



NEWSLETTER

EDITED BY KEVIN CALLAHAN

JANUARY 1995

Counting Down to the Spring Show

In case you want something to shock yourself out of the usual holiday high, consider this: we are barely two months away from the annual IPMS-Seattle model show.

We will be holding the show in the same location as last year -- the Washington Guard Armory's main cafeteria. The date has been shifted forward by a couple of weeks, but at least we had already established ourselves as the first large show of the calendar year. Our main concern is one that we can't control: the weather.

It is vital that we get the word out about the Spring Show. We have, thanks in part to some helpful members, gotten fliers out to most of the area's hobby shops. Andrew has sent notices to each of the Region 7 chapter heads. I recently FAXed an event announcement to *Fine Scale Modeler* for inclusion in their Coming Events column. We have tentative plans to get our

event listed in some of the local papers that carry an event bulletin board, and we might even try to get some coverage in one of the Seattle papers' daily feature sections. There are a lot of shows planned for the first half of 1995, and we want to make sure ours is highly visible.

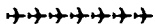
Given that both of the last two major local shows had fairly poor turnouts, the Exec Committee has had a hard time deciding on how many tables to rent for the Spring Show. Tables and table coverings are the majority of our expenses (along with trophies), and we naturally want to protect ourselves from taking a financial hit. Hopefully by the January meeting we will be able to give the group a better idea of how the plans are shaping up.

Though non-affiliated locals make up a large share of show visitors, most of the models come from members of IPMS-Seattle. For this reason, we want to encourage all of you to

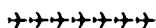
come, and to bring your latest creations. Hopefully we can reverse an unfortunate trend of the last few major shows -- it seemed as though everything on the tables had been seen before. It would be nice to see the fruits of your winter construction period. I mean, it's not like you're out cutting the grass in the dark, right? Do something weird. Build a kit that you've never seen at a show before. Try a vacuform. Find some weird markings. Go for one of the special categories (like straight-from-the-box Spitfires in 1:72 or 1:48, or Flights of Fancy). Try a resin kit. Maybe a conversion. Give yourself a break from the 109s, 190s, and P-51s.

As always with our shows, we need volunteer help. The main need for brute labour is on Friday night (to set things up) and Saturday evening (to strike the set and clean up). On the day of the event we'll need a few people to act as traffic cops to get people to their proper categories. And of

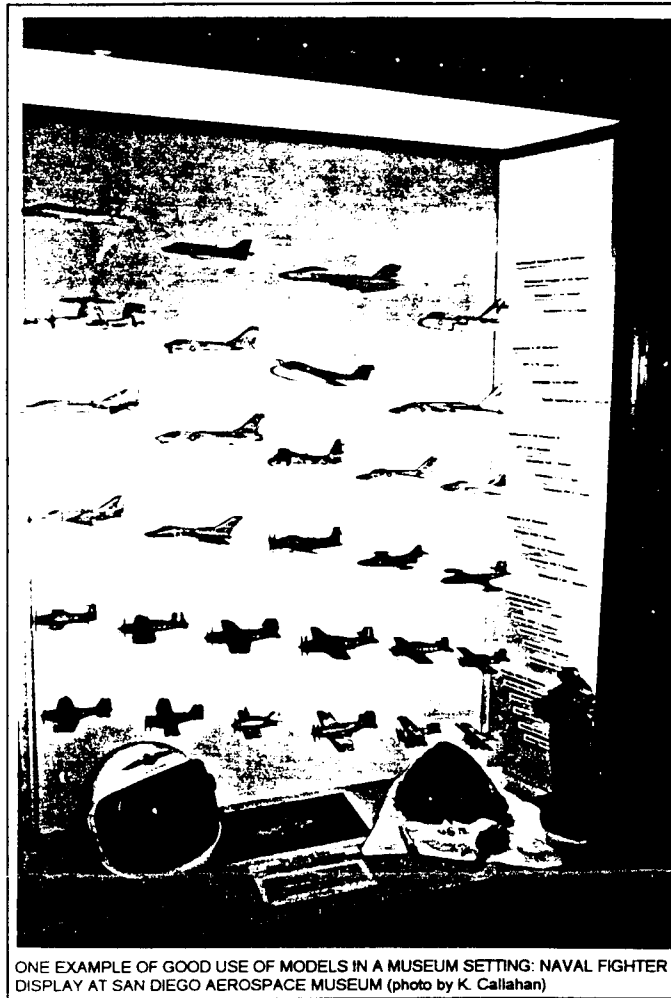
course, we always need judges. The more judges we have, the fewer categories will need to be judged by each team. Really, it's not as bad as you think. If you've complained about show judging in the past, here's your chance to raise the level of quality.



