

NEWSLETTER

EDITED BY KEVIN CALLAHAN

MARCH 1994

1994 Recon Update

With about one month to go, plans are proceeding at a rapid pace for the 1994 IPMS-Seattle Recon. We have developed a floorplan for the model room, placed an order for ribbons and plaques, and found a supplier of tables and table covers.

I am glad to report that, after much measuring and musing, we have created a floorplan that allows all of the models to be placed in the Armory cafeteria (where we held our February 12 meeting). The first design indicated that we had about the same number of tabletop square feet as we had at the 1993 Recon (1200 sqft), which the team agreed would be a potential problem. As you will remember, by the end of the day last year things were getting pretty cramped. And, given the good response we have gotten so far from our event fliers and the FSM notice (from Canada, Idaho, and even San Francisco), we felt that not allowing for some expansion would be risky. So we added more tables against the walls and came up with a final total of just over 1700 square feet. Now that we've done it, I hope enough models show up to fill up all that white table space!

We also had quite a bit of work to provide linen table covers. At the Red Lion, tables and linen covers were included as part of our room rental. We will need to rent around 60 tables (at \$6/per) to supplement what the Armory has made available. But the rental place we are dealing with wanted \$8.50 each for the linen covers! And this for a one day show. After checking around, I found one place that would rent the covers for \$3.75/per. That still seems like a lot, but I could only find one linen supply company that even rented on a one-day basis. Most deal directly with wholesalers and hotels.

This still means that we will need lots of volunteer help on the Friday night before the Recon. Contact Andrew or let him, Terry, or myself know you are interested at the March meeting. Some of you have already volunteered (and we'll be sure to bring the keys to your handcuffs on the day of the Recon), and we'll be contacting you shortly after you get this newsletter.

Don't forget; if you are available on the day of the Recon itself, we still can use judges and traffic directors. This group is very good about helping out when needed, and

that is one of the keys to a successful one-day event.

That should bring you up to date on recent Recon work. The only thing we still may catch some flak for is the distance between the model room and the vendor area. It is a bit of a stroll, but there were no rooms available to us that were any closer. Remember that at the 1993 Recon the vendor room wasn't especially close to the model room, and it was on a different floor to boot. We do plan to have a little printed map with directions to the vendors, bathrooms, etc ready on the day of the show, so it hopefully won't be a problem.

Actually, if this is the worst problem we run across in the course of putting on the 1994 Recon, we should probably consider ourselves lucky!

You will no doubt have noticed I have changed the logo on the first page of the newsletter. For new members, this is the IPMS-Seattle logo as it appeared prior to the revised version that was done for the 1992 IPMS Nationals held in Seattle. By momentum as much as anything, we kept the revised version (with its F4B

biplane) even after the Nationals. There has been some discussion about the logo in our monthly meetings lately. It does, after all, feature an airplane, and the interests of our group do go beyond any single type of modelling (even though we wing guys are still in the majority).

So that's how we got back to that hand and XActo knife menacing the Space Needle, apparently to remove it from some unseen sprue. If you have a different design you think we should try, feel free to copy it off on a 3.5" disk (.BMP or .PCX file formats only, please) and bring it to a meeting or drop it by the newsletter dropbox.



One note about the newsletter publication schedule. Due to all of the activities surrounding the Recon, the April newsletter will not be getting to you until mid-April. That will give me enough time to do a story on the Recon itself. Then there will be NO May newsletter. No official decision about newsletter frequency has been made (remember that we may go to 8 times per year in an effort to offset the new cost of

renting our meeting space). I will be on vacation in late June and early July, so we may by necessity skip that month also. More as things develop.

Kevin Callahan



A quick note on the monthly trivia quiz from Scott Taylor:

Lee Thornhill was the first place winner of the February trivia quiz with seven correct answers. Robert Allen was second with four correct, and Andrew Bertschi was third with three correct answers. Thanks to everyone who participated.

Because of limited resources, I have been asked to award prizes to the first place winner only. I will still announce the second and third place winners at the meeting, and have them printed in the newsletter for all to see.

There will be a trivia quiz at the March meeting, but none at the Region VII spring convention. See you then.



