

Seattle Chapter News



Seattle Chapter IPMS-USA
August 2000

PREZNOTES



Another airline Preznotes, although this one is more fun than my last one. I cashed in my mileage and sat in first class with room for my knees, room for my feet, and a comfortable seat, to Dallas for the Y2K IPMS National Convention. Upon arrival at DFW, the weather reports we had read about were true. It was **hot**. The high was 105 degrees whilst we were there, although it cooled to double digits (both 9s!) by the end of the convention. My friend Mike picked me up and our first destination was Phil's Hobbies, similar in atmosphere (though somewhat larger) than our own Skyway Model Shop. Lotsa new stuff, Tamiya Do 335, Hasegawa F-104s, and much more. I hadn't even arrived at the hotel yet and my "vendor room wallet" had sprung a leak! Tuesday evening I sampled some of Dallas' West End cuisine. Alligator sausage, among other things. Mmmm, that's good eatin'.

Before the convention opened on Wednesday, I took the Squadron Mail Order shuttle to their warehouse open house. Just a few (!) kits and things in a huge, semi air-conditioned warehouse. They even had a few bargains (Tamiya Dragon Wagon at half price). The leak in my vendor room wallet increased. The convention opened Wednesday afternoon and I spent the time evenly between the hundreds of vendors and the model room. Surprisingly, I found nothing on my short list of items I needed but that never stopped me from spending freely on things I couldn't live without. I had to ship most everything home. There were over 1,700 models in the contest with some spectacular entries and most every category well represented.

There were several models that caught my attention but nothing that really blew my hair back. The 1/1 scale AAMRAAM missile was interesting as was Arlo Schroeder's big scratch built TBD Devastator, but personally, I liked the 1/144th F-86 with the detailed engine, the 1/48th scale Zero, the scratch built DH Hornet,

the scratch built Tsar tank, the collection of Star Trek Phasers, some of the armor dioramas and another handful of models. Jim Schubert has a more detailed breakdown of the convention elsewhere in this issue. Another highlight for me was meeting Jay Zeamer, who earned a Medal of Honor while flying a B-17 in the SW Pacific theatre. To hear his story some nearly 60 years after the fact was most touching. Personally, I had a most enjoyable time in Dallas, I saw friends that I had not seen in 20 years, and it was an event I shall not soon forget. The Northwest was well represented with 15 members from IPMS Seattle, two from IPMS Vancouver, BC, three from IPMS Spokane, and two from IPMS Boise in attendance. The crew from IPMS North Central Texas did a great job from my perspective and save for a few minor detail items seemed to have everything well in hand. The main thing was, I enjoyed myself, and by the time I got home, was totally destressed and ready to rejoin the real world again.

See you at the meeting,

Terry

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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 each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting. 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 2000 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

August 19, 2000 (3rd Saturday)

September 16, 2000 (3rd Saturday)

Other dates TBA

IPMS/USA NEW MEMBER APPLICATION

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Dallas

by Jim Schubert

photos by Jim Schubert and Terry Moore

The year 2000 IPMS-USA National Convention that is - *not* the soap opera with JR and that lot. This year's IPMS-USA convention was held July 19 through 23 in the Dallas Hyatt Regency, during triple digit outside air temperatures. Fortunately, unlike last year in Orlando, one did not need to go outdoors for anything. Coincident with our convention, gazillions (or so it seemed) of enthusiastic Mary Kay sales ladies were busily pursuing their pyramid-like business in their own convention in the hotel. They sure smelled good!

This year, 771 registrants entered 1,647 models in the contest. There were 325 vendor tables in a room larger than the contest room. A two-minute news spot on a local TV station netted 1,500 paid day visitors. And, as at Santa Clara in 1998, the high tech (?) Power Point Computer Projector program failed at the awards banquet throwing us back to the olde "Bill and Arris" act sans pictures.

As a personal observation, I would say the average level of quality of the models in the contest was higher than in years past with far fewer really great or really awful models. For the first time in many years no IPMS-Seattle member scored a first. Five of us entered 19 models and earned only three seconds, four thirds and two Out-of-the-Boxes; that's a pretty poor "kill" ratio for this chapter at a National.

Several friends of IPMS-Seattle, however, did well: Wayne Holmes of IPMS-Vancouver, attending with wife Patti, took a first with his 1/48th scale Dynavector Westland Wyvern; Matthew Burchette, displaced Seattle member attending from his new home in Houston, made a clean sweep of 1st, 2nd and 3rd in small scale ships with his civil war Ironclads; Mike

Tsoumpas, representing IPMS-Spokane, won a first with his armored car; Joe Vinson, a Fed-Ex pilot from IPMS-Memphis who sometimes attends our meetings when he has a layover here, collected a first with his collection of 31st Pursuit Group fighters; and Bob Davies of Kerrville, Texas, friend of many IPMS-Seattlites, was honored with both a first in class and the George E. Lee Memorial Trophy for Best of Show with his collection of 48th scale Curtiss aero engines.

