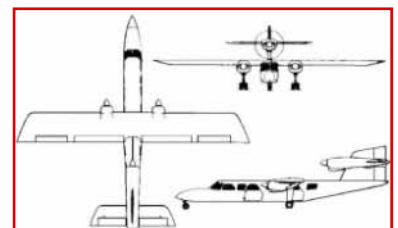


Modeling the Islander obviously has almost infinite marking opportunities.

Only a few years after the Islander appeared, a need was seen for more than the Islander's five rows and ten seats (less one for the "driver!"), so

life followed movie fiction (R.J. Mitchell sketching his Spitfire on the back of an envelope, in the 1942 film *First of the Few*) with the Islander design literally stretched into the Trislander by a third engine added to the tail, DC-10 style. For the Islander, the idea was first sketched by John Britten and Desmond Norman on a restaurant napkin!

My fascination with Trislander began with a long-ago Air International article: the Airfix Islander kit was again on sale so I bought two more, with the intent of bashing them into a Trislander! I'd even drawn made my 1/2 drawings and had a build plan developed.



But like so many of my modeling pipe dreams, it just never happened.

(So, who has not done the same sort of thing? I'll bet you have a somewhat similar project hiding among your "Someday Shelf Project!")



The biggest single user of both Islander and Trislander types was Aurigny Air Services, an airline which literally belongs to the people of Guernsey, a very British "Channel Island" just offshore from France (about that ownership, quote: "The holding company is itself 100% owned by The States of Guernsey," the latter being the title of the self-governing island's legislative body).

Aurigny's airplanes all carry UK registry, of course. Over the years a happy coincidence of the English all-letters registration system made their Trislanders "G-JOEY" into a celebrity! The company PR people made sure that a red nose, eyes, mouth, and other facial features were added to the nose, giving the airplane a personality that made it famous!

"Joey" was particularly popular with children by their toys, coloring books, etc.; the airplane even had its own fan club! *If I had built that Trislander, there is no doubt what the markings would have been!*

The airplane's popularity didn't end with retirement. Today the little trimotor hangs in a very viewable position of honor over the diners in the restaurant of ay Oatlands Village, a popular Guernsey tourist attraction.



<https://tinyurl.com/asm2112d>

Oatlands is not far from Guernsey's small (and only) airport, where "Joey" had served that small, very *very British* Channel Island so well, so long, and so frequently,. As a comparison for IPMS/Albuquerque members, the whole of the island could easily fit comfortably several times over into the footprint of your city; Wikipedia tells us that Guernsey has an area of 25.1 square miles vs. the 188.9 of Albuquerque!



About Guernsey and the other Channel Islands during WWII:

When France collapsed before the German Blitzkrieg in May 1940, England couldn't defend her very English "Channel Islands," just a few miles offshore from France's Cherbourg peninsula. The islands soon became the only part of England to be occupied by Germany during WWII... in fact, continuously until one day *after* VE-Day, when the Germans surrendered on the continent.



During the long occupation, Hitler had become so convinced that the coming cross-channel invasion would *begin* with the Channel Islands, that he demanded those islands... and especially Guernsey... were to be the most heavily fortified segment of his "Fortress Europa."

Imposing defenses were built by slave labor at huge human cost, but the islands and those defenses were bypassed by the invasion, and thus never tested. They still stand unblemished by combat, mostly so huge that they defy practical or economical disposal and today remain as must-see tourist attractions on the island.

<https://tinyurl.com/asm2112e>





After the Allies bypassed the islands, both the Channel Islanders and their occupiers were thus isolated from supply from *both* sides, and almost starved during the long months between the June 6, 1944, D-Day invasion and the end of the war on May 8, 1945. It was a very difficult time.

Today, the islanders still very enthusiastically celebrate “Liberation Day” on May 9, the day *after* Germany’s official May 8 surrender. The 9th was when the Royal Navy

landed to accept the German garrison’s surrender, and bring relief to the Guernsey population!

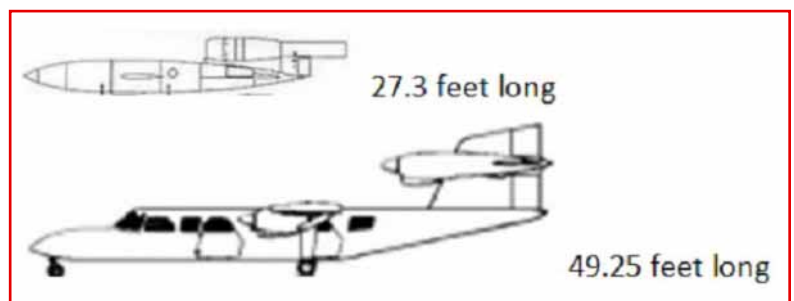
Among many other links, click <https://tinyurl.com/asm2112f> for more on the occupation.

Earlier I’d mentioned a family connection to the little Britten-Norman commuter planes of Guernsey’s airline. My wife shares a common great grandfather with distant cousin Michael Paul, a native Guernseyman. We had learned of Michael’s existence only recently, by a really odd string of coincidences involving the IPMS/Chattanooga newsletter! Michael and I found we share a strong interest in WWII history; in our extensive e-correspondence he mentioned that he had often been a “frequent flyer” commuter from Guernsey to England in both the twin-engine Islander and its somewhat-odd-looking three-engine derivative! And that rekindled my interest in the little commuter planes.

Michael is ninety now; he had been evacuated from Guernsey to England as a nine-year-old boy, just a few days ahead of the arrival of the German troops. He would not see his home in Guernsey for more than five long years.

In our correspondence Michael remarked that seeing a Trislander in profile on its approach to Guernsey at dusk, had given him a “flashback” from his childhood.

His memory was from being in England during the war, seeing the Trislander in profile had awakened memories of Hitler’s famous... and frightening... “buzz-bomb” missiles of WWII!



Some memories are hard to keep suppressed... even eighty years later!

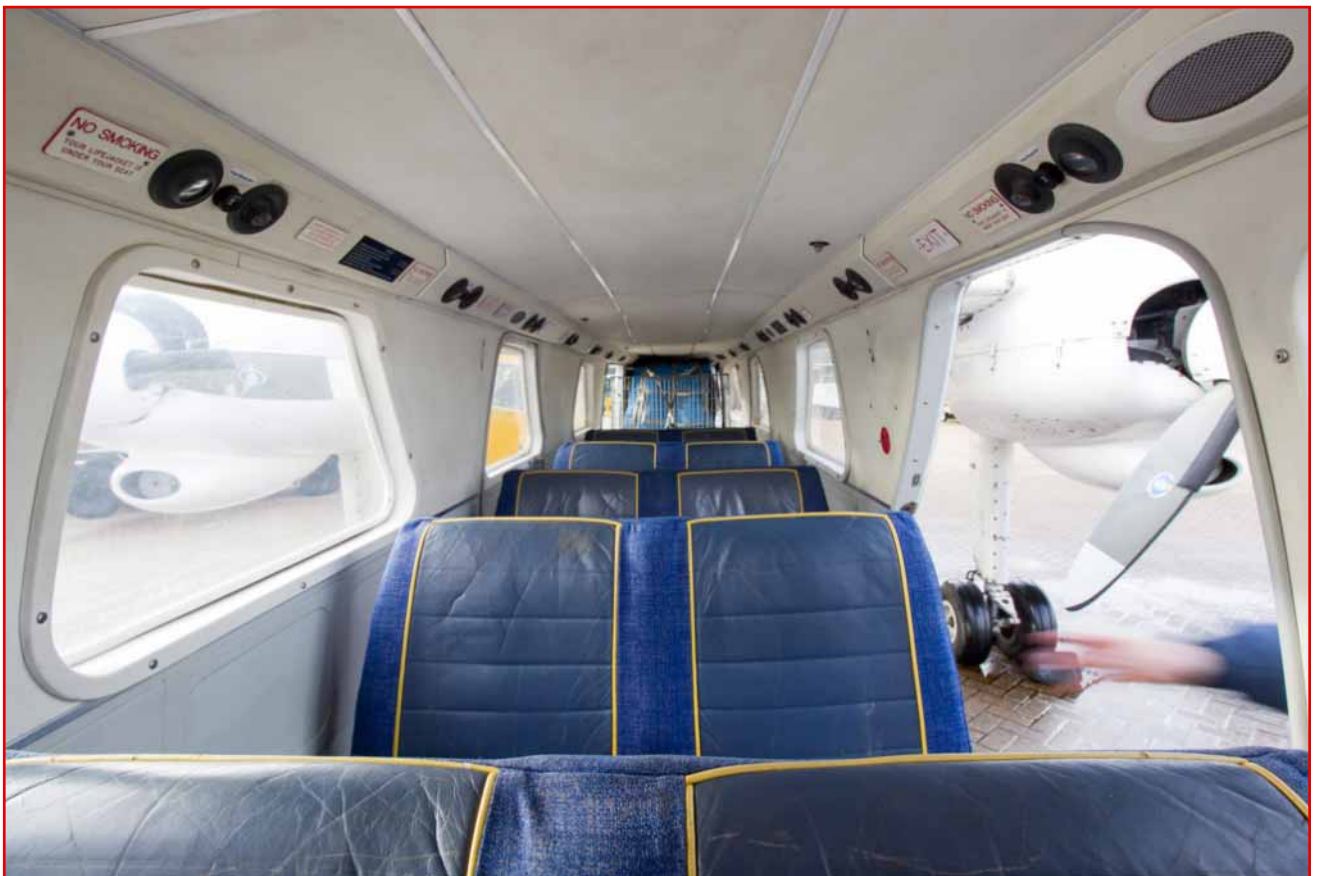
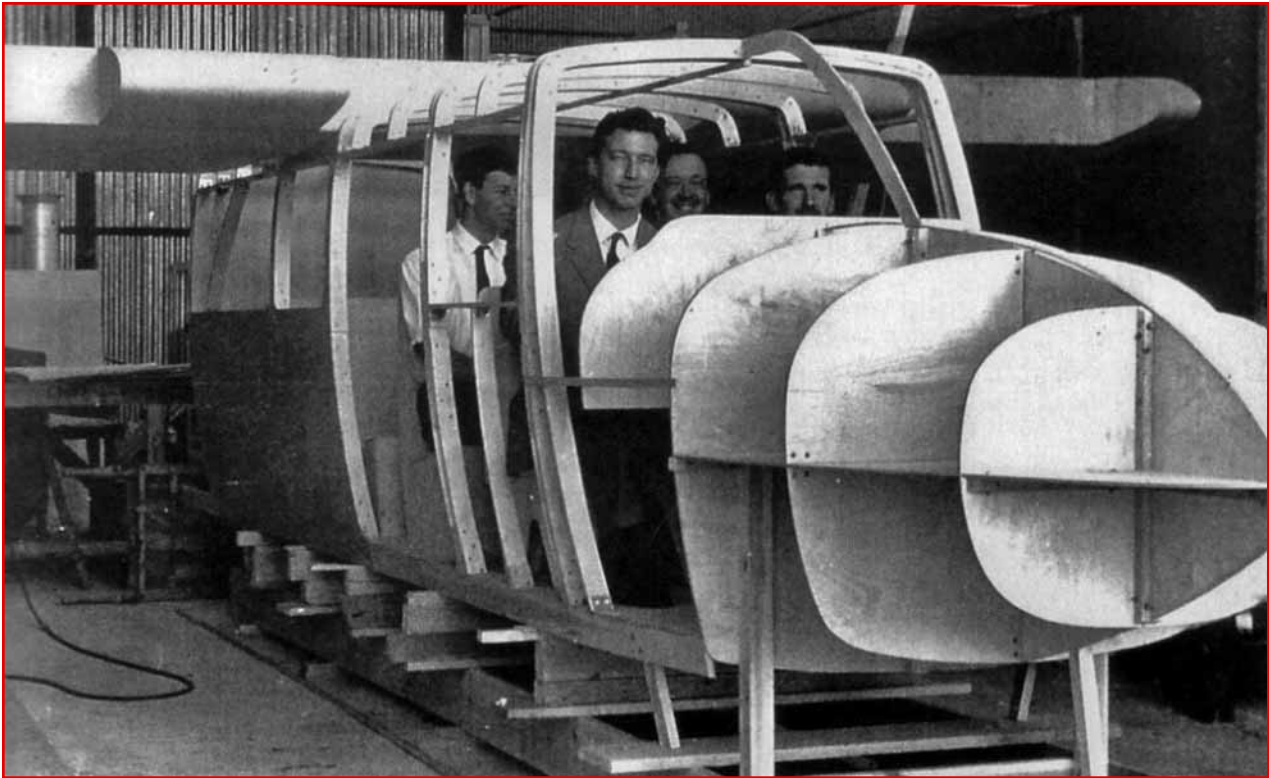
Life in England had been difficult, and full of dangers: in a recent email Michael commented that he still doesn’t much like the Dornier Do 228 commuter aircraft (above) which had replaced “Joey” and the other Trislanders after their *forty-six* years of service. It’s not just that the Dornier has had serviceability problems in Aurigny service, his main problem with the little airliner is that the name reminds him of the “... Dorniers which attempted, unkindly, to drop

