

APRIL 1992

MEETING TIMES: April 11th, 10:00 am until 1:30 pm
May 9th, 10:00 am until 1:30 pm

GOOD NEWS!!!!

Let me start this month's Newsletter off on a very positive note. After the dust settled from last month's meeting, your Executive found themselves able to count up enough money from the Kit Raffle to allow IPMS Seattle to officially sponsor THREE FULL AWARD PACKAGES for the July Nationals. Well done gentlemen!!!

The above, together with funds donated by a few generous members in the name of IPMS Seattle, will allow our Chapter's name to appear on SEVEN AWARDS for the July Event. In this regard, I would like to especially thank the following for their generous support of our Award Funding Drive, in no particular order: Jim Schubert, Kevin Callahan, Earl Otto, Roger Sawyer, Matt Hargreaves, Emil Minerich, and new member Paul Ludwig. I would also like to thank George Piter, of IPMS Salem, who participated in our Kit Raffle. Thanks very much to these gentlemen, and to all the rest of you who made this little venture a resounding success!

And speaking of Paul Ludwig, those of you who were able to travel to Paul's house following last month's meeting hopefully enjoyed the visit as much as me. There certainly were some exquisite models on show. Paul and his girlfriend were very gracious hosts, and the models on show were truly breath-taking. Being rather biased in my tastes, I found the Spitfire Mk IX simply magnificent, and the Hawker Sea Fury was pretty special as well. For those who for one reason or another had to forgo the trip, Paul hopes to invite a group of us back for seconds after the July Convention is over.

CONVENTION NEWS

It was pleasing to see that following Bob LaBouy's little speech last meeting regarding getting in early for your Banquet tickets, a number of you did just that. And we are doing a brisk business in said tickets, with one out-of-stater recently picking up FIVE!! We now have 450 people officially registered to stay at the Hotel, and this three months out from the Convention date. Last year in St. Louis there was a mini brawl involving someone who didn't like the news about "sorry, no Banquet tickets left", so make sure you aren't disappointed this year!! REGISTER NOW!!!

For those of you who are IPMS/USA National members, you will have seen the financial reports from the 1990 Miami and 1991 St. Louis Conventions. Due to some generosity on the part of two sponsors, Miami turned a loss into a break even. St. Louis on the other hand made a "Net Margin" (their words not mine) of \$14,012.90!!! What they intend to do with this money is anyone's guess. All I know is that none of it seems to be coming Seattle's way, as the Gateway Chapter of St. Louis has not sponsored an Award package for the 1992 National Convention. But then this appears to be a national trend, although Gateway has no excuses. And speaking of Award sponsorship, the good news is that Region VII

Chapters continue to show their strong support for Seattle's Convention. Joining IPMS Vancouver, Spokane, Portland and Salem is Boise and Bellingham, with Fairbanks having generated one full package on our behalf, with more promised. And in a last minute rush to meet my publishing deadline, I have this very day received a nice letter from Bob MacArthur of IPMS Anchorage. Bob says that they are having a model auction April 9th, with the goal of raising funds to sponsor one or more Award Packages for the Seattle "Do". This means only the Idaho Falls Chapter is holding us back from a record "Total Regional Participation" in Award sponsorship. "Emerald Leader to I.F. One, Emerald Leader to I.F. One, Come in I.F. One, Where are you....." Anyway, a "Well Done" to those Region VII Chapters who have helped out, and who continue to help us out. We in Seattle really appreciate your efforts on our behalf, and on behalf of all those who will be attending the Nationals this July.

Finally, it looks like we will probably have a Luftwaffe Ace to go with our Japanese Zero Ace at the Convention. One of our Convention vendors, Eagles Edition, will most likely have an Me 109/Me 262 Ace at their tables to sign works of art and literature depicting his aircraft. He should be willing to offer a seminar if all goes according to plan. Just one more reason to register for July.

