

# Seattle Chapter News



Seattle Chapter IPMS/USA  
June 2002

## PREZNOTES



Oop! Ack! Ththppt! (As spoken by Bill the Cat of *Bloom County* fame). I guess it sums up my feelings of what I have on my workbench. **Too many models!** All of a sudden I have more started models on my workbench than I know what to do with! I have always worked on more than one at a time but now?!! In addition to the slow moving F-89s, I have a Ta 183, P-38M, F-100C, Bv 141, Grumman Skyrocket, Cierva autogiro, a figure or two, Godzilla, hydroplanes, a motorcycle, a spacecraft, and too many more to mention, all in various stages of completion. I suppose I could blame it on the Mariners, as it's easy to watch the game and work on a model on the sofa when all you are doing is cutting bits off the sprue and doing minor subassemblies. The problem is it leads to a whole bunch of models all over the place - a dozen or so boxes that can no longer be closed because the subassemblies being worked on won't fit in the box anymore! There was a time (many decades ago) that I could work on one model from start to finish. Of course, my allowance was not large enough to allow me to buy more than one model at a time. I could finish a model in a day, and then I'd have to wait a few weeks for my next allowance and consequently, my next model...

Unfortunately, at this point in my life, it's too late to start a new hobby, like underwater basket weaving, and unless someone comes up with a cure to keep me from starting a new model every other night this could get to be a real problem. Let's see, I have several hundred kits in the garage. I could have the entire collection started by April 2003! I got over AMS without too much difficulty; maybe I can do the same with this new problem.

Oh yes, last meeting I may have mentioned to some of you that this month's meeting is on June 15th. **IT'S NOT! IT IS THIS SATURDAY, JUNE 8TH.** I'll extend my apologies now to anyone that does not

read this and shows up next week instead of this Saturday.

See you at the meeting (**this Saturday**),

*Jerry*



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**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, 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 2002 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our new meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**June 8**  
**August 10**

**July 13**  
**September 14**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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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](http://www.ipmsusa.org)

## Eduard 1/48<sup>th</sup> Scale Messerschmitt Bf 108B Taifun

by Hal Marshman, Sr.

Eduard has recently released a 1/48th scale rendering of the Messerschmitt Bf 108B Taifun. For those not familiar with the Taifun, it was a four-place, low-winged, all-metal monoplane, powered by an Argus V-8 inverted air-cooled engine. The 108B was developed from prototypes that were developed for the 1934 air races, and was extremely modern for its day. Many of the systems engineered into the 108 were featured in the Bf 109 fighter. This neat little plane was used throughout World War II by the Luftwaffe in such roles as high-speed courier, VIP transport, army cooperation, and liaison. Enough history, to the kit...

Eduard has molded this kit in its by now familiar light olive, moderately soft and easy to work plastic, with pettily done etched-in surface detail. I found no dimples or injection marks in any visible locations.

Clear parts consist of a one-piece canopy, and a football shaped external mount landing light. Herein lies my prime complaint. The 108 displayed a really unique canopy opening system; side panels were hinged at the front vertical window post, and swung forward clamshell fashion, to provide access to the cockpit. I'm not saying it would be impossible to open the kit canopy in this fashion, but I for one would be reluctant to try it. This is a prime candidate for a Squadron vacuform replacement.

Eduard provides a 28-piece Argus engine to place within the cowling, although they do not offer an openable cowling. You can't leave it out, however, as it is highly visible through the large inlet at cowl front, and the large opening at the cowling bottom rear. The prop is a single-piece two-bladed type, nicely done, and is to be

trapped between the spinner front and base. Eduard provides a vaned spinner and back, ala the Fw 189, but gives you no info on its use. It's probably meant for a different version, yet to be released.

The landing gear is quite petite, consisting of legs, separate oleo hinges, two-piece unflattened wheels, and gear covers. All go together nicely, and look good when



assembled. I found it profitable to sand off some of the tire to flatten it somewhat, and to add brake lines, as they are somewhat prominent, just as are those on the 109.

The kit gives you two rudders, both in two halves. One has a counter balance at the top, while the other does not. The kit diagrams show which airplane uses which rudder.

Interior is very nice, providing seats front and rear, with an extra fuel tank option for the desert version, rudder bar, central consol, two-piece flap control wheel, control sticks, and a centrally mounted gear lever. Also provided are two detailed side panels, and a choice of two instrument panel setups. One panel has the standard raised detail, and the other has holes at the instrument locations. A stiff paper piece with instruments printed on is provided, to be placed behind the holed panel with thin clear sandwiched between. I used the first option, as I am content with

the manner in which I usually paint these, and am convinced that it shows up better through the one-piece glass.

The decals give markings for a 70/71 splinterflage bird, and a spotted desert example. There is also an instrument panel decal if you care to take that route. The swastikas provided are in the familiar half-and-half format.

Assembly is moderately straight forward, but use extreme care in placement of the firewall, as interior and wing to fuselage assemblies depend on this part being located correctly. This is the only place

where I had any problems, and they weren't that bad to rectify. The rest of the assembly is a breeze, but be certain to remember that the gear legs rake forward slightly, and should be splayed to the point that the wheels are vertical.

I can highly recommend this kit. The quality is superb, and I will almost certainly build another.



*The box for the deluxe "Profipack" version of the same kit*

## Tamiya vs. Hasegawa: The Battle for the Hearts and Minds of 1/32<sup>nd</sup> Aircraft Enthusiasts! A Tale of Two Opposing Philosophies!

by Andrew Birkbeck

In the past year, 1/32<sup>nd</sup> scale injection molded aircraft kits of WW2 subjects have returned to the shelves of local model shops after more than a decade of total neglect. Currently two firms are blazing the trail this time around: Hasegawa and Tamiya. And each is approaching the production of their kits in an almost diametrically opposed fashion.



Tamiya was first on the block with a new kit, their amazing A6M5 Zero. This kit was delayed a good six months due to errors in tooling, occurring I am told, when Mitsubishi provided Tamiya with factory drawings that didn't incorporate a number of design changes made by Mitsubishi on the assembly line! Visions of Airfix, with their Fairey Battle kit of many moons ago, which suffered a similar defect. Thankfully for the modeler, Tamiya held back their kit until the flaws were corrected, unlike Airfix.

Tamiya's kit is an absolute **gem**. I have always been a great admirer of Tamiya, ever since I opened my first one of their kits way back in 1973. Ever since that time,

Tamiya's design and engineering staff have incorporated more and more, and finer and finer, detail into their kits. The Zero is current "state of the art", and then some. It is also "multi-media", in the true sense of the word, incorporating parts in nickel plated etched brass, plus other various metal bits, rubber, "paper" and of course injection molded plastic.

In an A4-sized format, Tamiya's instruction "book" for the Zero spans 32 pages. Included within these pages are 35 black and white pictures covering engine/cowl, cockpit, main fuselage, and undercarriage details. The first 13 steps of the instructions cover assembly of the cockpit and other internal fuselage parts. These number 60+ in total, and the detail is breath-taking for an injection molded kit,

including etched metal harness detail. Parts for the engine and cowl total another 40 parts, again with very nice detail throughout. And while this detail doesn't extend to the wiring harness detail, it shouldn't be very difficult to

fabricate this using flexible wire and the photos included in the Tamiya instructions. As for the undercarriage units, they come with rubber hose parts for the hydraulic hoses, and there are metal parts to show the landing gear position indicators on the wings. Such is the detail of this model. Rudder, flaps, and ailerons (thanks Jim S.) are positionable, the ailerons incorporating both etched metal and plastic components, allowing the builder to change their position once the kit is built.