bombs on me when we were living in the England in WWII!”

So now I’m now amazed how far I’ve rambled from Joe’s picture of that half-Volkswagen, half-Islander... it’s no wonder that I don’t get anything useful done...

[Editor’s Note: Fred also included several photos that weren’t referenced in the article. They’re displayed below. Thanks, Fred! -JW]







BONUS PAGES!

FIELD TRIP: KENNEDY SPACE CENTER

MIKE BLOHM

This field trip report covers a visit to the Kennedy Space Center (KSC) at Cape Canaveral, Florida, that I was able to make during a business trip in January 2020. I made the trip on a Saturday and arrived at KSC at about 10:00 in the morning after about a one-hour drive from Orlando. A longer story and additional pictures are posted on the *ASM Website's* Field Trips webpage.

<https://tinyurl.com/asm2112g>

When I purchased my entrance ticket I discovered that the tours to see the launch sites were all sold out. You can get tickets to those on-line ahead of time, which I should have done. The maps below show the layout of the KSC exhibits and attractions. After entering the site, I first visited the Heroes & Legends exhibit, which covers the astronauts and the Mercury and Gemini programs. There was a fairly long line for that. This exhibit is next to the Rocket Garden missile park, so you can view those from slightly afar as you wait. When the doors to that attraction opened, you are ushered into a large round room where you see an interesting movie projected on the walls. When that is over the inner doors open and you have access to the interior of the exhibit. That is how all the exhibits are orchestrated at KSC. Maybe that is the best way to do it, but I would have liked a separate entrance to bypass the movies and go straight to the displays. Lots of good stuff to see. The exhibit has Wally Schirra's "Sigma 7" Mercury capsule connected to the Mercury-Redstone 6 booster rocket that was supposed to be used by Deke Slayton, the 7th Mercury astronaut, who was medically grounded and did not go into space during that program. Other displays include the Gemini 9 capsule (Tom Stafford and Gene Cernan), the Mercury Control Center equipment, a Mercury space suit worn by Gus Grissom on his flight, and other astronaut and space exploration memorabilia. You exit through the US Astronaut Hall of Fame.





TRUSTED SPACE The following locations have been deemed safe to enjoy while social distancing.

EXHIBITS

- Space Shuttle Atlantis®
- Planet Play **NEW!**
- Apollo/Saturn V Center
- Heroes & Legends
- Journey to Mars
- Explorers Wanted
- Shuttle Launch Experience®
- NASA Now
- IMAX® Theater
- Nature & Technology
- Universe Theater
- ...and more!

➕ **Character Appearances:** Get your photo taken with Space Person throughout the day.

DINING

- 1 **Milky Way:** Treat yourself to hand-dipped ice cream.
- 1 **IMAX Snox:** Traditional movie favorites including popcorn, candy and soda.
- 1 **Planet Play Lounge:** A coffee, beer and wine bar in a comfortable lounge parents can enjoy while watching their tiny explorers learn about space.
- 1 **Orbit Cafe:** Pizza, fresh made salads, burgers, pulled pork and all your favorites hot off the grill.
- 1 **Space Dots:** An assortment of novelty ice cream and your favorite Space Dots flavors.

SHOPS

- 1 **The Space Shop:** The World's Largest collection of NASA merchandise! Find everything from souvenirs to signed one-of-a-kind collectibles.
- 1 **The Right Stuff:** This shop specializes in products celebrating the Apollo missions. Located at the Apollo/Saturn V Center.

Information: Space souvenirs and necessities including sunscreen, batteries, sunglasses and more.

TheSpaceShop.com Shop online anytime from anywhere.

PHASE 2

Phase 2 occurs when lightning is present or imminent in the immediate area. Once a clear moment of view over a Phase 2 warning area is gained through the visitor complex.

