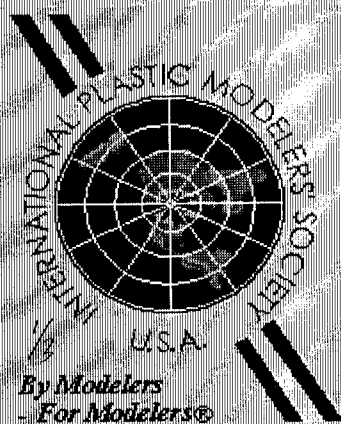
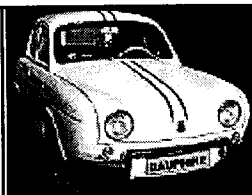


Seattle Chapter News



Seattle Chapter IPMS-USA
May 1999

PREZNOTES



Our recent Spring Show has long since faded into obscurity. All the models have been put back in the display case, the ribbons are put away with all the others you've won over the years and you are taking your time working on your latest project, not having to worry about the next contest which is only a few days away. I had a terrific time at our show and I hope you all did too. There were 430 models entered in the contest and over 80 on the display table. Most categories were well represented and there was a good turnout of armor, autos and figures. Some 1/72nd scale aircraft categories were a little light, but single-engined 1/48th had to be split. I was also pleased with the turnout of juniors. Before we get too far away from the event, I would like to thank a few people for their help and assistance:

Andrew Birkbeck for awards and vendors room, Norm Filer for tables and awards, Jim Schubert for donating the bases for all the plaques and sending press releases to all the model magazines, Robert Allen and Scott Taylor as our model room directors, Craig Rosner, Joanne Ludwig, Bill Johnson and Jill Moore for model registration, Ted Holowchuk and all the judges, plus the 20 or so nameless ones who helped set everything up and broke everything down before and after the show. (I'm sorry, I wrote all the participants names down but the list disappeared somewhere in the vast mess I call my model room). The proverbial "well oiled machine" ran very well but a few minor "squeaks" were heard and they will be taken care of for the next show.

Andrew Birkbeck has offered his services as chairman for our 2000 show, having more time than I to devote to organizing and seeing to all the small details that it takes to run our spring meet. Thank you, Andrew.

In recent months I have read reviews of the Eduard 1/48th scale Tempest kit in different model magazines. One review said the model was too long and another review said the model was too short! Who (whom?) do you believe? I am not one to hold a model up next to a drawing, as the

drawing is probably inaccurate. I tend to compare my model to photos of the actual item. I am able in most cases to tell if the model is "off" in some way by comparisons to photos. A perfect example is the Monogram PBY with its fat rudder. The model didn't quite look right and I found the problem by looking at photos. Some reviews said the model checked out well against drawings of the aircraft. Wrong! If you think the model looks wrong, then make the correction, but, if the model **looks** ok, then why bother to make the change? Who is going to know if you added that 1/16th of an inch to the length of the model because someone said it was too short? Who is going to be able to tell once the model is finished anyway?

Unless it is someone who has been intimately involved with the subject (and the odds are pretty good that, unless you're building a Boeing airliner, there may be no-one around here in that position) few, if any, people are going to know. I am going to build my Tempest straight from the box without shortening it (or lengthening it!) because I won't have to worry too much about having Sir Sydney Camm show up at our meeting to tell me it's wrong!

See you at the meeting

Jerry

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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, (or \$18 a year for Internet newsletter only) 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 below for form. 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.

MAY 8, 1999 (2nd Saturday)
JULY 10, 1999 (2nd Saturday)

JUNE 12, 1999 (2nd Saturday)
AUGUST 21, 1999 (3rd Saturday)

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank)

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

IPMS Spokane Contest Report

by Jim Schubert

Spokane's IPMS Aces Wild Chapter held their annual contest in University City Shopping Mall at University Road and Sprague Avenue in "The Valley" east of The Lilac City's downtown Saturday, April 17, 1999. As this date coincided with our regular meeting, Seattle was represented by only five of us: Andrew Birkbeck, Ted Holowchuk, Bill Johnson, George Stray, and me.

All of us, save George, had dinner Friday with six of the Spokane guys at The Iron Horse in The Valley. During dinner they realized they had not voted to make this a "Sweeps" or a "No Sweeps" contest, so their president, Dave Clark, called for a vote right there. The Spokane members and we Seattlites voted for "Sweeps" as did two pretty girls at the next table (!); so it was a "Sweeps" contest.

Saturday morning before the contest, Ted, Bill and Andrew went shopping at the

infamous White Elephant surplus store on Division Street and, though sorely tempted, bought little as they, like the rest of us, already have too much stuff.

University City is being vacated for renovation and expansion, so Aces Wild were able to rent the empty J. C. Penney's reasonably, providing plenty of contest room. To raise funds, Aces Wild ran a table selling kits donated by members. They also, like Vancouver, B.C., ran a large raffle throughout the day. Another interesting and thoughtful act was the presentation of Certificates of Appreciation to all the businesses supporting the event.

The Spokane guys did a thoroughly competent, relaxed and friendly job executing this event. We Seattlites certainly enjoyed the day. Entrants and attendees came from, at least, Coeur D'Alene, Post Falls, Pullman, Yakima, Seattle and Vancouver, B.C. 70 entrants presented 210 models for judging in the contest. This preview says Spokane will do a great job with the Y2K regional.

Rambin' on My Mind

by Robert Allen

I guess it's time for the editor to speak again, but just to explain one thing and give some thanks.

First off, you may notice that the lead article is indeed a show report, but of the IPMS Spokane show, rather than the IPMS Seattle Spring Show, as promised in the last issue. I'm very pleased to have the Spokane show covered but unfortunately due to circumstances beyond our control, not all of the necessary info from the Seattle show was available. *Maybe* next time, if we can gather the info. My apologies.

On the more positive side, you are all doing a **great** job writing articles for the newsletter. I appreciate everyone who contributes, and I certainly don't want to slight anyone, but special thanks go to Norm Filer for coming up with reviews on demand, and to Terry Clements, Jacob Russell, Bill Osborn, Greg Reynolds, and Terry Moore, who deliver the goods issue after issue. Thanks, guys!

SEATTLE'S BOX SCORE AT SPOKANE

Name	Models Entered	1st	2nd	3rd	Best of Class
A. Birkbeck	2	1		1	
T. Holowchuk	3	2		1	
W. Johnson	2			1	
J. Schubert	4	3	1		2; Ships & Autos
G. Stray	4	3	1		1; Armor & BEST OF SHOW!
TOTALS:	15	9	2	3	3

Congratulations George!

Upcoming Model Contests and Shows

May 8 - IPMS/Yakima Invitational Model Show - Selah Civic Center, Selah, WA, contact: Rich Hoard 509-965-6913

June 5 - Museum of Flight, Seattle, contact: Bill Johnson 425-257-3284

July 21-25 - IPMS USA NATIONAL CONVENTION, Orlando, FL, contact: 305-827-2666

October 9 - IPMS Vancouver (BC) 29th annual fall model show, Bonsor Recreation Centre, 6550 Bonsor, Burnaby, contact: Kevin Brown 604-939-9929

October 25 - IPMS REGION 7 Convention, Pearson Aviation Museum, Vancouver (WA), contact: Dave Redlich, 503-228-8544

Hasegawa 1/72nd S-3B Viking "Atsugi 25th Anniversary"

by Norm Filer

This is really not a new kit. It has been around for a few years, and has been released several times as either a standard S-3B or US-3B and also a couple of times as the short lived ES-3.



This reincarnation is as a really rather rare beast these days - a modern navy bird with some color. The U.S. Navy currently home bases one carrier and its related Air Group in Japan. This situation seems to do wonderful things to the markings on the Air Groups Aircraft. With a constant procession of air shows in Japan, the Air Group seems to have some kind of competition every year to see who can produce the most interesting markings.

Hasegawa has been modeling almost every CAG bird since the days of VF-154 and 161's Phantoms. Usually they bless us with kits in both 1/48th and 1/72nd. There have been at least 6 FA-18s and twice that many F-14s. Every season brings some revised markings and a new batch of kits.

This year the other squadrons within the air group apparently decided to grab some of the glory. The results are a very colorful Hoover, and of all things, a really rare SH-60 Seahawk. More on that one later.

