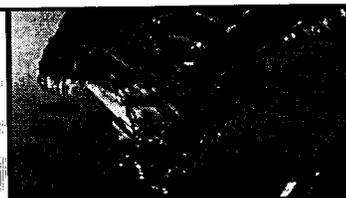


Seattle Chapter News



Seattle Chapter IPMS-USA
October 1998

PREZNOTES



It's HOT outside and here I am sitting in front of this *%#@! computer when I could be downstairs in my modeling dungeon (where it's at least 20 degrees cooler) working away on random bits of plastic. Problem is I don't know what I want to work on this evening. I have a variety of started projects on my bench at this time including an A-37, a B7A2 Grace, a Kyushu Shinden, two figures, and a dinosaur (!). Jill has just informed me she rented a video. I guess that solves what I'll be working on this evening.

-2 hour intermission-

For the fourth time Ripley saves the earth from those acid-blooded aliens. Interesting movie, but not as good as the first two. The advantage to watching a new release on video is that you can stop the tape and run to the fridge or the bathroom, or in my case, run downstairs and grab a few models off the shelf in the garage have something to do whilst the movie is running, which is good because the movie is not turning out as entertaining as I thought it would be. Jill has her juice, I have my models and we can start the tape again. I grabbed the ancient Nichimo Jake (twin float Japanese observation aircraft). It has no interior (space is taken by a battery & motor to spin the prop), moveable control surfaces, and other delights, like rivets, that will make it a challenge to build. Fortunately, I found that the interior from the Nichimo Kate will work quite nicely and I just happened to have a spare Kate lying about. I now have another project on my bench... Oh yes, Ripley sends the space ship with all the aliens crashing into the earth. She survives and I suspect the fifth *Alien* movie is probably in production (*Ripley Saves the Universe?*).

Where is this evening at the Moore household leading? Basically it is to find out how you model. I have my own modeling area downstairs in half the former family room. I tend to work for an hour or two in the evenings, a few nights a week.

On weekends I tend to model late at night. I usually have the TV on with an old movie as background noise. If I am looking for something new to start, I'll grab a bunch of kits off the shelf or an assortment of references and sit in the living room with the family. I tend to be a solitary modeler but occasionally I'll have someone over for an evening, or I'll go to someones house. My workbench has several projects going at once. If I reach a stage on a certain project, such as letting putty dry, I can work on something else. When my bench is clean I have an 18" x 36" work surface. Deep into a project that ends up at about the size of a business card. Really interesting when you're trying to finish a B-36! My references for the project I'm working on tend to be strewn about close by my bench. My air compressor is in the garage and when I paint I just run a long air hose to the compressor. I like to think my workbench is organized, with all my tools and paint in their proper place, but occasionally I have problems finding things.

Now, it's your turn. Let me know how you turn out those award winning masterpieces and we'll run your modeling habits in a forthcoming issue of the newsletter.

See you at the meeting

Terry

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$12 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See the form below for further details. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

UPCOMING MEETING DATES

The IPMS/Seattle 1998 meeting schedule is as follows. To avoid conflicts with previously scheduled IMPS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

OCTOBER 17, 1998 (3rd Saturday)

NOVEMBER 14, 1998 (2nd Saturday)

DECEMBER 12, 1998 (2nd Saturday)

JANUARY 16, 1999 (3rd Saturday)

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank)

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City: _____ State: _____ Zip: _____

Signature (required by PO): _____

- Adult: \$19 Junior (17 years old or younger): \$9
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 Family (Adult dues + \$5, one set magazines, # of membership cards required: ___)
 If recommended by an IPMS member,

list his/her name and member number _____

(name)

(IPMS#)

IPMS/USA

P.O. Box: 6138

Warner Robins, GA 31095-6138

Pentathlon'99

IPMS/SEATTLE - MARCH, 1999

THE ULTIMATE TEST OF YOUR MODELING SKILLS

***BUILD ONE MODEL FROM EACH OF THE
MAJOR CATEGORIES:
AIRCRAFT, AFV, AUTO, SHIP, FIGURE***

RULES:

- NO SCALE RESTRICTIONS
- NO PREVIOUS PENTATHLON ENTRIES
- 2 MODELS MUST BE BUILT AFTER MARCH 14, 1998
- **AIRCRAFT: ANY MANNED FLYING MACHINE EXCEPT MISSILES**
- **AFV: ANY MILITARY TRACKED VEHICLE OR ARTILLERY PIECE**
- **SHIP: ANY MAN MADE MARINE VEHICLE**
- **AUTO: ANY CIVILIAN CAR, TRUCK OR MOTORCYCLE**
- **FIGURE: ANY HUMAN FIGURE**
- MODELS MUST BE BASED ON ACTUAL SUBJECTS (NO HYPOTHETICAL)
- THE 5 MODELS WILL BE JUDGED AS 1 ENTRY
- NO LIMIT TO NUMBER OF ENTRIES

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The Random Thoughts of a Confused Modeler

by Andrew Birkbeck

At the urging of the Editor, I have decided to spend a few minutes each day over the next few months, and give you something to read that is "local content". As you can see from the title of this first one, the articles will be on anything related to models that happens to pop into my confused little brain. I have chosen for my first topic one that seems to cause many a modeller a great deal of woe, that of airbrushing. But first, a little background.

Way back in time, 1975 to be exact, I moved from Auckland, in the north of New Zealand, to Dunedin, in the south (there, a little geography for your edification). Now unlike in the USA, the further south you go in New Zealand, the colder it gets. Dunedin is much like Seattle, with lots of cloudy days, damp, cool. In other words, a perfect place to model!

Shortly after joining my new high school in Dunedin (I was 15 at the time), I discovered that last period on each Wednesday was "club activities" time. Every guy in the school (it was an all-boys school) HAD to join a club. So I asked around, to find out what kind of clubs existed for me to join. There were the usual ones, like the chess club, the Ham Radio club, the mass debating club (we were after all a religious school), the History Club etc. And lo and behold, A MODEL CLUB! This was the first time that I came into contact with other modellers, besides the neighbor boy I used to model with back in Auckland. Strange as this might seem, it never occurred to the two of us that there were other modellers out there who we might meet up with!

Immediately upon joining the club, I discovered that there was a particularly brilliant fellow, the Club President, who built 1/48th Bandai armor kits. He was to my mind at the time, and to this day, a simply awesome modeller. He had at his disposal a device I had never set eyes on before, and which gave him the most incredible painting results: an airbrush. (He also had various "weathering" techniques under his belt, such as chipping paint, dry

brushing etc). Well, seeing the President's amazing airbrush results, I rushed home to inform my parents that come Friday evening, I was off to get myself an airbrush. (A note: back then, the stores were not allowed to open on the week-ends. However, to allow those who worked during the day in offices and factories to get to the shops at least once a week, the shops stayed open "late" on Fridays, until 9pm!). I remember that the airbrush I chose was a dual action one by Badger. It cost me almost all my savings, made worse by the fact that at the time, such a product carried 100% sales tax! So did models. Such was life for the Kiwi modeller!

Upon returning home from the shopping trip, I spent the rest of the evening pouring over the airbrush instructions, trying to figure out exactly HOW the damned thing was supposed to work. Thankfully we had a little compressor in the house, as I discovered the damned thing required an air source! Anyway, I couldn't wait for Saturday morning, and my first attempts at using the thing.

