

# Seattle Chapter News



Seattle Chapter IPMS/USA  
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## PREZNOTES



To say the least, my efforts at completing any sort of model lately have basically “gone out the window.” With our house remodel in full swing, my modeling time is virtually non-existent. The room I model in has now become our bedroom whilst our contractor is hard at work upstairs. Much of my free time is spent moving furniture and “stuff” away from where he is working. My modeling space is devoid of books, most of my started projects, and all the kits I had planned to start soon. I have retained a small corner of my workbench to finish two time sensitive projects but that’s about it. That space will disappear for a time as well and my model bench will consist of a small board on my lap! Since most of my stuff is packed away I had to use all 37 brain cells to remember what I was going to write about this month. Ah yes, I remember - dealing with raised panel lines.

In the middle ages of this hobby, Monogram, Revell, Hasegawa, and others were turning out some pretty decent kits. At the time they were state of the art but when models started coming out with engraved panel detail some of these kits became dinosaurs overnight. I like some of these models and it shows by the sizable quantity I have in my garage o’ kits. I don’t have the talent or interest to change all raised panel lines to engraved panel lines on a model. After all, this is supposed to be fun and engraving panel lines on any model is a lot of **work!** That being said...

After my model is primed and all seams have been finished, I spray my model with Floquil bright silver for dark finished aircraft and dark gray, such as Floquil grimy black, for light finished aircraft. I use Floquil because it is very durable and can take the handling required for this type of project. After the Floquil has dried completely (I usually give it a day or so) I apply my finish colors using an acrylic paint (I use Tamiya). Immediately after the

model is painted I’ll take a foam back sanding pad and sand with a very light touch across the raised panel lines - just enough to remove the finish color from the raised detail. Since most of my models are finished with a well used look I’ll also sand across wing leading edges, walkways and so on. The challenge to this technique is to not rub too much color off. If you model your aircraft very clean, this technique requires very careful attention to how much paint you remove. After you have completed your sanding then you can finish the model as always. It works for me.

I gotta go now...more boxes to move.

See you at the meeting,

*Jerry*

### Meeting Update

The September and October IPMS Seattle meetings will be on the **3rd** Saturday of the month, September 21 and October 19. These two meetings will also be in the Crafts Room at the North Bellevue Community/Senior Center, rather than the main room.

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## Were You Aware Of...Exercise Tiger?

by Bob LaBouy

I recently saw a brief mention of a WW II event that piqued my interest about something I had read about several years ago. A show on the *History Channel* portrayed it as one of the greatest blunders of WW II. When mentioned to another modeler, he indicated he had never heard of it at all.

This event, which has finally received some airing in recent years, is normally referred to by its wartime code name, "Exercise Tiger" or "Slapton Sands" (drawing that name from the beach location where the event took place almost 60 years ago). Never hear of it? Don't be surprised. However, this "blunder" (I'm not sure that it deserves to be referred to in such a manner in any case) relates to the attack on U.S. Army and Navy forces practicing beach landings off the southern coast of England in early 1944. These types of practice landings were scheduled to provide our large contingent of U.S. forces in England with realistic training in preparation for the planned (but highly secretive) D-Day landings in Normandy. The beach area is near Slapton Sands on the southern coast of England and was chosen because the beach characteristics were similar to the "Omaha" landing areas in Normandy.

So what's the big mystery? The mystery surrounding this particular practice landing resulted from the events of that night landing. On April 28, 1944, at approximately 0130 hours (1:30am) while our Navy ships were preparing for the next morning's landing exercise, nine German "E" (torpedo) boats attacked our ships. The resulting confusion and sinking of two of our LST (Landing Ship Tank) vessels resulted in the death of 749 young Americans. This attack had not been anticipated by either our Army or Navy. Aside from the issue of the attack catching

our ships and soldiers totally by surprise, the high loss of life threatened our command structure and the actual planning for the D-Day landings. Remember, the Normandy landings were being planned for about five weeks later. American Army leadership was worried about how the rest of the Army would react and whether the loss of life would create a demoralizing effect on the remaining Army troops and Navy sailors in England. There was also considerable concern, from an intelligence standpoint, as to the effect this successful German attack might have on the Germans. Should the Germans learn how much damage they had done, might such attacks continue or even increase, thereby further delaying the projected D-Day invasion? Remember the Allies had a very small "window" of time for the planned invasion of France. Any further problems or delay, at this critical time, could easily set the Allied efforts back for another 9-12 months and greatly increase our associated combat losses and lengthen the entire war effort in Europe.

As is often the case when the government is confronted with very bad news, it attempted to almost completely cover up the practice landing. Their first efforts included clamping a tight lid on any and all information about this landing exercise, the attack, and all injuries or loss of life. This effort was no small event in itself and resulted in a very extensive program to suppress all news or information about "Tiger." After almost two full years of planning and logistical efforts, concern over the overall D-Day plans and efforts were of the highest level for the American and British commanders and their staffs.

This effort to "keep a lid on it" was so successful that until the early 1990s almost no information of the "Tiger" incident was known outside those directly involved. Even those wounded or who survived the exercise were warned not to let anything about that night's attack become public knowledge and amazingly nothing seemed to get into the public sector. Until about six years ago, there was certainly no public

discussion or recognition of the loss of personnel during "Tiger." In the reports of this tragedy, it is interesting to note how closely this information was held for all these years. An example cited involved U.S. Navy Captain John H. Doyle, who served at the CO of one of the LSTs. That night he is attributed with saving the lives of over 132 soldiers and sailors. He passed away in 1993 and apparently never mentioned that night's events, not even to his immediate family or closest friends.

To provide more emphasis on the U.S. Army's concern about the forthcoming European invasion, I would like to share a brief reference from Stephen Ambrose in his 1997 book *Americans At War*:

"On June 6, 1944, the U.S., Britain and Canada launched the largest force of warships in history across the English Channel. It escorted the largest concentration of troops and transport vessels ever assembled, covered by the largest force of fighter and bomber aircraft ever brought together, preceded by a fleet of air transports that had carried forty thousand paratroopers and glider-borne troops to Normandy.

Not one German submarine, not one small boat, not one airplane, not one radar set, not one German anywhere detected this movement. As General Walter Warlimont, deputy head of operations of the German Supreme Headquarters, later confessed, on the eve of Operation Overlord the Wehrmacht leaders 'had not the slightest idea that the decisive event of the war was upon them.'

None of the surprises achieved in World War II - including Barbarossa, Pearl Harbor, Stalingrad, and the Ardennes offensive of December 1944—was more complex, more difficult, more important, or more successful than Overlord. To fool Hitler and his generals in the battle of wits that preceded the attack, the Allies had to convince them not only that it was coming

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## Gundam to the Rescue!

by Andrew Birkbeck

“It is the year 0079 of the Universal Century. A half-century has passed since Earth began moving its burgeoning population into gigantic orbiting space colonies. A new home for mankind...

Nine months ago, the cluster of colonies furthest from the Earth called Side 3 proclaimed itself the Principality of Zeon and initiated a war of independence. After a month of fighting, half the populations of both sides had been destroyed. Eight months have passed since the war started, and the war is at a stalemate...”

So begins Episode One of *Mobile Suit Gundam*, a Japanese Anime television show launched 23 years ago in 1979. The *Gundam* series follow the exploits of the two protagonist sides, the Earth Federation and the Principality of Zeon, as they do battle with various fighting machines, including the central characters: “Mobile Suits”, giant robots controlled from within by human pilots. As with the U.S. television series *Star Trek*, *Mobile Suit Gundam* was cancelled before the series had a chance to catch on. However, it began daily reruns a year later, and became a smash hit. Following the original 43 episode series, follow-on series were produced, such as *Gundam 0080* in 1989, *Gundam 0083* in 1991-92, all the way up to *Turn A Gundam* in 1999-2000. And on top of the television shows, there have been highly successful *Gundam* movies produced for theater release, as well as comic book series, and video games. But for we modelers, the most amazing aspect of the *Gundam* series has been the massive merchandizing phenomenon—plastic model robot kits.