As a followup to last issue's obituary on *Scale Aircraft Modelling*, it appears that one of the groups that were out to resurrect the magazine (more or less) may be close to doing so. Not all the details have been ironed out, but a new magazine called *Scale Aviation Models* may appear in the UK shortly. It's not clear how wide the distribution will be, or if the same retailers who carried *SAM* will also carry the new mag. We do have a correspondent in the UK, and he is on the lookout. The first issue was tentatively due on December 9. The quickness of this date would seem to imply that the the first couple of issues of the new *SAM* are actually the last couple of issues of the old *SAM* that were left unpublished when the magazine went into receivership. In any case, more information as it develops.



Andrew has asked me to remind everyone that annual dues of \$12.00 are due on or



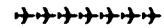
ONE EXAMPLE OF GOOD USE OF MODELS IN A MUSEUM SETTING: NAVAL FIGHTER DISPLAY AT SAN DIEGO AEROSPACE MUSEUM (photo by K. Callahan)

before the January meeting. We have not raised the amount this year, but have decided on at least one other cost-cutting measure instead.

The newsletter frequency will be reduced to eight times per year. There will be no March issue (with all the Spring Show activities going on), and we'll lose an issue in June or July when I'm on vacation. I haven't picked the other two months yet, but they are liable to be clustered around the summertime when there is less modelling activity to talk about.

Luckily, since we now have a consistent meeting place, we

don't have to publish a newsletter just to let you know when the next meeting is!



I have lamented before that the Museum of Flight at Boeing Field does not seem interested in using models to enhance the exhibits of actual aircraft on display. While I still think much more could be done to provide better visibility for models at the museum, the administration does at least seem willing to give the Northwest Scale Modellers a chance at making contact with the public on a semi-regular basis. The next modelling seminar will be on Saturday,

January 14. It is a informal affair, just a (hopefully) large display, with plenty of modellers around to talk shop.

The Northwest Scale Modellers have always been good about getting other local modelling clubs involved in their events, and they have offered IPMS-Seattle the option of joining with them at the January seminar. We do plan to have some folks there, and of course invite any of the membership who are interested to show up as well.

There is a theme to the seminar -- 1:72 scale models. Anyone who attends is invited to bring as many 1:72 models

as they like. It would be nice to have a wide range of models on hand. So dust off some of your best and bring them down.

The NWSM is planning to do title cards (printed cards that show the type of model and other data such as the kitmaker and modeller) for as many of the models on display as possible. To do this, they need to know what modellers are planning to bring so the cards can be printed ahead of time. So your best bet is to give Ted Holowchuk (788-4724) or Brian Cahill (557-6770) a call and let them know what you're bringing.

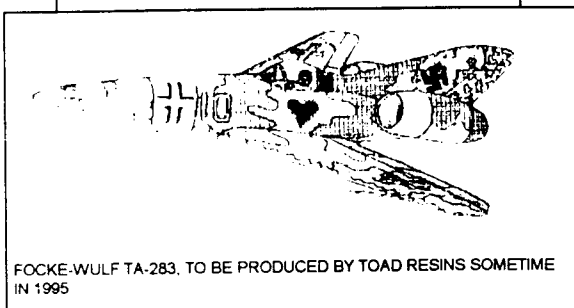
Since the seminar is the same day as our January meeting, we plan to change our order of business on that day to accommodate the NWSM show. The business part of the meeting, which is scheduled to begin at 10.00am, *will actually begin at 10.00am!* This is so anyone who wants to go to the MoF can get there as soon as possible.

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I have gotten ahold of the third issue of *The Toad*, a sort of in-house newsletter for customers of the UK's Toad Resins. Some of you may be familiar with Toad; they are responsible for quite a few resin conversions for late war Ju-88 variants and other oddities (like a crescent wing Ar-234 conversion). I haven't seen the kits, but I'm told the quality is really quite good.

The crown jewel at the moment is a full kit of the Junkers Ju-488, a huge four-engined derivative of the -88. It is in what Mr Toad describes as the "Grounds For Divorce" range, and at £90 (\$145 before shipping), that seems a proper description. There are a few marginally legible photos of kits completed by customers in the newsletter. There is also a review of German paint colours and how they've been handled by model paint manufacturers, a conversion article on another Ju-488 variant, a fairly funny comic strip, and other bits of silly business.