UPCOMING EVENTS

Yes folks, at last: news of the annual Vancouver (B.C.) Renfrew Lions Club model show!! Via our friends at IPMS Vancouver (the Lions themselves really should be doing this themselves, shouldn't they?), we learn that the Contest is set for Saturday, June 13th at the Renfrew Community Centre, Vancouver. (Marked on any good Vancouver map) Nice of them to hold it the same day we have planned for our monthly meeting. Nothing like a little coordination amongst Pacific Northwest modelers!!

This past weekend Emil Minerich and myself had ourselves a Modelrama Weekend, traveling north to Vancouver to spend time with gracious hosts Geoff McDonell (IPMS Vancouver and FSM fame) and his family. We first visited the Maple Ridge Modellers Society show on April 4th, followed by the Automotive Modellers Show on April 5th. More comments on these two events at the April Meeting.

By the time you read this the General Elections will have taken place in the United Kingdom. Word from two potential British vendors for the July Nats. recently to hand indicate that firms in the modeling hobby business continue to fair very badly there. Both Welsh Models and Main Track Models have turned down our invitations to visit Seattle this July due to severe financial hardship. My English pen pal reports the local retailers are now resorting to discounting new releases in an effort to scare up sales, something anathema to the Brits. Funnily enough, talking to local hobby retailers recently regarding the Nats, a number of them have reported good sales over the last six months. As one put it, for under \$20 you can still purchase a great kit that can provide you with many hours of enjoyment, whereas going to a movie with popcorn and drink can set you back \$10 or more, for two hours' entertainment. Modeling is still a bargain of a hobby.....

INDUSTRY NEWS

Via Gordon Erickson, the new DML catalog, adding to the information on new aircraft releases in last month's Newsletter: ARMOR - my prayers have been answered at last!!! DML is to begin a series of WWII German armor kits, starting off with the Nashorn and Hummel SPGs!!, plus two sets of Waffen SS figures. Lordy, Lordy, Lordy.

For all you modern armor fans, some very interesting kits are due in '92: two M1A1 kits, and two M270 tracked rocket launchers as well as two kits of the US "Light Strike Vehicle" as used by the USMC and SEAL teams in "Desert Storm". For modern Soviet (or whatever) fans, two kits of the ZSU-23 quad gunned air defense vehicle. Each DML armor kit is better than the last, and with this many releases for 1992, they will fast be closing the gap between themselves and Tamiya.

Now here's a bit of interesting gossip. Word has it that Tamiya, Fujimi and Hasegawa are all cousins. HONEST Word has it that since Tamiya is taking over distribution of their own kits in the USA, the Cousins wanted to give Model Rectifier Corp. some sort of consolation prize for all their work in helping Tamiya become a household word in US modeling circles. I am told that the Fujimi label will be leaving Marco Polo (who got "Rookie of the Year" DML, plus two future First Round draft picks instead) and going to MRC. Which means you will see an instantaneous rise in Fujimi kit prices of 20%!! Not that Fujimi is much of a prize these days, having not announced a new aircraft kit in three years (NO the 10th Mig 21 kit in 1/72nd scale DOES NOT count as a new release in my book!!). I guess the Cousins did not think THAT much of MRC's efforts.....

TRAGIC NEWS

Just when you thought things would be all fun this month, I must announce a tragedy involving a modeler, who decided that life wasn't worth bothering with any more. Luckily no one we know, not that this makes any difference. Terry Moore has picked up the kit collection owned by this person, and is selling it on behalf of the young widow and her children who have been left with many debts to pay. There are about 120 kits, half of them Testors/Revell/Monogram aircraft kits, the other half mostly Revell/MPC car kits, with about 15 or so Tamiya 1/12th motorcycle kits making up the rest. For anyone interested in purchasing some of these kits, for a good cause, please call Terry at 774-6343. It would be nice if IPMS Seattle members could help this young lady and her children out in their time of need.

