Seattle Chapter News

PREZNOTES

Who Is This Guy?

I didn't have to compete with anyone for the position of IPMS Seattle President, so I'm going to take a leap of faith here and assume that there are members that would like to know who it is that is now in charge of all those who help run this club, the largest in the country. Maybe I've assumed too much!

I was born in Richland, WA, 61 years ago, the third of four children. My father was a chemical engineer working for GE Nuclear Services out at Hanford. We moved overseas almost immediately, and I would not set foot again on American soil until I was 12 years old. What all this chaos endured at a young age did for me was to steel me against the fear of change, or of things new, and different. I can change on a dime, given enough information to warrant it, and I am willing to try just about anything.

My experience overseas also helped me appreciate this country and what it meant to be an American - the choices we have, the abundance we enjoy, and above all, the freedom we often take for granted. A family of six, living in small towns all over the globe for a decade will do that to you.

I came back to the US to finish my formative years in San Jose, CA, later graduating from UC Berkeley in 1982 (Go Bears!). I took a job right out of school at McDonnell-Douglas, working for eight years as a (military) systems analyst on a then-paper-airplane called the C-17. I had moved on to an architectural engineering firm in Boston (Stone & Webster) by the time the C-17 first took flight in 1991.

Into my thirties now, I tired of the constant moving endemic to working for an AE firm, looking to settle down and have kids. I met someone in Boston, and we drove in circles down and across and up the US mainland, looking for that perfect place to call home, ending up in Seattle. We never looked back and we loved everything about this area; the mild climate, the friendly people, and, for me especially, the robust modeling community.

My career to date had turned me into a database programmer, so I've worked at various jobs, with the last decade or so from my home office – which I get to share as my model room!

I built strictly aircraft for most of my life until I tried my first piece of armor in 2000. Since then, I've changed my main focus to armor, but I enjoy working with all types of kits. It is in the painting and finish where I find the most enjoyment these days, and that is the thought I'd like to leave everyone with: While I will try my best to promote all aspects of modeling in this great club of ours, I have a soft spot for painting and finishing and I hope I can help others who would like to learn more about that particular aspect of this wonderful hobby.

Eric

In This Issue

Seattle Chapter IPMS/USA
July 2019

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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 $15 per annum, and may be paid to Twyla Birkbeck, 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. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. 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 425-885-3671 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 2019 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 accessable place.

July 6 (first Saturday) **August 10**
September 14 **October 5 (VFW)**

IPMS/USA MEMBERSHIP FORM

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☐ Junior $17 ☐ Family, 1 Year: $35 How Many Cards? ______
☐ Canada & Mexico: $35 ☐ Other / Foreign: $38
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The AB Model 1/72nd Scale Farman F.62 Goliath (Civil Version)

text and photos by Tim Nelson

Civil aircraft of the inter-World War years are among the most fascinating, colorful, and appealing genres of aviation. This era shaped the modern transportation world, with profound influence on technology, history, and culture. Yet, modelers have long been underserved by kits of these important subjects in favor of endless variations of ever-popular World War II subjects. That state of affairs has changed slightly in recent years, with a smattering of kits emerging to delight the “golden age” civil aircraft modeler. Among these is the AB Models Farman Goliath.

Initially designed as a bomber, the Farman Goliath instead became one of the most significant civil aircraft of the immediate post-World War I era. The type set several altitude and distance records in 1919, positioning the Goliath as a high performer worthy of public confidence. Goliaths played a major role in establishing the practicality, safety, and economic viability of the emerging European airline industry in the 1920s.

Goliath structure was primarily wood, with wings, empennage, and rear fuselage skinned in fabric. Plywood girded the forward fuselage. Copious windows were provided to the twelve passengers, especially to the four seats in the prominent “prow” up front. Diagonal cable bracing is apparent along the passenger cabin walls. Photos show variations in cockpit installation, but the majority of airframes appear to have accommodations for a single pilot on the port side, with the starboard side open to the passenger cabin – must have been chilly!

The Goliath also featured one of the first fully functional airborne lavatories.

Approximately 60 Goliaths were built by the Farman works in France. Early airframes were powered by Salmson Z.9 or later CM.9 water-cooled radial engines. Several other engine types were eventually fitted in production or via retrofit.

Eight Goliaths were built under license in 1927-28 by the Czech firms Avia and Letov. These aircraft were modelled on the F.62 but exhibited some refinements relative to earlier models, in particular the streamlined nacelles for its Skoda-built Lorraine-Dietrich inline engines.

A Goliath fuselage survives in the Musée de l'Air et de l'Espace at Le Bourget Field, Paris.

The AB Model kit is all resin, with generally decent surface detail. The model represents Goliath L-BAGC operated by Ceskoslovenské státní aerolinie (CSA). The wings in particular are a highlight of the kit. About 14 inches in span, they are thin with appropriate rib detail, and very crisp at the trailing edges; a tour de force of resin casting. Each left/right half of the upper and lower wings must be joined together to form the full span wing. I installed dual music wire rods to provide strength, then carefully mated the wing halves with 5-minute epoxy.

The fuselage exterior captures salient features of the Goliath, including the fabric texture of the aft section. There were some molding irregularities in the "fabric" that were a challenge to correct. The fuselage walls are exceedingly thick, which makes for difficulties in installing interior cabin features. The engine nacelles are solid resin, and I mated them to the lower wing early in the build to smooth seams and build up a lower front fairing from putty.

No decals are provided; instead, Oramask 810 masks are included for the various civil markings. The masks in my kit, purchased several years ago at the Aviation Megastore / Luchtvaart Hobby Shop in Amsterdam, did not age well and could not be used. More on that below…

A fret of photoetch is provided for the control horns, but the horn shapes do not match the long and narrow shapes evident in photos. More on that as well…

The basic elements are there, but some scratchbuilding and modification skills are necessary for a more satisfactory result:

A basic cockpit enclosure is provided, but in order to match the port side installation seen in photos and drawings, I cut it down the middle. Other cockpit details were scratchbuilt using the Brengun 1/72nd "WWI details" photo-etch set, some spares box bezels, and punched discs.