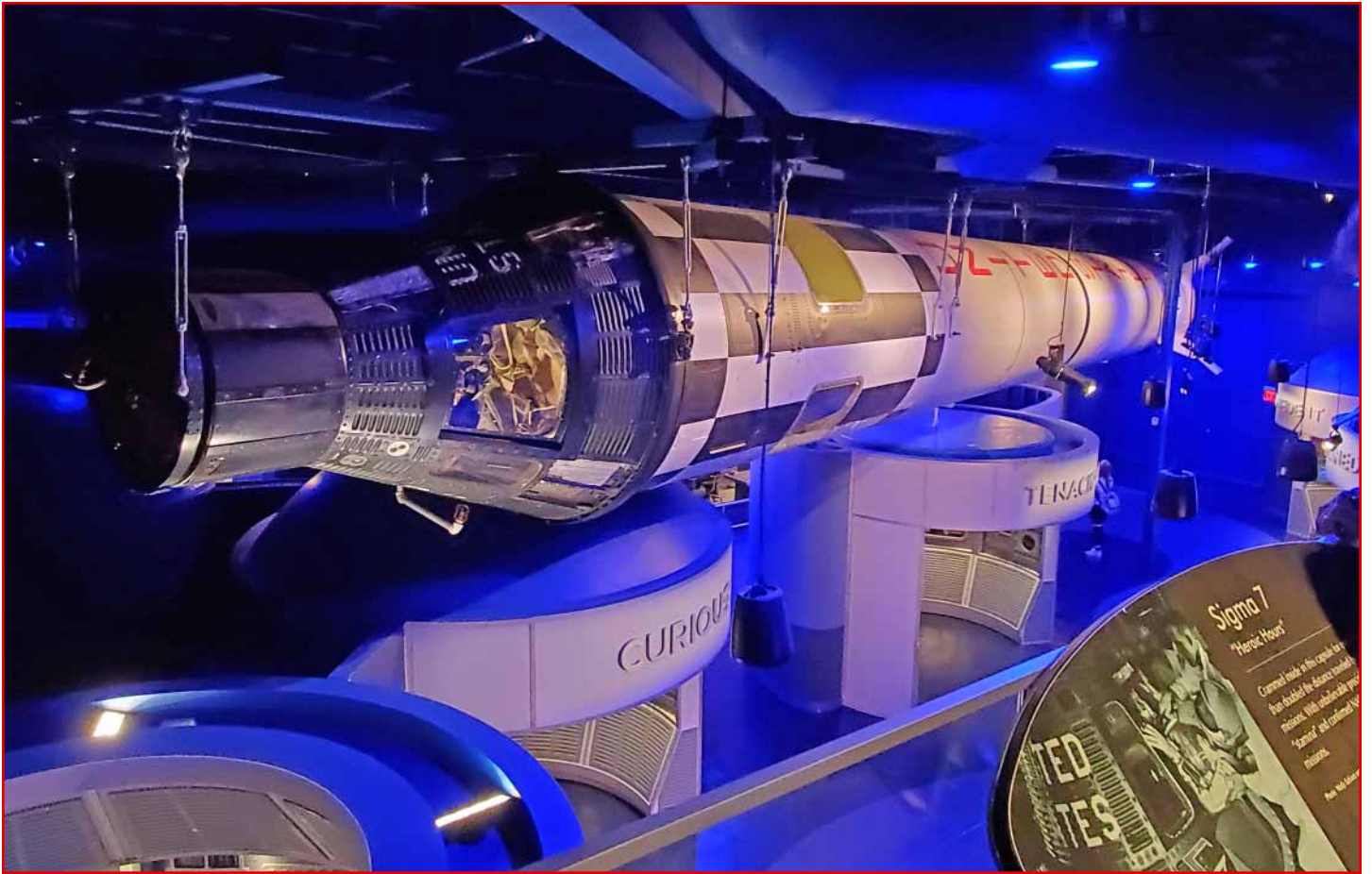
SAVE A MAP DOWNLOAD OUR FREE APP

GreenPath

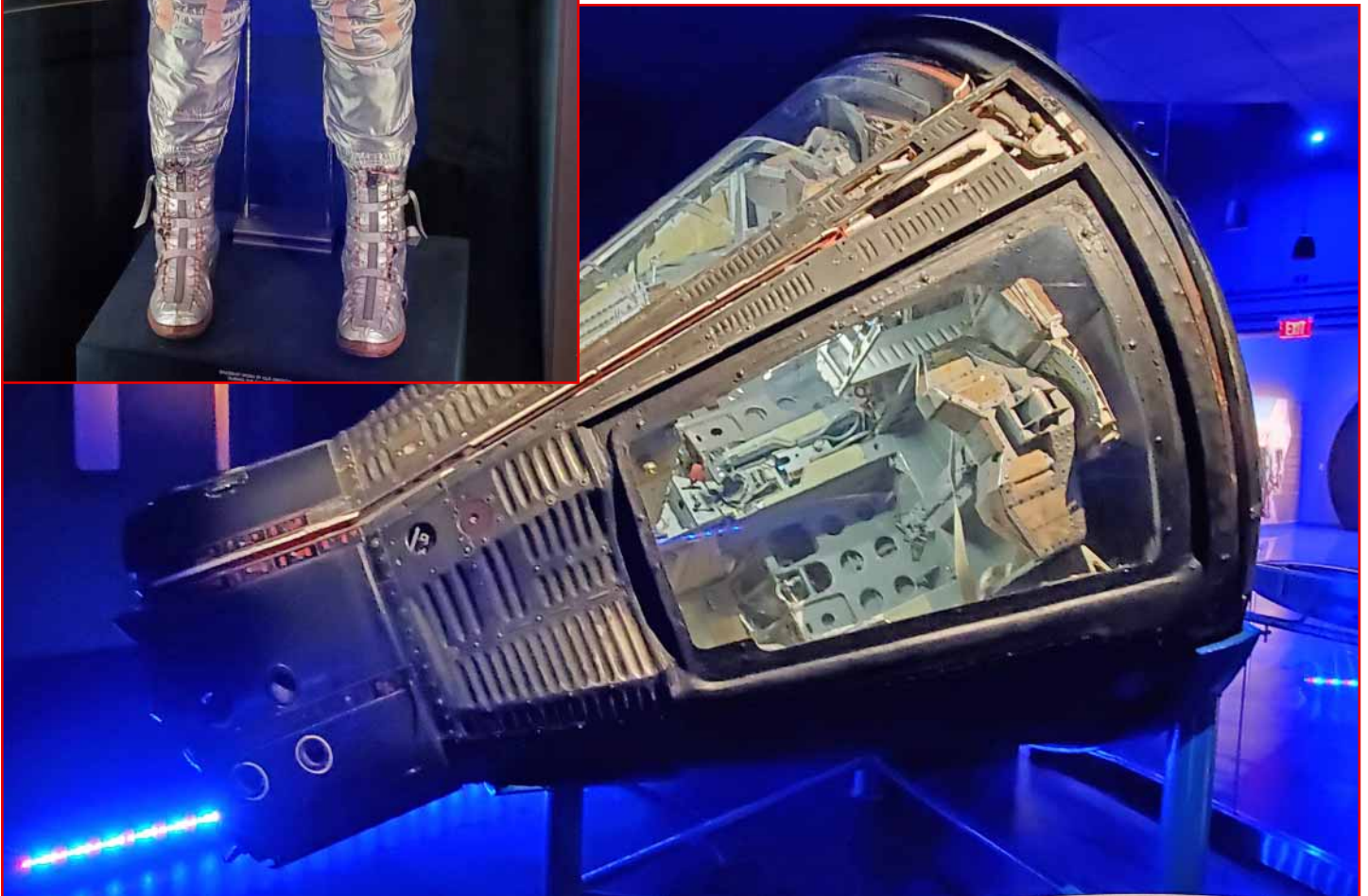
Working on the World's Most Sustainable Building. GreenPath comes with the responsibility for creating a better world for the environment. We have a team of caring staff members who understand and implement "GreenPath" initiatives designed to reduce the human impact on Earth's environment.

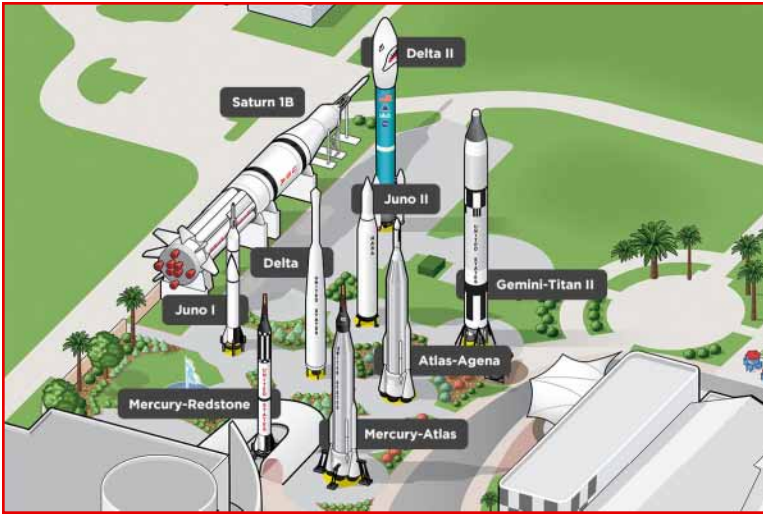
SMOKING is permitted only in designated areas.





My next stop was a closer look at the Rocket Garden. I have model kits to build of most of these, so I spent a fair amount of time getting some detailed shots of nozzles, fins, fuel lines, etc. The map below show all of the missiles. Of note they have a Mercury-Redstone, Mercury-Atlas, Gemini-Titan II, and a Saturn 1B on its side (all stages connected). There are also some rocket engines and cutaway capsule mockups to view.









THE POWER OF APOLLO

The Apollo program's largest rocket engine was the F-1, which powered the Saturn V rocket. The F-1 was a gas turbine engine, which means it used a turbine to compress the air and heat it to produce thrust. The F-1 was the most powerful liquid-fueled rocket engine ever built, and it was used to launch the Apollo 11 mission to the moon.

With their massive, five-chamber nozzle for creating a 7.5 million lb thrust, the F-1s were the most powerful engines ever built. It was said by the crew that the sound of a F-1 firing was like the roar of a jet engine. The F-1s were used to launch the Apollo 11 mission to the moon.

All over 2.7 million pounds in weight, these engines were the most powerful ever built.

Model Name	Weight	Thrust	Length	Height
F-1	130,000 lb	7,500,000 lb	133 ft	111 ft
Space Shuttle Main Engine	30,000 lb	2,250,000 lb	37 ft	31 ft

Next on my tour was the Apollo/Saturn V Center (ASC), so I hoofed it over to the “Bus Transportation” area where you wait to get on a bus for the drive out to that attraction. The line was tremendously long, and I probably spent an hour waiting to get on a bus, and that was all standing up. This was my biggest mistake of my tour—I should have come to this first and bypassed everything else. This exhibit at ASC was well worth the wait. It looks like they have addressed this problem now. On their website, they now mention reserving a bus time for this attraction when you first arrive and get your tickets. So apparently, you can now show up at the Bus Center at your appropriate reservation time. I hope this has resolved the problem—remember to do that when you first get there.

The bus trip out to the ASC takes you on a short tour and you go by the huge Vehicle Assembly Building where they stacked the Saturn rockets and the Space Shuttles. You also drive by a “crawler” transporter and get to see some of the launch sites from afar. Make sure that you sit on the right hand side seats as everything will be looked at through the right side windows of the bus.