There is nothing really new about the plastic here; it is the same S-3 kit we have seen before. I may be mistaken here but I

don't remember bombs being included in prior releases. That (bombs) is a somewhat new trick in the Viking's case. When initially assigned they were strictly anti sub birds. The early releases also had a tinted canopy. This time it is clear. Since the Hoover has a rather dark canopy tinting that may test your skills a bit.

The decals are very well done. As with most of these, they are done by Cartograf in Italy. The registration is near perfect. Since the red lightning bolt has a very

narrow white outline that is especially important with this kit.

If you like modern Navy stuff and are looking for that somewhat rare, colorful bird, You might give this one a second look.

Hasegawa kit No.

K147.

Hasegawa 1/72nd SH-60B Seahawk "HSL-51 Warlords Special"

by Norm Filer

All the comments about the Japanese based group noted above are also relevant here. To my knowledge this must be about the first ever CAG marked Seahawk.

Again this is not a new Hasegawa kit. They have released at least a couple of versions of the Blackhawk/Seahawk over the last few years. As with most woppycopter kits, this one somewhat simplifies all the push rods and complexity of the rotor heads and the screening is scribed detail rather than real screen, but all in all I think this is the best 1/72nd Seahawk going.

What is new is the markings. As with the Viking mentioned above, and with most of

Hasegawa's special markings, the decals are done by Cartograf and are in perfect register. All the lettering on this beast is red with very narrow black outlines and would be a complete disaster if the registration was off even a little.

My only concerns with this one are that while a lot of the all-red rear end is decals, the tail boom and horizontal tail need to be painted red to match the decals. My past experience has been that if you use Gunze Sanyo paint this is a slam dunk. Since that stuff is not generally available here on the right side of the Pacific any more, it might take a bit of fooling around to get a match using the paint you normally use. If you are like me, you never knew how many shades of red there were until you try to match one.

The other potential problem here may be the white decal over red paint. If the white is even a bit translucent it will be pink over red! Oh well solving problems before they occur is what this is all about. My average at this is maybe 25% on a good day! Bill Osborn has covered this matter very eloquently a few times in past newsletters.

The two big things about these "special release" Hasegawa kits are their narrow minded attitude about distribution, and the "one shot" production. Hasegawa has always clearly stated that they do stuff for the Japanese market only. If a few kits manage to escape to foreign shores it is OK, but was not because they intended for it to happen. This results in us having to really keep our eyes open and try to know what they are doing in Japan, and then having a source there to buy the kits from.

Emil at Skyway takes good care of me when Marco Polo decides that a specific kit warrants their getting some. And now and then some of the Hobbytowns will show up with a few, but if you pay attention, you can increase your odds of getting some of these rather obscure releases.

I rely on two Internet sites for most of my information about Hasegawa's current kits and future releases. The first is the Hasegawa web site itself;

<http://www.wbs.or.jp/bt/models/hasegawa/air/index.html>

This is of course in Japanese but the photos are in English! If you know the kit number coding it helps, but usually you can figure most things out after a bit. All of the current releases are shown and the future stuff usually shows up here first.

<http://www.hlj.com/>

This is the Hobby Link Japan site. It is run by a displaced American by the name of Scott Hard. I have found their service to be good. The only thing different from

Academy 1/72nd North American OV-10A Bronco

by Norm Filer

The Bronco is not one of the world's most recognized airplanes. Observation/Forward Air Control birds seem to reside in that somewhat obscure corner of aviation.

Therefore, it was a bit of a surprise to see another kit of the Bronco being released. Airfix, Revell, and Hasegawa have all released decent efforts over the years. Hasegawa even revised theirs to include a

thing. The kit has passable seats, only one stick where there should be two, and very little else. Some rudimentary side consoles (decals) and that's it. Far short of burying the competition!

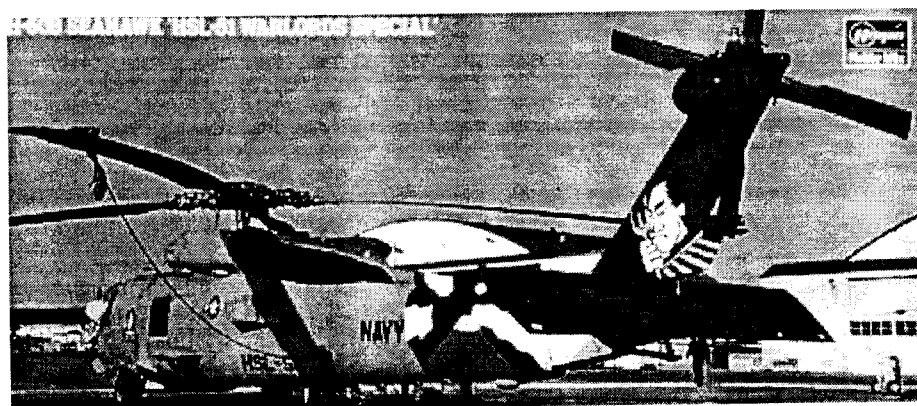
It would appear that we will see at least another issue as the later night vision OV-10D. Again, not necessarily new ground as Hasegawa issued a "long nose" version with a white metal nose. That wasn't a bad idea at all as this has a lot in common with the P-38 — 95% of the airplane is behind the main wheels and it is almost impossible to find anyplace to put enough weight to make it sit on its nose wheel.

They do go the extra step with under wing stuff. Bombs, tanks, rocket pods and even Sidewinders (!!). It is somewhat interesting that they included so much ordnance because, like most decisions made during the Viet Nam war, no one could ever really make up their mind about arming Broncos. The Air Force seems to have mostly decided that if they allowed the FAC to shoot anything other than target marking smoke rockets they wouldn't pay attention to the task at hand. Thus the guns and any "offensive" ordnance was not used much.

The Marines, as usual, took a more practical approach. VMO-2 did some serious troop support with their Broncos. They carried bombs, 5" rockets, and even a single barrel 20MM gun pod on the center line. The mission was still FAC, but if the troops in contact needed help they were ready to deliver. Apparently that policy varied from commander to commander.

The Navy even got into the Bronco business for a time. VAL-4 flew them in support of the so-called Brown Water Navy. Taken from Marine inventory, they were the same Marine Green over light gray as the Marines.

There are a lot of really interesting paint schemes for Broncos. After they faded from the military inventory, the US operated several from Patrick AFB in Florida as crop sprayers in Central and South America.



ordering from a US company is they will hold your "in stock" kits until they find the "out of stock/back order" stuff. This can result in your never seeing your order. While it will mean paying for possibly two shipments, the best plan for me has been to have them ship the stuff as it comes in. They never quit looking for what you order, but often the stuff just is not available. Hasegawa kit No. DT144

white metal extended nose for the later OV-10D intended for night work.

With all that competition, one would expect Academy would have something new to offer. Actually they almost do. What they have done is offer the cleanest, smoothest kit yet, with recessed panel lines and nice if somewhat "standard" details. The real airplane is a big green-house canopy surrounded by some airplane. To be well done in model form

that interior needs to be good! Two neat seats, details everywhere and lots of fiddly bits to make it busy looking like the real



continued on page 6

1/72nd North American T-6G Texan

by Norm Filer

Like the Bronco, this is not exactly new ground either. It would appear that Academy is intent on rounding out their range of kits and has arrived at a list of "essential" subjects. This probably arrived on their list for at least two reasons. It played a minor but interesting role in the Korean War and their Air Force flew them in some numbers.

They covered both of those with decals for both a U.S. Air Force target-marking FAC bird and a Korean aircraft, then added a set of Israel markings for good measure.



Other manufacturers have turned out decent Texans in the past, notably Heller. While that kit was good, this one is much better. Beautiful details in recessed lines, clean flawless exterior, and a good effort at what I consider really important to a T-6, the interior. Sidewalls that strongly hint at the steel tube structure, good seats and an open floor with connected sticks. The front and back instrument panels have detail on them that are almost too fine to paint. And paint it you will have to, 'cuz there ain't no stickers to help with this.

One very nice touch is the separate exhaust ring. The engine is one of those relief efforts on a backing plate, so none of the backside of the engine will show when

looking under the back of the cowlings, but the exhaust ring will be there.

Some things to point out for you WWII troops. This is not a Harvard, nor is it a WWII T-6. The T-6G came along after WWII and the noticeable differences were the spinner on the prop and the new canopy with fewer frames. Either the Harvard or the earlier versions would be about five minutes work with this kit. The prop is separate and complete and the added frames should be simple for even a klutz like me. As Bill Johnson noted, the artwork on the instructions seems the same as on the box top, but actually the instructions picture has the early style canopy with more frames. One is left to wonder why they didn't give you both.

