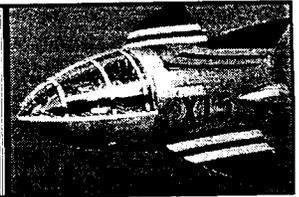


Seattle Chapter News



Seattle Chapter IPMS-USA
January 1999

PREZNOTES



I like to think that the membership of our chapter as a whole is very broad minded when it comes to what types of models we build. Although most members of our group build aircraft models, we have a large number of modelers that build ships, armor, and figures. Some of our members build models in all of these areas. At a contest or display, I make an effort to look at all the models, not just the type of models I am interested in building. If the opportunity presents itself, I'll talk to the modeler about his or her subject that I may not be familiar with, to learn new techniques and possibly generate an interest in a subject matter unfamiliar to me.

At the fall show in Vancouver, there were a number of large scale figures - 1/6 to 1/4 scale - that made an appearance by a group of figure modelers from the Vancouver area. The large models, mostly resin castings or vinyl figures, were certainly diverse in subject matter and finishing techniques. Most were based on creatures and characters from the movies or current generation comics, and were manufactured for the most part by single individuals working out of their garage and marketing these kits through one of the various figure modeling magazines. The modelers themselves are a very diverse group as well, carrying an interest in old movies and such to a three-dimensional level of enjoyment. In an effort to learn more about their models, I asked a number of questions, mostly regarding finishing. I learned a great deal about their methods of finishing and detailing that, although different than what I do to finish an airplane, have some applications. The same is true for car modelers - how did you get that nice finish? It doesn't hurt to ask and you may very well have a need for a certain method a car modeler uses that you can apply to your own model airplane subjects.

There is a member in our group whose primary focus is cars. He is always asking questions on techniques used to finish aircraft models, always looking over your work and coming up with even more questions. I love to answer his requests, giving the most information possible, and if necessary, demonstrating a technique. He may never build many aircraft models, but he is interested and may apply some of my ideas to his work. His interest is sincere. And he asks the questions. Don't look down on another modeler just because he builds Frankenstein monsters or custom cars, battleships of the Swiss Navy, or even 1/72nd scale Messerschmitts. That modeler is doing what he enjoys just as much as you do and he may have something that he has learned that could benefit you and your models. Remember: Ask the questions!

See you at the meeting,

Terry

In This Issue

Hurry Up & Take Your Time!	3
Neomega Buccaneer Set	4
Hasegawa Aichi B7A2	5
Tamiya Mosquito	6
1998 Index	7
Book Reviews	8
Getting It Wrong	11
Battling On	11
Painting White	11
Hobbycraft Caribou	12
Eduard Nieuport 17	13
Tamiya Meteor Fixes	14
Tamiya M4A3E2	15
Web Sites of the Month	16

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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 \$24 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 1999 meeting schedule is as follows. To avoid conflicts with previously 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, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

JANUARY 16, 1999 (3rd Saturday)
MARCH 13, 1999 (2nd Saturday - SPRING MEET)

FEBRUARY 13, 1999 (2nd Saturday)
APRIL 17, 1999 (3rd Saturday)

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

- Adult: \$19 Junior (17 years old or younger): \$9
 Trade Member: \$19 Canada & Mexico: \$25 Other Foreign: \$28
 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

Hurry Up and Take Your Time!

by Jacob Russell

In previous articles I've written about my stockpile of kits waiting to be built, and the recognition that I could hope to build at most six to eight models per year, given the realities of an active family life and the arrival of a new daughter last November. I'd like to build more, of course, but like most modelers who have a family I must juggle my responsibilities as a parent and partner with other commitments, and model when time permits. As a result I find that I do my best modeling in my head. The perfection of the paint schemes and detailing that I see in my mind is breathtaking, and the workmanship most impressive. Look out, Ted, Les, and Brian!

Of course if I can't model, I might just as well *read* about it. I don't think my fiancée understands why I spend so much time reading about planes, models, and modeling. For me, it's quite simple: I maintain my passion and enthusiasm for modeling - from which I derive serenity and satisfaction - by reading about it when I can't work on my latest project. It would be an exaggeration to say that anticipating the building of a kit is as satisfying as actually building it, but this anticipation does have its own discrete pleasures. Examining the parts on their sprues, perusing the instructions (if only to determine what to disregard), reviewing the decals to ascertain how many will be usable, discarded, or added to the stockpile...

Limited modeling time means an ongoing struggle to find the happy medium between working swiftly yet efficiently, and rushing things only to screw them up. I brought my latest project - the 1/72nd scale Matchbox Messerschmitt Me 410 - to the December meeting about 75% complete. Typically, despite my most strenuous efforts I failed to finish the model before the meeting: there are certain modeling tasks that *will not be rushed* irrespective of self-imposed deadlines. Such as writing newsletter

articles before the publication deadline. But I digress. The Me 410 is complete in my display case awaiting only a stretched sprue aerial. You'll see it at the next meeting. En route to rushing to completion, I encountered some tried and true modeling truisms I thought I'd share with my captive audience.

Modeling Truism No. 14A: Trying Something New for the First Time Always Takes More Time Than You Think. I bought the Squadron vacuform canopy for this kit (that's correct; a \$3.50 canopy for a \$5.00 kit) and although I've used vacuform canopies on 109s they don't have the complex window framing of the 410, or even the 110. It took approximately three hours (!) to cut the canopy from its protective backing and shape it to fit the fuselage contours, and an additional hour or so to mask it. In the process I made mental notes to myself **not** to dip vac canopies in Future (they don't need it and cloud up as a result), to mask such canopies before I cut them out (it's easier that way and the sanding dust doesn't adhere to the Future which you shouldn't have used in the first place, and for which you've waited 24 hours to dry) and finally to purchase some sanding sticks, having at last found a use for them.

Modeling Truism No. 7C: Expect to Screw Up Any New Technique the First Time You Attempt It, and Always Attempt It on a Cheap Kit so You Feel Better When You Blow It. More than once I've read references to modelers gloss coating their models with Future Floor Wax. I spent about \$6 for my 27 oz. bottle two years ago, and I've dipped about five canopies with it. During that time I've probably used at least five bottles of Testors Glosscote at roughly \$2 a bottle. I thought I'd keep my money in my wallet - or, realistically, spend it on something *else* modeling related - and give Future a shot. This very minor epiphany blinded me to the present inadequacies of my airbrushes: one has ceased functioning altogether, and the other sputters like an old wino. Once I was through with the Future and my airbrush it looked as though I'd sneezed all over the model while suffering from a very bad cold. John Chilenski took pity on

me at the December meeting, and has promised to show me the proper way to use Future for gloss coating.

Modeling Truism No. 7C-1: Most Attempts to Rectify Major Errors Will Only Compound the Problem. Still feeling endowed with the intellect of Einstein and the logic of Aristotle, I resolved to use some very fine wet-and-dry sandpaper to sand off the most offensive areas of Future, and sanded right through it and then right through the paint. All of it.

Modeling Truism No. 3: Areas Touched Up by a Brush Never Match Areas Painted by Airbrush. Need I say more? Well actually, *yes*. According to Robert Allen, the subtext of this truism holds that if you're brush painting a model rather than using an airbrush, if you run out of paint in mid-stream and go to the hobby shop to buy more it will **not** match the first batch even though it may come from the same manufacturer.