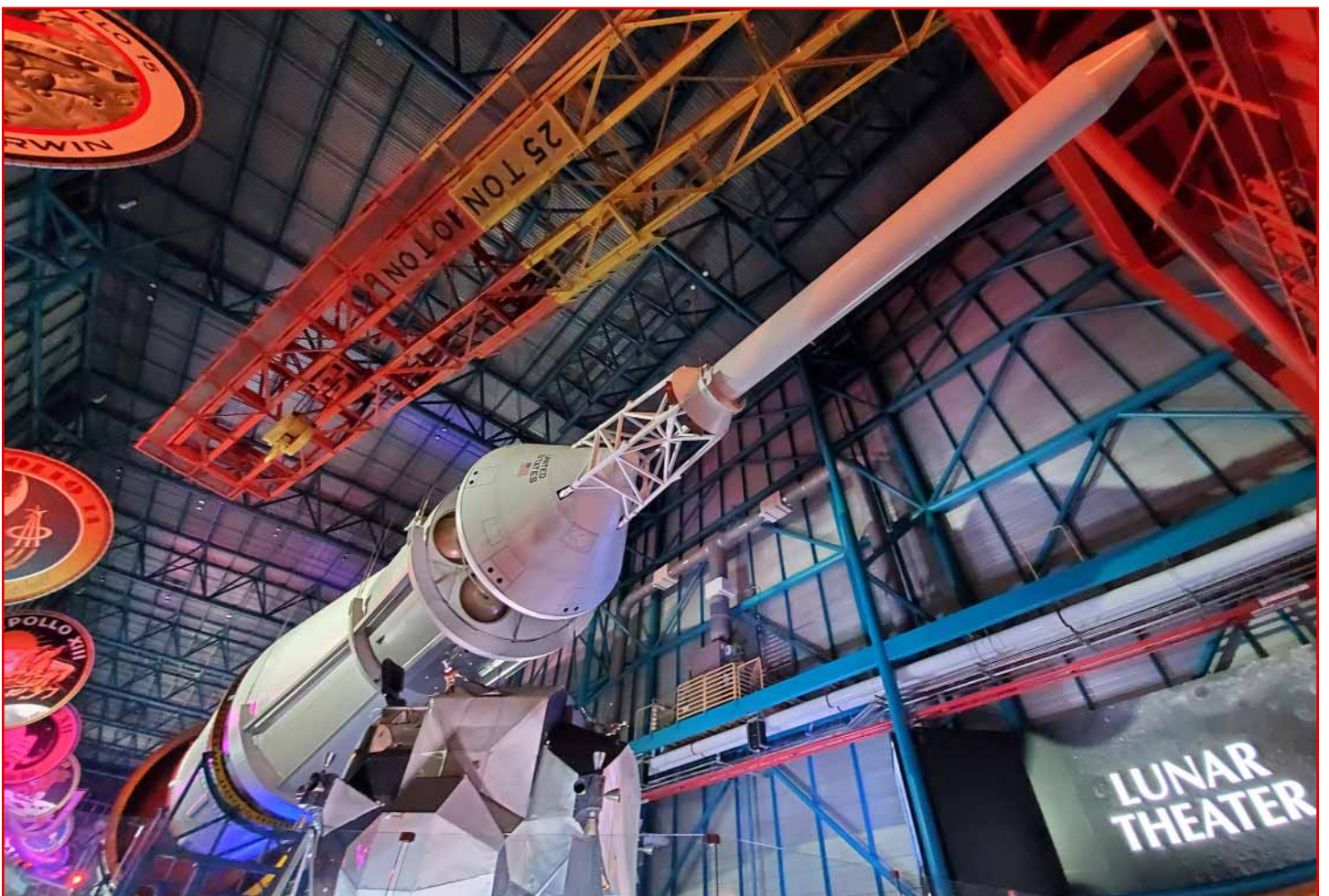




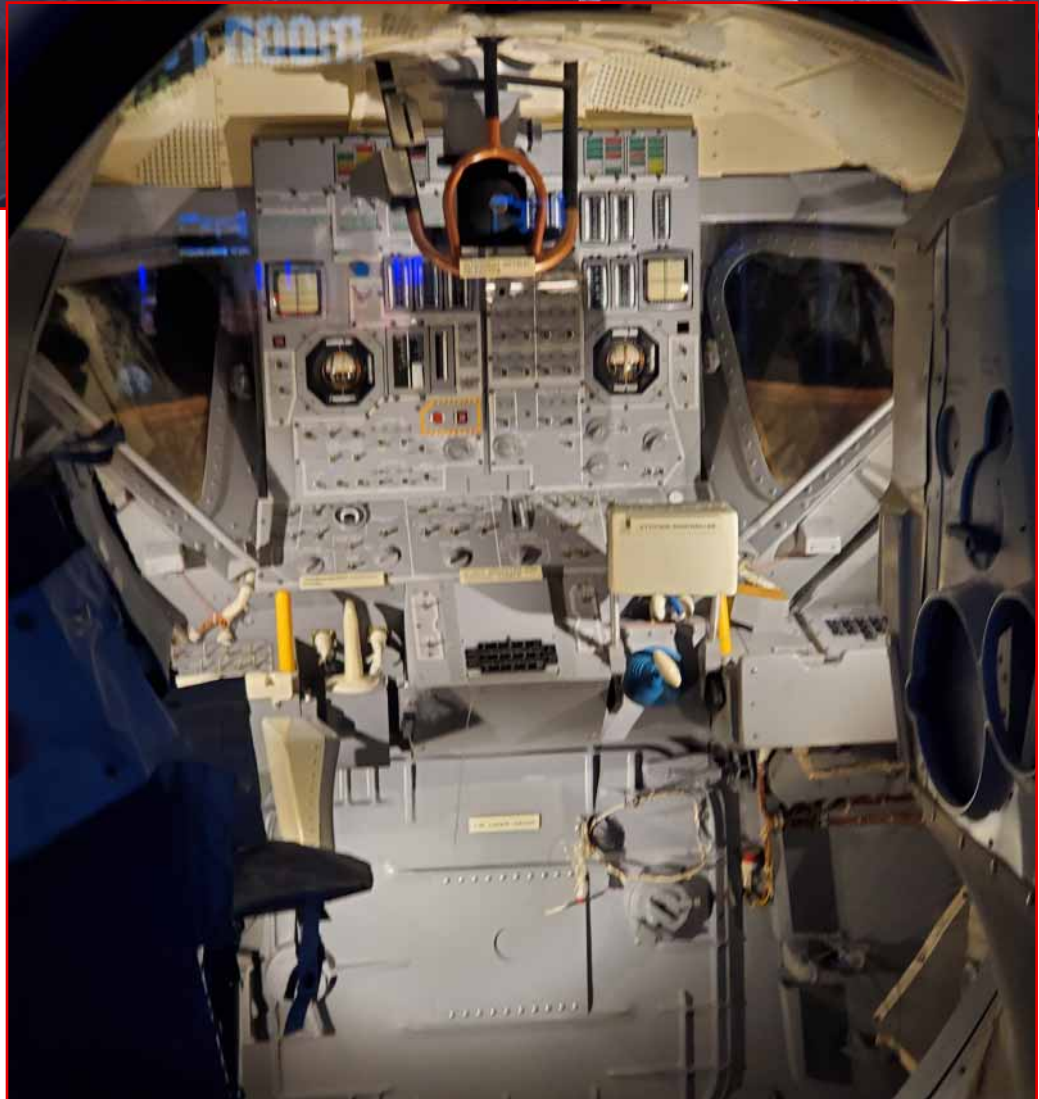
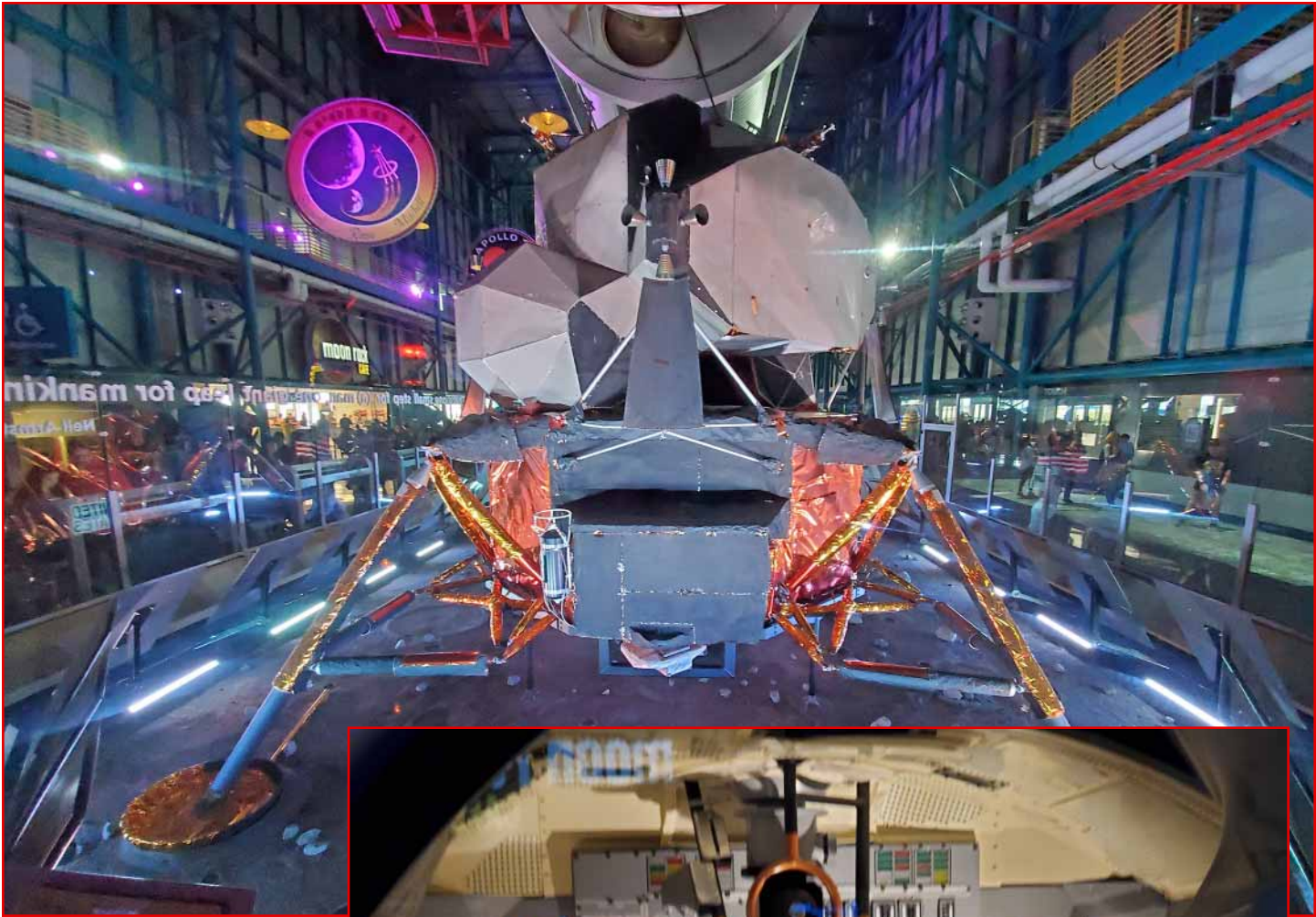
The ASC exhibit has a lot of stuff to see and you could probably spend four hours here. Again you have to wait and see a movie—while looking down at the Apollo Launch Control Center equipment—before you can enter the building. The main display item is a Saturn V lying on its side, with all the stages separate, so you can see the engines and connectors for each stage. You enter the building next to the first stage rocket engines. Yes, they are huge. The rocket is surrounded by other displays to see on each side of it as you move towards the top of the rocket with the Command Module. Displays along the way include a separate Apollo Command Module and Service Module; a large cutaway model of the Saturn V that is solid on one side and the interior visible on the other; and a full-size diorama display of the Lunar Module on the Moon surface with astronauts doing experiments. That last display is great and has a wealth of details for modelers. I am old school and that will always be the “LEM” to me. They also have the Apollo 14 capsule and space suits, and a Lunar Buggy on display, and you can touch a Moon rock (I wonder what they have done with that display after the Corona virus). There is a “Right Stuff” gift shop in the building specializing in Apollo-related items. Sit on the left side of the bus heading back to KSC for better viewing.

