

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2010

PREZNOTES



The lack of sunny weather the last few weeks certainly has increased my opportunities to get things done at the bench. I've got more new projects started and existing projects taking up more space than I have room for than I recall from recent memory. In addition to those five Me 109s I've been working on, I have a Hobbycraft F-94 nearly done, two sci-fi subjects (R2D2 and the *Spindrift*), plus a few assorted resin figures. If the weather holds (such as it were) I should have a nice selection of models in primer for the meeting. Of course, if things go south and we actually HAVE real summer weather in the next few days or so, I may have to change directions and take on activities like taking care of the dense jungle-like growth I call a back yard. Hmmm. What a dilemma...

We'll see you at the meeting,

Terry

The model above has nothing to do with Terry - it's from the NOPMS show, a Fujimi 1/72nd scale Tachikawa Ki-36, in the markings of an aircraft flown by the Asahi newspaper company. I don't know who built it (if you did, please tell me), but I wanted to use the shot because I'm currently building this exact kit in those exact markings. And one of my thoughts when deciding to build it was, "at least people won't have seen this one before...". Never works, does it?

Robert

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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 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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, 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, WordPerfect, or text 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 2010 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.

July 10
September 11

August 14
October 9

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name: _____		
(leave blank)	FIRST M LAST		
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City: _____		State: _____	Zip: _____
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$25 <input type="checkbox"/> Junior (17 years old or younger): \$12			
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Trumpeter 1/72nd Scale North American F-100C and F-100D Super Sabre

by Chris Banyai-Riepl

Trumpeter has been releasing quite a few F-100 kits in various scales, starting out with their impressive 1/32nd scale kit. For those of us who don't build the big scale, we had to wait a while for the scaled-down versions to show up. This year we finally got that, with first the F-100C and now the F-100D. The two-seat F-100F is scheduled to be out at the end of this year, completing the set. As one would expect, these kits share quite a bit in the way of common parts, so this review will examine both the F-100C and F-100D.

Both kits come molded in Trumpeter's expected light gray plastic, with finely recessed panel lines, a detailed interior, multiple options throughout the aircraft, separate flaps and slats, and comprehensive decals. The major differences between the F-100C and F-100D are contained in the tail and the wing, so those parts are different between the two kits. The rest of the sprues are common between the two kits, and the overall construction is identical.

Starting with the cockpit, this has a one-piece tub with a separate seat, instrument panel, and control stick, along with some other fiddly bits that will busy up this area. The decal sheet provides side console and instrument panel detail decals. The finished interior fits onto an intake trunk piece, which includes the nose gear well on the underside. A separate instrument panel hood, complete with heads up display, along with a separate rear cockpit section, complete the main interior.

The exhaust section is made up from four pieces, with two choices of burner cans found in the F-100C kit. This is odd, as it was the F-100D and F-100F that had both styles. If your F-100D/F has that later style burner can, you can either buy the F-



100C, or see if a fellow modeler has one and is willing to give up that spare burner can. The other fuselage insert is the airbrake, and there are two options here, a straight one and one that is notched for centerline stores.

Moving to the wings, these have separate flaps and slats, which is a very nice touch. The F-100C has two piece flaps/aileron, while the F-100D has three parts per wing. The F-100D kit also includes the wing fences. Both kits include both straight and bent refueling probes, and the main gear well is very nicely detailed. The landing gear is also suitably busy, with separate wheels and multi-part strut assemblies.

The decal sheets are well printed, with vibrant colors and good alignment. For the F-100C, there are two options. The first is an F-100C-5-NA from the 450th FDW, serialied 54-1775. The second is an F-100C-25-NA from the 479th TFW, serialied 54-2076. For the F-100D, there are two options as well. First up is an F-100D-45-NA from the 48th TFW, serialied 55-2822. All of these options are natural metal/silver finished. Check your references to see if the specific aircraft you are building is in fact natural metal or painted aluminum, as many F-100s ended up painted silver (mainly F-100Ds, but there were exceptions).

In determining the accuracy of a kit, I generally rely on published resources, including popular books as well as available original information, such as tech orders and manufacturer specs. For these kits, I had the luck of knowing someone intimately familiar with the F-100. Fellow

IPMS Seattle member Norm Filer flew the F-100C back in the late 1950s, and has researched the type quite thoroughly over the years since then. Given that level of attention to the subject, it was a no-brainer to hand the F-100C kit off to him to see what his thoughts were. After some time examining the kit (and the subsequent F-100D), here's a summation of his findings.