Modeling Truism No. 1: If You Attempt Tasks in the Presence of Others Which Common Sense Tells You to Do When You Are Alone and Can Give the Task the Concentration It Merits, You're an Idiot. Because I was bound and determined to finish this model before the December meeting, I ignored the presence of a crying three-week-old baby, one nine-year-old child, one ten-year-old child, and three twelve-year-olds, all of whom (except the baby, of course) spend approximately 75% of the time either arguing over whose turn it is to play the Nintendo or trying to slit each other's throats. Thanks to my impatience and bullheadedness ("I'll show *them* I can model with them around," or similar idiotic words to that effect) I went through three bottles of the RLM 65 base coat in about 72 hours and had to wet sand the entire model. Simply because I couldn't wait for the little buggers - hereafter to be referred to in future articles as The Horde, or as Eugene Sue put it best, "The Great Unwashed" - to go to bed, leaving me in relative calm to complete my task at my leisure.

continued on page 14

It's All in the Details... Neomega 1/48th Hawker- Siddeley Buccaneer Resin Cockpit Detail Set

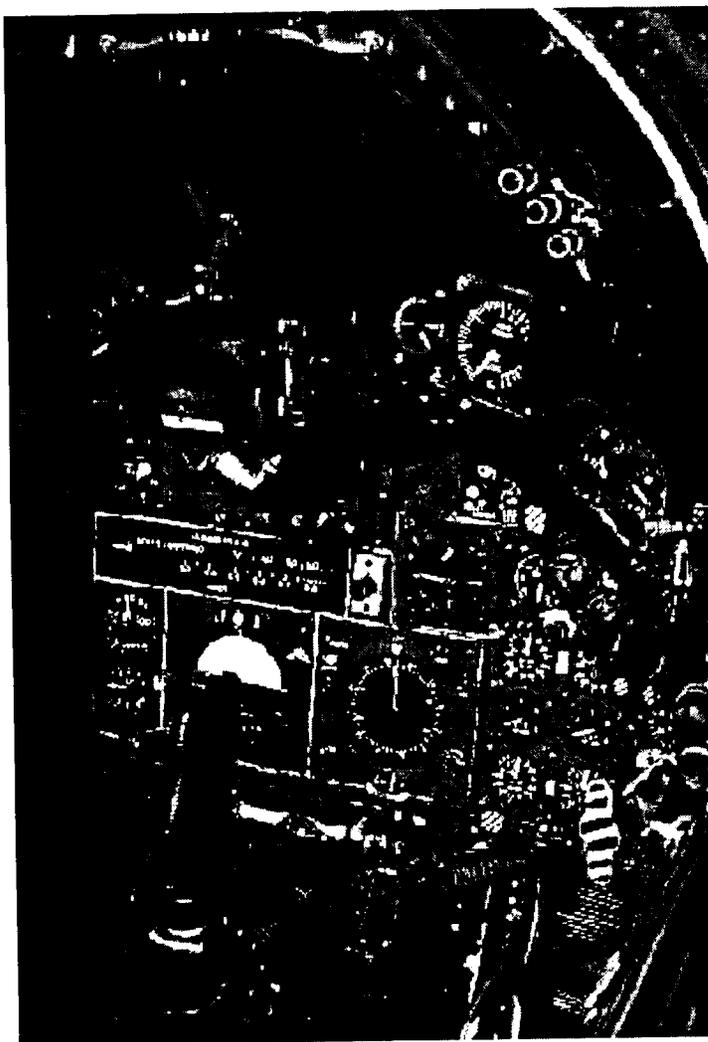
by Phil Brandt, IPMS 14091

The problem starts with my choice of aircraft models, which could be charitably described as out of the mainstream. Demons, Skysharks, Gannets, Wyverns, birds of the former Evil Empire; Bondo don't play P-51 or Me 109! Since most aftermarket resin firms are not going to invest righteous bucks on detail sets for these obscure subjects, I usually scarf up the first applicable Eduard PE set that hits the street, figuring that's all there's ever going to be. Then I'll read in SAM or SAMI that the Blokes, playing catch up, have come out with an improved, but still labor intensive, PE set—BTW, don't cha get tired straining your eyes drilling out PE consoles to add knobs, etc. for "definition" that's already there in resin offerings?—and again I fork out the green. With luck, and usually much later, gifts mit der really good 3D resin stuff....such as Neomega's cockpit for the Airfix Buccaneer kit, a kit that was first pumped out, what, three years ago? The eagle flies again, and by now I could've bought three Tamiyawa kits of this bird...if only they made one.

Curious about the quality of the Russian startup firm's offerings, I first ordered their resin set for the atrociously plain DML 1/72 Fencer cockpit. Spoiled by the overall excellence of KMC, Cutting Edge and Aires, I was prepared to be disappointed. Not so...Neomega's set was surprisingly well-detailed and, unlike some other brands, snapped right in without Dremelling. Guy Holroyd of Linden Hill Imports says that fit is a prime concern at Neomega. Bottom Line: Neomega's outstanding rendition of the complex Buccaneer cockpit shows this longtime modeler that they are now easily running with, and exceeding in certain respects, some of the big dogs. The wealth and fineness of detail, showcased by sharp component definition and

excellent casting quality, are a joy to behold and make the detail level in some of the competition's offerings seem lighter.

I've spent an hour poring over my Buc references: the Linewright and *Warpaint* monographs. The intricate, seemingly



Buccaneer cockpit; photo borrowed from Andrew Brooks' Buc site at: ourworld.compuserve.com/homepages/andrewbrooks1/homepage.htm

haphazard instrument subconsoles and forest of exposed wiring bundles and tubes in the real Buccaneer cockpit are realistically done by Neomega's master modelers, and that adds up to what Bondo likes best in his cockpit sets: "busy-ness." Resin sets usually carry the unmistakable style of the artist. One characteristic of the Neomega releases seems to be an ever so slight roughness of surface finish,

perhaps emphasized by the reflective medium blue resin surface, as opposed to the light beige resin used by many other producers. Since Bondo has never flown in a pristine cockpit—well, maybe X-country to a static display—he gives very high marks to this style 'cause it's how most well-used military airplanes are.

Sometime I'll tell ya how the flight deck of a C-133 looks after the whole crew's been scarfing pistachios and sunflower seeds on a twelve-hour leg...or about the grease-smearred stick, throttles and knobs in your Aardvark after the two of you, feet upon the consoles, finish fried chicken at FL340 while deploying to Alaska.

Anyhow, the modeler receives a large two-seat tub chock full of more consoles than one could ever want, four side panels (you're gonna have to wipe out those gigantic Airfix structural frames), two main instrument panels, two seats, a large dividing bulkhead, pilot's instrument panel shroud and at least four much

smaller components. Preliminary dry fit seems to be right on the mark. Ejection seat detail (mucho) compares very well with other aftermarket Buc seats, with fineness of detail in the Russian offering slightly better, IMO...but we're really getting nit picky here. The seats do not come with the dual face curtain ejection handles; you'll have to use the Airfix

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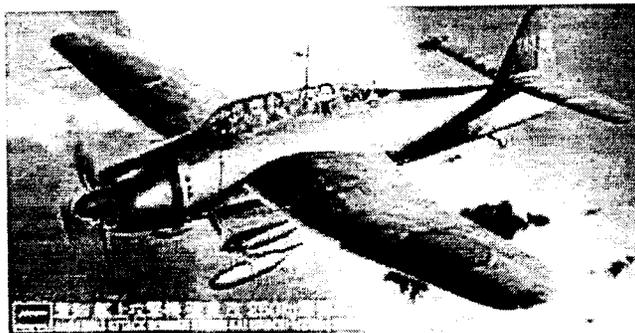
Hasegawa 1/48th Aichi B7A2

by Terry D. Moore

The Aichi B7A2, known as "Grace" to the Allies, was a late-war torpedo and horizontal bomber designed for the Imperial Japanese Navy. By the time the aircraft was introduced into service, there were few aircraft carriers on which it could serve remaining in the fleet, and most of its operations were land based. It also used in "divine wind" attacks against the US fleet near the end of the war.

The Hasegawa kit is a most welcome addition to their kit line and has been released in a couple of variants. The particular one I built is the torpedo bomber (*the box top is of the other one - ED*) and it is molded in the usual gray plastic. There is a minor problem with the instructions in that two steps are reversed. The instructions would have you attach the completed engine assembly to the front of the aircraft before the fuselage halves are assembled. It's not a critical problem but

one that should have been caught before the instructions were printed. The model assembles quite easily and mine required no filler putty for any major join lines. The cockpit is very well detailed and does not require any aftermarket additions save for seat belts. It looks good right out of the



box. The canopy requires polishing, however, so that you can see the detail inside. A little Blue Magic or other

polishing compound will make the canopy crystal clear. There is no option for an open canopy.

If care is not taken with the cockpit tub and its correct alignment within the fuselage, then the wing tab may require some minor sanding to allow it to fit. I did not have this problem with mine, but other modelers have encountered this problem. An option is provided for closed or open cowl flaps and the exhaust stacks are molded as separate items. Decals are provided for several aircraft but I hand painted my hinomarus and can't comment on how well the kit decals work. When finished and compared to photos, it looks like the graceful "Grace".

Buccaneer Detail Set

from previous page

ones, which aren't bad.