I remember distinctly that the model I chose to launch my airbrushing career on was the new Italeri German Marder III self propelled tank destroyer. I had done a very credible job on building the kit as I recall, and now I was going to turn it into the best model the school Model Club had ever seen. The guys would elect me President in a flash, I smiled to myself! So I mixed up my Humbrol Sand Yellow, and let rip. Well, whatever I did wrong, the end result was that I "ruined" the model. The paint, rather than coming out a nice "matt" finish, ended up being gloss. Disaster, humiliation, etc, etc. Worse, I had to resign from the club, since everyone would be expecting to see my first airbrush job, and there was no way in the world I was going to present this mess to my new mates!

Now, the intelligent thing to have done would have been to take the model to the Club President, and show him my mess, and ask him for his considered opinion as to what had gone wrong. I should have

asked him round to my place, and together we could have worked on a solution to my difficulties. Instead, I put the airbrush away, and never used it again. For the next 18 years I would build my models to the point of requiring painting, then either brush paint the model, or as usually occurred, put the model away until I "learned to airbrush". I managed to amass a huge number of partially built kits, but very rarely a finished one. The only problem was, if I never got out the airbrush and did some practicing, how the heck was I ever going to master the damned thing!?! The fumes from the MEK were obviously seriously affecting my thought process over these 18 years....

In 1992, we had the IPMS/USA Nationals in Seattle. Wow, what a superb collection of first rate models! And almost every damned one of them had been beautifully airbrushed by their creator. I determined that I simply HAD to overcome my "brain lock" and cast aside my "fears of screwing up", and get on with the job of mastering the airbrush. However, it took me a few more years to get over this fear, and goad myself into getting off my duff and FORCING myself to learn this vital task.

The first thing I had to do, was find an airbrush that worked for me. And the best choice was, naturally, the simplest airbrush, a single action Paasche H. Why complicate life, when you are first learning something, by getting something overly complicated such as a dual action one. My wife always says I have difficulty doing two things at once, and I knew that at least initially, pushing the button down to release the air, AND pulling the button back to have the paint flow, would be more than my circuits could handle. So a single action airbrush it was to be.

I then set about finding a few "tutors". You can read all the "how to" articles under the sun, but in my experience, nothing beats finding a live teacher to SHOW you how to do something. I turned up at the next IPMS Seattle meeting, and carefully examined who had brought

completed models with decent paint jobs. As it turned out, Bill Osborn had brought some excellent 1/72nd aircraft models to the meeting, and having known Bill for a few years, I asked him if he would mind if I came over to his place one day, and have him show me how he airbrushed. Thankfully he said "yes", or the trauma of rejection would probably have thrown me back years!

When I arrived at Bill's the following weekend, we sat down, and I began to quiz him on how he airbrushed. We discussed which paints he used, what thinning ratios he used, and what psi he used on his compressor. We then discussed the principles of how the airbrush actually worked. Once you discover how simple it is, you feel a bit foolish, but you also lose your fear of the damned thing. (Air flowing through the brush sucks paint out of its holding jar, atomizes it, and blasts it out the front end. The various controls on the airbrush regulate airflow and paint flow. Simple).

Following the discussion on paint, mixing etc, we moved on to an actual live demonstration of how Bill airbrushed. He worked, I watched, and questioned. Then he let me try it on some scrap plastic. This went on for a while, and then I left for home, to try all my new ideas on my own, with my own equipment. The key is thought, and practice. I practiced on some plastic coated paper I had lying about, rather than on an actual model. The plastic paper simulated the surface of a model, but without me risking disaster. I spent a number of hours over the next few weeks, thinning my paints at different ratios to see which worked best with my preferred brand of paint, until got what I thought was a good mixture. I would then airbrush lines, circles, whatever, on the paper, moving the controls in different ways (not many on a single action airbrush) to see what effect different positions had on the paint flow. After a while, I became quite good at it, so I then risked applying paint to an actual model. And miracle of miracles, I didn't screw it up! So I tried a second model, and did have a few problems. Only this time, rather than panic, I just waited until the next time I saw Bill, and showed him my results, and discussed them with him, and

he gave me a few helpful suggestions on how to avoid the problems the next time.

Since talking with Bill Osborn a few years ago, I have also discussed airbrushing with a number of other close modelling friends. Ted Holowchuk, Jim Schubert, Terry Moore and Les Knerr come easily to mind as fellow modellers who have helped me out as I tried to understand and master my airbrush. Each has added something to my understanding, to the point that now I do not fear in any way breaking out the old airbrush, and painting my models. I still have the odd "mishap", usually due to my own carelessness, but thanks to my friends, I have discovered that you can't totally "screw up" a paint job. If something goes wrong, stop painting immediately, clean up your airbrush, and let the paint thoroughly dry. Then show it to a friend who knows more than you, and discuss what could have caused the mishap. Then gently sand out the problem areas, clean up, and respray. Simple, and no "wasted" models.

Since conquering my airbrush fears, I have moved on, and attempted other modelling "firsts": my first use of oil paint "washes" to accent panel lines. The use of pastels to simulate exhaust stains, rust, etc. Various "chipped paint" techniques that Ted, Jim and co. have shown me, and continue to show me. Now when I see an interesting technique on a model, I locate the builder, and ask him how he achieved his result. If possible, I arrange to watch him in action performing the technique, and then I go away and try it myself. If my attempts work fine, then great, if not, I return to the "tutor", and we go over it again, and again if necessary, until I get it right.

As a result of this quest for improvement, my models today are far superior to those I was making just a couple of years ago. I am very proud of my new found skills, and enjoy displaying and discussing my work. I try to make each model that much better than the last, and it seems to be working for me. In 1997, my Tamiya Beaufighter was given a Judges' Highly Commended at the IPMS/USA National Convention in Columbus, and then this year, my Tamiya motorcycle managed a Second Place at the Nationals in Santa Clara (utilizing another

technique I picked up from talking to friends, that of "polishing out" a paint job with a polishing kit, giving the paint job an extra glossy finish. I hesitated before doing this, fearing that I would screw up the paint job, but Ted Holowchuk convinced me that even if I did, I could salvage the job, so with added encouragement from Andrew Bertschi, I dove in, and it worked!). So not only do I see progress with my modelling, but others do as well!

Now all the above improvement involved an attitude adjustment: being willing to take a risk. Every time you try something new in life, whether in modelling or any other pursuit, there is a risk you might make an error, and mess up. Even if you don't mess up, it is certain that your first attempts will not be as good as the "master" you have seen at the club or contest. However, you can reduce the risk to a very manageable level, by first talking over the technique you propose to use with someone else who has mastered the subject. Find out how he does it, what equipment and material he uses, etc. Better yet, get him to show you how he does it, and then with him present, try it in a test process yourself. Make sure in your own mind that you know before you start how it is meant to proceed, and what result you are looking to achieve. Put lots of thought into the matter, and proceed with caution. However, for goodness' sake PROCEED, or you will be stuck in a rut, admiring everyone else's work, but not your own, and getting rather frustrated in the process. Most of us have the capacity within to improve, it is simply a matter of how badly we want to see change. A couple of years ago, after years of inaction, I decided the time was right, and launched forth on a course of improvement. I haven't regretted a minute of it.

Books Wanted

Two books wanted: *Combat Aircraft Of World War II 1939-1940* and *Combat Aircraft Of World War II 1944-1945*, by Enzo Angelucci and Paolo Matricardi, published by Military Press. Contact Paul Youman at 425-821-9452 or by e-mail at 1donnay@gte.net if you can help.