Finally, an item for sale from Bob LaBouy:

*If you missed the recent Museum of Flight lecture program with SR-71 pilot Brian Shul, here is another chance for you to acquire a signed copy of his super book entitled **The Untouchables**. In October, Col. Shul and his RSO, Col. Walter Watson, visited the Museum and presented an outstanding slide show and very interesting insight into the famous Blackbird. This is Col. Shul's second book on the subject, and it provides, as he did in his lecture, a much greater look at the SR-71's operational use in recent years. It also relates some fascinating stories of the crew and aircraft, and is fully illustrated with beautiful color slides. This book is the end product of the author's extensive and very exclusive personal experiences with this famous aircraft, and some of its final operational missions over the Middle East. I have a fully autographed, mint condition copy, which I will sell to the first caller with \$40.00 in hand. If interested, please call Bob LaBouy at 232-7784.*

Lockheed's Skunk Works

BY BOB LABOUY

For those of us who live in the "white world" and love to read about and study the products of the "black world", Jay Miller's latest book will fulfill many of your questions.

Aerofax's newest, **Lockheed's Skunk Works: The First Fifty Years** represents a huge glimpse into one of the most secret areas of America's military aircraft industry, the very tightly controlled and

previously closed production of many of Lockheed's Advanced Development Company aircraft. This book, while still shielding some very sensitive areas, gives the model builders (and just plain nosy aircraft nuts) an

unprecedented insight into almost all aspects of the development, construction, and history of the many outstanding aircraft originating under the guidance of Kelly Johnson. In over 200 pages of text, detailed drawings, photos, and data, Jay Miller has provided the most comprehensive insight into the Skunk Work's projects such as the P-80, F-104, U-2, YF-12, SR-71, and F-117.

Along with numerous very interesting photos never before cleared or published, the information and data provides details of such seldom covered subjects as the D-21 drone family and their use. It even identifies the Museum of Flight's Blackbird correctly as an M-21 (one of a very few A-12s built especially to carry and deploy the D-21). If your interests include almost any Lockheed aircraft built since World War II, this recent paperback book is a real

research find and a great buy. I bought my copy for \$28.00 from Precision Enterprises Unlimited in Springfield, VT. I do not anticipate further insight into the now closed plant. It is clearly the best such resource I have ever seen and almost everything I had hoped for about Lockheed's famous plant. Jay's efforts are always first rate, and this is an exceptional book and value for the money. I trust you will enjoy it as well.

Epoxy Putty

BY TERRY MOORE

Although epoxy putties have been around for years, many modelers are still unfamiliar with them. There are several brands: Milliput, Biggs A+B, Duro, and others. Most are a 2-part system that, when mixed in equal portions, is the consistency of bread dough, gives a rather lengthy working time, can be worked into any shape, dries hard, doesn't shrink, and can be cut, filed, sanded, and painted. It is ideal for making parts of unusual shape or altering existing parts, filling major seams, modifying figures, adding

zimmerit finishes, and customizing auto models.

I have used it in a variety of ways, most recently on an Ercoupe model where I had to scratchbuild the interior. I used epoxy putty to create the seats, side panels, and baggage area. I have also used it to create wing fillets and to fill seams, as well as on figures to modify clothing or when repositioning limbs. It works a lot better than filler putty when you have an unusual surface to fill, such as the joints on a dinosaur model that has a very rough texture. Epoxy putty can be worked to simulate the same finish as

the plastic, so that when dry, no sanding is required.

After it is mixed, I form it into a rough shape on the model. I use dental tools to form it into shape, then smooth it with an old paint brush and plain rubbing alcohol. Water will work, but I find that the alcohol gives a smoother finish. I usually give it about 12 to 24 hours to dry before working it with files or sandpaper. It sands very well and leaves a fine feathered edge. It does not shrink and takes any type of paint without problems.

Hasegawa 1:72 P-51B/C

BY BOB LABOUY

In case you missed it, the latest group of four P-51 Mustang kits from Hasegawa

are gems of the highest quality.