Starting with the interior, the cockpits are identical, including the seats. While the differences between the instrument panel layouts are not likely to be recognized easily, the seat differences are enough to make a noticeable difference to those who examine the plane closely. Both the F-100C and F-100D kits contain the F-100D seat (along with a second seat, which I believe is the second seat for the F-100F). As many would opt to replace the seat with an aftermarket resin example, this probably won't be much of an issue (once those aftermarket companies come out with the seats, that is). For most, though, this is probably an area that will just need to be accepted, as the seat itself really is not that bad in terms of detailing.

Moving on to the fuselage, both kits suffer from an intake that is flat on the bottom. This should be slightly curved. The result is an intake that looks somewhat pinched. Fixing this one would be extremely challenging, though, and it really is not too apparent. Another one for the 'just live with it' category. The tail, though, is a different story. The F-100C has some serious, yet subtle, problems with the vertical stabilizer. The chord is too broad, requiring the removal of about 1/4" from the leading edge, and the fuel vent is

incorrectly shaped and placed. These are significant differences when examined next to drawings, but are not readily apparent when looking at the model on the sprues. In fact, one would probably not notice these discrepancies much at all, until one tried to position squadron markings on the tail. Because of the too-broad chord and wrong placement of the fuel dump fairing, the geometry of the upper tail is thrown off. As many squadrons used that area for squadron markings, often with unit emblems or geometric shapes, those changes become very apparent with the application of markings.

Fixing the problems is not too tough. As it is the leading edge that extends too far, all one would have to do is slice off the extra chord from the leading edge and reshape the new leading edge. The fuel dump fairing is a bit more challenging, but some work with plastic card would get you there. The question is, would it be worth it? Given that any aftermarket decal sheets will be sized for the uncorrected kit, you would therefore have to correct the decals as well, or create your own. All of this is doable, but in the end, it may not be worth it, as the tail is still smaller than the F-100D tail, and looks like an F-100C tail. While it's a big error, it's a subtle one that can be ignored without it being readily apparent.

The final F-100C mistake is another very subtle one, one which only someone who has crawled around the plane would notice. The main gear doors are common between both kits, but they are F-100D/F main gear doors. On the inside is a hinged line for a section of the main gear door to swing vertically, in order to clear the centerline stores. The F-100C had a one-piece main gear door. Again, this is an extremely minor issue, but it is included here for completeness.

There are several common issues between both the F-100C and F-100D kits (and will probably spread to the F-100F kit as well). These are all constrained into the landing gear system of all the kits, and it is these issues that will make the biggest impact on your F-100 build. First up, the wings are

about 2-3mm too thin. This results in a wheel well that is too shallow, which pushes the main gear leg down too far. The gear length is correct, and the main wheel hubs are accurate in size. However, the main wheel tires are significantly oversized, resulting in a wheel that is too tall. This, combined with the thinner wing, results in a finished model that sits almost horizontally, instead of having that characteristic tail-down squat of an F-100. Further compounding this is the fact that the nose gear strut has its oleo compressed, which drops the nose a bit.

This is an issue that definitely needs to be fixed, as it will be painfully obvious to even the most rudimentary F-100 fan. The easiest fix would be to ignore the nose gear entirely and thin down the main gear wheels. Check the stance of the model, and if need be trim more off the top of the main gear strut until the model has the right sit. Alternatively, you could wait for the aftermarket wheels which will undoubtedly show up before too long.

Moving on to the underwing stores, these are, for the most part, quite nicely done. The weapons included are common across all the kits, which means the F-100C comes with a whole slew of weaponry never carried by the type. In fact, in almost all cases the only thing useable out of these weapon options would be the drop tanks, which are the smaller 275 gallon tanks. These have a subtle shape problem in that the top of the tank is too flat. They should be more rounded along the top edge.

While the long section on accuracy seems to be tearing these kits apart, that is not really true. Aside from the landing gear issue, which is easily fixed by sanding down the main tires, these kits will build up into some excellent examples of the F-100. Given that we haven't had an F-100C in 1/72 and the other F-100 kits are rather long in tooth, it is good to have a new tool F-100 series available, and I am looking forward to the F-100F when it comes out later this year. My thanks to Stevens International for the review samples.

Airfix 1/350th Scale *HMS Illustrious*

by Chris Banyai-Riepl

History

The *HMS Illustrious*, affectionately known as *Lusty* to her crew, was the second of three *Invincible* Class aircraft carriers. Originally envisioned as an ASW escort carrier, the advent of the Harrier saw it transform into a full-fledged aircraft carrier, complete with a ski jump flight deck. The first ship, the *HMS Invincible*, was launched in 1977, while the *Illustrious* took to the water a year later. The third, the *HMS Ark Royal*, was launched much later, in 1981. The *Illustrious* remained in the shipyard for final fittings until June 1982, too late to join its sister in the Falklands. The *Lusty* was deployed to Bosnia and Iraq in the 1990s and remains in service today.