Painting Figures, Part One

by Terry D. Moore

On occasion, I have put a figure into or next to one of my models and a number of people have asked me how I paint them. I've even received a few requests to put my ideas down on paper. So here goes. This will be a multi-part article with this episode covering 1/48th and smaller figures, the next will cover approximately 1/35th scale and after that I'll move onto large scale figures.

The first thing I do to a 72nd or 48th scale figure is to remove the seam lines, either using an Xacto knife or scalpel and a small file. Something to make your figure stand out is to modify it in some way. It can be as simple as turning the head or as complex as altering the pose completely. I have a large selection of aircrew figures that I've collected over the years. I've never thrown an aircrew figure away - except for some of the early Airfix & Frog figures. I've replaced heads, arms and legs to the extent that a formerly standing crew figure now looks like someone crawling in or out of a cockpit. Cut or file the appendage you want to change and replace it with the new one. Any gaps or filling required can be filled with epoxy putty (A+B or Milliput works well). Epoxy putty can be applied and shaped so that no work is required after it hardens. It is a definite advantage over using standard filler putty in this small size. I attach the figure to a small handle to make it easier to work with. Now you are ready for paint. Please remember, this is what works for me. If I've modified a figure heavily, I usually prime it to see if there are any gaps or areas that need to be filled. If there are any gaps, Elmers Glue makes a good filler. My paint of preference in this small scale is Testors flat enamels. They cover well with just 1 coat and dry flat, but again, let me state that use whatever paint works well for you. I have always painted from the skin out. I paint the face first and any exposed skin areas. Then I work my way through the various levels of clothing and gear the figure may be wearing. The next step is using washes and dry brushing to bring out the details.

Before applying a wash to the figure I usually spray it with a clear gloss lacquer. Duracryl automotive lacquer works for me. After the Duracryl has dried (nearly immediately) I'll apply a wash which is nothing more than paint thinned to the consistency of water. A wash will flow better over the gloss lacquer finish and will not affect the color coat underneath. I use Grumbacher or Winsor Newton oils for my washes. Again I start at skin level and work my way out. For the skin I use a darker color (not black-too much contrast) than the original skin tone, just enough paint so that it will flow into the eye sockets, lips, under the chin, between the fingers and so on. In these smaller scales you certainly don't need to paint whites of the eyes. For the rest of the clothing, use a darker color than the uniform color. For example use a dark mustard color as a wash for a yellow life vest. If your figure is wearing black, don't worry about a wash. Dry brushing highlights will bring out the details of any black painted items. After your wash has dried, spray your figure with Dullcote. Now it's time to apply your dry brush treatment. This is just the opposite of using a wash, with the minimum amount of paint that can be applied. For dry brushing I use oils or enamels-whatever is closest to my reach. On a palette, place a small amount of off-white or light gray paint. Using a 1/4" or so short bristle brush, dip the end of the brush into the paint, then wipe the brush across a towel or whatever you use to clean your brushes. After it looks like there is absolutely no paint on your brush, wipe it again. Now brush lightly across your figure, so that the remaining paint on the brush just touches the high spots on the figure. Don't overdo this. The dry brushing should only slightly hide the base color. After the dry brush layer has dried apply some more Dullcote and Voila!, your figure is ready to install on or next to your model. I will demonstrate these techniques at an IPMS Seattle meeting in the near future.



AMT/ERTL 1/48th Grumman F7F-3N Tigercat

by Mark Nebbeling,
IPMS/West Michigan

The Grumman Tigercat was the last of the Grumman fighters of WW2. It came too late to be used in the war, so it became one of those famous post war aircraft with no specific purpose. Too hot to land on a carrier, the plane was given to the Marines. It went through a series of modifications and ended up as a two-seat night fighter in Korea. This kit is the second ERTL kit in the Tigercat series. Being this, the kit has parts from the previous release, with an entirely new Fuselage (the 3-N differs from the first release in that it has a longer tail and a longer {droop snoot} nose) and more powerful engines.

The new kit contains 120 well done pieces in light gray. There is some flash on the parts and the alignment pins on the left wing don't line up so they have to be sanded off. AMT gives you 2 choices and you had better know which one you want! If you build the fighter with the white decals it is for a Marine rag squadron (training squadron) so the rockets and bombs should be added. If you want a night fighter used in Korea, delete the bombs and rockets and use the red colored decals. Fit of the kit is good, not great. The tail fins don't line up, the wings don't fit flush to the fuselage and there are quite a few gaps to be filled. The plane has a tricycle landing gear so you would think to load the nose to make it sit properly but forget it! You can't put enough weight in the nose, the landing gear is not strong enough, and the original plane had the same problem as your model, IT LIKES TO SIT ON ITS TAIL. AMT solves this problem the same way the original Marines solved it, by putting a 55-gallon gas can and an ammo box under the tail!

Painting is a big problem if you are a purist. The exterior is black, great! What color is the interior? Some books say the wheel wells and the landing gear struts were blue, this could be true but color

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Testors/Italeri/Bilek 1/72nd Ilyushin Il-28

by Bill Osborn

When you open the box and look at all those parts, (160 in all), you think that this is going to be a snap. Ever put on a pair of shorts and have the elastic break? For some reason Bilek seems to think that more parts mean a better kit. That's a good thing if the parts are well thought out and well engineered. These aren't.

In this case, all the parts seem to have been designed by a committee. The nacelles have no less than nine parts each, and one of those needs to be scored and bent in two places to form the wheel well. Problems arise from all those parts not matching each other. There are few index keys which means that sub-assemblies often don't fit the whole.

The cockpit interior has no index pins, or any other way to get the floors and bulkheads in the right spots. This makes it hard to get the consoles in the right place. There is only a seat and a small lump in the bomb aimer's compartment.

The wing and body halves fit together well. Only when the wings are mated to the body do you see that the wing root and the wing butt are rounded at the edges. The nacelles need a little work to get the proper fit to the wings.

The clear parts (chuckle, chuckle) look like they will be OK when cleaned up. But again the fit is just not there. The glass nose matches the body in contour in there are G-A-P-S. The three-part canopy will work but the center part doesn't quite cover the body opening.

The five-part bomb bay can be built open or closed. If open, there is a choice of three different bomb loads; 250 pounders, 500 pounders, or one big mother that fills the whole bay.

Panel lines and details are recessed but fuzzy. When put together with the surface texture, most will need to be redefined.

Instructions are of the exploded view variety, but are vague, consisting of numbers with lines pointing to somewhere near the intended location. Decals are for four different aircraft. All are natural metal. This is not an aircraft to paint aluminum. Soviet, Polish, East German, and Finnish markings are provided.

The problems with this kit are common to kits under the Bilek name in general. Testors and Italeri have been releasing them under their labels for a while now, so some of you will know what I mean. Maybe I'll get some stock in Green Stuff. Seems likely sales will increase.

What do I think of these kits? I like them, even with all the problems. And they are likely to be the only ones of the type we'll see.



Yes, this is the trainer version of the Il-28, not the bomber version Bill reviews. Same basic kit, though.

Ramblings

by Bill Osborn

With the breakup of the Soviet Union, we have seen numerous new model companies from eastern Europe. Many of these kits are very good. Some are so-so. A few look very good in the box, but when it comes time to put them together the problems show up.