*Mobile Suit Gundam* was originally sponsored in 1979 by die-cast toy firms. However, when it went into its very successful re-runs in 1980/81, the Bandai toy firm began releasing detailed scale

models of the various space ships and mobile suits appearing in the show. These kits were an overnight smash hit, creating a feverish demand for the models that led to a 1982 incident in which 19 children were injured in a department store stampede! Bandai has done so well from the models that they ended up purchasing the production studio that produced the animated television series and movies. This turned Bandai into a firm whose combined sales approach US\$1 Billion annually!



I have known about *Gundam* model kits for a number of years, as a subscriber on and off to the Japanese monthly hobby magazine, *Model Graphix*. This superb magazine, which in my opinion makes the likes of *FineScale Modeler* look third rate, was a leader in promoting the *Gundam* modeling phenomenon. Each issue of MG featured one or more of the new Bandai kits in a major feature article. This said, I didn't know where the ideas for these models originated. This changed a few weeks back as the school summer vacations approached. I wanted to find an

activity that I could share with my two children to fill in the vast amounts of free time available to them during the vacation, yet which might also involve my personal interests as well. I can only take so many games of “Chutes and Ladders” and playing “Ken” to my daughter’s “Barbie”. Pushing **two** children on swings for too long starts to hurt one’s arms...

So, what to do, what to do? The answer came while visiting our local Tony Roma’s rib joint at Northgate. Following our usual routine when we eat out, I leave the table once I finish eating, taking our 3-½ year old William for a walk around the block since he gets a bit upset being confined to a highchair for more than a short time. On the most recent visit, we chanced to walk into a small shop within the same strip mall, called Kicks Hobby Japan. Lo and behold, wall to wall merchandise covering the Japanese anime phenomenon, including large numbers of *Gundam* model kits from Bandai. With their brightly colored box tops and their “cool” robot subject matter (William’s word for them, not mine), William was soon loading up his arms with kits for me to get him! When we were joined a short time later by my wife and 7-½ year old daughter Zoe, Zoe quickly agreed with William that *Gundams* were indeed “way cool”. So we bought one kit each for the two children, a “good guy” for Zoe, and a “bad guy” for William.

The kits we purchased were at the low end of the Bandai range, at \$8.95 each, plus sales tax, and extremely good kits they turned out to be. Each kit consisted of one set of parts for a 1/144<sup>th</sup> scale Mobile Suit, plus a very nicely sculpted vinyl figure of the suit’s pilot. The pilot figure is actually to a larger scale, standing as they do just under two inches tall. The Mobile Suit kit in 1/144<sup>th</sup> stands around five inches tall. For the pilot figure to be in scale with the Suit, it would need to be less than a half-inch tall.

The Mobile Suit parts from what I have seen (I have looked into four kits so far) consist of four sets of 7”x 5” sprues of



plastic, plus one sprue of vinyl parts. The plastic parts come in various colors, often more than one color on the same sprue (how'd they do that? ☺), and so it is possible for the junior modeler to produce a colorful model without resorting to painting parts. Self-adhesive stickers replace the normal decals, again making it junior modeler friendly. To top it all off, the kits are snap-tite. But unlike snap-tite kits I have seen before, these ones are **very** well engineered, and snap together very easily, and stay that way. All in all, they are **excellent** kits for junior modelers.

The vinyl parts are for the internal “joints” of the mobile suit, and that means that once completed, the *Gundam* model can be positioned in various poses. This adds even more fun for the children, as they can play with their models far more easily and safely than they could with your standard model of a car, tank, or especially an airplane. The model parts on these *Gundam* kits are both well detailed and sturdy. William has played with his, at age 3-½, and the model is still in one piece!

Since purchasing these “basic” *Gundam* kits, I have ventured into the higher end realm of Bandai’s range, and purchased myself one of their “Master Grade” kits. This initial purchase was a “Zaku” series Mobile Suit, one of the “bad guy” versions fielded by the Principality of Zeon forces. The kit cost \$34 from Kicks Hobby Japan. The “Master Grade” series of kits are to the larger 1/100<sup>th</sup> scale and don’t come with a vinyl pilot figure. And **what** an amazing kit this Zaku really is! This time you get 13 much larger sprues (up to 11 x 7 inches) of highly detailed parts, again molded in various colors, and again sometimes more than one color to a sprue. On one sprue, there were both **clear** and **colored** parts!!! The stickers in the \$8.95 kits are replaced by high quality decals in the Master Grade kits. For those not used to Bandai kits, on first inspection this Zaku kit is equal to the likes of Tamiya and Hasegawa aircraft or armor kits.

While talking to the owner of Kicks Hobby Japan about the various aspects of *Gundam*, he pointed me towards the book *Gundam Official Guide*. I snapped this up the moment I saw it. At 128 pages, mostly color, this is an 11 x 9 inch soft covered book simply jam packed with information on the *Gundam* phenomenon. The book starts off with a condensed but very useful history of the *Gundam* Universe, covering each of the television series and movies.



There is a section covering details of each of the series’ creators; the men who directed the various episodes; the major anime artists etc. Next follows a description of each individual series, the major plots covered, the various anime characters appearing in the series, and the various space ships and mobile suits, together with appropriate data covering weight, height, propulsion type, armament etc. This is all very detailed. Also appearing in this book are multiple page listings of the various video game releases, and of course, the Bandai models. All this for \$12, an amazing deal, and a real **must** for anyone interested in finding out about this series.

And finally, for those who wish to be “hard core” with their *Gundam* models, all of the *Gundam* series and movies are available on DVD, in English. Again, Kicks Hobby Japan has these for rental and you might also find them at Scarecrow Video in the University District. [*The King County Library System also has the movies - ED.*] I have started renting the first series, *Mobil Suit Gundam*. The animation in this series is acceptable, the story lines quite good, although there are some very cheesy characters. However, being the original series, it really is a must if you are to understand *Gundam*. By far the most lavishly illustrated series is *Gundam 0083*.

For anyone interested in building models with beginning modelers, or for that matter young modelers of any skill level, I can’t recommend Bandai’s *Gundam* kits highly enough. However, make sure you get the newer releases, as they are the most user friendly. This is as expected since tooling technology has changed quite a bit over the past 23 years. As for the senior modeler wishing challenging new subject matter, you can’t beat a “Master Grade” *Gundam* kit. Happy modeling.

I have visited three model shops of late and all carry *Gundam* and other anime kits in various numbers. Without doubt Kicks Hobby Japan at 543 NE Northgate Way carries the largest numbers, and the best selection. They also as mentioned carry all the DVDs for rental, as well as various books and magazines on the same subject matter. Prices here are also very competitive. I have also found a decent selection at Skyway Model Shop and at Galaxy Hobbies in Lynnwood. For the very best listing of all the various anime currently available, HobbyLinkJapan at [www.hlj.com](http://www.hlj.com) is the place to go. You can probably pick up the kits more cheaply directly from Japan, especially if you order a few at a time (lower per unit shipping charges). Rainbow10 at [www.rainbow10.com](http://www.rainbow10.com) also has a great selection, but their site is minus HLJ’s superb graphics. However, buying kits one at a time, doing it locally is as good a bet as any.

## Modeling Time

by Stephen Tontoni

At the May meeting of NorthWest Scale Modellers, it was decided that the theme for the June meeting would be “Conflict in the Middle East”. On leaving that meeting, I immediately pulled down the Matchbox Noorduyn Norseman to build it in Israeli markings; I figured that would be an easy build in less than a month. As it happened, I ran across some rough spots on it, and found myself eyeing the Hasegawa Beaufighter more frequently. Finally, with less than a couple weeks to spare, I pulled down the Beau and built a schedule for completing it. I was able to find an hour here and there throughout the remainder of the month, and figured I would just be able to complete it. If it weren't for the Mariners, I'd have been able to find even more time.