The only constructive criticism that I would offer is to please include some form of instructions, at least a rudimentary, non-text sheet identifying parts and locations. I was hard pressed to identify a couple of the aforementioned tiny components, but the Linewright's pics saved the day. In a large, tandem seat 1/48 aircraft model, the cockpit is always a center of attention, a defining statement by the modeler. Fans of this famous Brit bird are indeed fortunate that Neomega has chosen to create such a significant embellishment to the Airfix kit. Together with appropriate PE exterior detail sets, Ed McMahon would say, "You, too, could be a winner." Bondo's thumbs are pointing skyward. Obtained through Linden Hill Imports; NECP 48016; \$26.00 + \$1.50 shipping.

The Lockheed Consolation

by Michael Bludworth, IPMS
Houston

Faced with a challenge in 1935 with the arrival of the DC-3, Lockheed found itself without a real competitor in the large/long range transport category. Their Electra model was fast but too small to compete. Shocked by the loss of the market to the DC-3, Lockheed developed the Consolation to assuage their diminished hopes.

Larger than anything yet in American skies (the XB-15 had not yet flown) it incorporated a Lockheed trademark - multiple tails. Since the Electra and its kin had double tails, and the "Consolation" would be much larger, they decided to use no less than five tail sections to ensure stability. Likewise just using four engines seemed inadequate, so a unique engine arrangement evolved. Not only were there four

main engines on the wings in a traditional manner, but there were also four "helper" engines. These small "helper" engines would be located behind the main engine, but would be attached to the same crankshaft. They were only started and used at opportune times, like take-off or to spell the main engines during long flights. Their low output was adequate when at speed or altitude and could offset the drag from a feathered engine in an emergency.

Additionally, there was an auxiliary engine installed in the fuselage to provide all the electrical, hydraulic, pressurization and other power needs. This was designed to again relieve the main engines from anything except propelling the great ship forward. All these engines, and the design range, demanded extra fuel be carried. To do that, without taking up extra space, Lockheed developed a bladder like glider which would be towed behind the Conso-

continued on page 12

Tamiya 1/48th de Havilland Mosquito FB Mk.VI/ NF Mk.II

by Terry Ashley, Perth Military
Modelling Society

The kit is molded in the same crisp grey plastic as the recent Tamiya Beaufighter. The surface detail is beautiful with nice engraved lines on the metal parts and of course nothing for the wood fuselage etc. Options are everywhere; narrow or paddle blade props, solid or open wheel rims. The tire tread detail is also excellent, although the tires aren't weighted. The interior is packed with detail. The instrument panel has engraved detail with a decal for the dial faces, with nice detail on the various bulkheads. Additional detail is provided for various pilot controls. The navigator's position is fully fitted out with T1154 transmitter and R1155 receiver. The seat belts are supplied as decals, but if you add these to thin strips of masking tape they make excellent belts. The bomb bay detail is superb, the rendition on the underside of the bomb bay fuel tanks is exceptional, pity it's hard to see when sitting on the ground. Incorporated into the interior 'tub' are two wing spars to make the location of the wings a breeze. The undercarriage assemblies are outstanding with excellent detail including the small oil tank fitted to the top of the main legs. The nose section for the Mk.VI is separate from the rest of the fuselage and the engine nacelles are all alone on their own sprue. A two stage Merlin B Mk.IX or PR variant anyone?

The nose bay has all four .303's and ammo boxes with separate gun bay panels, but the underside cannons are stubs only. You also get separate wing tips for the different navigation light configuration between the Mk.VI and NF Mk.II. Clear parts are excellent, you even get decals for the inside of the canopy frames. Armament consists of eight beautiful 25pd rockets molded on their rails, but unlike the sad offerings in the Beaufighter kit, these are excellent. If you happen to have the now

redundant Airfix Mossie, you can use the 60lb rocket heads from that kit as an option. Four 500lb bombs, two for the bomb bay and two for the wings plus the wing pylons, plus two 50gal slipper fuel tanks. Also separate pieces are the crew entry door and boarding ladder. The decals are well printed apart from the fuselage roundels, which are out of register on my sheet. The red centers are separate, but the yellow and blue circles are stuffed, oh well, these are easily replaced. The rest of the sheet has some stenciling as well as the big no step panels above the wing radiators. Two Mk.VI's and two NF Mk.II's depicted, all RAF aircraft. We will have to rely on Aeromaster and PD for Aussie

have a lot more detail than the kit, no wiring is present on the kit, and there is a lot of it, most of which is on the KMC parts. The resin seats are also better than the kit parts. I also have the KMC Mossie control surface set. For mine the surface detail on the kit's control surfaces is superior to the resin parts. Conclusion: The KMC cockpit set will certainly add to an already impressive kit, but give the control surfaces a miss. If you're like me and bought the cockpit set to try and rescue the Airfix kit and haven't had the courage to start it (unlike a couple of mates) you have a head start with the Tamiya Mossie.



Mossies. That's just a brief rundown on what is another superb kit from Tamiya. As mentioned, the layout of the parts suggests more variants to come.

KMC Mosquito cockpit update set No. 48-4014:

A quick check of the parts of the KMC update set for the Airfix Mossie shows that it can be used on the Tamiya kit, although some minor alteration of some parts may be needed to fit. The crew entry door is a fair bit different in size from that in the Tamiya kit. (Same width but the Tamiya door is about 2mm deeper) But with the Tamiya door being a separate piece, this shouldn't be a problem to have it open. The KMC cockpit sidewall parts

References:

The de Havilland Mosquito - A Comprehensive Guide for the Modeller - Modellers Datafile 1 - SAM Publications
Mosquito in Action Part 1 - Squadron Signal No. 1127
Mosquito in Action Part 2 - Squadron Signal No. 1139
Mosquito - Classic Aircraft No. 7 - Michael J.F. Bowyer and Bryan Philpott
Beaufort, Beaufighter and Mosquito in Australian Service - Stewart Wilson
Mosquito Monograph - A History of Mosquitos in Australia and RAAF Operations - David Vincent
Mosquito Portfolio - Stuart Howe, Ian Allen Books

1998 Seattle Chapter News Index

My predecessor, Bob LaBouy, provided an index earlier in the year that covered 1997 and the first part of 1998. I thought I would update the index to cover just 1998 articles. Looking at the list of different subjects covered really lets people get a feel for the many types of things that fall together under the heading of plastic modeling. My sincere thanks to everyone whose name appears here, and especially to the many members of our chapter who have contributed such excellent articles over the past few months. My goal is to have as much of the newsletter as possible come from local sources, and you guys have really come through over the past few issues. It's much appreciated, especially with other IPMS publications, such *Pri-Fly*, recently ceasing publication because of the lack of member submissions. Give yourselves a well-deserved pat on the back!

Book & Magazine Reviews

Boeing KC-135 Stratotanker	LaBouy	March
CCKW 353 & 352	Birkbeck	April
Curtiss Hawk 75	Otto	March
Finnish AF 1939-1945	Allen	October
Hawker Hurricane Books	Allen	September
Panzer Truppen	Ware	June
Ryton Press books	Collignon	August
Soviet Aces of WW2	Clements	March
US Navy WW2 Ship Colors	Benolkin	September
USAAF A/C Markings & Camo 1941-47	Filer	March
Zlinck Magazine #12	Russell	September

Historical Articles

428th TFS F-111s	Remington/Beamon	March
British Ordnance	Remington	April
British Pacific Fleet Colors and Camo.	Spencer	May
DAR 10	Hristo	December
Green Crosses at le Shima (G4M)	Moore	March
Ki-43 Colors & Markings	Wlodarczyk	June
Lidya Litvyak Pt. 1	Clements	November
Lidya Litvyak Pt. 2	Clements	December
Modern US Aviation Ordnance	LaBouy	April
Name That Yak!	Clements	June
P-39 in Perspective	Reynolds	November
Republic P-47D in Ecuador	Jurado	July
Secret Soviet Camouflage	Clements	January
Submarine Samurai	Schubert	April
US Navy Aircraft Carriers	Filer	January
US Navy Color Schemes 1920-40	Wegryn	May
US Navy WW2 Cockpit Colors	Recca	March
USAF Gunships	LaBouy	February
WW2 Aircraft Interior Colors Pt.1	Vitkus	March
WW2 US Military Insignia	LaBouy	August