When I first saw the listings of these kits, I was convinced this was the old Monogram or

Airfix/Heller/et al trick of reboxing the same kits we saw years ago, jacking up the price, and sticking it to those of us hungry for the World War II greats. But have no

doubt: these four kits (P-51B with Malcolm hood canopy, P-51C with standard US "greenhouse" canopy, P-51D, and Mustang III in RAF markings) are brand new. I first dug out one of the 1974 gems (P-51D in "Petie 2" markings and blue nose box art) and started comparing the pieces. There is very little comparison, aside from the manufacturer, Hasegawa. Of course, the price has also changed. My first batch were marked \$1.30 (a bit high, we thought then...) and the latest were \$7.98 from the White Elephant in Spokane, with similar list prices at Discount Hobby Center or Battle Hobbies.

But price aside, the new kits represent totally new moldings, improved surface detail, and beautiful decals. My first impression is that the new Hasegawa sheets, providing complete markings for 2 or 3 aircraft each, are probably the finest manufacturer decals I have ever seen. The color, artwork, registration, and matte finish are beautiful, and certainly rival -- and maybe exceed -- the many fine (and not so fine) aftermarket decals we have

sought after and been forced to pay high prices for in recent years.

The kit details are very crisp, and the surface engraving and panel lines are accurate to photo references that I have. It also appears the dimensions are accurate and the length problem with the original kit has been corrected. The wheels are finely molded and detailed, as are the engine cooling inlets, exhaust, and bypass vents. The propellers are separately molded, allowing you to adjust the speed angles. The nose spinner is the right shape, and you receive two sets of drop tanks, both metal and the disposable lightweight paper shell types. The gear doors and flaps are also in separate pieces.

I have just started the kit, so my construction thoughts are incomplete, but from dryfitting, all appears to go together very easily and the parts match very well. Altogether, I suggest that you throw away the earlier versions -- buy and build these new kits. In light of recent prices, even at the nominal list price of about \$11 or \$12, this kit is an excellent buy.

(An editor's note: I concur with Bob that the Hasegawa P-51s are fine kits in terms of fineness of detail, especially the recent P-51D version. But there is one major inaccuracy that has been pointed out, first by a Canadian IPMS publication and later by Military Aircraft Preview. The wings are not accurate for the B/C variants. These early versions had a much straighter leading edge, rather than the kink of the later -D/K versions. I took a look at Squadron's P-51 in Action, which supported the difference in wing designs. Designing their kit in this way -- so that a common wing could be shared by the B/C and D kits -- was apparently done by Hasegawa to reduce costs. And the difference is only dramatically noticeable to Mustang experts or people who have read the IPMS-C or MAP articles. But there are many of both in IPMS, and I felt that the view that the wings of the model are incorrect should at least be noted. Whether it makes much of a difference in your model is your decision).

Putty Application Via Syringe

BY KEVIN CALLAHAN

Even the best kits can end up with obvious seam lines. The problem could be badly fitting parts, insufficient pressure while the glue was setting, or general modellers' apathy. In any case, a seam gap will

draw attention away from the good points in the model. So, eventually, almost all of us have had to pull out the tube of body putty and start slapping the stuff on. Once it dries, we go through the agony of sanding it all down, with the

accompanying risk of losing any raised detail in the vicinity.

Since I sheepishly admit to being a less than meticulous modeller (well, okay, I'm a bumbling slob) I have to face some degree of seam gap in most models that I do. Thus,

I've been dealing with putty for a long time. And one of the things that used to drive me nuts is the physical application of the stuff. Some people spread it with a toothpick, some with their fingers, some with dental instruments. But it seems to get all over everything, and it is almost inevitable that you will add many times more material than you really need to bridge the seam gap. The more you add, the more you need to sand off. So I decided that there must be a better way. To my profound surprise, there **was** one.

What we really need is a variant of the Testors tube glue tips which are threaded properly to be attached directly to a tube of Squadron putty. But no one makes such a device at present, and something similar can be made from items that are not too difficult to locate.

First, get a package of those gluing tips. Then head off to the closest pharmacy and ask for a plastic syringe -- the type that is used to administer oral liquid medication to infants. This is liable to be the hardest part of the operation, unless you show up with an

Augmentin prescription for your two-year-old at the same time. The pharmacist is liable to look you over pretty good, but remember this is not a syringe in the typical sense. No needle, just a 1/16" plastic opening for dispensing the medicine (or, in our case, putty). Depending on the pharmacy, they may be available commercially. But I have always gotten mine directly from the pharmacy personnel. Of course, I have two young kids that slurp up antibiotics like they were milkshakes. Still, it shouldn't be too difficult to talk them out of a couple.