Most of the individual modeling tasks we do are not time intensive. A longer, tedious task such as rescribing can usually be spread out over a few days rather than doing it in one overwhelming marathon session. For most of us, I think that more time is spent on fretting over what to do next rather than doing it. (Insert Nike ad here).

When the May meeting of NWSM came around, my Beau wasn't complete but I had the first colors sprayed on and brought it to the meeting as it was. Once the onus of completing the model on a time schedule was gone, I left the model sitting for a while. I actually completed work on the model (is anything ever really finished?) some time in mid-June. Without a time frame within which to work, it took me about as much time to paint the last two colors as it took everything else before – and that included adding a lot of resin aftermarket stuff.

If you've never tried to do it before, I suggest that next time you build a model, write down the tasks on a calendar. You can break it down into logical steps and

sub-assemblies. Also, it helps to think of each sub-assembly that is done as a model in itself; the final assembly is a snap. (Quote: Ted Holowchuk) An added bonus to this method is that you'll less frequently miss steps; having to re-do things is an awful time-waster.

I know this may sound like work to many of you. I live by my appointment book so it only makes sense to me to include hobby and social activities in there. They are, after all, as important as what puts bread on the table. It's a very logical and small step from there to analyzing the process of building a model and approaching it systematically.

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## It's All in the Definition

by Paul Ludwig and Robert Allen

Last month in preparing an article which Robert Allen published in the *Seattle Chapter News*, I discussed a pertinent matter with him and our discussion elicited a wealth of knowledge from Robert that I believe should be shared.

My review of a new booklet containing an article about the Australian fighter, the Boomerang, almost led me to say that I didn't consider Australian production of the fighter to rate the country with my favorite “top six” of mass producers of indigenous designs. America, Britain, Germany, Russia, Japan, and Italy were among the major countries involved in the war from start to finish. My “top six” designed, developed, and mass-produced their own fighters, and often sold the aircraft to other countries that didn't have their own design staffs and/or manufacturing plants. To my mind, Australia and the Boomerang were an anomaly.

Robert feels otherwise, and in preparing this article, I asked if he would editorialize – something he seldom does and because he doesn't say much, we fail to benefit from his knowledge. On this subject of my

“top six,” Robert agreed to bring to light facts about aircraft and countries producing aircraft of which I for one was not aware. Go, Robert!

- Paul Ludwig

Well, after such kind words, how could I refuse! Certainly those six countries and Australia did exactly as Paul said, but there were several other countries that mass produced (though sometimes in small numbers) their own fighters during the war, although some of the countries didn't stay involved in the war from start to finish, and some didn't sell them to any other countries. But I come up with fifteen countries that could be said to have operated indigenous single-seat fighters during WW2, even if some of them don't quite meet all of Paul's conditions. In addition to the top six and Australia, there are Finland, France, the Netherlands, Poland, Rumania, Slovakia, Sweden, and Yugoslavia. Let's take a quick look at each of them.

Finland and Yugoslavia both barely make it. The Myrsky II entered service with the Finns in late 1943, and was limited to 47 production examples (some sources say 51), but it did see operational and combat use with two squadrons before the war ended. Yugoslavia was overrun in very short order in April 1941. At that time, Yugoslavia had two indigenous fighters in service, though in very small quantities. Only twelve production Ikarus Ik-2 high-wing monoplanes were built, and eight were operational at the time of the Axis invasion. A few survived, and later served with the Croatian Air Force. The Ik-3 was a more modern fighter, but only six of the twelve built were serviceable at the time of the invasion. Nevertheless, they were operational, and performed fairly well against German aircraft.

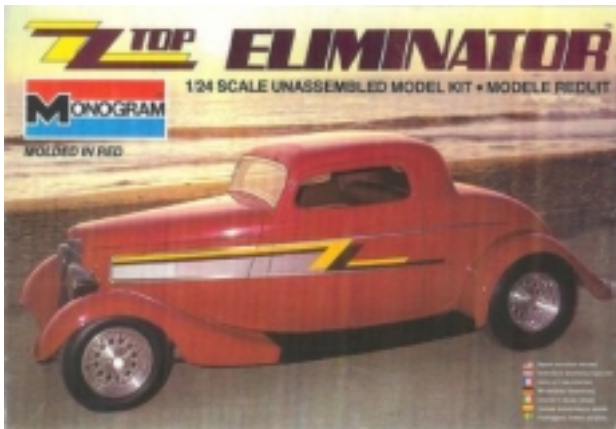
Sweden was neutral during the war, but was still geographically in the thick of things. Sweden had trouble acquiring airplanes as the war progressed, and the FFVS J 22 was a homemade solution to the

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## Monogram 1/24th Scale ZZ Top Eliminator 1933 Ford

by Steve Berner, IPMS Capt.  
James McKinstry

Now for something totally different; how about blending two of the most popular pastimes...scale modeling and Rock'n'Roll! If you didn't think it couldn't be done, check out Monogram's 1985 classic, 1/24th scale, ZZ Top *Eliminator* car of MTV rock video fame.



I know, I know, it doesn't have a propeller, two wings, or a lot of victory flags on it, but this kit is special. Featured in three of the most popular music videos ever made, this chopped, channeled, low-riding beauty is based on a 1933 Ford three-window coupe body. This dream car was custom built by Don Thelans of Buffalo Motor Cars, Ltd. for ZZ Top guitarist Billy Gibbons. The car's color, just as it appeared in the videos, was fire engine-red and was painted by Kenny Youngblood. It was the inspiration for the Double Platinum album *Eliminator* released by ZZ Top in 1983. The videos were featured on MTV and are still available on videocassette and DVD. "Gimme All Your Lovin'," "Sharp Dressed Man," "Legs," "Sleeping Bag," and "Rough Boy" all featured this one-of-a-kind vehicle. The last two videos, which were from the commercially less successful

(though musically smokin') follow-up, *Afterburner*, were shown less often than the first three.

Sadly, this was to be a "Limited Edition" kit. Though it was never printed on the box, the *Eliminator* was only on the market for about a year and a half. It was released under three different box-art covers

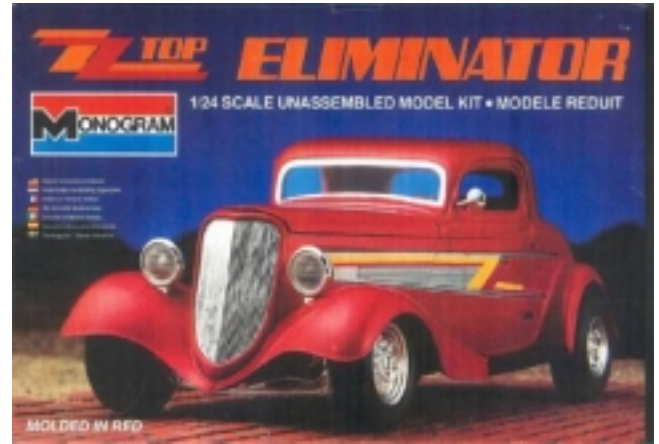
before being withdrawn and retired some time in 1986 or 1987. To date, it has never been reissued in this form.

The ZZ Top *Eliminator* kit features an easy-to-follow instruction sheet and a small decal sheet containing the side designs and license plate. There are four nicely molded black, hard rubber tires with the raised "Goodyear GT" trademark logo. A chrome-plated sprue containing 27 parts, a small sprue of 4 clear parts, and 35 main body parts,

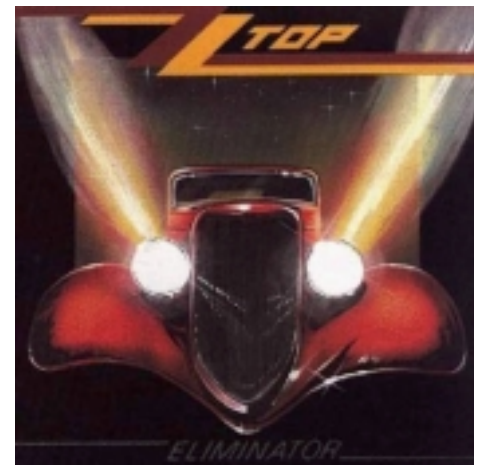
molded in red, round out the kit.

