

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2006

PREZNOTES



Why is it that when you are at 34,000' flying to somewhere else, when the person in front of you reclines his seat and you have nowhere to move your knees except the back of his seat, he turns around and gives you a dirty look, like it's your fault you are disturbing his rest? At least the flight was relatively short and we actually arrived 20 minutes early...

I was recently asked to build a model of an Armstrong Whitworth Whitley for someone. My memories of the Frog kit are that it's one of their better efforts and fit-wise was a very good kit. Now some 25+ years on I'm working with the Modelcraft re-release and jeez, it sure has become a fright pig of a kit. They've had to cut additional sprue channels, and many of the smaller bits have lost any or all definition. There are a lot of shapeless blobs that I don't remember from my first build of the model. It has become more of a challenge to build than the Classic Resin Airframes Seagull I just finished. And I haven't even reached the putty stage yet.

Well, our Spring Show is only two weeks away so you have only that much time to get more models done. So get cracking! However, a bit of advice from someone that has been doing this for a few decades. If it's somewhere in the early AM (like 3 or 4) on the morning of the 22nd, and you have to add the treads, or paint the propellers, or add the photoetch railings, why not just let it go? Odds are you are really tired. Tired modelers make mistakes. Just set it down and grab some sleep. Save your energy and finish it for the next show. Get some sleep so you can come to the show refreshed and you won't miss that model you have been searching for (for months) that will be at the vendor's table. Besides, when you get home after the show and you see that nearly complete model on the bench with two of the decals upside down, you'll know you made the

right choice. Judges don't particularly like models with upside down decals for some strange reason.

And I'm going to end it here. Less reading = more modeling time.

Remember, there are **two** events this month - the regular meeting on April 8 at Bellevue, and the Spring Show in Renton on April 22. We'll see you at the meeting (and the show),

Terry

McChord Air Museum/Fort Lewis Museum Visit

Good news! We have had two members with the necessary credentials who have volunteered to escort visitors to McChord Air Museum and/or Fort Lewis Military Museum. Both also have vans capable of seating seven people.

If you are interested in seeing the museum(s), please contact the editor at baclightning@yahoo.com, and we'll find a day and time that works for all.

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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 2006 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 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.

April 8 (Bellevue)
May 13

April 22 (Spring Show at Renton)
June 10

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$21 Junior (17 years old or younger): \$9
 Trade Member: \$21 Canada & Mexico: \$25 Other Foreign: \$28
 Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
 If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
North Canton, OH 44720

Check out our web page: www.ipmsusa.org

...But Not Forgotten

by Doug Girling

I was chatting with my friend Clive Jenkins from IPMS Hull in the UK and discovered that Airfix has discontinued their 1/72nd scale Lancaster. In the face of Hasegawa's recent offering (photo top right by Bob LaBouy), it seems that Airfix has realized that it would be impractical to try to update their venerable offering, and have decided instead to simply retire it in favor of newer offerings. While accuracy purists who have seen the Japanese offering will no doubt say "good riddance" to the old workhorse, there is a certain poignancy in its passing. (Our Vice President for Life™ tells me that Airfix has attempted to address the problem of grossly oversized rivets several times in the past, but market surveys had shown that modelers actually preferred the vintage kit.) The kit's demise will no doubt cause the price of extant kits to rise as they become collector's items.

No doubt anticipating a niche nostalgia market, St. Petersburg-based PЗГ (Работы Заклепки Горький¹) is offering an aftermarket detail set for the Hasegawa Lancaster to backdate it to the Airfix standard. Clive was given a pre-release version of this kit, but being too busy, kindly forwarded it to me for evaluation. The box art is decidedly retro, with a high contrast image of Lenin proudly proclaiming that it is the first in their "Ностальгия Пожилого Бэби Бумера ПО Конструктору Его Детства"² series – clear as mud to my Russian-challenged mind. It comes in the by-now standard end-opening box so favored by model companies from the former USSR, and consists (seen in the photo directly to the right) of a set of slightly fogged replacement transparencies, replacement wingtips, and rivets. **Lots** of rivets.

Delicately molded in soft grey plastic, each sprue contains 35 Airfix-scale rivets (middle photo opposite). While the instruction sheet is in Cyrillic, this isn't a

problem as the three pages of exploded diagrams are very easy to understand. The first page also contains a parts map found in most contemporary kits – it appears that the box contains 15,000 (including three spare) sprues of rivets. Lest one despair, the kit also includes a rivet layout tool – a sort of sawtooth photoetched straightedge – which allows one to quickly and accurately lay down lines of evenly-spaced rivets.

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2006 IPMS Seattle Spring Show Categories

Note: * Indicates categories eligible for Out of Box award

Junior:

(Ages through 15. At their discretion juniors may enter senior classes)

- 001. Aircraft *
 - 002. Armor *
 - 003. Automotive *
 - 004. Space Fact/Experimental/Future Technologies
 - 005. Prefinished (any subject)
 - 006. Miscellaneous (incl. figures, dinosaurs, naval)
- Best Junior Award

Aircraft:

- 101. 1/73rd & smaller; all subjects *
 - 102. 1/72nd single prop *
 - 103. 1/48th single prop *
 - A. Axis *
 - B. Allied *
 - 104. 1/72nd multi prop *
 - 105. 1/48th multi prop *
 - 106. 1/32nd & larger prop *
 - 107. 1/72nd single jet *
 - 108. 1/48th single jet *
 - 109. 1/72nd multi jet *
 - 110. 1/48th multi jet *
 - 111. 1/32nd & larger jet *
 - 112. Civil, sport, racing, airships; all scales *
 - 113. Airliners; all scales *
 - 114. Rotary wing; all scales *
 - 115. Biplanes/Vintage Types; all scales *
 - 116. Miscellaneous; scratchbuilt, vacs & conversion.
- Best Aircraft Award

Military Vehicles & Weapons:

- 201. 1/35th & larger, closed top through 1945 *
 - A. Axis *
 - B. Allied *
- 202. 1/35th & larger, closed top after 1945 *
- 203. 1/35th & larger open top AFV, half-tracks & self-propelled guns *

- 204. 1/36th & smaller, all eras & subjects *
 - A. Axis *
 - B. Allied *

- 205. Soft-skinned, all eras & scales *
 - 206. Towed artillery & missiles, all eras & scales *
 - 207. Miscellaneous; scratchbuilt, & conversions
- Best Military Vehicle/Weapons Award

Figures:

(Horse & rider, mounted or dismounted are a single figure. Two figures on base are a diorama.)