Since the syringe tip is liable to be a bit smaller than the inside of the gluing tip, you might need to wrap a small strip of masking tape around the syringe extension to make it fit more snugly. Then fit the gluing tip over the top of the syringe. Finally, tape the two together with enough masking tape to prevent leakage.

No, it's not pretty, but it is functional. Instead of slopping the putty around and spreading it into the seams, you can direct it in a pinpoint stream exactly where you want it. I would still recommend

smoothing the putty down with a wet finger, but don't forget that with less putty on the model, less will get spread around while you are smoothing things out. Plus you'll have less to sand off once it dries.

A couple of suggestions. Don't put much putty into the syringe at any one time. Even a small glob will get wingroots puttied up with little problem. Also, cleaning up afterwards is essential. Putty, after all, dries hard relatively quickly (that's why we use it for this job) and if you leave it in the syringe for long, you'll be back bugging the pharmacist the next time you want to putty up a seam. I have been known to get away with sticking a thumbtack into the gluing tip and submerging the whole thing in a cup of water (thereby preventing any air from getting to the putty). The putty was still usable two days later. I'm not sure I'd recommend this on a regular basis, though. Personally, I'd strip the whole thing down, throw the gluing tip away, and do my best to clean up the syringe itself. Tips are considerably less expensive than syringes.

From the Archives (1969)

FROM SCALE MODELER
MAGAZINE, OCTOBER 1969,
VIA TED HOLOWCHUK

Here is a letter to the editor that Ted found while browsing through some old magazines. It concerns model realism, as

observed by the guys who saw the real things operationally.

"It has been with great interest that a good friend of mine and I have followed our two sons' modeling hobby. Both buy your magazine monthly and

pursue the hobby with great zeal.

"Recently, Jurgen (yes, we are both German) and myself read with great interest your articles on German armour, particularly in the 1943-45

period. To be frank, we were both amused.

"Both Herr Steiner and I served with the armed forces of the Third Reich during the Second World War. Herr Steiner served as a sergeant in armoured units from 1942 until the final collapse of German, while I was commissioned in 1943 as an armoured officer and rose to the rank of captain by the end of 1944.

"What amused us so was the fact that so many of your kits and conversions had such an extravagant use of colour. Some cases in point: the use of anti-magnetic paste, known to you as Zimmerit. Despite the fact that it was applied to many vehicles, it was not applied to every square inch of our armoured vehicles. It was a pain to apply, and within a

month of application most had usually cracked and fallen off if we had been in any sort of engagement.

"Another thing that came to our attention was the colour schemes on late war tanks. By 1944, we were too busy ducking your aircraft to apply such extrovert colours. As for the bright Nazi flags you have so generously applied to our turret tops... First, anyone who applied a red flag to a turret was a suicidal maniac. Second, most of us found better uses for such a large amount of cloth. By late 1943, the dominant colour of German vehicles was a cross between a dirty green and a very muddy brown. Gentlemen, one does not worry about identification by one's own planes when one has no planes!

"On those armoured vehicles that had the time to be multi-coloured, it came about when some nearsighted enlisted man dipped his mop into the wrong bucket. This does not lend itself to such magic artistry as you have created with your airbrushes.

"Most of the unusual colours so beautifully shown today came not from the field but from rather artistically inclined men in a Berlin darkroom.

"On the whole, kits are tastefully executed in plastic, but are not exemplary of vehicles we fought in circa 1939-45.

"Sincerely yours, Jurger S Steiner and Andreas L Kerkhoff, Coronado CA"

Upcoming event notification

Most of us have been working or thinking about the 1993 Recon, but don't forget that there are other modelling events going on in the Puget Sound area in the next few months.

On March 12 (unfortunately, the same day as our March club meeting), the South Sound Model Club will present it's First Annual Model Contest at the Nelson Recreational Center at Fort Lewis. There is no admission fee nor model entry fee. Awards are being provided by Plastic and Tactics of Tacoma. I have reproduced a copy of their

flyer. For further details, contact Glen Broman (459-8204) or Tim Darrah (588-7193).