Attending from IPMS-Seattle were: John Alcorn, Andrew Birkbeck, Brian Cahill, Norm Filer, John Frazier, Ted Holowchuk, Bill Johnson, Paul Ludwig, Shawn

public presentation of his father's last work and to display the fabric panel from the original plane that inspired George to build this particular Corsair in the first place. This, roughly six feet long, panel includes the unit insignia, the plane number and the section leader's stripe. Two days after the convention the Vought and the fabric panel were delivered to Captain Robert Rasmussen (USN Ret.), Director of the museum and passed immediately into the care of Kim Sheldon, an IPMS member and curator of models. If you have the books *Scratchbuilt!* and *The Master Scratchbuilders* from Schiffer you will have seen pictures of the unfinished model as it was when John received it from



McEvoy, Mike Medrano, Emil Minerich, Terry Moore, Thom Morton, Stephen Tontoni, and me; 15 in all.

John Alcorn displayed the 1/16th scale Vought O3U-3 Corsair (see photo above, courtesy of IPMS Northmen) that he's been working to complete for the past two years. This model was started by George Lee in 1988. Before his death in May of 1992 George passed the model to John to complete for the collection of the National Museum of Naval Aviation at NAS Pensacola. Michael Lee, George's son, attended the convention to see the first

George. For more on the Vought, watch for a photo-essay in a future issue of the E-zine *Internet Modeler* (www.internetmodeler.com).

The only tour in which I participated was to the Squadron/Signal open house in the suburb of Carrollton. This was really more of a shopping event than a tour, but it was none the less interesting. That place is **big!** I spent only about \$15 there on parts and decals, but one of our members, who must remain nameless to protect him from his wife, lost control and spent about \$400! Paul Ludwig, Joe Vinson, and I quite

enjoyed the free lunch laid on for IPMS visitors and had a pleasant, longish chat with Squadron's founder/owner Jerry Campbell over that lunch.

All of the Seattle members attending this convention, save John Alcorn and I, flew from Seattle to Dallas; John and I drove, in his car, in order to safely transport the Vought to the convention and then on to Pensacola. Six thousand and some miles and 17 days after we left Seattle we returned hot and tired but still talking to one another and still friends. Such is the camaraderie of this model building hobby of ours.

Next year's convention is in the suburb of Rosemont northwest of Chicago near O'Hare Field, July 4 through 7, 2001. Chicago is lovely in July (?). Book your reservations now and build fast. The 2002 convention has been awarded to Virginia Beach.



*Above: Scratchbuilt 1917 Russian Tsar tank [This is a tank? - ED].
(Photo by Terry Moore)*



Left: Arris Pappas and Bill Devins help John Alcorn display the fabric panel from the original Vought O3U-3 modeled by George Lee and John. (Photo by Jim Schubert)

A selection of models from the IPMS Nats. Clockwise from right: A beautiful 1/144th scale F-86 Sabre with detailed engine; A medieval figure (sorry, I can't be more specific); a table full of dinosaurs (no-one can say that the colors are wrong!); a gorgeous de Havilland Hornet. (All photos on this page by Terry Moore)



MPM 1/72nd Scale Fairey Swordfish Upgrade

by Greg Reynolds

Terry Moore has mused in the Preznote a few times, why we don't get resin detail sets for the oldie moldies that badly need them? Well, Terry will have to keep waiting for a cockpit for the Whitley, but MPM has released a beautiful updated (ex-Frog) Fairey Swordfish. The Frog kit has been re-issued under several labels: Novo, Cematic, Plastyk, and Cooperativa, but this is the one to buy.

First of all, the Frog Swordfish was not all that bad, certainly head and shoulders above the two very ancient Airfix releases and the Matchbox kit. It was one of the later Frog kits and the basic outlines are generally accurate. It compares very well with Ian Huntley's plans in *Aviation News*. The surface detail is not up to today's standards, but is still very reasonable. The panel lines are raised, but fine and even. The sag of the fabric is only a little excessive. Rescribing the control surfaces and around some of the metal panels is really all that is called for. The mold does show its age. There is a bit of flash to clean up, but afterwards the fit is still good. The original kit was advertised as building only the Mk I, but does include the floats.

The interior and other little details of the Frog kit, however, are horrid. This is where MPM comes to the rescue. The Cooperativa issue kit #72130 (molded in Russia, packaged and distributed by MPM of the Czech Republic) added seven new injection molded parts for the Mk III conversion, a fret of 20 PE parts, and a film negative for the instrument panel. Now with "Upgraded" MPM issue, they have added 16 delicate, bubble free resin parts, mostly for the cockpit.

You get full front and rear cockpits. After sanding the original interior features into oblivion, resin sidewalls provide the interior welding tubing framework and various pieces of equipment. The rear

cockpit floor has a neatly molded grating. You can use the Cooperativa PE instrument panel, which is double etched with raised instrument bezels, with a film negative for the dial faces, or the new resin instrument panel, which offers more relief for dry brushing. Other resin cockpit additions include the seats, stick, Lewis gun, gun mount, and gun desk. Also included is a new resin cowling, vastly superior to the thickly molded Frog cowl.

All of these details are good and correct as far as they go, but there are some odd omissions. The original Frog torpedo cradle is also in need of replacement. On the ground, the leading edge slats fall open. It would have also been nice to include these. Also missing are the torpedo sighting bars (attached to the cabane struts on either side of the windscreen), the prominent 7.7mm Vickers gun butt and ammo magazine on the right side of the Mk I cockpit, the side windows



The PE details include control surface horns, latches and locks for the folding wing, oil cooler details, and many other teeny weenie things. Several parts on the PE fret are made obsolete by the resin parts.