The cabin is darkly visible through the many windows, and directly down through the pilot's cockpit opening, so some added details are worthwhile. All passenger seats are provided, which appear on the heavy side relative to the wicker style seats seen in most photos, but I used them nevertheless. Items such as bulkheads and a floor must be fabricated. The diagonal cable bracing is quite noticeable in photos, so I deemed it necessary to emulate with some silvery beading wire stretched across appropriate windows. A little bulkhead "art" helps set the mood. The lavatory is a must, so a styrene enclosure was prepared with a "loo" and wash basin fabricated from spares box bomb tail cone and half-nose; swords to ploughshares!

Much filling and drilling was required to correct interwing strut locations. Careful preparation and fit-checking early on will save much grief here later. Of late, I have been making strut dimples with about a #50 drill bit, then sanding the ends of the struts into a rough cone shape to seat inside. It is a relatively painless and quick way to proceed, with no tedious drilling or wire insertions required. Rigging will provide the required strength, just as on the prototype.

All rigging holes were carefully spotted and drilled in advance. Over 150 holes were required.

Exhaust plumbing was scratchbuilt from metal wire, styrene rod, and brass tubing. The kit parts were too vague, and suffered breakage anyway.

Lower wing outrigger struts were fabricated from styrene.

Cabin window openings were cleared out and filled with CD “jewel case” material. I used Aizu 0.4mm tape to define panes, masked the clear areas with small Tamiya tape squares, then removed the Aizu. I later redid the nose section and used painted Aizu tape to actually represent the panes there. All of this ended up not quite as crisp as I’d like, but a large number of hours would be required to really do these many windows justice; I’m relying on the distraction of other things to look at to keep you from noticing. Cockpit windscreens were prepared from clear “viewfoil” material and installed at the very end.

Kit landing gear struts had numerous molding mars, and I opted to just replace them with new assemblies fashioned from sheet and strip styrene.

Kit propellers were a bit thin but I used them, reshaping the tips to match photos of the Czech airplanes. They were given the typical artist oil wood treatment, sealed with Pledge Floor Gloss (PFG, a.k.a. “Future”), then I used a silver Sharpie to deftly create leading edge metal cladding. Prop bosses came from the very handy Brengun “WWI Details” photo-etch set.

The very thick fuselage halves required major thinning around the window locations. Fortunately, the interior cabin walls really cannot be seen after assembly.

Basic fit of the fuselage halves was decent, after further thinning of the floor section to allow for my cabin to remain horizontal once installed.

Some seam-filling was definitely required, and proved quite difficult on the aft fuselage section with the fabric texture. I did my best to blend the seam with the raised longeron lines. Some imperfections of surface texture were cleaned up to some extent with putty, but I reached a point where I was reasonably content with an overall distressed look (the model, not the modeler).

The major challenge of basic assembly is the join of lower wing to fuselage. The basic kit is molded with a concave recess to receive the lower wing; however, photos clearly show the lower wing passing through the fuselage, flush with the lower fuselage surface. This required major grinding of the lower fuselage, and also the mid-section of that already very thin lower wing. Much sanding, checking, and dry-fitting was done here to reach an acceptable flush fit of the lower wing to the fuselage.

The critical wing/body join was accomplished with 5-minute epoxy. Gaps were filled with Perfect Plastic Putty. A strip of sheet styrene was cut to shape as a later cover of this area on the bottom.

I always look forward to the painting stage but this project presented some challenges, especially with respect to those large and thin wings. I decided on a two-step process to prime them, one side at a time. Knowing that large white blocks would be a background for the civil registration letters, I opted to hit the wings with Krylon ColorMaster rattle-can primer in white satin.

It goes on alarmingly heavy but has great coverage and dries quickly to a rock-hard finish. The fuselage was primed with Alclad gray primer using my 20-year-old Paasche H airbrush.

The sequence of painting is always an important strategy to work out in advance. In this case, much of the model would be silver, to emulate silver doped linen and painted wood. I decided this would be an appropriate subject for use of my dwindling supply of Floquil Old Silver (which I still consider to be the finest all-purpose silver paint ever bottled.) Silver also serves as a nice secondary primer to highlight significant flaws missed earlier.After masking to protect the silver, I then applied a bit of subtle fuselage pre-shading with Mission Models MMP-072 Medium Grey. I then sprayed the civil registration blocks on the aft fuselage and tail with Mission Models MMP-001 White.

Further masking was applied to preserve the white areas,then the fuselage was treated to Mission Models MMP-012 Rotbraun. Then, the engine nacelles were isolated for a metallic finish; first with a coat of Tamiya X-1 Black thinned with Vallejo Thinner and a bit of Tamiya retarder, then (when fully cured) Alclad Duraluminum.

As noted above, masks were provided in lieu of decals. Unfortunately, the Oramask 810 stencils, like George Constanza, experienced dreaded shrinkage during several years of shelf storage. They were not usable, so I took the plunge into an uncharted new world of homemade masks. I had been considering acquiring an electronic cutting tool for some time, pondering offerings from Cricut and Silhouette. I opted for the Silhouette Cameo 3 and ordered one from Micro-Mark. The included software allows importing images, which can then be manipulated or traced to define the cut lines the tool will perform. There are many online resources and social media groups devoted to these tools, and they provide a liberating capability for custom markings of all sorts, limited only by the modeler's imagination.

I scanned the kit sheet, and generated the new vector art cut lines using the Silhouette software. The Oramask 810 material is a thin vinyl-like material, with a low tack surface. After some online consultation and a little experimentation, I found the material easy to use. It would not be ideal for significant compound curves, but worked well for the slab surfaces of the Goliath.

After applying rectangular masks over the areas to remain white and accomplishing painting of the surrounding areas, I then applied masks for the registration letters. It is wise to lightly burnish the edges where paint will be applied. The civil registration letters were laid down with repeated light coats of a 50/50 mix of Mission Models MMP-047 Black and MMP-001 White. A minor amount of touch-up was needed in a couple of spots where a bit of bleed-through occurred.

I next installed the scratchbuilt engine exhausts and the kit radiators at this point, knowing these areas would be really hard to access later. The entire model was then painted with Testors Metallizer Sealer, which lends a very nice scale eggshell finish.

After all this work, the time finally arrived to mount the top wing and begin rigging. The installation of the top wing is greatly aided by the clever home-made jig designed by Seattle-area modeler Jack Matthews. I call this jig the "Godsend" tool, and it can be fabricated for material costs measured in pennies and a few minutes of labor. The tool allows for careful positioning of the top wing in three dimensions, and keeping it there while struts and rigging are installed. I'm not really sure how I would have accomplished these steps on the Goliath without this ingenious device.

