

I.P.M.S. Seattle Newsletter

July 1993

Meeting Time: Sat. July 17th, Bellevue Public Library, 10:00 am

Yes folks, there WILL be a JULY meeting!! It is the THIRD Saturday in July, as the Library staff could not guarantee that their move would be completed by the second Saturday of the month. So be there, or be square. REMEMBER: We have a NEW LIBRARY to meet at: Corner of 110th Ave N.E. and N.E. 8th Street, Bellevue. The new three story brick building, a few blocks NE of the Bellevue Mall. Take exit 13 westbound off I-405 (NE 8th St. Exit). Continue west (toward Bel Square) to 3rd stoplight after Exit (108th Ave NE). Turn right (north) on 108th go to second light (NE 12th St), right again. Library parking lot on right, half way along block. If you get lost....

MUSEUM OF FLIGHT MODEL SHOW

I had the great pleasure of attending this show on June 5th, and at the same time helping out by acting as a contest judge. The turnout of models for this show was great, as many as 450 eventually showing up. Aircraft dominated the show (it was held at an aerospace museum after all!!), with many fine models participating. Interestingly enough, for the first time at a show I have attended, the second largest group of models was automotive, and very fine many of them were. Armor models were a DISTANT third, figures also being VERY sparse. Ships were small in number, although there were a couple of superb ship dioramas, simply magnificent.

I heard the usual grumblings about judging, and let me pass on with one simple comment: if you don't like the way something is being done, it would be a really smart idea to step forward and participate in helping with the next event. This goes for judging. One person I talked to who was taking pictures while the judges were at work during our April Recon had to admit that he didn't really understand how judging took place until he got into the thick of it. He didn't judge himself, but heard the judges going back and forth amongst themselves while he was taking his pictures. It really changed his ideas on what the judges actually did, and the immense amount of work they had to do in a relatively short space of time. SO, if you don't like the judging results, how about joining in as a rookie judge next time around????

As for the rest of the MOF Show, I enjoyed myself a great deal, and I know the majority of modelers attending, as well as the general public, had a great time. A few bugs still to iron out, especially registration, but that is for next year. A hearty "Well Done" to the organizers, and keep up the great work.

VANCOUVER, B.C. SHOW: October 2nd. There will be a listing of all the categories for this fine show at the July meeting for those who haven't yet picked one up. Oh, don't bother building the DML Scud for this Show, for I have grown weary waiting, and have decided to do one for myself.....

TWO Model Shows in Whidbey!!! Aug. 14th, at the NAS Whidbey Island Seaplane Base, Oak Harbor: Model Car Expo (at a seaplane base???)
Aug. 28th, at the Oak Harbor Fire Station. More details available at the July Meeting.

REVIEWS

Matt Hargreaves

1/72nd German A4/V2 Rocket, Condor (MPM Ltd - Czech)

Yet another "first kit" from a manufacturer in Czechoslovakia. The kit is injected in brown plastic and packaged in a simple box with nice four color artwork showing the splotchy pattern scheme as shown in wartime photos of training launches. In the kit you get the missile and a well detailed launch stand. No other ground equipment is supplied. The panel lines are well scribed and should not detract once painted. The incised sectional line at the base of the midsection is twice as wide as it should be. Correcting this will be a minor headache. Anybody for stretching a V-2. Not into something else, just to the proper length. The missile was 46 feet long and the kit scales out at 45 feet. The good news is the body width of 5.5 feet is correct. The company also decided to give the external surface a grainy finish. A quick light sanding will correct this so those wishing to do post-war gloss finishes can do so. Anyone for a Bumper.

The instructions are very good and give the color scheme for two different styles of ground camouflage. Loads of fun for you fans of painting the Swedish splinter paint schemes on aircraft. Oh yes, the English instructions say the rocket should be 40 feet long. Hmmm.

Overall the kit should build into a decent model. The one foot shortness in length will not really be noticeable. So go out and buy a dozen or two. They are only \$6 each.

Anyone for scratch-building a 1/72nd concrete launching bunker to go with it ?