The "basic" Cooperativa and the "Upgraded" kits also include injection molded conversion parts for the Anti-Surface Vessel radar equipped Mk III: the belly radome, antenna (PE), larger oil cooler and longer flame damping exhaust for the Pegasus Mk XXX engine, and a vacuformed hood for the radar operator. The oil cooler and exhaust are also useful in making a Mk II, although you'll need to add the metal panels and various rocket and bomb racks to the underside of the lower wing yourself.

just above the lower wing roots, and any racks for the various armaments carried under the lower wing.

Decals provided are for only two aircraft, but they are excellent choices: Mk I "2Q" of the Ark Royal, reputed to have delivered one of two fatal torpedoes to the Bismark, and an all black Mk III "NH-F" of the RAF Coastal Command 119 Squadron.

This kit is highly recommended and the perfect antidote for 1/72 diehards suffering from Tamiya envy.

References:

Fairey Swordfish, Warpaint Series No. 12, W. A. Harrison. Hall Park Books, 1998? Softbound A4 booklet, 36 pages, profusely illustrated, many color photos and markings drawings, Ian Huntley's scale

drawings, two pages of close-up photos including cockpit. Production, serial, squadron and targets sunk lists. Condensed, but excellent history. Probably the best single reference.

Swordfish Special, W. A. Harrison, Ian Allen Ltd, London, 1977, Hardbound A4 size, 80 pages. Well illustrated (all b&w) rambling service history. Excellent shots of the Mk IV canopy, Pegasus III engine and some Mk I forward fuselage details.

Swordfish at War, W. A. Harrison, Ian Allan Publishing, 1987. 128 pages, numerous photos and interior drawings.

The Swordfish Story, Ray Sturtivant, Arms & Armour Press, 1993. Best history of the Swordfish.

To War in a Stringbag, Commander Charles Lamb. Classic firsthand account by of the Stringbag's most daring missions.

Air International vol. 16 no. 3, March 1979, pg 132, "Swordfish, an Amiable Anachronism", Viewed from the Cockpit series by Captain Eric Brown. 10 pages. Excellent historical overview blended with personal flying experiences. Two page cutaway and perspective cockpit drawing. Few small photos.

Wings of the Navy, Captain Eric Brown, Jane's, 1980. Contains the text of the *Air International* article listed above, including the large cutaway and the cockpit drawing, but much more capably illustrated with 31 photos.

Scale Aircraft Modelling, August 1993, "Pre-War Swordfish Markings" by Ian Huntley. Four-page article with drawings illustrating squadron markings.

Scale Aircraft Modelling, July 1991. "The Evolution of FAA Camouflage: The Fairey Swordfish 1938-1942." An excellent seven-page article that delivers exactly what it promises, including 16 large side-view profiles, and a chart giving (hopefully) accurate FS numbers for FAA colors. The issue also includes an article by Alan W.

Hall on building and updating the Airfix Swordfish.

Aeromodeller February 1966 (available in reprints from MAP), Scale drawings by G. A. G. Cox. 2 pages of 1/72 scale drawings, 1 page of detail photos and 1 page of detail drawings (mostly interior).

Aviation News, vol. 6, no. 7. Newspaper size 1/72 scale drawings by Ian Huntley, plus four color schemes.

Aeroplane Monthly July 1993, several flying shots of restored W5856.

Air Classics Quarterly Review vol. 4, no. 1, Spring 1977, several nice close-ups of restored LS326.

Fairey Swordfish Mks I-III, Aeroguide Classic 4, Ray Rimell, Linewrights, 1988

How to build the Tamiya Fairey Swordfish, Geoff Coughlin, ADH Publishing, 1999. Many photos of a restored Swordfish.

Profile # 212 *Fairey Swordfish Mks. I-IV* by Ian G. Stott, Profile Publications, 1971.

Swordfish "walk arounds" on the web:

<http://www.geocities.com/CapeCanaveral/Hangar/2089/photofiles/swordfish.htm>

<http://www.faasig.org/tech/swordfish.htm>

http://www.hyperscale.com/reference/swordfishch_1.htm

<http://homepages.tesco.net/~veronica.hubbard/Walkrounds/Swordfish/swordfish.html>

<http://www.ionline.net/~elliott/navav/Tsrweb/Swordfish.htm>

http://www.aircraftresourcecenter.com/walk15_Swordfish.htm

In-the-Box Review: Revell/Germany 1/32nd Scale Eurocopter EC-135 ADAC

**by Michael Benolkin, IPMS/
Albuquerque Scale Modelers**

Eurocopter is a consortium of continental European companies that have combined their skills and technologies to create a versatile family of rotary-winged products. Two of these companies are Aerospatiale and MBB. Eurocopter produces several outstanding helicopter types. The mainstay of their military and commercial sales has been the versatile (and former MBB cornerstone) Bo-105, many examples of which are in service around the world. In conjunction with Kawasaki, they also produce the BK-117 aircraft, which has become the workhorse of the air ambulance industries in numerous countries. One of Eurocopter's latest creations is the EC-135.

The EC-135 is a state-of-the-art helicopter incorporating twin-engined reliability with composite construction for low weight, high performance and ease of maintenance. It incorporates a simplified rotor head and the signature tail rotor fan from Aerospatiale. The aircraft can accommodate one pilot and 6-7 passengers.

Revell/Germany has released many Eurocopter machines in 1/32nd, including the Bo-105, PAH-2 Tiger attack helicopter, and the BK-117. This kit is the second release of the EC-135, the first depicting an aircraft with corporate seating. In this release, the corporate interior parts are still included, but Revell has added parts and markings to create an air ambulance of the German ADAC organization.

