

Seattle Chapter News



Seattle Chapter IPMS-USA
March 2001

PREZNOTES



SPRING SHOW VENUE CHANGED - SEE INSERT

“If you intend to live forever...so far, so good.” Well, forever would certainly solve the problem of completing everything in the ol’ garage o’ kits. I certainly wouldn’t have to think about increasing my rate of production in the near term! Surprisingly, my rate of production has actually gone down in the last week or two. I have no projects currently on the bench that I am trying to get done for the show this weekend. I finished a model about two weeks ago and said to myself that this is the last one I’ll finish for the contest. There are still a few there that I probably could have finished but this is supposed to be a relaxing hobby and I’ll be very happy with the small handful that I’m bringing. No stressing out over that last minute model that just **has** to be at the contest. I’ll save it for the next one! Last week I even boxed the models I’m bringing to the contest. Nope, no stress here.

Our Annual Spring Show is Saturday and I encourage everyone in the club to bring models. If not for the contest, then for display. Show off your handiwork in a non-competitive situation. Let everyone else see what you have been working on over the last twelve months and since there are considerably fewer contests this year, this may be your best opportunity for everyone see your models. If you have a sci-fi bent then mark the second weekend in October for a sci-fi model contest hosted by Galaxy Hobbies in Lynnwood. It’s planned as a two-day event with a model contest, how-to seminars, special guests and much more.

Other than that I don’t have too much to write about this month other than to mention the fact that there is a new *Planet of the Apes* movie in the works being directed by Tim Burton. It could be interesting to see if there are any merchandising tie-ins that would appeal to modelers. And the only reason I mentioned the movie is that our esteemed editor has a *Planet of the Apes* graphic that he said he would use on the Preznotes banner if I mentioned it...

Remember, if at first you don’t succeed, then skydiving is probably not for you.

See you at the show,

Terry

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$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 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. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! 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 2001 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 (though all currently listed are second Saturdays). We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

March 10, 2001 (Spring Show)
May 12, 2001

April 14, 2001
June 9, 2001

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#)

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Check out our web page: www.ipmsusa.org

It Works For Me

by Bob LaBouy

After receiving some positive feedback from our erstwhile Editor Robert and remembering how difficult is to get the rest of you to put together small notes or articles for “our *Seattle Chapter Newsletter*,” I decided I would see if I could share a few more of the various things that actually work for me at my modeling desk. Like many of you, I freely copy and “borrow” whatever useful procedures, tools or methods I can in order to build my models. Are these the only way to do these things? No way! Modeling is sort of like digging coal. It doesn’t make any difference how you do it, so long as you get two tons of coal out of the ground each day. Admitting that allows me to see that I actually do some things a bit different from my fellow modelers and while my models don’t compare with the efforts of John, Ted, Jim, or John, I am happy and am constantly on the look-out for any other useful techniques I can plagiarize or “borrow.” These notes are expected to be most irregular and may or may not be followed by more suggestions. I would certainly like to hear from you with your suggestions..... With these caveats, here are a couple of my favorites.

How Do You Fill Your Seams?

As most of us quickly come to realize, one of the hallmarks of “quality” model construction is for the modeler to fill the seams and present your finished model in a state approximating the original subject. This includes not only the ever present seam lines along the top and bottom of the aircraft (or whatever modeling subject you’re building), but also along wing edges and one of the most dreaded areas (in my judgment) the wing roots. This particular gap, between the inner wing edge and the fuselage has been my personal “worst nightmare” for years.

Historically, I use automobile filler/body putty, 3M’s Acryl-Blue Glazing Putty, Part No 051144-05964. This seems to have a long life in its native tube: I purchase it in a 21 oz. tube and have only purchased two such tubes in over 35 years! It’s soft, fills quickly, and is easy to push into the seam gaps. Its light blue color seems to make the filled areas stand out while working with it, it sands nicely, leaves a nice hard surface, is non porous, takes primer and paint well, and when sanded, feathers to very smooth, fine edges. Now, allow me to return to the “sands nicely” statement. Yes, it does sand well, using the wet and dry method. However, sanding this putty is where the “rub” comes into play. The necessary sanding almost totally obliterates the surrounding surface detail, including rib lines, panel marks, rivets, and any other details the model maker has spent no small effort putting there in the first part. I have always hated this process and have usually obliterated surface details, which should be there on the completed model.

How then can you build and finish the model without ruining the surface detail? I have tried lots of “techniques” and found that even with the most judicious use of masking tape limiting where the body putty actually touches the model surface (and attempting to avoid sanding marks when sanding down the body putty) only provides a “minimally acceptable level of success.” Is there another solution to this problem?

The most useful solution I have found one (not to say there aren’t others—which I’d love to hear about) that comes to mind is the use of Milliput, which I have using for a couple of years now and like very much. I was surprised recently when several other experienced modelers indicated they’d never even tried it. You see this stuff written about in almost every English article and it appears to be every bit as important to our Euro cousins as are their fish and chips.

There are several grades of Milliput available, though I prefer the “Superfine White” mixture. This putty comes in a small box, containing two separate “tubes” of the actual putty. These 4 oz. packages might not seem like they will last, but my experience is that it will last for years. In fact, these materials get harder as they age and I’ve never finished a package before I decided to buy a “fresh” package. Milliput is prepared by taking equal amounts of the two parts and kneading them together until the color is uniform. It is easy to knead.