Herewith my nitpicks of this otherwise spectacular kit. First, while Tamiya gives you canopy masking material, you have to cut out each panel's worth of material

yourself. If the likes of Eduard can give you such masks with die-cut pieces in their 1/48<sup>th</sup> kits, why can't Tamiya incorporate them into a kit of this price? And then there are the "working" gimmicks - "working" gear doors and retractable landing gear (via an actual crank for the main gear!). I suppose there **are** those around who once they have built a kit of this scope, will then while away their evenings cranking up and down on the undercarriage crank, but I haven't found any of them yet. (For an **extra** \$200+, Tamiya will sell you this kit, "complete" with motor to turn the prop, and a sound chip that "authentically reproduces the sound of a Sakae Type 21 engine". I kid you not!). However, all things considered, this is a superb kit, filled with awe-inspiring details. Priced in Japan at the yen equivalent of \$52, this is a superb value in my opinion, if you happen to live in Japan. But I can't for the life of me work out how this kit then retails for \$99 here in the USA? This because for only \$11 more, you can have this kit airmailed from Japan to your home. And had you ordered it upon release in Japan, you could have been building away **weeks** before it arrived in US hobby stores. And of course the \$99 retail comes with an additional \$8.80 sales tax, nearly covering the cost of postage. So the choice is yours, \$52 or \$99. While silly me decided to buy locally, I did save \$33 buying from Kevin Callahan at the local IPMS/Seattle meeting.

Which brings us to Hasegawa's new entry in the 1/32<sup>nd</sup> WW2 aircraft field, their superb Me 109G-6. This kit retails for the much lower price of \$39.95, and thanks to Emil Minerich at Skyway Model Shop moving them out the door at a discount, I picked mine up for the \$33 "savings" on my Tamiya Zero purchase!

For your reduced outlay, you get an 8-page A4 instruction sheet vs. Tamiya's 32 pages. As you would expect, the cockpit in the Me 109 is less detailed but that said, it is still a very credible effort. Unlike Tamiya's etched metal buckles for the harness detail, Hasegawa gives the modeler a seat with molded-on belts and

buckles, although they look quite nice to my eye. I must admit to opting for the Cutting Edge cockpit detail set, at a hefty \$23, from Skyway Model Shop, but that is just me. Suitably painted and highlighted, I am convinced the Hasegawa kit parts would look very nice.



There is absolutely no engine with the Hasegawa kit, nor are the engine access hatches separate. If an aftermarket firm produces an engine for this kit, you will need a razor saw to open up the appropriate hatches. No problem here for me, as I don't intend to put in an engine. Flaps and ailerons on the Hasegawa kit are positionable, but in a fixed position, unlike the Tamiya kit ("Oh, the inhumanity," I hear you screaming). The undercarriage of the Me 109 kit comes with no hydraulic lines. Oh well.

On an accuracy note, the Hasegawa spinner is slightly mis-shaped, and the fuselage is short in length forward of the canopy. No doubt this is due to their 1/48<sup>th</sup> versions suffering from the same problems (a good side profile picture will show you what I am referring to here). That said, the spinner can be fixed easily enough with a file and a few minutes of your time, and for me, the fuselage length can be a fault I will live with.

So there you have it, two kits in 1/32<sup>nd</sup> scale of famous and very important aircraft, one super-detailed right out of the

box, at \$99 US retail, the other not super-detailed at \$39.95. And with the savings of \$60, you can go out and buy yourself a super detailed resin cockpit, and I am sure in the near future, a nice resin engine etc. Two different firms, two different philosophies to kit production. Tamiya, the all you can eat gourmet smorgasbord, Hasegawa the plowman's lunch, with the option of popping next door and eating at another restaurant if you are still hungry after the initial meal. However, one thing you won't get with the Hasegawa kit is crankable undercarriage legs!

## On the Road

by Bill Osborn

Have you ever been riding or driving in a car and come across something totally unexpected? I don't mean a wreck or other disaster; I mean something like a nude beach. Sorry, but that's not what this is about. The first time I remember, was in '85 when we were driving along an English country road, and saw a sign for R.A.F. Tangmere. Let me tell you that car had good brakes and seatbelts. With visions of flights of Spitfires and Hurricanes rising to do battle with the dreaded Hun, we pulled into the car park of a small museum with a Hunter and one other aircraft that I can't remember now out in front. Gone were the hangars and all the rest of an airbase that I'd heard and read about for over 40 years. Two gentlemen that had been ground crew during the war staffed the museum. The contents consisted of bits and pieces of both British and German planes and other related objects. The staff thought it was nice that we came all the way from "the Colonies" to see them and the museum.

Father along in the same trip, we were coming into Portsmouth when we came across a backwater of the harbor that was a graveyard of old navy boats. Boats, not ships. There were many W.W.I submarines and other craft in various shades of rust. Since the roads in England have only about three inches of shoulder there was no way to pull over to take pictures. Drat! It would have made a good series of photos.

Later on, we came past a hole in a hedgerow and saw a storage area for Canberras. This was England remember, no parking. Next time maybe I'll ride a bike. But by then everything will be turned into beer cans.

The next time I came across an unexpected treasure was somewhere in Montana. We came up over a rise and there was a field full of ex-Canadian Neptunes and C-119s. There was no town or airfield, just the planes. This time, being Montana, there was plenty of room to pull off and take pictures.

On another trip through northern Idaho, we came across what looked like a lost patrol from the Afrika Corps. There were at least a dozen German armored vehicles from medium tanks, halftracks and armored cars to open and closed trucks. This time no pictures.

What brought on all this reminiscence was our recent trip to the Fiftieth State. While touring in our air-conditioned coach during the local cleaning of the air (it rained most of the time), we passed a small lot behind somebody's house and there sinking into the sand were half a dozen W.W.II U.S. military vehicles. I only had time to see a "Honey" tank and a Marine "Alligator". All of the equipment had been painted sand yellow and looked to be in good shape.

And lets not forget the gate guards and memorials that abound in every city, town, and wide spot on the road. Keep looking.

## Sword 1/72<sup>nd</sup> Scale Grumman G-21A Goose

by Jim Schubert

The Goose amphibian was Grumman's second design to go into series production. It was also their first monoplane, their first twin-engined plane, and their first plane designed for the civil market. The G-21 made its first flight on May 29, 1937. The two Pratt & Whitney R-985 engines gave the Goose a cruise speed of 150 to 175 mph. Normal fuel tankage provided a range of up to 800 miles carrying four to six passengers, plus baggage, and a crew of two. The first Goose was delivered to Marshall Field on September 29, 1937. The first dozen were designated G-21; the remainder of the 30 civilian Gooses were designated G-21A as they had minor changes from the basic design. All the military Gooses were based on the G-21A configuration and had variations as required by their intended military use. Military designations for the Goose were:

USAAC/USAAF: OA-9A and OA-13A/B  
USN/USMC and USCG: JRF-1 through 6,  
plus letter suffixes  
UK: Goose Mk.I and IA

Other nations used one of the US designations depending upon the configuration details of the specific model acquired.