1/144 German Type XXI Submarine, Revell, Germany

Revell has chosen to release a beautiful kit of the very late (1945) World War II submarine. The structural design of the real submarine was to have a major influence on post war allied submarine designs. I have almost no information on the submarine, especially the specifications, so I cannot reference against the kit parts. Revell has chosen to release the kit in two forms as described -

- A. #5078, cutaway version with interior.
- B. #5081, full hull version.

Revell have done an excellent job of detailing out the exterior of the hull on the model. Crisp clean incised panel lines and hull openings add needed details to the simple shape of the hull.

The cutaway hull kit with interior looks to be a marvelous build for detailing and painting. Thankfully Revell provided some photos of the ship in color, three exterior shots showing a two color paint scheme, and four interior shots. Wish I had photos of every room and items found in them to match the exposed sections of the kit. The interior wall of the hull and cross-section bulkheads have the piping details raised on them. Revell have furnished a very detailed decal sheet with a flat finish. Not only are the exterior markings supplied, but loads of markings for the interior as well. I hope the colors for the interior decals are accurate for they will save you having to super-detail the kit. I assume somebody is working on a detail set for the kit and it will retail for about \$100 since that is the way they get priced these days. The exterior markings are for only one ship. Buy it, build it, float it, sink it.

I hope the kit sells well for the company. A matching Type VII Submarine, or set of the midget submarines would be great. Possibly a U.S., Japanese, Russian, French, or British submarine kit will follow. It would be a nice series to see.

The full-hull version is just as lovely to look at in the box. Built for a pedistal display or as a diorama this model will be quite an eye catcher. I expect a few of these to be built due the quality of the molding and detail. It is far above the older ship kits of Revell's 1960 days. The instructions give no history of the ships or the design but it does give good clear illustrations for construction, painting, and placement of the decals. The decals have a flat finish to them (like Revell's recent airliner decals - shudder!) but offer markings for three different ships. I noticed the painting scheme specified in the instructions does not match the box art of photos on the side of the box. The box art version is one color overall as opposed to the instructions which specify a two color scheme. Side panel box photographs of a finished model show a three color scheme. Anyone know which is right? I don't know. For those of you into civil variations of military craft, forget it. Lufthansa never operated them. Darn.

Any modeler looking for something new and quality should check out these kits.

The Glencoe company blesses modelers by resurrecting kits from the past, and reissuing them with nice decals and affordable prices. Considering the age of some of these dinosaurs, modelers shouldn't be surprised by the lack of detail and crude surface detail most exhibit. Most of these kits originated in an age when scale wasn't considered an important feature, and this is a point that modern marketers have chosen not to emphasize. For example, I've seen the "new" Bristol Sycamore kit advertised as 1/48 and 1/72; the truth lies inbetween at 1/65. Using a 1980 edition of the Collectors Value Guide for Scale Model Plastic Kits, it's easy to discover the origins and actual scales of these kits. The "Advertised Scale" is out of the Squadron/Signal mail order catalog, and keep in mind that "Actual Scale" can be difficult to determine on inaccurate old kits.

Subject	Advertised Scale	Actual Scale	Original Company
Martin MB-2	1/74	1/78	ITC
Curtiss Condor	1/81	1/84	ITC
Vickers Viscount	1/96	1/96	Hawk
Convair 880	1/126	1/126	Hawk
US Navy Blimp	1/330	1/336	ITC
Grumman Duck	1/50	1/54	ITC
Spirit of St. Louis	1/48	1/48	Lindberg
Albatros D. III	1/48	1/48	original mold ?
McDonnell Convertiplane	1/32	1/32	ITC
D. H. Venom	1/48	1/59	Lincoln
Martin Clipper	1/144	1/130	Strombecker
Bristol Sycamore	1/72	1/65	Lincoln
Republic Seabee	1/48	1/48	Olin
Piasecki Flying Jeep	1/35	1/27	ITC

I don't have enough info to talk about Glencoe's armor, ships, figures, or dinosaurs. Can anyone shed some light on those kits?



RECENT 1/72nd SCALE REISSUES REVIEWED

After several years of lean pickings, the recent past has been a bonanza for the modeller devoted to 1/72nd scale World War Two aircraft. But while the attention has been primarily on all those new Do 335s, Ju 88s, and Fw 190s, there's also been a resurgence of reissues, some worthwhile, and some not...