Complaints? Really very few. The smooth exterior with very delicate panel lines makes for a very neat finished model. I would have really liked it better if they had included the external rocket rails and small smoke marker rockets that the Korean War Mosquitoes carried. They are going to be very small and delicate at this scale and that may be why they didn't try. As mentioned above, the extra early style canopy would have helped a bit too.

If you are inclined toward small scale T-6s, Scrap out the others and build this one. It is a far better kit. Made to order for that colorful Leading Edge sheet on Canadian Aerobatics Team Harvards. **Academy kit No. 1662.**

Kits Wanted

I would like to buy the 1/72nd scale Revell Stearman PT-13D, Matchbox Boeing P-12E, and Heller Lockheed T-33 kits. These are to build, not collect. Will also accept started kits. Five dollars each for Stearman and P-12E; seven for T-33? Also looking for original *Stearman Guide Book* by Mitch Mayborn and Peter M. Bowers; will pay twenty dollars.

Keith Laird, 253-854-9148 eves.

Do-It-Yourself Photo- Etching

Someone told me of a site that has a do it yourself system that you use your computer and laser printer to photoresist the plate. Here is the site:

www.dynaart.com.

I was impressed enough to order a catalog.

Paul Bernardino via Andrew Birkbeck.

Academy Bronco

from page 5

Another user has been US Customs. The OV-10D night vision bird has been a "snooper" at night along the US/Mexican border.

Some have been used as pathfinders in fire suppression, usually in California, and several are still flying as either museum or warbird airplanes.

I think this is a neat little bird, with a lot of markings potential. A show stopper it ain't, but worth adding to the pile nevertheless. **Academy kit No. 1665.**

Book Reviews

by Terry Clements

Imperial Japanese Navy Aces, 1937-45, by Henry Sakaida, Osprey Aircraft of the Aces 22, Osprey Publishing Limited, 1998. Cover art by Iain Wyllie; 112 pages, with 120 b/w photos, 43 color aircraft profiles by Tom Tullis, 6 figure paintings by Mike Chappell, and 1/72nd scale line drawings by Mark Styling. Appendix of units and ace victory totals. \$15.95.

This is one of the latest in this popular series, and one of the best I've seen. Like all the Osprey titles, it's useful to modelers more as inspiration than documentation, but at this price it's hard to complain about it. Much of this book will be familiar to readers who have Sakaida's previous books and Ikuhiko Hata and Yasuho Izawa's *Japanese Naval Aces and Fighter Units in World War II*, but Sakaida does a fine job of organizing this information and adding some additional details along the way. The text is arranged in six generally chronological chapters that describe the main campaigns of the Pacific War, starting with China in the late 'thirties through the home defense operations of 1944-45. The biographies of the leading aces are arranged in the respective chapter in which they were most prominent. One of Sakaida's great strengths is his dedication to investigating and writing about the many human interest stories of the Pacific war, and this volume is no exception. One of the best - and most revealing - stories concerns PO1/c Minoru Honda, a 17-victory ace who crash-landed on a remote island during a mission from Rabaul in late 1942 and was presumed killed in action. His death was honored by a rare "posthumous" two-rank promotion, but ten days later he was rescued and returned to his unit, much to the consternation of his superiors. In a scene seemingly written by Joseph Heller, his commander didn't want to bother correcting the record and retracting the promotion, so instead sent Honda on suicidal long range solo missions over the Solomons for seven consecutive days to try to get him really killed instead! Sakaida notes that Honda

"harboured a passionate hatred for the officer class," and it's easy to understand why. Other fascinating vignettes are also related by Sakaida, in addition to a number of interesting pilot assessments of the relative merits of Japanese tactics and equipment. Sakaida is sometimes on less firm ground when he generalizes about the origins and progress of the war, but all in all this is a good read.

The photo selection is pretty good, although readers familiar with Japanese publications will recognize many of them. The color profile paintings are, as usual, a mixed bag from the modeler's point of view. The actual markings data they contain is, as far as I am able to check, quite accurate, although basic camouflage coloring is often not very convincing. For example, the early Zeros in this book are generally depicted in a light, neutral gray color when in fact we now know that the gray had a distinctly olive/caramel tone. The artist also rather overdoes the paint chipping and puffed panel effects, particularly on early war aircraft. Despite these quibbles, this is a valuable book for anyone with an interest in the Pacific air war.

P-40 Warhawk, by Frederick A. Johnsen, Warbird History series, MBI Publishing, 1998. 128 pages, with 93 b/w and 24 color photos (only 4 of which are WW II era shots), and several drawings and other illustrations. Appendices of serial numbers, performance data, and P-40 aces. Notes, glossary and index. Soft-bound, large format.

You may be wondering what more could possibly be said about the P-40. Well, a surprising amount, actually. Not only is it hard to find good, reliable technical data on all of the P-40 variants, there is much of the operational story of these planes that has not been covered in print, and many historical records that have not been utilized. While Johnsen's book is not really a comprehensive history of the P-40, it fills several gaps in the available published record. Utilizing statistical and operational studies from the Air Force Historical Research Agency at Maxwell Air Force Base, Johnsen does a fine job in outlining

P-40 operations throughout the world. One of the best chapters deals with the Tuskegee Airmen, including extensive use of AAF statistical studies that proved that America's first Black combat pilots performed as well as any others. Like me, you may wonder if that was the result wanted by those who commissioned these unusual, but now very useful, comparative studies. Johnsen also quotes extensively from several excellent reports on the combat experience of the AVG that, as far as I know, have never been used before. One chapter contains some excellent material on the problems encountered by the RAF in employing the Tomahawk, and its much-appreciated serviceability compared to more finicky British types. While little of this is exactly a revelation, it does supplement the information currently in print with useful operational details and first-person accounts, and in so doing reminds us again, if reminding was needed, that the venerable P-40 was indeed a most useful part of the Allied arsenal.

The book contains a number of good photos, although, like the text, the coverage is not encyclopedic. Some of them are quite good though, like that shot of snake-headed "Rhapsody in Rivets." There are even a couple of AVG photos I hadn't seen before! One nice shot taken in the Aleutians shows the plan view of Curtiss' standard P-40 export camouflage pattern - a view not often captured in photos. The reproduction quality of the photos is excellent too, and because of the large format of the book, most of them are nice and big. Our own Wayne Fiamingo also contributed some Curtiss drawings which may be of value to modelers of these machines. So even if you have other material on the P-40 series, you'll certainly find a few new and interesting things here. I can't think of a single "best" book on the P-40; the field seems to be filled instead with a number of books that each tell part of the story. This is certainly a worthwhile addition.

The \$10,000 Renault Dauphine

by Jacob Russell

Lately I've picked up free models at every IPMS meeting. Opposite the room entrance there is a table where members unload kits they're never going to build. I've noticed a predictable pattern to these castoffs: most of them are either vacuforms or last-generation toolings which have been superseded by more up-to-date kits from AccuTamigawa or one of the newer Eastern block manufacturers such as Toko, Czechmaster, MPM, or Pavla. I chose one of these older kits - the 1/72nd scale RTS Ilyushin Il-2m3 Sturmovik - for my latest project. I took it over to Jim Schubert's recently to vacuform a new canopy because the kit canopy is thick, cloudy, and scratched. When I told Jim of my plan to update the kit to make it as accurate as possible he brought up the tale of the \$10,000 Renault Dauphine.

Jim has a friend, who shall remain anonymous; - let's call him "Sid" - who was planning to spend a tremendous sum of money (say, \$10,000) to completely restore a Renault Dauphine. The Dauphine was a rear-engined, rear drive, four-door sedan brought into the US by Renault in the late '50s. It sold for about \$2,000 but was fragile and unreliable and became a financial disaster for Renault. Sid had a friend who was a passionate Ferrari nut and he convinced Sid that he was crazy to spend \$10,000 to restore a car that originally sold for \$2,000; he might well have the best restored Dauphine on the planet, but it'd still only be a Dauphine when he was done. So Sid bought a Ferrari that was a basket case - a burnt-out 250GT Spyder California, one of the most desirable Ferraris of all time. Those of you unfamiliar with this Ferrari model might remember it as the car that went sailing backwards through a plate glass window in *Ferris Bueller's Day Off*. Sid spent rather a lot of money restoring the Ferrari, well in excess of \$10,000, and when he finished the restoration he had one of the most

desirable cars in the world. Sid drove the car and enjoyed it for a number of years and later accepted an offer for it that enabled him to buy a house in the six-figure range.