I usually take tiny amounts, roll it out into a string-like piece (on a small piece of glass, which is another important modeling tool in my opinion). I have found I can roll it out until it is literally about the size of a large diameter thread. I then put it into place where needed and usually push it into place using the end of a wooden toothpick. The toothpick is reasonably soft, doesn’t leave any undesirable marks on the plastic and with its fine point allows me to push it into very small places. I usually allow or leave enough of the Milliput so it is higher than the surrounding plastic area.

Then the real value of the Milliput comes to the forefront. I usually allow it to just sit and cure for anywhere from one to two hours. The Milliput instructions say it will become “rock hard” within two to three hours. My experience is that it is workable for a much longer time, easily up to three-five hours. I then use a Q-Tip (or cotton swab) wet with rubbing alcohol to gently wipe the filled area. The alcohol allows the Milliput to be smoothed out, taking it down to whatever level you desire and makes absolutely no offending marks or scratches on the model surface. I am free to then prime and or paint the surface. The results are great (in my opinion) and I don’t have the mind-numbing task of having to refinish the surrounding surface area and rescribing removed detail or panel lines.

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On Accuracy

by Jon Fincher

While I don't have the vast experience of most of our members, there have been a number of things I've noticed, both at our meetings and at shows, where I've had the honor and privilege of being an apprentice judge. These recent observations, as well as conversations I've had recently with IPMS Seattle members, have prompted me to address what I see as a very pressing issue with all modelers.

At a show where I was an apprentice judge, I managed to speak with a few modelers about the process of judging. They shared a complaint that, in previous shows, judges have downgraded models for seemingly minor details - one specific example given was a model jet, posed with flaps down, which was downgraded because the judge noticed that the flap lever was shown in flaps up position.

An IPMS Seattle member spoke with me recently concerning his chosen subject matter, and how many people he spoke with who gave him advice and information on finishing and marking his model. He stated that every piece of advice he received was contradictory to the others - markings from one person did not match markings from another, accuracy details were different between people, etc.

Recently, while researching material on the Internet for finishing a 1957 Chevy Bel-Air model, I had a choice of roughly 1000 web sites to choose from. After perusing the first 20 or so, I realized that the detail I was looking for was not generally present, and when it was, was subject to differences, based mostly on whether the subject matter was factory complete, had been restored (and the quality of the references for the restoration), had been modified for competition, etc. Even the factory complete pictures had differences in body styles, including amount and placement of chrome, roof drip edges, tires, wheels, exact colors, etc.

All of this started to hit me when I built my Bell H-13H M*A*S*H helicopter, and was told that it was completely inaccurate. My research (both from Internet and traditional sources, as well as watching lots of M*A*S*H and inspecting the choppers during the opening credits) showed me that indeed, the model out of the box was inaccurate in a number of ways - landing gear, fuel tanks, engine cowlings. Even the version of the model was wrong, the H model not appearing until well after the Korean Conflict. It made me wonder what else I couldn't see that was not accurate.

Then it hit me - how will I ever find the representative H-13 for a M*A*S*H evac chopper? Simple - I won't. I pick one, and model that as best I can. Since all I wanted to do was model a M*A*S*H chopper, it didn't matter if it was the D or the H version - as long as it was an Olive Drab H-13 with "MASH" decaled on it somewhere. Same with the '57 Bel Air - as long as the color, shape, and basic proportions are OK, it doesn't matter if it has Goodyears or white-walls, drip-edges or rubber windshield mounts. It matters if it looks right, good, and proper to me, and that I had fun building it, and possibly learned something new about model building in the process.

So, I have two things to say about sweating details in the Quest for Ultimate Accuracy:

1. Unless someone is paying you for it, what you're doing is a hobby - it's supposed to be relaxing, entertaining, and enlightening. If you're experiencing more stress building a model than you get on a normal daily commute, you're either in the wrong hobby or doing the hobby incorrectly.
2. My two apprentice judging tasks have included judging models I have no experience building - WWII fighters, post-WWII jets, armor, etc. I would have no idea if a lever was in the wrong position for a flaps-up posing. While I was able to judge cars at the Vancouver show, I noticed that at our show, people were

judging categories they normally wouldn't enter. That puts the emphasis on clean building skills and excellence of execution, where it should be.

That being said, accuracy when modeling is a noble goal - when the quest for accuracy is enjoyment in itself, I say go for it. However, if it's causing you more problems than happiness, it needs to take a back seat. Life is too short add to your stress if the wings on that Me 109 are a scale inch long, or if the tracks on that Panzer don't sag "realistically", or if stock '57 Chevys didn't come with radial tires, or if the gun turrets on that battleship are pointed at too sharp an angle, or if Polish cavalry wore slightly darker brown pants. You get to ask yourself one question:

If you're not building for your own enjoyment, whose enjoyment are you building for?

Omega K 1/72nd Scale BTR 152K

by Glen Broman, IPMS Quad-City Scale Modeler Society

This kit combines two of my favorite things, Russian military equipment and green paint. The BTR-152 is an armored truck, actually an armored personnel carrier based on the chassis of a Zis 151 truck. The K version had an armored cover over the troop compartment and first appeared around 1950. The BTR series had several variants and Omega K offers a number of these in the series, the open-topped version and the command post being two I have in my "to do" pile. To the best of my knowledge, this is the first time the BTR series has appeared as a plastic kit, so this is definitely a welcome addition. It's also 1/72 scale. Bonus. If you ever get tired of green paint, god forbid, the BTR was used by a wide variety of countries, so other schemes are possible.