Although designed as a light amphibian transport for private civil use, only the first 30 Gooses went to private buyers. The remainder of the 1,345 total built went to various military operators including: US Army, US Navy, US Coast Guard, USMC, Argentina, Bolivia, Brazil, Canada, France, Paraguay, Peru, Portugal and the UK. Post-WWII, Gooses served with military, government, and civilian operators in many more countries. Today the Goose is a very desirable antique airplane of great practical value and I'd sure like to be able to afford to have one moored out in front of my house. Please note, amongst the cognoscenti, the plural for the Goose is always "Gooses" - never "Geese".

Being a Czech kit, it comes in one of their standard, patented, flimsy, end-opening boxes that is guaranteed to collapse if other kits are stacked atop it. Inside are 63 parts cleanly injection molded in medium gray styrene, 13 parts well cast in resin of the same color, eight side windows injection molded in clear styrene, two vacuformed, bulged side windows, and two vacuformed windscreens. The quality of kits from Sword and all the other Czech manufacturers keeps getting better and better and this kit continues that progression with one significant design hiccup. Sword did a very good job of modeling the subtle catenary sag of fabric between the wing ribs but the ribs under the fabric covered areas of the wing and tail are represented by scribed lines - shades of the Hawk kits of the 1940s! If you are an anal retentive, nit-picking AMSer like me, this fact will send you into paroxysms of anguish, for there are 222 individually scribed "rib" lines of various lengths to be filled, filed, and converted to rib-tape simulations by application of narrow strips of decal stock! Other than that, Mrs. Lincoln, the moldings are flawless.



Fourteen very well illustrated construction steps, a parts map, a brief history of the type by Chris Hughes, and a colors and markings guide for three different color schemes are all included in the well printed and easily understood 12-page instruction pamphlet. The colorful, small, decal sheet by Techmod is sharply printed in perfect register and provides three color schemes. One is for an RAF Goose IA in temperate seaplane camouflage. The second is for a

JRF-6A of the French Aeronavalé in overall sea blue gloss. The third scheme is for a JRF-5, US Navy Bureau of Aeronautics No. 37828 as restored by John Pletcher of Anchorage, Alaska in 1994-5 and given the civil registration N703.

The physical configuration of the kit is based upon the restored, and modified, N703 as it is today with some exceptions. This fact compromises the accuracy of all three airplanes covered by the decal sheet. These are the problems:

Only the pre-war G-21s had a window in the main entry door on the left side of the airplane. The kit has this window because Mr. Pletcher added it whilst restoring N703. The G-21s originally had no spray suppression skirts on the forward chine. Short side skirts were incorporated on the G-21As and generally retrofitted to the G-21s. Post-war, most Gooses were retrofitted with the wide wrap-around spray suppression skirt included in the kit.

All Gooses were built with two-bladed Hamilton-Standard constant speed propellers, which are the only propellers included in the kit. N703 was, however, during its restoration given three bladed props and large sharp pointed spinners that enclose the blade roots.

So, here's what you've got to do if you choose to model one of the color schemes given on the decal sheet:

RAF and Aeronavalé: Fill the window in the door and cut off the front of the spray suppression skirt back to the first vertical panel line on the fuselage, and slim down the width of the remaining skirt a bit.

N703: Find a pair of 7' 10" three-blade square tipped constant speed propellers. Make radar transponder antennae for either side of the fin. Make a small GPSS disc antenna for atop the fuselage and make two VHF antennae for atop the wing.

Make vacuformed bulged side windows for the cockpit. No, you can't use the kit's vac-uormed bulged windows as they are sized to go over the second side window in the passenger cabin of the RAF plane and are too small for the cockpit.

Am I being too much of a nit-picker on accuracy? I don't think so; you might. To each his own. Always do your own research. Pick a subject that you can document to your satisfaction and enjoy the project. The small, low budget, Czech kit manufacturers are at a big disadvantage in that they can't afford to go out and find a survivor of every chosen subject or take the time to access all the extant reference materials and must rely on others for their data and have no real means of verifying much of it. I have just provided information on a soon to be released British subject and it is with great trepidation that I anticipate seeing how the resulting kit looks. You'll read about it here.

My nit-picking notwithstanding, this is a very good kit, which will go together easily and make a good looking model straight out-of-the-box. Congratulations to Sword for another subject that has been ignored by the big name manufacturers of kits in 1/72 scale.

#### References:

*Warplanes of the Second World War, Volume Five - Flying Boats*: William Green, Doubleday, New York 1962.

*Sport Aviation* (monthly journal of the EAA) for August 1998. Budd Davisson article on N703 - Great photos.

<http://www.airliners.net/open.file?id=185564> - The photo upon which the kit box-art is obviously based. This site also has several other Goose photos.

*Wings Magazine* for August 1994: Article titled "Grumman Seabirds" by Jack Dean.

*Skyways - Journal of the Airplane 1920-1940*, Nos. 7, 15 and 34.

## ARII 1/24<sup>th</sup> Scale Chaparral 2C and Porsche 904

by Chuck Herrmann, IPMS GTR/  
Auto Modelers

The recent release by ARII of four vintage sports car racers are actually reissues of kits originally released by LS many years ago. While these are great subjects, the models are typical of the simplified curbside, motorized design featured in many low-end Japanese kits. Yet each kit has some added features that are notable. And these kits are based on the cars as they actually appeared at specific races. The two I have are the Porsche 904 as raced at the 1964 Japan Grand Prix, and the Chaparral 2C as raced at the 1965 Nassau Trophy race in the Bahamas. I wish more kits were that specific.

I built the LS Porsche 904 several years ago. The simplified design and the low parts count result in a less than great finished product. The interior fit allows some significant gaps to show through. Also the lack of interior or engine details allows you to see right through the wheel openings. A piece of sheet stock glued in and painted black would help hide this. One great feature was the beautiful wheels made of white metal that mount in turned aluminum rims. These were too good for the rest of the model, so I saved them for another project and turned this into a street version.

I recently acquired the Chaparral 2C (in the LS package). This is another curbside design, with a similar one-piece chassis as the Porsche. The nice parts here are the white metal injector stacks, which should polish up nicely. And the spoked wheels, while plastic, feature very fine engraving. The one-piece body features the correct front wing plates and the movable spoiler. There are some pronounced mold lines in the expected places, which can be easily removed. An odd feature of this kit is the "extra" parts, which the instructions

indicate are not to be used. There is a whole interior tub piece, too big to fit as is but with lots of the aluminum panel detail and molded-in seat which are far better than the other parts the instructions say should be used. This will need to be cut to fit but it should work, and would be a great improvement over the plain looking piece indicated in the instructions. A set of brakes also is marked as unused, but they would look good behind the wheels. The tree all these parts are on is stamped as being made by Modelers. It is apparently from another kit but included here for use of the wheels only. But I intend to modify the interior to fit, to much improve the looks of the model. The instructions are mediocre, both for the Porsche and the Chaparral, with decal placement omitted, so save the box art for that.

In summary, these are not the greatest quality kits, certainly below Tamiya standards. Others have done the Porsche better. The Chaparral holds more promise; if I get to it I will report back on the final result. The other two kits in the series are a Porsche 906 and a Ford GT40.

Historical note: A great reference source for Chaparrals is *Chaparral: Can-Am and Prototype Race Cars* by Dave Friedman. In looking up the cars raced at the Nassau Speedweeks in 1965, the kit decals are accurate for the number 66 car driven by Jim Hall. In the Governor's Trophy race, Hall suffered suspension failure and crashed into a spectator's Fiat, which was improperly parked too near the course. The other team car, #65 driven by Hap Sharp, finished second in that race but won the Nassau Trophy race. But the #65 car is noticeably different than the one in the kit, with different injectors, exhaust set up, roll bar, lovers on the top of the front fenders and an air scoop in front of the driver. This was the last event for the 2C, which had a great year in 1965, winning 16 races out of 22 starts, along with nine second places.