Jim told me this story hoping I'd realize that all the time and effort that I'd planned to spend on the RTS kit might be a waste of time if my finished effort was not as accurate as something more modern that might fall together straight out of the box - such as the excellent series of Sturmoviks from Toko. This is probably true. But should I throw away a kit that cost me nothing and go out and spend \$15 on another kit when I've already got more kits than I can build, in the name of "accuracy"? If I'm building for a contest in which I hope to do well, absolutely - unless I'm vying for the "Sow's Ear Award" at the annual IPMS Yakima show each May. But if I'm building for the pleasure of modeling (remember that?) and to expand my repertoire of skills, these old tool kits are a good and inexpensive way to do so. Most of the older kits I've encountered do not fall together like the kits from AccuTamigawa; there's more work - and hence, skill - involved to achieve a satisfactory result. And personally I'd much rather try out new and untested techniques on a \$5 kit than a \$25 one. But there's no need for me to beat you over the head with my conviction that working on older kits makes me a better modeler. I've made a policy of buying and building cheaper kits until I feel confident enough of my skills to attempt a really nice kit. I've built an almost equal number of old and new kits but after I finally built one of the latest technology models (no I didn't buy it; Brian Mulron gave it to me) - the excellent 1/72nd scale Focke-Wulf Fw 190F-8 "Nachtjager" from Hasegawa - I had to rethink my attitude about these old kits. Specifically, I had to decide which kits were truly worth spending time on and which kits I should either give to my children or unload at the next IPMS meeting.

I came up with a simple method of determining this that any modeler can apply to his or her out-of-control stockpile.

I call this method the "\$10,000 Renault Dauphine Futility Scorecard." A sample of the scorecard accompanies this article, so you can copy it and get started on your own voyage of discovery. I've even left some blank lines on the scorecard so you can get started right now! The most important things to remember are the following: First, the scorecard is subjective - only you can decide how much your time is worth. If you want to spend your time updating the old Frog/Revell Focke-Wulf Ta 152 when excellent modern kits are available from DML and Aoshima, who am I to dissuade you when I had planned to do the same myself? Second, rate your kits on a scale of one to ten with one being worth the effort and ten representing a complete waste of time - only masochists (and devotees of old Airfix and Frog kits - ouch) need apply. Take a good look at the various catalogues and magazines specific to your area of interest to determine if there's a new kit of whatever you want to build and make an objective comparison of the old and new kits. Third, if you allow yourself to be swayed by sentiment you'll wind up with a lot of ugly kits in uglier boxes that will never get built. So by all means keep a handful of those old kits for the sake of nostalgia - or masochism. I once promised myself - and you, my audience - that I'd build every kit I had. Thanks to the scorecard I'm cured of such delusional thinking. The rest is up to you. As for me, I'll be leaving a discreet stack of kits on that table against the wall, opposite the meeting room entrance...



THE \$10,000 RENAULT DAUPHINE FUTILITY SCORECARD

KIT	MFG.	SCALE	PROBLEMS	NEW KIT BY	WORTH UPDATING?	FUTILITY QUOTIENT
FOCKE-WULF TA-152	REVELL/FROG	1/72ND	COKE BOTTLE THICK CANOPY, RAISED OR NON-EXISTANT PANEL LINES, POOR LANDING GEAR-	DRAGON, AOSHIMA	NOT REALLY	8
ILYUSHIN IL 2m3	RTS	1/72ND.	INACCURATE UPPER FWD. FUSELAGE, MISSING INTERNAL FUEL CELL, OVERALL POOR QUALITY-	TOKO, EDUARD	NO!	10
FIAT G-55	SMEP/ARTIPLAST	1/50TH.	ODD SCALE, EXCESSIVE RIVETS/RAISED PANEL LINES, LOUSY DECALS AND CANOPY-	RCC CLASSIC AIRFRAMES (1/48TH)	YOU DECIDE	6
REGGIANE Re 2005	MODELLAND	1/72ND	ENTIRE KIT-WHEELS, EXHAUSTS, LANDING GEAR, ETC.-IS VACUFORM. USELESS DECALS-	PEGASUS	NO, JUST BUILD IT!	6
FOCKE-WULF TA-152	FALCON	1/48TH	SAME COMMENTS AS ABOVE. NO LANDING GEAR OR DECALS, LOUSY INTERIOR DETAILING-	DRAGON	HMMM...	5
KAWANISHI N1K1 "REX"	EAGLES TALON	1/72ND	VACUFORM PROPELLER. ALL FLOAT STRUTS NEED REPLACING. NO BEACHING TROLLEY-	HASEGAWA	NO, JUST BUILD IT!	6

NOTE : THE FUTILITY QUOTIENT IS MEASURED ON A SCALE OF ONE TO TEN. 1 = WORTH THE EFFORT, 10 = COMPLETE WASTE OF TIME

Miscellaneous Update

by Keith Laird

1. Marlene, who served our members at B&B Hobby in Kent, is back as

MB Hobby
20648 84th Ave South (also known as East Valley Hwy)
Kent, WA 98032
Phone is 253-437-2148

The shop is still very limited plastic, but has a lot of R/C, some railroad, and a lot of craft items adaptable to dioramas. MB Hobby is open seven days a week from 10am to about 6pm. Bruce finally retired.....

2. The Museum of Flight has contracted to have a full size Boeing P-26 built. The same

company that did the one for the Air Force Museum will do this one.

Their own restoration facility is in the planning stage to build a full size Boeing Model 40 mail plane.

A gentleman named Ken Blaise who had variety of buisnesses in Des Moines for many years has passed on. He collected items from the '30s, among his trucks and cars, were six airplanes. They are a Boeing 204 flying boat (NC-874E) used by Vern Gorst, who is credited as the grandfather of United Airlines; a 1911 Curtiss Pusher that is thought to be the oldest and most authentic unrestored airplane in the United States; a Stinson model A tri-motor, (this is the low wing version); two World War One fighters -I have heard SPADs or Nieuport 28s; and one other airplane (identity not known at this time). The Museum of Flight is negotiating for the Boeing 204.

An Open Letter to IPMS Seattle

Hello from Texas! I wanted to take this opportunity to express to all my friends and acquaintances in the Seattle Chapter my gratitude and appreciation for your thoughtfulness, and the sympathy card on the loss of my mother. Although it has been 23 years since leaving the Evergreen State, I was extremely touched by your remembering me during this time of sorrow. I think that this is truly what IPMS is all about: It is more than just models; it is the friendships that last a lifetime. Thanks to my friends.

Mike Quan
Garland, TX

So You Want To Enter Your Model In A Contest?

by Chuck Wise, IPMS Syracuse

I remember the first major contest that I entered. It was a Noreastcon in Rochester in the early '80's. I had been building as an adult for about three years or so and was pretty full of myself (big contrast now, eh guys?) and after looking over the competition I was feeling pretty sure that I'd be lugging home an armful of trophies that night. I really didn't think I had a shot at Best of Show, but Best Armor was sure to go up on my wall the next day. As they announced the winners in each category I waited with great expectation for the announcement of my name as the guy that built that magnificent piece of work that everyone had been checking out all day. What? Nothing? Well maybe the next category...that must have been the team of judges with the guy with the seeing-eye dog.

As the third and then the fourth categories were called, my expectations slid a bit and Second or Third were starting to sound pretty good. Well the last category, dioramas, would certainly clinch it. Every one of my friends had oohed and aahed over my entry since I had first dragged it out for public view...I had put so much work into it that it must be great. When the awards were called out I was really mad. Obviously the judging was biased, these guys wouldn't know a good model if it bit them on the posterior! It took quite a while, but it finally dawned on me that the judges had called things as they saw them and I was not half as much of a hot shot modeler as I thought I was.

During my recovery period, I stopped entering contests for about a year... I had a serious case of sour grapes. I kept building, however, and started thinking about what needed to be done to my work to make it loved. My painting was good, my seams were filled, my detailing made sense, my decals were snuggled down and looking fine... what was it that just didn't cut it? At about this time someone invited me to help with judging at a contest. I

decided to keep my mouth shut for once and keep my ears open. The two fellows I was teamed with were very experienced and very good judges. Since they knew that I was new to the judging process, they explained what to look for and more importantly, why. I learned over the many judging sessions that followed that by looking with a critical eye at other modelers work, I would find the key to what was lacking in my own projects. "So tell us what you've learned, Dorothy?"