- 301. Smaller than 54mm (excluding 1/35th)
 - 302. 54mm (including 1/35th)
 - 303. Larger than 54mm
 - 304. Sci-fi, Fantasy Figures and Creatures
- Best Figure Award

Ships:

- 401. Powered - 1/700th and smaller *
 - 402. Powered - larger than 1/700th *
 - 403. Unpowered *
 - 404. Submarines *
- Best Ship Award

Automotive:

(All scales; non-military)

- 501. Factory Stock *
 - 502. Hot Rods *
 - 503. Custom *
 - 504. Pick-up trucks *
 - 505. Commercial Truck, Van, Fire & Rescue, Misc *
 - 506. Competition - Closed Wheel *
 - 507. Competition - Open Wheel *
 - 508. Motorcycle *
- Best Automotive Award

Space Fact /Experimental /Sci-Fi Vehicles:

(All scales)

- 601. Space Fact
 - 602. Aerospace Testbeds & Record Breakers
 - 603. Sci-fi, Vehicles
- Best Space Fact/Experimental/Sci-Fi Vehicles Award

Diorama/Vignette:

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

- 701. Aircraft
 - 702. Automotive
 - 703. Armor
 - 704. Space facts/ Future Technologies/ Fantasy (Including dinosaurs)
 - 705. Naval
 - 706. Figure Diorama
- Best Diorama/ Vignette Award

Other Classes:

- 801. Collections (5 or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Animals/Dinosaurs
- 804. Group Builds
- 805. Miscellaneous (anything not covered above)

Notes

- a. Prior IPMS-Seattle First Place winning models are not eligible.
- b. IPMS-USA National Contest Rules generally apply.
- c. Head judges' decisions are final!
- d. Only one category per model.
- e. Where classes are subject to interpretation, the entrant may choose the category; Judges may reassign models to a more appropriate class at their discretion.
- f. If your diorama is overly large, or has special requirements, please contact the show chairman prior to the show.
- g. At the judges' discretion "Highly Commended" ribbons may also be awarded.
- h. At the judges discretion categories may be split.
- i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

Out of the Box Rules

Out of the Box is intended to provide a forum to modelers who do not wish to make alterations or add additional details to a model. Out of the Box means that you have built the kit using only parts in the

box, without alteration or addition, following the assembly instructions provided by the kit manufacturer.

There will be One "Best Out of the Box" award per eligible category.

Out of the Box entries will be judged by the following rules:

Kits: Any commercially available kit may be used.

Finish: All finishing techniques are allowed. Decals other than those included with the kit may be used. Insignia, markings and instrument panels may be hand-painted instead of decaled. Weathering is permitted.

Construction: The modeler may:

Fill seams, gaps, sink holes or injection pin holes.

Sand off rivets and imperfections in the moldings.

Drill out gun ports, gun barrels, air intakes, vents, exhaust pipes, or other appropriate openings.

Thin to scale such parts as trailing edges, flaps, hatches, doors, etc;

Add rigging and antennas;

Add simple tape, foil or decal seat belts in the cockpit or the interior of a vehicle. (No commercial or manufactured hardware – e.g., buckles, etc.)

It is not permitted to:

Vacuform, scratch-build or replace any part.

Substitute parts from another kit.

Cut or separate canopies, surfaces, hatches, doors, etc. (no surgery).

Combine a standard kit with a conversion kit.

Add anything other than as specified on the instruction sheet, except as shown above.

Modelers must attach the kit instruction sheet to the entry form. Models entered without the ability of the Judges to refer to the instruction sheet may not be considered for an award.

Please respect the spirit of these requirements and happy modeling!

Spring Show at a Glance

Saturday, April 22

Registration - 9 AM until 12 noon

Public Viewing - 10 AM until 3 PM

Judging – 12 noon until 3 PM

Awards Ceremony - 3:30 PM

Show Close – 4 PM

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Entry Fees:

\$10 for Adults (unlimited entries)

\$5 for Juniors

\$5 for Spectators

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have created both a Microsoft Word and an Adobe PDF form for people to fill out ahead of time. Please feel free to either print and fill it out or fill it out in Word and print for maximum readability. The forms can be downloaded at:

<http://www.ipms-seattle.org/Springshow/2006registration.htm>

Please note; there will be two separate lines for registration;

1. For pre-filled out forms.
2. For forms obtained at show registration, that needed to be filled out at the show.

Do not fill in the number! This will be assigned to you when you pay your entry fee at the door. Please note: Any model without a registered number will not be eligible for judging or awards.

Spring Show Hotel:

For the first time, we have made arrangements with the Silver Cloud Hotel, right across the street from the Renton Community Center for a special IPMS-Seattle rate for those who need accommodations for the show. The show rate is \$79 for a King or a Double Queen room, rather than the normal rate of \$99. Be sure to mention IPMS-Seattle when you make your reservations to obtain the special show rate. Reservations: (800) 205-6936. Local Phone Number: (425)226-7600

The Silver Cloud Renton web address is: <http://www.silvercloud.com/05home.htm>

IPMS Seattle Show Special Awards

Best of Show Award Balloting by entrants (popular vote) sponsored by IPMS Seattle
Best British Subject sponsored by Robert Allen, Keith Laird, & Andrew Birkbeck
Best Canadian Subject sponsored by IPMS Vancouver BC
Best Civil Auto/Motorcycle sponsored by Jon Fincher
Best Finish/Ted Holowchuk Award sponsored by IPMS Seattle
Best Post-WW II U. S. Aircraft sponsored by Norm Filer
Best Fire Service Land Based sponsored by Emerald City II Buffcon
Best Small Air Forces sponsored by Jim Schubert & John Alcorn
Best WWII Pacific Theatre sponsored by Tracy White
Best Fire Fighting Aircraft sponsored by Dan Farnham Scale Firebombers
Best Aircraft from the First Twenty Years (1903-1923) sponsored by Pearson Modeleers
Best French Subject sponsored by Stephen Tontoni and Will Perry
Best NATO Aircraft sponsored by Internet Modeler
Best Fire Service Sea Based sponsored by Seaside Fire Service

Spring Show Raffle

As in years past, we will have a raffle this year. Entrants receive one ticket per model (limited to five).

You will be able to buy tickets, so the raffle will not just be limited to people entering the contest.

If you have kits you would like to donate as raffle prizes, please contact raffle coordinator Stephen Tontoni at tontoni@comcast.net

Ticket Prices

1 ticket: \$1
 6 tickets: \$5
 15 tickets: \$10

Spring Show Vendors

The 2006 show will be in both gyms at the Renton Community Center. As in past years we have both gyms and the vendors and model display will be in the same room. There is a roller door at one corner for vendors to load from that offers temporary parking right next to the door during load and unload. We will also work on having vendor parking close to this door after you are finished setting up.

Below is a list of vendors who plan to attend the spring show. Tables are sold out at this point. We will take one or two for the waiting list but there are no guarantees that anyone in the waiting list will get in. If you have any questions please e-mail Tracy White at whitet@blarg.net

Table prices are \$45 per table for one to three total tables and \$40 a table for four or above.