Kit, Decal, & Accessory Reviews, Builds & Conversions

AA Faun Elephant	Evans	July
Academy Hawker Hurricane	Hackmann	October
Academy MiG-21MF	Benolkin	August
Academy P-39 Airacobra	Benson	September
Academy P-47D	Morris	August
Airfix BAC Lightning	Birkbeck	April
Alan Ltd. Panzer IIc	Wells	October
AM II-2 Stormovik	Holowchuk	July
AM Yak-1b	Clements	December
AMT/ERTL F7F-3N Tigercat	Nebbeling	October
AMT/ERTL McLaren M8D	Stewart	August
Aries F7F Tigercat Detail Set	Bucholtz	March
Classic Airframes P-43	Maas	June
Dako & ICM Yak-9	J. Allen	July
DML V-2 rocket	Gore	August
Dragon New Zealand Valentine tank	Alexander	September
Fujimi Aichi E11A1	Quan	December
Hasegawa & Arii Ki-44	Greer	March
Hasegawa 1967 VW Beetle	Fincher	December
Hasegawa A-1H Skyraider	Bucholtz	September
Hasegawa A-3B Skywarrior	Filer	March
Hasegawa Aichi D3A1	Horyna	September
Hasegawa Hawker Hurricane	Erickson	September
Hasegawa J7W1 Shinden	?	March
Hobbycraft/Revell F-94C Conversion	Brandt	June
Italeri A-10A Thunderbolt	Quan	April

<u>Article</u>	<u>Author</u>	<u>Issue</u>
General Interest Articles		
'98 IPMS Nationals preview	LaBouy	April
'98 IPMS Nationals report		August
'98 Seattle Spring Show results	Allen	June
2000 World Modelling Championships	IPMS UK	October
Added Observations	Ludwig	May
An Appreciation of Models	Ludwig	February
As I See It	White	January
B-29 Pexiglas dome	Shaw	December
Backsliding Fearlessly	Allen	September
Compete? Why Not!	Tontoni	May
Competition and AMS	Shaw	February
Contest Comments	Birkbeck	February
Details Damned Details Pt. 1	Schubert	January
Details Damned Details Pt. 2	Schubert	March
Details Damned Details Pt. 3	Schubert	April
Expand Your Horizons!	Russell	November
Good Old Days	Osborn	January
How Not to Fix a Bowed Truck Frame	Youman	November
Jimmy Stewart	Chandler/Low	April
Just Say No!	Russell	December
MDD customer survey		June
Metric/ Feet Conversion Table	IPMS Canada	May
Money Guy Talks	Filer	November
New Contest Category	Osborn	April
No Room at the Inn	Osborn	December
Ramblings	Osborn	October
Random Thoughts Pt. 1	Birkbeck	October
Random Thoughts Pt. 2	Birkbeck	November
Reboxing - The Trend of the Nineties	Allen	February
Scale Measurements	West	March
Scrooge & Winkle Get a Life	Ludwig	October
The Three R's	Amendola	March
Twilight Zone	Osborn	March
Web Sites - Auto Racing	Allen	July
Web Sites - BAC Lightning	Allen	June
Web Sites - Luftwaffe	Allen	September
Web Sites - Museums Pt. 1	Allen	August
Web Sites - Museums Pt. 2	Allen	November
Web Sites - Small Air Forces	Perry	October
Web Sites - various	Allen	May
What to Build Next?	Osborn	February
World of Plastic Modeling	IPMS UK	September
Writing Newsletter Articles	Fink	March
WW2 FAA Aircraft Kits & Decals	Allen	May

continued on page 9

Book Reviews

by Terry Clements

The floodgates are open at last on information on Soviet aviation in the Great Patriotic War, and if your information base dates back to Cold War days, you may be in for some real surprises. Hans Seidl's *Stalin's Eagles* is a massive book with thumbnail biographies of six or seven hundred Soviet fighter aces (I lost count halfway through the book). Seidl's research in primary Russian-language materials is impressive, and this is now certainly the best single source on this subject in English. On the other hand, this is clearly a REFERENCE book, not a narrative history. The level of detail of the biographies varies from sketchy to quite thorough, though, as do the unit histories. Many readers will be particularly interested in the chapter on tank-busters, not to mention the chapter on Korean war aces. The book includes a handy ace/victory list, a table of "tops and firsts," a table of equivalent ranks, and copies of the USAAF reports on the famous accidental P-38/Yak-1b encounter in April 1945. (What a popular subject that is becoming.)

But for a book to be a really useful resource for modelers it has to have good photos and/or accurate artwork of the relevant subjects. That was not the purpose of this work, so for that reason it cannot be recommended to those looking for modeling reference material. For less money equal or better pictorial material is available elsewhere. There are lots of photos, but many of them are personality-oriented, and many of the others are only of mild interest to anyone who already has a few decent books on Soviet subjects. The selection of color profile paintings is pretty good though. They are nice and large, but a bit dark, and include the usual arguable details. But V.P. Pokrovskij's superb red-tailed Yak-1b is included: I call dibs on that one for my Accurate Miniatures Yak-1b! I do wonder about that blue Kittyhawk, though. *Stalin's Eagles* is not a first choice as a modeling reference, if you're looking for biographical data on Soviet aces, this is THE book to have.

On the other hand, Yefim Gordon and Dmitri Khazanov's new book on Soviet single-engined fighters, *Soviet Combat Aircraft of the Second World War, Volume One*, IS essential for anyone with an interest in these aircraft. In his excellent introduction Bill Gunston states that this book - the first of two volumes, with the second slated to cover multi-engine fighter, attack, and bomber aircraft - is "the first to cover the Soviet aircraft of the Great Patriotic War comprehensively and without errors." I'm certainly not going to argue with him. The dust jacket painting is wrong, wrong, wrong, though, so there! Every plane that actually reached at least the prototype stage during the war is included, and so all the usual (and unusual) Polikarpovs, Lavochkins, MiGs and Yaks are covered, in addition to oddities like the rocket-powered Berezhnyak-Isaev BI, the nifty Borovkov-Florov I-207 biplane, the odd Nikitin IS folding-wing bi/monoplanes (!), the racer-inspired Tomashevich I-10, and the pugnacious Yatsenko I-28.

The format will remind you of Pilot Press publications. The selection of photos is very good, and as well-reproduced (on excellent coated paper) as one could hope for given the sources. A few familiar ones are included, but many shots are new and excellent, and provide interesting technical details. (And are those **red-bordered yellow stars** on that Yak-9PD on page 154?!) The line drawings are small, much like those in Pilot Press and Putnam books, and of variable quality, some excellent, some not very accurate. (Oddly perhaps, some of the drawings of well-known Yak types are the least accurate.)

The color profile paintings are generally pretty good too, and cover a wide variety of types. A few subjects are rather too familiar in my opinion, though. But the text itself is perhaps the best feature of this excellent book. It's full of little nuggets of new information, and the authors do a fine job of weaving together technical developments, industrial and historical context, and operational experiences. The rivalry between Aleksandr Yakovlev and Semyon Lavochkin is just one fascinating theme. While there are an annoying number of

typos, they seldom get in the way very much. But the sheer amount of information packed into this book is remarkable - for example, there are 49 different varieties of Yak-1s, -3s, -7s, and -9s described, each with full technical data, and most illustrated with a photo or two!

This is likely to become the standard reference on this subject, and it's a must-have for modelers of these planes. Volume two will probably be published next year.

Another book that's destined to become a classic is the beautiful *Wings of Italy*, an incredible collection of period color photos of a dazzling assortment of Italian aircraft. If you've ever wondered what those wonderful squiggly, mottled color schemes "really looked like," here's your chance to see about 20 different versions (both the early "Mimetic" schemes and the later, simpler "Tavola X" schemes) in amazingly good color photos. A quick look at this book makes it clear how varied those schemes were. And the photos also indicate that many, if not most, of these schemes were field-applied, with color selection and application style inspired by the surrounding terrain. The book is divided into 14 chapters covering the various operational branches of Italy's air force including bombers, torpedo bombers, fighters, assault, dive bombers and heavy fighters, and so on. Each chapter starts with a good summary of that branch's role, accomplishments, and problems in the war, and there is also an excellent introductory chapter that surveys Italy's overall contribution to the air war, and its chronic technological/industrial problems. If this is a new subject to you, this is as good a place to start as any.