The authentic engine is a model in itself. It features chromed, custom valve and air filter covers embossed with "ZZ" logos. If the engine is displayed "out-of-the-box", it will not have that cluttered, busy look of a modern, high-powered engine. There are no spark-plug wires from the distributor cap to the spark plugs. The modeler must fabricate these with stretched sprue or scale rubber tubing.

The suspension, with solid cast springs, is molded in red plastic. They will benefit from careful building and painting. What is offered by Monogram looks very good when dry-fitted prior to assembly. The kit even provides separate chrome-plated tie-rods that add to the finished replica's appearance.



From this point on, the level of modeling skill applied will be left up to the individual. Model car building is a totally different hobby. There are many different techniques utilized here other than those used in building plastic aircraft, armor, and ships. Many books about plastic car modeling are available. Those by Kalmbach Publishing are particularly useful due to the large amount of photographic content used to explain their ideas.



If you can find this kit anywhere, **buy it!** You will not be disappointed. The change of pace it offers will only add to the enjoyment of building it. I guarantee it! If you can find the music video collection by ZZ Top featuring this amazing car, rent it or buy it! It features some incredible, foxy women (ah, sorry), and views of the car that will help in building this superb bit of classic plastic!



## Polar Lights KISS *Destroyer* Kits

by Phillip Smith, IPMS Milton Keynes Scale Model Club, UK

KISS - A brief history: Stanley Eisen (Paul Stanley) meets Gene Klein (Gene Simmons), and a musical chemistry and eventual friendship is formed. In 1972 Peter Crisscoul (Peter Criss) and Paul Frehley (Ace Frehley) are added via a classified ad. The rock band KISS is born, and with wild make-up plus outrageous costumes, they soon dominate the world of rock music. *[Not really. Among hard rock bands of their era, Led Zeppelin, Aerosmith, Thin Lizzy, and yes, ZZ Top ate KISS for lunch – ED.]* Over the years the line-up has changed but following an MTV *Unplugged* show which featured the then current line-up of the band plus Peter and Ace, the original members of the band decided to get back together, put the make-up back on, and embark on a world tour in 1996–1997. These kits represent the band in its original line up.

Having been a KISS fan since the age of 16 these kits are just what I've been waiting for. With reference material in abundance I started to make all four figures. When placed side-by-side they make up the poses of the group on the cover of the *Destroyer* album that was released in 1976. Each figure comes with a base in the shape of a piece of rock to stand on plus a full size *Destroyer* album cover to mount behind your figures, thus giving you a 3D album cover. The figures are sculpted by Patrick Delaney, one of the kit industries' best sculptors. Pat has sculpted many model kits such as Lon Chaney as the "Phantom of the Opera" and the famous Boris Karloff kit "Makeup Call". Pat is a self-taught sculptor.

In each box there are between 20 and 30 injection molded parts, six of which make up the diorama rock base plus a clear plastic holder to hold the diorama background. The instructions are very straightforward, taking you in logical stages

through the construction and painting process. On all of the figures I used a thinned filler made from Humbrol Liquid Poly and Humbrol Model filler. The two were mixed together into a thin cream consistency and applied to joints and seams with a small fine point paintbrush.

### Gene Simmons Kit No. 5054

All the figures in the set are basically built in the same way. Variations will be called out in the text relating to each specific figure. I started to build this kit by constructing sub-assemblies of left and right arms, left and right legs and the torso. Do not cut off the lugs on the bottom of parts (22 and 23) as these enable you to fit the figure to the base.



I omitted the elbow armor (4 and 8) the side armor (16 and 17) and also the chest armor (15). All the sub-assemblies were filled along the joints and sanded down using Humbrol filler and Aeroclub's fine grade foam sanding pads. When these had been finished I glued the right leg to the left leg using the square pin on the right leg to get a good fit; care must be taken to ensure that the two halves match up from the rear. Do not worry about the crotch seam too much as the belt/codpiece covers it when in position.

I then took the torso and legs and glued them together along with the belt/codpiece (24). The location of this piece is aided through a half circle recess in the torso to allow a snug fit. The demon heads (25 and 26) were added to the boots and filled around the join with Humbrol filler diluted

with Humbrol liquid poly. I then fixed the sub-assembled arms, using the square pegs in the shoulders and the box art for reference.

When the main body had been assembled minus head I gave the entire body a coat of Halfords Acrylic Grey Primer and left it to dry for 24 hours. I also built the rock platform and filled and sanded all the seams. The head was kept separate for ease of painting. As with all the figures that I make, I painted a base coat of Humbrol 63 Matt Sand on to all flesh areas. On Gene this only includes the hands and chest area, most of which is covered when the chest armor is in place. This was left to completely dry for at least 24 hours.

I then made up a 50/50 mix of Raw Umber and Burnt Sienna oil paint, which was liberally applied, to all the flesh areas. Then, using a 1/4 inch artist's brush, I removed almost all of the oils using a sweeping motion across the knuckles and chest. This should leave traces of the oil paint in the recessed of the figure giving you a ready-made shadow.

After this I applied Yellow Ochre oil paint to all the highlighted areas of the figure. This was left for 40 minutes and then blended in. Cadmium White was then applied in the same areas and again left for 40 minutes then blended in.

This system gives a skin tone very similar to the actual album cover artwork. I then airbrushed Humbrol Flat White on to the face and left to dry. The costumes were sprayed using Xtracolor X505 Tyre Black. Gene's armor was painted using a 50/50 mix of Humbrol Matt Black and Humbrol Polished Steel. After this was left to dry it was buffed up using a buffing pad in my mini drill, then dry brushed, adding a drop of Humbrol Silver to the mix on every pass.

The eyes in the boots were painted Tamiya Gloss White, allowed to dry, and then given a coat of Humbrol Clear red. All the studs and spikes were painted with Tamiya Chrome Silver. The sculptor has very



kindly helped with the position of the face make-up using very fine engraved lines on the face as a guide for painting. The teeth were painted a very pale yellow and white mix of oil paint. The mouth was painted Burnt Sienna around the edge with the tongue being a pink color with a white highlight. The lips were painted with Lamp Black oils. I found that all the figures fitted snugly into the bases, which was a great help as you can use them as a grip while painting.



#### **Paul Stanley Kit No.5051**

This figure follows the same production and construction methods as Gene, but it needed a lot more filling on the joints. Most of the limb joints fit badly. Also of note are small ejector pin marks on the hands of both Gene and Paul, but these can be easily scraped away with a scalpel or knife blade.

Please be very careful when sanding down Paul's arms and legs as his costume is covered in small studs. These can easily be removed by overenthusiastic sanding, I replaced them with small amounts of white PVA glue applied with a cocktail stick.

The painting was Xtracolor X505 Tyre Black for the costume with Tamiya Chrome Silver studs. Stippling on Raw Umber oil paint reproduced Paul's chest hair. On each of the figures the hair was painted Humbrol Matt Black and dry brushed with Raw Umber oil paint. The lips were painted with Cadmium Deep Red oil paint. The eyes were painted with white enamel mixed

with a little dark blue. This avoids the pop eye effect that occurs if you paint the eyeball plain white. To represent the eyelash area a thin line of flesh tone was used.

#### **Ace Frehley Kit No. 5053**

As with the other kits in the series, Ace is made up from four sprues containing 20 cream colored plastic parts, plus six parts to make up the rock base and a clear plastic diorama holder. A sheet of clear instructions and a color diorama are also provided.

I started by building up the legs and body, which were then filled and sanded before adding the chest and neck parts. The arms were constructed separately and added after the neck.

As with the other figures the main costume was painted Tyre Black with Chrome Silver detail. The face make up was Matt White with Chrome Silver around the eyes. This was outlined in Matt Black, the eyelids were painted a very pale blue, and the lips were painted with Lamp Black oil paint.

#### **Peter Criss Kit No.5052**

The final figure in the quartet was actually the easiest to put together, requiring a

minimum amount of filler. For Peter you get 31 parts.