Bilek is one name that comes to mind. As you open the box and look at the parts, instructions, and decals, you think "hot damn - look what I've got!"

Then you start to glue parts together, and it's "Oh Hell, now what do I do?" It's not that things are that bad, it's just a pain in the rear to make some of the parts conform to the rest of the model.

The parts are often not crisp and don't match contour to each other. Lots of filler is needed to make it right. Of course, this means that all the detail under the putty is lost. With luck, maybe you can re-apply the panel lines, rivets, or the other lumps and bumps.

OK, you've fixed all the major and a few minor glitches, and are ready to paint. As

you start to apply the first layer of paint, something doesn't look quite right. The problem is that the surface of the plastic is rather grainy, and all that filler you slathered on is smooth. Just great; now you need to spray vast amounts of primer to fill in the surface. Then you need to use fine

sandpaper to smooth it out. Step three - see above, and repeat until all of the grain is gone. Rescribe everything again, and add the lumps and bumps removed by the sandpaper.

Finally, after everything is smooth and the details are again applied, it's time to paint. However, that's another story I've already written about.

The paint's on. Now for the decals. Most of the eastern European decals are very

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Scrooge and Winkle Get a Life

by Paul Ludwig

Each modeler has to go through the experience of making his first model, and after a quarter-century (a span of time longer than the ages of some club members!) of not making models, I made a P-51B. Naturally, I thought that it would be like riding a bike: you never forget how. I bought a 1/24th scale P-51D kit and was all set to dazzle the members but upon showing the crowd my dream I was told to downsize to 1/48th because Tamiya had a kit that would fit together without a lot of effort. I really believed that the models I built from the age of five (?) to age 30 would appear in the ether of my mind again and guide my hands. Now at an age when I look all over the room for my glasses only to discover them on my nose, I learned that the ghosts of models past are as uncaring as are the ghosts which addled Ebenezer Scrooge.

Yet arrogance persisted and I purchased an after-market cockpit set and sallied forth with sandpaper and glue, making it and some acid-etched instrument panels bend to my will. It was only after painting the cockpit and seating my non-out-of-the-box stuff inside and sealing the fuselage halves together that it came as a shock to me to find that the wing would not fit. Thoughts of incompetents working at Tamiya soothed instances when I knew I screwed up and was hasty in gluing before fitting. Needless to say, I soon forced myself to use enough putty to fill gaps in the wing/fuselage joint and make new fillets that NAA had never designed and Tamiya had not considered. New fillets require filing panel lines. There I was, days into making my dream kit after years of thinking about it, when I found myself mastering putty work and panel line detailing - tasks I'd not encountered in the 1960s. Panel lines? Putty? Had I been required so soon into the bargain to master skills only Ted, Jim, and their ilk have tackled, and not until a particular model required it?

Not I. I jumped into putty and panels first thing. And it discouraged me. A year later I felt embarrassment. Last month I closed my eyes and airbrushed Olive Drab on the poor little Mustang which I'd enclosed ready for paint ten months previously.

Lo and behold (whatever that means)! The thrill of seeing color on my model drove me to a paroxysm of effort - not to mention that Ted was hosting a nerf ball/picnic and if I worked night and day I'd have something with which Ted could let me off the hook. Ted and I exchanged greetings: "Hi Paul, how's the P-51B?"

"Hi, Ted."

That went on for a year. Friends do use uncanny forms of communication and endearment.

Days ago when Steve won the trophy for his bunt I took my Mustang for Ted to see. He had to be the first to see it if for nothing more than he has been supportive (and so has Jim) of my struggle to find my butt with both hands on a clear day. But it was that shot of Olive Drab and the concomitant underside paint of Neutral Gray which awakened me belatedly, as Rip Van Winkle was, to earthly delights, not to mention having a model just like the other guys half my age or even older. With a rush, I sensed completion. To go with the Olive and Grey were decals, a prop, landing gear, white stripes, an antenna, rear-view mirror, and what not. A real live model airplane!

I confess that on the morning of the day Ted held his picnic I was putting on parts and painting them, but I had met my self-set deadline and life was good again.

"Hi Paul, how's the food I cooked?"

"Hi Ted, wanna see a model!"



Finnish Air Force 1939-1945

by Robert Allen

Finland's Air Force during 1939-1945 is a treasure trove for the modeler. No other air force of that era used the variety of aircraft that the Finns did, out of necessity, rather than choice. The Finnish Air Force



operated aircraft of Finnish, German, American, British, French, Italian, Soviet, Dutch, Swedish, Czech, and Norwegian origin. They no doubt would have used some Japanese aircraft had they been available.

Among the Scandinavians, the Swedes and the Finns have proved great aviation historians, while the Danes and Norwegians have not. However, most of the mountain of material on Finnish aircraft has been in Finnish, and very expensive. About the best cheap, English-language guide to the Finnish AF was Christopher Shores' *Finnish Air Force 1918-1968*, in the old Aircam series. Aircam was known for their dubious profiles, but Shores' writing and the photos in this book were first rate. Now Kalevi Keskinen and Kari Stenman have added an inexpensively-priced, 64-page book to Squadron/Signal's burgeoning line on small air forces.

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RPM 1/35th Czolg Lekki T-26B (T-26B Light Tank)

by Cookie Sewell, via IPMS
Baltimore

Two of the most significant vehicles of the pre-war period of armor design and construction were the US Christie Model 1931 and the British Vickers Six-Tonner. Neither one did well in its home country — Christie selling a bare seven vehicles to the US Army — but were wildly successful in their foreign progeny. Counting all of the versions and models made by the Soviets and the British, the Christie design was parent to over 100,000 tanks and armored chassis during the Second World War — the Covenanter, Crusader, Cromwell, the entire BT tank series, and the T-34. The Six-Tonner was parent to many designs and imitators, most notable being the Italian M11 series and its followers, the Polish 7TP, and the Soviet T-26. The latter was the most numerous vehicle in Soviet service when the Second World War began, with some 12,000 tanks in 23 different versions and modifications having been built since 1930.

Of all of the T-26 series tanks, the most significant was the one called T-26-4 by the Soviets (T-26 tank, fourth armament variation). This tank combined a 45mm tank cannon with good hitting power — the most powerful tank gun in the world when introduced in 1932 — and a 7.62mm machine gun in a coaxial mounting. The turret was standardized on the T-26 Model 1933, and later was shared with the BT-5 and the early production BT-7 tanks. However, until now, there has not been a 1/35 scale kit of this important vehicle.

Sad to say, even with RPM's efforts on this kit, there still isn't. This kit is another reworking of the old Spojnja 7TP molds into a new kit. While the 7TP and the T-26 were both sired by the Six-Tonner, there are a lot of detail differences which just slapping a new turret on the older kit will not cure.

RPM have done a lot with the older kit. This is their fourth T-26 variant to come out in the last year — the others being a T-26 Model 1931 with twin turrets, an OT-130 flamethrower tank, and a somewhat odd choice of a makeshift conversion with a BT-2 turret only used in the siege of Leningrad — and all of them follow the same course. There are two sprues from the original kit in the box, as well as one new sprue of parts for the T-26 engine deck and glacis. Four sprues of single link tracks replace the obsolete vinyl tracks which came with the 7TP molds. Lastly, there is a set of add-on T-26 parts and a sprue which appears to be either a copy or a licensed use of the BT-5 turret from the Zvezda kit of that tank.