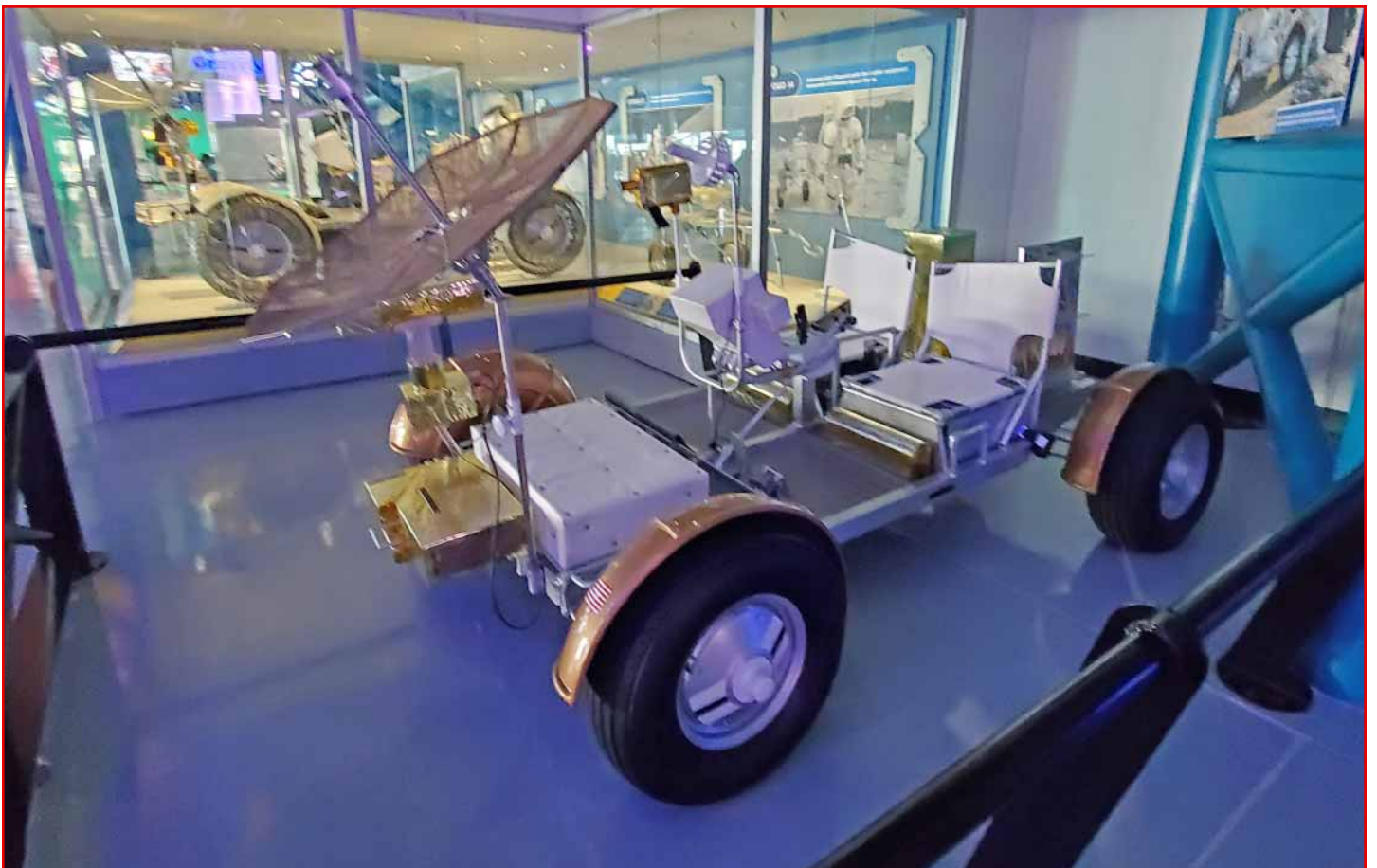






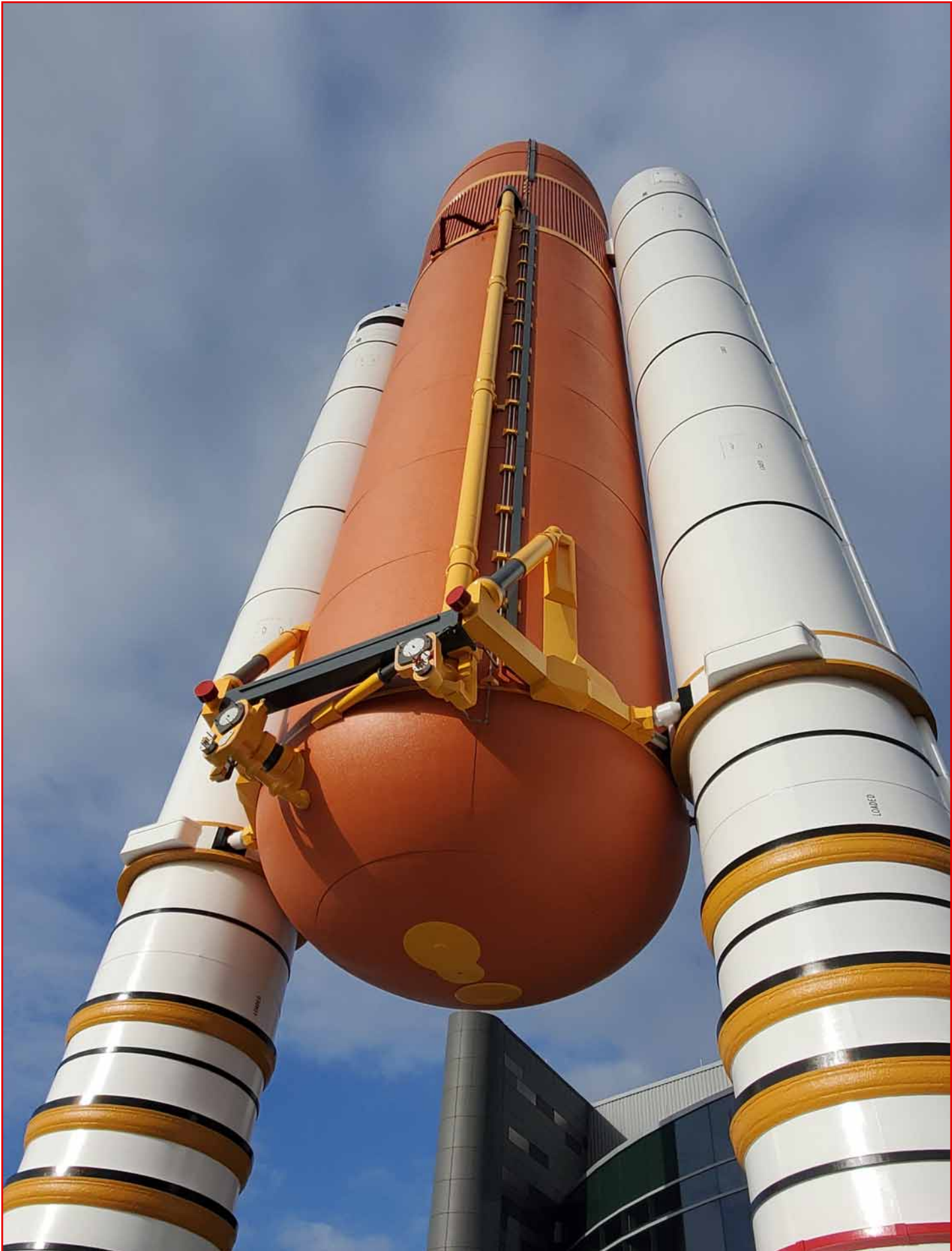


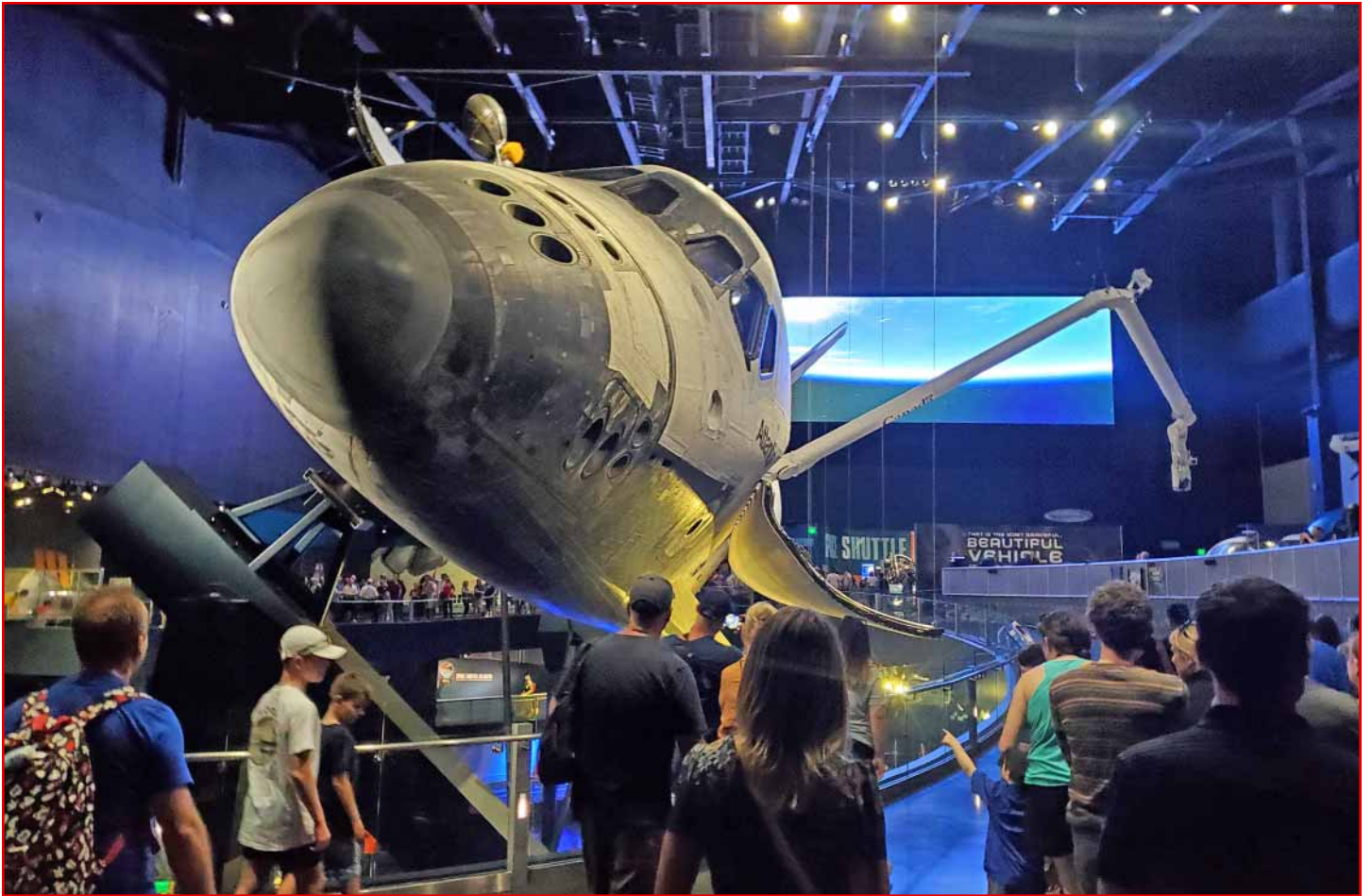


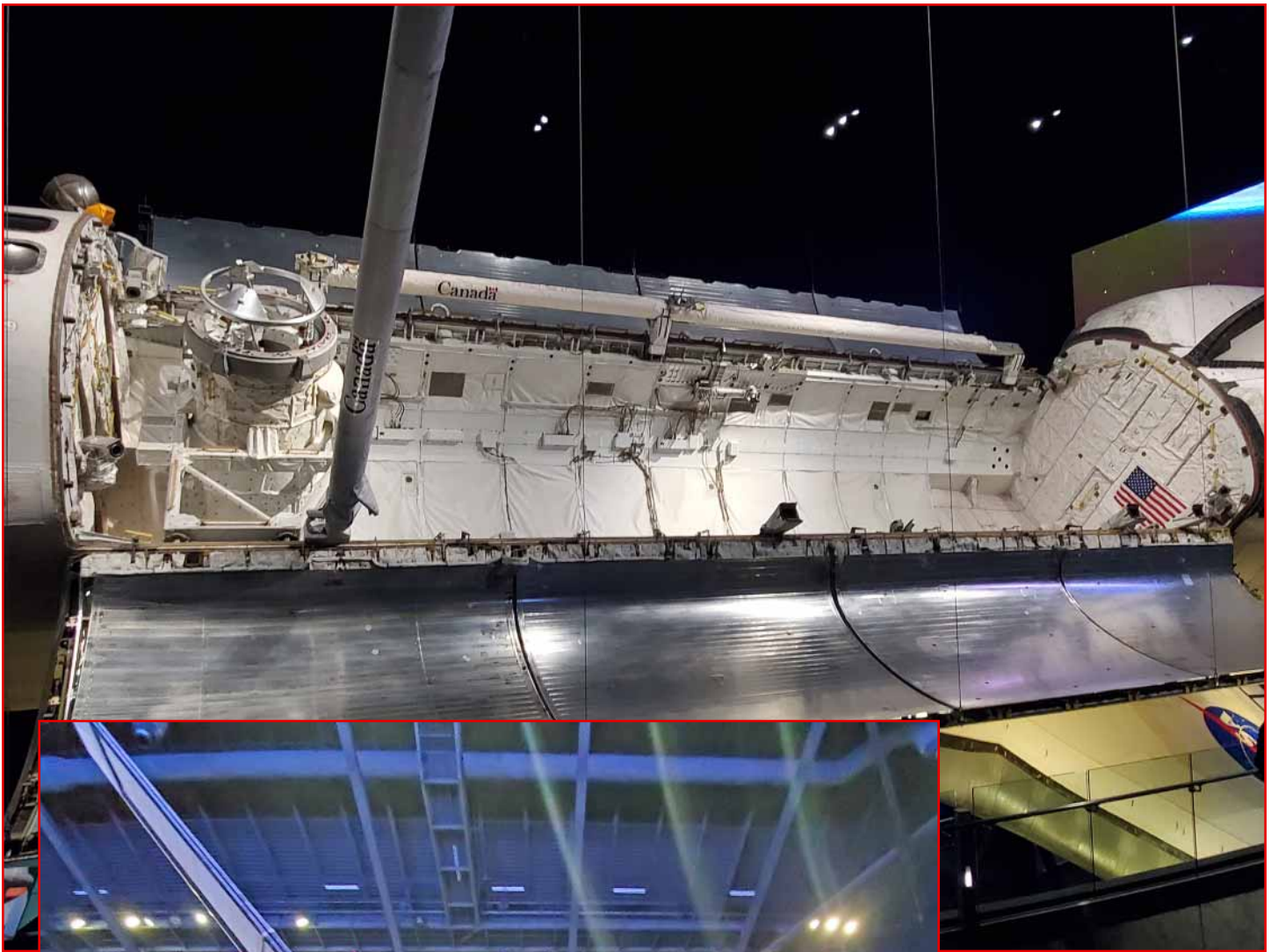


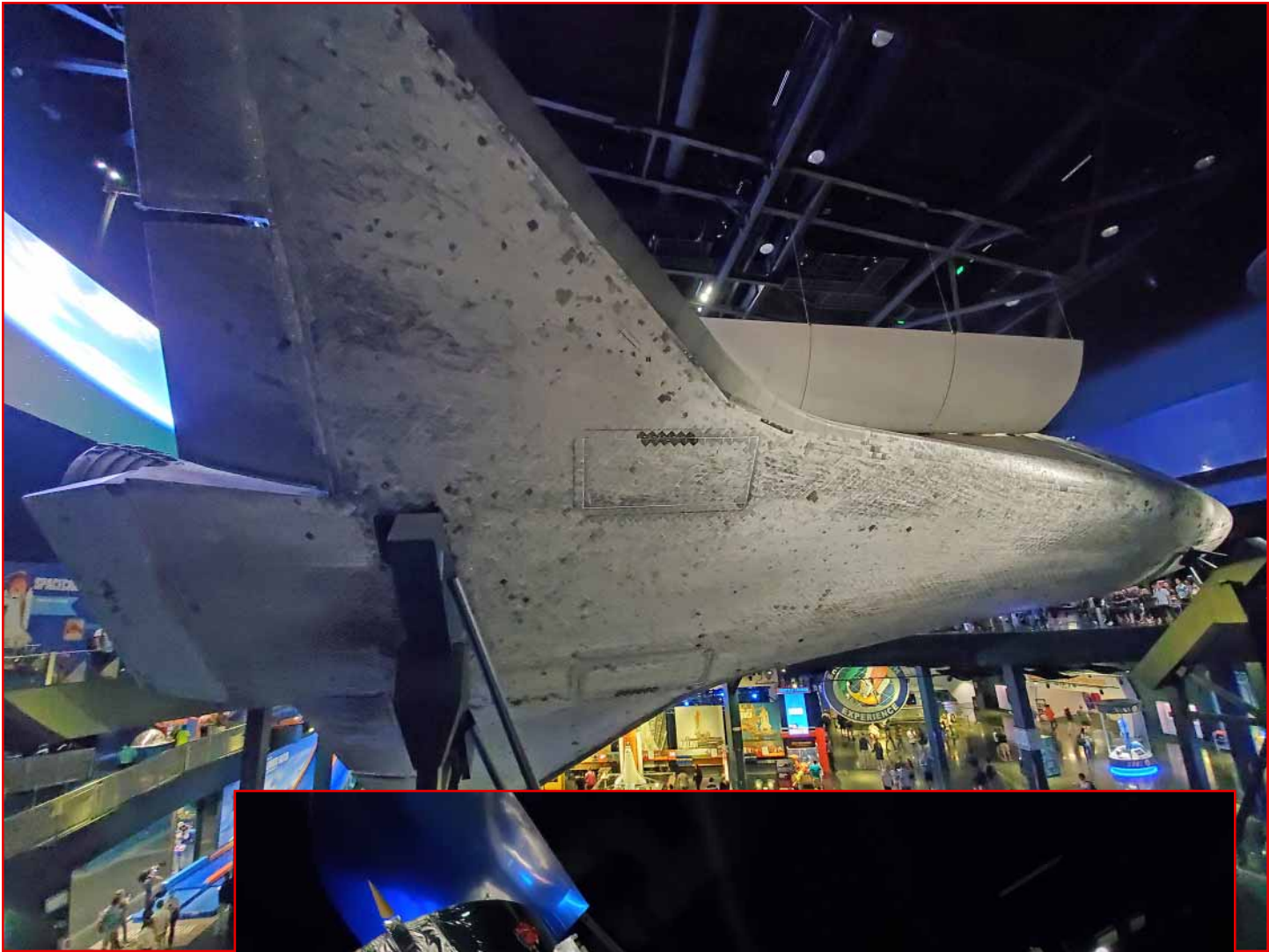
When you exit the bus you are at the Space Shuttle *Atlantis* building. There is a full size set of solid booster rockets and an external fuel tank at the front of the building and you can appreciate how big it was. Again you have the huge line and a movie to see before you can go in. Be up near the doors and have your camera ready when the movie ends if you want to get some pics without a crowd of people in the way. The *Atlantis* is hung with a slight left bank angle with its doors open and robot arm extended, so that you can see inside its bay. Very cool. There are some higher tiers with a better downward view of the bay. You can walk all around it and under it to see the tiles. Besides *Atlantis*, the building also has a mock up of the Hubble Space Telescope and a shuttle engine, and a lot of hands-on type things for children.