The most important secret to success at a contest is attitude. You need to build a subject that you want to build and enjoy building it. You need to go into a contest intending to have a good time despite the outcome and to realize that the results depend on any number of factors including what shows up on the table on that particular day. If you've built the best model you can reasonably build and you enjoyed building it the rest is just window dressing. Still there are some things you can do to improve your chances on the contest table.

Craftsmanship is the key to having your model end up in the winner's circle. Craftsmanship enters into all aspects of building, finishing and presentation. Learn to look at your work with a highly critical eye, if you see a mistake don't give up, fix the problem. Double check your seams after you've primed them, make sure your parts alignment is on the mark, look out for painting defects and correct them. Decals require special attention, take the time to learn how to make them look like they're painted on. Take care of all of the mold parting lines, sunken areas, and ejector pin marks on the parts. This goes for all the parts including the little fiddly ones. Polish your clear parts and be sure all of your wheels or tracks touch the table or base. Pay as much attention to the bottom of the model as you do to the top. Model, detail, and finish everything that can be seen to the same level of detail. Craftsmanship is being picky about your work, it's a matter of knowing what the finished model should look like and not cutting corners to get there. I'm a firm believer that throwing a lot of money at a project does not produce a great model, but that hard work

and careful building does. The more accessories, resin parts, and photo-etch you throw at a model, the more opportunities you introduce to screw up. You will get no points for using all that extra stuff if you don't integrate it into the piece in such a way that it is aligned, cleaned up, and finished as well as the rest of the model.

The other side of the coin is that if you never take chances and always build the safe state-of-the-art kit, you may never find yourself at the top of the heap. No guts, no glory.

What about level of expectation? Unless you're some closet modeling genius, don't expect to take home Judge's Best of Show at the IPMS National Convention on the first time out. Be realistic in your expectations. Best of Show at almost any contest will be an extraordinarily well built entry that is as nearly perfectly built as is possible. It normally has had an extraordinary amount of work done to it above and beyond what is in a kit (in many cases it has been scratch built or nearly so). This entry will quite likely be presented in a highly interesting manner and in many cases will have very definite appeal to viewers of all levels of sophistication.

I'm not saying that the top prize is nothing to shoot for, I'm simply advising you to be realistic in your expectations and realize that every piece you build doesn't have to be a magnum opus or even be built to enter in a contest. Part of being realistic about things is to know that at all but the largest contests there are categories where the competition is hot and those where it is not.

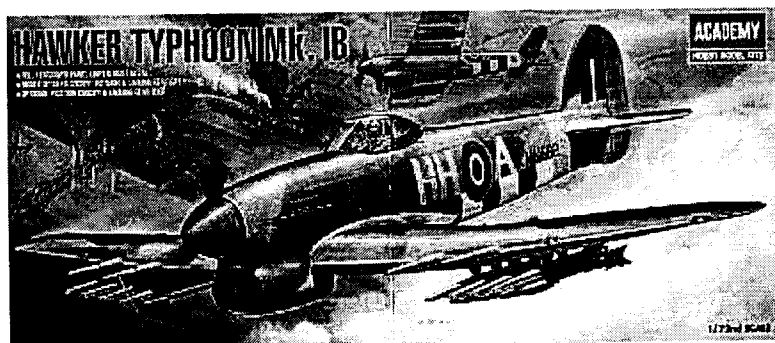
I'm no fan of iron hunters (i.e. jokers who go into a contest room before entering anything, see which categories have the weakest competition, and then rummage through their trunk for whatever piece they've been dragging along, sometimes for years, just for the purpose of scoring some cheap iron for their hobby room wall... how pathetic).

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Tank Buster From Academy - The 1/72nd Hawker Typhoon

by Bill Osborn

Let's talk about the new model of the Hawker Typhoon. No, not that 1/48th one, the Academy 1/72nd bubble-top one.



The molding is crisp, with recessed panel lines. Parts fit is great. The instructions are the common type of exploded view, with color codes and part numbers. There are decals for two different aircraft, one an early three-blade prop with invasion stripes (provided on the decal sheet), and the other with the later four-blade prop and no stripes. Both are in the Ocean Grey/Dark Green/Medium Sea Grey scheme.

The model goes together very well, with very little filler. The interior has a seat, stick, molded-in side panels, rudder pedals, and a very nice instrument panel. The only place where filler was needed was at the wing leading edge and body joint. The wing was somewhat thicker than the wing fillet. There is very little flash, and parts register is right on. The props are thin, and look like real ones. There are also eight rockets and rails that are rather nice.

There are a couple of drawbacks, however. The fish plates on the top and bottom of the aft body tend to go away when the body seam is cleaned up. The other thing is that all the access panels, filler caps, and other lumps and bumps would be a couple of inches high if on the real plane.

Where, oh where, are the wild schemes that the British had in WWII? The reds, yellows, bright blues. The special unit and wild personal markings, to say nothing of kill markings. OK, so I got carried away (or should be). But thanks to the February 1999 issue of *Scale Aircraft Modelling*, I did find a Typhoon with a white and red spinner, and a double body stripe.

Some of the painting instructions may be questioned. The kit instructions call out

the wheel wells and gear doors as Medium Sea Grey.

However, Jones and Ward's *Camouflage and Markings* has all Typhoon and

Tempest wells and doors as natural or painted aluminum. Since *C&M* is a British publication, I'll go with them. The cockpit color is given as gray green in the kit instructions for the late IB Typhoons. *C&M* says that all late cockpits were black. I painted mine before reading *C&M*. It never fails.

Entering a Contest

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However, there is nothing wrong with building some entries in categories that are not as likely to have thirty entries in them to get your feet wet. If you only build in a hot category (for example 1/48th single-engine prop aircraft or 1/35th WW II Axis tanks), you'd better be prepared to labor in the vineyards for a very long time before you gather in the harvest. You'll also miss out on a lot of the fun of building a variety of subjects.

When you've crossed all the T's and dotted all the I's, and there are two or three models equally deserving of first place, how do the judges make a decision? There are a number of hair-splitting criteria, but they most often come down to presentation (and its cousin, overall appeal) and

degree of effort.

Presentation often implies putting the entry on an attractive base. "Aha!" you say... "the rules say that an entry may be placed on a simple base but the base will only be considered in judging in the diorama class". Well, that is technically true, but putting the entry on a well constructed and attractive base does a number of things for your entry.

First: it gives you and the judges a convenient way of moving your entry around without having to handle the model very much.

Second: the base lets you control the observer's point of view to a very great extent, particularly if you put on a name-plate that acts to identify the front of your display.

Third: A base also stakes out a certain amount of the table as yours and focuses the viewer's attention on your work.

Fourth: The base also tells the observer that you think enough of your work to go to a bit of extra trouble and expense to make your entry look right. Does it influence the judges if all other things are equal? That's your call.

It never hurts to do something in your building that draws attention to your entry and sets your work apart from the crowd. Presentation can be as simple as opening a panel to display some interesting internal gadgetry, placing some appropriate and well done stowage on the engine deck of a tank or maybe having a couple of well done figures hanging out of the hatches. You could model a subject that is particularly well weathered or produce one with an interesting color scheme or one that is of special historical significance.

It is not true that dark, drably colored subjects cannot win, but it is undeniable that they have to fight an uphill battle all the way. My point is that you should build whatever you want to, but realize that even the very best judges have personal likes and dislikes that can color the really close decisions.

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Revell Germany 1/24th Ferrari 412T1 F1 Car

by Kevin Brown, IPMS
Vancouver

Ferrari, absent from the top step of the victory podium since Alain Prost's victory at Jerez in 1990, ended a 58 race drought when Gerhard Berger piloted his 412T1 to victory in the 1994 German Grand Prix. Revell Germany brought out a kit of this F1 car in 1/24th scale the following year. The Benetton B194 and Ferrari 412T2 followed as well.

The 412T, in its rollout form was one of the sexiest Ferrari F1 cars in recent years. Unfortunately, in its initial form it wasn't a particularly good F1 car. By the time of the German Grand Prix, the sculpted sidepods were gone in favor of a more conventional design. In a knee jerk reaction to the death of Ayrton Senna, the FIA attempted to reduce engine power by having teams alter their air box intakes, resulting in an opening on the spine of the bodywork. The kit as issued by Revell features these modifications, and depicts the car in sans tobacco markings, as they appeared in Germany.