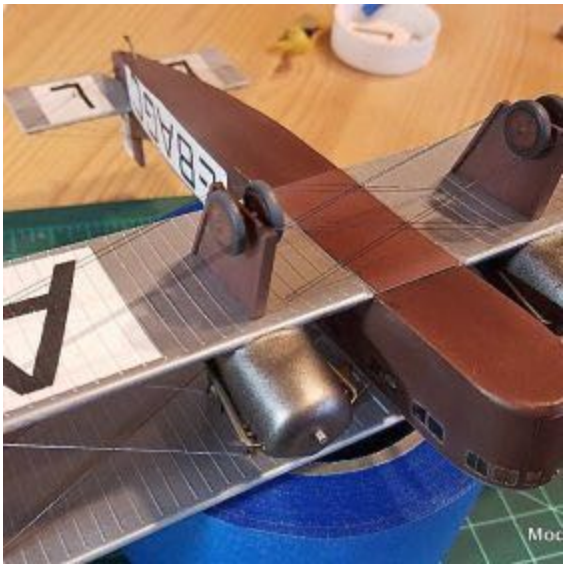
For the Goliath, after studying photos and diagrams, and assessing the model, I opted for an approach a little different from the typical inside-out rigging sequence. The outer wing allows for simple pass-through holes through the bottom wing, and here I chose to use Trilene 4-lb fishing line treated with a Silver Sharpie. The strength of these runs is critical for overall structural integrity of the model. The lines can be initially anchored in the top wing prior to installation.

After mounting the top wing, the lines were threaded through the lower wing holes, tensioned and secured from the bottom, then cut and faired.

For the inboard rigging, which terminates in the engine nacelle or in the cabane strut area in the top fuselage, I opted for the ceramic Wonder Wire terminated in double-blind holes. All control cable runs were executed with Uschi "Rig That Thing" line, which can be secured on each end with a bit of slack, then tightened up with heat. In general, all struts and rigging were secured with Bob Smith thin CA glue, applied with the delightful Looper 2.0 tool.

Regarding control horns, the kit comes with a photo-etch fret for this purpose. However, the crescent shapes do not look much like the narrow and slightly arced horns seen in photos. I scrounged Skyway Model Shop in south Seattle for a suitable substitute and found the Eduard set of Spitfire Mk. XVI landing flaps, which has many spiky appendages that look the part. I separated and repurposed these shapes and they appear more faithful to the prototype.

Installation of the landing gear assemblies was a real challenge. The struts are really too thin to accept internal rods for a nice, positive attachment to the lower wing. Thus, I was left to rely on a butt joint for these critical load-bearing structures. Actual Goliaths show extensive cross-bracing on the landing gear and it is absolutely functional and essential to absorb shear loads; I used Wonder Wire for this purpose.



Because of the flexibility of the large and thin resin wings, it was nearly impossible to get the model under its normal resting load and properly access the wire terminals to secure them. It was an iterative process and these runs, eight sets of parallel wires, are not as straight and true as I'd like.

During the custom mask creation process discussed above, I also designed my own mask for the small dual pilot windscreens seen on the Czech Goliaths. These were applied to "viewfoil" material, the outer border carefully cut, then simply swiped with a silver Sharpie. Installation of these windscreens, the lower fuselage wing/body join cover strip, and the lower wing outrigger struts, completed the build. A final hair dryer treatment helped take up slack on the Trilene line from all that handling.

There are a couple of things I botched. One is the angle of the exhaust lines running aft along the sides of the engine nacelles. I didn't notice early enough that the originating location holes on the kit were a bit too high, so to avoid

rigging line interference, I had to angle the exhausts downward; they are actually parallel to the wing surface. I also misjudged the geometry of the radiators installed immediately aft of the forward struts on the nacelle. My placement of the nacelle holes for the radiators didn't allow enough strut clearance, so I had to bend the radiator "piping" aft as well as sand the aft edge of these struts to permit everything to occupy this space. Oh well, next time…

I'd like to thank AB Models for finally creating a kit of this very important and long neglected subject. It was a challenging build and definitely not for beginners. This is the largest aircraft model I've built since the Monogram B-52D I slapped together in 1973, and without question the most flexible model I've attempted. You've read about the difficulties, but in the end, it was a satisfying project and it all blends together in goodness.

This model and others of the early civil air transport era will be on display at The Museum of Flight in Seattle from December 6, 2019 to March 5, 2020.

References

European Transport Aircraft, John Stroud, Putnam & Co., Ltd, 1966
"Wings of Peace: Farman Goliath", John Stroud, *Aeroplane Monthly*, December 1983
Farman Goliath, Wikipedia

Resources

AB Model
Silhouette Cameo 3 electronic cutting tool:
(Available from the manufacturer, Micro-Mark, and other outlets.)
"Wonder Wire" ceramic wire.
(Available from Precision Enterprises Unlimited 479 Randell Hill Rd Springfield, VT 05156)
Uschi "Rig That Thing" Line
Mission Models Paint

[*Thanks to John Miller and ModelPaintSolutions.com for permission to use Tim's article - ED]*

Late: History of the IPMS Seattle Chapter

by John DeRosia

Hello all of you good IPMS Seattle members.

I just had a talk with the guy that had volunteered to put the first ever 'report' together of the history of the IPMS Seattle chapter that will eventually be posted on our IPMS Seattle website. Starting all the way back to 1964…so lllloooooooong ago…

He actually confessed to me all he did was blink his eyes and the year or two has already gone by when he 'promised to get it done'. YES - can you believe this project was started in 2017? See - that time flies is no joke when you blink those sleeper lids.

Just like all of you – life keeps happening for him also. Health, mental, and physical, money stuff, work stuff, home stuff, car stuff and so on. Let alone orange projects. Oh shoot. That gave it away. That guy is me!

Please rest assured, I will follow through on my commitment. The dilemma sometimes is as simple as a) do fun stuff (models, etc…) or b) 'skull-drudgery' research and tons of e-mails/calls for continued gathering history documentation. 'He' admitted that making Lindberg kits with lots of flash still beats documentation.