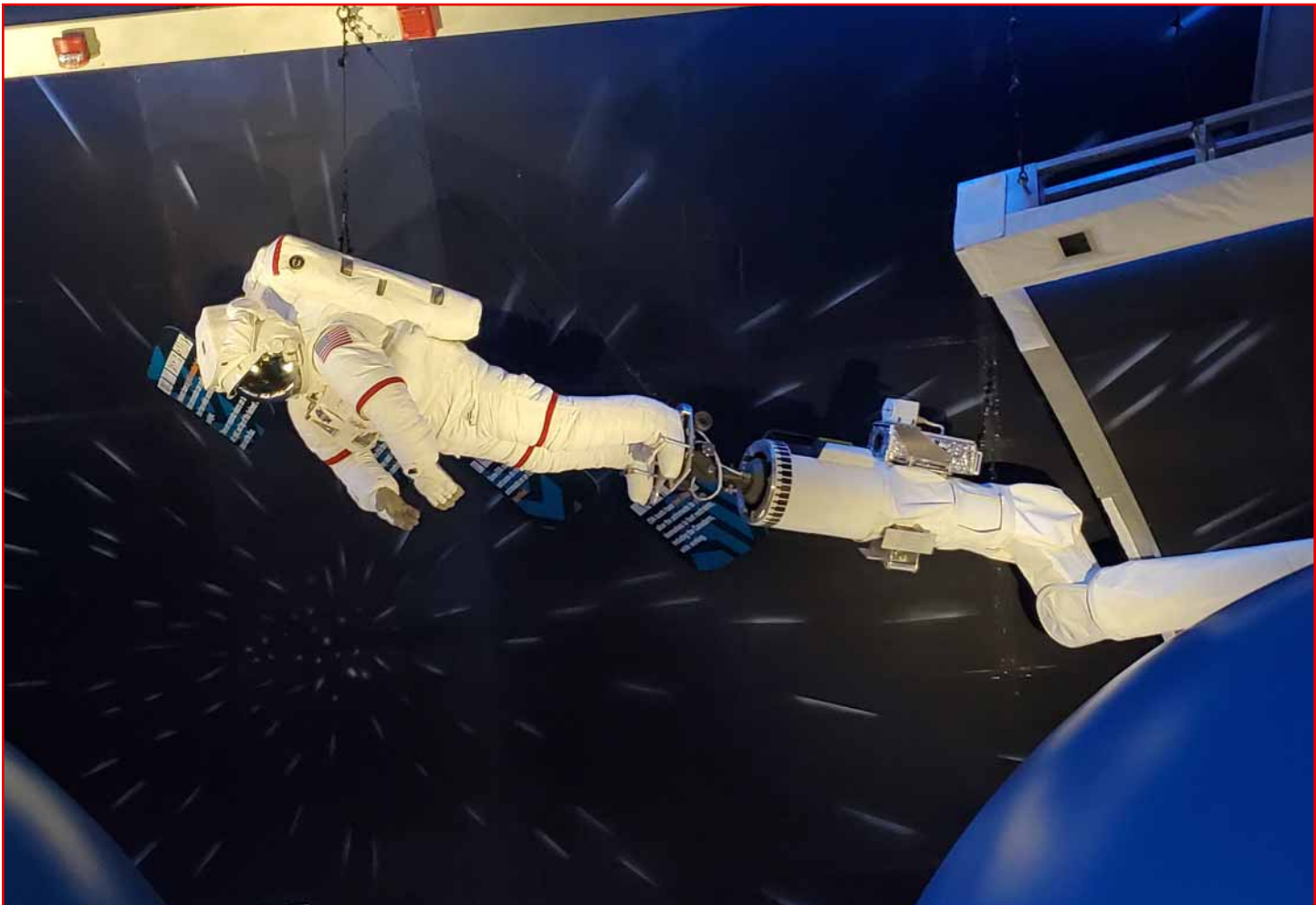
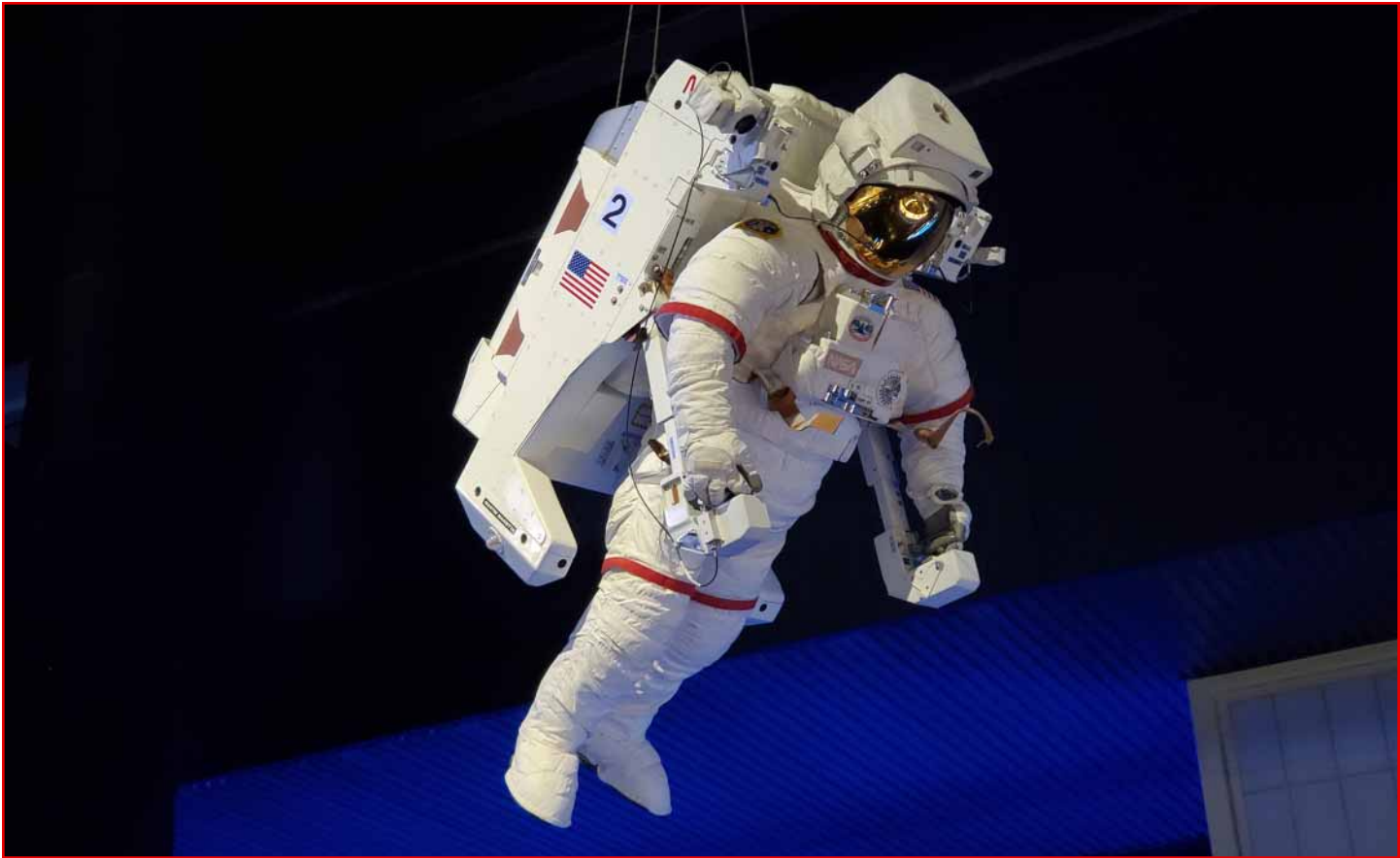














It was getting close to closing time, so I headed for the Journey to Mars building. There is a full size model of the Orion spacecraft (capsule) near that display so check that out. It is somewhat bigger than the Apollo capsule. Displays in the Mars building included replica mock-ups of the rovers that landed on Mars. My last stop was the “Space Shop” gift shop. It was getting dark as I exited, and I was able to get some nice pics of illuminated rockets.

So overall it is a great place to visit and definitely worth the trip if you are in that part of Florida. The daily admission price is pretty high—currently listed as \$57 for an adult on their website. There may be discounts not listed on the website, like seniors, military, etc. Plan for a whole day. Here are my recommendations and lessons learned. Get there early and make the bus reservations first thing. If you want to do the launch sites tour, book that online very early before your visit. That is not included in your admission to KSC. Plan on three or four hours over in the Apollo/Saturn V Center. Sit on the right hand side of the bus on the way to that, and the left side on the way back. Have extra battery charger packs for your cell phone camera. Think about the sun angle and times of day if you want to take pics of the Rocket Garden. If you are strapped for time, my suggested priorities are: 1) ASC building, 2) Atlantis building, and 3) Legends and Heroes building.

The KSC website is at: <https://tinyurl.com/asm2112h>

BONUS PAGES! MISCELLANEOUS

First off, three images contributed by Ken Piniak:

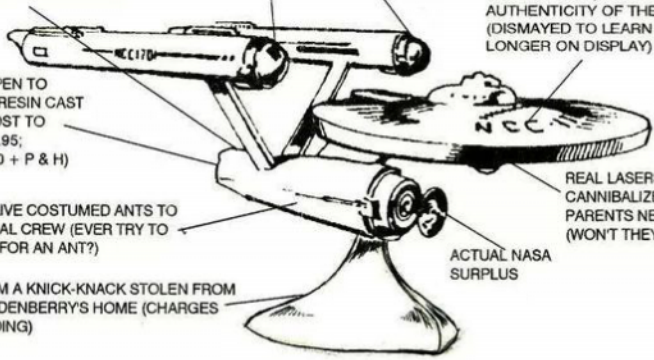
**DUMPING MONEY INTO
YOUR HOBBY IS INVESTING
IN YOUR PASSION. YOUR
PASSION IS TIED TO YOUR
PURPOSE. NEVER LET ANYONE
UNDERMINE YOUR HOBBIES**

How my dog see's himself
when the doorbell rings.