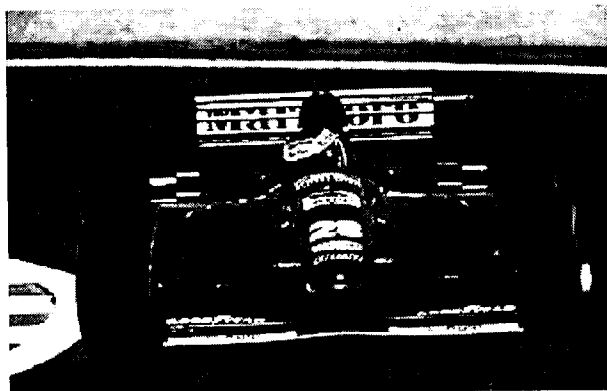
The kit, approximately 70 parts, is molded in black and red plastic. Mould lines and light flash run throughout the kit. Following the practice of other manufacturers of open wheel racecar kits, the front wheels are poseable and the bodywork is removable to show off the engine.

The engine is simplified. The one-piece head assembly lacks Ferrari scripting. The transmission is relatively plain in appearance, but it is shrouded by the rear suspension. The six per side exhaust pipes are molded as one-piece units. It will take some work to get this to look good, as the molding is not quite as crisp as it could be.

The rear suspension appears to be of scale thickness. Upper and lower A-arms and half-shafts are separate pieces. The shocks are one piece affairs, with shock springs included. The discs and calipers are fairly plain one-piece moldings.

The front suspension features poseable steering. The monocoque is split horizontally, and the upper suspension must be trapped between the pieces. Unfortunately, the fit of the upper and lower body parts will require some adjustment, especially if you want the seamless appearance of the real car. I'll work up an alternate assembly sequence or modification for the front monocoque when the time comes. The front hub, disc, caliper, and air vents are a simplified one-piece assembly. Unfortunately, the fit of the front suspension cover, removable to show off the shocks and actuators, is poor. It doesn't match the contours of the opening.

The cockpit is simplified, lacking many of the smaller bits and pieces found in an F1 car. A one-piece seat with molded belts is included. The steering wheel lacks the



gearshift paddles that Ferrari pioneered. A decal is included for the instruments, are you listening Revell-Monogram and AMT! The headrest is molded into the air intake/upper monocoque. As I noted before, parts 46(upper monocoque) and 49 (lower) require cleanup. The nose of the car, part 52, doesn't fit at all well. It fits off centre and it's larger at the end where it meets the monocoque. The front end will need some work to make a presentable model. Internal details, what internal details? This car must have run hot, as it has no radiators. This is an unacceptable omission. Tamiya and Hasegawa have set the standard for what is expected by F1 modelers; while plumb-ing may not be included, housings and radiators are required.

A nice looking set of wings is included. The front wing is simplified but looks good. Unfortunately, the top of part 28 doesn't fit flush to the underside of the nose. It will take some work to make the wing mount look right. The rear wing includes some alternate parts. Parts 37 and 40 should be used to build the Germany winner. Careful alignment of the rear wing will be required to ensure that it is square, otherwise the car will appear lopsided.

The kit includes one piece BBS rims. The tires are rubber and, unlike current practice, aren't solid. The tires also have an odd feel and are very shiny; they will require some toning down for an accurate appearance. Good year stencils are included on the decal sheet, personally I would replace these with dry transfers.

The decal sheet looks quite nice, featuring good register and crisp printing. The colors look good and the decals are opaque. Unfortunately, no Marlboro logos are included. No current manufacturer of F1 kits will put decals of tobacco sponsors on a decal sheet so, to build the car in Marlboro livery will require aftermarket decals or some careful work from scratch.

Overall, this can make a nice model of a significant F1 car but it's certainly not molded as well as a Tamiya or Hasegawa offering. An average modeler could do a nice job, but I wouldn't recommend this as your first kit of an open-wheel racing car. The fit problems are too annoying considering the structure of the front chassis assembly.

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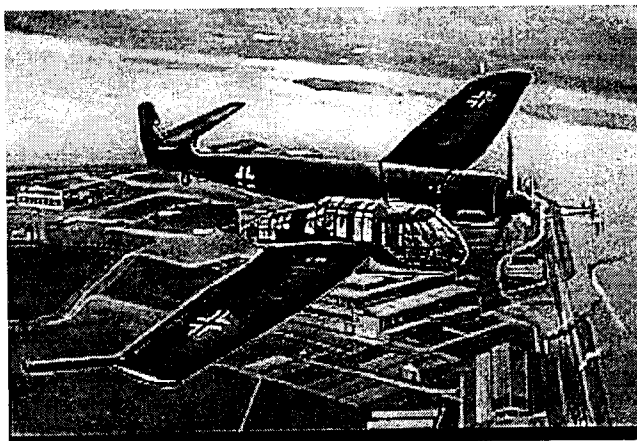
Historic Plastic Models 1/48th Scale Blohm und Voss Bv 141

by Terry D. Moore

I first discovered this airplane just after I joined the IPMS/Seattle chapter (in 1968!), believing up until that time that the only Luftwaffe aircraft were Messerschmitts, Heinkels, and Focke Wulfs. Imagine my surprise when I was shown a book by someone called William Green, an author with a large number of small books on German aircraft. Lo and behold, an odd little airplane appeared in one of Green's books and I was hooked. A friend said it looked like it was designed to "strafe irate cows", whatever that meant, but it still intrigued me. A few years later, Airfix released its 1/72nd scale kit and I had to have one. A few decades later, when I switched to the more eye-friendly 1/48th scale, I wanted to build this airplane again. A few years ago I obtained a Karo As kit, (a German vacuform and resin model), of the Bv 141 and recently decided to start it after having so much fun with my Dynavector Skyshark vacuform. I got to the point where I had all the plastic parts separated from the sheet, sanded, and ready for assembly when I read about Historic Plastic Models' forthcoming release of the aircraft in an injection molded kit (Jeff Smith's fifth law of vacuform models applies here). I put the Karo As model away, as the way it was going to go together could have severely dampened my enthusiasm for vacuforms. I headed out to the local hobby emporium and placed an order. A few weeks later I handed over my wallet and took the model home.

Apparently, Historic Plastic Models is successor to the HiPM company so I was somewhat concerned about the quality of the Bv 141 after hearing some bad things about their Vindicator and other kits. After starting the model, my fears were groundless, as the model goes together without too many problems. The model is molded in a soft, light gray plastic with a clear

cockpit section, photoetched detail bits and a large decal sheet that covers the production run of this airplane. The instruction sheet is well done and easy to follow, although a few items could use a little more information as to where they are supposed to fit. There are some sink marks on some of the thicker parts and will require putty. Some of the fiddly bits need quite a bit of clean up but are useable. I had problems fitting the cockpit assembly into the clear fuselage portion, but with some filing/scraping I got the interior to fit fairly well. The clear fuselage section is not the clearest, but with a little Blue Magic the interior will be somewhat easier to see. On my sample, the wing section that holds the cockpit was slightly warped but a few



minutes under the hot water tap corrected the problem. I chose to run a continuous brass spar all the way through the wing/cockpit section - fuselage/engine section for strength as the wing - fuselage(s) joins are not that strong, basically a butt joint, and to keep the whole thing aligned. The trailing edge of the wing is very fine but the stabilizer is somewhat thick. The rudder is also quite thin but I had to replace the trim tab with a piece of styrene as it was not molded completely on my sample.

The model required more putty than the last three Tamiya kits I built, but only minor amounts on the fuselage/engine section and engine cowling, plus a small amount on the underside of one wing assembly. A couple of windows on the top

of the fuselage section are split by the molding and should be replaced (or just painted over the seam to represent a window frame!). As I write this, I am not to the point of applying the kit decals so I can't comment on how well (or not) they work, although they look good on the paper. Colors and markings are very simple, 70/71 splinter scheme, with factory type codes for all five production aircraft. I will be forced by circumstance to use the kit markings as the British never captured one!

Entering a Contest

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The final and more important consideration, in my opinion, is the degree of difficulty in producing a superlative model. While it sounds like Olympic Figure Skating the concept is very simple. If there are two equally well-done entries competing with each other, the nod generally goes to the one that involved the most work to produce. The judges are normally very active builders who are

aware of which kits build up readily and which kits are sow's ears.