Mr Toad does announce a couple of upcoming kits. There will be a Heinkel He-277 conversion for the Airfix kit to turn it into the four-engined heavy bomber. Kit includes new wings, a chin section, and a new tail. Also, a Ju-388 J-4 twin-cannon carrier. He shows a complete kit of one of the cooler "German late-war things that never flew", the Focke-Wulf Ta-283. I've reproduced the drawing below. Surely enough to give spasms to those of you who can't stand kits of aircraft that never flew. Also, a kit of the Me-209V6.



FOCKE-WULF TA-283. TO BE PRODUCED BY TOAD RESINS SOMETIME IN 1995

This isn't the racer of the 1930s (which was kitted by

Huma) but a "super-109" development. It rather looks like a 109 with an Fw-190D nose and wide-span wings. Other kits promised for 1995 (but not illustrated) are a Daimler-Benz A composite bomber, a Ju-288A and C, an Me-210, and an Me-264A four-engined heavy bomber. Given that it will be resin, this seems likely to be another entry in the "Grounds For Divorce" range.

The Toad also carries ads for other manufacturers, including Resi-Tech (makers of the TSR-2 kit examined elsewhere in this issue). They are announcing a resin conversion kit to turn two Monogram He-111s into the massive He-111Z twin glider-tow aircraft. So where is the 1:48 scale Me-321 to make the diorama complete?

In any case, the newsletter is available from Toad Hall (see his ads in recent issues of SAM and other British modelling mags). There should also be a copy at the next meeting for you to take a look at.

Kevin Callahan

In this issue, you'll find the third part of an index to aircraft-related articles in the IPMS Quarterly publication. It was compiled by Jordan Ross of Temple City, CA, and was brought to me via Dave Gorsline. I have also included a product examination for a multimedia kit that came from the IPMS-UK Nationals --

a 1:72 BAC TSR-2. Finally, there is a "how-to" article by

Jack Matthews on carving a prop for your WW1 creations.

Resi-Tech 1:72 BAC TSR-2

BY KEVIN CALLAHAN

I am sure you have an aircraft or two that you know will never be done in injected form, but which still holds enough interest that you'd love to make a kit of it anyway. Actually, I have a lot of those, but the BAC TSR-2 was always high on the list. An endearingly ugly interceptor, it was cancelled as part of the Labour policy of dismantling the British aerospace industry in the 1950s. It was big and mean, a contemporary of the F-111, the Su-24, and the Avro Canada F-105 Arrow. Resi-Tech, a new British producer, has come up with a 1:72 scale kit in resin, white metal, and photoetched brass.

The main parts of the kit are in resin, the smaller parts in white metal, and the fiddly detail parts are photoetched. There are decals and a very clear canopy. The instructions are lengthy, but rather skimpy on good illustrations. Some instructions will leave you puzzled.

Detail on the resin pieces is very delicate and engraved. Decals seem overly glossy, so

expect to be toning this down with a semi-gloss top coat.

The fuselage is broken down into front and rear, and the wings are a single piece that lays on the top of the rear fuselage. All of the body pieces are molded solidly, so there is no room for weight in the nose. There also may be a long-term problem in putting this much resin weight over a set of relatively soft white metal landing gear. I have heard of similar cases where the weight eventually distorts the landing gear – or in extreme cases snaps them altogether. You might be better off grinding out the inside of at least the rear fuselage piece with a motor tool. Decreasing weight in the rear should help prevent the model from being a tailsitter as well. The fuselage pieces both have substantial molding gates, though they are in places that will be hidden when the pieces are assembled. More grinding or whittling needed. There is a slight distortion in the front fuselage of my kit, which pulls the nose a bit to starboard. It is only recognizable when looking head-on to the model,

and may not be a problem unless you are a perfectionist.

I haven't completed the kit yet, though I have gotten the main fuselage pieces together. As expected, getting the molding gates off was tedious, if not especially difficult. I did nearly slice part of my thumb off with the razor saw – some kits just seem to require the shedding of blood as part of the construction process. Don't expect the pieces to fit like a Hasegawa kit, but the slight gaps should be easy to fill with white filler. Superglue is of course required, since the body parts are resin.

Resi-tech seems to be a solid contender in the crowded market niche for high-quality (and high-priced) multimedia kits. There has been no indication of what his next project will be, beyond the 1:48 He-111Z conversion kit mentioned elsewhere in the newsletter. If he is interested in post-war British jets (like the TSR-2), maybe we'll finally get some buildable kits of the Swift, Scimitar, and Hunter.