The kit comprises six trees and is molded in three colors: silver-grey, yellow, and clear. Decals are used to depict the 'glass cockpit' instrumentation. The kit does not include nor depict seat belts/harnesses on

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The Grass Is Always Greener (Or How I Spent My Summer Vacation)...

by Jacob Russell

I spent my summer vacation in California, approximately 150 miles north of San Francisco. It was an opportunity to get away from everything - my work, my responsibilities, even passion for modeling. Despite this well-deserved break I was curious about hobby shops in California. Since taking up the hobby I haven't had the opportunity to visit shops outside the greater Seattle area. The first shop that I visited was devoted completely to R/C cars, which don't interest me all that much. The second shop was dedicated to R/C planes, which don't interest me either. The third shop was a strip mall mom-and-pop operation that had recently relocated and was still in the throes of unpacking. I didn't find anything that I couldn't get at home.

The last shop that I visited - Models and More, of Petaluma - was the kind of shop I'm familiar with. A place where if I were a regular I would feel at home shooting the breeze with the proprietor and other modelers. The shop had something for everyone - diecasts, R/C, plastic models, balsa planes, books - the whole nine yards. I knew that I was in a shop that took its customers seriously when I noticed a copy of *Wingmasters* on the newsstand. *Wingmasters* is an expensive French modeling magazine that I've never seen for sale at any magazine stand. I've only seen it at Skyway - twice - and on sale through Squadron's monthly flyer. Besides *Wingmasters* I found the "usual suspects" - Slix decals, Poly-S and Testors paints, True Details resin, etc. There were kits from ICM, Revell/Monogram, and AccuTamiGawa. All this, plus books that I'd only seen in mail-order catalogues, and armor books from publishers that I'd never heard of.

I tried to imagine life as a modeler living in Gualala, the town where I spent most of my vacation. Gualala is fairly remote and Models and More is more than a two-hour drive away. Part of that route is along lovely but treacherous Highway 1, the famous two-lane road that hugs the coastline. If I had such a drive to contemplate, my visits to the hobby shop would be monthly rather than weekly and I would make sure that I stocked up on everything that I might possibly need for the foreseeable future.

Brian Mulron was the first modeler that I visited on my return. When I discussed my adventures in California hobby shops he told me that although he'd never heard of Models and More he had spent many hours in shops throughout California, and in every region of the country. He feels that the shops we have here - Skyway, American Eagles, Galaxy Hobbies - can hold their own with any shops in the rest of the country. He feels that the best hobby shops he's ever visited are in England, shops such as the world famous Hannants which seems to stock everything.

I realize now how fortunate I am, and how I've taken for granted things such as being able to call up American Eagles to have a decal sheet put on layaway. Or emailing Emil to find that resin detail set that I've got to have. Or simply being able to pick up the phone and talk to at least 5 other modelers about a problem I'm experiencing with my airbrush. People I can call to share my excitement over the models that I got for my birthday. People and shops that are **not** a two-hour drive away. Resources that maybe I hadn't realized that I'm lucky to have...

Who says the grass is always greener on the other side?

F-86 Sabre Variants

by Keith Bunyan and Gene K.,
courtesy 72ndUSmilair group

This is a subject that can be confusing so I have carried out a little research to sort things out.

The F-86A had the original slatted wing. The F-86E-1 thru E-5 were the same as the A but had the all-flying tail. The F-86E-10 introduced the flat windscreen. The F-86F-1 introduced the -27 engine but modeling wise was the same as the E-10. The F-86F-5 had a strengthened wing to carry heavier stores such as a pair of 1000lb bombs or two drop tanks.

The F-86F-15 introduced the additional hard point. This was outboard of the original drop tank point and became the new drop tank point, an important modeling note. When the -15 was being built there was difficulty in the supply of the -27 engine and the -13 engine was reintroduced. Apart from the engine these aircraft were similar to the F-15 but were designated E-15, another important modeling point. (See modified wings below). The F-86F-25 introduced the 6/3 hard wing. These greatly increased combat maneuvering but degraded slow speed handling. A six-inch high vertical fence was added at 70% of the wingspan to smooth airflow over the ailerons.

The F-86F-40 was built for the Japanese who were moving into high-speed jets for the first time. The low speed handling promised to become a problem so the slats were reintroduced. At the same time the span was increased by 12 inches on each wing in an attempt to retain combat maneuvering. This was very successful.

As an aside, a number of late E's and F's were modified to carry four T-160 20mm cannon in place of the six .5's. These were also fitted with the 6/3 wing, designated F-2 and used in Korea by the 4 FIW, 335 FIS. This is something that is often overlooked.

This can be missed in photos as many of these aircraft had the extra gun bay painted on so that they looked the same as the .5 machines to a MiG pilot.

The **very** important point is the way the later wings were retrofitted. This should cause you to look very carefully at your photos before embarking on a model. The reason this was carried out with such abandon was because new wings were **not** fitted. The 6/3 wing was a bolt on addition after removing the slats. Consequently most F's and many E-15's were so modified. It has often been written that the high scorers in Korea were supplied with -25s. My information is that this was not so and that their early F's were modified as above. I do not think that any -25s made their way to the Korean conflict. RAF Sabres were modified in this way. In the same way the -40 wing could be created from a 6/3 by the provision of a kit consisting bolt on slats, extended wing tips and new ailerons as these were no longer part of the wing tip. Many USAF Fs were so modified. I hope that I have explained a complicated situation, which I have not seen covered in modeling magazines in an understandable manner.