Scheduled Attending Vendors:

Galaxy Hobby - Static and RC (Six tables)
 Skyway Model Shop - Models and Aftermarket sets (Five tables)
 Just Plane Hobbies - Models and Aftermarket (Five tables)
 RandJ Enterprises -Armor Kits and Conversions (Four tables)
 Masterpiece Models (Four tables)
 ModelCraft (Two tables)
 WingsNTreads (Two tables)
 Kancali's Custom Modeling accessories - Diorama Supplies (One table)
 Green-Mountain Co. (One table)
 Far East Hobbies (One table)
 Eagle Editions
 Far West/Old Thyme (Three tables)
 Everett Quam (Two tables)
 Garland Angleton (Two tables)
 Mike Lane (Two tables)
 Terry Davis (One table)
 Rob Otero (One table)
 Michael Fitzgerald (One table)
 Steve Cozad and Andrew Birkbeck - Wood Bases and Misc kits (One table)
 Randy Crete (One table)
 Jack Mitchell (One table)
 Steve Hilby (One table)

Hurricane Bookshelf... And Travelogue

by Scott Kruise

Over this last weekend, my wife and I took the Amtrak train from Tukwila station to Portland. Our goals were to ride the train, see a little of downtown Portland, which we've driven through, but never stayed to visit, do an overnigher among the local sights, and - mainly - raid Powell's Books.

Powell's book store was the first I'd ever heard of that put its entire inventory into a searchable database



that could be accessed by a remote computer, over the new 'Internet'. We take Amazon and Half.com and Alibris and all the rest for granted now, but I remember at the time being quite thrilled with the concept, when an article on the project appeared in one of the Seattle newspapers. The King County Library System had only just started making lookups possible through on-site computer terminals, so this private endeavor was big news. I lost no time looking them up to see if it was really true, and although the 'user interface' was, of course, much cruder than the slick Web graphics available now, it did work. You could browse Powell's by category and subject and home in on exactly your area of interest. What progress!

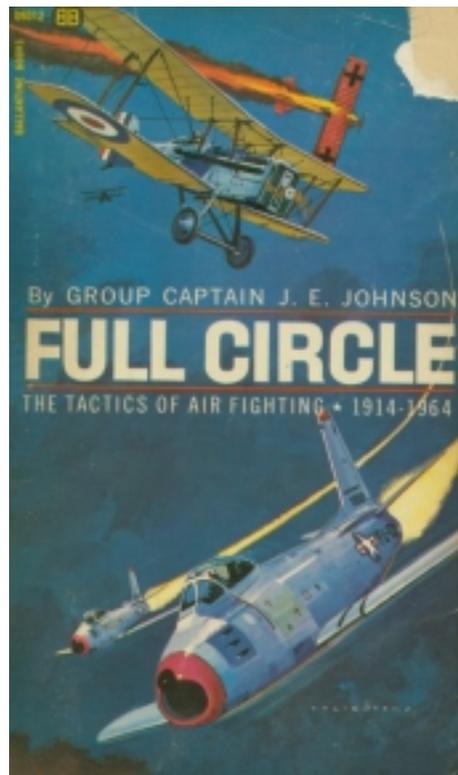
I've bought from Powell's, from time to time, since that epochal news, but had never actually been there. So when I found out about a temporary deal - two tickets to Portland on Amtrak for the price of one - we packed small overnight bags, and off we went.

Powell's Books is close to downtown and easy to find. (They have a fine downloadable, printable map on their Web site.) We had no difficulty walking a few blocks from the train station to our hotel, and back to the bookstore. There we stepped onto a sort of sheltered porch, where two dozen or so bibliophiles may take refuge from the common Portland rains while waiting for the store to open at 9am daily. (This being Portland, with its thriving bicycling community, the porch has a bunch of bike racks, each decorated with a steel plate engraved with a famous bike-related book title...)

Once we got in, with a mixture of obvious 'regulars' and even more obvious tourists like ourselves, I heard a staff member say that their bookstore was the largest in the country. I believe it. It occupies the entire space along a city block, and includes several large rooms scattered through three stories, along with rest rooms and even a coffee shop. The rooms are color-coded and I ended up mostly in the Rose Room, where a long shelf held aviation technology, and just upstairs from that, the Purple Room with its martial books, including a large section for warplanes and military aviation history.

What a fine place to find new additions to the 'Hurricane Bookshelf'! (I say 'new' but that doesn't necessarily mean "hot off the presses" – Powell's has new, overstock/closeout, and used books, all mixed up on its shelves together.) I got one on the age of the fighting biplanes, where the Hurricane's prominence is due to its descent from a long line of such, and because it raised the bar so considerably for the Royal Air Force, as its first fighter monoplane. This theme is further explored in another book I found, about military aircraft speeds through the 20th Century. Another, about the history of seaplanes and flying boats, inevitably dealt with (among other things) the Schneider Cup racers and the development of the swift Spitfire. Lastly, I got *Full Circle*, a history and essay on the tactics of air combat from 1914 to 1964, by Group Capt. James E. (Johnny) Johnson, who flew Hurricanes, and Spitfires.

This 280-page Ballantine paperback is a brief but comprehensive history of air fighting, particularly the role of the fighter plane. It begins with the first attempts to attack enemy recon machines at the beginning of the First World War. Several chapters are devoted to the increasing complexity and sophistication of air tactics during this brief but critical era. Then, a couple of interim chapters trace the rise of the Luftwaffe, and the lessons learned during the small-scale, but significantly bloody, Spanish Civil War. Many following chapters deal with the Second World War, not only because of its wider scope and the larger numbers of combatants engaged, but also the greater variety of tactical situations and locations, like over the sea or desert. Even more significant was the astonishingly rapid development of fighter plane speeds and capabilities. The six years of WW2 saw the demise of the fighting biplane and the attainment of the absolute pinnacle of piston-engined fighter development. Then, practically overnight, they were rendered next-to-obsolete with the advent of the jet fighter.



Additional short sections consider the fighting over Korea (in which Johnson participated as an exchange pilot with the USAF) and a little bit of the Vietnam War, but this volume was written in 1964 when not all lessons had been learned. Lastly, there's a chapter entitled "Hindsight", where Group Capt. Johnson (the highest-scoring Allied ace in Western Europe during WW2) looks back on this history and comments on the lessons learned about fighter tactics. Air combat began with single machines, advanced into major operations involving huge formations, then backed down again to pairs or even single machines, which seemed to be the trend into the future. Height and visibility gave the pilot who held them an advantage which has never been lost. And at the beginning, so at the end: in air combat — as in many other areas of human endeavor—the man is more important than the machine. In that sense, Group Capt. Johnson concludes that air fighting has come "full circle". [Johnson updated the book in 1985 to bring the story through the events of the Falklands War, and renamed it *The Story of Air Fighting - ED.*]

I've come kind of "full circle" myself. Once, all I could do was browse library shelves and bookstores by happenstance, whenever and wherever I chanced to find them. The advent of the World Wide Web made it easy – all too easy, as my budget shows - to find and order books, any time, from remote sites I'll never see. I've been almost forgetting what a great joy and pleasure it is to just browse among hundreds and even thousands of books, all in the same place, all within reach and view. I'm glad I went to Powell's, and plan to go again. Perhaps you'll try the place, too...even if you're shopping for books that have nothing to do with the Hurricane. They've got lots of those, too!