But the real attraction of this book is the photos, and they are wonderful. (It helps to have the Mediterranean/Balkan/north African area as a backdrop.) Virtually every major type of plane is covered, some with many different shots, of course. Many of the best photos are printed as large as possible too. The final chapter, "Photos and Photographers," briefly summarizes the development of color aviation photography. In it we find that Italian, German, and Japanese color photography

during the war years employed Agfa color film, which is overly green-sensitive, while wartime British and American color photography used Kodak film, which is red-sensitive. This is another pretty pricy book, but if you are serious about those mottled paint jobs, you'll have to have it. This may be one of the most beautiful collections of historic aviation photos ever produced.

One final item. The latest issue of the *AAHS Journal* (volume 43, number 4, Winter, 1998) contains a translation of a Russian booklet on "The Airacobra Aircraft in Soviet Aviation," by V. Roman. Soviet use of Lend-Lease equipment is a poorly documented story, and one full of myths and faulty assumptions, it seems. Larry Bell is reported to have told a Russian test pilot in 1944 that "I sent 3,000 airplanes to you, it is as if I threw them into Lake Ontario! I don't know anything. How do my children fight and are they satisfactory?" As Roman points out, much of this problem was due to post-war Soviet dogma, abetted by Cold War hostility and secretiveness. So finally, fifty-some years later, we're getting the information that Bell wanted!

Roman covers every aspect of Soviet use of the Airacobra, including deployment, training and modification details, and operational statistics that demonstrate that the Airacobra was a success as an all-purpose fighter, not as a "ground attack" plane or bomber destroyer, as so many Western writers have assumed. Roman deals directly with the questions of why this plane was so successful on the East Front, but so much less so everywhere else. Among the reasons of course was the matter of altitude and tactical deployment. He credits the great Airacobra ace Aleksandr I. Pokryshkin (59 victories) for his famous tactical innovation, the "Kuban Bookshelf," which was the final element made the P-39 as successful as it was. This is an essential read if you have any interest in this subject.

Book details:

Hans D. Seidl, *Stalin's Eagles: An Illustrated Study of the Soviet Aces of World War II and Korea* (Atglen, PA, Schiffer Military History, 1998). Hardbound, 9.5 x 12.5 in., 268 pages, and weighs about a ton. Includes appendices, bibliography, glossary, 16 color profile

paintings, over 400 photos. Retail at about \$60.00, but can be obtained at a discount.

Yefim Gordon and Dmitri Khazanov, *Soviet Combat Aircraft of the Second World War, Volume One: Single-Engined Fighters* (Leicester, England, Midland Publishing Limited, 1998). Introduction by Bill Gunston. Hardbound, 9 x 11.5 in., 184 pages. Includes glossary, notes, 9 tables of technical data, index, 17 color profile paintings, 28 line drawings, 360+ photos. Retail at about \$40.00, but can be obtained for less.

Giorgio Apostolo, et al. eds., *Wings of Italy: The Italian Air Force in Original WW II Colour Pictures*, 2nd revised English edition (Milan, Italy, Giorgio Apostolo Editore, 1998). Hardbound, 11.25 x 8.75 in., 211 pages, 210 color photos, table of contents in back. Price is about \$40.00 - \$45.00 from your friendly local purveyor of fine modeling supplies.

1998 Index

from page 7

Article	Author	Issue			
Kit, Decal, & Accessory Reviews, Builds & Conversions (cont.)					
Italeri Bf 109F-2/F-4	Russell	August	Tamiya Kannonwagen	Baker	May
Italeri F-51D Mustang	Quan	April	Tamiya M8 Greyhound	Kellog	December
Italeri F/A-18E	Benson	September	Tamiya VW New Beetle	Leicht	October
Italeri Hummer	Wells	August	Toko Pfalz D.XII	Osborn	May
Italeri OH-13S Sioux	Filer	April	Zvezda Sukhoi Su-25	Holroyd	July
Italeri P-51A Mustang	Allen	July	Tips & Techniques		
Italeri/Bilek Il-28 Beagle	Osborn	October	Basic Kit Scribing	Stewart	May
MACH 2 GD RB-57F	Brandt	June	Cockpit Striping	Shaw	June
MACH-2 Ariane V	de Roo	November	Curtiss Hawk III Conversion/ Foam Casting	Head	May
Maintrack RC-135U conversion set	Quan	April	Louvres	Laws	September
Monogram '55 Chevy Bel Air	Fink	March	Military Miniatures	Schubert	May
Occidental T-6G Texan	Tate	October	Painting & Finishing Pt. 3 - Airbrushes	Hollowchuk	January
Polar Lights Lost in Space Robot	Wright	July	Painting & Finishing Pt. 4 - Materials	Hollowchuk	February
Pro Modeler Ju 88A-4	Rea	August	Painting & Finishing Pt. 4 - Why & How	Hollowchuk	March
Red Hurricane Tu-14	Osborn	November	Painting Aotake	Fleckenstein	August
Red Hurricane Yak-25	Osborn	November	Painting Figures Pt. 1	Moore	October
Revell Land Rover	Harris	August	Panel Lines an Alternate Way	Knerr	April
Revell-Monogram Tornado IDS	Brandt	August	Stainless Steel Rigging	Airknocker	January
RPM T-26B Light Tank	Sewell	October	To Scratch or Not to Scratch ("Le Monstre")	Holmes	December
Space Shuttle decals	LaBouy	April	Wheel Well Detailing	Mitchell	May
Tamiya Douglas F4D-1 Skyray	Brandt	September			
Tamiya He 219	Randel	June			
Tamiya JGSDF Type 90	Rea	October			

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Museum Information	206-764-5720

Getting It All Wrong

by Bill Osborn

This is the second draft of this article. The first wound up being a real tirade against some of the most noticeable problems with injected kits. I really unloaded on the people who are responsible for the hobby on which we spend our hard earned money.

True, a few kit makers do very well getting it right most of the time. But when they blow it, it's a lot of work to fix the problem. One such kit that comes to mind is the new Italeri P-51A Mustang. This is a very nice kit, and not too expensive. The problem? It has a P-51D wing...

When I asked a manufacturer's rep a few years ago, at a National, why some of these things get by (thick leading and trailing edges, mismatched parts [side to side], clear parts that don't fit, etc.), I was told, "That's what test shots are for."

But let's face it, nobody is going to scrap a mold that has already cost many thousands of dollars to produce just because the landing gear struts or other small parts are .01" to .015" or more mismatched. Or if the leading edges are way too thick.

Why do these problems keep showing up? I'll be damned if I know, but they do. I remember years ago, when a new Frog kit came out, it was a game to see how they had screwed up the kit.

Kind of makes you wonder how these things happen. We can't put too much blame on the people who cut the molds. They are only running the information given them by the programmers or engineers. The engineers get their data from the ones who do the research, and that's where the problem is. How can someone whose job it is to go out and look at all the neat hardware that's now available turn out something so messed up? One look at any picture of the real thing would set them straight. I still get hot under the collar when I think about this kind of thing.

True, the big outfits don't screw up too often. (*Exhibit one: the Tamiya Gloster Meteor. See page 14 - ED*). But the other ones who want us to pay mucho bucks for what they produce should talk to the crews who are going to do the work on their kits.

Even the cottage kits have problems. I know that most of the time, these are one-man operations, but they have to be modelers or they wouldn't be in the business. They should know that a trailing edge isn't a foot thick. Look at the fine work that the members of our own club have turned out. Terry with his 299 projects; Ted with the float Spitfire conversion; Norm with his conversion parts. And they worked from available pictures and drawings. True, some of the work was done by two or three people, but they turned out accurate kits. It shouldn't be too hard for the pros to do it.

In a P.S. to this rant, I was just up at Skyway Models, and saw the new L-29 Delfin from Bilek. They missed the bulged dive brakes on the aft body sides. Surely being from a place where they flew the real thing, you'd think they could get it right!

Battling On

by Robert Allen

As a postscript to Bill's piece, I couldn't help bringing up my favorite example of a model company trying to do the right thing and getting it horribly wrong - the Airfix 1/72nd scale Fairey Battle. When Airfix decided to produce a Battle in the mid-60s, the pristine example displayed today in the RAF Museum wasn't around - heck, the RAF Museum wasn't around. Airfix did the next best thing, arranging with Fairey to borrow the original factory drawings for the aircraft. Fairey duly sent them, molds were cut, test shots were made, and sent to Fairey to check the accuracy. To everyone's horror, it was found that noticeable discrepancies were present. And not just on one part - the nose, canopy, rear fuselage, fin, and

trailing edge of the wing all had errors. By then, tooling was much too far along to fix it, and when the kit appeared in 1968, the errors were there. The kit is recognizable as a Battle (much more than say, the Frog Blackburn Skua), and it is quite buildable. But it's wrong in several places, and as it's the only Battle we're likely to get (with Hasegawa and Tamiya concentrating on such widely produced, war-winning aircraft as the Ta 154 and M6A Seiran) that's doubly unfortunate.