Gene K. added this bit on the variants available in model form:

I did a little "research" this afternoon - took at least ten different plans in various scales (1/72, 1/48 and 1/50 from Squadron, Model Art, Ace, Koku Fan, etc) and scaled them to 1/72 via common measurements (distance between main wheels for example) using my trusty scanner and copy program. Of course there were variations in the drawings, but not too bad. I used the Hasegawa F-86D wing (same as F-86A/E) to confirm my "final" drawings. (Matched up nicely with the Airfix kit, by the way). Based on my "new" drawings:

Heller F-86F (couldn't determine which version): Slatted wings (not separate slats) are slightly too large and have too much sweep at the leading edge. Nose too thin. Tail too tapered resulting in too tapered

speed brakes. Excellent tanks (120 and 206.5 gal). Raised panel lines.

Fujimi F-86F-40: Extended leading edge (6-3), slats, and tip extension (slats not separate). Fuselage (almost) spot on. Excellent 200 gal tanks. Beautiful scribed panel lines.

Fujimi F-86F-30: 6-3 "hard wing." Nice 120 gal tanks; another excellent kit in this series!

Matchbox F-86A5: Narrow chord slatted wing (not separate slats). Tail too short. Fuselage shape pretty good, but missing lots of panel lines. Good V windshield (but thick). Not that bad a kit considering the typical Matchbox trenches.

Hasegawa F-86F-40 Blue Impulse: Good outline, but grossly raised panel lines. Wrong tanks (206.5 vice 200). Same basic kit issued as other versions.

Hobbycraft Canadair Sabre 5 (F-86F): Great match with my plans. Fuselage missing fuel door and ammo bay latches (minor). An overall excellent effort issued as several variants.

Hobbycraft Canadair Sabre Mk 6 (says F-86F-10): 6-3 wing with slats (separate). Rest of kit as above - excellent.

PM "Canadair F-86E Sabre": Fuselage undersize, wings oversized, ugly raised panel lines which don't match anything. A joke until you realize you paid good money for this dog!

So we have all the ingredients to make almost any variant in 1/72:

F-86A/E - graft Matchbox tail onto Hobbycraft kit at the engine break line, and use Hasegawa F-86D wings. Vac/use Matchbox V canopy for early models or Hobbycraft canopy for later. Use appropriate tail. And I'm not going into the wheel variations - someone else can do that! Also, the shape of the stabs vary somewhat between kits, but a little sandpaper will fix that in 13 seconds.

F-86D - Hasegawa.

F-86F - out of the box Hobbycraft and Fujimi.

F-86H - Rareplanes/Rarebits?, Tasman (I think — who also make a nice CA-27 Avon Sabre).

And there are other bits and pieces available like that high priced Tauro F-86K from Italy, slatted wings from Norm and Hi tech, etc..



Having said all that above — I'd certainly go with the excellent Hobbycraft kit over the Heller (but love those Heller tanks). Scribe in the fuel door and ammo door hatches and it's nearly as good as the top-in-my-book Fujimi series. ...and you get separate slats to boot (which are accurate - the Heller aren't). Panel lines are more accurate than Heller's also, by the way.

Kit Wanted

I am looking for an ESCI 1/72nd scale F-5A. Call **Frank Lyso** at 206-784-8785, or e-mail me at flyso@hotmail.com.

Voodoo Wings: McDonnell CF-101B Voodoo Kits and 409 Squadron Markings

by Brian Birk, IPMS Vancouver

Kits

1/72nd Matchbox

Not a good kit; the best that can be said about it is that it has the right shape, and it looks like a Voodoo. Panel lines are raised where there are any. A line that starts at the nose fades out mid-fuselage and reappears at the tail. Small parts are thick and crude. However, there are alternative parts to build to build either an interceptor or a two-seat photo recon aircraft. The interceptor can be built with either a refueling probe or an infrared sensor. Other small parts such as antenna are missing. The decals provided are a little thick but good. Markings are provided for three aircraft; two USAF and a 409 Nighthawk. The 409 Squadron markings are 1970 vintage, a CAF bare metal bird. These decals are reasonably accurate and will lie down OK.

1/72nd Revell Germany

This is a scaled down version of the Monogram 1/48th kit. It has a nearly identical parts breakdown and all the same fit problems as its big brother (see Monogram review below). It is scribed with petite panel lines. Small parts are well done and fit is generally good. There are no alternative parts and decals are provided for one USAF aircraft only. This is the best Voodoo in 1/72nd, but you will need aftermarket or decals from the Matchbox kit to make a Canadian model.

1/48th Monogram

This kit is typical of Monogram, raised panel lines, good detail, and a reasonable fit. However, the panel lines are very heavy; sand them down or rescribe them. Care must be taken to prefit all the parts

(you should do this anyway) otherwise quite a bit of filling will be necessary. Location of the main landing gear is uncertain as there are no locating pins or slots to fit the leg. You are stuck with a butt joint. I drilled holes in the leg and wing and used wire to strengthen the joint. Be careful not to drill through the wing top.