The face was painted Matt White with Matt Black round the eyes and for the whiskers, Chrome Silver was used on the end of the nose. Not mentioned in the painting instructions is the Dark Green used on the eyelids and under the eye-brows, I used Tamiya Dark Green. Tamiya Chrome Silver was used on the costume.

#### **The Bases**

The bases were glued, filled and sanded and then painted with Humbrol Matt Black and dry brushed with various grey tones.

Even if you're not a KISS fan these kits are to say the least different. Painting faces white was different but not as hard as I at first thought. The kits did have some fit problems but nothing that can't be overcome by the average modeler. I'm not happy with the face of Peter 'Cat Man' Criss as it appears too round and he appears to be scowling which he does not do on the album cover.



## AeroMaster 1/72<sup>nd</sup> Scale “Fleet Air Arm Pt.1” Decal

by Robert Allen

They say you can't judge a book by its cover, and AeroMaster's "Fleet Air Arm Pt.1" proves that the same is true for decal sheets. At first glance this sheet, covering eight WW2 FAA aircraft of four different types, is impressive. Seven of the eight selections are in Atlantic theater markings, a nice change from the Pacific theater markings seen on many recent FAA sheets – not that I'm complaining about the existence of *any* FAA sheets, given their scarcity! Six of the eight are in the standard Extra Dark Sea Grey/Dark Slate Grey/Sky camouflage scheme, one has the standard scheme with black undersides, and one is a special paint job. The sheet is beautifully printed and in perfect register; it's only when you look closely at the selections provided that the problems become clear. The front of the instruction sheet is marked "Suggested Kit: Various," but none of the kits are listed! Of the eight choices given, there are available kits for no more than three (built straight from the box), and there are some serious deficiencies in the instructions. Many of the examples have non-standard features, or are of indeterminate variants, and the instructions are of very little help in this regard.

The first two aircraft covered are Sea Hurricanes, one of which is not even an FAA aircraft! This is an RAF-flown Sea Hurricane Mk.IA, LU-Y, as catapult launched off CAM ships on convoy protection. These aircraft were expendable; the Hurricane was launched if an Fw 200 or other Luftwaffe aircraft was spotted, and after engaging the enemy the pilot was supposed to either fly to the nearest land, or ditch in the sea. This is actually a good choice for a model; these are historically unique aircraft, and as far as I know, no one has previously provided decals for one. The "Hurricats" were Hurricane Mk.Is, strengthened and fitted with

catapult spools. The drawing on the instructions shows LU-Y without a tail wheel; this is incorrect, as Hurricats retained their landing gear. A photo of this specific aircraft in the Squadron/Signal *Hurricane in Action* clearly shows the tail wheel still fitted.



The second Sea Hurricane, AF966, a Mk.IB of 880 Squadron, is considerably more problematic. The instructions identify it as a Mk.IB, and note the "small spinner and narrow prop blades." Things are a bit more complicated than that. The designation Sea Hurricane Mk.IB only indicated that the aircraft was fitted with an arrester hook. There were no Sea Hurricanes Mk.Is built from scratch; all were converted from existing Hurricanes of various marks. The first Sea Hurricane Mk.IBs were converted from Hurricane Mk.Is, but later Sea Hurricane Mk.IBs were converted Hurricane Mk.IIs, with either eight- or twelve-gun wings. This makes modeling a specific aircraft difficult without accurate references. Tracing the serial number reveals AF966 to originally have been a Canadian-built Hurricane Mk.X, equivalent to the British Mk.II. The first 100 or so Mk.Xs

were fitted with eight-gun wings, and the rest with twelve guns; AF966 was definitely in the first 100, by serial number, so it probably had eight-gun wings. Hurricane Mk.Xs were fitted with Packard Merlin 28s, driving Hamilton props rather than the Rotol or de Havilland props of the British Hurricanes. They were delivered without spinners, and many were later fitted with non-standard spinners in service. This explains the note in the instructions. To correctly model this aircraft, you'd have to use a Revell Sea Hurricane Mk.IIC fuselage mated with the wings from the Revell Hurricane Mk.IIB, with the two outer gun ports on each wing filled in. (The Revell Sea Hurricane has cannon-armed wings). You'd also have to pinch a prop from a suitable American aircraft with a Hamilton prop, and fashion a replacement spinner. There is a photo of this aircraft in Squadron/Signal's *Fleet Air Arm 1939-45*, and once you notice it, the non-standard spinner really sticks out. One nice feature is that AeroMaster provides codes in both Sky and White, as the researchers were unsure of the color. If the photo of another contemporary Sea Hurricane of 880 Squadron in the aforementioned *Fleet Air Arm* book is anything to go by, they were clearly Sky, but it's nice to have the option.

The next two aircraft are Swordfish Mk.Is, which were involved in that aircraft's two most famous operations. One, which took part in the attack on the *Bismarck*, can be modeled straight from the box using the Frog, Airfix, or Matchbox kits, with an additional option of modeling it during a later stay in Jamaica. The second Swordfish is the lead aircraft from the Taranto raid, which would mark it as one of the most historically significant aircraft in FAA history. Swordfishes on the Taranto raid had only two crewmembers, and featured a conspicuous extra fuel tank fitted in the observer's cockpit. This tank is not present in either the Frog or Airfix kits; I don't have a Matchbox Swordfish close at hand, so I don't know if a tank is provided in that kit, but if it isn't, you'd have to scratchbuild one to make an accurate model.

Three Seafires are provided, which would be great if anyone made a 1/72<sup>nd</sup> scale Seafire kit. One is a Seafire Mk.IB with tropical filter, a beautiful station hack finished in Royal Blue with a white cheat line, and the other two are Mk.IICs. One of the Seafire Mk.IICs is in American-style markings from *Operation Torch*, and had the distinction of making the first confirmed Seafire kill. All could be modeled using a Spitfire Mk.V kit as a base, but all would require an arrester hook to be added, and the rear fuselage modifications needed to accommodate the hook. None of the three had folding wings, so we can be thankful for small mercies...

Some Seafire Mk.IICs had three-blade props, and some had four-blade props. According to *Spitfire: The History*, both examples given fall squarely into the range that would have three-bladed props. The Seafire also had its main gear moved two inches forward, but anyone who tries that in 1/72<sup>nd</sup> scale deserves to be committed. One choice provided, MB189, is credited as being flown by 880 Squadron in February 1943, but neither *Spitfire: The History* nor David Brown's *Seafire* list it as such among their extensive individual aircraft records.

The final choice is a Kingfisher on floats, wrongly attributed to 768 Squadron, but actually from 765 Squadron. This aircraft is illustrated in the May 1984 *Scale Aircraft Modelling* feature on American aircraft in the FAA, but with a considerably different camouflage demarcation line on the cowling than on the AeroMaster instruction sheet. Fortunately, a lovely Charles E. Brown photo in Owen Thetford's *British Naval Aircraft Since 1912* shows this aircraft, and indicates that the AeroMaster drawing is right. This one can also be built straight from the box, using the Octopus (Pavla) kit if you want the most accurate model, the Airfix kit if you don't want to scratchbuild half the parts shown on the Octopus instruction sheet, or the Lindberg kit if you want the padded cell next to the guy who tried to modify his Seafire landing gear.

I think it's wonderful that AeroMaster would even do this sheet; there isn't another subject I'd rather see decal manufacturers tackle than wartime FAA aircraft in 1/72<sup>nd</sup> scale. But it would be nice for them to do markings for aircraft that are readily available in kit form, and to specify in the instructions what changes or modifications have to be made. This sheet looks great, and I'm sure I'm going to use it. But the execution, and the instructions, could have been so much better!