## Pavla 1/72nd Scale Grumman Widgeon

by Steve Kasza, IPMS(UK) FAA  
SIG

Construction of Pavla's Widgeon was started by sanding the mating edges of the fuselage halves flat on a piece of sandpaper and removing the flash from the window openings. I began assembly of the interior by replacing the vacuform side windows with new ones shaped from a spare injected molded canopy. These were glued in place and then sanded and polished. Next, I glued in the landing bay inserts (parts 9) into their openings. The floor is too wide. To correct the width of the floor, sand away the "bevel" on each side. It was glued into the right fuselage half along with the rear bulkhead.

The worst part of this kit now showed itself. Pavla has you make up several parts for this kit yourself. My complaint about this is that no dimensions or drawings are given for these parts. The only thing you have to go on for dimensions are the assembly drawings and any references you can find on the aircraft. The fuselage around the tail gear bay was thinned and the bay was boxed in with sheet plastic.

The cockpit was painted interior green and the seat cushions Olive Drab. The rear gear bay was painted aluminum. The instrument panel was painted black, the dial details picked out with a white Prismacolor pencil, and drops of Kristal Kleer were applied to simulate the glass faces. Seat belts were made from masking tape. 1/16" pieces of sprue were glued to the seat bottoms to raise them up off the floor. The fuselage halves were now glued together. The fit was OK, but a little bit of filler was needed to smooth out the top.

The mating surfaces of the wing halves were sanded to make them fit better and to thin the trailing edges a bit. No positive location for the wings is given on the fuselage. I dry-fitted and sanded the wing roots to match the fuselage side and glued

the wings with their top edges even with the top of the fuselage. The wing seams were filled in with super glue and the panel lines were re-scribed where I had sanded them away. The inside of the nacelles were painted black. The engines were also painted black followed by a dry-brushing of steel. I next assembled the nacelle halves and front, and then inserted the engines from the rear. The inner rear lower edges of the nacelles were thinned. I now attached the nacelles to the wing. Small amounts of filler were needed around the front, and where the nacelles met the wing. The small engine scoops (parts 19 and 20) had their openings drilled out and then these were glued in place.



The tail planes were cleaned up and after a bit of fitting and sanding, they needed no filler once attached. The wing float halves were glued together and their seams filled. The struts were sanded to more of an airfoil shape. With a #80 drill bit, holes were drilled in the floats and wing bottoms for the placement of the float bracing wires. The floats were set aside, to be attached after painting. The vacuform canopy was cut out and attached to the fuselage after it received a dip in Future. The control surface actuators were made for the wings. These were 1/32" x 2/32" x 1/64" triangles cut from .010 sheet plastic. The control rods for these were made from stretched sprue. I added the spray deflectors onto the bottom edge of the aircraft nose. These are 1/32" x 24/32"

pieces of .010 plastic. The "handles" on top of the fuselage were bent from copper wire.

I now started painting the aircraft. I used Model Master paints throughout. The bottom was painted Sky (to which I added grey because it looked too green). When this was dry I masked the areas to remain that color and painted the upper surface camouflage of Extra Dark Sea Gray and Dark Slate Gray. A coat of gloss was applied after the paint was dry and the masking removed from the bottom. The kit decals were applied (not many of them) and they went on and settled down with no problems.

The landing gear was attempted next. This proved to be the most frustrating assembly of the kit. The main gears are a mix of plastic and resin parts which all required cleaning up. After dry fitting the parts a few times, I decided to glue the main strut to the upper well and then use the resin part to determine the angle on the strut. When

this was dry I added the remaining two plastic braces. Next the tires were painted and attached.

Two braces were made for the tail wheel strut from stretched sprue, and the assembly was glued into the well. The floats were now glued into position, and the bracing wires added from stretched sprue.

I removed the propellers from the sprue, and cleaned these up. They were painted light brown, with Dark Sea Grey spinners.

If you have built any "limited run" kits Pavla's Widgeon will pose few problems for you, and adds an interesting subject to your collection.



## Panel Lines and Shoulder Straps

by Hal Marshman, Sr.

Noreastcon 2002, the IPMS Region One show, is now history. I was privileged to judge the entire 1/72nd scale aircraft portion, plus rigged and rotary winged categories. It was also my privilege to judge with Art Loder, and one of his friends. For those of you who don't recognize Art's name, he is well known among other things, for his knowledgeable kit reviews in *Fine Scale Modeler*.

One of the things I noticed was the tendency among the better modelers to enhance the engraved panel lines of the aircraft with a black wash. Properly done, this enhancement adds a really artistic touch, and sets off the paint and markings very nicely. On the other side of the coin, I do have some problems with it. Basically, I believe the effect, although extremely pleasing to the eye, is much too stark. I was in conversation with one of my friends, a highly respected modeler of the engineer variety, who says that on real planes, the panel lines are not visible. Well, just come to my warehouse at Logan Int'l, and look out the back door. Fed Ex loads a B-727 freighter about 200 feet away, and let me hasten to assure all that the panel lines are indeed quite visible. The most subtle lines are those between the various sheets of metal. Hatches, doors, and service ports stand out a little more, with the separation between main planes and control surfaces being the starkest. Now, to show this on a model takes a little more thinking. Try this; use a darker shade of the basic color as a wash for the panel lines, darken it somewhat for hatches and doors, and keep the black for the control surface separations. Might be you'll come up with a very attractive model, with just a little more realism. Sure, it's a bit more work, but you've already proved that you're not afraid to extend yourself by enhancing the surfaces to begin with.

Now, what's this about shoulder straps? One of the things that has really caught my jaundiced eye is the tendency of armor builders, figure painters, and diorama builders, particularly those who do German subjects, to ignore the proper colors for the branch of service colors (in German, waffenfarben). Basically, what we're talking about is the piping around shoulder straps, visored hats, and early in the war, the inverted "vee" on the front of field caps. You know, white for infantry, pink for panzer, red for artillery, etc. The subject is much too complicated for me to try to outline in this article, with variations between Heere, Waffen SS, and Luftwaffe ground troops abounding. What I'm trying to do is make you aware of the differences, so that hopefully, you'll research these things a little more before putting paint to plastic. Just to let you know where I'm coming from, I've been a collector of German relics for over 45 years, having amassed at least three major collections in that period. I have a moderately extensive library on German uniforms, insignia, and medals, so I know that the info is readily available. Even the info on the Tamiya figure boxes, although not extensive, should give you a basic feeling for the right and wrong of it. After all, you research the camouflage and markings on the vehicles, don't you, so give the figures the same courtesy, and know that everything measures up to the same amount of authenticity.

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## An Unsolicited Testimonial

by Glen Broman, IPMS Quad Cities

Hey sports fans, I just wanted to share something about what I get out of IPMS, and why I keep renewing. It isn't the *Journal*, or the insurance, or any of that good stuff. It's the people and the framework I really like. Let me explain.