Most of the parts take a bit of finagling to get into shape as a T-26, with a good deal of cutting away 7TP details and replacing them with T-26 parts. However, the part included for the engine grille is the winterization hatch used in Finland in 1940 after the early model tanks suffered snow blockage of their radiator intakes and overheated. The correct part should be a low, flat armored cover which is not included in this kit. The directions are also pretty sparse, and about on a par with most "cottage industry" resin products. They are also in Polish, with no translations given. When they want you to cut something off, it is not immediately apparent.

The worst part is that the original 7TP suspension is still provided with all of the T-26 variants. I have the "T-26/BT-2" kit as well as this one, and both of them share most of the same parts. This would not be so bad, except that their German distributor, Modellbau Tom, has a 1996 catalogue which comes with the kits they distribute. All of the RPM kits are mixed in with their lines (this kit being given Modellbau Tom's number of 5010) and someone — either RPM or one of the other companies — is producing kit 5035, which is an accurate set of wheels for T-26 series tanks. If this is one of the others, well, at least somebody noted that there is a big difference in the two suspensions. If this is from RPM, foul play is suspected. It is poor that these parts are not included with their line of T-26 kits, as even Tamiya in its

current "Serial Kit" production gives the correct parts in each kit, and only charges for the upgrade parts.

The model can be made into an approximation of the T-26-4, but no decals and only sketchy painting instructions are included. I suggest reading the book *Blitzkrieg: Armor Camouflage and Markings 1939-40* by Steven J. Zaloga to get a better feel for the schemes available for this tank.

Overall, an effort which could have been better.

Breakdown: 417 parts (22 in dark grey styrene, 12 in light grey styrene, 381 in white styrene, of which 224 are track links)

Advantages: all styrene kit

Disadvantages: numerous shortcuts taken and it shows; dirty pool at some point played by either the manufacturer or the importer; not there yet

Rating: Recommended, with reservations

Recommendation: For anyone who wants a T-26 now and is not too fussy about accuracy

Bill's Ramblings

from page 7

thin. This is good when the model is done, but can be a real b___h when you try to apply them. They tend to wrinkle, and are hard to move into position once they are on the model. Remember the days of only national insignia and a few numbers? Well now you get enough decals for five or six options, and every stencil on the real thing. I recently finished a model with over 160 separate stickers.

From all of the above you may think that I'm not happy with the new kits. That's not the way it is. The companies are putting out kits of subjects from ex-Communist countries that we wouldn't have seen from western makers. I will continue to buy these kits as I find them. I even hear that a company from Russia is going to do a Tu-95 Bear in 1/72nd scale. Hooray, at last!

Tamiya 1/24th Volkswagen New Beetle

by **Tim Leicht, IPMS Lakes
Region Scale Modelers**

You've seen them on the street, and if you have, you've probably also seen the crowd around them when they are parked. This isn't just a car, it's a phenomenon! People are attracted to this car like a magnet attracts nails. Volkswagen has a home run on its hands with the new Beetle, and it's just the beginning. Coming soon is a turbo version and a convertible. Anyway, on to the kit.

I've had this car in my shop already, and Tamiya has done a superb job of replicating this car, and making it easy and simple to build. The parts count in this kit is the lowest I've seen in a Tamiya car for a while. This is by design, I've been told, so that even the youngest builder can put this car together. There is no shortage of quality however, as everything fits like a glove.

The body is in three pieces, with the trunk and hood lid separate, quite curiously, because the kit is a curbside, with no engine details except on the bottom of the chassis. Maybe for a future kit perhaps? Still, the lines and shape are perfect. And it's molded in yellow, so painting is optional. The interior is a one-piece affair, with only seats, dashboard, and steering wheel to install. Also molded in yellow, the paint details are spelled out in the instructions. Don't forget, the real car has the upper sides of the interior in the body color. Dash gauges are decals, and are well detailed.

The floor pan is one-piece, with separate struts and brake details. The front subframe is a separate piece as well. Excellent details is given with minimal parts. Exhaust and axle parts are separate pieces. Front wheels are poseable. All glass is separate pieces, and like the real car, is tinted a mild green. A nice touch is the inclusion of window masks for painting the trim details. They work great!

One flaw is the rear back-up lights. The instructions call for one red, and one clear. In Europe, that is a rear fog light. Not correct for the States, though. They should both be clear. Wheels and tires are perfect replicas. Again, made just for this kit. You get what you pay for.

Another winner from a great company. Get one now, they are gonna go fast. Buy it!



**VOLKSWAGEN
NEW BEETLE**

Alan, Ltd., 1/35th Panzer IIc

by **Ted Wells,
IPMS/Watertown, NY**

Panzer II model kits have been neglected over the years, by kit manufacturers. Until recently, the only 1/35th scale injection molded kit, in the western market, was the good old (1969) Tamiya offering. Tamiya's early AUSF. (Mark) F is a very good reproduction of the actual vehicle, in a dimensional aspect, but lacks in detail.

M-Alan, or Alan, Ltd., of Russia, offers a 1/35th scale version of the Panzer IIc, with 287 plastic parts and one photo-etched part. Construction details are relatively straight forward, with the hull being constructed first. All hatches, vision slits and external equipment is installed next. The assembly drawings are very poor, so, when it comes time to position parts, use reference photos. Be advised, the fenders won't work if they are installed in their

intended spot, they are too far aft. After the hull and equipment assemblies are finished, the suspension should be installed next. At this point, I advise that all road wheels and idler's be thinned, (back side), before attachment to the leaf suspension. Also, check alignment of the front drive sprocket and back idler. If you're not careful, they won't be in alignment for the tracks.

Final assembly included the turret and the individual track links, all 110 of them! It should be appreciated that all armies, in all wars, scavenge whatever useful items they can find. My Deutches Afrika Korps (DAK) Panzer shows acquired items. Tank crews always kept extra fuel cans, blankets, tarps, etc., stowed on their

vehicles. I "piled" them and some DML German Infantry equipment on the back and was pleased with the results. The kit supplied smoke candle discharges, (the little doo-hickey on the muffler), was nowhere to be found in the kit. So, I scratch built mine, (quick call the doctor - another one with Advanced Modeler's Syndrome), using photo references & pieces of styrene. The small chains hanging off each candle came from a Verlinden photo etch set. Now you're ready for painting. I used Testors 2.5 oz. spray, Afrika Mustard. After the model dried overnight, I painted the tracks Humbrol Steel. The roadwheel rims were painted flat black. All other detail painting was done at this point, and decals were then applied. The tracks received a dry-brushing of "silver Rub & Buff". This kit devoured about fifty hours, on and off, of my time and I enjoyed assembling & painting it. I understand Squadron advertises this kit with a full interior. Boy, that would be small stuff! This kit was fun to do, and I highly recommend it to the experienced modeler.

Ocidental Replica 1/48th North American T-6G Texan

by John Tate, IPMS #26655,
ASM #74

At first glance, I thought this model was equal to a kit from Tamiya or Hasagawa. Well, not quite. It is a medium-range quality kit which builds into a nice replica of the T-6G. It has its shortcomings, but it is at least as good as the Monogram AT-6. Here is what I found.

Cockpit. Very similar to Monogram's T-6, although lacking some of the fine details. Seatbelts were molded onto the seat backs but no waist belts were present. I removed the molded belts and added photo-etched ones. The box top stated that the kit had laser-engraved instrument panels but they looked like any run-of-the-mill plastic instrument panels to me. The details were faint and almost disappeared when I painted them. The kit panels were usable but I would recommend photo-etched panels if you have them. Overall, the level of cockpit detail was acceptable if you build the model with a closed canopy. For open cockpits, more work is necessary. Generally, I would recommend substituting the Monogram interior if you have one sitting in the spares box.