References:

*Hurricane* by Edward Bishop; Smithsonian Institute Press, 1990; ISBN 0-87474-221-8

*1939-45 Portfolio: Fleet Air Arm* by Roderick Dymott; Ian Allan Ltd, 1981; ISBN 0-7110-1053-6

*Hurricane in Action* by Jerry Scutts; Squadron/Signal, 1986; ISBN 0-89747-174-1

*Supermarine Aircraft Since 1914* by C.F. Andrews & E.B. Morgan; Putnam, 1981; ISBN 0-370-10018-2

*The Seafire: The Spitfire That Went to Sea* by David Brown; Naval Institute Press, 1989; ISBN 0-87021-989-8

*Spitfire: The History* by Eric B. Morgan & Edward Shacklady; Key Books, 2000 (revised edition); ISBN 0-946219-48-6

*Fleet Air Arm: British Carrier Aviation 1939-1945* by Ron Mackay; Squadron/Signal, 2001; ISBN 0-89747-432-5

*Fairey Swordfish in Action* by W.A. Harrison; Squadron/Signal, 2001; ISBN 0-89747-421-X

*British Naval Aircraft Since 1912* by Owen Thetford; Putnam, 1982; ISBN 0-370-30021-1

*Scale Aircraft Modelling*, May 1984, "Wartime American Aircraft with the Fleet Air Arm" by Ray Sturtivant

## *It's All in the Definition*

from page 9

problem. The J 22 was first flown in September 1942, and production eventually reached 200.

Poland was taken out early in the war, and Czechoslovakia as such never entered it, being taken over by the Germans prior to the start of hostilities (though men from both nations fought with the Allies to the end). Both countries had thriving aviation industries during the 1930s; in fact Poland was the first country to have its entire first-line single-seat fighter force be made up of all-metal monoplanes, with the PZL P.7 in September 1933. Poland's PZL fighters fought not only with Poland, but also with Greece, Bulgaria, and Rumania. The Czechoslovakian Avia B-534, of which over 500 were built, fought with the pro-Axis Slovak Air Force, and was in action as late as September 1944, when a B-534 achieved the last ever biplane kill during the Slovak National Uprising. A few Avia B-135s also flew with Bulgaria.

France may have hit a lull in her fighter development program post-1940 (to put it mildly) but Dewoitine D.520s were flying with Free French units up until VE-Day. Holland had her Fokker D.XXI, which fought not only with the Dutch, but also with Finland and Denmark, and Koolhoven FK.58, which fought with France.

Finally, there's Rumania. Everyone always forgets Rumania. Rumania fought from June 1941 until May 1945, at first for the Axis, but the last few months on the side of the Allies. The IAR 80/81 series was produced in large numbers, well over 400 being made; in fact more of them were made than Boomerangs. Yet they seem to have been forgotten.

Anyway, that's my take on it. Paul counts six plus one; I count 15. It's all in the definition!

- Robert Allen



## 2002 IPMS RECON 7 Contest

### by the Convention Staff

This year's McMinnville show on Saturday, September 14 will also be the IPMS Region 7 Regional Contest for 2002. We expect the show will be even bigger and better for 2002. Once again the spectacular Evergreen Aviation Museum will be the site of the show, this year with even more aircraft on display, including a flyable B-17G. We will also have vehicles from the Motor Vehicle Preservation Society of Portland on display.

The theme for this year's show will be the Battle of Britain with special categories for Allied and Axis Battle of Britain subjects. Also we have the privilege of having Battle of Britain historian and author John Alcorn speaking about the Battle.

Also speaking about his experience as a P-51, P-47, and Mosquito pilot will be Pete Hardiman, WW2 Army Air Forces veteran.

We plan on having at least 30 vendor tables available. Raffle prizes will awarded throughout the day, and a separate raffle for a Warbird ride will be offered.

The Evergreen Aviation Museum is located about a one-hour drive southwest of Portland. From I-5, take Highway 99W to Highway 18 and proceed to 3685 NE Three Mile Lane, just south of McMinnville, Oregon. The Museum is across the street from the McMinnville Airport.

For more information by phone about the show, contact Tony Roberts at 503-282-2790. For more information e-mail Tony at [roundelroberts@msn.com](mailto:roundelroberts@msn.com) or Larry Randel at [ldrandel@hotmail.com](mailto:ldrandel@hotmail.com)

The show's website is:  
[www.geocities.com/oregonshow](http://www.geocities.com/oregonshow)

### Show Schedule:

9:00 a.m.: Doors open and Model Registration Begins  
12:00 noon: Registration closes, Judging Begins  
12:30 p.m.: Speaker John Alcorn, Battle of Britain expert - Museum Theater  
2:00 p.m.: Speaker Pete Hardiman, WW2 Pilot - Museum Theater  
3:15 p.m.: Judging Complete  
3:30 p.m.: Awards Ceremony with special award winners announced in the Museum Theater  
4:00 p.m.: Show Complete  
5:00 p.m.: Museum Closes

### Costs:

Museum Entry: \$9 adults, \$7 seniors, \$5 Children, Museum Members free.

Contest Entry: Adult: \$3 for one to three models, \$1 each additional entry  
Juniors 11-17: \$1 per model entry  
Juniors 10 and Under: Free  
Display Entries: Free

### Special Awards for 2002 Show:

Michael King Smith Memorial Award: Best of Show sponsored by OHMS

The Evergreen Award: Best Rotary Wing Craft sponsored by OHMS

Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject sponsored by Tony Roberts

Best of Show: Peoples' Choice sponsored by OHMS

Best Battle of Britain Subject - Allied sponsored by Chuck Zellmer

Best Battle of Britain Subject - Axis sponsored by Chuck Zellmer

Best Hughes Flying Boat sponsored by OHMS

Best F-104 Starfighter sponsored by Daryl Johnson

Best A-4 Skyhawk sponsored by Bob Berry

Best "Winthrop" Engineering Award sponsored by Rachel Koteles and Margaret O'Hartigan\*

Best Naval Aviation Subject sponsored by Alexander Anderson

Best NATO (Non-US) Subject sponsored by Ruud van der Salm (formerly Best Dutch—opened up to all NATO countries excluding USA)

Best War in the Falklands Subject sponsored by Larry Randel

Best Out of the Box Model sponsored by Dave Sherrill

\* You may wonder what "Winthrop Engineering" is. Larry Randel of IPMS OHMS offers the following explanation, "You may have noticed the Special category for the RECON sponsored by Rachel Koteles and Margaret O'Hartigan called the Winthrop Award. For those unfamiliar with this unique type of kitbash created by Rachel and Margaret, here is what is involved.

The Winthrops are a notional family of less than successful vehicle designers from the



Would this count? - ED



'30s, '40s, and '50s. Previous creations attributed to the Winthrops include: a twin fuselage DC-3 with 3 engines; a P-38 with the fuselage reversed, so that the elevators were in front and the engines were pushers; and an F-19 model turned into a land speed record-setting jet plane.

The possibilities are endless, but the basic principle is pure fantasy and creativity. Let your mind soar and give a Winthrop a try. Good luck and bash some kits!"

#### Notes About Special Awards

- Only one winner per Special Award category.
- Judging will be done by the sponsor of the special award. The sponsor may delegate the judging task to the show judges if they care to do so.
- Models entered in special categories are also to be entered in their primary show category. For example, a 1/48 scale Spitfire entered in the "Battle of Britain-Allied" special award should also be entered in Class 14: 1/48 Single Prop/Allied.
- If you enter a model in a Special Award category, there will be sign up sheets available at the show to record your entry in the Special Award. Getting listed on the Special Award sign up sheet will ensure your model is considered in the Special Award judging.
- People's choice ballots will be provided to all entrants. The winner will be the model entry that receives the most popular votes.
- Judges' Best of Show will be chosen from the "Best of's" in each main category and will be determined by a consensus of the show judges to be the Best of the Show.
- Award sponsors are not eligible to win their own Special Award category

#### Class Lists for 2002 Show

##### 01 - Aircraft

- 11 - 1/73 & Smaller
- 12 - 1/72 Single Prop
- 13 - 1/72 Multi-Prop
- 14 - 1/48 Single Prop/Allied
- 15 - 1/48 Single Prop/Axis & other
- 16 - 1/48 Multi-Prop
- 17 - 1/32 & Larger Prop