What went wrong? Simply put, Fairey sent Airfix the wrong drawings. The official Battle drawings were listed in the Fairey office as A38288, and that's what was sent. Unfortunately, that number included both the preliminary drawings, and the final revised ones. The final, accurate, drawings were issue 6; Airfix got issue 5, which didn't include many revisions that were on the later sheets. Airfix did what they should have done, and trusted the manufacturer. It's hardly their fault that the company that made the original airplane let them down!

Painting White

by Troy Downen, IPMS/ Witchita;
The Modeler's Home Page

White just will not cover well, so I wind up always airbrushing the white when possible. I'll airbrush small landing gear, figure helmets, everything. The best covering white is an acrylic such as Polly Scale. Acrylics seem to be consistently thicker than enamel paints, and you can more easily brush paint acrylic white (Forget about brush painting enamel white. You'll have to put on a dozen coats to get it opaque!). I also tend to thin white slightly less than other colors when I airbrush them (just for better coverage).

If you must use Testors white of any type (and I do not recommend it), then use Testors Classic White. If you use the other Testors whites, they WILL YELLOW! This happens to me and others in my IPMS club

continued on page 12

Hobbycraft 1/72nd de Havilland Canada Caribou

By Ken Bowes
via Flights of Fantasy

There are about 80 very clean injection molded parts (plus the clear canopy and windows), with fine engraved panel lines, but no interior detail for the cabin and an inaccurate cockpit area. What is there is too shallow, with no room for all the equipment racks behind the pilots and no well down to the level of the cabin floor. The control panel is great, nicely raised and suitable for dry-brushing but apart from seats and control columns there is nothing else, no overhead panel or pedestal controls. Hobbycraft have firmly sealed shut the doors, with no options to open them and detail the interior. They have an interesting solution to fill this void. They provide a decal to simulate the red webbing seats visible through the windows to be applied on the interior of each window pane, followed by a black square to prevent a see-through effect (kinda cheating I think).

The engines consist of the two rows of cylinders with the rear row being molded in relief on a backing 'plate'.

There is a little bit of detail in the wheel wells but it is too shallow to accommodate the main wheels. The gear legs themselves are over simplified to the point of having no ridging or other detail, just smooth plastic legs, again a let down. The propellers are similarly simplified. Optional parts include the radome for the US and RAAF options and spinners which are not used on any option in the kit.

There are two decal sheets, one with all the wing walk striping and red webbing for the interior and the other with markings for three aircraft, one each of the U.S. Army, RAAF, and Republic of Vietnam Air Force. The US and Aussie options are in overall dark green and the RAAF option is in standard USAF SEA scheme. Some

comment on decal accuracy: From the box the decals will probably produce accurate US and RAAF birds, but the 35 Sqn RAAF option represents two birds with Vietnam service as indicated but with markings and codes for the late 1970's through to the mid-80's when the RAAF went to a unique three tone camouflage similar to Army Porters and Nomads. Also the Royal Australian Air Force Titling should be in red, not black. That aside the roundels are quite accurate, some of the best representations straight from the box I have seen. To make a true Vietnam Caribou of the RAAF requires some changes. Early aircraft wore the dark green with yellow serials in place of black, and the last two repeated on the tip of the nose in roman script. Red RAAF Titles carried in the position and size as indicated on the instructions for the black ones and no Squadron Flash on the tail. Roundels are



correct for this option. After depot servicing at Clark AFB, RAAF Caribous returned to Vung Tau in USAF SEA Scheme as on the RAAF option in the box with no RAAF titles, black serials on the rear fuselage only and small roundels on the fuselage only. Again, no Squadron flash.

Overall impression is of a good kit of a long neglected subject (I already have two) with good outline and only some short comings (mainly interior and undercarriage detail). If your goal is to make a Vietnam Caribou of the RAAF then do your research carefully to substitute the appropriate markings. Best thing about it is that I can now put away that Historic Wings Vacform for good.

Options for RAAF modelers for other than 35 Squadron come from the Tasman sheet for one 38 Sqn aircraft of the early eighties or the Historic Wings decal sheet with similar 38 Sqn option and one for the new three color scheme adopted in the late eighties by both 35 and 38 Sqn.

(NOTE: Ken lives in Australia. Modelers in North America were shipped kits that contain USAF and RCAF decals)

The Lockheed Constellation

from page 5

lation and cut loose after the fuel had been depleted. Since such a long flight would normally be over water, this wouldn't have affected anyone. On transcontinental flights desert areas like the Grand Canyon could be used, thus additionally giving the passengers a good view at the time of dropping.

Ultimately Lockheed settled on a much more pragmatic airplane, the "Constellation", eliminating the extra engines but keeping the multi-plane tail, albeit now with only three fins.

The Model

Biggenuff Models has just released a kit to build your model of this great airplane, and like all of their kits, it is right on. Consisting of a pine block 4x4x24 and a razor blade, this kit will ensure a complete and exacting project. The pine is of top quality, being Douglas fir (using Douglas to build a Lockheed airplane - it is to laugh!) and free of knots. Happily, the razor blade has been predulled at the factory to prevent injuries to children (although I cannot see how a child could build this project) - a good move in this litigious world! With the plans in hand, the model will scale in at 1/106, a comfortable scale obviously sized to allow the maximum cuts from their lumber supply. Again, good thinking from the model company. While I haven't yet finished building this jewel, I can already tell that it is superb, and a credit to the modeling industry. Now if only Revell/Monogram would start to think like this!

Eduard 1/48th Nieuport Ni-17 "Vieux Charles"

by Jamie Leggo, IPMS Ottawa

Eduard is once again catering to the growing interest in World War One subjects with this newest release in their 'Low Temperature Mould' series. The subject this time is the Nieuport 17, "Vieux Charles", flown by the quintessential French ace, Georges Guynemer.

The kit is simple, as befits the prototype aircraft, consisting of some 50-odd parts cleanly molded in dark grey styrene. There are two cowl parts listed on the instruction sheets as 'not for use'. Well, this proved very easy to comply with in my particular example, as they had already been snipped off the sprue!

According to the scale drawings I used to check the main components, Eduard have reproduced the outline and overall dimensions virtually bang on. The one possible exception is the outer edge of the aileron tips, where a very subtle difference exists between the drawings and the wing. However, this is really 'picking nits', and the shape could easily be corrected with a few swipes with sandpaper. Coincidentally, you'll be doing this anyway, as this was the only area on the example I had that exhibited flash.

The fuselage is an excellent molding. It correctly captures the asymmetry of the fuselage fairings port and starboard aft of the cowling. The cowling itself is correct for Guynemer's machines, but check your references carefully if building a different aircraft as there are many changes, major and minor, visible on photos of Nieuports. On this point, the modeler would be well advised to pick up the excellent Windsock Datafile #20, *Nieuport 17*, by J. M. Bruce. In the forward to this title, Ray Rimmell points out the complexity of Nieuport nomenclature, and the variety of sub-types and their subtle differences.

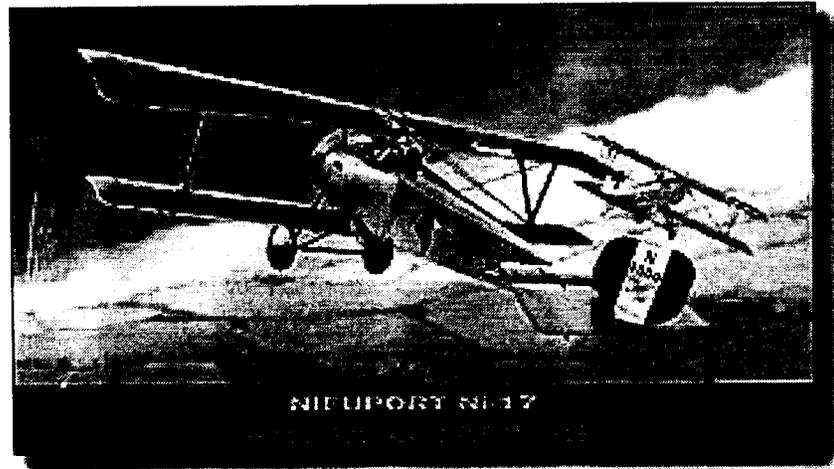
The cockpit is basic, but well represented. Not much would be visible when the

fuselage halves are closed up, particularly with the odd wrap-around windscreen that was used on Guynemer's bird. The seat could stand to be thinned down a touch to eliminate that 'armchair' look, or a suitable photo-etch replacement could be added. The single Vickers gun supplied is quite good as is, with maybe only the addition of a ring sight to finish it off.