To make a Canadian aircraft you must remove the formation light panels (no easy task as they are oversize). The instructions give a single color for both the US and Canadian aircraft. This is incorrect for the Canadian markings provided. The correct color for the final Canadian scheme is FS16505 not 16473 as indicated. This is



available from Xtra Color and in the Model Master line. Decals in the first release of the kit are for a USAF aircraft and a 409 Nighthawk. The 409 bird is in the final gray scheme. The roundels and the flag are inaccurate. The maple leaves are distorted and the blue of the roundel is too light. The under wing lettering is too thin. However the remainder of the Canadian markings are good and go on well.

1/32nd Combat Models

This is a crude vacuform kit, basically just an outline. Much scratch building will be necessary. It has lumps to make any version of the Voodoo. No decals.

Aftermarket Decals

Flight Colours

Some time in the early 80s Flight Colours issued two 1/72nd sheets for Canadian Voodoos. Sheet 5-72 covers Voodoos in CAF markings and sheet 7-72 covers Voodoos in RCAF markings. Markings are included to allow all squadrons to be modeled in the various incarnations of

CAF and RCAF paint schemes that were worn. Register is fairly good, though maple leaves are a bit off center. The pre-1965 flags can be a problem; the small Union Jacks looking like a hodgepodge of off-register shapes rather than a flag.

Sheet -7-72

Markings for 409 Squadron, A/C # 17445 and 17433.

RCAF Voodoo markings are broken down into the following evolutions by Flight Colours:

Original Voodoos supplied in natural metal finish. Only markings are Canadian flag with serial number below on tail. Serial number is variation of original number with '17' replacing the two digit Fiscal Year numbers in the American code, i.e.: 59407 becomes 17407, 59410 becomes 17410. RCAF is carried on the nose of the aircraft, forward of the roundel and on the underside of the right wing. The last three digits of the serial number are carried on the fuselage between the roundel and the intake and on the underside of the left wing.

Definitive RCAF scheme: adopted in 1962. The fuselage flash (lightning bolt) was added. The fuselage roundel was increased in size. RCAF lettering was deleted from the forward fuselage. 'ROYAL CANADIAN AIR FORCE' was added to the fuselage spine on each side. ID stripes appeared on the tail surfaces at this time. 7 equal width bands, two colors alternating, were carried on the rudder and identified the aircraft's base of operations.

July 1963: the rudder bands were modified; only the top three bands being carried.

November 1963: Stripes were increased to full rudder height but now numbered eleven. They only partially spanned the rudders width.

1965: The new flag was added to the tail, surrounded by an aluminum border. The roundels were modified to carry the new stylized maple leaf. Originally, a makeshift roundel was used, utilizing the original roundel, which resulted in an undersize maple leaf. This was gradually replaced by a full size roundel. 'ROYAL CANADIAN AIR FORCE' was given a white background.

Sheet -5-72

Markings for 409 Squadron, A/C # 17409 and 101046.

CAF Voodoo markings are broken down into the following evolutions by Flight Colours:

CAF Voodoos had altered fuselage coding. CAF on aft of roundel and three-digit aircraft number was forward. 'CANADIAN ARMED FORCES' now appeared on left side of the aircraft and 'FORCES ARMEES CANADIENNES' on the right spine. Station stripes and Squadron markings were still carried.

In 1971, 66 refurbished Voodoos entered Canadian service. These aircraft wore the definitive CAF marking scheme. "CANADA" now appeared on both sides

Tail Stripe Colours for CF-101B Voodoos in RCAF and CAF service:

409 'Nighthawk' AW(F) Squadron - Blue/Yellow
 410 'Cougar' AW(F) Squadron - Red/White
 414 'Black Night' AW(F) Squadron - Black/Red
 416 'Lynx' AW(F) Squadron - Black/Yellow
 425 'Alouette' AW(F) Squadron - Black/Aluminum



of the fuselage spine. 'ARMED FORCES' and 'FORCES ARMEES' now bracketed the fuselage roundel. The aircraft number was now carried on the nose ahead of the lightning flash. The aircraft were renumbered. The FY designation in the USAF serial # was now replaced by '101' instead of '17' and the aircraft were numbered 1-66 rather than taking the US number. 57321 became 101021.

In 1979 the aircraft were painted in an overall light gray scheme. This would be retained throughout the rest of their service lives. FS516505 is a close match.

Superscale

Superscale has issued markings for three Canadian Voodoos, 409 Squadron's Hawk One, 416 Lynx's anniversary bird, and the EF-101 Electric Voodoo. In 1/72nd all three are on sheet 72-472 while in 1/48th the 416 bird is on 48-263 and Hawk One and the EF-101 are on 48-264.

Sheet 48-264

Markings for Hawk One and the Electric Voodoo.

The markings for Hawk One are for the second aircraft to wear the colors of 409 Squadron. Hawk One first appeared in 1977, when the squadron received its standard (a/c # 101012), the markings reappeared in 1984 when Voodoo operations were winding down (a/c 101057). Only a small area of black trim is supplied on the decal sheet, so careful masking is required if you want to make sure decals and paint line up. Register is good, though some of the Maple Leafs are a bit off center. The printing on the Hawk's head marking looks very good. The Electric Voodoo Markings are two colors, red and blue, and should make for a striking aircraft. The drawing on the decal instructions show an aircraft with the IR sensor, and I believe this is incorrect. If you are modeling the Electric Voodoo, remember to leave the formation lights on, this was a late spec USAF aircraft, and was the 67th and last Voodoo Canada would receive.