I started my association with IPMS by showing up at IPMS/Seattle gigs about 30

years ago. Got some good tips, but never got a chance to really get to know anyone as I got orders sending me off to distant lands, and then more sets of orders keeping me there. I came back to the Northwest after Desert Storm, or the Mother of all drive by shootings, as my buddy Chip called it. I joined IPMS and went to my first local IPMS meeting at IPMS/Tacoma. A real prince of a man named Les Sundt met me at the door and made sure I was welcome and introduced me around. I met friends who remain so today, despite more of those pesky orders sending me to even more strange and distant lands, like Kansas and Illinois. I would take my chapter listing issue of the *Journal* and look up local IPMS chapters whenever I went off on temporary duty for travel or schools. I was able to attend a few meetings of a chapter in Leavenworth Kansas, and was taken to a great little local bookstore and invited to attend their annual show.

Did you know there is a chapter that meets at a bank in Selah, Washington? It may not be in your Rand-McNally atlas, but it's home to a bunch of talented and friendly guys. Made some more great friends when I went to school in Virginia. The folks in IPMS Richmond, guys like Mark Elder, Frank "Tank" Blanton, and Glenn Sprouse who really took me in and made me feel welcome, they even took me on an expedition to Denbiegh Hobbies in Norfolk. Mark and I still stay in touch today. I met my first husband and wife modeling team. At first I thought it was cool, then I realized the awful implications. What if you came home from work and found your significant other working on your brand new Tamigawa Foosbane Sturmpickle Mark IV? Anyway, I digress.

When I got orders to report to Rock Island Arsenal, Illinois (Rock Island where?) I went back to my trusty *Journal* (and that \*^%/# Rand-McNally again), and found that there was a chapter there. I sent a letter to Bob Horton, the chapter contact. I

*Continued on page 15*

## A Modeler's Guide to Armored Fighting Vehicles of the Imperial Japanese Army, 1918 to 1945

by Andrew Birkbeck

If you are at all interested in the armored fighting vehicles of the Japanese military during WW2 and stretching back to the end of WW1, there aren't many kits available compared to the other main military nations of this period. I once saw a listing of 1/35<sup>th</sup> scale kits covering the German military of WW2, and it numbered well over 300 separately kitted vehicles, with a large number of the vehicles being kitted by more than one kit manufacturer. American vehicles are also numerically well represented in the main armor scale, 1/35<sup>th</sup>, as are the British and Russians.

Not so the Japanese. Perhaps this is due to the relatively minor significance of armored warfare in the Asia/Pacific area, compared to the massive tank battles of the European theatres of WW2, or the Desert campaigns involving British/Commonwealth and German forces. When it comes to Japanese forces, there simply weren't the numbers of tanks involved, nor the different variety of vehicles produced. You certainly can't say it is due to lack of interest on the part of the major world kit manufacturers. The Japanese kit producers have for years dominated the model building hobby, and have always been interested in producing vehicles, ships, and aircraft of the "home" side.

When it comes to Japanese armored vehicles in the form of injection-molded kits, there are really only two players. One is the 800-Pound Gorilla of the kit industry, Tamiya. The other is a veritable gnat, the Japanese firm Fine Molds.

There are three Tamiya kits available in 1/35<sup>th</sup> scale, all based on the same chassis. Kit MM35137 is the Type 97 Medium Tank (Late Version), sporting a 57mm main gun. Kit MM35175 is again a Type 97 Medium

Tank, with a different style turret than MM35137, and no doubt the Japanese script on the box top/instructions probably mentions "Early Version"! Finally, you have Kit MM35195, which is the Type 97 chassis, mounting a 75mm field howitzer in a fixed structure atop the chassis, carrying the designation "Type 1 75mm SPG". All three of these kits are extremely well detailed, especially considering that their initial release date was in 1975!

In terms of after market upgrades for these kits, we are in luck as the Japanese firm Modelkasten produces individual, workable track links for the Type 97, Kit SK-31. These are extremely well detailed, workable track links, and just happen to cost about twice the price of the kits they are for! Still, considering the detail on the "rubber-band" tracks that came with the earlier Tamiya kits, I feel they are well worth the investment if you want the added realism these tracks offer. Unfortunately, there are no etched sets available that I can find for these kits. Not to say that they didn't once exist, or that they might not exist in the future. Eduard, king of the photo etched market, are known to produce sets "out of the blue" for older kits, or when a kit manufacturer re-releases an older kit.

Now to the gnat of the hobby industry, Fine Molds. Best known to aviation modelers for their interesting series of both 1/72<sup>nd</sup> and 1/48<sup>th</sup> WW2 Japanese aircraft kits, as well as an excellent 1/72<sup>nd</sup> Me 410 kit, Fine Molds also does armor! There are however two main drawbacks to Fine Molds kits. The first is availability, as there seems to be no regular source for them in the USA. Fine Molds operates under the wing of Hasegawa, yet Marco Polo, the exclusive importer of Fine Molds kits for the USA, seems not to overly advertise the line. Then there is the price. I won't say Fine Molds armor kits are ridiculously priced, as others have stated. What I will say is that they aren't cheap, especially given the small size of some of their kits. For example, FM's 1/35<sup>th</sup> scale Type 94 tankette (Kit FM17), measures a little less than 3.5 inches in length, and perhaps 1.5

inches in width! That is smaller than many 1/72<sup>nd</sup> scale tank kits! And for the privilege of owning one, you pay the Yen equivalent of US\$25, and another \$8 to have it shipped over from Japan. This said, the kit is exquisitely detailed, and includes a small photo etched sheet. The tracks are nicely detailed, although rubber band type.

Perhaps the best deal from FM is their Type 97 "TE-KE" (Kit FM10). This is a different tank completely from the Tamiya Type 97, the "Type", as with Japanese aircraft, referring to the year the specification was called for using the Japanese calendar. The FM kit is a beauty, with a very well detailed interior, individual link injection molded tracks, and a photo etched sheet. Also included for the money are two nicely detailed crew figures. The instructions, while all in Japanese (at least in my kit), come with very nicely detailed drawings of the interior, to help with detailing your model. This kit retails for \$26, plus the required postage.

Next is FM's Type 95 "HA-GO" (Kit FM16), priced again at around \$26. This comes with rubber band tracks, but for an additional \$13.50, FM produces their own aftermarket injection molded link-by-link track set. The kit includes photo etched exhaust screens and a couple of superbly detailed cast metal parts, including the jack. Then finally, one has the largest of FM's tank kits, the Type 1 "CHI-HE" (Kit FM12), this kit measuring a full 6.5 inches in length, for which you get to pay the higher price of Yen3800/US\$28.50. However, no photo etch, and alas, rubber band tracks. However, measuring this kit's tracks against those of Tamiya's Type 97 series, it would appear the Type 1 and the Type 97 used the same tracks, so no doubt with a little fiddling about, you could use Modelkasten's aftermarket track set on the FM kit. For an additional \$30+ of course!

Also available for the "Japanese" Imperial forces, you can purchase a 1/35<sup>th</sup> French FT17 tank, courtesy of Polish producer RPM. This was the first tank used by the Japanese, prior to their home industries getting into the business of tank manufac-

ture. The kit is very nicely detailed, and RPM produce their own aftermarket set of link-by-link tracks. Both Eduard and Aber produce etched metal detail sets for this kit.