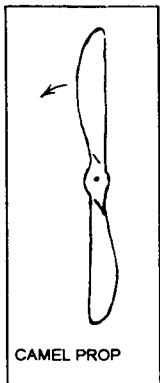
Carving A Propeller

BY JACK MATTHEWS

More than one person has told me that the idea of carving a

prop seems formidable to them. I enjoy carving props. All too often the prop is a real weak point in kits. For a part

that is going to be front and center in your model, this is not a good situation. Anyhow, for those people, I will write

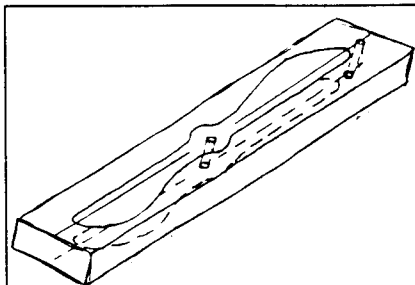


down a method for carving a prop.

Get familiar with your references. Look at what lines are straight, what lines are curved, the

direction of rotation, how the blades blend into the hub, and so on. If you don't have a drawing to scale of the front view, make one. If you are going to use a photo-etched prop boss it would be wise at this point to check that you have one the right size. If not, perhaps you can modify your drawing to fit what you have.

The "blank" that you are going to carve your prop from should be longer and wider than the prop dimensions, but equal in thickness to the final product. The front and back surfaces should be parallel.



BLANK WITH PROPSHAFT HOLE AND EXTRA HOLE. SCRIBED LINES, AND SCRIBED PROP OUTLINE

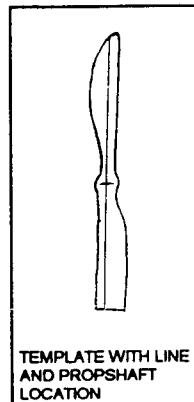
Drill the hole for the prop shaft. Use a twist drill in a pin vise. Keep checking your progress from different angles as you drill, in order to keep the hole perpendicular to the front and back surfaces. Drill another perpendicular hole at one end of the blank, in line

with the prop shaft holes, in an area that will be carved away later. With a straightedge and needle, scribe a line through the center of both holes, the length of the blank on both front and back surfaces (or you may wish to skip a spot in the hub area so you won't have a scribe line on your finished prop). The line is for layout, the extra hole is to get the two lines directly opposite each other.

Make a template of one half of the prop from a piece of thin clear plastic. Draw a line on your front view that goes through the prop shaft location.

On your template, mark the shaft location and the line, then trace and cut out one prop blade and half the hub. Half the template is to scribe around, the other half is to aid in alignment and to fix to the blank as you work. Align and tape the template to the blank. Scribe a prop blade onto the blank; you will have to hold the template still as you work, since the tape will only keep the alignment. Then switch the template and do the other blade. Then flip the template and do the back of the blades.

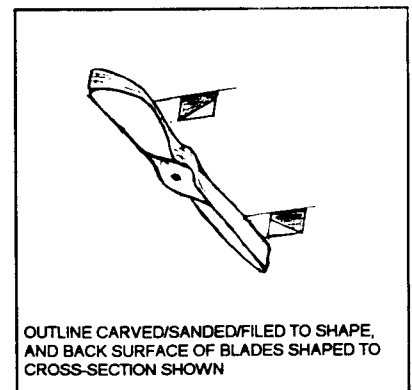
Carve/sand/file the edges of the blank down to the scribe lines. The edges should end up straight and square with the front and back faces of the blank. These edges are



important -- they will give your prop a symmetric and accurate outline.

Carve/sand/file the prop blades to an airfoil section. This is probably the part that makes people nervous. It's not that tough; and if it comes out better than the kit prop, then you've done a good job. The back surface is flat, and the way it intersects the edges will determine the front surface, so it's a good place to start. The trailing edge of the back surface intersects the edge of the blank at the back of the prop; the leading edge of the back surface intersects the edge of the blank near the front of the prop (see the illustration).