One more side note from him. In his current profession with the huge 'Snohomish County Airplane Company' – that's all he does, day in day out. Documentation with said company, the FAA and so forth is the last thing he wants to do at the end of his day. YES! This guy is a weakling in parts of his life. Guess what he least favors doing when it's time to go home every day? (Documents, bills, the checkbook, etc.)

Let me just end by saying this project is in works and will be completed at some future time. I promise no one will age another five years before it is done. Ha, ha, ha… Thanks for your patience.

Now, about those other 45 orange projects I have in works or want to start…

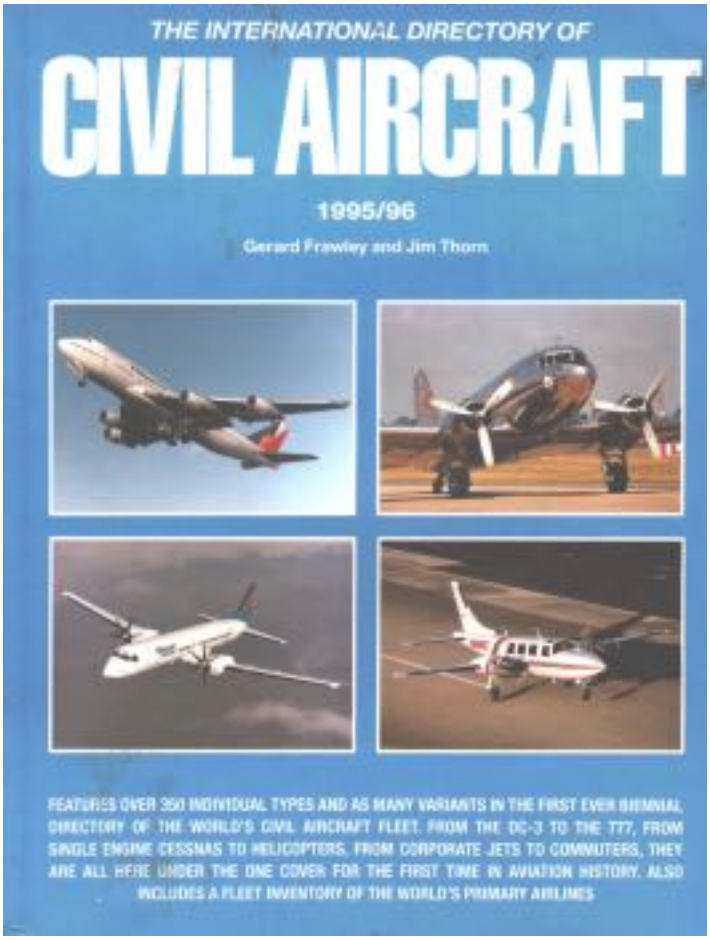
Photo of the Month

English Electric Lightning F.1A XM171, September 20, 1960. This aircraft later served with No. 56 Squadron RAF, and was the first Lightning to reach 2,000 hours. Scanned from a first generation English Electric print in my Father's collection. Source: English Electric Aviation Limited Aircraft Division Photograph No. AW F/A/214

Hurricane Bookshelf

by Scott H. Kruize

I'm trying to play 'catch-up' here. Several books and publications I've been through and found useful to my own modeling background knowledge, old though they are, still seem worth recommending to our readership.



When I was in late elementary school, I discovered the school library had lots of good information, including books on aviation history. Even better: Mother started taking me with her to the Kent Public Library. So many books to choose from!

It wouldn't have occurred to me, back Then, that in my advanced adulthood (!) I would have an 'embarrassment of riches'. The King County Library System lets you find, reserve, and obtain books not just in the local branch – much larger than the one I went to way back Then – but draws on their entire system inventory. I don't even know how many books it holds, but from my viewpoint, it might as well be infinite. I'll never exhaust its resources.

More than that, Amazon and eBay allow searches for the most obscure and specialized books, which can nearly always be found, and purchased for quite a reasonable price – even if adding on the cost of Media Mail. And then there are garage sales and thrift stores, which my wife and I regularly raid just for the fun of it. Never looking for anything specific, but happy to stumble across 'finds'.

Just this last weekend, I picked up from the PAWS shelter at Ocean Shores, the 1995/96 version of *The International Directory Of Civil Aircraft*. It caught my eye from a disordered pile of unrelated magazines and books; pure happenstance. As I've written before, I've no clue how my brain can select out and focus my attention onto something I'm really interested in, from a quick casual sweep of my eyes over a huge jumble of text titles. However that works, I'm glad for it!

In this case, possibly I was channeling Jim Schubert and his 'Wings of Peace' colleagues. I don't recall him ever mentioning this publication, and personally had never seen it before. But what a useful compilation! From light planes through converted military aircraft to all the major airliners in service, they're all here...even commercially-employed helicopters.

Inside the cover is an Introduction page, with a short, well-thought-out, and well-written essay by two members of the publishing staff of the monthly *Australian Aviation* magazine. Then there is a three-page brief current history, entitled 'Civil Aviation In Review'. In this edition, there's a short recap or analysis of changes in United States law whose purpose was “to finally introduce a product liability statute of repose that will hopefully bring the long-dormant US light aircraft manufacturing industry back to life”. I'd known only a very little bit about this, and am now inspired to learn more. But certainly, ending some of the more 'lunatic fringe' kinds of liability lawsuits was worth doing, and in fact the American light plane manufacturers have, indeed, staged a bit of a comeback.

After this comes the encyclopedic set of listings.

Each page has two columns, with each headed by a machine's name: Manufacturer and model. Then underneath is a sharp color picture, followed by an organized set of specifications: Country of Origin; Type (purpose of the design); Power Plant(s); Performance; Weights; Dimensions; Capacity (number of seats and/or loads); Production; and History.

'Production' entries are particularly useful. Without much familiarity with civil airplanes, I wouldn't know if a given one scarcely made it through prototype testing, or was made in large numbers for possible worldwide service. In this volume, quantities manufactured in different sub-models are listed (at least approximately), often concluding with a notation of how many were still in service as the Directory went to press. Obsolete though this volume is, I'm going to hang onto it, and begin learning as much about civil planes as military ones...my prior, almost-exclusive focus.

Of course, each volume of this publication gets dated and goes out of print. As I write this, eBay has the volume I have from 1995/96 for a mere $4.18. There is a catch, however: its seller is in Australia – the origin of this publication – and needs $33.58 to ship to the good ol' U.S. of A. But quite an assortment follows that listing, most by American sellers, who'll ship for the media mail price of $3.99 or even offer Free Shipping. Perhaps later I'll get the more recent 2003/4 volume.