This page and the next two come from Frank Randall.

Evidence of an obsessive Star Trek modeler:



HOMING BEACON HAS BEEN REPORTED TO OCCASIONALLY INTERFERE WITH LOCAL AIR TRAFFIC

CONTAIN BITS OF RADIUM "FOR JUST THE RIGHT GLOW" (THOSE WITH HEART CONDITIONS ARE ADVISED TO KEEP THEIR DISTANCE.)

MADE SPECIAL TRIP TO WASHINGTON, D.C. TO ENSURE THE AUTHENTICITY OF THE MARKINGS (DISMAYED TO LEARN THE SHIP IS NO LONGER ON DISPLAY)

HANGAR DOORS OPEN TO REVEAL MINATURE RESIN CAST SHUTTLECRAFT (COST TO MANUFACTURE: \$1.95; AMOUNT PAID: \$450 + P & H)

REAL LASERS CANNIBALIZED FROM PARENTS NEW CD PLAYER (WONT THEY BE PROUD!)

CONTAINS 430 LIVE COSTUMED ANTS TO SIMULATE ACTUAL CREW (EVER TRY TO FIND A TOUPEE FOR AN ANT?)

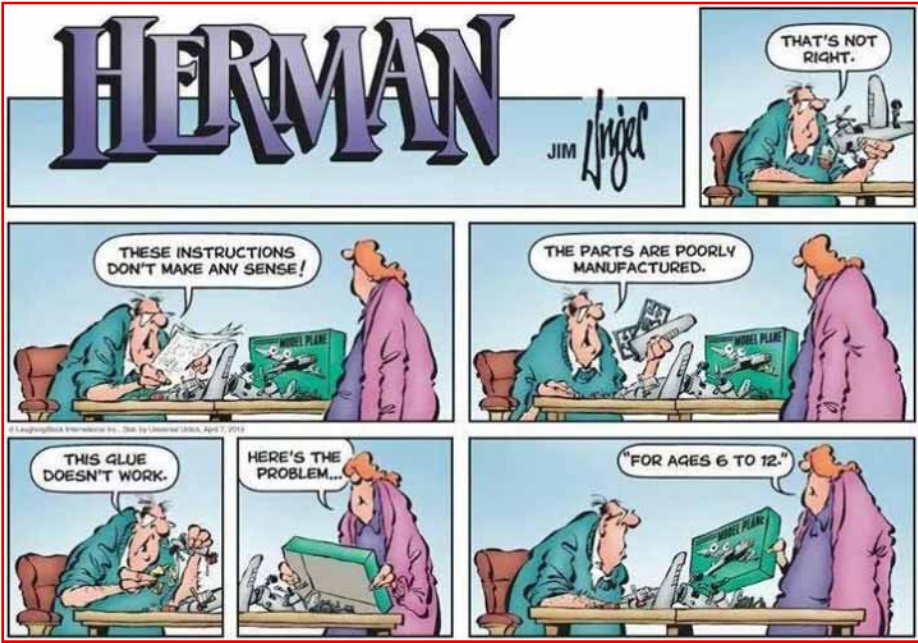
ACTUAL NASA SURPLUS

MADE FROM A KNICK-KNACK STOLEN FROM GENE RODDENBERRY'S HOME (CHARGES STILL PENDING)

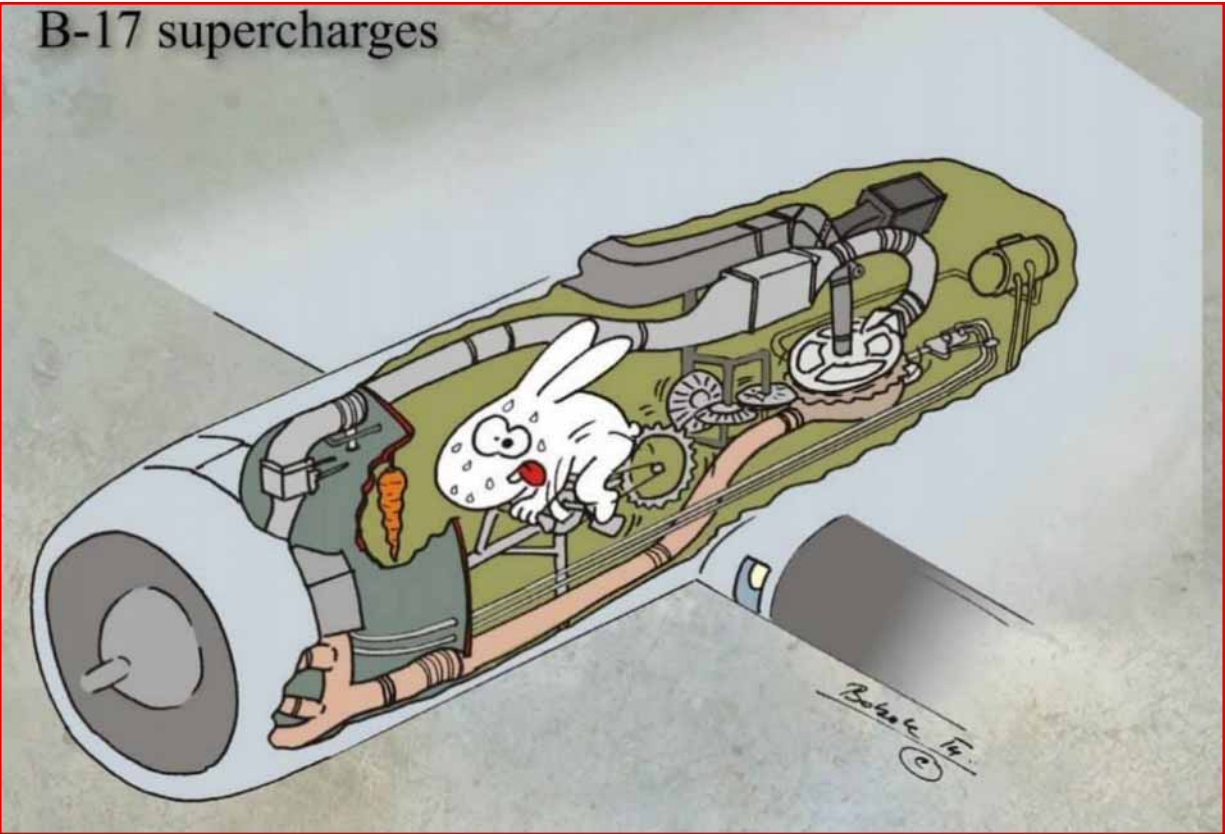
TOTAL COST: \$648,250 IN MATERIALS, \$8,200 IN MEDICAL BILLS, \$5,000 IN FINES, 6 MONTHS PROBATION, AND A RESTRAINING ORDER FROM MATT JEFFIRES

PRIZES AWARDED: A \$10 GIFT CERTIFICATE AT THE LOCAL HOBBY SHOP AND A FREE PAINTBRUSH

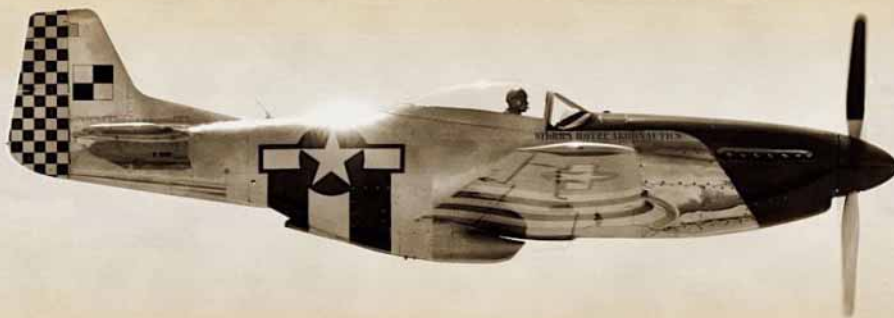




B-17 supercharges



FOR SALE



1945 - NORTH AMERICAN P-51 MUSTANG

- 45 HOURS SINCE COMPLETE RESTORATION
- SINGLE SEAT
- PRICED FOR IMMEDIATE SALE

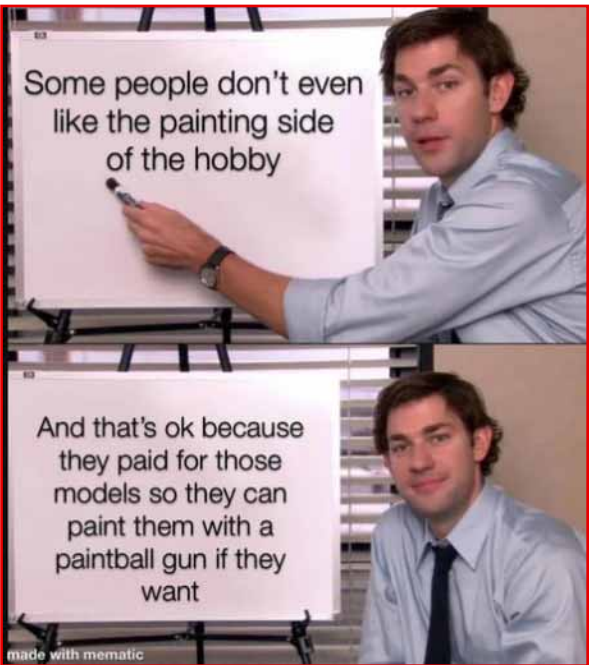
*REASON FOR SALE:

PURCHASED WITHOUT PROPER CONSENT OF LOVING WIFE.

(EVIDENTLY " DO WHATEVER THE FU#K YOU WANT" DOES NOT MEAN WHAT I THOUGHT...)



Learning English is difficult, but it can be taught through tough thorough thought though









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