WANTED:

By Bill Gruner, 821-2564

Pactra Paint # IG 10, Luftwaffe Light Blue
Squadron/Signal "In Action" SBD Dauntless

REVIEWS

Echelon BAC Lightning 1/32nd Scale

A. Birkbeck

Yes folks, I lost my mind recently (actually quite a while ago), and tried to single handedly kick-start the British economy by purchasing one of these kits. Having already purchased Echelon's other two kits, Single and Twin Seater Hawker Hunters also in 1/32nd, I didn't want to miss out on having less than the full set!!

The two Hunter kits were issued over two years ago. (An Echelon kit has the gestation period of an elephant) The moment these two kits had hit the shelves, rumors started flying that the next would be a Lightning. Now it is finally here, at \$110.00, airmail, direct from the manufacturers. Worth the wait? I would certainly say so. Worth the cost? Not to a builder of Luftwaffe 1/72nd Me 109's, but to me: You betcha!!!

To start with, the kit consists of four vacuformed sheets measuring 20 x 10 inches, plus white metals parts and a decal sheet measuring 20 x 9 inches. The decal sheet has been produced by Dick Ward, of Modeldecal, and is every bit as good as any of his 1/72nd sheets, with excellent decal placement instructions. The sheet covers unit markings for two F6 birds from No. 11 Squadron, and three from No. 5 Squadron. Also included are decals for an F6 with No. 19 Squadron, and one from the Lightning Training Flight, with an F2A from No. 92 Squadron rounding out the sheet. The above schemes cover all metal birds, Dk Green and Grey as well as Grey examples. FULL stenciling is provided. Construction instructions are very good, consisting of a large detailed exploded view, plus complementing written pages. Included in the instructions are some excellent cockpit layout drawings, including detailed ones for the Martin Baker 4BS seat, and harness details, including detailed painting instructions.

The vacuformed parts are excellent, with engraved panel lines. There is not one injection molded 1/32nd kit on the market today that can equal the finesse of Echelon's panel lines. In fact they are better than most you will find on the smaller scale kits as well. The kit comes with a crystal clear canopy, which tragically was the only damaged part in my kit. Apparently a Postal Service employee with stiletto heels stood on my box, puncturing the exterior and crushing the canopy inside. I shall have to get a replacement this October.

The metal parts have always been superb in Echelon kits, and the Lightning's are no exception. The kit comes with metal undercarriage units, including the wheels and an excellent five part ejection seat. The jet nozzles are also metal, as are the main cockpit parts, including front and side instrument panels. The kit can be built as either an F6 or an F2A variant, and you get a choice of front instrument panels to cover this.

Naturally, I have not started work on this kit, but having read two articles in "Scale Models International" regarding it, it would seem she goes together remarkably well. Not surprizing I suppose since it has been worked on for two full years!! I hope to bring back pictures from this year's IPMS/UK Nationals which will undoubtedly have one or more of these models in attendance, as well as built up examples on the Echelon vendor stand. I should have mine done in time for the next Nationals here in Seattle..... Groan.....

Echelon's next kit: Hawker Siddley Bucanneer, sometime in 1994....
By then I may have completed one of the Hunter kits....

1/35th Scale Alvis Scaracen Mk 2 Armoured Personnel Carrier

For an IPMS member, I am a bit of a heretic. I have never much cared for what a kit was made from, more what the subject matter depicted. In this case, one of my favorite subjects, Post WWII British armor, and something few others are likely to venture into: a 6 x 6 wheeled APC.

The 600 series of vehicles of which the Saracen FV 603 is one, were developed immediately following WWII as replacement for the mainly American and Canadian vehicles the Brits had at that time in the area of APCs. The prototype Saracen was ready for trials in 1950, and entered service in Malaya, seeing immediate action in the Malaya Emergency. In the end the forces of 17 nations employed the Saracen, production ceasing only in 1972.

The Saracen is designed to carry a crew of three: Driver, radio operator and commander, the later in charge of manning the machine gun armed turret. There is also seating for a squad of nine soldiers.