The Kit

This is Airfix's first foray into the common ship scale of 1/350th, and they have made quite a splash, so to speak. This is an impressive model no matter which way you slice it, being both well detailed, sturdy in assembly, and relatively inexpensive. This first release is the 'everything's in here' release, with paints, glue and brushes included in the box. While the glue will probably be plenty, I wonder if the few cups of paint will be enough to cover the entire hull. Likewise, someone attempting to brush paint this entire ship with the #4 Round brush will likely quit in frustration. That said, the brushes look to be quite nice, and should work out well for quite a while. The kit itself is molded in a light gray plastic and includes the hangar bay, detailed superstructure, and an air complement containing both aircraft and helicopters.

The 113-step instruction book starts with a bit of decision making on the modeler's

part. The kit comes with the option of having the elevators at varying levels, a nice touch that opens up lots of possibilities. Once that decision is made, the rest of the hangar bay is assembled, with separate sides all around. Additional bulkhead and wall pieces add further details around the edges, providing spots for the lifeboats and such. This main lower deck piece is then sandwiched between the two side hull pieces, which is then completed with the one-piece lower hull and one-piece flight deck.

The superstructure is next, and this is made up of two sides for the majority of the island. This results in a large seam right down the middle of the entire superstructure, but as most of the sides are flat, this should be simple to clean up. Onto this main piece go lots of additional details, such as the eleven-piece bridge. Various antennae and defensive weaponry detail out the superstructure, which fits onto a positive locator on the flight deck piece.

For the underside, the hull strakes are separate, as is the sonar dome. On the rear of the hull, the propeller shafts are separate, as are the mounts. The propellers are separate, with separate hubs. The latter don't look quite right to me, being more of a can shape rather than a cone, but that said, I have not really looked for photos of the screws on *Invincible* Class carriers. The rudders are also separate.

For the air complement, the kit comes with two Sea Harrier FA.2s and two Harrier GR.7/9s. These are made up from right and left halves, a one piece wing, and a one piece tail insert. For the helicopters, there are two Merlins and two Sea Kings. For both types, these are split into right and left halves, with separate tail pieces. There are two rotor options, folded and open, which allows the modeler to display the helicopters in either mode. Also included is an aircraft recovery crane and a tow tug, both nice details for an aircraft carrier model.



The decal sheet is large and contains all sorts of deck markings, including outlines around the elevators, flight deck stripe, and hull lines. Ensigns are also included, as are decals for the aircraft. A couple of colorful name plates round out the sheet. The decals are very crisply printed, with excellent register. They have a flat finish, which hopefully won't present a problem in application, especially around the large clear areas.

With the basic overview out of the way, let's look at some of the specifics. Overall, the quality is pretty good, with such things as vents and hatches well represented. The thick plastic might turn some away, but once you come to terms with the large sprue gates and take care with removing the parts, the hefty plastic will help create a very sturdy hull assembly.

There is one annoying issue that I noticed, though, and it's all the more annoying given how easily it could have been avoided. This is with the prominent ejector pin marks on many of the parts. Now, ejector pins are a necessity in injection molded kits, but generally these are placed in such a way as to not be seen on the finished kit. For many parts in this kit, though, Airfix has placed those ejector pins on the detail side of parts, instead of the plain flat side. In pretty much every instance, had these parts been flipped over on the sprues, this wouldn't have been an issue. While these aren't that tough to fix,

it is surprising to see Airfix make such a mistake.

The other molding issue is with the aircraft. First off, they're molded solid, so no clear canopies here. While for some aircraft this would not be a big deal, the large bubble canopy on the Harriers really scream out for clear. The more fastidious could cut the canopies off and replace them with some clear sprue, sanded to shape. The other issue is with the panel lines, which are quite heavy. There are a couple of ways to rectify this. One could use Mr. Surfacer to tone them down, or for a more complex method, one could fill the panel lines with stretch sprue. The latter would take more time, but would also yield a more realistic look.

Conclusion

Overall, this is an excellent model from Airfix that makes a great first impression for their foray into 1/350th scale. While there are some small issues, this will build up into an impressive example of the *HMS Illustrious*. I am sure it will not be long before we see plenty of aftermarket sets for this kit. I, for one, would love to see a backdate kit to take this back to an early-80s fitting, complete with FRS.1 Sea Harriers. Maybe we will see that from Airfix before too long. My thanks to Airfix USA for the review sample.