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Koku Fan October 1984

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Sixty Years: The RCAF and CF Air Command 1924-1984, Larry Millberry. Canav Books. 1984

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Upcoming Model Shows

September 23:

IPMS Salem Annual Contest and Show at Evergreen Air Museum in McMinnville, Oregon. Contest starts at 9 AM; judging completed by 3 PM. Presented by The Captain Michael Smith King Evergreen Aviation Educational Institute and the Salem and Portland Chapters of IPMS-USA.

This year's theme: The Korean Conflict 50th Anniversary. Guest speaker: Col. John Misterly, Jr. Judging in all IPMS categories, including juniors. 25 vendor tables. Entry fee \$8; includes one admission to museum. Each additional entry, \$1. Juniors entry fee \$6, plus \$1 for each additional model. Museum is located just east of McMinnville, along Highway 18. For more information, contact George Piter at (503) 362-2088 or by e-mail at gmpiter@aol.com.

October 7:

IPMS Vancouver, Canada 2000 Fall Model Show and Swap Meet. Bonsor Rec Center - 6550 Bonsor Avenue, Burnaby BC. General Info: Kevin Brown, 604-939-9929, e-mail: ipmsmail@home.com. Info and Vendor Tables: Scott Hall, 604-837-9988, e-mail: scottdhall@hotmail.com

Provisional Trophy Categories: Best of Show Senior; Best of Show Junior; Best Aircraft; Best Auto; Best Naval; Best Armour; Best Figure; Best Canadian; Masters Award; Best Diorama; Best Academy Kit; Best TV or Movie Monster; Modeller's Choice; Best Open Wheel Race Car; Best Battle of Britain Subject; Best Mopar; Best Korean War Subject; Best Tank; Best TV, Movie or Animated Vehicle; Best Pre-World War II Aircraft; Best Nose Art Aircraft.

For more information, see the IPMS Vancouver Web page at <http://members.tripod.com/~ipms>.

Mirage 1/35th Scale Czołg Lekki 7TP

by Peter Merrick, IPMS
Queensland, Australia

I picked this up as a swap with a fellow modeler in Brisbane as a throwaway with another kit when he got a little guilty about the kit that I had swapped with him being a little better in quality than what he was swapping with me. Anyway, I was very surprised when I opened the box and found the quality wasn't all that bad, considering I had never heard of Mirage.

A little bit of history

According to the blurb on the instructions, the Polish 7TP was designed in 1933, and was originally based on the twin-turreted Vickers. It too had twin turrets, but was only armed with machine guns, which gave it a serious lack of firepower. In addition to a re-strengthened hull, the tank used the first compression-igniting engine anywhere in the world. In 1937, the twin turrets were replaced by a single turret sporting a modern 37mm BOFORS antitank cannon. Static balance wasn't all that good, so a balancing recess was placed on the rear of the turret, which included all the communications equipment. At the outbreak of war in September 1939, the 7TP was pitted against the might of the German Panzers, and against the PZKPFW Is and IIs it was found to be a fairly capable match. At the start of the war the Polish had approximately 130 7TP's on hand, but they were severely outnumbered by a superior force. After the fall of Poland, many 7TPs found their way into German hands and were used mainly as an interior "defense" weapon.

The Kit

The kit comes in very thick white plastic, which I later found is quite tough, and two lengths of black vinyl track with joiners. The detail on the kit is quite good and crisp with very little flash, except for around the drive wheels and a few mould

lines that clean up easily. Construction starts with the turret, which is very straightforward. I drilled out the cannon, which is solid, to add a little more realism.

Step two takes us to the wheels and this is where most of the work occurred. Firstly, the wheels themselves need to be cleaned up and sanded round considerably. All the flash was removed and the wheels tidied up so that they were round again. There are 18 sets of road wheels to make and I pre-painted the centers in dark grey and the wheels straight black. Set these aside to dry and put together the idler and drive wheels. These needed a little clean up and came out quite nicely. The wheels are



sandwiched between two suspension arm halves and this is where it got a little fiddly. The wheels sit in locating holes along with an extra strengthening arm that gives the unit a little more solidness. I glued the wheels and the arms in place and waited a little while they had set slightly. Grabbing the upper half I was able to position it very carefully to get all the locating holes and pins to match. Take this slowly and you'll find no problems. The seam line in the middle cleans up very nicely.

Next was the hull, which went together very nicely, and with a bit of patience in the squaring up, I needed absolutely no filler. The drive and idler wheels were added next and glued in place, though the directions recommend you to use the backing plugs and not glue the wheels to

the hull. The rest of the kit went as directed, although I left the road wheels and track until after I had painted the kit.

Painting

The kit gives three painting options, one for the 2nd Polish Battalion, one for the 3rd Battalion, and one for the German Wehrmacht in 1940. This is depicted on a color sheet showing each option as a side view. I don't read Polish, but the color table is listed with the color names (in Polish) and Revell, Humbrol, and Tamiya paint numbers, which are coded by letter. I chose to do mine all over XF 63

(Panzergrau) as a captured Wehrmacht vehicle. This was lightly weathered using a dark gray wash and light drybrushing to highlight details. I used artist's pastels to vary the color and break up the monotony of the single color.