Tamiya 1/48th Scale P-47M Thunderbolt

by Hal Marshman, Sr.

The P-47M was the hot rod of the P-47 family. A more powerful engine, and lightened airframe served to pick up a few more mph from the -M, over the previous versions. In conversation I had with Fred Christensen, ex-56th FG ace two years ago, he said that the -M was the fastest P-47 he had flown, topping out at 506 mph. That's moving out smartly for a piston-engined single-engined fighter.

Tamiya has released a new model catering to that version. What they've done is to take their excellent D-25 kit and add a sprue containing the parts necessary to build the -M bird. I've included a picture of the new sprue, to which they've added new cockpit floor, side consoles, instrument panel, rudder pedals, gear housing, two different styles of magnetos, new turtle deck and fin pieces, two different types of fin strake, new panels for the underwing with compressibility flaps. And a new panel with the landing light for the outer left wing under side. It would appear that Tamiya did their homework well, and if you look at the original -D kits, you can see where they engineered them to accept this conversion, obviously planned from the start.

The P-47M production was limited to 130 examples with just the one subdesignation, the M-1. Nearly all the production went to the 56th Fighter Group in the ETO. As you may know, the 56th was the only fighter group in the 8th Air Force, at that time, to still be flying Jugs, and that at their own request. In any case, the 56th was where the -M's found a home. The introduction of this hot rod fighter did not go smoothly, with teething troubles galore. One particular problem was with the wiring harness shorting out. While the factory reps were rectifying this problem, the disgruntled pilots had to fly Mustangs for a couple of weeks. All this having been said, it's no

surprise that Tamiya's decal sheet caters exclusively to 56th FG subjects. They are Russ Kyler's "Lorene", and Witold Lanowski's plane, both of which are in semi gloss Midnight Blue and belong to the 61st FS. From the 63rd FS, you are given George Bostwick's machine, an Insignia Blue and PR Blue camouflaged example. The decals (check the photo) appear very well done, and the white is white, not ivory. About time! I have the Aeromaster sheet nr 48-015, "P-47D/Ms-56th Fighter Group" on hand. It includes Lanowski's 61st FS plane again, plus "Dottie Dee II" and "Fire Ball" from the 63rd. It is my intention to do "Fire Ball", flown by Lt Phillip Kuhn. Blue/Blue camo over NMF bottom, red cowl ring, light blue serial numbers and rudder, NMF code letters outlined in red, and the name legend in red with a flaming red and orange fireball. Lt. Kuhn's bird displays one victory. A very colorful Jug, indeed.

I might mention that these machines carried the symmetrical Curtiss Electric prop, and open-spoked wheels (six spokes). I can heartily recommend the Ultra cast resin wheels, although those provided in the kit are quite nice, indeed. As far as I'm concerned the kit interior needs very little embellishment, so I'm going to save bucks by not buying a resin substitute. P-47Ms were issued without belly or wing shackles, so no need for aftermarket drop tanks or bombs. Of course, once in service, these were retrofitted to many examples, so check those references. Speaking of references, if you have any pics or profiles purporting to be a -M, and it's not 56th FG, the serials run from 44-21108 thru 44-21237, so you can verify it for yourself.

Just so we're all on the same track,

current wisdom says late Thunderbolts had Dull Dark Green interiors. I've found that Model Master Euro One Green is a good match. The wheel wells, and wheel covers interiors were Yellow Zinc Chromate. Every color shot I see of these planes seems to show an orangey cast to that color, so I intent to add a dash of Testor's gloss orange to the Yellow Zinc. The turtle deck inside the canopy, behind the seat, should be OD. The birds were shipped in NMF, with an OD antiglare panel both fore and aft of the cockpit. When the ground crews repainted the planes in those wild 56th schemes, they left the inside turtle deck alone. Should you elect to have the flaps deployed, the area that slides into the wing was left NMF. While I'm on NMF, it wraps around the leading edge of both wings and stabs to the first panel line. It's good to bear in mind that the blast tubes for the guns were stainless steel, as was the super charger exhaust housing on the underside of the rear fuselage. Been a lot of noise on the net these days claiming that the gear legs of T-bolts were painted ODF at the factory, and this claim is basically true. Checking photographs, I see many later Jugs with what appear to be silver painted legs, and I believe the -M would fit into that category. Your model, so do as you choose, mine will be silver.

Well, that's about it. Thanks a lot, Tamiya; this kit fills in a definite gap.



Trumpeter 1/72nd Scale Tupolev Tu-160 “Blackjack”

by Bill Osborn

I've been waiting for this model just a little less time than I waited for the Tu-95 “Bear”. Now that I have both of them I can't figure where I'm going to put them when I get them built. The -160 has a 33 in. wingspan and is 30 in. long. The -95 has a lesser wingspan but is longer.



The -160 has 15 sprues of very crisp parts in the standard gray plastic, one clear tree, three metal inserts for the main gear struts, a photo-etched fret, a film backing for the instrument panel and 14 rubber tires. The decals look good and are for two aircraft; the most colorful one is of the Red 06 II'ya Muromets, the other is the red 02 Colonel General Vasilli V. Reshetnikov. I have heard that a Russian company is going to issue a sheet of all the Russian aircraft. Maybe someone will come out with a sheet for the Ukrainian aircraft. Then you could build the whole series and display them on 30 or 40 tables at the spring show in 2010.

I have not started to clip off parts yet - I've spent the first few days studying the instructions. This is not a model to be rushed. The instructions are of the exploded view type and some of the arrows need to be given more than a casual glance. Step one is to build the

cockpit. This is where the photo-etch is used. The aircraft has a four-man crew, so there are four-part seats for them, which is nice since I wouldn't want to stand during maneuvers. Everybody has his own console, no free rides. As is typical, once the model is painted you won't see much in the cockpit. After the cockpit has been painted, it is turned over to assemble the nose gear. The nose gear has eight pieces that need to go between the wheel well sides. Don't stick the sidewalls on first.

The next step is to build up the 12 missiles that go in the two bays. This is not out of sequence as the bays come next. There are two types of missiles but neither is identified by name or number. This brings up the first problem. I have it on good authority that the missiles that go in the aft bay are about two inches too long. Well, you say two inches isn't all that much. That's 12 feet too long in 1/72nd scale! The problem is where to cut to correct the problem. I don't have drawings of the missile to work from, maybe I'll just leave the aft bay closed. Needless to say, there are numerous small parts to build up the missile fins and wings.

Care should again be taken when the bays are assembled due to the painting and installation of the rotary launcher. Remember, there are two of these and they appear to be different.