Fuselage. No problem here although filling and sanding was necessary on the fuselage seam line. The fuselage halves, like all major kit parts, have engraved panel lines. These engraved lines make the kit

Wings. The wings fit together without difficulty. However, the landing light covers were similar to the Monogram ones, which meant they did not fit right and did not have lamps under the clear covers. Some filling and sanding was necessary to eliminate gaps between the light covers and the wings. The biggest drawback with the wings was the poor representation of the flaps. There was practically no detail on the flap interiors. Most modelers will want to build them closed. Closing them was not a problem but some filling and sanding was required. Mating the com-

pleted wing and fuselage assemblies presented no difficulties and only a minimum amount of filling was necessary along the wing/fuselage joint line.

Rudder and Horizontal Stabilizers. The horizontal stabilizers were misaligned and required a moderate amount of filling and sanding to produce an acceptable fit. Fortunately, little detail was lost in the sanding process because of the engraved panel lines. The rudder is a separate piece, unlike the Monogram kit. However, it seemed too thick, especially at the trailing edge. Some filling and shaping was necessary at the top of the rudder to get it to align with the leading edge of the vertical stabilizer. Otherwise, no problems.

Landing Gear. The landing gear were similar to the Monogram kit. Some fairly

Engine. The kit had a fairly good engine and cowl assembly. However, I found that I had to trim back the exhaust collection points and the circular mounting stub to get the engine to sit far enough back in the cowling. The propeller was too thick and the blades did not seem long enough. Use the Monogram prop if you have one in the spares box. A separate spinner was included but needed work to fit right. You will have to add a backing plate to the spinner. Not all T-6G's had these spinners, so check your references.

Canopy. Along with the engraved panel lines, the canopy was one of the highlights of the kit. Although it can only be built closed, it fit perfectly, unlike the Monogram one, and the raised frame lines made painting a breeze. I would buy the kit for the canopy alone. I have read reviews that



prominent gaps were visible in the wheel wells and needed to be filled and sanded. No hydraulic lines were present on the gear legs. The wheels can be built with or without hub covers. The model has gear door covers, but many T-6G's did not have these installed. Check your references when modeling a specific aircraft. Oddly, the kit has three main gear tires, two with circumferential tread and one with a diamond tread pattern. Why? Your guess is as good as mine. The tail wheel is crude but usable.

indicated some Ocidental T-6 kits included two canopy types but mine only had the T-6G-type canopy.

Armament. When I studied photos of Portuguese T-6G's, I noticed they had bomb racks under the wings between the gun pods and the rocket pod rack. These bomb racks were not included in the kit and since I did not have clear photos of them, I did not feel comfortable

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Academy 1/72nd Hawker Hurricane Mk.IIc

by Paul Hackmann,
IPMS/Manatee Scale Modelers

I ran out of Spitfires. [*How could anyone ever run out of Spitfires?* - ED] Since I had all of that paint left over, I decided to branch out and do some other WW II RAF aircraft. Hence the purchase of both the Hurricane Mk.IIc from Academy and the Mk.I from Hasegawa.

The Academy kit is molded in a light gray plastic. The 36 pieces that make up the bulk of the contents are contained on three sprues. All panel lines are engraved and the fuselage longeron detail is nice. Academy has correctly captured the "fish-tail" exhaust of the night Hurricane. Missing are the glare shields attached just forward and below the cockpit. These are two 5" x 14" pieces of aluminum attached just above and aft of the exhaust which protected the pilot's night vision from the exhaust flames. The four clear parts making up the windscreen, canopy and landing lights, are packaged separately. The decals supplied are also bagged separately and have markings for aircraft of either No. 3 or No. 87 Squadrons. Unfortunately, I could not find documentation confirming or denying the accuracy of either of the subjects. On my example the roundels were in register. An eight-page folding instruction sheet is included.

Construction started with the cockpit. This is a six-piece affair; floor, two side parts representing the fuselage longerons, rudder pedals, spade-grip and seat. This was painted RAF Interior Green and put together. The only addition I made was adding shoulder and lap belts to the seat. The completed cockpit was then set aside.

Work on the wings and fuselage came next. The instructions have you completing the Propeller Assembly and then trapping it between the fuselage halves. I'm not a huge proponent of spinning propellers in 1/72nd scale models, so I typically do not do this. (Is a part of IPMS

Aircraft Judging criteria that a propeller must spin when blown on?) A neat feature of this kit is the engineering of the fuselage and cockpit. You can place the fuselage together and do all of your sanding and priming. Then you can stick the cockpit in from the bottom, which is what I did. Be careful sanding the aft portion of the fuselage because of the soft plastic it is very easy to erase the longeron detail. I was a little overaggressive on the underside and had to rescribe most of it. The three-piece wing assembly was completed and the leading edges sanded to remove the seam line. The wings were then attached to the fuselage. The fit of the upper wing to the fuselage was perfect, no step or gap to correct. A little gap-filling CA was needed on the under side to smooth out the transition from wing to fuselage. Once the seams were taken care of, the rest of the underside parts were added. This included the engine under cowling (minor sanding, no filler), air intake (no problems) and oil cooler (minor filling).

The kit was washed and allowed to dry. The canopy and windscreen was masked and attached. (Complaint: I wish that these were one piece instead of two. The windscreen is very small and I spent more than a few minutes chasing it around my work top.) A primer coat of light gray was applied and then the final paints were sprayed. I hand mixed the undersurface using Gunze Armor Gray with Flat Black added to darken it. This gave a nice scale representation once it was applied to the aircraft. The undersurface was masked and the entire upper surfaces were sprayed Ocean Gray. Once this was dry, masking was cut out, applied, and the Dark Green sprayed. After a couple of days, the yellow leading edges were applied as was the interior wheel well color (RAF Interior Green).

When all of the painting was completed, the rest of the bits were attached. This includes glare shields (made from plastic card), gear struts, tires, horizontal stabilizers, gear doors, pitot, exhaust manifolds and tail wheel. A couple of coats of Future were sprayed on and the decals applied.

Markings are available for many of the camouflage schemes worn by the Hurricane throughout its career. I originally planned on using a SuperScale sheet and doing a black Night fighter, but had a change of heart. After doing some research on the Hurricane, I became interested in the aircraft that participated in the night intruder missions. Two references showed nice side views of the No. 87 Squadron CO's aircraft; one a color picture and the other a drawing. As far as I can tell, these markings are similar to the kit's except the radio call is 'LK□A'.

The aircraft's upper surfaces were Dark Green/Medium Sea Gray (Grey?) with flat black lower surfaces, tire hubs and spinner. Originally, the whole A/C was painted flat black, but the upper surfaces were repainted as the squadron began to carry out day missions, too. The cockpit interior and wheel wells are RAF Interior Green. The wheel struts are natural metal. Roundel markings are standard for the time period being Type B roundels on upper wing surfaces and Type C1 roundels on the fuselage. Since the aircraft was painted flat black to defeat spotlights, no roundels were applied to the lower surfaces. A red/white/blue fin flash is on either side of the vertical stabilizer with red being closest to the front. Radio call letters are light gray. Since this was the CO's airplane, there is a red/blue command pennant on either side of the cockpit under the windscreen. I used the kit-supplied roundels and fin flash. The call letters came from SuperScale sheet # 72-046. The command pennant came from the spares box. A flat coat, some minor weathering with pastels and the application of a stretched sprue antenna completed the project.