The rest of the small parts are pettily molded. The modeler is given a few extra of part #23, the tail surface control horns, and this is a good thing as these are so small that the 'carpet monster' is bound to eat a few of them!

The decal sheet provides markings for two Guynemer schemes, only one of which actually carried the name 'Vieux Charles'. The decals are thin, glossy, and in good register. The only gripe I have with these is that they do not include a possible alternate serial number mentioned in conjunction with the second scheme provided. Some sources quote this serial as N1550, rather than N1530. Fortunately, this combination can be produced yourself by slicing apart and combining the other set provided for aircraft N1531. Don't slip, they're tiny!

All in all, this kit represents excellent value for your dollar, and is miles better than the



old Hawk kit. Any minor gripes mentioned are just that, and should not dissuade the modeler wishing to add a simple,

pretty WWI aircraft to their display case.

Perhaps Eduard will favor us with a reasonably priced Sopwith Camel or an SE 5/5A?

My thanks to Precision Parts Ltd. for the review sample.

Painting White

from page 10

consistently, so we're convinced that it's not just a bad batch. You'll have a yellow model within weeks (or days, in one case). I highly recommend that you go to Walmart or Kmart and just get the cheap \$2 white enamel paint in the spray can. It will not yellow. It does cover extremely well. It is cheap. What more could you ask for?

Fixing the Tamiya Meteor

by Brian MacNamara via Flights of Fantasy

Tamiya's 1/48th scale kit of the Gloster Meteor Mk.I is a beautifully engineered kit. Unfortunately, it was researched using the prototype Meteor on display in the museum at RAF Cosford, which differs from an operational aircraft, having been severely modified during the course of its career. This article shows the differences - ED

In effect, the kit represents an operational Mk.I, with Mk.III wings, so the changes are essentially just to the wings. The airbrakes are, of course, not there on the operational Mk.I - fill them. On the bottom of the wings, the kit shows the undercarriage fairings as being abbreviated (as on a Mk.III) to clear the airbrakes. They should continue to curve back in a teardrop shape, almost to the flaps. The ailerons on the Mk.I are fabric-covered, and not metal skinned as the kit shows (nice rivet detail there, sigh!). It's the trim tabs on the ailerons that are in the wrong spot. These should be about the same size, but rather than being in the middle of the aileron, they should begin at the inside edge. In addition to the trim tab, there was some sort of balance horn at the outboard edge of the aileron. I don't know enough about this one to suggest how it looks, but I've read that it is only visible in plan view, otherwise it fits within the wing and can't be seen from the side. If you're doing the prototype, the gun ports were faired over.

In addition to all of the above 'fixes' here are some other comments to ponder: I can't find them used on the instructions, but just in case, don't use either parts C-10 (wrong exhaust output), or C-11 (surge vent). These can only relate to a Mk.III. I've heard comments that the acorn on the tail either shouldn't be there or it's the wrong size. These stem from the first prototype not having it at first, then having a differently sized one. It, and all the others were (retro)fitted with the size shown in the kit, very early on. What's in the kit looks right compared to

any pictures I've got. The canopy has been a question for me. I finally found a review that put things straight. The canopy with the bubble (it's for a mirror), was retrofitted to all the operational Mk.Is partway through their combat service. In short, don't use it for the prototype, but you can use either canopy for any of the operational aircraft. There is debate over the interior color. Some of the early Meteors may have had Interior Green insides, but all later ones had Black. My various gleaned Internet comments seem to lean towards black, though. I believe the comments on Tamiya suggesting Blue are due to mixing



up the various Tamiya paint types and designations. Finally, here are some useful color comments that Jonathan Mock dug up and posted to the Net a while back:

For prototype aircraft (including DG202-G featured in the kit) as well as two early production F. Mk.1s (EE213 and EE214) delivered to 616 Sqn, external colors consisted of dark green/ocean grey (based on the M.A.P. plan No. 2) with yellow on the undersides and an 18 inch sky band on the rear fuselage. The ocean grey shade was the proper M.A.P. color and not the mixed grey sometimes used on other aircraft (Mustangs especially).

Prototypes DG202-G and DG203-G had the fin flash extended to 24 inches high, terminating above the hinge line of the rudder.

Production Meteor F. Mk.1s had the same dark green/ocean grey scheme but with medium sea grey underneath, sky band and yellow outboard wing leading edges.

Interior colors on most Meteor F. Mk.1s

(and F. Mk.III's) were Night (i.e. black). Wheel wells and undercarriage were painted Aluminum dope. The upper part of the nose undercarriage was painted Night with the lower part painted Aluminum.

Markings were:

- 54 inch Type B roundel (wings top sides)
- 36 inch Type C1 roundel (fuselage)
- 32 inch Type C roundel (wing undersides)
- 11 inch wide Type C fin flash
- 8 inch high serial black numbers (these were the squared off wartime versions not the post war style Tamiya have put on their decal sheet. The serial number stenciling on the decal sheet is the wrong style. The right number is shown, but it's in a post-war font.)
- 20 inch high sky code letters

The credit for this goes to James Goulding and *Camouflage and Markings No. 11*, which was the primary source. If you see one, grab it.

Hurry Up and Take Your Time!

from page 3

Funny thing though. I finished the model and found many things in which to take pride. Thanks to a word from Gordon Erickson, my second attempt at flowing thinned oil paint into the panel lines "worked a treat," as the British say. Thanks to Tamiya masking tape I completed my best splinter camouflage paint scheme ever, with only a little overspray and even then only in minor areas. Thanks to the patient help of Brian Mulron I achieved the best flat coat I've done so far. It's also the first twin-engined plane I've built, and of course it's not a 109. Perhaps I should relax, slow down, and take my time, and I'll probably find that fewer costly mistakes result. But if I take too much time, I might not meet my self-imposed goal of six to eight models per year. As it is, I'm running out of storage space as new models trickle in discreetly under the watchful nose of my wary fiancée. *I might be forced to spend my money on something other than modeling. NEVER!*

Accurizing Tamiya's M4A3E2 "Jumbo"

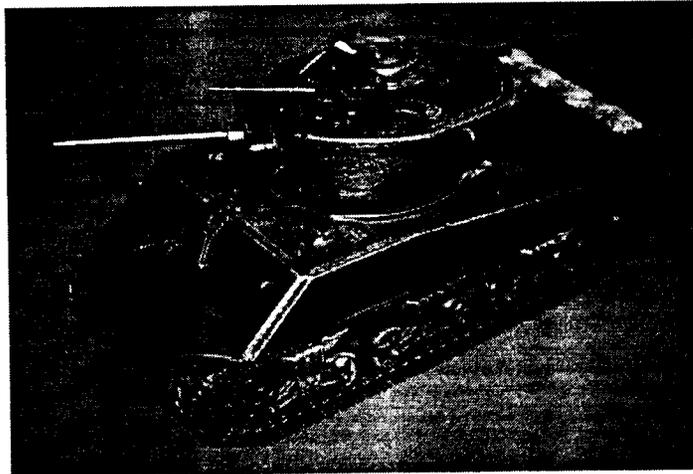
by Christophe Jacquemont, IPMS Wellington, New Zealand

I've always liked the brutish looks of the "Jumbo", basically an uparmoured Sherman with a new turret and gun mantlet, and bought the long discontinued Tamiya kit when I came across one last year. The "Jumbo" has been offered by Italeri at some point, but is currently out of production as well. I had read very bad reviews of the Tamiya kit in the past but found it quite acceptable at first sight. On closer examination however, I found out that the kit, based on Tamiya's M4A3, has two major faults: the armored transmission cover is the same as the one on the M4A3 (it should be heftier because of thicker armor), and the turret is completely wrong in shape. This is evident when viewed from above and compared to scale plans in Hunnicut's Sherman book published by Presidio Press. There are also a couple of useful photographs of the vehicle in Squadron Signal's "Sherman in Action".

