(Opinions & Observations, Cont'd)

of Mr. Staszak's Fury is beyond me - that advanced
to be a modeler already knows how to mask - he also doesn't
need a whole column telling him why the old banished
humble SeaBlue closer either. Perhaps this would be
easier to forgive as simplistic advice such as "cut
clear plastic to exact size of the window opening" &
a useful hint or two would not be out of place.

Overall this is disappointing from a publisher
that has done such excellent work in the past. the
book tends to give the impression that vacuforms are
not difficult to build - they are more difficult to
build than injection molded kits - even the best
modelers will sand off too much plastic, or end up
with a poorly shaped part - it happens to everybody.
Perhaps this book should be taken in the same group
as the many airbrush books on the market, providing
a few hints, but no substitute for actually attempting
to build one - after all, experience is the best
teacher.

Mike Lampros
IPMS/D.C.

(Alouettes In Europe, Cont'd)

flown on both sides of the fuselage. Note that the
points of the star extend to the outer border of the
blue ring. The rearmost exhaust ring is painted
white, while the boom blast panel below the engine is
natural metal. White codes 23158 appear on the booms,
while the number 158 is featured in large black
characters on the cabin doors. Note that the white
trim extends into the blue lower surfaces where it
outlines the bottom of the number 1 on this side. Intakes
are dull silver, with red/yellow tail rotor,
and main rotor tips and tailskid in yellow.

References

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Slide of Yugoslav machine provided by Tom Kolk via
Fri-Fly.

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LOCKHEED C-121 CONSTELLATION, Steve Ginter

The lastest in the line of excellent references on
Ventral Aircraft by Steve Ginter has been published
recently. If you have any intention of building any
of the many versions of the C-121 or are just interes-
ted in beautiful aircraft, this book is for
you. In addition to the many black and white photo-
graphs of every variant in the C-121 family, there are
a multitude of drawings covering everything from the
landing gear and wheel wells to the cowling confi-
uration for those brave souls wanting to show engine
maintenance in progress. There are brief kit reviews
of all kits issued for the Constellation family.
Excellent color photos on the front and back cover
complete the book. Highly recommended.

Tom Kolk

(Decals/Transfers, Cont'd)

Groves: My plan is to attempt to do as many of the new
airlines as possible. My plan also is to try
to stick to the U.S. carriers for right now.
And for perhaps every two new carriers I do,
I'd like to do an old one. I'm looking into
very old liveries and aircraft such as the
DC-4, DC-6, and DC-7. In these cases, I'm
looking into creating the model to go along
with the decal.

PF: Are we talking about vac-forms, foam or in-
jection models?

Groves: Vacu-forms are self limiting. Most people
will not attempt to build one. Those who do
sometimes are faced with such a disaster for
results that they will not do another. This
is a reason to go into some sort of foam or
resin. The nice looking models lately seem
to be a combination of casting resin and
Bondo. These models are very slow in pro-
ducing, so demand and prices are high. Low
pressure, or "home" injection molding is also
a better way to go, but once again, produc-
tion is slow. The reason we don't see the
Rearliners Metro Kit anymore is that the
producer had to spend most of his weekend
time in a cold garage in the winter to meet
orders. The return vs. the time he lost with
his family wasn't worth it. I'm not real sure
at this time what method or who could produce
the kits I'd need, but it's something always
under negotiation.