

IPMS SEATTLE



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July 31

At the last meeting, we had a number of people that are planning to go to the IPMS Nationals in St. Louis, and because they did not want to miss the regular Seattle meeting, which is the same day, we moved the meeting to Saturday, July 31, same time and place. All the people going to the Nationals promise to bring back a bushel of good slides for us all to watch at the July meeting.

This is our contest month and I certainly hope everyone will bring at least one model. Providing there are enough models, each category will be judged and awarded separately with one overall winner, also. So let's see all those potential winners here on Saturday. I plan to return from vacation for the meeting and hope to see everyone there.

Some notes from the last Board Meeting: We can host the 1983 Recon "7", if we want. Anyone who would be interested in HELPING, please get in contact with me or Greg Reynolds. Based on the number of volunteers, we will decide whether or not to host the Recon! Just to note, we had six more members pay up this last meeting and this total is what our membership list will be based upon.

A couple of members, Jack Duffy and Terry Davis, from Bremerton, have advised me that the Naval Shipyard Supply Warehouse has a showcase, 8' tall, 5' wide by 2' deep, which they are willing to let us use every other month for a display. The Shipyard would like all Navy-related models, and of course would like some ships. I know we have some ship modelers out there; this would be a good opportunity for you to show off your hardware. Let's hear some feedback on this at the July meeting!

Terry and Jill Moore had their baby on the weekend of our June meeting --- a bouncing boy weighing in at 7 lbs. 9 oz. and they didn't name him "Filo". They chose "Chris"; maybe "Filo" would be a good middle name?

As we mentioned in the last Newsletter, the time has come for the club to pay its dues to the Mercer Island Rec Center for our use of the facility. We have arranged to pay them off with another wall-painting party. This time we'll do it on a Saturday, the 7th of August starting at noon. Paint, brushes and other material will be provided, all we need is your help. Let us now at the next meeting if we can count on you.

Just a few words about our last meeting --- it was a hot day and we didn't have quite average attendance, but that's understandable. Hopefully, more people will make it to this contest meeting. I want to thank Scott Taylor for bringing his video tape machine and T.V. We enjoyed the "Rocket Pilots" and a "Close-up" show about an Air Force Reserve Mission. And also, thank you to those people who brought winning models with trophies from the Salem and Bellingham get-togethers. Also thanks to Bill Hattersley for his kit review of Roscoe's Policecar.

REMEMBER, the July meeting date is changed to the 31st. Hopefully, you can all make it. See you there!

STEVE LEWIS

KIT REVIEW: 1/25 JAGUAR XJS Snap-together Revell #6203, Price \$5.00

This Revell kit was first made in England where it was a licensed kit from a T.V. show called the Saint, probably some kind of detective show. Anyway, that is why you sometimes see two versions of this kit: one the "Saint" and one just a straight Jag kit --- to my knowledge there is no difference.

This snap kit is better than some in the area of fitting together and exterior detail, but totally lacks realism in the engine compartment and falls short of perfection in the interior by quite a bit. But nonetheless, the model, as a finished product, looks fair-to-good.

After the paint had dried for a couple of weeks, I started assembly by first painting the interior trim: speedo bezels, door handles, etc. Then the seats, dashboard, shifter and phone were glued into the interior shell. I have found that after painting the complete interior with flat black paint, taking some thin liquid wax - Pledge, Armorall or Meguiar's Clear Plastic Polish and rubbing the seats, arm rests and so on, will give a very nice half-shiny leather/vinyl appearance.

Next the windows were installed and just a trace of glue was used to help hold them in position. The windows probably are the best fitting of any car model I've built lately. After the glass, the interior was put in, just a touch of glue was used to help hold it in.

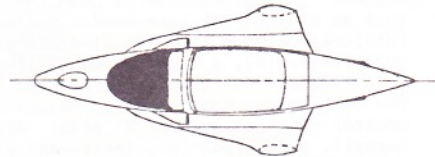
Since there is no chrome in this kit, I decided to add some aluminum tape to the grill and headlight bezels. Most of the trim on the 1 to 1 car is rubber, so this looks good. Being the European version of this car, the headlights are of the large quartz variety. It seemed like too much trouble to change it so it would be legal in the U.S., so I left them alone --- they look good. When assembly of the front bumper, grille-hood and body started, things got tricky. I must of had it together and apart about eight times, trimming every time until it finally fit together reasonably. The chassis is actually put into the body before the front end parts, then the rear body part along with the taillights are put on. The bumper is supposed to fit around the rear of the car and connect to some pieces molded on the rear quarterpanels and they fall a little short. Had I noticed this problem before I painted the body, it would have been fairly simple to fashion some kit sprue to the right shape and mold it on, but noticing when I did, I decided to leave well enough alone.

The taillight lenses were molded in clear, along with the windows and headlights, so this made it easy to paint them two-tone, ruby red and amber, while putting aluminum the back to make them look reflective. The wheels were a big disappointment to me. The real ones look so nice and the kit wheels are so flat. Oh well, a little time taken with painting and they are passable.