Also, as most of you probably already knew, the Northwest Scale Modelers show, held at the Museum of Flight, is scheduled for June 4. They are sponsoring some special awards this year, including three categories for dinosaurs and (inevitably in 1994) D-Day aircraft and armor. They also have a "modelfying" category that allows you to build whatever your imagination can come up with, using the Monogram 1:24 scale Camaro

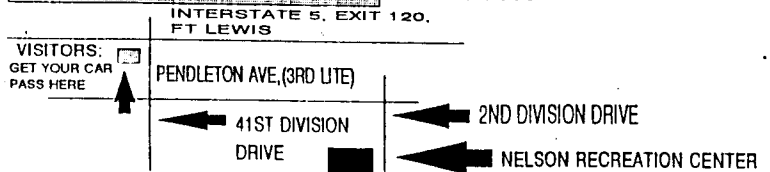
as a basis. Last year they used a 1:48 Po-16 as the basis for this category, and the results were unique to say the least. Again, the flier has been reproduced on the next page.

If you know of any other events between now and the Vancouver Fall Show, pass a note on to the newsletter dropbox and I'll include them in the next issue.

I'll have some details from my visit to the Whidbey Island show (that was held on February 26) in the next issue of the newsletter.

CATEGORIES:
 AIRCRAFT: 1/49 AND LARGER
 1/48 AND SMALLER
 MILITARY VEHICLES: 1/49 AND LARGER
 1/48 AND SMALLER
 SHIPS
 SCIENCE FICTION AND MISCELLANEOUS
 RAILROAD AND STRUCTURES
 CARS
 FIGURES
 DIORAMA
 JUNIOR ENTRIES (17 AND UNDER)
 FOR EACH CATEGORY (FIRST PLACE ONLY)

**SOUTH SOUND MODEL CLUB
 FIRST ANNUAL MODEL CONTEST,
 12 MARCH, 1994, 10:00 a.m. to 6:00 p.m.
 NELSON RECREATION CENTER,
 FORT LEWIS
 FIRST, SECOND, AND THIRD PLACE
 AWARD CERTIFICATES FROM
 PLASTICS AND TACTICS
 FREE ADMISSION.
 NO MODEL ENTRY FEE.
 JUDGING COURTESY OF THE
 FORT LEWIS MUSEUM STAFF.
 EVERYONE WELCOME!
 FOR INFORMATION,
 DIRECTIONS, OR
 HOW TO GET ON POST, CALL
 GLEN BROMAN
 AT 459-8204, OR TIM DARRAH
 AT 588-7193**



NORTHWEST SCALE MODELERS PRESENT:

MODEL SHOW '94

**EXHIBIT & MODEL CONTEST
 HOSTED BY THE MUSEUM OF FLIGHT**

9404 EAST MARGINAL WAY SOUTH, SEATTLE, WA 98108
 SATURDAY JUNE 4, 1994 10:00 AM TO 4:30 PM

ENTRY FEE: \$5.00 (JUNIORS \$3.00) FOR THE FIRST FIVE MODELS, \$1.00 EA. THEREAFTER (LIMIT 8).
 ENTRANTS DO NOT PAY MUSEUM ADMISSION, ALL OTHERS PAY NORMAL MUSEUM ADMISSION PRICES.

MUSEUM ADMISSION:
 ADULTS (16 & OVER) \$6.00 EA.
 YOUTHS (6-15) \$3.00 EA.
 CHILDREN UNDER 6 FREE
 MUSEUM MEMBERS FREE
 GROUPS OF 10 OR MORE \$5.00 EA.

REGISTRATION: 10: AM - 11:45 AM
PUBLIC JUDGING: 11:45 AM - 1:30 PM
TROPHY JUDGING: 1:45 PM - 2:30 PM
AWARD PRESENTATION: 3:00 PM
PLEASE, NO MODELS TO BE REMOVED BEFORE 4:00 PM
***NOTE: AREA TO BE CLOSED DURING TROPHY JUDGING**

FOR MORE INFORMATION CONTACT:
 BARRY FORD (206) 524-1506 11AM - 3PM
 DAVE HOLMES (206) 743-7018 4PM - 9PM
 MUSEUM VISITOR INFO. (206) 764-5720