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White Paint Troubles?

by Bob LaBouy

I ask this question based on my lengthy, not always so profitable, experience in working with white paints. Over the forty some years I've messed with paints, one of the common understandings I come around to is that painting white is a chore. It doesn't always cover very well and when it comes to flat whites, I usually wind up with either a crazed or eggshell finish. I have also noticed that my earlier Floquil Railroad color favorites have yellowed with time and no longer look the bright white I had intended, or in which the model was originally finished.

I have tried almost all of the white paints I could find, including most enamels, Floquil Railroad colors, and have finally come back to two basic realizations. The first is that most whites need to be a gloss finish (either because they will take decals or will be masked off) since they most often serve as marking bases (or the basic parts of areas to be masked off and partly overpainted). I know that doesn't sound right. If you remember the markings on the upper wing of the recent PBY-2 I had at a meeting, maybe I can illustrate my point. Several folks asked where I got the great decals for the red and white-bordered chevron on the chrome yellow wing. They weren't decals, but the red chevron was painted, with a narrow white border. I first painted the entire area in gloss white, masked off the narrow white area and then sprayed the red over it, then masked off both the white and red chevron area, and sprayed the entire topside of the wing chrome yellow. When the masking area was cleared off, the resulted red chevron had the desired small white border. Trying not to digress too far though, the key issue here is that the final white layer was gloss white.

One other aside, if I may be permitted. Lloyd Jones, who has many years experience on me and has built more models than I even buy, has long since suggested that

all base model colors should be in gloss. I've seen him just about flood on the gloss colors and once dry, put the decals on (they adhere and appear like a second skin whenever put onto a gloss surface) and then put on his ultimate matt, semigloss, or gloss finish. Lloyd also used to use the little bottles of Pactra gloss, but thinned them out a whole bunch before spaying his models.

My second point is that when I spray gloss white (which covers much better than flat whites in my practice), I use a gloss white that is thinned about 60-75%. In other words, the white is very thin. This allows it to dry quickly and cover in very thin coats. I would rather have several very thin, dry coats to the one or two much heavier, long drying and very thick coats of paint I use to get. I should also mention that while flat white always use to dry in a reasonable amount of time (very dry overnight), it also builds up quickly. This results in multiple, very thin layers of gloss paint. Again, in my experience, about 4-6 thin layers usually do the trick nicely.

I've also tried (and sometimes just attempted, unsuccessfully) a number of undercoats or primers, hoping to reduce the amount of white I have to use, provide for better final coats of gloss (or flat) white, and to provide for the best all around "pure" white color coating. I have not attempted to use automobile paints yet and am hoping to avoid that avenue. I have quickly come around to the viewpoint that Testor's Model Master Insignia White (bottle no. 1745 and FS 17875) is the "right" white for most of my model projects. I've experimented with attempting to do the basic cover painting (usually over a gray primer) with their Flat White (MM no. 1768 and FS 37875). This effort was my attempt to create a nice white base, using the flat color because it covers so much easier, doesn't have to be thinned quite so much and dries much faster. I still wasn't quite happy with the results.

Then for some reason, one day while swapping tall tales with Emil at Skyway, I bought a bottle of another product which I

hadn't even previously noticed: Testor's Auto Paint series for model cars, "Colors by Boyd," bottle no. 52719, White Primer.

Wow, am I pleased with the results! I still wind up "decanting" about half a bottle and diluting it about 40-50% with my now trusty (and well liked) DTL 876. As an aside for those of you have still not experienced this material, you may remember I am still trying to learn the methods and madness of one of our resident paint gurus, the master, Ted Holowchuk. If you've not yet done so, I suggest you sit down with your copy of the fourth book of his epistle, "Painting and Finishing Models." In this worthwhile guide, Ted talks about using DTL 876 from Ditzler, as well as several other excellent products from this professional automobile finishing line. As Ted told us, DTL 876 thins just about everything we run into in the model paint lines. I know that many of feel laying out about \$25 for a gallon of this thinner seems high; just stop and do the math multiplying the cost of Testor's own thinners in those great little half ounce bottles and see what you are really paying for their thinner (not to mention the paints...).

Back to the Boyd's White Primer. It dries very quickly (though I still like to let it sit overnight before beginning any other work on that part). It seems to dry very "tight", doesn't appear to build up or become thick on the plastic, sands nicely, and provides a great undercoat for the gloss white, which I usually apply last. It produces a very smooth finish and takes decals well (because it isn't a grainy, flat or dull finish). I'd call the final finish more of an "eggshell" finish; flat, yet with a smooth coat. In several instances I've elected to use the white primer as the final white coat when the finish is to be flat eventually.

Sorry about the length of this note. I didn't intend to drone on forever, but hope I can save some other modelers many of the frustrations I've experienced in my use of white paints and call your attention to a product that really seems to work well for me. Try it and I hope you'll be pleased with your results as well.