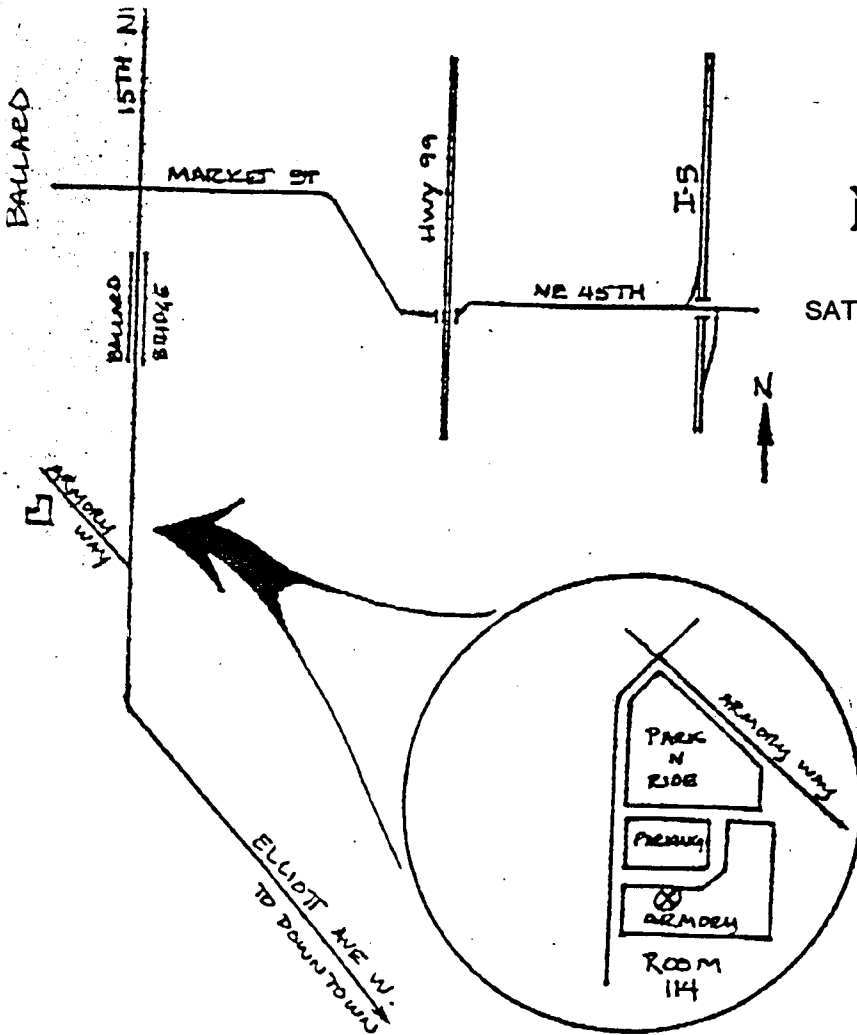
Carve/sand/file the back surface of one blade and work it into the hub with a simple curve. Do the other blade to match.



The front surface has the curve of the airfoil, a little trickier. Start by carving the front surface to a parallel cross-section with the back surface, tapering toward the tip. Work it into the hub. Do the other blade to match. Visualize (or draw in) where