YOUTH-AGE 10 & UNDER
 ALL SUBJECTS
 ALL SCALES
 EVERY PARTICIPANT RECEIVES A RIBBON

JUNIORS - AGE 11 THROUGH 17

AIRCRAFT
 SHIP
 MISCELLANEOUS
 ARMOR
 AUTOMOTIVE
 SCI-FI

SENIORS - AGE 18 & UP

AIRCRAFT:
 BIPLANES, ALL SCALES
 1/72 SINGLE PROP & TURBOPROP
 1/72 MULTI-PROP & TURBOPROP
 1/48 SINGLE PROP & TURBOPROP
 1/48 MULTI-PROP & TURBOPROP
 1/72 SINGLE JET
 1/72 MULTI-JET
 1/48 SINGLE JET
 1/48 MULTI-JET
 1/32 PROP, ALL
 1/32 JET, ALL
 CIVIL, SPORT, RACING & AIRSHIPS
 AIRLINERS, ALL
 MISC. WOOD, METAL, SCRATCHBUILT, ALL

FIGURES
 1/100 & SMALLER, ALL
 1/100 & LARGER, ALL

RAILROAD:
 ALL SUBJECTS & SCALES

SHIPS:
 SAIL & NON-POWERED, ALL
 POWERED, ALL
 SUBMARINES & SUBMERSIBLES, ALL
 MISCELLANEOUS

MILITARY VEHICLES:
 1/35 & LARGER, CLOSED TOP, THROUGH 1945
 1/35 & LARGER, CLOSED TOP, POST 1945
 1/35 & LARGER, OPEN TOP AFV, ARTILLERY, HALF-TRACKS, SELF PROPELLED GUNS, & TANKS WITH INTERIORS
 SOFT SKINNED MILITARY VEHICLES, ALL ERAS
 CONVERSION & SCRATCH BUILT, ALL ERAS
 SMALLER THAN 1/35, ALL

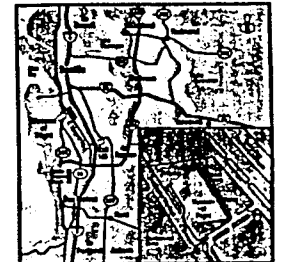
AUTOMOTIVE:
 FACTORY STOCK, ALL
 PICK-UPS, ALL SCALES & TYPES
 COMPETITION, CLOSED COURSE
 COMPETITION, STRAIGHT LINE
 PROSTREET
 CUSTOM, ALL
 PROMODIFIED, ALL
 MISCELLANEOUS, ALL

SCI-FI & SPACE:
 ALL SPACE SUBJECTS, FACT
 ALL SPACE SUBJECTS, FICTION
 SCI-FI AND FANTASY FIGURES, ALL

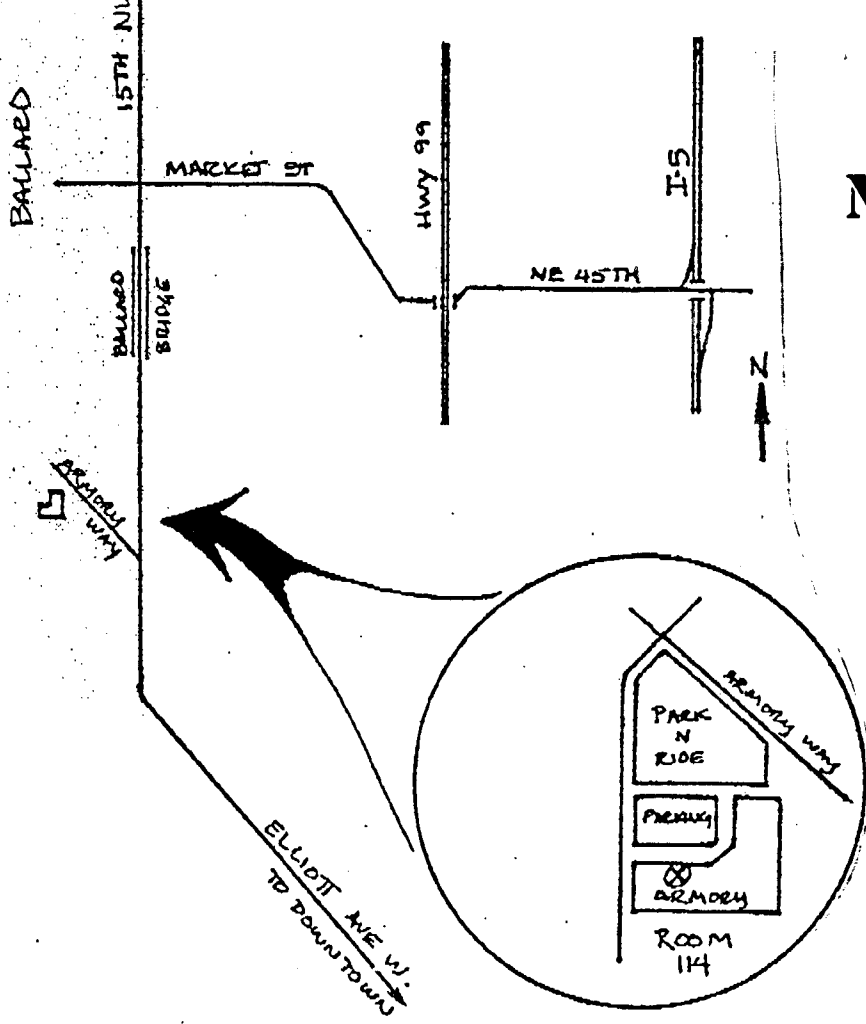
DIORAMAS:
 AIRCRAFT
 MILITARY VEHICLES
 SHIPS
 MISCELLANEOUS
 AUTOMOTIVE
 SCI-FI/FANTASY