- 18 - 1/72 Single Jet
  - 19 - 1/72 Multi-Jet
  - 20 - 1/48 Single Jet
  - 21 - 1/48 Multi-Jet
  - 22 - 1/32 & Larger Jet
  - 23 - Civil, Sport, & Racing: All Scales
  - 24 - Biplanes/Vintage Types/Airships: All Scales
  - 25 - Airliners: All Scales
  - 26 - Rotary Wing: All Scales
  - 27 - VacuForms
  - 28 - Scratch-Built/Conversions: All Scales
- Best Aircraft Award sponsor TBD

##### 03 - Military Vehicles

- 31 - 1/72 - Military Vehicles
  - 32 - 1/35 & Larger Open Top AFVs, 1945 and earlier
  - 33 - 1/35 & Larger - Closed Top AFV, 1945 and earlier
  - 34 - 1/35 & Larger Open Top AFVs, Post-1945
  - 35 - 1/35 & Larger Closed Top AFVs, Post-1945
  - 36 - 1/35 & Larger - Half-Tracks & Self-Propelled Guns
- All Eras/All Scales
- 37 - Towed Artillery & Missiles - All Eras/All Scales
  - 38 - Conversions & Scratch-Builds - all Subjects/Eras/Scales
- Best Military Vehicle Award sponsor TBD

##### 04 - Automotive

- 41 - Racing Cars
  - 42 - Street Machines
  - 43 - Custom Cars
  - 44 - Hot Rods
  - 45 - Pick-Up Trucks, SUV
  - 46 - Showroom Stock, box stock cars
  - 47 - Trucks and Semis
  - 48 - Motorcycles
- Best Automotive Award sponsor TBD

##### 05 - Ship And Sailing Vessels

- 51 - Ships - 1/400 & larger, motorized
  - 52 - Ships - 1/400 & smaller, motorized
  - 53 - Ships-Non-motorized, All scales
  - 54 - Submarines-All scales
  - 55 - Speed Boats / Motor Patrol Boats
- Best Ship Award sponsor TBD

##### 06 - Space Fact/Sci-Fi/Fantasy

- 61 - Space Fact
- 62 - Space /Sci-Fi Fantasy

Best Space Fact/Sci-Fi/Fantasy sponsor TBD

##### 07 - Figures

- 72 - Figures, Smaller than 54mm
  - 73 - Figures, 54mm, 1/32 & 1/35
  - 74 - Figures, Larger than 54mm
  - 75 - Figures, Mounted
  - 76 - Dinosaurs
- Best Figure Award sponsor TBD

##### 08 - Dioramas

- 81 - Aircraft
  - 82 - Armor/Military - Less than five figures
  - 83 - Armor/Military - Five or more figures
  - 83 - Automotive
  - 84 - Ship/Maritime
  - 85 - Space Fact/Sci-Fi/Fantasy
  - 86 - Diorama-Miscellaneous
- Best Diorama Award sponsor TBD

##### 09 - Other

- 91 - Flights of Fancy
- 92 - Collections - Five or More Related Models
- 93 - Humorous
- 94 - Miscellaneous - Anything Not Covered Above

##### 10 - Junior (Under 18 ) (All Scales)

- 101 - Aircraft
  - 102 - Armor
  - 103 - Automotive
  - 104 - Ships
  - 105 - Space Fact/Sci-Fi/Fantasy
  - 106 - Figures
  - 107 - Diorama
- Best Junior Ages 11-17 Award sponsor TBD
- Special award for under 10-year-old modelers

##### Exhibition/Display

All Subjects/All Scales (Not Judged)

##### Contest Rules And Notes

Judging rules: IPMS/USA National Contest Judging Rules  
 Contestant may enter a model in both IPMS Contest Classes and OHMS Special Award Classes.  
 Juniors may compete in Senior categories  
 IPMS rules and guidelines will apply to contest and judging.

## Exercise Tiger

from page 3

where it was not but also that the real thing was a feint.”

The U.S. 4th Infantry Division lost 551 men in the cold waters off Slapton Sands that evening, which exceeded their actual D-Day losses! A public monument has now been erected in the local community commemorating this event. There are several fairly detailed reports on the Internet which will provide interested readers with a far more detailed insight into Exercise Tiger (a short list is given below). A review of several of these sites (and their narratives, including those of several survivors) will graphically illustrate the events of “Tiger” and I suspect will surprise many of you. There are several personal articles by people who served that night and will quickly relate the horror they must have encountered that dark night. There are also several claims that this was America’s worst defeat (in numbers of men lost) in WW II since Pearl Harbor. I am not certain that claim is valid. As I mentioned in a earlier note, the loss of life at the Battle of Savo Island alone was in excess of 1,100 men. Aside from this one possible reservation though, the events surrounding Exercise Tiger were terrible and merit our understanding and knowledge.

It is also interesting to note that it appears that the German patrol boats that conducted this attack are the very types that you may model (as you saw from Gordon Erickson’s initial efforts at our May Chapter meeting) from the new Revell of Germany 1/72nd scale Schnellboot model.

### References:

Suffice it to say, there are a lot of articles and web sites that include a great deal of information about the Exercise Tiger. Many of these are written in the first person and may provide other eye-opening insights into our military operations during WW II. The following is only a very brief overview of what I found and read about this

fascinating aspect of our operations in Europe.

“Slapton Sands: The Cover-up That Never Was”

This is an excellent article (Extracted from *Army* 38, No. 6 (June 1988): 64-67) by Charles B. MacDonald and appears on the Naval Historical Center’s site: <http://www.history.navy.mil/faqs/faq20-2.htm>

Oral Histories - Exercise Tiger, 28 April 1944

Recollections by LT Eugene E. Eckstam, MC, USNR, (Ret.), a medical officer on USS LST-507 Adapted from: “The Tragedy of Exercise Tiger,” *Navy Medicine* 85, no. 3 (May-Jun 1994): 5-7.

<http://www.history.navy.mil/faqs/faq87-3g.htm>

“Exercise Tiger”

By Operational Archives, Naval Historical Center

<http://www.history.navy.mil/faqs/faq20-1.htm>

OPERATION TIGER - 6th ENGINEER SPECIAL BRIGADE

[http://www.metronet.com/~rlewisjr/tiger\\_op.htm](http://www.metronet.com/~rlewisjr/tiger_op.htm)

“TIGER-The E-Boat Attack”

This is a special article from the U.S. Army’s Quartermaster Corps Museum and contains a wealth of information from the perspective of many of the Army’s men taking part in the Tiger operation, as written by a young Army officer serving that tragic night.

<http://www.qmmuseum.lee.army.mil/d-day/tiger.htm>

Slapton Sands

This site is from the community of Slapton Sands itself, and also contain several good articles and has three other personal references and articles from those who served and survived Operation Tiger. <http://www.slapton.org/indextiger.htm>

“THE TRAGEDY IN LYME BAY OPERATION TIGER - 27/28th of APRIL 1944. D-DAY REHEARSAL FOR UTAH”

This is an excellent report on these events, including the actual charting of how the ships were deployed that fateful evening and an outline of the many lessons learned there. It, like several others, also contains several statements that puzzle me, including: “The total of 639 American killed and missing was 10 times the actual losses on Utah beach on June 6 1944.” <http://www.combinedops.com/Lyme%20Bay.htm>

“AN OVERVIEW OF WHAT HAPPEN AT SLAPTON SANDS”

<http://www.geocities.com/milbios/slaptonsands.html>

“Quiet hero, men who died in secret WWII disaster remembered”

This is a report, from CNN, dated November 11, 1995 in which CNN reported on the death of Capt. Doyle (mentioned above) and the secrecy surrounding the Exercise Tiger attacks.