I set the kit aside until, months later, I read a review in the magazine *Boresight* about a new resin turret from The Tank Workshop. Unable to get it from the major mail order hobby shops in the US, I finally ordered the turret direct from TTW in Arizona (I don't think it's possible to order direct from them anymore). When I received my order I was very impressed by the excellent quality of the castings and pleasantly surprised that an uparmoured transmission cover and a turned aluminum 76mm gun barrel were included as well! As I intended to model a late war "Jumbo", the 76mm was especially good news as most tanks were upgunned from 75 to 76 in 1945. You will need some parts from the kit to complete the turret. It is possible to build a "Jumbo" from the Tamiya M4A3, but this would involve more work: scratchbuilding the front, left, and right uparmouring plates from laminated plasticard, and extracting the loader's hatch from the kit's turret (separate in the M4A3E2 kit

but molded in the turret surface in the M4A3 kit) for use on the TTW turret. It is difficult, but not impossible, to find the M4A3E2 "Jumbo" kit in hobby shops, and the work will be greatly simplified by using this kit as a starting point.

Build the hull and suspension as per instructions, but use the TTW resin armored transmission cover instead of Tamiya part B24: it's a perfect fit! Use Tix or a similar correction fluid applied with an old paintbrush to simulate weld seams along the uparmoured plates and a vertical weld seam across the center of each side plate (consult reference photographs for exact location). The turret construction is quite simple using some Tamiya parts for the hatches, machine gun stowage brackets at the back, and various lifting hooks (those for the mantlet are cut off from the Tamiya mantlet). The axle for the pivoting commander's hatch molded on the Tamiya



hatch is too short, so cut it and replace with a longer bit of Evergreen plastic rod. The model I built was inspired by a tank (photograph on page 321 of Hunnicut's Sherman book) with a 76mm gun and two machine guns on the front of the turret top - one 0.30" in front of the commander's hatch and one 0.50" in front of the loader's hatch. Cut the mount of the 0.50" (Tamiya part C18) so that you can glue it flush on the TTW turret, then add the 0.50" supplied in the Tamiya kit. The 0.30" was taken from Tamiya's M5A1 kit, with a mount scratchbuilt from plastic

tubing. The tank will look better with photoetched periscope guards and rear light guards. I used the Airwaves set for the Sherman, but wouldn't recommend it, as it is very basic, with crude detail. On The Mark Models and Eduard make sets of much better quality. Footsteps made of leftover photoetch scraps were built for the lower hull front. I added some stowage to the rear hull from various Italeri accessory sets (including the very useful "modern battle gear" set).

The assembled model was then washed in warm water and dishwashing liquid, and primed when dry with a spray can of Tamiya primer. It was painted using the "preshading" technique. First airbrush the model in a very dark green (like Tamiya acrylic black green) then shade all panel lines, depressions, surrounding of hatches, etc., in flat black using the fine tip of the airbrush, the compressor at a low setting and very diluted paint. Repaint

the areas between the shadowed areas with Tamiya olive drab acrylic mixed with Tamiya flat base acrylic. Follow with a very light drybrush of Tamiya khaki acrylic and add the separately painted stowage and machine guns.

The tank was then given a light wash of burnt umber oil paint diluted with lighter fluid, including the

bogies which had been kept separate until this stage for ease of painting. The finish was still too dull, so I sprayed some Johnson Kleer Acrylic Floor Polish. This turned out too shiny, so the effect was toned down with Microscale flat varnish. I then added the vinyl tracks which had been painted separately in a mix of dark brown and flat black and then drybrushed with Humbrol Polished Steel Metalcote. The model was sprayed with a final dusting of very diluted Tamiya earth acrylic on the lower hull. I didn't apply any markings.

Web Sites of the Month

by Terry Clements

Here are a few web sites of interest to modelers:

"Hyperscale: A Virtual Magazine for Aircraft and Armour Modellers," by Brett T. Green. At: www.hyperscale.com. An excellent site for modelers, with good production values and a nice mix of features. It includes discussion pages, many well-done feature articles describing recent modeling projects; a model gallery; reviews of recent kits, accessories, and reference materials; and a reference library with excellent research and modeling technique articles. Luftwaffe enthusiasts will not want to miss the excellent six part series on late war Luftwaffe fighter camouflage. Lots of well-reproduced color photos throughout. This site has a little of interest to anyone who builds WW II era aircraft or armor models, but it's essential for those interested in Luftwaffe subjects.

"Japanese Aircraft and Ship Modeling Home Page," by Dave Pluth. At: www.j-aircraft.com. Another terrific site that includes exhaustive listings and reviews of kits, accessory items, and paints, and several exceptional color and camouflage research reports. It also

includes several well-constructed message boards which feature ongoing contributions by James F. Lansdale, David Aiken, and even Donald Thorpe on subjects like the RLM 02-like "ameiro" finishes on early war Zeros and those mysterious "gold" Claudes. And don't miss Lansdale's superb article on Zero camouflage; it's essential reading for anyone getting ready to paint a Zero model.

"Modeling the Aircraft of the Soviet *Voyenno-Vozdushne Sily (VVS)*, 1930-1945," by Matt Bitner and Erik Pilawskii. At: www.oz.net/~xopowo/VVS. Despite the recent surge in publications dealing with this subject, this is still the best single resource for modelers. It includes book and kit reviews, a model gallery, a comprehensive article on Soviet camouflage (recently revised), and excellent monthly feature articles. Recent features have covered the camouflage patterns of the Il-2 (in two parts), the Yak-9 (just updated), and the Yak-1 (two parts so far). It appears that the authors have access to primary materials not seen by others, but I do have doubts about some of the authors' interpretations and color identifications. Despite the quibbles, this is an absolutely essential resource.

Italian IPMS, at: wysiwyg://103/http://www.lo.itline.it/cli/ipmsmi. This web site contains, among the usual modeling items,

a comprehensive table of 1939-43 Regia Aeronautica camouflage colors, with Methuen and FS 595 equivalents, and Humbrol, Testors, Tamiya and Gunze paint matches and mixes. This table is an updated version of the one contained in Umberto Postiglioni's and Andrea Degl'innocenti's *Colori Schemi Mimetici della Regia Aeronautica*, the leading reference on the subject. So if you don't have that expensive and hard to find book, here's the information for free. Italian and English text.

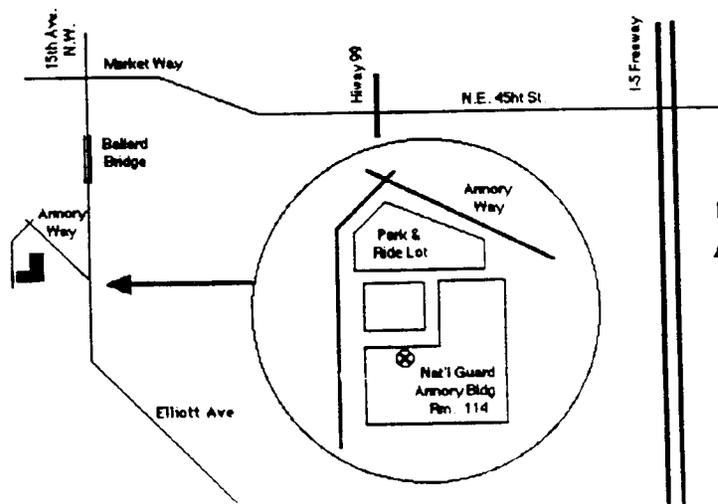
"Frankel-y Speaking About World War II In The South Pacific" by Stanley A. Frankel. www.frankel-y.com. This is the on-line edition of Frankel's memoirs and collected short pieces about his service in the 148th Infantry Regiment of the 37th ("Buckeye") Division. He was in Co. F, then the HQ company, and later wrote the official history of the 37th Division. This is one of the best memoirs of the infantry war in the Pacific, and an excellent companion to Eric Bergerud's superb *Touched With Fire: The Land War in the South Pacific*. But I may be biased: my father served in Co. D during the Luzon campaign. There isn't anything directly about modeling here, although the hilarious account of the "Battle of Balintawak" (a brewery outside Manila the 148th liberated) would make a great diorama subject!

Meeting Reminder:

Saturday, January 16, 1999

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.