Books like this aren't just to read...they're to inspire modeling action. Over time, what with swap sessions, Contests-&-Shows, etc., I've acquired – quite without active planning – a small set of civil airplane model kits...and – again by happenstance – I now have more. At the Spring Swap Meet of the Marymoor Radio Control Model Airplane Club, a member was clearing out a bunch of airliner kits at a price too low for me to walk away from.

That's why – inspired by this Directory – I brought to Ken Murphy's model-building-and-pizza-scarfing session this last Monday the ancient (1969...when I was modeling Way Back When) Airfix-144 Scale kit of the Boeing 314 Clipper, and started in on it between pizza slices, and our conversations. Which, it goes without saying, are always Intellectually Stimulating, Culturally Broadening, and Morally Edifying…Just like modeling itself. Certainly for its age, this old English kit is nice, and will make for a good build. I won't be able to use the decals: though they're untouched and complete, they're really badly yellowed from age. But no worry: there's all kinds of aftermarket decals out there nowadays. As I said before, we're living in an age where we modelers have an 'embarrassment of riches'!

Not everything we put on Show-&-Tell tables needs to bristle with weaponry. All we are saying is: give 'Wings of Peace' a chance!

The International Directory Of Civil Aircraft 1995/96, by Gerald Frawley and Jim Thorn. Copyright 1995 Aerospace Publications PTY LTD. Distributed In Australia by Network Distribution Company of Sydney; distribution in North America by Motor Books International of Osceola, Wisconsin. Format 8”x 10 1/2”, 210 pages

The Complete Guide to German Armored Vehicles, by David Doyle

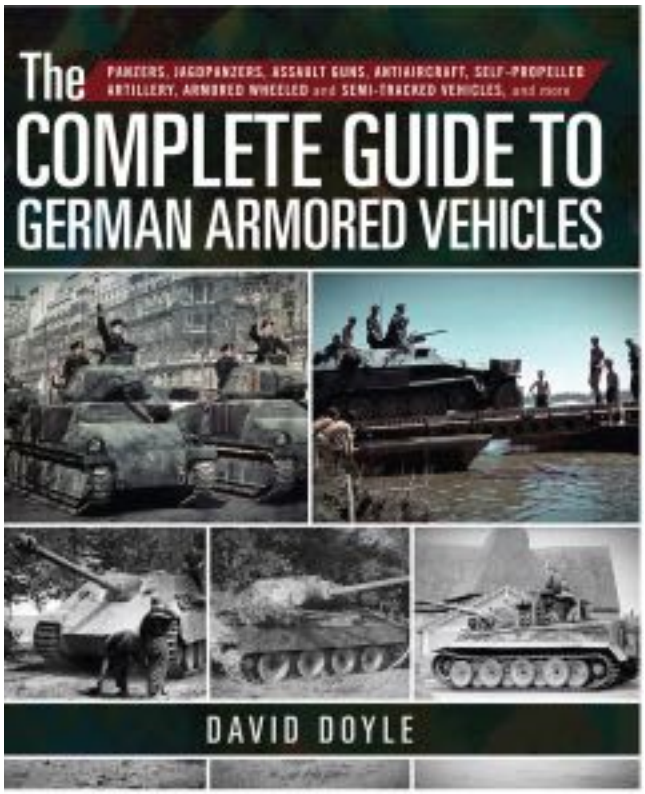
reviewed by Andrew Birkbeck

Given the massive interest surrounding the Nazi armed forces during World War 2, it isn't surprising that publishers want to produce books that cover the entirety of the military vehicles used by the Germans, in one volume, at an affordable price. And for a reader interested in this topic, it might be very useful to have a handy guide to said vehicles all in one volume. Over the years, there have been a number of such tomes published. I myself have one from 1969 titled *German Tanks of World War II: The Complete Illustrated History of German Armored Fighting Vehicles 1926-1945* edited by Peter Chamberlain and Chris Ellis. However, to do it right, is surely a daunting challenge to any author? And what, exactly, is "doing it right"?

From my perspective, doing it right would involve providing a brief history of each vehicle, along with a few well-chosen, well rendered photos showing as much detail as possible. If the vehicle in question was one that saw series production, such as say the Panzer IV, then I would appreciate knowing the major defining characteristics of each variant. I would also like to see a handy, easy to read table showing important specs on each of the vehicles described by the text and photos: weight, LxWxH, main and secondary armament, engine type, engine displacement, number of vehicles produced, dates for production runs etc.

This book by author David Doyle is divided into 11 chapters, and is 322 pages in length. The pages measure 10 x 8 inches and the paper is what I would describe as semi-gloss. There are hundreds of all black and white photos spread through its 300+ pages, and they range in size from 3x2 inches to 6x4 inches. Each vehicle covered is described by a written text together with photos, the photos themselves having written captions. A breakdown of the book goes like this:

Chapter 1: Tanks
Chapter 2: Assault Guns and the Sturmgeschutz
Chapter 3: Jagdpanzers
Chapter 4: Panzerjager
Chapter 5: Flammpanzers
Chapter 6: Flakpanzers
Chapter 7: Self-Propelled Artillery
Chapter 8: Armored Engineer and Support Vehicles
Chapter 9: Armored Recovery Vehicles
Chapter 10: Armored Semi-Track Vehicles
Chapter 11: Armored Cars



The chapters vary widely in length, with Chapter 5 on Flammpanzers being six pages long, while Chapter 1 on tanks is 93 pages, and Chapter 7 on Self-Propelled Artillery is 19 pages in length.

The way each vehicle is covered is not consistent throughout the book. The most important tank, numerically, in the German arsenal during WW2 was the Panzer IV. It served on every front the Germans fought on, and was utilized by German forces as well as the forces of their allies such as Bulgaria and Hungary. There were nine different variants of the Panzer IV, and it was the only German tank that was produced throughout the entirety of the war. Over 8,500 were built. So perhaps devoting 20.5 pages to the Panzer IV makes perfect sense. But flip further into the book, and one discovers 4.5 pages devoted to the SturmTiger, of which only 18 were produced? Yet the Sturmgeschutz III "only" receives 13 pages, despite having seven different sub variants being produced, and 10,000+ individual vehicles. In fact, weirdly, there are more pages devoted to the SturmTiger than to the actual Tiger 1 tank!