Dartmoor's Saracen is made up entirely of cast metal parts, over 250 in fact. In a word, the cast detail is superb. I have not seen finer craftsmanship anywhere. The kit's instruction sheet complements the quality of the parts, being very good and of the exploded drawing type. No decals are provided with the kit, something that always annoys me about expensive kits such as these. The cost of providing a limited range of number plates and tactical markings would make little difference to a kit that set me back \$100.00.

The kit has some internal detail in the form of drivers seat and steering column, and seats for the soldiers. The instruction sheet has two fairly nice line drawings from the vehicle's technical manual showing internal detail. Given that the rear entry doors can be built in the open position, it would probably pay to invest a few dollars and write to the RAC Tank Museum at Bovington Camp, England for some nice internal pictures of the passenger compartment. Then again the kit will be an eye opener with these doors closed as well.

A very nice kit then, and one that will nicely complement Accurate Armour's Humber "Pig" APC. The diorama potential for this vehicle is great.

HASEGAWA F-18A 1/48th

A. Birkbeck

The only reason I am doing this review is that I managed by a great turn of luck to pick said kit up cheap. I certainly was not going to pay the prices being asked at local retailers, and even by some of the discounters. I don't have much interest in US types, but I do plan eventually to do one of each major type used in the recent Gulf War. Need something to go with my RAF aircraft, since not many Iraqi ones got into the conflict.

Needless to say this is the best 1/48th scale F-18 on the market, and I can't think of any manufacturer likely to do one better from now until the year dot. Monogram's kit is now some years old, and whilst ten fold cheaper, really requires some work to bring it up to standards, including scribing all the panel lines.

Starting with the box art of the Hasegawa kit, I swear the painting is more detailed than any photograph could be. Upon opening the box, however, you are hit with shock, although upon reflection you should not be surprized. You don't get the parts you would expect for the price. No where near it either. True, the cast metal landing gear is excellent, and miraculously well detailed for one piece units. However there are only three cast parts. The tires are unfortunately done in injection plastic, and for the price I would have liked some nice rubber ones, out of the same material the Revell has done some of theirs in 1/32nd scale. The etched cockpit parts are nothing special, and would cost you four bucks if done by PP Aeroparts, and therefore given the quantities Hasegawa can count on churning out, probably much less in this case.

The plastic parts have the usually excellent Hasegawa engraved panel lines, the main fuselage split horizontally, with two part nose section forward of the front cockpit panel. The wheel wells are very well detailed, although Monogram at their best are equal to the task. The cockpit tub is for a two seater, the back portion being covered over later in construction to build this kit, the "A" version. Therefore it is obvious that a "B" or "D" version is due shortly, for the same horrendous cost.

The flaps are nice can be positioned variously. As will recent Hasegawa kits, all you get in the way of external stores are three drop tanks and some pod-like gadgets which I am not familiar with, being American. THIS, at the price of the kit, has GOT to be the crime of the year.

The decal sheet is the usual Hasegawa job, everything on my sheet being in perfect register, and consisting of markings from: VFA-15, VFA-113 and VFA-151. Not much to get excited about, and with little in the way of stenciling, although maybe this is the case with the Hornet?

So, there you have it. Anyone who pays full retail for this kit is in the mind of this reviewer N.U.T.S. The F-14 kit by the same firm has more parts and builds into a larger model. It too has positional flaps, although is missing metal undercarriage parts. It is also \$25.00 cheaper, which if you spend more than a second thinking about will cause you to start crying. All I can say is that even in Japan this kit retails for more than it is worth, and by the time it lands on our fair shores, the price has shot through the stratosphere. I can't wait to see the cost of the next 48th scale jet Hasegawa does. I just hope they don't try doing a Tornado or Lightning, because I will need a third mortgage for the ten of each I would require..... (The second mortgage went to purchasing the Echelon and Dartmoor kits!!) Excluding stores, such as they are, this F-18 kit has barely 100 parts. For \$20 more, Dartmoor's Saracen, made entirely of metal, gives you over 250 parts.