North Olympic Peninsula Modelers Society Show and Contest

by **Jim Schubert**

photos by Patti Walden and Tim Nelson*

June 12, 2010 Port Townsend, Washington: On this beautiful day 16 members of our chapter made the journey up to the far North-east tip of the Olympic Peninsula to enjoy, and participate in, the annual North Olympic Peninsula Modelers Society Model Show and Contest. And participate we did! There were about 285 total models entered in the many categories and a lot of those were from Seattle members. The show was held in Building 204 on the grounds of Fort Worden State Park. This fort along with Forts Flagler, on nearby Marrowstone Island, and Casey, across Puget Sound on Whidbey Island, were all started about 1897 as Coast Artillery installations and commissioned about 1902. They were active as US Army bases till 1953. The three forts were laid out as the points of a large triangle covering the entrance to Puget Sound so the Coast Artillery could deny entry to any enemy vessels coming through the Strait of Juan de Fuca. A museum on the grounds gives the history of the fort in great detail and explains the intended function of the three forts. In 1973 the Fort Worden State Park was opened. My family and I have camped here many times in one of the two very nice, very large camp-grounds in the park. The other two forts are now also State Parks.

The NOPMS Chapter of IPMS-USA did an excellent job of organizing and presenting this show and contest. From the visitor's point of view everything occurred without any hitches or glitches and was very smoothly run by all the fellows and gals in the yellow polo shirts. The judging went quickly and the results were announced in a very timely and well-organized manner. The web site had all the results and pictures up a week later. Kudos to

NOPMS for a job very well done on both the contest and the reporting of it on their web site. I had a great day with a lot of great people.

Our Seattle chapter contingent did fairly well in the contest:

Entrant	1sts	2nds	3rds	OOB's	Trophies
Daniel Carey	2	3	1	-	-
Doug Girling	4	1	3	-	Best Ship
George Haase	1	1	1	-	-
Rick Heinbaugh	1	1	-	-	-
Bill Johnson	1	-	-	-	-
Carl Kietzke	-	-	1	-	-
Ken Murphy	1	-	-	3	-
Tim Nelson	3	2	2	-	Best A/C
Djordje Nikolic	-	-	-	1	-
Bill Osborn	-	1	1	2	-
Ed Pinnell	-	1	-	1	-
Jim Schubert	7	4	4	-	Theme
George Stray	3	2	-	-	Best AFV & Best Canadian
Totals:	23	16	13	7	5

My deepest apologies to any of our gang that I missed or misrepresented in this brief report.

My sincere thanks go to Patti Walden and NOPMS for permission to use 11 photos, from the NOPMS web site, <http://www.nopms.net/>. Go there to see pix of ALL the models in the contest and shots of the attendees and presenters having fun on a beautiful day in a great location. Plan to attend next year's show; if you don't you'll regret it.

Below left: George Stray scored two trophies, Best Military Vehicle and Best Canadian Subject. Below right: Bill Johnson's 1st Place Single Prop winning Bf 109E-4.





Clockwise from top left: George Stray's 1st Place winning Armor Diorama; Lt. Col. Roosevelt, home on leave from Cuba, dropped by with the Missus for a social visit; Doug Girling accepting the Best Ship Trophy from Show Chairman Larry Speelman; Welcome sign*; Doug Girling's Best Ship Trophy winning T-2 tanker; Daniel Carey's 1st Place winning Multi Jet F-4 Phantom.*





*Clockwise from top left: Tim Nelson won the Best Aircraft Trophy; Tim Nelson's Best Aircraft Trophy winning, tiny Folkerts racer; Ken Murphy's 1st Place winning Biplane Hanriot; Jim Schubert's Show Theme Trophy winning Honda F-1 racer; Jim Schubert receiving the Show Theme Trophy; One of Fort Worden's 1902 Coast Artillery gun emplacements above the Strait of Juan de Fuca**



Revell 1/25th Scale '72 Hurst Oldsmobile Cutlass 442

by Steve Zajac, IPMS #34937

The Muscle Car Era went out with a big bang when Olds released the '72 Cutlass, one of the best designed cars of this period, with plenty of horsepower (300 hp)! Originally advertised as a police package option in 1964, the 442 stood for 4 barrel carburetion, 4 on the floor, and 2 dual exhausts. Later the 4 on the floor became a 4-speed automatic. The '72 was the last year of the great body style originated in 1968. The new tool Revell kit offers the option of building either the 442 (I elected to build this version) or Hurst package (Olds teamed up with Hurst Performance Products for special editions in the 1960s). Each has the 455 cubic inch Rocket V-8 engine. Kit options are limited to manual or automatic transmissions, with a separate console for each. There is no uptop. There is a second rear axle and an extra air cleaner in the kit, neither referred to in the instructions, so expect other versions of the Cutlass! This new mold

offers crisp details, good fit, and looks great when completed. Rated a "3" in terms of difficulty, a novice modeler who carefully follows the directions can build



this kit, and the advanced modeler will have opportunities to enhance it with detailing. I highly recommend it!