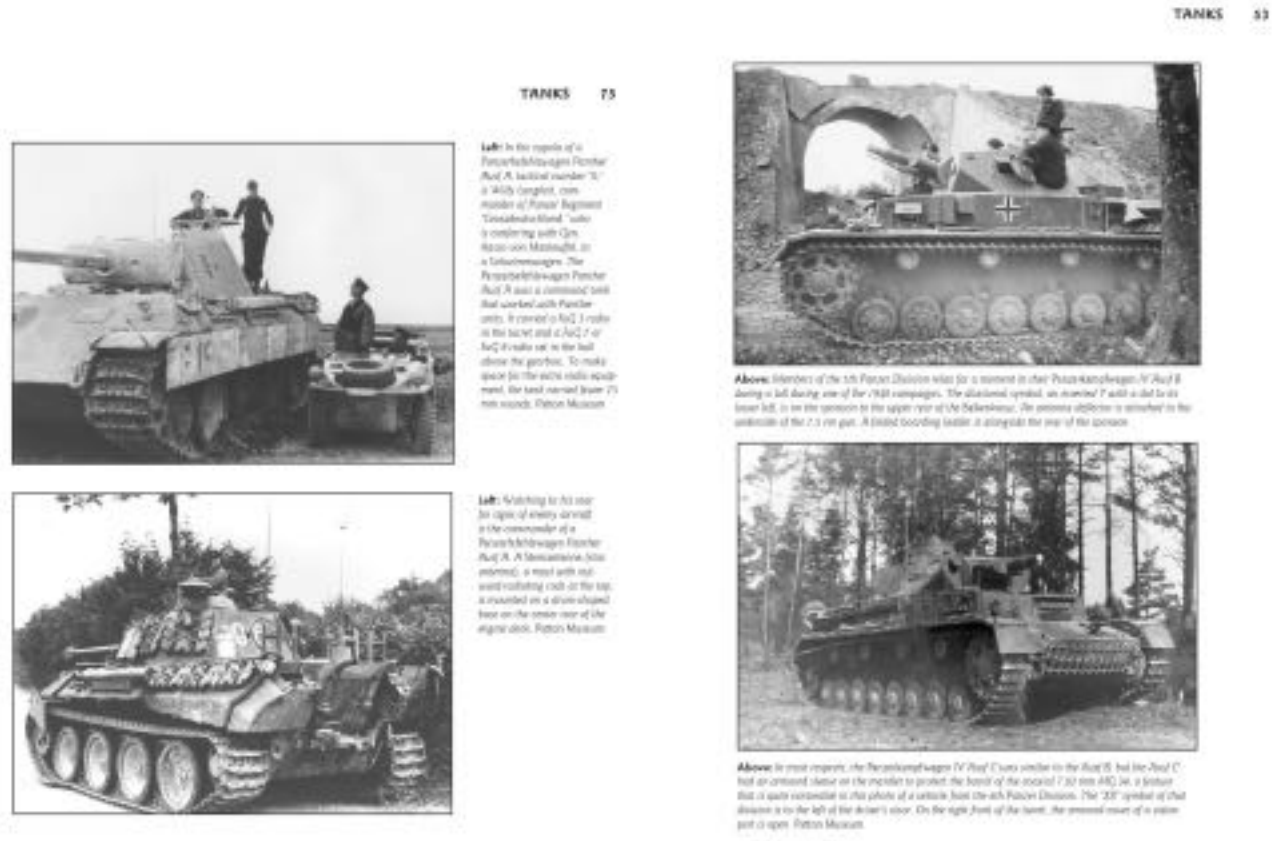
The book is also inconsistent in the information it provides for each vehicle. Sometimes the reader is told the number of vehicles produced of a given type, many other times this number is a secret. The photos are all over the place in both size, and clarity. Some-

times the photo is of a vehicle way off in the distance, so very little useful detail can be seen. And the photos often duplicate themselves for no purpose than I can tell. Of the five photos of the Elefant/Ferdinand in the book, the two photos on page 139 show each vehicle facing in exactly the same direction, except one photo shows the vehicle twice the size as the other. So what is the purpose of the half size photo? There is also no apparent consistent method for choosing the photos. Sometimes all the photos of a vehicle are clearly those taken by the Allies from some sort of evaluation report. There are no people in the photos, so one doesn't actually know how large or small the vehicle is. Other times the photos are fully populated with people, obviously "in action" on the field of battle. As mentioned earlier, some photos are large, others are tiny. To my mind, fewer photos of a vehicle in a larger sized format offers more than lots of photos in a small format?

In the written text the author has a tendency to repeat himself, as if the book was written in sections, at different times, with the writer having forgotten what he had said earlier. Not only this, but two identical paragraphs about a vehicle will appear in the same section, for example in the Panther tank section. The fourth paragraph on page 71 is identical to the last paragraph on pages 77/78. The paragraph on the Panther II is also duplicated within the covers of the book. There are also typographical errors such as in one instance the Tiger I is described as the "Panzer IV Tiger", rather than the "Panzer VI Tiger". Such mistakes make for a disjointed read at times.

So, what is my overall impression of this book? Well, firstly, I would say if you are already well versed with German WW2 vehicles, and have a fairly extensive library on individual vehicles, then there is nothing new in this book for you. There are few if any new insights into any of the vehicles covered, and from what I can see few if any previously unpublished photos that add anything to the dialogue on such vehicles. And from a modeling point of view, I don't think this book offers very much at all, since so many of the photos are in my opinion too small in format to offer useful details for a modeler to study. There are certainly no scale plans and no color and marking profiles.

On the other hand, despite the structural errors I have pointed out, such as repeating the same paragraph on certain vehicles, the book does contain a lot of information for the novice pupil of German WW2 military vehicles. If one wants a single volume to reach for when it comes to such vehicles, at the price, this tome isn't a bad deal. I can recommend it to anyone who is just starting out learning about the myriad numbers of vehicles utilized by the German Armed Forces in World War Two. My thanks to David Doyle for providing IPMS USA with an opportunity to review this book for its members.



HKM 1/32nd Scale Avro Lancaster B.Mk.I – Part 2 of 3

by Eric Christianson

(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)

[This review is the second installment of a three-part series on building and finishing this impressive kit.]