Overall, I like the kit --- basic but accurate detail with the noted exceptions, fairly easy assembly, typical snap-together quality. With a little time spent on extra detailing, it is a nice addition to one's shelf.

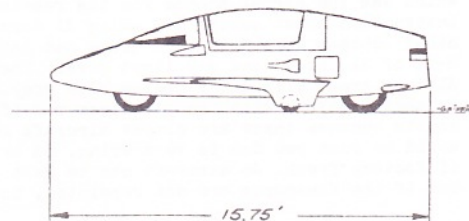
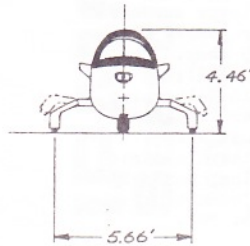
By Steve Lewis

Figments B to D



No, we're not making this up!

Just when you thought you'd seen the last of this BD-madness, the original James R. Bede out does us all by making a car out of a BD-5 (sort of). Marketed by the Tomorrow Corporation as the Autocycle, this vehicle is a stretched Honda 250 under a familiarly shaped fiberglass shell. It will accommodate two and claims 100 mpg highway, 75 mpg city. The basic machine is currently offered for \$3995 and a "Retro-Fit Kit" for \$2195. In small unmarked bills?



When I first heard the names OSCAR or JIM, I thought of my uncle and a friend of my father, however, as I learned more about Japanese aircraft, I also discovered that these aircraft also had American names of Allied Technical Air Intelligence Unit personnel relatives and friends. This particular plane, the Nakajima Ki-43 Hayabusa (Peregrine Falcon) was OSCAR in the Pacific and JIM in the China-Burma-India Theater. The moniker of JIM was dropped when it was discovered they were one and the same aircraft.

At first there was some confusion between the OSCAR and ZEKE but the tear drop canopy helped establish the identity of the OSCAR; and it virtually was the mainstay of the JAAF on all fronts. However, as with all aircraft, it gave way to replacements, but went on and did yeoman service on taiatari, or suicide, missions.

Hasegawa's kit rendition is a very fine one and except for the most fastidious, it is accurate. It is definitely a Ki-43IIa type. To make an earlier model, the wings need extending and enlarging. Also to build a later version just minor modifications are needed, except for the later models such as the Ki-43-II KAI which had airframe changes. Examples of minor mods on the Ki-43IIb was the replacement of the oil cooler by a honeycomb unit incorporated in a still deeper intake (Ki-43IIa was deeper than the Ki-43Ia/b); and on late production Ki-43IIb's the wing attachment points were placed further outboard on the wing so the bombs would not smash the prop. The list of mods goes on for the truly masochistic type modeller. A good source of reference is "Japanese Aircraft of the Pacific War" by R. J. Francillon, plus several Koku-Fan and profile magazines. Donald W. Thrope has a good color profile on page 137 in his book "Japanese Army Air Force Camouflage and Markings, World War II."

Some concern was expressed by a member to me about canopy being too high. After checking out the canopy I am inclined to believe that the kit canopy was compared to the Ki-43Ia/b and not the Ki-43IIa which had a heighten windscreen and canopy with a new reflector gun-sight.

Building the kit is simple and straight forward. About the only real problems I encountered was fitting the engine properly. I also suggest 5000 stock card be used for floor board or one will find that he can not get room needed for the seat to clear when mating the fuselage. By the time the Ki-43IIa came out in 1942, most cockpits were painted N7, a light green similar to grey-green used in English WWII fighters and then the green was not always consistent in tone. The seat armour backing holes should be drilled out and the entire control stick is painted N7 also. Almost everything in the OSCAR cockpit, i.e., consoles, instrument panel was black with red or yellow knobs. The kit instrument panel decal is fairly accurate. There is plenty of room for detailing but rather hard to see unless one opens the canopy. Monogram's book, Close-Up #14 "Japanese Interiors," part 1, pages 25-29 has some great interior pictures. The pictures are not as far as I can tell, changed to English for allied pilots to read by AFALU when flight testing. Armament consisted of two 12.7 mm Type I (Ho-103) machine guns. Insulin hypodermic needles were used and inserted in the gun breeches already opened up. There were four color schemes used starting in 1941 for the OSCAR, but the factory finish was Dark green uppers and natural metal lower surfaces which was the normal scheme for the remainder of the war years. The instruction shows scheme B-9 using Al dark green with A5 gray. The other schemes were B-1, dark green and natural metal (Al & N); and B-12 of Al2 brown and A-9 light grey. The last scheme is B-15 using Al dark green with A10 a medium blue grey. Also remember that there is some problems with the kit Minomarus if used on the kit with kit decals because these are combat aircraft and therefore the Minomarus would be rust red due to weathering. A bright red is nice, but only if factory fresh. An aircraft can be kept in immaculate condition but if the Minomarus are not repainted, they will be rust red.

All-in-all, the rest of the aircraft is a pure joy to build. So use your favorite paints and go to it.