I built the major sub-assemblies: engine, chassis, interior and body, following the 12-page instructions. Assembly goes well with no major issues. Here are my comments:

Engine:

After assembling the two-piece engine block, I noticed that top and rear sides were a bit concave. Sand each side so the

manifold and transmission sit squarely on the top and rear sides. I glued the cylinder heads (great spark plug detail for those who wish to wire the distributor), water pump, and oil pan to the engine block, then shot it with Testors Oldsmobile Blue metallic enamel.

I chose the two-piece manual transmission and airbrushed it with Testors stainless steel lacquer; I then used cyano glue to eliminate the seam on the bottom, re-sprayed the steel color, and buffed the high points with a soft cotton cloth. The detail is excellent.

For contrast, I deviated from the instructions for painting the rocker covers and manifold, which are also to be painted Olds Blue. I instead sprayed the rocker covers with Testors buffable aluminum lacquer, and then polished them with SnJ aluminum powder. The very nicely detailed manifold was sprayed with Testors magnesium lacquer; and SnJ aluminum powder was then brushed on.

After gluing the major engine parts, add the fan and pulley assembly and various small parts. The small parts (starter, ignition coil, fuel pump, oil filter) need to be gently sanded to eliminate the seams, and it's hard to avoid losing some detail.

Chassis:

Start by gluing the transmission cover in the correct position depending on which transmission option you choose. I painted the chassis, front suspension, rear axle, and upper and lower control arms flat black with Wal-Mart Color Place spray paint (goes on nice and thin). I then brush painted the front and rear suspensions with water-thinned Testors acrylic flat black, which left a nice semi-gloss effect. The exhaust pipes were sprayed with Testors stainless steel lacquer, after sanding off the seam lines. Next, I sprayed the mufflers with Testors aluminum lacquer, and buffed them with SnJ alumi-



Continued on page 13

Tamiya 1/48th Scale Vought F4U-2 Corsair

by Hal Marshman, Sr.

This is my Tamiya 1/48th F4U-2 Corsair night fighter. Brake lines, seatbelts/buckles are scratch built. All lights save the spine light and wingtip navigation lights are MV lenses. Paint is Model Master Deep Sea Blue, Intermediate Blue, and White. Decals are kit supplied, although I had four sheets to work from. Lots of troubles with these decals. Some wouldn't stick, and some broke up once wet. Engine is wired. Weathering was accomplished with Prisma silver pencil and eye shadow. The -2 bird is an alternative from Tamiya's F4U-1 boxing. Tamiya provides the radome, two "T" shaped antennae, and a plug for the outer starboard gun which was deleted for the -2. Feeling that the Navy wouldn't leave the now useless cartridge chute for that missing gun uncovered, I covered it also.

A word about my painting system on this bird. These night fighters were converted from -1 Corsairs at the Naval Aircraft Factory at Philadelphia. They came out of that facility still in their original Blue Gray over Light Gray finish. Sometime before they were boarded on the carrier, they were repainted in the newer Naval Air colors at a Navy depot. Photos reveal a light color in the insert behind the cockpit, under the glass. I know it was not an interior color, as Vought painted that area the same as the external surfaces. I feel that it was probably easier to mask off those windows than remove them for the repaint, thus that area remained USN Blue Gray. Note that when repainting, the depot personnel applied the Sea Blue in a straight line above the Intermediate Blue, rather than the official Corsair pattern where the Sea Blue scoops down fore and aft of the wing to merge with the Sea Blue upper surface of the wing. Because this was a -1 U-bird, I elected to use a home brew Salmon mix in the wheel wells. The gear doors were originally Light Gray both inside and out, but the repaint only coated the outer

surfaces with white. Photos of these aircraft onboard the carrier show a very dark radome, which I took to be black. Pictures taken on the islands later show them as white. Repainted, or new replacements, I have no way of knowing. Well, that's the logic behind my painting

method. I regret that I had yet to attach the "T" shaped antennae under the fuselage before these pictures were taken. I have leaned heavily on material from William Reese and Corsair Jim Sullivan in the preparation of this build.