Part One of this review can be found here: **https://web.ipmsusa3.org/content/lancaster-mk1b-part-1-3**

Welcome back! Last time we had just completed the interior and internal framework, front end and cockpit of the big 1/32nd Scale HKM Lancaster B.Mk.I. This second installment will bring the engines, wings, fuselage, bomb bay and wheel-wells together, leaving the final assembly and finish for the last segment of this three-part review.

Work is going along smoothly, with just a few exceptions. While I had a few problems here and there, the overall build is simple and straightforward, and the fit is excellent. Let's get back to work!

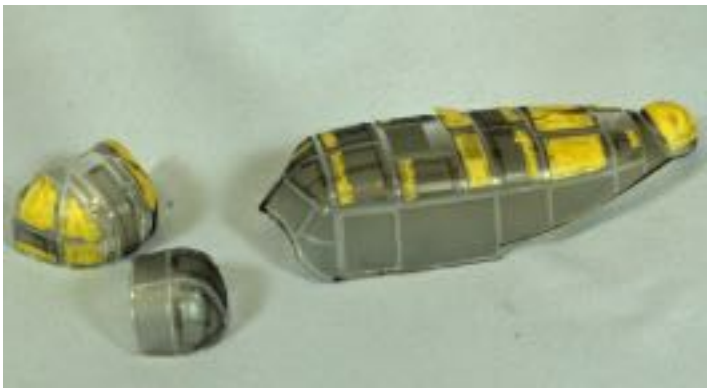
Things to consider before you start:
This is a big model. Accordingly, I had to build some jigs to hold components while they were being assembled and finished. Working with ½" Gator Board and HoldTheFoam adhesive, I constructed three jigs that held each wing and the fuselage in such a way as to allow the assemblies to be flipped upside down so I could work on both sides (top and bottom). The three jigs were also designed to fit together into the original box, for transport to and from shows.

HKM has designed the kit so that the gun turrets, canopies, wings, tail section, engine nacelles and all the gear and bomb bay doors can be built, painted, and weathered separately from the main fuselage before final assembly. This is important since the model takes on a whole new persona once these parts start coming together – this guy is HUGE, and cumbersome – even on a large workbench. Fortunately, the wings, after a little refining, are engineered to be removable for travel and/or storage.

While the solid plastic .303 in (7.7 mm) guns included in the kit were decent enough, I was lucky to score a brass replacement set produced by Air Master for my Lancaster. This product will be reviewed for IPMS here shortly.

Finally, unless you have amazingly long and skinny fingers, there are two wing spacers (Parts K47/L47) that fit underneath the outboard engines in Step 56 that need to be inserted BEFORE Parts K17/L17 in Step 54. Otherwise you risk splitting the wing trailing edge if you've left the previous work to dry.

Bringing the Fuselage Together



Windows, Turrets and Canopy: A model this size cries out for a masking set for the clear parts, and I had to wait for something to be produced by the industry for this purpose, which is why I had to wait to close the fuselage as part of this second review installment. And the wait was worth it. I went with an excellent new approach for masking, using a product produced by DNModels, found here: **https://dnmodels.com/product/avro-lancaster-canopy-hk-models-01e010/**. These masks differ from the standard yellow-tape variety as they are made from nearly-translucent film that can easily be pulled up and adjusted before being burnished down into the framing. For the larger windows with compound curves, the set provides the outer edges only, having the modeler 'fill-in' the interior portions – a smart solution for this tricky task.

I dipped all the clear parts in Future and allowed them to completely dry before applying the masking set – which for this size of a build, took a considerable amount of time. Still – I can't imagine doing the same with tiny bits of masking tape or liquid mask. There's just too much to do!

One last note: for whatever reason, those crazy Brits saw a need to include no less than thirty fuselage side-windows of at least a half-dozen sizes in the combat aircraft. Many of these windows have a dubious use at best – placed high up in the long, empty fuselage where they would offer questionable views to anyone using them, at night, when the aircraft usually operated. Luckily, DNModels faithfully duplicated all the various sizes in their set. Crazy. Note that some windows get painted over before applying decals.

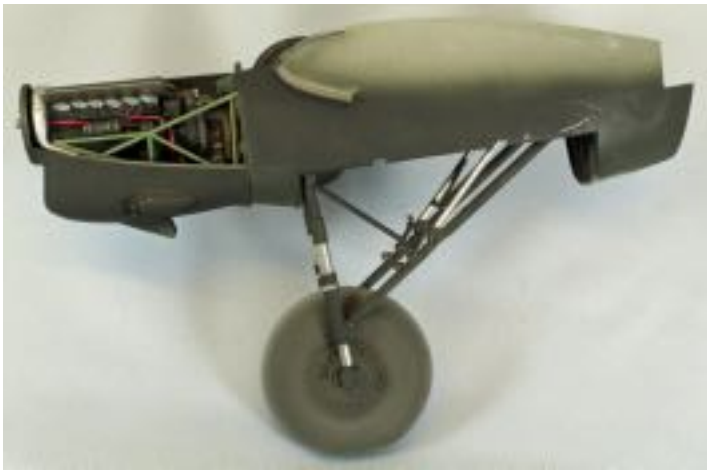
The Bomb Bay: HKM provides an option to close the cavernous bomb bay, or to leave the huge doors dropped down, exposing all the stores. The kit coms with twenty 1,000lb conventional bombs and a large cylindrical 4,000lb HC 'Cookie' bomb. If you choose to include the latter, you can only use eighteen of the bombs. I gave the stores a primer coat of NATO Black, followed by a base coat of Mission Models Olive Drab – Faded, and then highlighted the areas between detail with the same drab mixed with some Mission Models Yellow. Finally, I received a matching set of decal striping from a friend and used that to create the yellow stripes on the bombs. Once installed, I gave everything a filter using Mig Dark Wash (AKA Burnt Sienna).

The Engines, Engine Nacelles, Landing Gear and Propellers: With the fuselage complete, I turned to the next task in the instructions – the engines, engine nacelles, and landing gear.
Regardless of where each engine assembly appears in the instructions, all four engines are identical, differing only with the structure that holds them in place in the inner and outer nacelles. If you choose not to expose the engines by leaving off the nacelle cover, almost everything will be completely out of sight, with only a tiny bit of the first, forward exhaust pipe visible behind the covers.