I didn't scale the kit to a set of plans, but it does capture the look of a Mk.II. Well, at least from what I can tell. While it does not have as fine a detail as the Hasegawa kit, at \$6.50 it's a bargain. I enjoyed building this particular kit and hopefully more decals will come out so that I can do another. Recommended.

Tamiya JGSDF Type 90 Tank

by Tom Rea

This is a very nice kit, a very nice kit indeed. Molded in Tamiya's olive drab plastic, the kit features very finely molded details and surface texture. Anti-skid panels are finely reproduced and the material on the frontal arc of the turret is there as well.

WHAT YOU GET:

Five sprues, lower hull, polycaps, two glueable "rubber band" tracks, clear film for the optics, and the usual instruction and decal sheets.

OPTIONS:

This kit can be built one of two ways: normal; or, prepped for wading. Decals are provided for numerous tanks within the JGSDF. Sadly, color options are limited to a brown and green camouflage pattern but you can apply a whitewash to represent a tank on winter warfare training.

CONSTRUCTION:

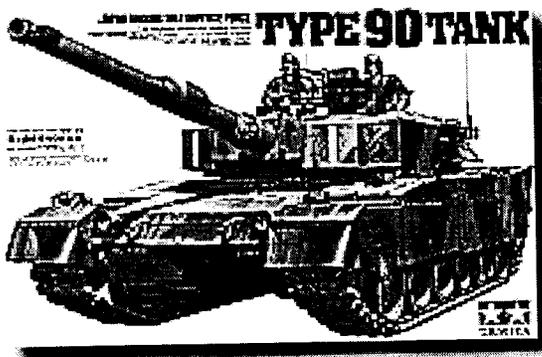
As per usual construction begins with the lower hull and the running gear. I rounded off the idler wheel struts, parts C11 and C10, to better represent tubes instead of Q huts. The only thing I did do to my armor kits that I don't see done very often is to chip gouges out of the main wheels. If you have seen an operational tanks the rubber on the road wheels often has massive chunks torn out of them.

Step 5 and 6 are concerned with the rear panel and tow cable. I left off the tow cable until after I was finished painting.

Steps 7 and 8 deal with the addition of all the bits to the hull. I elected to leave off the tools and rubber dust skirts, parts B28 and B29, until after I finished painting. Be careful not to add parts that are meant for a wading tank unless you wish to build one in that configuration. As well, be careful with the fit of parts C1 and C2, you may need a bit of putty.

The main gun is assembled in step 10 and its fit isn't the greatest. I needed some putty here. I also added a tissue dust cover over the plastic one.

The remainder of the turret is assembled in steps 11 to 17 and for the most part construction went smoothly and as per the instruction sheet.



The optics in step 12 fit together very well. The met mast, part B38, has an elector pin mark that must be filled as does part B19. although I added all the clear film at this time, I didn't mask them as I usually paint the optics gloss black followed by a coating of clear blue or yellow. I left off the dust cover, part E1, until after I was finished painting. I added fine pieces of wire to the front and back undersides of the smoke dischargers. I added pieces of wire foil to the turret boxes, parts B3 and B15, to represent tie-down straps. I drilled out the antennae masts, A3, and inserted fine brass wire be careful with the mesh templates as there is a subtle curve to part A.

FINISHING:

I painted my Type 90 using Model Master paints. I added a base coat of green and then added a few drops of black and hit the grungy and shadow areas. I then added a few drops of white and misted the entire vehicle. I then did the same thing with the brown, being careful to stay within the "lines". Before I started to weather the beast, I added the pieces that I left off during construction. As well, I added some headlight guards fashioned from the leftover mesh.

I lightly drybrushed the kit using Testors Model Master Armor Sand and the sprayed a light mist of the same color over the lower portion of the tank. I then "flicked" a medium brown randomly over the lower hull. The last thing I did was to dip a ratty old big brush in thinner and then wipe it into a rag, I then dragged it across the side panels at various angles and with varying pressures to represent the effect that water and branches have on dust and dirt.

THE CONCLUSION:

It is a shame that because of the subject matter this kit will not get the recognition it deserves. This is one of the best armor kits that I have seen in a long time. It rates a 9.5 out of 10.

Buy it!

Correction

In last month's issue, Phil Brandt was incorrectly credited as being from IPMS North Central Texas. Phil is really from Austin Scale Modelers. My apologies.

Academy Hurricane

from page 12

References

"Hawker Hurricane"; *Scale Aircraft Modelling*; Vol. 12 No. 11, Aug. 1990; Alan W. Hall

"RAF Night Fighters"; *Scale Aircraft Modelling*; Vol. 13 No. 6, Mar. 1991; Alan W. Hall

"Inside Story: Hawker Hurricane IIc"; *Scale Aircraft Modelling*; Vol. 18 No. 5, July 1996; Steve di Nucci

Hawker Hurricane Variant Briefing"; *Wings of Fame*; Vol. 2, 1996; Francis K. Mason

Celebrate the Millennium with IPMS in the U.K.!

An open invitation from IPMS UK:

On the weekend of October 20th / 22nd in the year 2000, IPMS(UK) will be hosting a unique and very special 'World Modelling Championships'.

As President of the IPMS(UK), it gives me great pleasure to extend an invitation to IPMS members across the globe to come and be part of a superb 'Once in a lifetime event'.

There is of course a lot of organising to be done and we are presently at the initial stages of planning. We have a wonderful venue set in the heart of some of the most beautiful scenery in England. There's plenty to see and do for everyone.

But first, there is the little matter of this years IPMS(UK) Nationals, which will be held on the weekend of October 24th / 25th 1998.

For those modellers who like to plan ahead, the date of the 1999 UK Nationals will be October 23rd / 24th. The venue for all three events will be the Telford International Centre, St. Quentin Gate, Telford, Shropshire, England.

On behalf of the Committee and membership of the IPMS(UK), we look forward to meeting you. Please join us if you can for any or all of the above events.

Yours Sincerely,

David E. Jane
President, IPMS UK

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Finnish Air Force 1939-1945

from page 8

Finnish Air Force 1939-1945 benefits from the fact that the authors are (presumably) Finnish, and that it cover only the period of the Winter War, the Continuation War, and the Lapland War, rather than the half-century of Shores' book.

Like most Squadron Signal books, the value is in the photos. Well reproduced on glossy paper, they show both the aircraft the Finns are known for (the Buffalo and the Bf 109, among others) and lesser known types. Especially interesting are shots of an ex-French Hanriot 232, and a Fokker F.VIIa used as an air ambulance - a conversion from the old Frog *Southern Cross* would be challenging, but could be a show stopper.

Four photos on the back cover are in color; it's nice to have them, but you get the feeling they're just there to be there; a shot of Curtiss 75As taxiing is so blurred as to be useless.

The text is rudimentary; the entire Winter war is covered in two pages. It's very general; scant details are given, and those looking for first hand combat reports or extensive details of individual actions will be disappointed. You get a general idea of what happened, but little perspective. It isn't explained for example, *why* the Finns had so much success with the Brewster Buffalo, an aircraft that was a disaster with most of its users.