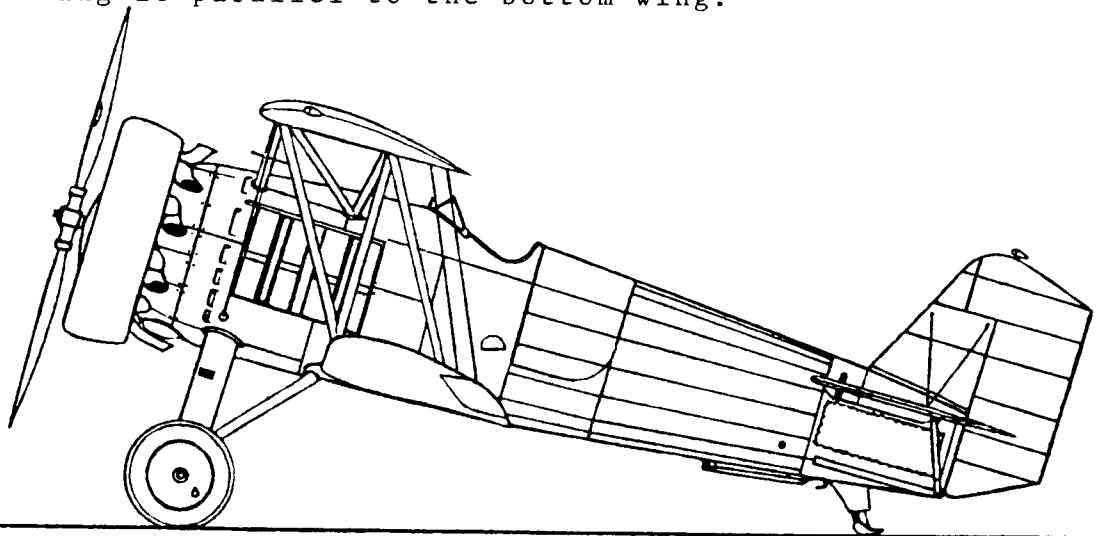
Finally, I would like to remind you of the Museum of Flight "Model Show '92", set to take place Saturday, May 9th. Now as you can plainly see from comparing the top of this newsletter to the date just mentioned, this is the same day as our May Chapter meeting. I would like to suggest, if I may, that we consider changing our meeting date, if possible, to allow us to attend this Show. Firstly, I think it would be a golden opportunity to show off the skills of our members. Secondly, it would allow us to put in a good appearance just before our Convention. I am working towards having some of our members participate in helping out that day, to show the flag, so to speak. Please give it some thought and we shall discuss it at the April Meeting. See you in a few days....

HISTORY/REVIEW/DISCUSSION: Fine Molds 1/72nd Nakajima Navy Type 90 Carrier Fighter (A2N1-2)

In 1921 Sopwith's helped Mitsubishi develop the Navy Type 10 Carrier Fighter and Navy Type 10 Torpedo Bomber (This is the big tripe that Marusan kitted in 1/48th back in the early 60's). These were the first purpose designed carrier fighter and torpedo bomber in history. By 1926 the Type 10 fighter was obsolescing when Nakajima bought a Gamecock modified for carrier use from Gloster's as a prototype in their bid for the new Type 3 (No - I don't know why "3" comes after "10" either) Carrier Fighter. This was accepted as the A1N1 in 1929. Gloster's called their one-off Japanese prototype the "Gambit".

To keep abreast of developments in the West, Nakajima in 1928 bought the second of two Boeing Model 69-B's (c/n1035). These being export versions of the U.S. Navy's F2B-1. Also in 1928 Mitsui Trading Company bought the fourth Boeing Model 100 (c/n1145, NX-874H) for study. The Model 100 is the civil version of the P-12C/F4B-2. The fourth one was initially retained by Boeing as a demonstrator. The "P-12C" in Seattle's Museum of Flight is, in fact, the third Model 100 painted as a P-12C. In 1929 Nakajima bought one Bristol Bulldog Mk.II (c/n7341) as the prototype for a series they planned for the JAAF. In the event, they built only two production prototypes.