The Gloster Goatsucker

by Craig T. Burke, IPMS Hugh
Silvis Chapter

Born of fortuitous accident and improvisation, the Gloster Goatsucker started out as a scheme to build De Havilland Mosquitoes in Canada nearer to the source of wood and free from enemy attack. Gloster of Canada agreed to build fuselages for the Mosquito (another manufacturer was making the wings). In an instance of sabotage rare in WW II, the blueprints for the Mosquitoes had their scale clandestinely altered by 150%, thus all dimensions were likewise altered. The first twenty-five Gloster Mosquito fuselages were duly built to specifications. For a special ceremony commemorating the completion of this first phase of the project, the fuselages were trundled out onto a large taxiway alongside a nearby airfield, and Minister of Production Lord Beaverbrook made a special inspection visit in an actual De Havilland Mosquito. As the Mosquito circled to land, it was difficult to imagine who was the most perplexed—the proud factory workers standing at attention by their new fuselages wondering what that “miniature” look-alike aircraft in the sky was, or Lord Beaverbrook looking down and wondering how Gloster found such tiny people to build Mosquito fuselages.

In another soon-to-be-related incident, a factory turning out Avro Lancasters suffered a disastrous fire in its center section. Shaped like a “chicken foot”, the central stem produced fuselages of the Avro Lancaster and the offshoots produced wings for melding at the juncture. Completed Lancasters rolled out the end. Even though the “wing” portion of the factory had been saved, the central stem of the factory was devastated, and it looked like the promised complement of Lancaster bombers could not be delivered.

In a conference a few months prior to the Pacific War, Churchill and Roosevelt had agreed to send groups of bombers to the Philippines (Boeing B-17 Flying For-

resses) and Singapore (Avro Lancasters), instead of a battlefleet, to dissuade the Japanese from seeking war to acquire Allied lands and resources. This “Tiger Force” was designed for a one-two punch that could be used both for anti-shipping and anti-invasion forces. The British had come up with a “bouncing bomb” that was spun by a motor to create “skip” when the bomb was released at torpedo-bomber level. The skips would diminish as the bomb approached its intended target, bump into the side of a ship, then sink alongside to a preset depth, and explode. The warhead charge was of sufficient

roomy cockpit. One .50 caliber machine gun was positioned in the glass nose. The large, barrel-like skip-bomb and its apparatus were attached to the ventral fuselage. Upon testing, the craft was found to be very fast, closely approximating the speed of the fighters of the day, and steady enough for approaching low on the water for its specialized “skip-bombing” role.

The Gloster Goatsuckers (Poor-wills) were to be flown by Canadian pilots to Australia to pick up gunnery crewmembers and fly on to Singapore. In Australia, the crew of



magnitude to cave in the heaviest armor then imagined, and most likely sink even the largest ship. The Lancasters being built in Canada were being produced for that new deterrent force of heavy bombers to be sent to the Far East, and were to be equipped with the new bomb.

Stunned and embarrassed by the turn of events, and afraid that his bombers could not be delivered for the “Tiger Force” as promised, Lord Beaverbrook took the opportunity of tasking the aircraft industry to see if the curious, oversized Mosquito fuselages could be properly mated to the intact wing assemblies of the Lancasters. Indeed they could, and an American Browning .50 caliber twin-gun turret and two side guns for defensive armament were added to a section aft of the now-

one Goatsucker put an emblem of a boxing kangaroo on the nose with the words “Danger Down Under” (indicating the skip-bomb and/or Australian machismo) surrounding it. Painting protocol had deemed that the aircraft be marked as Royal Australian Air Force without the characteristic red center, so the red centers of the roundels, and red stripes of the tail markings, were whited out. Mysteriously, on “Danger Down Under”, the small red dot in the middle of the roundel insignia had elongated into a red kangaroo.

When the Goatsuckers landed in Singapore, the local gentry feted their crews at the Raffles Hotel that night. Asked what the devices underneath the planes were, the crews said they were special emergency landing gear called

“Lawn Rollers”, and were asked if the giant “Lawn Rollers” might be borrowed for tending to the vast estates of the landowners. The Air Marshal on site decreed that no red should show on the national insignia, and ordered the “Danger Down Under” aircraft immediately to the paint shop, on the far side of the airfield, to have the offending red kangaroos removed from the Commonwealth roundel the next day. Later that night, the first day of war, Japanese “Nell” bombers raided Singapore in a surprise attack. They destroyed the hangars and all but one of the Goatsuckers, as they had not bothered to bomb the paint shop.

A Japanese convoy had been spotted heading for the Malaysian coast, and already the *Prince of Wales* and another battleship had been dispatched to intercept it. “Danger Down Under” was assigned to sortie and find the enemy invasion fleet. That she did, and used her “Lawn Roller” to good effect on the lead transport, blasting out her bottom and sinking her within a few minutes. On her return leg, “Danger Down Under” was vectored out to the British heavy fleet units now under attack by Japanese bombers. The Goatsucker’s speed enabled her to overtake the “Nell” bombers and shoot two down before they had an opportunity to drop their torpedoes. Unfortunately, late-arriving Brewster Bison fighters had not been told of the presence of Allied bombers, mistook the oversized red centers of the British roundel for the Japanese meatball, and attacked “Danger Down Under” with 20mm cannon. Mortally wounded, the pilot pancaked “Danger Down Under” onto the sea, and the destroyer *HMS Tenedos* picked up the survivors.

“Danger Down Under” was the only operational Goatsucker to see combat, and to be used as both a bomber and interceptor, and is represented here as it first landed in Singapore.

