

IPMS Seattle Newsletter

International Plastic Modelers' Society

Editor: Andrew Birkbeck
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June 1991

JUNE MEETING:	10:00 am 'til Whenever	Bellevue Public Library
JULY MEETING:	12 Noon 'til 2:30 pm	As Above

Well folks, it's that time of year once again, the meeting you have all been awaiting with bated breath: THE ANNUAL MODEL AUCTION, aka: THE FEEDING FRENZY!!!! Yes indeed, the day of the year when we all sit around and redistribute the modelling wealth. I buy your kits you no longer want, you purchase mine. Then three years from now, you will buy yours back!

Anyway, for the benefit of newer members or those with amnesia: The Rules. Rather simple really. Those with kits to sell group them into lots. You call yours truly at (206) 522-3539 prior to the auction to get your official "Lot Numbers". Each member gets to sell up to 25 lots. If for some reason there is a high demand to sell this year, this figure may be reduced. At the end of this newsletter you will find a couple of lot tickets. If you need more, make photocopies. Fill these out, honestly, and attach to each lot. On Auction Day we will arrange these lots into numerical order, so those with something to sell be sure to arrive EARLY so as to avoid stalling things.

A few hints to make things run smoothly:

- #1 If you have a number of low value kits, create a single lot with them. We don't want scores of lots selling for just a couple of dollars each. The minimum bid this year will be in increments of \$1.00. So no lots consisting of a single Airfix 1/72nd Spitfire, or one ESCI 1/72nd Panzer IV, as you will be lucky to get over a dollar for these.
- #2 Match like with like, since most modellers seem to build along "theme" lines.
- #3 Bidders: you will be issued a bidding number on the day. This must be shown each time you bid successfully, for we tally up at the end using this number.
- #4 IPMS members may pay either in cash (preferred) or by check. All non-members MUST pay with cash, US\$ only. It would be appreciated if you could bring some small bills along, to aid in the making of change. See you all at the meeting, with bidding hopefully getting under way at 11:00 am.

I apologize to all those who missed the May meeting, due to a May newsletter not reminding you of the meeting time. HOWEVER, if you check your April newsletter you will clearly see the May meeting date, time and venue listed. Trust me fellas, unless something untoward occurs, the meeting will be held on the second Saturday of each month, at the Bellevue Public Library, at 12 Noon unless otherwise posted. If something comes up, I assure you that all of you who have supplied me with telephone numbers will be warned of the change.

As for the reason for the missing newsletter, it was due solely to the fact that I was in New Zealand during most of the month of April and the early part of May. Whilst there I had the pleasure of visiting with the proprietors of New Zealand's three local model production firms: **Falcon Industries**, owned by Tore Martin; **Ventura Hobby Productions**, owned by Malcolm Laird; and **Tasman Model Products**, owned by Rex Barker. The hospitality of these three gentlemen, and especially Tore Martin and his wife Rose, where beyond compare, Tore and Rose putting my wife and me up for two nights.

Each one of these firms complements the other, rather than being in direct competition for the same segment of the market. **Falcon** at the moment concentrates exclusively on vacuformed kits, whilst **Ventura** is solely into limited run injection kits. Tasman on the other hand is an assembler of kits, taking parts produced by others and assembling them into marketable kits. Rex takes injection parts from **Ventura**, canopies from **Falcon**, metal parts from another Kiwi firm, and packages them all together with his own decals and superb instructions, giving you the best of all worlds. **Ventura** itself also uses **Falcon** canopies. When you have access to the world's best, why not exploit it?

Now for all those who have had the pleasure of seeing a **Ventura**, **Tasman** or **Falcon** product, you will be aware of the exacting quality of the finished item. Yet each kit is manufactured in someone's garage, using home-built machinery by people who have no technical training in such matters. For example, Tore Martin was a marketing rep for a bacon firm prior to purchasing **Falcon** (which was started originally by Malcolm Laird prior to him going into the injection business). Each has a love of models and devotes himself to producing the best product possible, always striving to improve themselves over their last release.