[http://fyi.cnn.com/US/9511/veterans\\_day/memory/](http://fyi.cnn.com/US/9511/veterans_day/memory/)

“9 Lives: An Oral History”

This is an excellent first person article, written by another survivor, Patsy J. Giacchi, who was an army engineer serving aboard the LST-507, during Operation Tiger. This is essentially an article, one of several from two books consolidated and published by same author, Aaron Elson. I’ve since bought both paperback books and enjoyed the first person articles Mr. Elson collected in these two short books. <http://www.tankbooks.com/Ninelives/chapter9.htm>

Hoyt, Edwin P. *The Invasion before Normandy: The Secret Battle of Slapton Sands*. NY: Military Heritage Press, 1985.

Lewis, Nigel. *Exercise Tiger: The Dramatic True Story of a Hidden Tragedy of WWII*. New York: Prentice Hall Press, 1990. Published in the UK as *Channel Firing*

Small, Ken. *The Forgotten Dead: Why 946 American Servicemen Died off the Coast of Devon in 1944, and the Man Who Discovered Their True Story*. London: Bloomsbury, 1988

## Upcoming Model Shows and Contests

### Saturday, September 14

**ReCon 7.** Hosted by IPMS Oregon Historical Modelers Society and IPMS Salem. Capt. Michael King Smith Evergreen Aviation Educational Institute, 3850 Three Mile Lane, McMinnville, Oregon. Show theme - Battle of Britain. IPMS Seattle's John Alcorn will speak about the BoB. See pages 12-13 for complete details.

### Friday-Saturday, October 11-12

**Sci-Fan II: The Northwest's Premier Science Fiction Fantasy Modeling Event.** Science fiction and fantasy show. Fees: \$5 for up to five models; \$1 for each additional model. Schedule: October 11th: 12:00 - 7:00, Contest Entry and Display; 4:00 - 6:00 Demos. October 12th: 9:00 - 12:00, Contest Entry and Display; 11:00 - 3:00 Demos; 1:30 - 2:30 Closed For Judging; 3:30 Awards & Door Prizes. Galaxy Hobby, 196th and Highway 99, Lynnwood. For more information, call 425-670-0454 or e-mail [info@galaxyhobby.com](mailto:info@galaxyhobby.com)

### Saturday, October 12

**IPMS Vancouver, BC, 32<sup>nd</sup> Annual Fall Model Show and Swap Meet.** 9:00 AM - 4:30 PM. Admission: \$2 CDN (17 and Older); Free (16 and Under). Registration: \$5 CDN (17 and Older); \$4 CDN (16 and Under).

Trophy categories: Modellers' Choice - Best of Show Senior (By Ballot); Best of Show Junior ; Best Aircraft - Jet Engine; Best Aircraft - Prop Engine; Best Auto - Street or Show; Best Auto - Competition; Best Naval; Best Armour - Allied or NATO; Best Armour - Axis or Warsaw Pact; Best Figure ; Best Canadian; Master's Award; Best Diorama; Best Academy Kit; Best Sci-fi Space or Vehicle - Actual or Fictional; Best TV/Movie Monster; Best Desert War Subject; Best General Motors Product; Best Emergency 911 - Auto or Truck.

Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC. Contact: Warwick Wright - Phone: 604-274-5513; e-mail: [jawright@telus.net](mailto:jawright@telus.net); Web site: <http://members.tripod.com/~ipms>

### Saturday, October 12

**8th Annual Model Show and Contest.** Hosted by IPMS/Palouse Area Modelers. 9AM-4PM. Door prizes and raffle. Fees: Adults \$2 for first two models, \$5 for three or more; Juniors (16 and under) \$1 for unlimited entries; Spectators \$1. Contest judging will follow the open system with gold, silver, and bronze ribbons. Moose Lodge, 210 N. Main, Moscow, ID. For more information contact Wally Bigelow at 509-334-4344 or by e-mail at [uwhuskys@hotmail.com](mailto:uwhuskys@hotmail.com)



## Amodel 1/72<sup>nd</sup> Scale Sukhoi T-4

by **Bill Osborn**

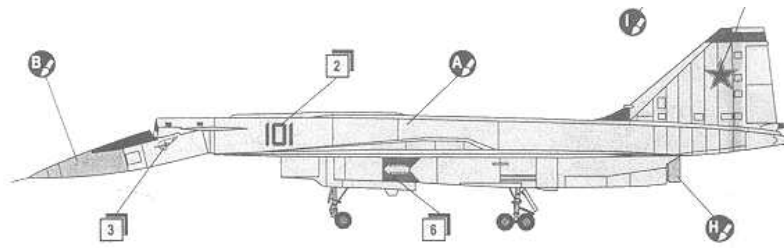
Did you guys really expect me to pass up this model? It's Russian and expensive. The kit is produced by Amodel and doesn't look too bad. The surprise was the size; I expected a model that compared to the B-70. However, it's closer to a B-58, but longer.

O.K., let's look in the box. The first thing you see is the wing/body resin assembly. That's right, Amodel puts it together for you. The parts are hollow - top and bottom and glued together with what looks like a crude epoxy. The vertical fin is also resin and in two parts, all other parts are injected plastic. I think I found out where the mold makers from Matchbox went to work. Every rivet line is a nice groove, or maybe they are weld lines as this plane was made of **steel!** They forgot to put the big "S" on it.

The leading edges of the wing, the rudder, the elevons, and the rest of the parts are the typical Amodel white plastic. The parts look good, with little flash, and the trailing

edges are thin. The instructions are in two languages, one of which is English. That's a big help to me as I just get by in my native tongue, let alone one with half the letters backward. Everything is numbered on the sprue layout on the plans, but not on the sprue itself. Paint colors are referenced to Humbrol colors, but names are also given. There are a few photos on the plans and the box lid.

Being made of steel this sucker must have been heavy; it has eight wheels on each main bogie. The engine housing is part of the wing-body assembly, so that's no problem. However, the exhaust cans are in five parts and may require some work. The inlet has ten parts with very little indexing to work with. The other items such as gear struts, doors, canards, nose, and assorted small parts should be straightforward.



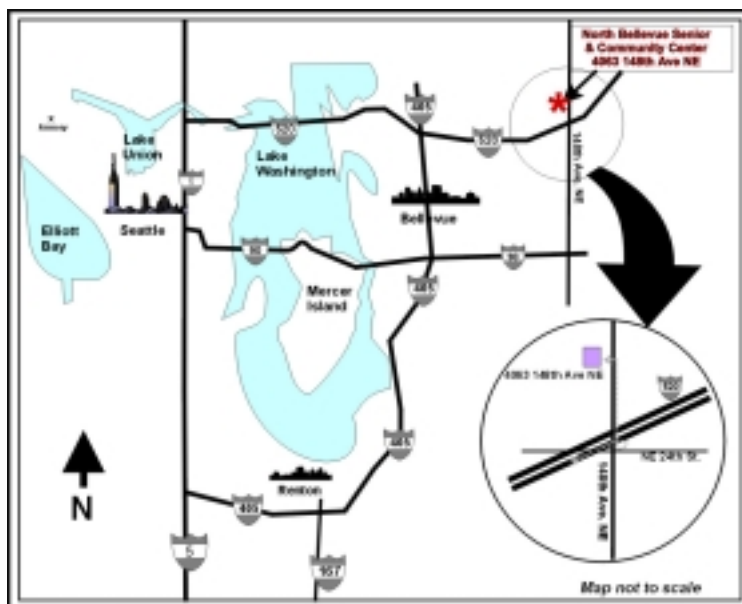
The decals look very good. You get six red stars, two red "101s", two gray and yellow intake warning

signs, an antiglare panel and red decals for the inlet, and also exhaust covers should you want to make them.

In the cockpit you get bulkheads, seats, side consoles, instrument panels, and control columns. Of course, you won't see any of this unless you open the two top hatches. This beast must have been a bear to handle on the ground and during landing, as there are only three front windows and a small window on the port side of each hatch. I hope the G.I.B. wasn't claustrophobic.

If I didn't have three models in work now, this would have been started before the mailman got back in his jeep. But you never know, I've put models aside for lesser reasons.

## Meeting Reminder



## Saturday, August 10 10 AM - 1 PM

**North Bellevue Community/Senior Center**  
4063-148th Ave NE, Bellevue

**Directions:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.