Trumpeter 1/72nd Scale Tupolev Tu-16 Badger

by Bill Osborn

Some of you may have noticed that I’ve developed a thing for Russian aircraft over the past few years. Since the Cold War ended, we have been showered with many new kits of aircraft that we saw only in poor quality photos taken by a telephoto lens from five miles away. Now we have kits of front line airplanes with all the info that the CIA worked so hard to get for all those years.

Ever since I heard that Red Hurricane was going to do a Tu-16, my fingers have been itching for the chance to start scraping, filling, reshaping, and all of the other things that would be required to make a Red Hurricane kit into a presentable model. When Emil told me that Trumpeter was doing a Badger, I felt like a kid with a four-scoop ice cream cone. Finally the big day arrived and I made a flying trip into Renton to get my new toy. I rushed back into my car and headed home at warp speed. All the way back there there were rustling sounds coming from the box like something trying to get out. Arriving back in the cave where I do all the damage to my collection of plastic, I sliced open the tape on the box, the lid flew off, and parts started coming off sprues almost as if they had minds of their own. Well, maybe not that fast, but I sure had a lot of sub-assemblies glued together by dinnertime.

Trumpeter is best known for their 1/32nd scale aircraft kits and armor models. Their previous 1/72nd scale kits include an An-2, and several versions of the Il-28. The Tu-16 comes with twelve gray sprues and one clear sprue. There are what appear to be good decals for at least four aircraft, from Russia, China, Egypt, and Iraq. The surface detail is good, with fairly fine scribed panel lines. Parts fit has been good so far. There are some small amounts of flash, usually on the inside of the mating surfaces, which need to be removed before gluing the mating parts. So far the only

major problem I’ve found is with the leading edge of the intakes. The covers for the intakes are provided, but they mount flush with the front of the nacelle; then the lip is stuck on the front. It’s not a bad idea, but the shape of the lip is wrong, so the whole thing needs to be reshaped.

Interior wise you get a fairly detailed cockpit with seats, instrument panel, control columns, and a detailed aft bulkhead. Even with the very thin and clear canopy, you’re not going to see much inside. If you choose to open the bomb bay doors, there is a choice of three bomb loads. You also get two sets of missiles for the wing pylons; two are Chinese C-601s, while the other two are Russian anti-shiping missiles.

As I’ve said before, the parts fit is good, with only a small amount of filler needed on the long body seam. The nacelles are keyed to the body, and the wings key into them. All control surfaces are separate, but the flaps are in the up position. The main landing gear is a four-bogie type with lots of add-on struts. Wheel wells and bomb bay are inset boxes with little or no detail. Turrets are free to rotate, and the guns will elevate.

There are lots of antennas, probes, and other fiddly-bits to stick on the outside, depending on which version you build. One omission I found was the missile stabilizer that is mounted on the very nose of the airplane. It’s a prominent inverted “T”-shape, and should be on the Russian version if the under wing missiles are mounted.

Color schemes range through natural metal; gray and white; natural metal and white; four-tone Egyptian; and a sand and brown Iraqi bird. If you have the room, the different types would make a great collection!

This is a pretty good kit, and should go well with the rest of my Russian collection. Emil told me that Trumpeter are thinking about making a Tu-95 Bear. We can only hope and pray.

Fisher Model & Pattern 1/24th Scale 1967 Chaparral 2F

by Mike Quan, IPMS North
Central Texas

At long last there is a kit in 1/24th scale of Jim Hall's International Sports Car endurance racer. Even better, this replica is officially endorsed by Chaparral Cars out in Midland, Texas. It has been a long wait for modelers for the appearance of this innovative racer, and Paul Fisher is to be congratulated on the release of this multimedia kit.

Inside the plain white box from Fisher Model & Pattern, the contents consist of 34 resin components, 9 clear vac-formed parts, 62 thin photo-etched stainless steel parts, a single plastic "wire," and two decal sheets. The resin parts are beautifully cast, although there will be some time spent cleaning up the flash. As is usual with Fisher kits, it is a "curbside" design, with the emphasis on an accurate exterior appearance. The design of the kit also emphasizes ease of assembly – a continuing theme of all Fisher Model & Pattern kits. Paul will tell you he does not produce his kits to be collected!



A dry run of the parts reveals a fairly good fit. The contents reflect the attention given to the exterior appearance of the 2F. The

prominent tall wing is reproduced with an appropriately sharp leading and trailing edge. Radiator baths are nicely detailed, and as usual for Fisher, the underside of the chassis is smooth and undetailed.



This is purely personal opinion, of course, but the Editor considers the Chaparral 2F to be the best looking sports car racer ever built.

The photo-etched Dzus fasteners in particular are quite exquisite and petite. A nice touch that completes the model is the inclusion of two different Texas license plates worn at the BOAC 500 and Le Mans endurance races in 1967! These plates are PE, with a decal that when applied over the relief detail should be very realistic.

Seatbelt buckles are provided for the relatively Spartan interior.

The vac-form clear parts are not duplicated, as with some other kits, so one must be careful when cutting them out of the sheet. A fairly comprehensive four-page instruction sheet with parts list spells out the build sequence. It would be nice if the photocopy reproduction of the

accompanying photographs to the instruction text were clearer. Complete paint instructions are provided and tied

into Testors paint color numbers. I liked the use of resin as the medium to reproduce the tires: the tread pattern is clearly recognizable as a Firestone! Wheels feature the Chaparral-proprietary, thin-spoke patter, and have separate knock-off caps. A photo-etch brake rotor is included to attach inside the wheel, but the brake calipers are missing. The decal sheet features markings for both of the races mentioned above, and includes a Chaparral emblem for the front of the nose, and Firestone logos for the tire sidewalls.