**SPECIAL CATEGORIES
 (TROPHY CATEGORIES)**

BEST YOUTH DINOSAUR
 BEST JUNIOR DINOSAUR
 BEST SENIOR DINOSAUR
 BEST JAPANESE A6M ZERO
 BEST D-DAY AIRCRAFT
 BEST D-DAY ARMOR
 BEST PICK-UP/4X4
 BEST EXOTIC CARS
 BEST MUSEUM OF FLIGHT SUBJECT
 MODELING, MONYFRAMREYVELL 1/24
 1/25TH SCALE CAMARO, KIT #'S 2964 & 6288 START
 WITH THE KIT AND TURN YOUR IMAGINATION
 LOOSE, CONVERT IT TO AN AIRPLANE OR A BOAT.
 NO LIMITS AS LONG AS THE JUDGES CAN FIND THE
 KIT IN THEIR SOMEWHERE! CREATIVITY COUNTS,
 SO HAVE FUN!!!!



Driving Directions: From Interstate 5 (North or South), take Exit #158, turn right at East Marginal Way South, and drive approximately 3/4 of a mile to the Museum complex on your right. Parking is available on the airfield (east) side of the building.



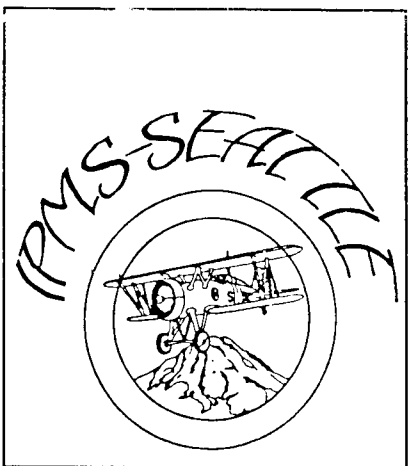
NEXT MEETING!!

SATURDAY, MARCH 12 at 10.00am

NATIONAL GUARD ARMORY
 Room 114
 1601 W. Armory Way
 Seattle, WA

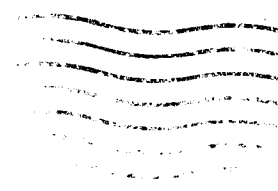
From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

If you are coming from south Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western north to Elliott. Continue north on Elliot to Armory Way. Watch for signs! There is plenty of parking.



Membership information:
 Andrew Birkbeck
 3209 NE 98th St.
 Seattle, WA 98115

Newsletter comments or submissions:
 Kevin Callahan
 31849 Pacific Highway S
 Suite 243
 Federal Way, WA 98003



NEXT MEETING: Saturday, March 12 at 10.00am.
 See the above map for meeting location.

William Holowchuk
 19627 133rd Dr SE
 Snohomish, WA 98290