And then there is the all-important “reference material” for these vehicles! Until recently, all I could have suggested for reference for these vehicles is what you found on the box top of the kit. In fact, I often use Tamiya box tops for reference material for my models, as it is some of the best around, and with the armor kits usually shows details not included in the kit. However, in the last year, two superb references have come along to save the day, although one needs to remember one important detail about photographic coverage of Japanese forces in WW2 and earlier: for various reasons, the quality of pictures taken by the Japanese during this time period is at best okay, and is often quite marginal. That said, we have two main sources of photographic material: *Ground Power* #82, and *Japonska Bron Pancerna* (Japanese Armor!) Vol. 1. The former came out in March 2001, and is part of the superb *Ground Power* monthly series of armor “magazines” from Japan. If only I could read Japanese! GP82 has 98 pages of very nice photos, and a history of the Japanese armored forces. Alas, **nothing** is in English, not even the photo captions, so one has to know what one is looking at in the photos (in terms of Type), before one can exploit the details. The very lengthy historical text is of course useless for non-Japanese readers. Interestingly, there are seven **color** pictures.

*Japonska Bron Pancerna* is from the Polish publisher AJ Press, and is the first of a promised three volume set covering Japanese armor. Volume 1 has just been published, and is 120 pages in length, A4 format. The written history is in both Polish and “English”, as are all the photo captions. The English is for the most part quite readable. There are five color photos, two of which are duplicated in the GP issue, but the AJ Press color photos are better quality, and of a larger format. There are 8 full pages of excellent color artwork,

and 15 pages of superb 1/35<sup>th</sup> scale drawings. There are well over 100 black and white photos, some a bit “hazy”, but still useable. The pictures are from Japanese military photographers, as well as Allied photographers, the latter showing captured vehicles being archived for technical purposes. There are also a number of pictures taken of museum pieces. Both tanks and armored cars are covered thoroughly in this book, with particularly good coverage of the Type 94, 95, and 97 as covered with the Fine Mold kits. (The rest, no doubt, will appear in the other two volumes). It is a superb piece of research, and I can’t recommend it highly enough for anyone interested in this area of military history.

I picked up my Fine Molds kits via mail order from the Japanese firm RAINBOW 10. On the Internet at [www.rainbow10.com](http://www.rainbow10.com), they are extremely reliable, and their command of English is pretty good (a million times better than my Japanese!) My orders are usually dispatched within a couple of days of their receiving my email (their web site lists all their store’s current stock). Another reliable source is HobbyLinkJapan, at [www.hlj.com](http://www.hlj.com)

However, HLJ tends to be slower when it comes to shipping, as their inventory listings are far larger than their in-stock items. However, it doesn’t usually take them that long to restock out of stock items.

The *Ground Power* series is available from both R10 and HLJ. The AJ Press book was ordered, again over the Internet, from AirConnection, a Canadian mail order firm. If you haven’t visited them, I highly recommend that you do, as they have a vast listing of Eastern European aviation and armor books. They can be found at [www.airconnection.on.ca](http://www.airconnection.on.ca)

AJ Press themselves have a web site, <http://aj-press.home.pl>

## *2<sup>nd</sup> New Zealand Divisional Cavalry Regiment in the Mediterranean* (Kiwi Armour3) by Jeffrey Plowman and Malcolm Thomas

review by Andrew Birkbeck

This is the third book in a continuing series by Plowman and Thomas covering various aspects of New Zealand’s ground forces in World War 2. I have reviewed the two previous books in earlier editions of the *IPMS Seattle News*.

Book #3 is another first rate monograph, and as the title hints, covers the 2<sup>nd</sup> NZ Divisional Cavalry Regiment in the Mediterranean theater during WW2. This unit had the double distinction of being the first to be raised and equipped with armor in New Zealand following the outbreak of hostilities in WW2 and was also the first NZ armoured unit to be deployed operationally overseas. It first went into action against German forces in Greece in 1941. The Regiment later found itself battling German forces in the Middle East, involved, amongst other actions, in the battles around Alamein. Later in the war it found itself taking part in the Allied push through Italy.

As with the previous two volumes, #3 is soft covered, A4 format, at 56 pages in length. There is a written history of course, as well as organizational charts. Sections also cover tactical markings and vehicle names, camouflage, uniforms, insignia etc. There is a one-page modeling section, covering all the available kits for producing vehicles of the Regiment, as well as three full pages of 1/35<sup>th</sup> scale drawings covering these vehicles. The rear outside cover is in color, covering colors and markings for six vehicles. There are

*Continued on page 15*

## Martin AM-1 Mauler in 1/72<sup>nd</sup> Scale: A Comparison Between Siga and Czech Master Resin

by Norm Filer

The Glenn L. Martin Co. could be noted as being very successful at building aircraft that finished second in design competitions. The Model 162 Mariner was overshadowed by the rival Consolidated PBY. The 202/404 airliners never really were successful, and the very radical XB-51 lost out to the B-57. In the latter example Martin had both first and second place covered and was able to pull success from the jaws of defeat with the B-57 contract. The last two examples of Martin doing well on losing proposals are the P4M Mercator and the subject we are looking at, the AM-1 Mauler. The Mercator lost the design competition to the Lockheed P2V Neptune, but Martin still managed to build 21 as Electronic Reconnaissance birds.

The AM-1 Mauler lost to the now famous Douglas AD Skyraider, yet Martin was able to land a contract to build 152 Maulers for the Navy. For a variety of reasons the Mauler proved to be less than successful operating off carriers, but did have some success with Naval Reserve Squadrons and as an Electronic Countermeasures platform. When viewing photos of the Mauler, its immense size is not apparent. This is one big bird! With a wingspan of 50 feet, and a length of over 40 feet this beast makes even a Thunderbolt (span 40, length 36) look small in comparison.

The Czech Master Resin kit has been in very limited circulation for the last few years. It consists of all resin parts with the exception of metal main gear struts and the usual vacu-formed canopy. There are a **lot** of small parts and everything is packaged in several individually sealed plastic bagged pockets. The one-part wing, two fuselage halves and three (yep, three) different props are in individual bags, and

the rest of the smaller stuff is divided between another three smaller bags. Commendable packaging because the small resin stuff is delicate. With the small stuff kept away from the larger heavier parts the chance of broken parts is significantly reduced. (Note: A build-up of this kit appeared in *Internet Modeler* back in October 1998. This issue is available on CD-ROM.)



The Siga kit is in a real top and bottom conventional cardboard box. (Can we hope they are finally going to put kits in real boxes?) The parts are white plastic on four trees. My first impression is the noticeably fewer parts in the Siga kit. Perhaps it is just because the Siga kit is spread over the different trees, while the Czech Master is all bunched up in the little plastic bags.

**Wings:** Even just a quick glance provides some major differences. Of course the big one is that the Czech Master (CM) is a rather hefty one piece affair, while the Siga (S) is left and right upper parts, and a lower center section with separate outboard sections. Perhaps an advantage here for the Siga kit is that the lower wing joints are at the wing fold lines. There is no provision for folding the wings in either kit, but the Siga would just require cutting the top wing at the fold line while the solid CM would be major resin surgery. Overall, the CM wing is much better than the S wing. The trailing edges are more nearly scale thickness and the panel lines cleaner, finer, and more convincing.

Another major plus for me is that CM at least attempted to show the very complex and unique dive brakes on the wing flaps.

The Mauler was designed as a dive-bomber, and like the Dauntless and Helldivers that went before, it had dive brakes on the trailing edge of the wings. While the Dauntless and Helldiver used combined split flaps and dive brakes, the Mauler was much more complex. It had very conventional landing flaps, but the dive brakes were embedded in the flaps top and bottom. They resembled a very coarse-toothed comb with the backbone of the comb forward. This was embedded in the aft two-thirds of each flap section on both the top and bottom. Thus the Mauler could deploy very conventional landing flaps, or during dives the flaps stayed up but the comb-like teeth were deployed to act as dive brakes. A very complex arrangement to say the least, but also one of the major attractions when consider-

ing modeling the Mauler. The CM kit clearly has the edge here. Siga did not even try to scribe in the comb-like lines on their wing.