Finishing

I added and weathered the tracks as the final task and the tracks go together well, but there is a gap where the track goes together. I hid this under a road wheel and it is less noticeable, though it does detract from a good, fun kit. I have seen an individual link set for the Russian equivalent, which would probably suit this kit quite well. Overall a very enjoyable kit to build and recommended to anyone who builds early war or captured German armor.

More Photos From the IPMS Nationals

all photos on these two pages by Jim Schubert

Right: John Alcorn (right) presenting the Vought O3U-3 to Captain Robert Rasmussen (USN Ret.), Director of the National Museum of Naval Aviation.



Arlo Schroeder's 1/16th scale Douglas TBD, which was prominently mentioned in Paul Ludwig's article in the June Seattle Chapter News. The model placed second in the Large Scale Scratchbuilt class.



*Left: A ringer - a real airplane, not a model!
This Timm N2T-1 trainer, displayed at
Pensacola, was owned post-war by IPMS-
Seattle member John Amendola.*



*Right: Wayne Holmes' Westland Wyvern in
1/48th scale, from the Dynavector kit. Wayne
is a member of IPMS-Vancouver BC. The
model won first place in the Vacuform
category.*



*Left: This beautifully finished Hasegawa
Kawanishi H6K "Mavis" won the 1/72nd
scale Large Prop category.*

MPM 1/72nd Scale Supermarine Spitfire PR Mk.XI

by Robert Allen

MPM's release of a Spitfire PR.XI gives modelers an excellent opportunity to use Paul Ludwig and Malcolm Laird's second volume of *American Spitfire Camouflage and Markings*. The PR.XI was used by the 7th PG, and the box art shows one of their Spits, a refreshing change. Reconnaissance Spitfires have not been well served by injection molded models. Fujimi did a PR.19 among their line of Griffon Spits, but while the bumps peculiar to recce wings were included, you also had to fill or file countless holes and bumps contained on the basic kit wing, which was for an armed Spit XIV. I also had a hard time accepting instructions to make aerials, etc., from plasticard or sprue for what was for the time a ludicrously expensive kit. MPM also made a PR.19, with the correct wing, but it was a crude, early kit.

MPM has upgraded the quality of their models in recent years, so it's interesting to compare their new PR.XI with the PR.19. The new kit has 39 grey plastic and nine

resin parts (exhaust stacks, control column, etc.) and an injected canopy instead of a vac one, but no photo-etch. To their credit, the molding seems much cleaner, though it's still obviously a limited run kit, with no locating pins. Instructions are in four languages, including English - sort of. The command to "cut out" is given as "make out." I guess you can't build this kit if you've just been dumped by your girlfriend...



The cockpit is sparse, with just a seat/seat back, instrument panel, and molded-in pedals. The fuselage captures well the deep lower cowling of the PR.XI, caused by the larger oil tank. Both large and small resin air intakes are provided. Three different sizes of slipper tanks are included, a nice touch. There is also an alternate rounded fin and rudder, for if

you're modeling an example that lacks the later, pointed rudder. Unfortunately, instead of just providing two separate rudders, to use the rounded one you have to hack off the entire fin and rudder and replace it with the alternate part. The prop blades are also separate.

Decals are provided for two PRU Blue RAF, and one natural metal USAAF aircraft, with an excellent selection of stencils. Printed by Propagteam, they look nice on the sheet, but their decals can be difficult to use.

No one will ever mistake MPM for Tamiya. This kit, however, looks pretty buildable.

Revell Eurocopter EC-135

from page 7

the seats. Construction appears to be straightforward and the exceptionally clear parts will reveal the detailed interior.

The ADAC paint scheme depicted in this kit is a simple overall yellow with black framing on the windows and an international orange stripe under the fuselage for aircraft identification.

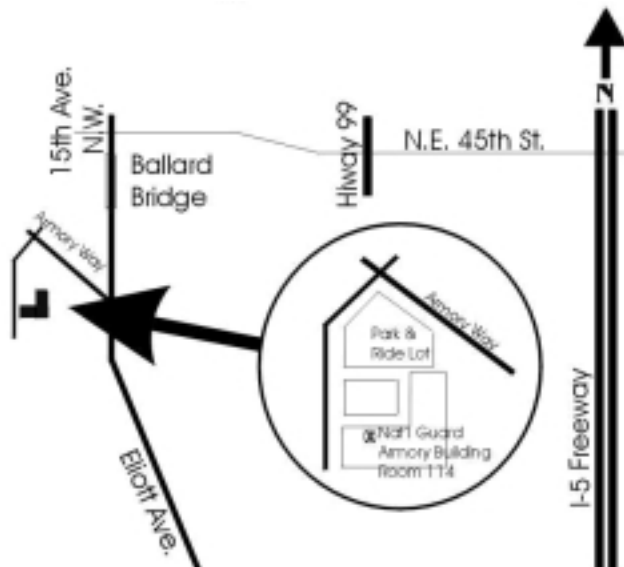
I am looking forward to building this kit and can highly recommend it to every rotor head!

Meeting Reminder

Saturday, August 19

10 AM

National Guard Armory, Room 114
1601 West Armory Way, Seattle



Directions: From North or Southbound I-5, take the 45th St. exit. Drive west on 45th, crossing under Highway 99 (or Aurora Ave. North) toward N.W. Market Street in Ballard. Continue west on Market St. toward 15th Ave N.W. Turn left (south) onto 15th Ave N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter.) Watch for signs. Park in the Metro Park & Ride lot.

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.