Throughout the kit, HKM has taken care to place sprue attachment points in places that make sense. One example is with the exhaust manifold of each engine. Extruding from each manifold of the engine are six exhaust pipes that are attached to the sprue by their (female) tabs. Doing the math – that's 6x2x4 or 48 pipes that will not need any clean-up whatsoever.

Thank you HKM! The ends of the pipes are slightly hollowed out, but some modelers may want to open these areas a little deeper. Once the covers are added, however, that work will disappear.

Two of the nacelles house the landing gear, if you choose that option, which are more robust assembled than they appear as parts. The only way to fit the struts into the base of the nacelle is to do so with the outer side of the nacelle off, attaching it only after the wheel/strut assembles are in-place and dry. This complicates painting a little, but these parts are so big that they are easy to mask out of the away before the black paint is applied.



HKM provides two types of propellers, the flat-ended, paddle type and the round-tipped type. The latter are the proper type for this version of the aircraft. Each blade is separate, well-formed, and fits only one way under the hub, making assembly a snap.

The fit of all the parts was superb, including the complex looking framing that held each engine in place. The mating points are all well-defined and solid. The landing gear after assembly looks firm and sturdy – we'll see how each of them hold up once this aircraft is sitting on its wheels!

The Wings: The wings of the HKM Lancaster are substantial, and a marvel of engineering. Each wing is a single (main) piece, solid in the front, and open in the back. The wing tips are also a single piece, hollowed out to fit over the main wing, as is an inner strip that attaches the wing to the fuselage by pushing on and sliding forward. Together, these three pieces form a solid, easy to build and clean wing that is removable for transportation and storage, although I had to sand the connecting parts a little to get them to slide easily.

The Lancaster has quite a few control surfaces, and HKM gives the builder a variety of options to pick from. All control surfaces can be built in open/closed, left/right configurations. While the control surfaces are movable, I suggest that you check your references for the proper placement and glue everything to hold fast. If you plan to detach the wings a lot (as I do), the fewer parts that move around, the better, in my opinion.

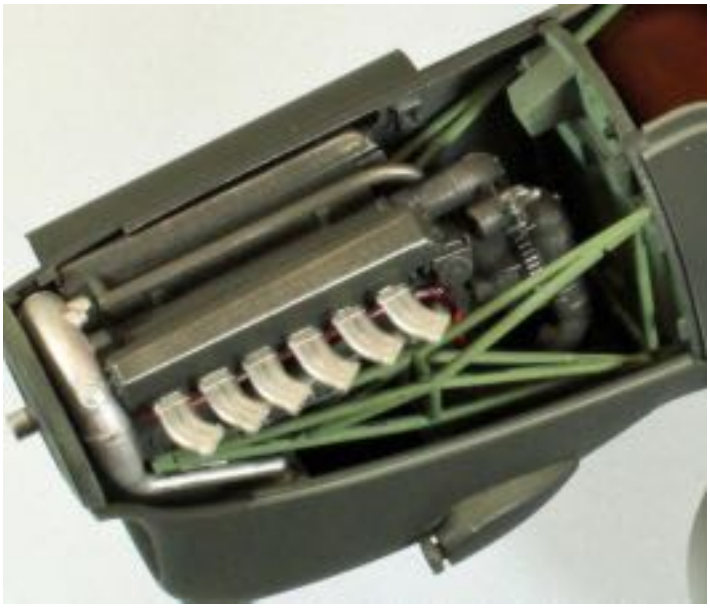
I am well into this project now and one thing I have learned is that this kit is pretty simple to build, and mistakes are easy to spot and fix. HKM has put a lot of effort into making sure the parts fit, and if they don't, there is a good chance that you've got something wrong. I only had a few fit problems, and these were easy to remedy.

The sheer size of the model, and the brutish, masculine lines of the Lancaster beats any problems I've encountered. This will be one great looking aircraft in my model case, and HKM has done a superb job getting me there. As I said in Part 1 of this review, this has been a thoroughly enjoyable modeling experience.

I recommend this kit to all modelers who are up to the small challenges that a kit with so many parts and options will offer. I suggest that you make your big decisions up front, spend the time to carefully clean the parts thoroughly once separated from the sprues, and dry-fit everything. Slow down, use your references, and enjoy the ride!

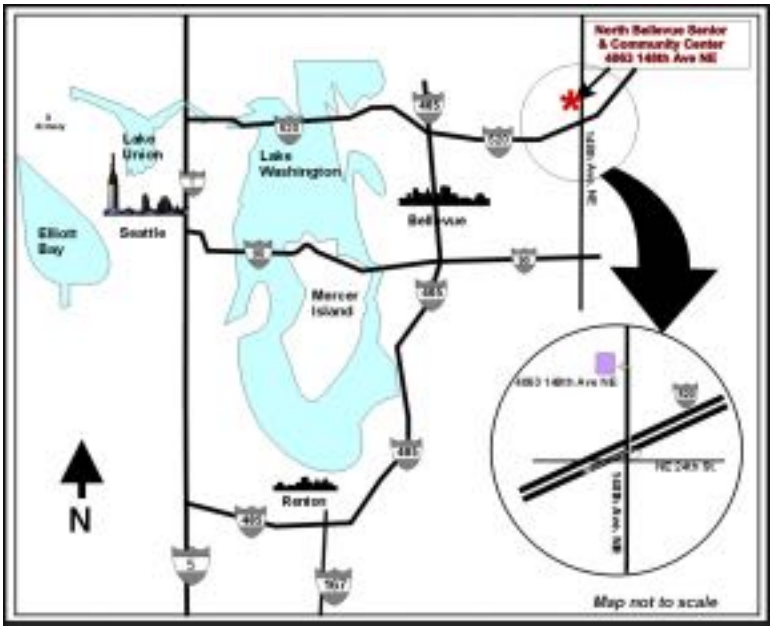
First segment: Internal fuselage and wing structure, cockpit, engine and front end.
Second segment: (this one): Wing, gun bays, wheel wells, fuselage and tail.
Last Segment: Final assembly and finish.

I would like to thank HK Models for providing this kit for review, and to IPMS USA for giving me the opportunity to review it.



Air Master replacement guns set

Meeting Reminder



July 6 - First Saturday

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

Directions to NBCSC: 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.