Somewhere along here in your spare time you can assemble the main gear wheel wells. They're not too bad, only 12 parts each. The engine intakes are where the next error shows up. Each intake has six parts and the inlet color callout is gloss white. Wrong, the inlet is semi-gloss black, it looks like composite without the paint.

The exhaust nozzles are made up from six parts, which could be helpful in shading the different areas of the nozzles.

Now is the time to take on the wings. The real plane has swing-wings, the kit does not. You are given a choice of open or fully swept. With the limited size restrictions in my display cases I thought I could get away with a full sweep, alas it is not to be, the wings are never swept on the ground. If somebody does manage to move the wing back, the little birdie goes boom on its tail feathers, and I've heard the brass doesn't take too kindly to that sort of thing (no sense of humor). Well, that tale took us well away from the construction of the wings. With the wings extended you can have any number of options as to what flaps and slats you want to deploy. There are 18 different flap tracks for each wing, so if you are the type to cut all the parts off the trees when you first get a model, don't.

When most of the subassemblies have been finished, it's time to put them inside the body. The instruction sheets are easy to understand, so hop to it and good luck. Hey, this monster is beginning to look like an airplane. Now all we need is the tail assembly. Easy to stick together and on the model. Around this time you should start to think about what color to paint it. Fortunately Tupolev made it simple - white, the only color the -160 has ever been painted. You could do the development aircraft in multi-hues of natural metal, if you are of a masochistic bent.

Last but not least is the main gear assembly. Due to the size of the model, Trumpeter was kind enough to provide metal inserts for the main struts. I'm not real sure they are needed as the gear looks quite robust, but it's a good idea. Looks like the model is done when the decals and antennas and such are attached. One last glitch, the last page of the instructions has a small error. The sheet has the wing open/wing closed titles reversed. But hey, we're smart enough to figure that out, aren't we?

Academy 1/48th Scale P-38F Lightning *Glacier Girl*

by Gerry Nilles

The history of the P-38 Lightning is well documented to say the least. Known by the enemy as the “Forked Tailed Devil”, in both the European and Pacific theaters, the P-38 was the brainchild of the young and brilliant Lockheed Aircraft Company designer Kelly Johnson. Interestingly the P-38 was the first all-military aircraft to be designed and built by Lockheed. Also of interest is the fact that the P-38 was produced in fewer numbers than any other major contemporary WWII U.S.A.A.F. fighter aircraft. Less than 10,000 had been built when production ended in August 1945.

The first P-38 to be produced in any significant quantities was the “E” model of which 210 were built. However the P-38F was the first version that truly obtained what could be considered full operational status. The “F” model, of which 527 were delivered, began to appear in mid 1942. The main difference from its predecessor was the use of more powerful V-1710-49/52 Allison engines as well as the more visually obvious addition of a hard point/pylon on each inner wing. These hard points allowed the “F” to carry either ordinance and/or more importantly external fuel tanks that significantly extended its range. This extended range became a key factor when it came to deployment to the British Isles.

Due to its design the Lightning took up a considerable amount of area. If shipped in quantity it would have used up much needed cargo space that could have been allotted to other essential war supplies. Also considering shipping losses to German U-boats at that time, P-38s ending up at the bottom of the Atlantic probably would have been significant. However, being the first fighter able to make the crossing in the air, this didn’t become a problem. So in the summer of 1942 the 1st



and 14th Fighter Groups began to transition to the United Kingdom by pioneering what was called the North Atlantic route. This trip consisted of first flying from the U.S to Labrador, Greenland, Iceland and then on to Scotland and England. The P-38 squadrons making the trip flew in formation with several B-17s that provided navigation. During that first summer a total of 179 out of 186 P-38s successfully flew this route.

As I noted above during the summer months of 1942 a total of 179 Lockheed built fighters successfully transitioned from the U.S. to England via the North Atlantic Route. However, seven didn’t make it, and not surprisingly information concerning such missing aircraft usually is more compelling. The stories surrounding “Lost Squadrons” seem to take on a mystical quality and as such conjures up any number of scenarios as to their fate. However, in the case of six of those seven lost Lightnings there wasn’t anything mystical or even tragic about their fate, but their story is definitely more interesting.

The date was July 15, 1942. A group of six factory fresh P-38Fs and two B-17 navigational aircraft departed the West Coast of Greenland on the next leg of their trip east. Just prior to reaching Iceland the group

ran into a massive storm. Their attempts to get above it almost ended in tragedy because of a combination of wing icing as well as pilot and crew hypothermia. As a result they decided to return to Greenland. As fate would have it the bad weather had also closed in behind them. Their luck however had not completely run out, and they did manage to break through the cloud cover over the Greenland ice cap. They were able to reestablish their position, only to determine that they didn’t have enough fuel to make it back to the base. At this point the group decided that their one chance of survival was to put down on the glacier. A flyby was done and gave the impression that the surface was smooth as well as reasonably flat and hard. 1st. Lt. Brad McManus made the initial landing attempt wheels down. As it turned out the glacier was covered with a layer of soft snow and upon landing the P-38 flipped over. Fortunately Lt. McManus sustained only minor injuries. The rest of the group then proceeded to successfully do wheels up crash landings. Amazingly, there were no significant injuries to any of the 28 men aboard the eight aircraft involved. To this day, it is still the largest forced landing in Air Force history.

Rescue of the stranded aviators occurred eleven days later. Their location, that was

about ten miles below the Arctic Circle, was definitely remote. A rescue mission, of five U.S. Army Personnel, from the Angmagssalik Greenland weather station, finally reached them on July 26th. At this point, the aircraft were abandoned and the group safely returned to the weather station for transport back to their units.

After the first winter, following the forced landings, the aircraft were never seen on the surface of the ice again. However, they certainly were not forgotten, and during the post-WWII years a total of thirteen expeditions were mounted to try and relocate and recover them. Success finally came in the summer of 1992 after ten years of effort by one recovery group. As it turned out, locating any of the lost squadron was a monumental task that required very specialized equipment. During the half-century since they were abandoned, it is estimated that the aircraft had moved over a mile from their original location because of glacier drift. But more surprising was the fact that the one P-38 they did locate was now buried almost 270 feet below the surface. Imagine the problems of having to go down through solid ice the height of a 27-story building. But, that is exactly what this determined recovery team did. Finally on August 1st 1992, after four months of supreme effort and the use of unique equipment to melt a four-foot diameter hole 268 feet down through the glacier, the P-38 was reached. The weight and pressure of the glacier ice had taken its toll on the plane, but it was all there.