The next planned releases are to be the Chaparral 2E and 2G. I'm sure that the popularity of this release will only serve to hasten the appearance of more of Jim Hall's ubiquitous racers. This kit will delight the legions of Chaparral fans out there, and should prove a relatively easy build for a limited-run resin car. Save for using



The Chaparral 2F of Mike Spence and Phil Hill on its way to the 2F's only win, in the 1967 BOAC 500 at Brands Hatch. The race provided a fitting swansong for Hill, the only US-born Formula One World Champion, who garnered a win in his last race.

care in handling the photo-etch, and cutting, fitting, and installing the vac-formed windows, this kit could serve as an introductory resin kit for the car modeler versed in building injection-molded plastic car kits.

Fisher Model & Pattern kit #2424. MSRP-\$90.

Contest Categories for March 10 IPMS Seattle Spring Show

Junior: (Ages through 15. At their discretion juniors may enter any of classes 1 through 57)

1. Aircraft
2. Armor
3. Automotive
4. Space Fact/Sci-Fi/Fantasy
5. Ships
6. Miscellaneous (includes figures, dinosaurs, etc.)

Best Junior Award

Aircraft:

7. 1/73 and smaller; all subjects
8. 1/72 single prop
9. 1/48 single prop
10. 1/72 multi prop
11. 1/48 multi prop
12. 1/32 and larger prop
13. 1/72 single jet
14. 1/48 single jet
15. 1/72nd multi jet
16. 1/48 multi jet
17. 1/32 and larger jet
18. Civil, sport, racing, airships; all scales
19. Airliners; all scales
20. Rotary wing; all scales
21. Biplanes/Vintage Types; all scales (Pitts, Eindecker, Dr.1, CR.42, etc.)
22. Miscellaneous; scratchbuilts, vacuforms and conversions

Best Aircraft Award

Automotive: (All scales; non-military)

23. Factory Stock
24. Hot Rods (excluding dragsters and lakesters)
25. Custom
26. Pick-up trucks
27. Truck/Van/Crash, Fire and Rescue
28. Closed-course racers
29. Straight-line racers (dragsters, lakesters, LSR)
30. Motorcycle (includes sidecars)

Best Automotive Award

Diorama: (all scales) A diorama is two or more models relating to tell a story.

31. Aircraft
32. Automotive
33. Armor
34. Space fact/Sci-fi/Fantasy
35. Marine
36. Figures: A. Vignette (5 or fewer figures)
B. Diorama (more than 5 figures)
37. Miscellaneous (includes dinosaurs)

Best Diorama Award

Military Vehicles and Weapons:

38. 1/35 and larger, closed top through 1945
39. 1/35 and larger, closed top after 1945
40. 1/35 and larger open top AFV, half-tracks and self-propelled guns
41. 1/36 and smaller, all eras and subjects
42. Soft-skinned, all eras and scales
43. Towed artillery and missiles, all eras and scales
44. Conversions and scratchbuilts, all subjects, eras and scales

Best Military Vehicle/Weapon Award

Ships:

45. Engine powered
46. Sail and Unpowered
47. Miscellaneous

Best Ship Award

Single Figures: Horse and rider, mounted or dismounted = a single figure. Two figures on base = a vignette (36A). Space Fact/Sci-fi/Fantasy figures are excluded here.

48. Smaller than 54mm (excluding 1/35th)
49. 54mm (including 1/35th)
50. Larger than 54mm

Best Figure Award

Space Fact/Sci-Fi/Fantasy: all scales

51. Space Fact
52. Sci-fi, Vehicles
53. Sci-fi, Single creatures
54. Miscellaneous (includes dinosaurs)

Best Space Fact/Sci-Fi/Fantasy Award

Other Classes:

55. Collections (Five or more models that relate)
56. Flights of Fancy/Hypotheticals (all scales)

57. Miscellaneous (anything not covered above)

Special Awards:

· **Best US Navy Aircraft.** Presented and judged by Thom Morton of Dangerboy Hobbies.

· **Best Seaplane.** Presented and judged by Scott Taylor.

· **“The Muldoon Award”.** For the best unusual, 1/72nd, propeller plane; presented and judged by Kevin Callahan of The Supply Depot and Bill Osborn.

· **Best Italian Airplane.** Presented and judged by Emil Meinrich of Skyway Model Shop.

· **Best Blue Plane.** (At least 25% blue) Presented and judged by *Internet Modeler* E-zine.

Best of Show Award: Balloting by Entrants.