Combining features of these imports with local invention/innovation, Nakajima developed their bid for the Navy Type 90 Carrier Fighter. Two prototypes were delivered to the JNAF in 1930. After two years of test/development the type was accepted as the A2N1-1. The -1 differed from the -2, depicted by the kit, mainly in having the fuel tanks within the fuselage and the two guns firing through troughs in the fuselage sides - like the Bulldog. The -2 and -3 had fuel tanks strapped into the forward fuselage sides, like the Vought Corsair biplane, with the guns now in the forward upper fuselage. The -1's and -2's sometimes sported wheel spats. These are included in the kit and labelled, "Parts not for use." There is a very clear photo in reference (a) of an A2N1-2 fitted with these spats. This is the plane I'm going to model. The -3 differed from the -2 in having dihedral in the top wing making it parallel to the bottom wing.



I believe this preamble is necessary to establish the little fighter in its historic context and to, further, explain why it looks so much like a Boeing. The fact that it does, prompted me, years ago, to study converting Monogram's 1/72nd F4B-4 to an A2N1-2 or -3. It wouldn't be tough; the dimensions all round are within 1/16".

The kit is advertised as a Hasegawa. There is a Hasegawa sticker on the box, but everything else in, and on, the box says Fine Molds.

I paid \$26.00 plus shipping to Aviation Usk for my copy! Comparison with Monogram's F4B-4 of 1968 is inevitable. On balance they're equal unless price is considered, which puts Monogram way ahead. Sadly, the Monogram is not in current production. The A2N1-2 kit has full cockpit detail including the truss structure, while the Monogram has no interior, but the truss is too big and the joints are oversize. If you've a conscience, you'll have to scratch build a new interior of styrene, or brass, rod. The surface detail is about as good as Monogram's. I'm using the Monogram's engine/faceplate combination and propeller. The Fine Molds designer got the cross bracing of the landing gear wrong. The left wheel's brace passed through a large slot in the right wheel's brace - a Boeing Model 100/P-12C/F4B-2 feature incorporated by Nakajima.

The decals are good, but the Hamilton-Standard (Yes!) prop logos are out of register. The Hinomarus are bright red, so I'll replace them. The decals and instructions cover two machines painted overall Aluminum with black engine cowlings and wing struts and red tails.

There are 26 cleanly molded grey, and one clear, plastic parts plus seven cast white metal parts, which could as well have been plastic.

If you must have an A2N1-2 or -3 model then you either must buy (ouch) this fine kit or convert the Monogram. If all you want is a very nice stubby 30's vintage biplane fighter, then just build the Monogram F4B-4 out of the box - it's a lot cheaper and more colorful too.