The masters for both **Ventura** injection kits and **Falcon** vacuform kits are essentially made the same way. Taking thick portions of plastic sheeting from Evergreen Scale Models of sunny downtown Kirkland, these are laminated together and carved to a rough shape. Then the craftsman goes to work, slowly refining the original shapes into the detailed components that go to make the final kit. The skills necessary for this work are a good eye and the patience to do the job right, skills a number of us have, but that these gentlemen for whatever reason decided to turn into a full-time job. Upon completion of the finished master components, these are arranged on a firm surface, and then an epoxy resin is poured over them to create the moulds. This resin is impregnated with aluminum to give added strength, useful in the vacuform process, critical for the limited-run injection method. Once the resin has set, the masters are carefully chiseled out of the compound. For the vacuformed kits, the plastic sheets are drawn down onto the molds, for the injection kits a "backing" mold half is necessary and the liquid plastic is injected into the two "sandwiched" mold halves. Both **Falcon's** vacuforming machine and **Ventura's** injection machine are totally homebuilt.

No "market research" is done for any of the models prior to construction of the masters. **Ventura's** recent Griffin-engined Spitfire series was launched because the proprietor liked these aircraft.

Price in NZ?

Falcon 1/48 canopy?

So too Falcon's latest production, the WWII Italian Re 2005 fighter. However, market pressures can and do influence the small manufacturers, as in the case of Ventura's most recent kit: the 1/48th scale Nakajima Kikka. This kit was released ahead of another Griffin Spitfire when Ventura's Japanese distributor indicated keen interest in this aircraft by preordering 1,500 units prior to work even beginning on the masters!!!

So what of the future of these firms? Tasman has decided that the immediate future rests with taking already existing kits and making them better. Along these lines Rex Barker has recently ordered from Heller 2,000 examples of their DH Rapide to 1/72nd scale. Rex will then add metal and injection parts to replace parts of the original kit that are either crude or inaccurate. New, purpose-designed Falcon vacuformed canopies replace the thick Heller parts, and new decals have been printed to give a much wider marking selection. Further kits along this line are already in the planning stage, including a re-release of the Frog Sea Venom and Fairey Gannet, amongst others.

DH Rapide

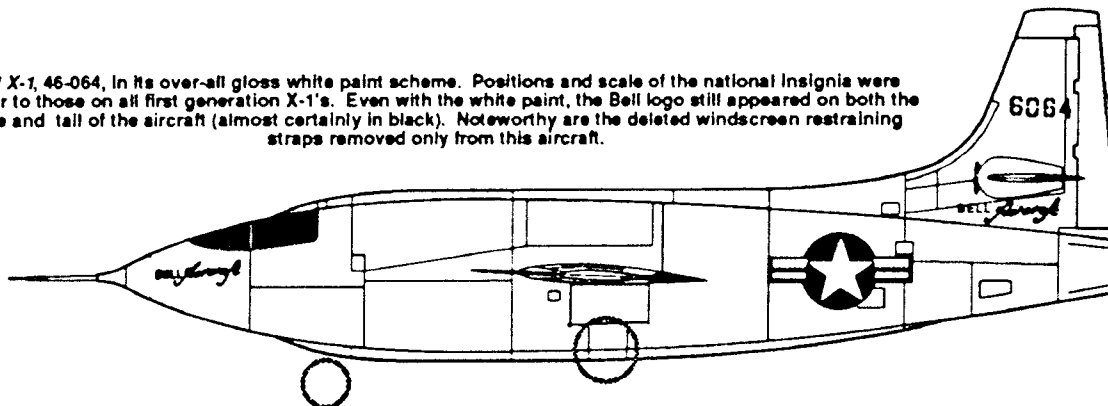
Ventura will continue to improve the quality of its injection molded kits. Moves are currently underway to invest in new moldmaking techniques, and to investigate new ways of injecting the plastic into said molds. Falcon could see the biggest changes to its methods of operation out of the three firms. The latest innovation in the Re 2005 kit was the inclusion of resin cockpit details. However, Falcon is seriously investigating getting out of the vacuforming of aircraft kits altogether, and instead launching a range of injection kits. Given the fear many modellers have of vacuform kits, and the big strides in quality improvement being made by the likes of Ventura, such a move could pay big dividends in ensuring the future of Falcon. In the meantime, Tore Marin will continue pushing ahead with the area of his business for which he is most famous, and in which Falcon is the acknowledged world leader: production of crystal-clear canopies. As well as his own Clear-vac range of canopy sets, Tore is also producing all the canopies being marketed by Squadron Shop here in the USA, as well as producing canopies for other kit manufacturers, both in New Zealand and around the world.