2010 Shows

Here are the dates, as currently known, for 2010 shows. More information will be given when it's available:

7/23-25/10 Puyallup Good Guys
8/4-7/10 Phoenix IPMS Nationals
9/18/10 McMinnville OHMS
9/25/10 Lynnwood Galaxy Sci-Fan
??/??/10 Silvana 5th Annual
10/2/10 Moscow ID Bring out Good Stuff
10/9/10 Burnaby IPMS Vancouver
??/??/10 Clackamas OSSM

Thanks to Carl Kietzke.



Trumpeter 1/32nd Scale MiG-23MF Flogger B

by Mike Millette

Introduction

This is a first look at the first of Trumpeter's MiG-23/MiG-27 series in 1/32nd scale.

This is a welcome addition to Trumpeter's catalog of 1/32nd jets. The kit comes with parts to build the mid series MiG-23MF, Flogger-B. The decal sheets provide markings for two different aircraft. A detailed 24-page instruction booklet is included along with a two-sided 11" x 16" full color markings guide. The kit includes 565 parts on 33 light gray sprues, 14 of which cover the extensive weapons selection. There are four clear sprues, nine cast metal parts for the gear, one PE fret, four rubber tires, and two exhaust pieces.

History

Design of the MiG-23 began in the early 1960s as a replacement for the MiG-21 and first flew in April of 1967 and is still in service to this day in a number of Air Forces. Its initial configuration was similar to the MiG-21, though larger, and incorporated two lift fans. When this configuration proved less successful than hoped, the swing wing configuration with a single engine was selected. Production started in 1970 and ran until 1985, with over 5,000 airframes being built.

The MiG-23 and its cousin the MiG-27 were widely exported and despite some early losses and accidents, were generally considered to be a reliable and high performance aircraft. In fact, a number of evaluations of aircraft turned over to Israel or in German service revealed an aircraft with impressive performance, most notably in acceleration. The MiG-23 went through a number of revisions and upgrades, several of which will be featured in



upcoming Trumpeter releases. Kit 03209 represents the MiG-23MF, the first heavily exported version of the MiG-23 and externally very similar to the MiG-23M, flown by the Soviet Union. The MiG-23MF was flown by Angola, Bulgaria, Czechoslovakia, Germany (East & United), Hungary, Poland, Romania and Syria. A few were also tested by Israel and the US, so options for color schemes are extensive.

Instructions

The instructions are detailed and appear quite comprehensive, though confirmation of that will come with the build portion of this review. The kit assembles in thirty steps including construction of many of the weapons provided. A weapons station chart is provided to help the modeler properly load out their Flogger.

Parts

As mentioned above, the kit features 565 parts, in gray styrene, clear styrene, metal (options for plastic parts), rubber and PE, although a number are not used for this kit release. The parts are cleanly molded with fine panel lines and restrained fastener representation. Parts breakdown looks reasonable considering how many

different versions Trumpeter will release using the basic sprue set. The kit also provides:

- A well detailed cockpit that looks like a good representation of the real thing. A number of decals are utilized to detail the interior. There is enough dimensionality in the cockpit though that the builder may need to cut them into smaller pieces to use them. Oddly it looks like there's no throttle handle. Construction will reveal if it's included in the extensive parts in the kit and accidentally omitted from the instructions.
- The multi-part ejection seat includes a photo-etch piece to represent the shoulder harness. No lap harness is provided though.
- The windscreen and canopy are clear and distortion free
- The metal landing gear struts are really nice and it definitely looks like the kit could use the strength the metal gear will provide.
- A nicely detailed GSh-23 twin barreled gun pack is provided including ammunition boxes.

- The splitter plates are really nicely done and feature perforated PE parts to replicate the boundary layer holes. Good fit will be important here so as not to ruin the nice look these provide.

- The leading edge and trailing edge flaps can be positioned either up or down and the wings are keyed to swing in sync. If you want to swing the wings though, you'll need to make sure you model the TE flaps in the up position

- Speed brakes, ventral fins, spoilers, stabilators and the rudder can all be positioned.

- The intake ducts go back a little ways, but don't seem to go all the way to the engine face. There's a bit of a break between where the square portion of the duct comes together and the round section of the duct formed by the wheel wells. The engine mounts aft of that. Potentially, you might not be able to see further into the intake than where it ends and the transition piece may not be necessary. Only construction will tell.

- Speaking of the engine, there is a really nice looking R-29 engine included complete with a ground support cart for the aft fuselage/engine. On the down side, Trumpeter doesn't show you where the vertical tail breaks when the aft section is removed, unless the whole tail stays attached to the mid section of the fuselage when the aft fuselage/engine is removed. Optional exhausts, open or closed are also supplied.