Exactly what is going to be inside a Revell box these days is a bit of an adventure, with Monogram, Matchbox, and Heller moulds showing up under the Revell name. Their recent European reissues of the Bell P-39 Airacobra and Hawker Tempest V are, however, the Revell kits from the '60s. As such, they're pretty crude attempts, and far inferior to the still available Heller kits of the same airplanes. The Tempest V even includes decals for French RAF ace Pierre Clostermann, the same pilot featured in Heller's decals! The P-39 is a bit more useful, Revell's version being closer to the P-39D than Heller's P-39Q. The Revell kit also has a crude engine under a detachable panel, and the horizontal tail surfaces are more accurate than the Heller version. Decals are provided for American and Soviet aircraft, but with several Superscale sheets available for the P-39, that's almost irrelevant. The lack of cockpit detail and gaping holes where the wheel wells should be (especially noticeable with the long nose wheel door) make it more of a project than it really should be.

Airfix's Commonwealth CA-13 Boomerang dates from 1965, back when Airfix was churning out new kits monthly. As such it's a typically simple kit of the period, with nothing but a "seat" for interior detail and lots of overscale rivets, though in fairness, the riveting is not as bad as on some kits. Having said that, this is still a kit worth building, for several reasons. First of all, the Boomerang is **essential** to any serious collection of WW2 fighters, and this is the only mass-produced Boomer we're ever likely to get. It's also not that bad of a kit, given its limitations. There's virtually no flash. The decals have been completely revamped, and provide well printed markings for two examples, both with nose art. There's no gaping hole in the wheel wells, you can always substitute a different Twin Wasp for the poorly done engine, and most importantly, it **looks** like a Boomerang. Most Airfix kits of this period are reasonably accurate in outline (the Defiant and Blenheim excepted), and can be made into decent replicas - it's up to the modeller to decide how much work is needed to bring them up to standard.

A much more well-done kit, in fact a little jewel, is Heller's PZL P.23a/b Karas, which I believe dates from the early '70s. The fine raised panel lines are subtle, and cockpit detail is basic but nicely done, down to the framework and controls molded on the inside of the fuselage. Parts and decals are provided for two versions, a Polish P-23b, and a Rumanian P-23a. Care needs to be taken when assembling the wings (why does Heller never provide wing location pins?), but this is a fine example of why Heller's 1/72 scale kits are among the best.

The most interesting of the recent reissues come from Encore, a new company within the Squadron-Signal empire. Their first eight releases are old Heller kits, produced in Argentina and packaged with absolutely beautiful new Scalemaster decals. The kits range from the obvious (Bf 109G, A6M5c Zero, Spitfire Mk. Ia) to the more interesting (PZL P.11c, Arado Ar 96B). I've only purchased the PZL P.11c and Gloster Gladiator, but it's clear that great care has been taken with these reissues. Both of these are fine kits, the best available of their subjects, which cannot be said for the Spit or the Zero. The decal sheets, however, are an interesting lesson in what can happen, even with the best of intentions, and worth looking at in detail. The Gladiator's decals are excellent, six machines, all taken from the May 1981 **Scale Aircraft Modelling**, and covering Britain, China, Lithuania, Latvia, Sweden, and Norway. Except for the RAF aircraft, which only suffers from misidentification as a 1940 version rather than the pre-war example it really is, they are accurate and well-printed - at least they seemed to be until this month when someone finally produced an authentic photo of Lithuanian Gladiators in service, showing different markings to those previously thought. Oh, well...

The PZL kit provides decals for three aircraft, one accurate, one almost so, and one totally wrong! Anyone planning on making this, or any other WW2 Polish aircraft, should get hold of the July 1989 **Small Air Forces Observer**, which contains invaluable information on Polish colors and markings. In the Encore kit, the only completely accurate scheme provided is for the 113 Eskadry example. The "#161 Eskadry KOP" (sic) scheme is accurate (for a pre-war machine only) if the turkey insignia is not applied. The turkey was an unofficial squadron emblem of 161, applied to only one aircraft (not this one), and in any case the scheme is not for any individual squadron but an aircraft of the KOP, or Border Defense Corps. Still, an actual aircraft can be made from these decals. The third example, the camouflaged PZL, never existed. Well it did, but only when it was captured, repainted and used for German propaganda purposes! The Polish Air Force never flew fighters in three-color camouflage, but the scheme has been repeated in so many publications that it's become accepted as fact.