Notes

a. Prior IPMS-Seattle First Place winners are not eligible.

b. IPMS-USA National Contest Rules apply generally.

c. Head judges' decisions are final!

d. Only one category per model.

e. Where classes are subject to interpretation, the entrant may choose the category; e.g., a Fiat CR.42 could be entered in class 9 or 21; a Pitts in 9, 18 or 21. Judges may reassign models to more appropriate classes at their discretion.

f. If your diorama is overly large, please phone ahead.

g. At the judges' discretion **“Highly Commended”** ribbons may also be awarded.

h. At the judges' discretion categories may be split.

i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

Classic Airframes 1/48th Scale Curtiss F11C-2/ BFC-2 Goshawk

by Jim Schubert

History

The Curtiss F11C-2/BFC-2 Goshawk (“Ghas-hawk”, not “Gosh-hawk”) was the penultimate Curtiss biplane fighter ordered by the US Navy. The last was the BF2C-1 retractable landing gear version of this same basic design. 28 F11C-2s were ordered with all of them, save one, being delivered to the VF-1B “High Hat” squadron aboard *USS Saratoga* in February/March of 1933. All, therefore, had red tails signifying their residence aboard “Sara”; body band, cowling, and wing chevron colors were standard for the section codings used as this time. One Goshawk, the 28th, was bailed back to Curtiss by the Navy for development work as the XF11C-3. In early 1934 all 27 of the F11C-2s were field modified with kits provided by Curtiss to become BFC-2s, reaping the benefits of the work done with the XF11C-3. The visual evidence of this modification is the raised rear deck behind the pilot and the partial sliding hood, which was an interim compromise between traditional open cockpits and future fully enclosed cockpits. Tradition dies hard!

Leading Particulars:

Span:	31.5'
Length:	25'
Empty Wt.:	3,000lbs
Max. Wt.:	4,100lbs - Fighter; 4,600lbs - Bomber
Engine:	600 HP Wright R-1820-78
Armament:	Two .30 machine guns
Speed:	202 mph - Fighter; 195 mph - Bomber
Range:	560 Miles - Fighter; 520 Miles - Bomber

The Kit

Let’s start with the negatives and get it over with. The forward fuselage has a

serious cross sectional problem. Figure 1 shows, on the left, the kit cross-section at the dashed line in Figures 2 and 3 and on the right the correct cross section at that station. Built out-of-the-box the auxiliary fuel tank, or a bomb, cannot be properly positioned. Curtiss formed

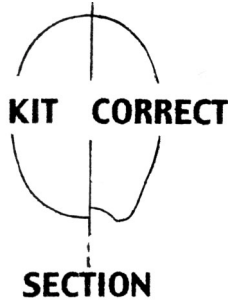


Figure 1

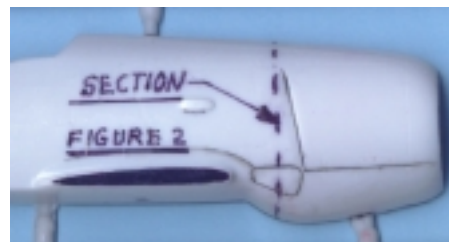


Figure 2 - as it says on the part

a large relief (dent) in the oil cooler air outlet (the rear dashed line in Figure 3) to permit fitting the tank, or bomb, closer to the fuselage to reduce drag. If you have one of the Monogram 1/72nd scale kits, #PA210, of the Curtiss F11C-2 Goshawk, originally released in 1968, you can look to it as a three dimensional reference for the proper contours in this area.

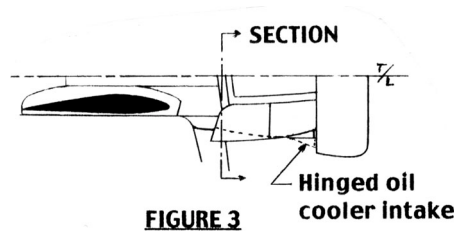


FIGURE 3

That’s the big one. A smaller one relates to the rear, white, running light. The kit has none. Figure 4 shows the Goshawk had a rear running light on the outboard leading edge of both stabilizers.

Rear running lights

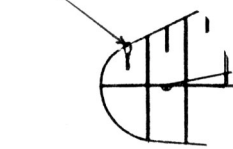


FIGURE 4

The kit does not have the flotation gear panels under the tips of the top wing. This omission is not really an error, because the instructions tell you to add them using .010" styrene and provides a pattern to help you. They did, however, miss the two small panels for servicing the flotation gear; see figure 5. They tell you to use .010" sheet for the flotation panels, but that’s way too thick. I’d use .005" sheet, or more simply Scotch tape, for both pairs of panels. All of these corrections apply equally to F11C-2 and BFC-2 Goshawks.

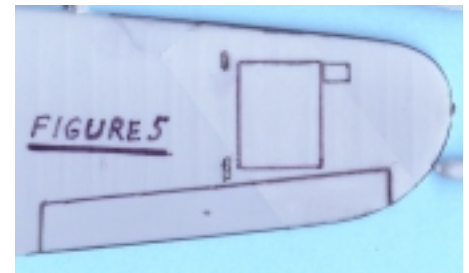


Figure 5 - as it says on the part again!

The 51 injection-molded grey styrene parts come on two sprue trees to build up the basic model. The detail and accuracy of these parts is, with the big exception noted above, quite acceptable. The engine, cockpit, and other details are represented by 23 resin parts. Some of the small resin parts in my kit were broken. Two vacuum-formed clear windscreens and rear hoods are also provided to bail you out if you screw one up. The very well printed Microscale decal sheet provides markings for one F11C-2 and one BFC-2 of VF-1B and VB-3B respectively.

The seven pages of instructions provide a history, a parts map, a 12-step assembly guide and a rigging diagram.

Throw away the kit's well printed, but grossly inaccurate color guide. It shows both airplanes, save for the top of the top wing and the tail group, in overall silver. At this time the Navy painted all the sheet metal areas grey and the fabric areas aluminum. Consult your preferred standard US Navy color references before selecting the colors and markings for the airplane you are going to model. If you do a later BFC-2 be aware the Navy changed its markings standards in 1937, which lets you do something other than red tails. Figuring out 1930s US Navy colors and markings can be very confusing; so be careful.