Restoration of the P-38F, now appropriately named *Glacier Girl* took another ten years as well as a major financial commitment. Although new at the time of the forced landing, much of the aircraft had been flattened and stressed because of the pressures of the ice. Determined to use as much of the original as possible, work began. In the end approximately 80% of the aircraft was either repaired or refurbished. Actually locating the balance of the now fifty-plus year-old parts became the real challenge, not to mention expensive. But perseverance and dedication

eventually paid off and on October 26, 2002, one of the most perfect warbird restorations ever accomplished flew again. Today *Glacier Girl* can be seen at the Middlesboro KY. Museum, that is located at the Middlesboro airport. For more information on *Glacier Girl* visit www.thelostsquadron.com.



First I want to note that the Academy 1/48th scale P-38F *Glacier Girl* is a re-release of their P-38E kit that was previously issued in 1994. It also should be noted that Academy has released a number of 1/48th scale P-38 variants over the years. The reason I point this out is because the trees in *Glacier Girl* include parts for other P-38 variants, and as such care should be taken so that they are not mistakenly used on this kit. Make sure you review the instructions and part numbers carefully to avoid confusion.

The kit contains ten trees, including eight for the airframe assembly that are molded in light gray plastic, one for the clear parts, and one in black PVC for the tires. Sink marks are very minor if you find any at all. Construction is very straightforward starting with the cockpit assembly. Again make sure you are using the correct parts in that an early and late style radio deck,

pilot's control wheel, and instrument hood are provided. Also extra care should be taken when removing the control wheel from the tree in that is very finely cast and fragile.

As a side note, I made several modifications/corrections to the basic kit at step

#4. The first had to do with the instrument hood/panel piece (F14). According to every photo I have seen of early operational P-38 cockpits, there is no hood covering the instrument panel. There is a thin lip around the upper edge of the panel, but that's all. As a result I cut away most of the hood leaving that thin edge out from the area needed for the windscreen to rest on. Make sure to save the gunsight that is attached to the back edge of the hood.

Next, using the instrument panel decal (B) as a pattern, I cut out a backing plate of thin styrene card. This plate extends down from the lip to rest on the top of the switch box (E9). Once the backing plate was cemented in place to piece (F14) I painted it flat Black and added it to the fuselage assembly. I then attached the instrument panel decal to the backing plate. It is a snug fit but it works. The last thing I did

was to reattach the gunsight to the lip just blow the windscreen.

The second modification I made was to drill out the radiator intakes on parts (D22) and (D23). In order to give them a little more depth and a finished look I added short pieces of Evergreen 3/16" tubing to the backside of the intakes (about 1/8th of an inch long) and then covered the tube ends with some fine brass screen.

After that I found the rest of the assembly be fairly logical and easy to follow. I did encounter a few areas where the fit is not that great, especially where the engine booms attach to the wing. But with some filling and a little careful work including some re-scribing of panel lines they came out pretty well.

The only other thing that I might mention has to do with the PVC tires. First, sometimes styrene has been known to slowly dissolve when it comes in direct contact with certain kinds of PVC. Now this might not be a problem with this kit but just to be safe I made sure that all surfaces of the wheel rims were completely painted prior to mounting the tires. Also, when comes to time to mount the tires I always warm them up with a hair dryer first. This makes them much more pliable and a lot easier to get onto the wheel rims.

I finished the model using Testors Model Masters enamels. On the underside I used flat Neutral Gray (FS36270) while the top was painted with flat Green Drab FS 34086. The reason I used Green Drab instead of Model Masters Olive Drab FS 34087 is because the Green Drab is a very close match to factory fresh Dark Olive Drab 41 as was the case with the *Glacier Girl* aircraft. If I had done the other scheme I would have probably have used Model Master Faded O/D considering this aircraft operated in the tropics and obviously had been in service for a while.

The kit comes with markings for two P-38Fs. The first set is of course for *Glacier Girl* as it looks today. The second is an

early PTO bird from the 339FS/347FG named *Oriole* that was flown by Capt. Murray J. Shubin. The 339FS is probably best known as the squadron that downed Admiral Yamamoto. Also included on the sheet is every stencil that I think was ever used on a P-38. Typical of Academy, the decals are of good quality and registration.

This Academy re-release may be slightly dated and although it has a few fit problems it is still nicely done and definitely makes into a very decent P-38F. Many thanks to Academy for supplying this sample kit.

Famous Marine Pilots

by Paul Ludwig

A few years ago I bought the twin set of books, *United States Navy Air Stations* and when the third book, *United States Marine Corps Air Stations* was available I got it. I was not expecting to see stories of famous Marine pilots since the first two volumes had nothing about famous Navy pilots, just the histories of all of the air stations including Naval Air Station Seattle. I live about a mile from the front gate which has the trophy for the round-the-world flight of 1924 mounted on a pedestal and looks inconspicuous in the surroundings of Magnuson Park.

The brief story of the career of Ed McMahon interested me immediately. Over the years I had watched Johnny Carson on TV and

remembering I had heard that his sidekick Ed McMahon was a former Marine pilot, I read about McMahon immediately. Robert Allen has presented stories and photos of the lives of famous female movie stars from the war years in our Newsletter and I miss seeing more, yet the lives of Marine pilots who are also famous for things outside the military are also interesting.

McMahon, born in 1923, knew he wanted to be a radio announcer at age 15 but with war brewing he also wanted to be a Marine fighter pilot. He went to college to meet the education requirement for the training program but the Navy deleted the requirement and he dropped out, signed up for active duty, and in 1943 he took an exam in a Piper Cub for the Navy to determine if he would advance and the Navy accepted him in the flight training program. He received his commission and wings in early 1945 and was checked out in the Corsair. He was scheduled to join a Marine unit on the west coast on the same day the atomic bomb was dropped on Hiroshima and his orders were cancelled. Civilian life included getting his formal education and a job in television. In 1952 he was on his way to the big time at CBS when he was recalled. By February 1953, he was in Korea flying the first of 85 artillery spotting missions in a Cessna. When the war ended McMahon returned to jobs in TV and in 1958 Johnny



Carson hired him for the program “Who Do You Trust” and after that you know the story.



As regards Ted Williams, who can be seen in these three photos, like every small boy I worshiped him and other major leaguers at the ball park in Detroit in the 1940s. I had no idea until I was an adult that Williams was a difficult man to understand and I was surprised to read he sometimes went out of his way to try to anger other people. Born in 1918 he was so good at baseball he was with the Boston Red Sox by 1939 setting rookie records. By 1941, the year he hit .406 to become the last major league to hit over .400 for a full season, he was classified 3A because his mother was dependent upon him. When Williams was reclassified 1A he protested about it, though because of public outcry he joined the Navy in 1942. Without a college education he was sent to a preliminary school that was to lead to flight school and with his extraordinary eyesight he was a shoo-in to be a pilot and won his wings in May 1944. He checked out in the Corsair in 1945 and was discharged in 1946. Before he was recalled in 1952 he set major league records in Boston. Thirty-three year-old Williams “resented being recalled” but he checked out in the F9F and joined VMF-

311, flew 37 combat missions and was relieved from active duty in 1953. His many years of military service certainly reduced the number of baseball records he might have set.