Another noticeable difference is the pylons and external ordinance. The Mauler could carry a huge amount of under wing stuff. Most of the AM-1 photos we see show it with wall-to-wall bombs, rockets, and torpedoes. The CM kit provides the pylons, and a rather impressive variety of torpedoes (three), Tiny Tim rockets (two), and three bombs. Siga kind of cheats a bit here. The box art shows at least pylons and an under wing radar pod, but they have nothing in the kit itself. Rumor has it they will release a rather extensive weapons set in the future, but I'll bet it does not include the Mauler pylons, and this kit does not have them either. [Note: Actually, according to Chris Banyai-Riepl, the set does have the Mauler pylons. – ED]

**Fuselage:** Here the differences are far less noticeable. As one might expect both have conventional left and right halves, and both have the vertical fin integral with the fuselage. The S kit has most of the vertical as part of the left half, while the CM is split down the middle with half on each

fuselage part. Scribing is again finer on the CM kit, and there is more of it, but the difference is not as noticeable.

As an aside here, the Mauler really made its name as an electronic reconnaissance bird. The only noticeable difference is the door in the fuselage below and behind the cockpit. Neither kit has any provision in either markings or plastic (resin?) for this version. Again Siga is rumored to be releasing this version later.

The S kit has the engine cowling as part of the fuselage halves, with only the very short curved front as a separate part. It does have separate and rather thick cooling flaps. The CM kit has a more complex four-part resin engine cowling assembly. Both would appear to depict that part of the Mauler quite well. Both have the fan in the front of the engine opening. The Mauler used the huge four-row P&W 4360 engine and cooling was, in part, handled by this fan in the front. Perhaps the CM kit does this area a bit more delicately than the S kit.

That monster corncob engine needed a hefty prop, and this is one area that both kits did well. The CM kit has no less than three. They are in a wafer of resin and will need some careful trimming but look good. Resin props are usually extremely delicate, and I suspect many models will be finished with a different prop than they started with. S provides two props, and they approach it with one common spinner and two different sets of blades.

**Cockpit:** Neither kit spends a lot of time here. Both are adequate for the scale and viewable area. Simple seats, stick, and instrument panels and side consoles are provided by both. As an aside I suspect the CM seat has too tall a backrest section, thus appearing to be tall and skinny. If detailed cockpits are your thing, both will be disappointing. Siga does provide a rather nice set of instrument and side console decals.

**Clear parts:** Both canopies are rather disappointing. The S one is injection

molded, and the CM vacu-formed. The S one is a simple, thick bubble canopy with no frames indicated, while the CM vacu-formed one is better, at least the frames are indicated. Both will require some effort to look better.

**Decals:** This bird is a bit like Henry Ford's early Model T car. You can paint it any color you want as long as it is Blue. The two prototypes did fly in natural metal finish, but had very little in the way of markings. Both kits provide NATC markings and the S kit also gives you both blue circled and just red and white national insignia. Most of the pictures of the all blue Maulers clearly show the blue circle behind the national insignia so this is a nice touch and shows they were paying attention to the details. CM also provides the "R" for the vertical tail and wings of VA-17A based at Quonset Point, RI. Both sets of decals are adequate, with perhaps a slight edge to the more extensive effort by Siga.

The Mauler is a rather obscure bird. It is hard to imagine many modelers building even one, let alone more. So which of these two would I recommend? I would recommend either one and here is why: If you want a quick, rather simple build to quickly add an AM-1 to your post-war Navy collection, then by all means do the Siga kit. Right out of the box it will provide a pretty decent example of the Mauler, and with a bit of extra effort on the thicker trailing edges and the dive flaps it should look very nice. On the other hand if you are a Mauler nut and want a super detailed and major effort bird, then the Czech Master kit may be the better way to go. The finer panel lines, trailing edges and extensive amount of detail parts might be right down your alley.

I used the following references to compile this review:

Naval Fighters No. 24 *Martin AM-1/I-Q Mauler* by Bob Kowalski. Steve Günter Publications ISBN 0-942612-24-8. If you want to build an accurate Mauler, this is a "must have".

*Martin Aircraft 1909-1960* by John R. Breihan/Stan Piet/Roger S. Mason. Published by Narkiewicz//Thompson. ISBN 0-913322-03-2

Personal photos of the AM-1 on display at the Tillamook, OR air museum.

[Thanks to Chris Banyai-Riepl at [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Norm and Jim's articles in this issue -ED]



Here are three new kits in two different scales. The Zero and Wildcat are both in 1/144th scale from Sweet, a company I'm not familiar with. The FM-2 is due in September, with the A6M2 following.



The IK-3 is a 1/32nd scale resin kit from Aeropoxy. More info on this one can be found at <http://aeropoxy.freeservers.com/>



## AeroMaster 1/72<sup>nd</sup> Scale Fairey Firefly Pt.1 Decal

by Robert Allen

One of the highlights of my first trip to England in 18 years, right up there with visiting Jane Austen's grave in Winchester Cathedral, was a full day's visit to the Fleet Air Arm Museum at Yeovilton. If you ever get the chance to see the FAA Museum, by all means go – it's one of the world's great aviation museums. And where else can you see a Flycatcher, Fulmar, Wyvern, or Albacore?



Another unique opportunity is the chance to see early and late Fairey Fireflies sitting side-by-side. Seen close up, and with wings folded, the difference between the boxy chin radiator of the Mk.1 and the much sleeker profile of the Mk.4 and later series becomes clear. The later Fireflies were quite attractive aircraft, even if the role for which they were designed, that of a multi-seat fleet fighter, was obsolescent

by the time they entered service. Unfortunately, the mainstream producers of injected-molded kits seem to disagree – the late-model Firefly is represented by only one kit, the 1/72<sup>nd</sup> scale Airfix Firefly Mk.V that first appeared in 1965. This is a typical Airfix offering of the period, marred by those legendary rivets and gimmicks, in this case rather unconvincing folding wings and moveable ailerons. On the plus side, it's really not **that** horrible a kit, and it's recently been reissued, so it's easy to find. It's more accurate than the Battle or Defiant, and it's the only game in town.

When I heard that AeroMaster was producing a decal sheet for this kit, I was rather incredulous. After all, it's not in 1/48<sup>th</sup> scale, and it's neither a Luftwaffe aircraft nor a modern US jet. Still, miracles do happen, and this sheet is proof.

Seven aircraft from three countries are included. Broken down by country, four British, two Australian, and one Canadian aircraft are given; by sub-type, there's an FR.5, AS.6, TT.4, TT.6, U.9, and two AS.5. As the Firefly Mk.4/5/6/9 airframes were externally similar, that's not as much of a problem as it might at first seem. What is a problem is that the differences between the subtypes are not spelled out in the decal instructions, though they are sometimes illustrated. The Airfix kit supplies parts for only the FR.5. The two target tugs require a winch to be added, and the U.9 drone needs the wingtip nacelles that carried recording equipment. Both of these would require some skill to correctly reproduce. The AS.6 carried no armament, so the wing cannons must be deleted from that aircraft, although the decal instructions show them fitted. The fuselage numbers given for the AS.6 also seem to be oversized.