MODEL CONTESTS

September 21st
IPMS Vancouver Fall Show
Executive Inn, 7211
Westminster Highway
Richmond, B.C.
Canada

August 17th
RECON 7
Oregon Convention Center
Portland

Bell X-1, 46-064, in its over-all gloss white paint scheme. Positions and scale of the national Insignia were similar to those on all first generation X-1's. Even with the white paint, the Bell logo still appeared on both the nose and tail of the aircraft (almost certainly in black). Noteworthy are the deleted windscreen restraining straps removed only from this aircraft.



1/72 scale drawing reproduced on the Macintosh computer by Rick Pavak. From DataGraph #3: Bell X-1 Variants with the kind permission of Jay Miller, Aerofax, Inc.

NEW PRODUCT LISTING

AUTOS/MOTORCYCLES

- Hasegawa:** 1/24th Suntory West Lola T90-50
- Italeri:** 1/24th Ferrari Daytona Racing; Porsche 944S; Ferrari 348 Spyder; Lamborghini VT Special "Diablo"; DAF 2800 Roadmaster
- Modeller's:** 1/24th Tyrrell Ford O19
- Protar:** 1/9th Yamaha YZR500; 1/43rd Ferrari Mondal

AIRCRAFT

- Italeri:** 1/72nd Bell OH-58D Combat Scout; 1/72nd Harrier AV-8B "Night Attack"; 1/48th F-4E/F Phantom
- Maintrack Models:** 1/72nd Fairey Firefly T.1/2 Two-seat trainer; 1/72nd Fairey Firefly AS.7. Resin conversion kits for the Frog/Novo kit.
- Kiddyland:** 1/48th Taiwanese AT-3 Tsu-Chang two seat trainer. Despite the manufacturer's name, this is a "serious" kit, with good detail.

ARMOR

- A & K Service:** 1/35th Iraqi YW 531 APC, in resin. Due soon, a 1/35th resin Iraqi SS-1 Scud missile with MAZ-543 launch vehicle. Just what the doctor ordered!!

ARMOR (continued)

- Gunze Sangyo:** 1/35th 105mm leFH18 WWII German field howitzer. Superly detailed, all metal. Priced at over \$150.00!!!
- Hinchliffe:** 1/35th British 5.5inch Medium Field Howitzer
- Hornet Models:** 1/35th Cushman U.S. WWII Airborne Scooter
- Italeri:** 1/35th "Stinger"-armed Hummer
- Italsedi:** 1/35th WWII Italian AS37 light truck; 1/35th M51HV Super Sherman, complete kit. Both kits in resin
- Lynx:** 1/35th Panzerwerfer Maultier multiple rocket-launcher/half-track.
- NKC:** 1/35th WWII German generator trailer, resin.
- Pitroad:** 1/35th Japanese Self Defense Force Type 87 Recon vehicle, in resin and metal.

ACCESSORIES

- Historex:** punch and die set
- ModelKasten:** 1/35th Conical and Round Head rivets set; Bolt and Nut set
- Pit Road:** 1/700th WWII Japanese naval equipment set, including aircraft, turrets, fittings etc.
- Verlinden:** 1/72nd F-4 cockpit detailing set, all versions.