With all of the different versions to be built out of the basic kit parts, good fit will be a key. Dry fitting a few of the major kit parts, it looks like Trumpeter has done a good job with this aspect of the kit engineering. All will be revealed in the actual construction.

Markings

As mentioned above, markings are provided for two export customers:

- East German Air Force/Air Defense Bort 564, JG 9

- Czech Air Force, Bort 7183, 1st Fighter Air Regt.

One decal sheet covers national markings with Bort numbers as well as a host of maintenance service markings. The second decal sheet covers an extensive array of ordnance markings. The third decal sheet covers cockpit interior decals including decals for the canopy and windscreen frame (though these are not indicated in the instructions as far as I could see). A fourth decal sheet is included which is essentially an errata sheet for the Czech markings. The Czech markings on sheet one are not handed as on real Czech aircraft. Sheet four fixes that issue. The markings for the East German aircraft could also use an update. A picture of Bort 564 appears on page 46 of *World Airpower Journal*, Vol 8, Spring 1992. The National markings in the photo appear to have "stencil breaks" in the white borders and the style of Bort number is more rounded, also with stencil breaks.

Conclusion

This is an impressive kit. In fact I'd go so far as to say one of Trumpeter's best efforts to date, right up there with their Me 262. It's nicely detailed, with restrained surface features and a host of options that will really appeal to the large scale modeler. Once built, this will be a good-sized model. I'm really looking forward to building this kit as well as some of the upcoming versions.

Thanks to Stevens International for the review sample!

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his and Mike's articles. - ED]

Revell Cutlass

from page 9

num powder. Glue the exhaust pipes to the chassis first, the front and rear suspensions second!

After gently sanding the seam lines off the rear shocks, I brush painted Future on each (no base coat, the parts are molded white), and glued to the rear axle.

Tip: I dry brushed the completed chassis with stainless steel; it really brings out the nice detail often neglected.

I used Shabo transfers on the no-name tires, adding Firestone Wide Oval on the side walls. The wheel-to-axle assembly uses metal plugs, however, they are too short and the fit is unstable. I substituted some round sprue.

When attaching the engine to the chassis, dry fit to make sure it sits squarely and evenly, and be sure that the exhausts reach the headers. You may need to bend the exhausts slightly to ensure a solid fit.

Body:

I gently washed the body and hood with an old toothbrush and mild dish detergent. After air drying it, I gently sanded, and sprayed it and the hood with several light coats of Tamiya fine grey primer. I then masked off the top of the hood and spray painted the underside flat black.

I sprayed the hood and body with Tamiya's TS-12 Orange, starting with a mist coat, two light coats, and building up to four wet coats. Between coats I checked for dust, lightly sanding any affected areas. After the orange base coat had dried for five days, I airbrushed Cobra Color's Ultra clear gloss (out of production). Again I checked between coats for dust, lightly sanding. After three mist coats, I sprayed seven wet coats which are enough to sand and buff without sanding through to the base coat. After drying for one week, I

sanded with 3200, 4000, and 6000 sand paper cloths, and then used Meguiers Fine-Cut Cleaner (#2) and Swirl Remover 2.0 (#9), applying each with a moist flannel cloth. I finished with Novus #1 polish that really brings out the shine!

Bare metal foil was applied to the front of the hood, rear deck, rocker panels and the top edge of the doors with a fresh #11 X-acto blade. A clean Q-tip was used for burnishing the foil in place. I was not able to foil the wheel edge of the fenders as the raised edge had disappeared after all of the clear coats. Chrome pieces were carefully snipped off of the various trees, the stub points sanded, and foil was used to repair the affected area. These included the windshield frame, front/rear bumpers, door handles, and hood pins.

Decals are easy to apply with warm water, and Micro Set and Micro Sol. They are thin and opaque, set easily, and are as good as after-market decals.

Interior:

I decided on a white interior. Research revealed that the white interior means white seats and white on the upper three quarters of the doors, but the floor, dash, door bottoms, and console are all black. The white was spray painted with Tamiya's flat white fine primer and the black surfaces with Wal-Mart flat black.

I next masked off the areas surrounding the radio, heater, and vents on the dash and dry brushed each with Testors aluminum Metalizer, then treated the dash and console with Future paint brushed on (three to four light coats) in those areas where the decals were to be applied. The decals for the instrument dials, and wood grain went on well after I trimmed the decal edges for a close fit, and applied them with Micro Set and Micro Sol. Once dry, the wood trim decals received a clear flat coat of white glue diluted with water (1:1).

I used silver solder wire (.015" diam. From Radio Shack) for the upper dash trim. The trick is to straighten the wire by rolling it

on a flat surface, and then using white glue, gently attach it to the outside edge of the dash. I also used the silver wire for the trim surrounding the radio, heater, etc. on the lower dash, applying it with white glue.