Despite these reservations (and their insistence that RAF Dark Green is FS 34096 rather than FS 34079), it's clear that Encore is a worthwhile addition to the modelling world. It'll be interesting to see what they do next.

--Robert Allen

CONFESSIONS OF A RAT FINK THE LIFE AND TIMES OF ED "BIG DADDY" ROTH

by LaMar Fenstermaker

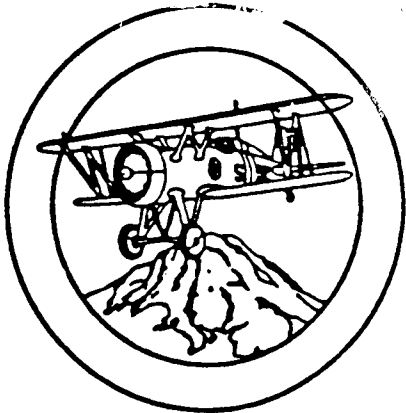
No this is not the weirdest plastic kit you've ever seen ---- it's a book about the weirdest person you've ever seen. This is **THE BOOK** the one and only, scribed by the large father his own self, official biography of one of the most influential people ever to weld, fiberglass, paint, and pinstripe that icon of Americana --- the hot rod.

But let me back up a mite for those of you too young to remember the late 50's thru the mid 60's. This was the time when the hobby shop had 350 different car kits, 10 airplane kits, 3 boats and zero tanks, to say that cars were popular is the mother of all understatement. Looking back all those years it's hard to believe it but every kid I knew, and I mean each and every one, built model cars. Sure we spend a quarter or so (honest) now and then for an Airfix Fokker DR-1 or Messerschmidt 109, or maybe even 79 cents for a Aurora WW I fighter kit but most of everybody's life savings went for **CARS**. There were models of all the new Detroit iron, each and every year, and there were models of all the finest show cars, hot rods, and dragsters by all the big names, you know Barris, Jefferies, Starbird, Nancy, Garlits, TV Tommy, the Snake an' the Mongoose and **BIG DADDY ED ROTH**.

Ed Roth was a California hot rod and motorcycle builder, pinstriper, and painter of flat out weird T shirts hired by Revell to design model cars (most of which were models of real cars Big Daddy had built or based on the stuff he painted on T shirts) and promote model car building around the country. There were Roth cars and even little bottles of Roth paint and there were deals to get those T shirts that my mother still thinks are obscene. Well this is Big Daddy's life and philosophy, but also it's the model business, what was in, (**MODEL CARS**) what was out (everything else) and why. You won't get the whole story of what made Cars the only model game in town, but you do get some insight and the Large Father has some definite opinions on why model cars seemed to fade away. After reading the book I understand more about what makes those corporate pin heads decide, in their infinite wisdom, just the kind of models I really want to buy. It's the history of a time when we knew everything was cool, without all that nostalgia crapola. If you like model cars or even if you don't, if you build models and ever wondered why the model business is, what it is, and how it got there, you gotta' read this book !

PS: Some of you may find the book hard to understand 'cause it ain't wrote in English. It's genuine El-Lay hot rod, the cool lingo o' the times. An' fur me, well the lil' Bopper's turnin' up the Beach Boys, maybe layin' on some Jan an' Dean, puttin' on a sweet shirt, a hill an' country crash helmet an' cruzin' down to the kit bunker lookin' fur a T-bucket, a highboy, a deuce coupe, a 3 or 5 window coupe or maybe even a woody 'cause I'm gonna' chop, channel, section an' lower. Maybe swap in a bigger mill, I always liked Latham blowers, do a little tuck n' roll then lay down tracks to the hobby stop 'cause I'm gonna' paint it some wild an' cool color like mysterion yellow or road agent red an' Dutch it if the ol' eyeballs can handle the strain. Man before this trip burns out I may freak an' build a 'winder or a belly tank or maybe a 'multi-mill liner fur a trip to B'ville an' the LSR. Later man, keep cool cats an'

RAT FINK FOREVER !!!!!



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