Conclusion

Apart from the cross sectional error, this kit is better than Classic Airframes' P-12/F4B-4 kits. If you study your references and correct the fuselage cross-section error you can build a beautiful "Golden Age" biplane from this new kit. Because of the common Curtiss wing and tailplane, I'll bet Classic Airframes is preparing a P-6E for us in the near future. That'll be great. I hope that they get around to doing the Boeing-Stearman and the Tiger Moth for us too in the near future. The world needs good kits of these popular trainers.

I bought the review sample from Emil Minerich's Skyway Model Shop in Seattle for \$29.95 retail.

References

1. Curtiss Navy Hawks In Action: Bowers, Greer & Sewell, Squadron Signal Pubs. ISBN: 0-89747-342-6
2. Navy Air Colors, 1911-1945: Doll, Jackson & Riley, Squadron Signal Pubs., 1983, ISBN: 0-89747-143-1
3. The Curtiss Navy Hawks: Bowers, Profile Publications #116
4. The Curtiss Navy Hawks: Brian Baker, Dirty Plastic - Arizona Historical Modelers Society IPMS-Phoenix, 1978
5. IPMS/USA Quarterly Vol. 9, No. 1: Jim Maas' definitive article on 1930s US Navy colors

[Jim's review originally appeared in the February 2001 issue of the excellent webzine Internet Modeler, and is used by permission. Internet Modeler may be found at

www.internetmodeler.com

-ED]

Omega K BTR 152K

from page 4

The quality of the molding is generally good and the overall design and fit are good, the suspension being the only real exception. Those fun guys at Omega K probably wanted you get lots of modeling for your dollar [*ruble?* - ED] so they made the suspension a challenge. The rest of the kit almost falls together. The instructions are the exploded diagram type and also have a parts layout.

The first step is the suspension. Take your time here. The challenge will be figuring out where the front wheel suspension goes using the diagram, as there are no positive locators. Using the art of Zen modeling, I became one with the model and determined that a later step in the instructions actually gave a pretty clear picture of

just how far forward the suspension needs to be glued to get the proper fit. Dry fitting with the armored body will help to make sure you get it right before you start glueing. The axles are metal rods, I used super glue to glue the tires on, but left one side unglued till after painting was done. This allowed me to ensure that the model sat square on all six wheels; I then popped them off to make painting easier.

The kit comes with a fairly complete interior so you can open the hatches and show off the office. I chose to glue my hatches shut as I'm not sure that the position shown in the instructions is correct. Following normal operating procedure, I couldn't find the pictures I had of an actual BTR showing the hatches open. I therefore did what any good, red blooded armor modeler would do. I glued the hatches shut and bought a second kit to keep on the shelf until I could find my references and then build that kit with the hatches open. Simple solution. One other thing on the hatches, there is no detail on the inside of the hatch, so adding some handles and what not will greatly improve the look of the finished model.

There was only one place on the model that required a small amount of filler, where the top of the crew compartment is glued to the body. There is very little flash but there is a small mold seam that runs through the middle of the armored cover in front of the radiator that will require some attention. I also ended up with a small gap at the front of the forward crew hatch. This however, was caused by lack of attention on my part. It also highlights the dangers of trying to watch the hockey game and build at the same time. Careful dry fitting of the forward hatch before glueing will prevent this little problem from occurring. The kit has a nice machine gun, however it is fragile and I recommend leaving it off until painting is complete. Another lesson learned the hard way.

The instructions give paint colors for Humbrol, Testors, FS, and Agama. I

Continued on page 15

Omega K BTR 152K

from page 11

painted the kit using Modelmaster Russian Armor Green and finished with a wash, some drybrushing and a little light weathering. The kit comes with decals for vehicles from the GDR and USSR plus Hungary, Poland, Finland, Israel, Czechoslovakia and Afghanistan, along with Warsaw Pact and Arabic style numbers. There are a few other markings on the decal sheet that I don't recognize and may be for some of the other variants. I had fun

building the kit, it went together well and looks good built right out of the box. The detailers among us will have fun with this kit.



It Works for Me

from page 3

In fairness to the manufacturer, you can also use water, distilled water, to wipe down the Milliput and obtain the finished surface you want. And to answer the burning question I sense from several of you: Yes, Scotch, Bourbon, most Canadian blends ("eh") and rum seem to work well too....and provides a built-in timing feature and allows for the builder to pass the time more peacefully.

Like I said earlier, *it works for me.*



Yikes!



This is an actual flyby during deployment of the nuclear aircraft carrier USS Stennis. The pilot was grounded for 30 days, but he likes the picture and thinks it was worth it. Yikes! [Thanks to Scott Taylor for passing along the photo - ED]

Show Reminder

Saturday, March 10

Registration starts at 9 AM

CONTEST SCHEDULE

Registration
9:00 AM to Noon

Public Exhibition and Public Judging
10:00 AM to 3:00 PM

Trophy Judging
3:00 PM to 3:45 PM

Awards Presentation
4:00 PM

The model display area will be closed to the general public during trophy judging. Models must be removed only after 4:00 PM and before 5:00 PM.

Admission: \$5.00
\$2.00 Junior
\$2.00 Spectators

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