The side panels of the doors were enhanced with chrome bare metal foil. I left off the wood grain door panel decal, as I preferred the white and chrome look.

Glue the two front seats to the interior floor first, and then glue the console to the floor. The side panels and instrument panels follow and the interior sub-assembly is now complete.

Final assembly:

The interior fit to the chassis was fine, and was followed by the radiator support and upper and lower hoses. The lower hose connection is a guessing game trying to find the hidden attachment point on the radiator, but I think I found it.

Holding the car body in both hands, I very gently flexed the bottom of the body to insert the chassis/interior. I made sure to keep the body from touching any surface,

as there is no roof to lay the car on, just the windshield frame, which could easily detach the windshield from the frame. I slowly and gently eased the car bottom into place, only applying white glue to the two attachment points to the rear of the back seat. The fit is so snug that no other glue is necessary. I then glued the front grill/bumper, and attached the rear bumper, which fits well enough not to need any glue.

One minor problem was inserting the hood to the body, as this is done under the firewall and you can't see the attachment points. By trial and error, I managed to get the hood in properly, and in the end it sat squarely.

I was pleased by the outcome of the build. By following the directions, an excellent out-of-the box '72 Cutlass is yours! Thanks to Revell for the review sample and IPMS/USA for allowing me to review it.

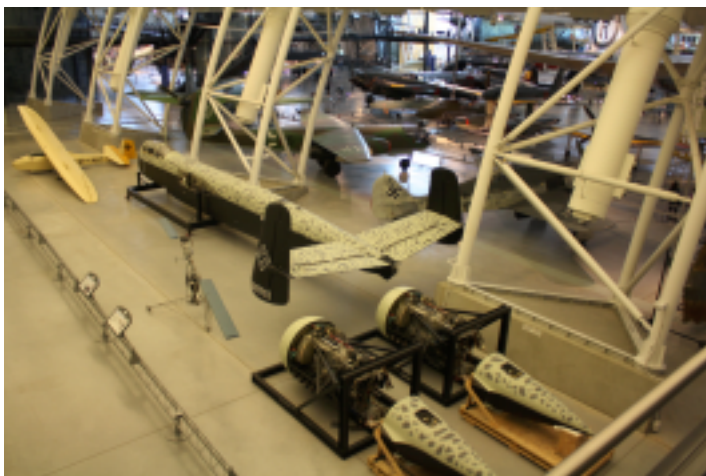


More Udvar Hazy Photos

photos by Terry Moore



This page, clockwise from top left: The Steven Udvar-Hazy Center; Boeing FB-5; Me 163 unrestored; He 219; Boeing 367-80, better known as the Dash 80

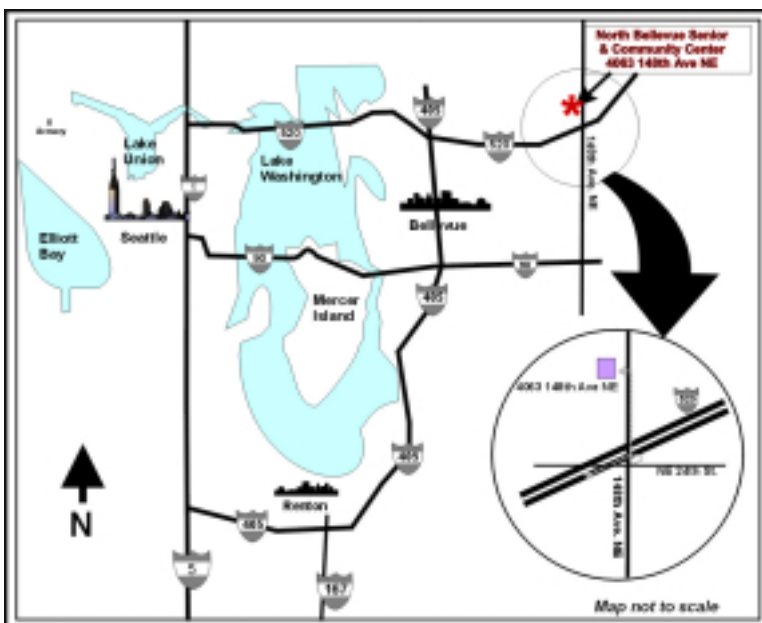




This page
Top left: F9C-2 Sparrowhawk
Bottom left: Northrop N1M Flying Wing, with
Nakajima J1N1-S in the background
Bottom right: The Shuttle Enterprise



Meeting Reminder



July 10
10 AM - 1 PM

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

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