The Best of Show entry is, more often than not, a superb piece of work that is either scratch built or has been so heavily reworked and detailed that it scarcely resembles the model that served as its starting point. These exceptional models are the ones with which the builder crosses the thin line that separates the artisan from the artist. This is craftsmanship raised to the nth degree.

I hope that the thoughts and opinions I've expressed will give anyone who is interested a leg up in the competitive process. Build what you like in the way that you want to and enter the contest room with confidence, smiling, and with your eyes wide open.

Eduard 1/48th Scale Yakovlev Yak-3 "Profipack"/ Eduard 1/48th Scale Yakovlev Yak- 1 Detail Set/ AeroMaster 1/48th Scale Decal Sheet *Yak-1b Fighters*

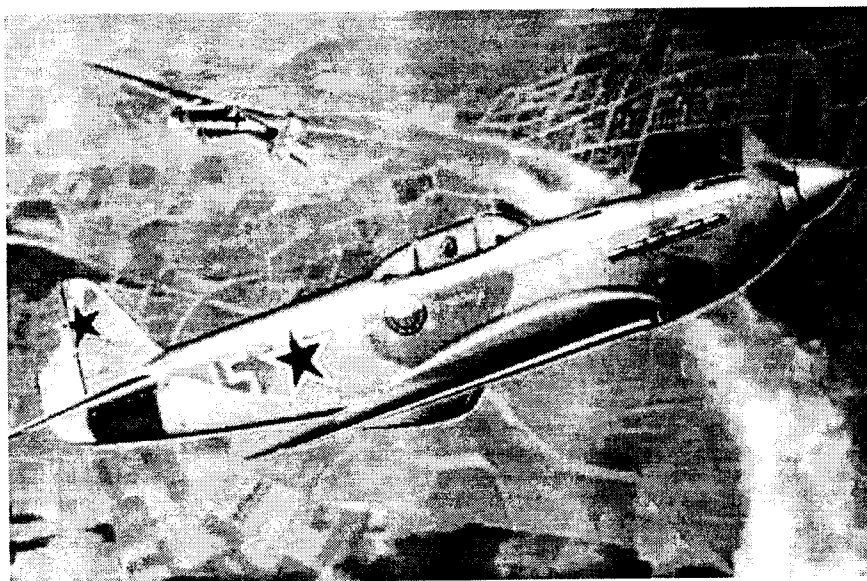
by Terry Clements

Eduard 1/48th Scale Kit #8028 Yakovlev Yak-3 "Profipack". Contents: about 50 injection molded parts on three trees, including open and closed canopy options. Accessory items include both "weighted" resin tires/wheels and styrene tires/wheels, about 33 photoetch detail parts, a clear film for the instrument faces, and pre-cut masks for painting the canopy frames. Also features an eight-page instruction leaflet, four pages of painting/markings drawings, and five color photos of details of a restored plane. Decals for four planes are included.

The sleek little Yak-3 must have come as quite a shock to the Luftwaffe when it first entered service in the Summer of 1944. At low to medium altitudes - where the action was in the Eastern Front - it was probably the greatest fighter of the war, and Luftwaffe aircraft recognition training quickly became a matter of teaching pilots how to distinguish this newest Yak from the others. As Lieutenant General Walter Schwabedissen wrote in his book *The Russian Air Force in the Eyes of German Commanders*: "This aeroplane was faster, more manoeuvrable and had better climbing capabilities than the Bf 109G and Fw 190, to which it was inferior only in armament." The 91st Fighter Regiment was the first unit to take the Yak-3 into combat, and despite having

a large percentage of inexperienced pilots its first 431 sorties resulted in the destruction of 20 German fighters and three Ju 87s for the loss of only two Yak-3s. Although the Soviets had problems maintaining quality standards in some of the factories building these planes, with resulting performance variances, the Germans never found a satisfactory solution to the Yak-3. About 4,100 of them were built before the war ended.

Eduard's kit is the first 1/48th scale injection molded representation of this great plane, and it does full justice to the original. Chances are you've heard (and read) about the kit already, so let me just say that it's all true! This has to be Eduard's best kit so far by a wide margin. Outline accuracy is very good and surface detail is excellent. Canopy moldings are beautiful, and the nifty two-piece wing



assembly guarantees accurate dihedral. My dry-fitting routine confirmed that parts fit is terrific too - you can actually press-fit the wing assembly into the fuselage with no gaps whatever. I couldn't find ANY areas where more than routine joint cleanup will be required, although no locating pins are provided.

As the above parts list makes obvious, this "Profipack" edition is about as complete a kit as you could hope for, and all the extras are well worth the higher price. The little photoetch fret and the resin wheels are also

nicely done. The painting and finishing instructions are more than adequate, and include excellent drawings. Color information takes the form of a table of suggested Tamiya, Humbrol, Revell, Testors, and Aeromaster paints. The color photo spread of a restored Yak-3 is a great idea, and the canopy painting mask is an idea worthy of some kind of gold medal too. The decals, for four well-chosen and colorful planes, are absolutely gorgeous as well. I can't help but notice that they are NOT a Propagteam product, so maybe they will be easier to work with, although I recommend approaching them with care and lots of wetting solution just in case.

Unfortunately, the kit isn't perfect! The splitter plates in the wing root air intakes are not included, and no mention is made of the radio antenna. (It is shown in the markings drawings, although the line that goes into the rear fuselage is not shown.) You'll probably want to scratch-build landing gear indicator pegs (their locations are already there) and gun barrels too. These are minor things, but there is one significant problem: the main landing gear. For one thing, the two-piece outboard gear doors have been molded as single pieces and need to be cut apart. That's a pretty easy, but essential improvement

if you are going to fix the real problem, the landing gear legs, which are modeled in their uncompressed state, and a bit too long even at that. And from the looks of the box top and magazine review photos, attaching the gear legs at the proper forward rake is a challenge too. The Yak-3 factory drawing on page 16, which is reproduced as close to 1/48th scale as my calculator and the copier could manage, should be useful in dealing with these problems. The only really accurate fix for the gear legs is to remove the oleo strut section and replace it with tubing cut to

the proper length, an operation which requires not only the correct size of tubing, but the right tools to do the cutting and drilling. I suppose the gear legs could simply be shortened by cutting a bit off the top, but of course that wouldn't look right and you would have another problem when you tried to attach the gear doors to the struts, and the struts to the wing. A nice model can be built without going to all this trouble, but, if nothing else, fixing it will give those of us with the dreaded "advanced modeler syndrome" something to do - and talk about - since everything else is so well covered by Eduard.

Despite the landing gear problems this is one of the best aircraft kits I've seen in the last year. Enthusiastically recommended for anyone wanting a Yak-3 in this scale. By the way, if you'd like to see a couple of World War II COLOR photos of some Normandie-Niemen Yak-3s still in their red stars, dial up www.msap.com/yaks.html on your Internet browser. When you do you'll notice, among other things, that the props on Yak-3s were painted with the camouflage gray-green, not black.

Eduard 48-268: Yakovlev Yak-1 1/48th scale detail set for Accurate Miniatures kits. Photoetched brass sheet with numerous parts for dropped flaps, cockpit interior, radiator, landing gear, and fuselage. Includes clear film for instrument panels. About \$12.00.

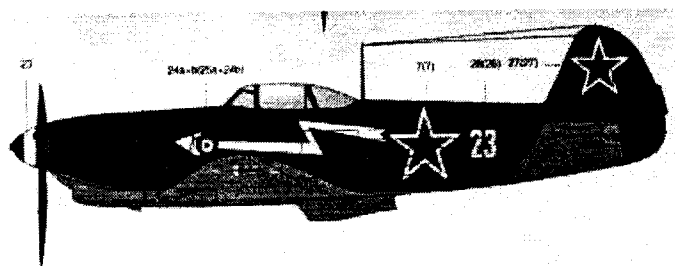
At last, some detail bits for those Yak-1s. As near as I can tell, this fret contains every fiddly bit you could ever want for a Yak-1 or Yak-1b, not to mention plenty of items that can be used to detail any other Yak cockpit in this scale. In fact, many of the interior parts could be used in any major mid to late-war Soviet fighter type since designers were ordered to develop a standard cockpit layout (and equipment) in order to enhance pilot efficiency and type transition, an objective they very nearly achieved by war's end. This detail set is particularly useful for those who put off building an ICM Yak-9 due to its rather disappointing cockpit detail. Eduard includes instrument panels, trim wheels and chains, side consoles, various levers, electrical and radio panels, pilot harness, rudder pedal straps, landing gear links, and