The book gives vignettes of the lives of Greg Boyington, Joe Foss, John Glenn, and Tyrone Power - who died very young at the age of 44 from a heart attack. Power, born in 1914, was a movie star by 1938 and he paid for flying lessons and owned an aircraft but when the war began he wanted to “become a Marine glider pilot.” He was very patriotic and “could have received a direct commission” though he was too old to be a flight cadet, so he enlisted as a Private and was commissioned as an officer in 1943. He already had 180 hours of flight time and was trained at Corpus Christi but since he was too old for combat

flying he became an instructor and then was assigned to a transport squadron for the duration of the war. He made another 22 pictures by 1958 when “he collapsed during a sword-fighting scene.”

There were some Navy pilots who were famous in other endeavors - the most well known being movie star Wayne Morris, but his and other stories are not in these books.

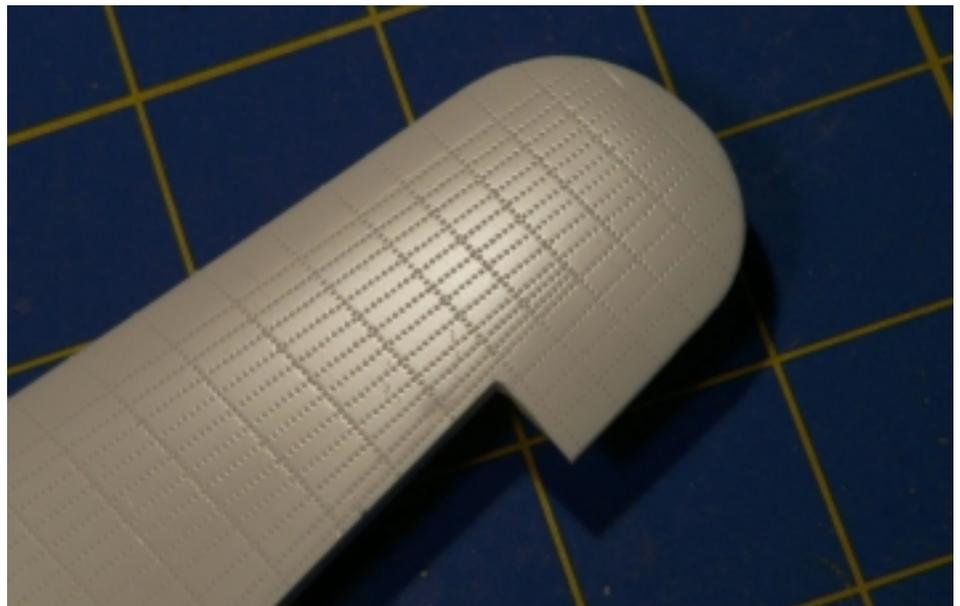
...But Not Forgotten

from page 3

The photo below shows the finished result, which compares admirably with the original Airfix offering. I’d like to thank Clive Jenkins and P3Г for the chance to evaluate this most unique aftermarket set, Bob LaBouy for his assistance with photography, and Yuri Petrossian for translating some of the Russian.

¹ Работы Заклепки Горький = Gorki Rivet Works

² Literally “Nostalgia Aged Baby Boomer for Kit, His Childhood”



Hide Those Decals!

by Bob LaBouy

For those members who may have forgotten my continuing threat last month, this is the final installment of finishing that critter you've been working on. Again, I was swamped with folks in the club asking, "How did you do that?" Once again, honesty forces me to admit it was again only one intrepid modeler, though I am happy to say it was someone different this time. It also strikes me that once someone has asked about something, I never hear from them again - about anything! And, it leaves me with the hope that at least two other folks in our intrepid group are even more confused (or should it be "challenged" nowadays?) than I am.

This will be a reasonably short article for the simple reason that what I'm about to describe is a reasonably simple procedure. It takes some time and seems a bit repetitious, but requires only a few basic steps (done several times). I owe a debt to both Ted Holowchuk and John Frazier, who led me through this process to the point that I've become dangerous. John was my real guiding light, as I sat with him and we practiced (him holding my hand and probably shaking his head) until I was capable of doing this in the confines of my modeling mess by myself. Forgive my childish little illustrations, but I am hopeful they will provide a bit more clarification as to what I am doing in this procedure.

When you've finished the basic model and have the decals and most of the weathering in place, it's time to begin to "hide" those decals.

Decaling

My initial step is to provide a glossy surface wherever I am to place a decal. This is to insure that the decal is left with no air under its surface, especially around the edges of the decals. This will result in the dreaded "silvering" or small air

bubbles, which will show up across the room if the light hits the model just right...or when the judges are looking at your model.

As I begin to place it on the glossy surface, I brush a small amount of Super Micro-Set onto the surface and then slide the decal into place. This breaks up the surface tension and acts as a wetting solution. As the decal begins to dry, I use a small paintbrush to stoke any observed air bubbles out toward the edges and if there is a large number of these bubbles, I sometimes use a Kleenex to very lightly press the decal's top surface, soaking up both the surface moisture and further driving any residual water or air out from under the decal. I normally allow the decal to dry fully (normally overnight at least). Then comes the real setting for the decal. Looking for any indication of air under the decal, I puncture the decal with a fine, sharp pin-point, allowing any small trapped air bubbles to escape.

I then use a "sol" solution to coat the decal, which then really dries quite tightly and (when everything is working just right), "snuggles" down over any underlying surface details or panel lines. Which solvent? One needs to be prepared for a bit of trial and error in this regard - in my opinion. There are a number of decal solvents on the market, with most of using either Super Micro-Sol or Walthers Solvaset. My experience is that the

but most of the time as the decal dries, it again sets flat on the model surface and faithfully hugs all the underlying detail. As in other aspects of modeling, decals (whether from the kit or third party) are of varied thickness and quality and as a result, their reaction to solvents varies. For the last few years, I've been using Tamiya's own solvent, Mr. Mark Softer, which appears to be a mild, yet very effective solvent. I've used it with decals from Tamiya, Monogram, Accurate Miniatures, Italeri, Revell, Hasegawa, Two Bobs, SuperScale, Victory, and Aeromaster and experienced great results with each decal. I repeat this same procedure two or three times until I'm satisfied with the decal's adherence to the surface of the model. For an occasional problem decal, I then resort to Solvaset (often known as the "final solution"), which will probably allow aluminum foil to settle fully on the model surface!

The drawback with the decal at this point is that it is just sitting on top of the model surface. If we were able to look at the cross-section view, I suspect we'd see something like this catchy little sketch: (I should also mention before the slings and arrows start flying, obviously, aside from basic modeling skills, my artistry is nothing to shout about. It took me more time to do these simple and questionable drawings than to actually finish my last model!)