The decals appear to be up to AeroMaster's usual fine production standards, though I'm a bit leery of the roundels, which seem to be a bit dull, rather than the brighter post-war colors. A full set of Korean War recognition stripes is included for the one selection that needs them, and all the underwing serials are provided. Some will require careful cutting, as they bleed onto the undercarriage doors. (See photo above).

Four of the aircraft are in Extra Dark Sea Grey and Sky (or Sky Grey in the case of the RCN aircraft). Three aircraft depart from the usual Firefly camouflage. The two target tugs have aluminum upper surfaces, and yellow and black undersurfaces. Even more striking is the RAF U.9 drone, in Post Office Red and Deep Cream.

That this sheet exists at all is wonderful. That it is labeled "Firefly Pt 1" seems too good to be true. What's Pt 2 going to be – Ethiopian, Thai, and Danish Mk.1s? One can only hope...



## **An Unsolicited Testimonial**

*from page 9*

told him I was moving there and asked about the local chapter and local hobby shops. What I got in return was info on housing, local schools, maps, and better help and assistance than I got from my assigned Army sponsor. I also got another group of great friends. When I went to Chicago, I contacted a guy named Jack Bruno, the Region V coordinator. Not only did he help me out with information on the RCHTA show, he met me there, introduced me to some more great guys, and became a good friend in the process. How many of you have ever been invited to an IPMS buddy's son's christening and then followed it up with an impromptu swap meet in the church parking lot? Believe me when I tell you that I've never seen this outside of IPMS. A fact for which my wife is eternally grateful, by the way.

Several years later Jack talked me into working on the Chicago Nationals, an experience and an honor that I will never forget. Truly a great bunch of gentlemen. The folks at the Columbus chapter really made us feel welcome down there in '97.

Several of them have visited us here in beautiful downtown Port Byron. I've attended shows and regionals all over the place and never failed to have a great time and made lots of new friends. It's also been a chance to renew old acquaintances as well. IPMS have also opened up opportunities to meet members of the international IPMS community. I was introduced to a gentleman in IPMS/UK by a fellow IPMS member, which in turn led to meeting other members of IPMS/UK. Last summer two of my IPMS/UK friends came over for the nationals and stayed for a week at our house after the show. I know that if I have a modeling question, no matter how esoteric and off the wall, I can make a call or send an e-mail and get an answer. My first published article and book were a direct result of encouragement, assistance and introductions by fellow IPMS members. So blame them for that. IPMS have provided a framework of shared interests that has led to many friendships and some great times, all over the world. Whenever someone asks me what I get for my membership, how do you quantify things like the "revenge of the Royal Canadian Beer Blast," watching Travis Russ and Jack Bruno "in action" at the 97 nationals, or having my first review

published in the *Journal*? I've learned to organize shows, although some of you who have attended may take exception to my use of the word "organize." I've learned skills from some of the top names in the hobby, all given freely and enthusiastically. I have a group of friends and some great memories that will be with me for a long time to come. Is 21 bucks a year worth it? You're darn right it is.

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## **Kiwi Armour3**

*from page 13*

approximately 90 black and white photos throughout the book, covering all the vehicles used by the Regiment.

All in all, another terrific addition to the history of New Zealand forces in WW2, and at NZ\$35, a steal. This amount includes airmail postage from NZ to the USA, and is about US\$16. Anyone wishing a copy should contact me, and I can arrange for payment to be made to the authors in NZ funds.

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## **Upcoming Model Shows and Contests**

### **Saturday, June 8**

**6<sup>th</sup> Annual OSSM Model Contest and Swap Meet.** 9AM-6PM. Entry fees: \$5 for up to 3 models, \$1 each additional; Adult spectators \$4; Seniors and Youth spectators \$3. Primarily Autos, but a few categories for airplanes, armor, ships, etc. Clackamas Meeting and Banquet Facilities, 15815 SE 82<sup>nd</sup> Dr., Portland, OR. (Inside Denny's). For more info call Floyd Blakley at 503-666-7563.

### **Saturday, June 15**

**Spring 2002 Invitational Model Show and Contest.** Hosted by IPMS Lt. Alexander Pearson Modelers in conjunction with Masterpiece Models Swap Meet. 9AM-5PM. Clark County Fairgrounds, 17402 NE Delfel Road, Ridgefield, WA. For information, send SASE to 2804 NE Hancock, Portland, OR, 97212, or call 503-282-9371 or e-mail [budds@easystreet.com](mailto:budds@easystreet.com).

### **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.

### **Saturday, October 12**

**8<sup>th</sup> 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)

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## Golden Age Stars of IPMS #19



committed her mother to an insane asylum for refusing to marry him, she studied dance with Isadora Duncan, and her 33-year marriage to Charles Laughton was one of Hollywood's longest lasting. Yet she's best remembered for a role that took up just a few minutes of screen time.



*Frankenstein*; it's by far my favorite horror movie.

Fortunately, you can build Elsa's defining moment. Aurora issued a model of *Frankenstein's Bride* in the 1960s, which after the firm's demise became one of the most sought after of their kits. In 1997, Polar Lights reissued the kit, frustrating the collector's market, but pleasing those who actually wanted to build the kit rather than hoard it. As with dinosaur models, no one can say you're wrong no matter how you paint this model. Since the movie was filmed in black and white, it's all conjecture anyway...

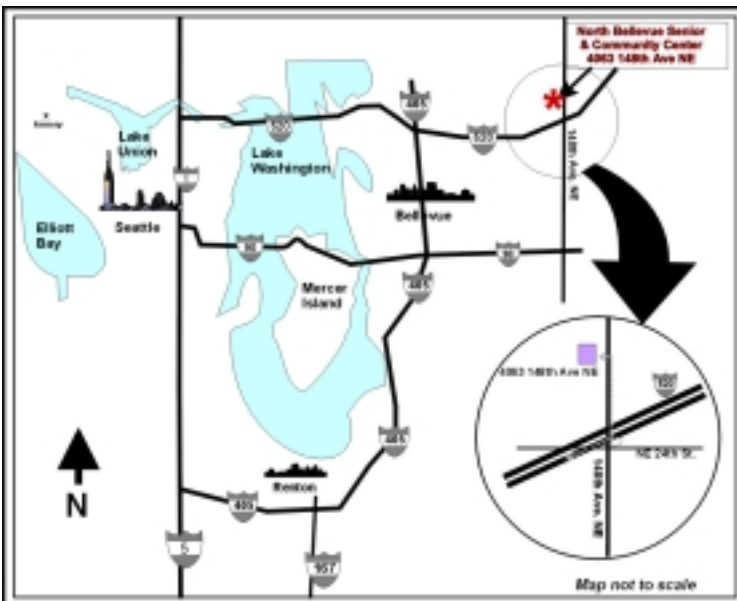
England's **Elsa Lanchester** had a long and distinguished career, appearing in films from 1924 to 1980, and was twice nominated for an Oscar, though she never won. She appeared in films as varied as *Mary Poppins* and *Witness for the Prosecution*. Elsa led an interesting life – her father

Lanchester's portrayal of the title character in 1935's *The Bride of Frankenstein* remains one of the most indelible images in movie history. Those herky-jerky movements, that incredible hair-do, and her reaction upon meeting her proposed mate are unlikely to be forgotten by anyone who has seen the film. Lanchester helps to make this sequel superior to the original



## Meeting Reminder

## Saturday, June 8 10AM - Noon



### 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.