An appendix lists aircraft types and serials, but the list is nowhere as complete as that in Shores' book. Other appendices give the scores of leading Finnish aces, and three order of battles for different dates.

There are eight pages of color profiles, which really bring home the variety of aircraft used. Many of the aircraft are available in kit form, and InScale has done a great job of providing decals. *Finnish Air Force 1939-1945* certainly can't compare to the extensive homegrown Finnish literature on the subject, and doesn't really replace Shores' book, but it's useful, cheap, and in English.

AMT/ERTL F7F Tigercat

from page 6

photos are rare and I don't trust the "old timers" memories. I painted my interior green and called it good, but you may want to get a copy of Squadron Signal's *F7F Tigercat in Action*. I have always wanted the -3N version of the Tigercat and I'm sorry it took a model company so long to get around to producing one. I like 1/48th scale but this plane is the size of a B-25 so it takes up a lot of space. It might have been better in 1/72 scale. I spent about two weeks building my kit and, yes, even with all the problems, it was an enjoyable build. The kit costs about \$20, which is a good price for a kit this large.

Occidental T-6 Texan

from page 11

scratchbuilding them. I decided not to use the kit armament and instead searched for an alternative marking scheme.

Painting and Markings. Since I decided not to use the Portuguese decals from the kit I chose an unarmed, all-yellow T-6G from Delta Aviation Publishing's Cuban Air Force decal sheet (48-001). This particular T-6G was one of a handful on inventory when Castro's air force was bombed by CIA B-26's prior to the Bay of Pigs invasion. Although I could have ignored the bomb rack problem and used the kit decals, substituting an aftermarket decal sheet was a good way to illustrate the versatility of this kit.

Final Impression. This kit is equal to the Monogram kit in fit and ease of assembly. In some areas, such as the cockpit and propeller, the Occidental kit is marginally inferior. However, I consider the Occidental kit superior to the Monogram one because of the engraved panel lines and beautiful canopy. Is the Occidental kit worth \$25? This is at least \$10 more than the Monogram kit, when you can find one. The choice is up to you, but I would buy the Occidental kit if only to keep from spending several evenings sanding off Monogram rivets. Despite of a few shortcomings, I think Occidental made a good start with this kit and would recommend it to all quarter-scale modelers.

KEEP THIS PAGE!

The IPMS/Seattle 1998-99 meeting schedule is as follows. To avoid conflicts with already scheduled IPMS events and National Guard activities at the armory please note that some of our meeting days fall on the third Saturday of the month.

OCTOBER 17, 1998 (3rd Saturday)

NOVEMBER 14, 1998 (2nd Saturday)

DECEMBER 12, 1998 (2nd Saturday)

JANUARY 16, 1999 (3rd Saturday)

FEBRUARY 13, 1999 (2nd Saturday)

MARCH 13, 1999 (2nd Saturday - SPRING MEET)

APRIL 17, 1999 (3rd Saturday)

MAY 8, 1999 (2nd Saturday)

JUNE 12, 1999 (2nd Saturday)

JULY 10, 1999 (2nd Saturday)

AUGUST 21, 1999 (3rd Saturday)

SEPTEMBER 11, 1999 (2nd Saturday)

Web Sites of the Month

Small Air Forces Sites

by Will Perry

[For the first time, we have a guest author for this month's web sites of the month; thanks, Will. If anyone else would like to contribute an article on their favorite web sites of interest to modelers, please feel free to do so! - ED]

Over the last couple of years, the Internet has become a major forum for aviation and modeling reference material. Lovers of the small and exotic air forces of the world have had a particularly rich feed, as modelers and enthusiasts from the dinkiest corners of the globe post their favorite photos and share the fruits of their research.

Air Forces of the World

<http://www.airpower.maxwell.af.mil/worldaf/worldaf.html>

The slowest of downloads, this is a giant collection of links to dozens of air force sites. You can connect to hundreds of contemporary photos, organizational details, maps, insignia info, etc.

Small Air Forces Observer

<http://www.bartoli.com/safo>

Still small, but a good connection to the oldest and best clearing house for exotic aircraft markings and small air forces' history.

Insignia Magazine and Blue Rider Decals

<http://207.55.183.27/insignia/>

Insignia is a pricy, arty, English magazine that focuses on exotic aircraft markings. Blue Rider is the decal producing side of the organization. Nice color profiles of weird airplanes live here, and a catalog of decals to die for.

Chandelle

<http://www.concentric.net/~Rojol>

This is a magnificent on-line journal of aviation history; the main articles are as long as some books. Its creator is fascinated with the history and aviation of the vast post-WWII colonial breakup, and he produces nice profiles, too.

Roundels of the Military World

<http://www.qnet.com/~moonbase/rlcty.htm>

A new site that gives you graphics of the world's insignia. It's still small, but bears watching.

AeroGuat

<http://www.geocities.com/CapeCanaveral/8497/mystery.htm>

Another terrific on-line magazine, this one about Latin American aviation. The irritating ad pages that pop up are common on sites that originate in developing nations - the cost of free space on a web server.

Tadeusz Dobrowiecki's site

<http://www.mmmt.bme.hu/~tade/>

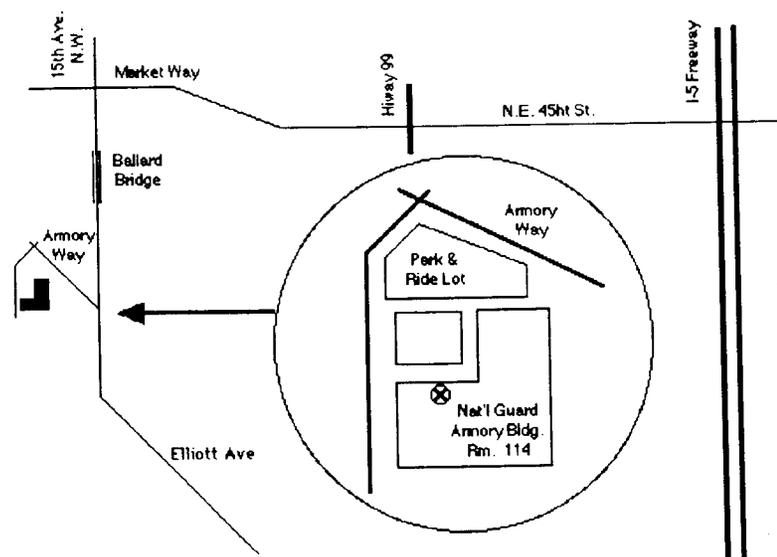
This guy's site is a treasure trove of Hungarian aircraft and assorted oddities. The Hungarian WWII era section is magnificent.

IPMS/USA

<http://www.ipmsusa.org>

The special interest group and foreign chapter links are a great intro to foreign and exotic subjects. From this site, you can jump to several foreign IPMS chapter sites - two of the best are IPMS/Ecuador and IPMS/Stockholm. Typically, a great site will have a great Links page that leads you to related treasures.

Meeting Reminder:



Saturday, October 17, 1998

10:00 am

National Guard Armory, Room 114
1601 West Armory Way, Seattle

Directions: From North or Southbound I-5, take the 45th St. exit. Drive west on 45th, crossing under Highway 99 (or Aurora Ave. North) toward N.W. Market Street in Ballard. Continue west on Market St. toward 15th Ave N.W. Turn left (south) onto 15th Ave N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter.) Watch for signs. Park in the Metro Park & Ride lot.

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.