Decal sitting atop model surface

Solvaset may be too powerful for many decals - with them being either too thin or fragile. When you've initially put the solvent solution on the decal, you may well see a real mess develop. When the solvent initially softens the decal, the surface often "crinkles" up and looks like the decal is literally coming apart across the surface. If the decal solvent is too strong for the decal, it may self-destruct,

With the decals finally in place, I want to insure they look like a "painted-on" portion of the model's surface. This is where the "rubber meets the road" and the plot thickens. I used to stop my efforts here and hope for the best (well OK, I still hope for the best).

Clear Coating

I begin the “hiding” process by “burying” the decals. This is accomplished, at least in my practice by spraying the surface with a clear overcoat. At this point, I’ll repeat what I’d shown in my “Step 2” last month, since the process is virtually the same.

When you finish your decals, overspray the model, in preparation to hide or bury the decal(s). I use a highly thinned mix of Duracryl Clear Finish (no. 468), thinning the clear automobile acrylic lacquer by eye estimating the amount of clear is thinned with approximately four parts of thinner. I use Duracryl Lacquer Thinner no. 876. Again, I think the process is also important: I spray a very light coat on initially, allowing it to sit for a brief time to dry (maybe one hour). My experience is that if I put too much clear on the surface and decals, since the clear is thinned with so much thinner, that I can cause further damage by attacking the model’s surface or decals as the clear sets up. After insuring that the surface is thoroughly dry, I spray a heavier coat and allow that to dry (again, my rule of them is approximately an hour to insure that coat is dry). I then allow this to dry overnight (or at least four to five hours) to insure it is a nice dry, hard coating.

Then I begin to recoat the surface area (or at least the areas over and right around the decals) with another coat of clear. Allowing for another hour or two to dry, I repeat the coating process again. When I’ve put at least four or five coats on the surface, I’m ready for the next major step: sanding.



Decal and clear coating finally building up to level at or above decal level.

by half-an-inch wide. It comes in three grades that I’ve found: Medium (100 grit), Fine (150) and Extra Fine (320). One caution: I had this stuff figured out using their red, blue, and yellow colors denoting the grit. I have since noticed that the color has changed at least once – some you need to check the package description. Medium is apparently both in red and blue. Fortunately for us the grit number is printed on the back of these foam sheets.

In any case, I use the heaviest grit, the #100, to sand the clear finish off, at least for the first four or five times I sand. I purchase it from Home Depot (at about \$1.70 per sheet), but I suspect it or a very similar product is readily available at any number of other hardware stores. In my experience, the auto paint locations have some nice sanding foams as well, but some (at least those by 3M are very expensive – about \$14 per sheet) and for this purpose, the quality of the sanding effort isn’t tied to the quality or cost of the sanding product.

Even though I sand this initial time, I am very careful to insure that I’m not cutting through the entire clear coat or cutting into either the decal or painted surface. The surface will look rough and normally a “whitish” color at this point. Then I repeat the clear coating process with a thick coat or two.

Then sanding, followed by another clear coat. In total, this sanding and recoating is repeated approximately four or five times. What you are looking for is to have the finish showing no sanding marks and for there to be a smooth finish over and around the decal. While my sketch makes it appear that this is a high “lump” in fact we’re talking about a very thin layer over the final product. I have no way of estimating the actual thickness at this point, but we’re probably talking about thousands of an inch. When you’ve recoated the clear each time, you’ll very quickly see any raised edge around the decal that continues to exist. I often wet a finger and run it over the decal, any surface “blips” quickly jump up at you during this check.

As I approach the end of the process I use the Extra Fine to put the final, smoothest finish across the decal. Normally, I also then coat the model with a thinned coat of Dullcoat as my final finish. It’s then ready to handle and “zoom” around your model room and most folks will marvel at your ability to paint all of those neat markings right onto the model’s surface.



Decal with clear coating starting to build up around the decal and surrounding area.

Sanding

I use a foam sanding pads, Norton 3X Sponge. These pads are about 4.5 x 5.5 inches in size and I cut them (with scissors) into little pieces about an inch long



Clear coat above decal level and sanded level with surface (leaving no edge “ridges” at sides of decal).

Upcoming Model Shows

Saturday, April 8

Galaxy Hobby Annual Contest and Show. Age Groups: Adult, Junior (12-16), Youth (11 and under. Registration: Friday 3:00-7:00; Saturday - 10:00-12:00. Entry Fee: \$5 for up to five models; \$1 for each additional model. Schedule: Judging: 1:30-2:30; Awards: 3:30; Pick Up Models: 4:00. Galaxy Hobby, 19332 60th Ave W, Lynnwood, WA. Phone: 425-670-0454. **Web site:** <http://www.galaxyhobby.com/Contest/contest.htm>

Saturday, April 22

IPMS Seattle Spring Show. Renton Community Center. See pages 4-6 in this month's issue.

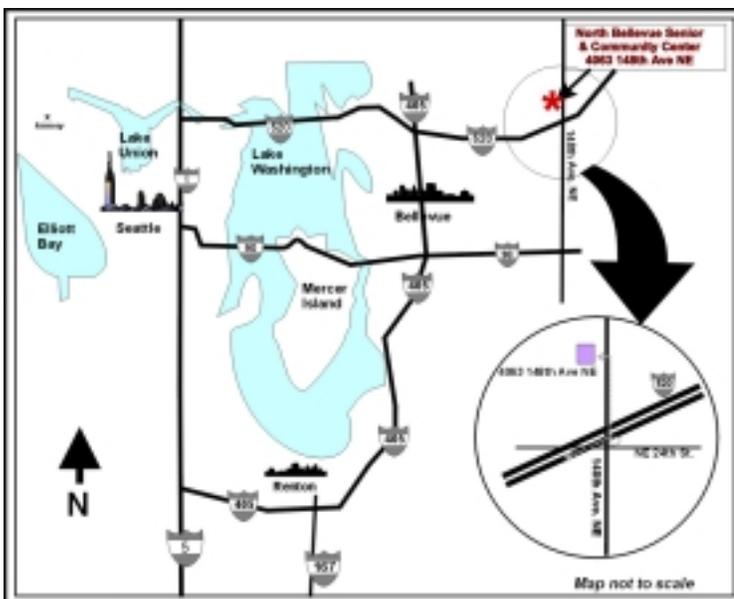
Saturday, June 3

Peninsula Model Show and Contest 2006. Sponsored by IPMS North Olympic Peninsula Modelers Society. Building 204, Fort Warden Park, Port Townsend. 9:30 AM - 4:30 PM. Registration closes at 1 PM. Entry fees: Adults \$5, plus \$1 per model up to five, additional entries free; Juniors (age 17 and younger) \$3, plus \$1 for unlimited entries. For more information, see <http://www.nopms.net/2006showandcontest.html>



*Another shot of Gerry Nilles' P-38F.
Thanks to Chris Banyai-Reipl and
www.internetmodeler.com for permission
to use Jerry's article.*

Meeting Reminder



April 8

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.