| | | | |
|---------------------------|------------|----------------------------|-----------|
| | V13 / #3 | | V13 / #1 |
| North Amer SNJ | V4 / #2 | Sikorsky HH-3F | V7 / #2 |
| North Amer T-28 Trojan | V8 / #1 | Sikorsky HUP-2 | V7 / #2 |
| North Amer T-28A | V11 / #1 | Sikorsky S-55 | V12 / #4 |
| North Amer T-28B | V6 / #1 | Sikorsky Sea King | V5 / #1&2 |
| North Amer T-28C | V11 / #1 | Sikorsky YR-4 | V4 / #1 |
| North Amer T-28D | V2 / #2 | Sopwith Camel | V6 / #4 |
| North Amer XFJ-2 | V9 / #1 | " | V7 / #1 |
| Northrop F-5E | V12 / #3 | " | V13 / #3 |
| Northrop F-15 Reporter | V7 / #4 | Sopwith Pup | V8 / #4 |
| " | V10 / #3 | Spad 7 | V13 / #1 |
| Northrop NF-156 | V10 / #1 | Spad 12 | V13 / #3 |
| Northrop P-61 Black Widow | V7 / #4 | Spad 13 | V1 / #2 |
| " | V10 / #2 | Stinson L-1 | V4 / #1 |
| Northrop P-61A | V2 / #3&4 | Stinson L-5 | V4 / #1 |
| Northrop T-38 Talon | V10 / #3 | " | V6 / #4 |
| " | V12 / #1&2 | Stinson Model A | V13 / #2 |
| " | V13 / #2 | Supermarine Spitfire | V5 / #3 |
| Northrop T-38A | V5 / #3 | Supermarine Spitfire Mk 1 | V6 / #4 |
| Oka 11 | V9 / #2 | Supermarine Spitfire Mk 1a | V2 / #7&8 |
| Petlyakov Pe-2 | V2 / #1 | Supermarine Spitfire Mk 2 | V6 / #4 |
| Pfalz D-3 | V8 / #4 | Supermarine Spitfire Mk 5 | V4 / #4 |
| Piper Cherokee | V9 / #1 | Supermarine Spitfire Mk 8 | V1 / #3 |
| Polikarpov Po-2 | V8 / #2 | " | V2 / #7&8 |
| Polikarpov I-16 | V1 / #6 | Supermarine Spitfire Mk 9 | V8 / #2 |
| " | V5 / #1&2 | " | V13 / #3 |
| Polikarpov I-153 | V6 / #3 | Supermarine Spitfire Mk 14 | V6 / #3 |
| Potez 631 | V11 / #2 | " | V8 / #1&2 |
| PZL P-23 | V10 / #3 | Tupolev SB-2 | V7 / #1 |
| RAF SE-5a | V8 / #4 | Travelaire racers | V2 / #6 |
| " | V10 / #1 | Vought F4U racer | V1 / #1 |
| " | V13 / #3 | Vought F4U-1 | V6 / #1 |
| Republic F-84F | V10 / #3 | " | V8 / #1 |
| " | V11 / #1&2 | Vought F4U-1A | V12 / #2 |
| " | V12 / #4 | Vought F4U-1D | V1 / #6 |
| Republic F-84G | V3 / #1 | " | V2 / #3&4 |
| Republic F-105 | V5 / #1&2 | Vought F4U-4 | V8 / #3 |
| Republic P-47 Thunderbolt | V4 / #1 | " | V8 / #2&3 |
| Republic P-47 racer | V13 / #1 | Vought F4U-5N | V11 / #3 |
| Republic P-47D | V1 / #2&4 | Vought FG-1D | V3 / #4 |
| " | V2 / #1&5 | Vought O3U-1 | V11 / #3 |
| " | V2 / #7&8 | Vought O3U-1 | V13 / #3 |
| " | V3 / #4 | Vought SBU | V7 / #4 |
| " | V4 / #1 | " | V11 / #2 |
| " | V5 / #4 | Vought SB2U | V3 / #4 |
| " | V7 / #1&2 | " | V6 / #4 |
| " | V7 / #4 | Vought SU-1 | V9 / #4 |
| " | V11 / #3 | Waco CG-4A | V4 / #1 |
| " | V12 / #2 | Westland Lysander Mk 3 | V4 / #2 |
| Republic P-47N | V6 / #3 | Westland Sea King | V10 / #4 |
| Rogozarski Ik-2 | V11 / #1 | Yakovlev Yak-3 | V7 / #1 |
| Rogozarski Ik-3 | V1 / #5 | Yakovlev Yak-9 | V7 / #1 |
| Ryan B-1 | V1 / #5 | Yokosuka E14Y | V2 / #2 |
| Ryan STM | V10 / #4 | " | V12 / #4 |
| Savoia-Marchetti SM-79 | V1 / #1 | | |
| " | V4 / #3 | | |
| " | V10 / #3 | | |
| Savoia-Marchetti SM-81 | V10 / #3 | | |
| Seversky P-35A | V7 / #3 | | |
| Short Skyvan | V13 / #2&4 | | |
| Short Stirling | V2 / #3&4 | | |
| Sikorsky CH-34 | V12 / #4 | | |
| Sikorsky CH-54A | V5 / #1&2 | | |

CAVEAT EMPTOR: In case you were thinking that the Cooperativa Bristol Blenheim announced as part of the 1994 new kit programme was an all-new kit, think again. This is the Frog kit with the addition of a sheet of etched metal and new decals. While the Frog was not a bad kit, it seems that manufacturers ought to note when they are basically producing a reissue. I presume Cooperativa's announced Swordfish is the Frog version as well.



NEXT MEETING!!

SATURDAY, JANUARY 14 at 10.00am SHARP!

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

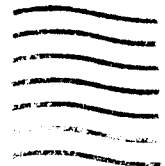
From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

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 Elliott to Armory Way. Watch for signs! There is plenty of parking in the Metro Park and Ride lot.



Membership information:
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Newsletter comments or submissions:
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 Box 243
 Federal Way, WA 98003



NEXT MEETING: Saturday, January 14 at 10.00am SHARP
 See the above map for meeting location.

William Holowchuk
 19627 133rd Dr SE
 Snohomish, WA 98290