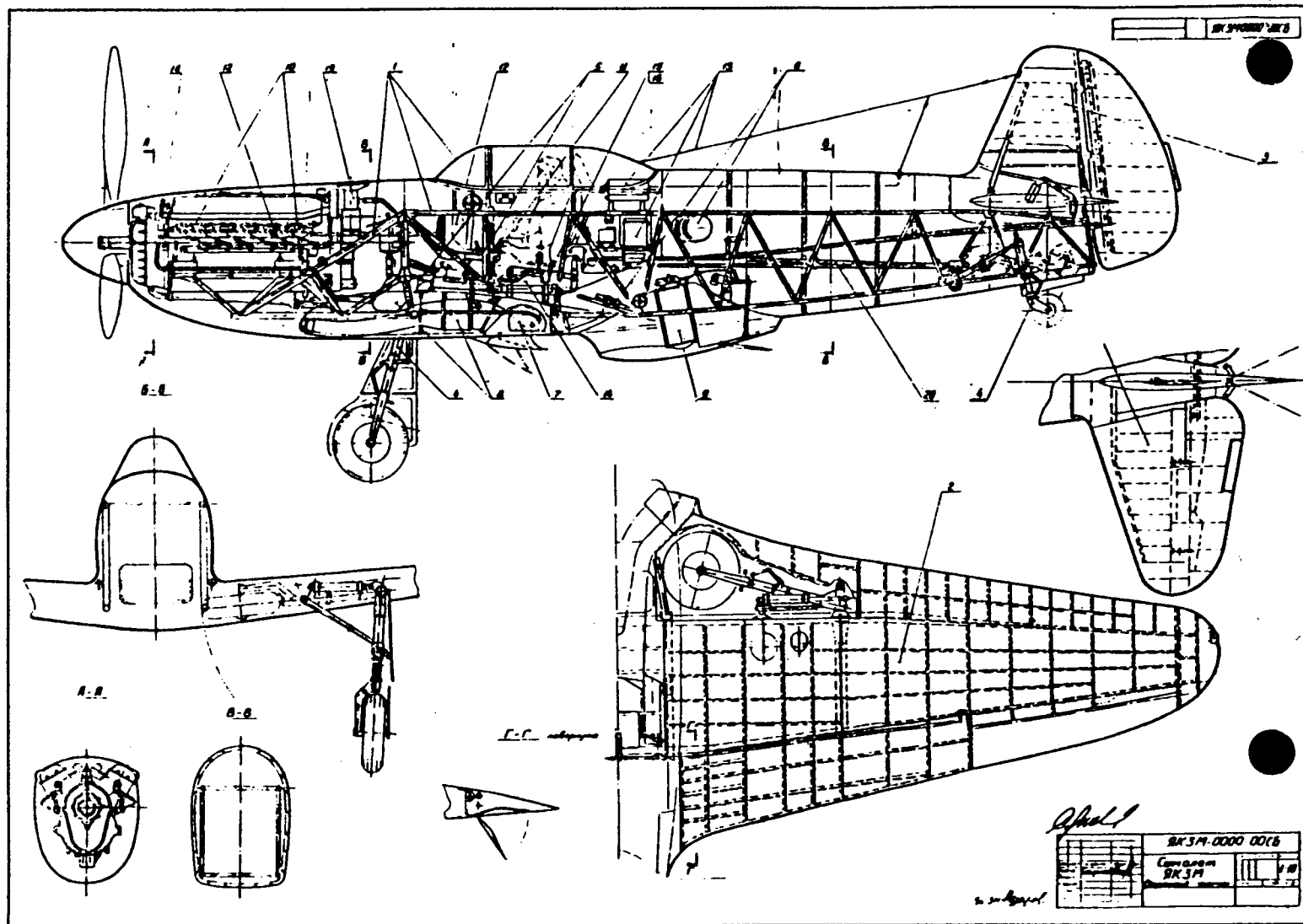
billions of flap parts, among other items, and all in its usual workable, soft metal. A printed film is provided for the instrument faces. About all that's missing are rocket fins. The Accurate Miniatures kits hardly need this set, but its versatility makes it an essential item for modelers of Great Patriotic War Soviet fighters in this scale.

AeroMaster decal sheet 48-423: "Yak-1b Fighters." These sheets (one large and one small) are intended for the Accurate Miniatures Yak-1b kit, and include markings for six separate aircraft: (1) "white 41," a presentation aircraft of the 267th Fighter Regiment with large white fuselage inscription and red/white tail stripes and white flash; (2) a presentation aircraft with large white fuselage inscription and red tail stripes flown by Major Yeriomin, commander of the 31st Guards Fighter Regiment; (3) "white 58," with yellow/white victory/presentation inscription, spinner star, and white stripe and tail flash, as flown by 37+6 victory ace Sergei Lugansky, commander of the 152nd Guards Fighter Regiment; (4) "white 16," another presentation aircraft, with white inscription and white tail stripes, flown by 35+4 victory ace Major Reshetov, commander of the 1st Guards Fighter Regiment; (5) "white 23," flown by Lilya Litvyak in the Summer of 1943; and (6) "white 23," an aircraft of the Normandie-Niemen Squadron with white lightning bolt insignia. Subjects (1) and (3) are in gray camouflage, and the others in olive green or olive green and black, all with blue bottoms. Plane (3) is also the subject of the decals that come with the kit.

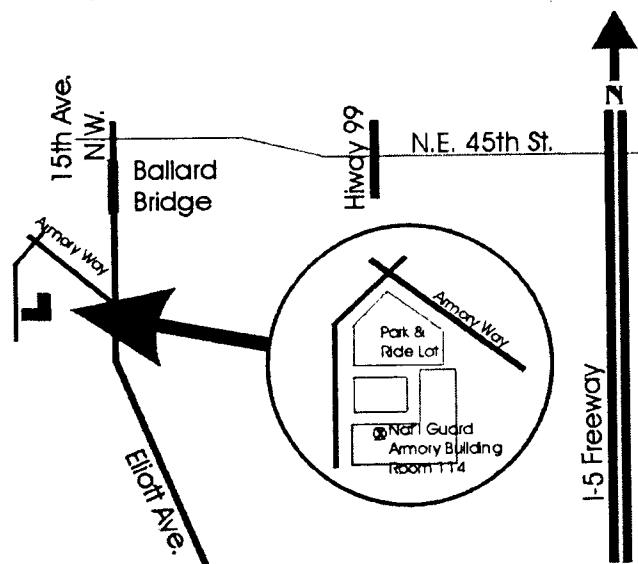
This offering is fully up to the standards we have come to expect from AeroMaster. They're very well printed, thin, and should go on just fine. Colors look good and the instructions and color guidance are generally quite useful. Most of these

markings are apparently based on color paintings in the Russian language *First Yak* book, but while they faithfully reproduce that artwork, one can quibble with the accuracy of some of the paintings themselves. My reservations are these: a photo indicates that the inscription on subject 2 was red (or possibly yellow), not white, and the bottom camouflage blue color probably did not sweep up to the stabilizer the way AeroMaster illustrates it; "white 16" (subject 4) was more likely solid blue-gray on top, not olive green; Litvyak's "white 23" (subject 5) should not have the camouflage blue of the rear fuselage swept up to the stabilizer; and the large inscription on Lugansky's "white 58" (subject 3) was probably all one color, without any outlining, not yellow/white as shown by AeroMaster (and virtually all artist renderings). However, AeroMaster provides enough alternative bits for this that you can do these markings in almost any fashion YOU think appropriate. (My guess is that the entire marking was white or dull silver, with no outlining.) There are probably more accurate depictions of the respective camouflage patterns than those given by AeroMaster, but these are serviceable. But these are just quibbles - I only wish that some of the many other colorful Yak-1bs had been included in the set! Perhaps we'll get a "volume 2" some day, and some decals for the Yak-1 as well. By the way, SuperScale has also released two sheets for the Yak-1 and Yak-1b (which they call the Yak-1M, a bad omen...), and unfortunately they are not up to the best research or production standards of that firm. The sheets are skimpy and contain incomplete and/or inaccurate material, and the instructions are poor. Nit-picks aside, there are no such problems with this AeroMaster sheet, so if you're looking for alternative markings for your Yak-1b, this set can be enthusiastically recommended.





Yak-3: About 1/48th Scale

Meeting Reminder:**Saturday, May 8, 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.