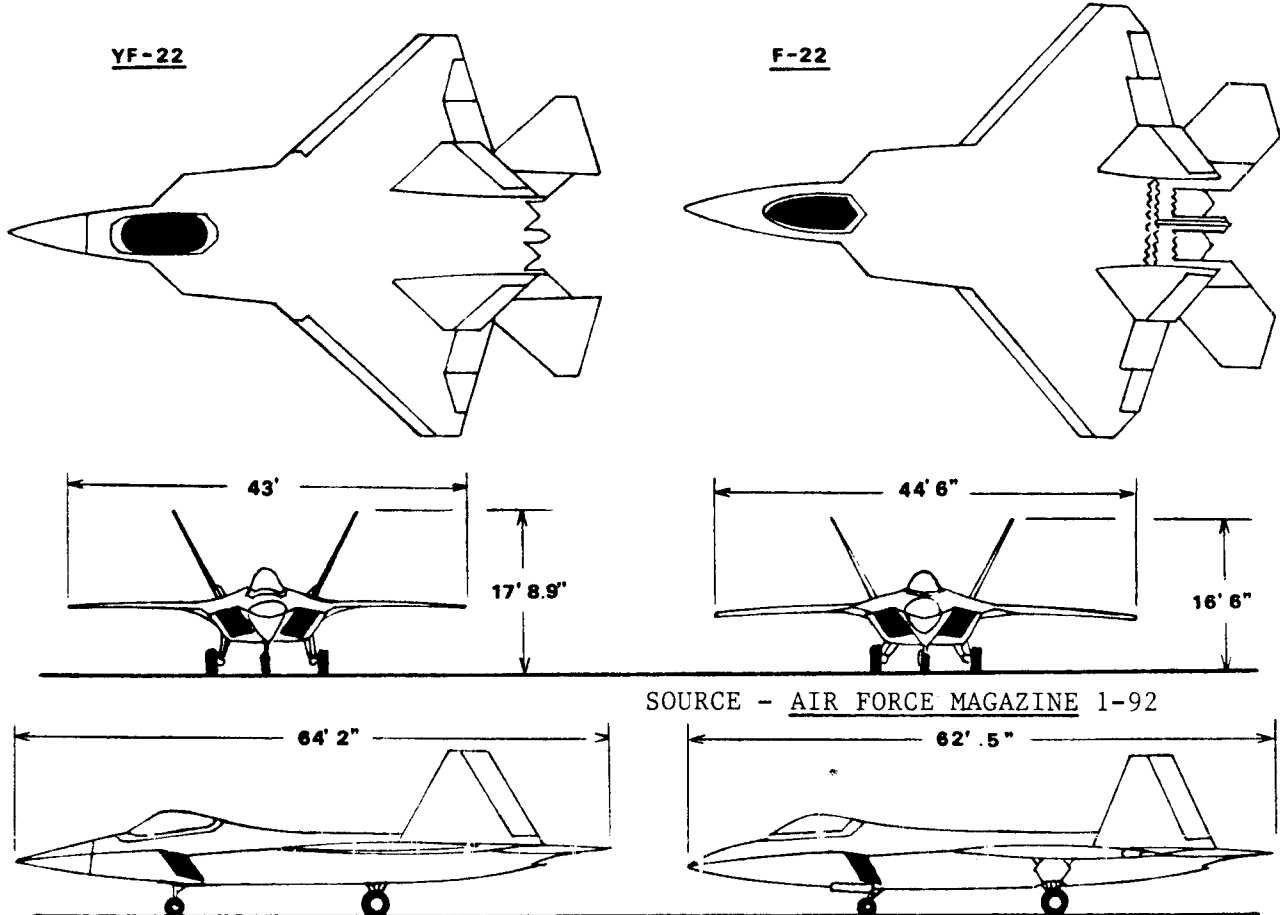
Does anybody make a Gamecock in 1/72nd? It would be easy to convert to an A1N1. Food for thought - it would also be easy to convert the F4B-4 to Nakajima's A3N1-1 Type 95 successor to the A2N1-3.

REFERENCES:

- a) Japanese Aircraft, 1910-1941: Robt. C. Mikesh & Shorzoe Abe, Putnam, London 1990
- b) Pictorial History - Japanese Navy Aircraft of World War Two: Staff, Koku-Fan, Tokyo 1970
- c) Boeing Aircraft Since 1916: Peter M. Bowers, Putnam, London 1966
- d) Flying the P-12: S.L. Wallick & Peter M. Bowers, Red Barn Press, Seattle 1982
- e) Building the Bristol Bulldog Fighter: D. Luff, Airline, London 1987
- f) The Carrier War-The Epic of Flight: Clark G. Reynolds, Time/Life, Alexandria, Virginia 1982

by Jim Schubert

FYI.....Differences - YF-22 prototype and production F-22:



Cockpit more forward, lower canopy, intakes aft a bit, NLG & MLG both aft a bit & shorter, less wing sweep & more wing area, smaller tailfeathers, anhedral in the wing and exhaust nozzles more rounded.

Results - a little heavier with about the same wing loading, more thrust (same power loading), same speed (maybe a bit slower), and more maneuverability. By the time the first production article flies there will have been more changes - so don't hurry to modify a prototype kit to "production" standard yet.

Jim Schubert 1/92

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