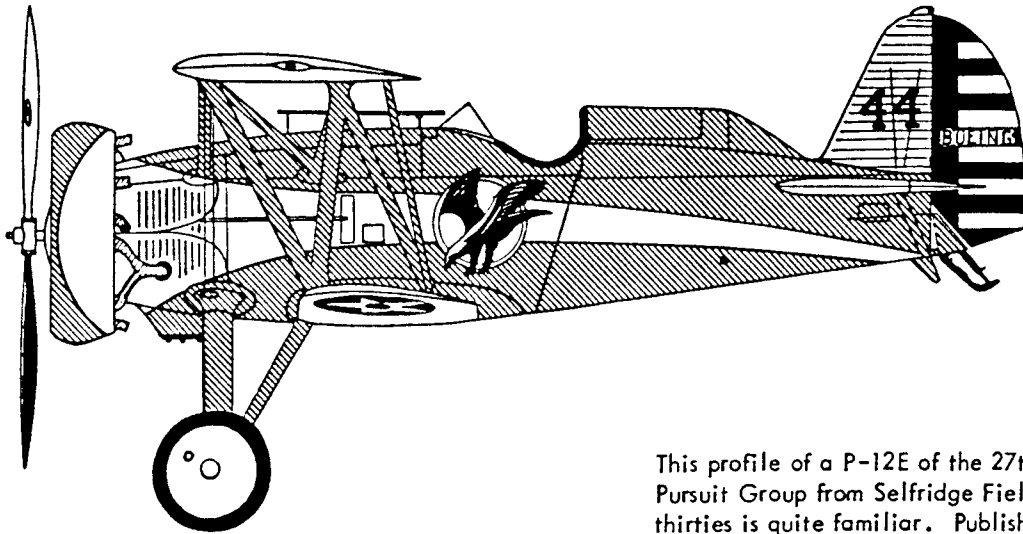
DECALS

- Fire Force Products:** 1/35th German Tactical markings, 1939-40.

BOEING

P-12E

JOHN GRAY



No scale:

This profile of a P-12E of the 27th Pursuit Squadron; 1st Pursuit Group from Selfridge Field at Detroit in the early thirties is quite familiar. Published presentations of the markings on the top wing have, however, been badly confused. Seattle member John Gray loaned us three USAAC P.R. photos that, for at least one specific period, clarify the matter. An aerobatic group within the 27th had distinctive black markings on both the top and bottom of the top wing. These facilitated position identification in formation changes. To my knowledge these have never been published before.

Markings on the cowl and body sides are red-orange (not red) with a thin black outline. The engine face-plate is also red-orange. Tail numbers are black. "BOEING" is white. Bodies are olive; wings, tails, and wheels are yellow.

Standard U.S. Army and national markings.

No "LIFT HERE" stencils on body, and no first aid kit panel on head fairing.

Hamilton - Standard decals on prop blade fronts.

NOTE: Interiors of all Boeing planes at this time were sprayed with aluminum lacquer.

Delete antennae and masts as the 27th Aerobatic P-12E's had no radios. Nor did they carry belly tanks.

At other times (earlier and/or later) none of the 27th's planes had any unusual wing markings.

Black wing stripes are the same on both surfaces of the top wing.



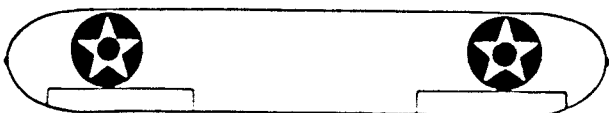
5 stripes — Tail Number 44: leader



4 stripes — Tail Numbers: 29, 33, 35, 36, 39, 47

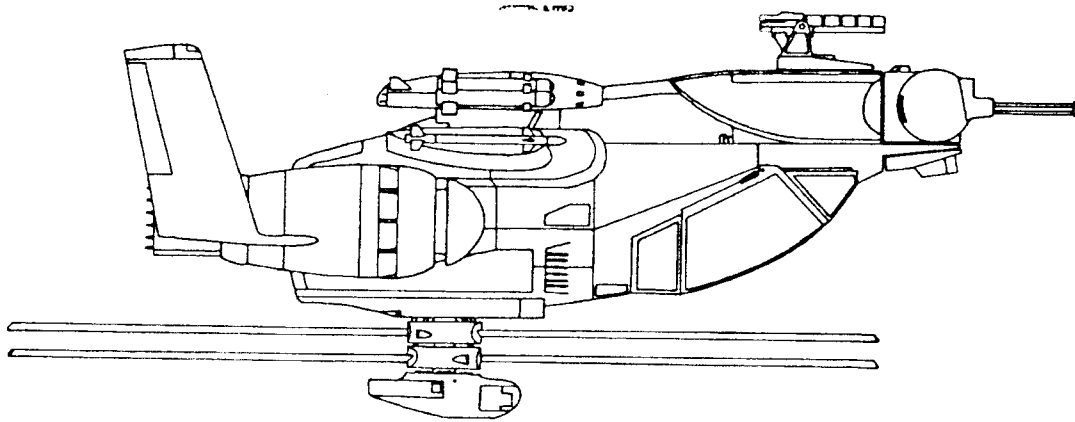


2 stripes — Tail Numbers: 30, 32, 34, 38, 43, 49, 50

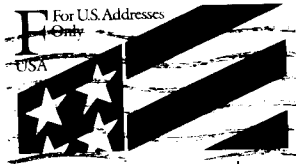


No stripes — All other tail numbers; have confirmed only 46 and 6

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