

# Seattle Chapter News



Seattle Chapter IPMS-USA  
February 2000

## PREZNOTES



It appears that I can almost use the term “President for Life” in all my official dealings (what few there are). The vote at the January meeting was the fastest railroad I’ve seen since the last train out of Seattle at the end of WTO. If I may speak on behalf of the rest of the executives Keith “the VeePee” and Norm “the Money Guy,” thank you for the vote. Fortunately, we really like what we do and apparently so do you. However, if there is anything you would like to see or be done differently at our meetings, please let any of us know. My goal is to keep the business part of the meetings as short as possible so there is more time for everyone to talk about their current projects at the front of the room. The most frequent comment I’ve heard for change is about giving presentations on certain modeling techniques such as using washes, dry brushing, applying decals, using Future floor wax as a modeling aid, and a variety of other subjects. I would welcome it and if you have something that you would like to talk about let us know. We can publish a schedule in the newsletter and we do have time at the end of our meetings as our room that we use is available nearly all day.

At the January meeting I was asked a very interesting question: “How do you model?” I am fortunate enough to have a small work bench with spray booth, and all my references close at hand, but when I’m in my little corner of the family room, working on bits of plastic, I just have to have some sort of background noise. I do a fair amount of my modeling late in the evening, after everyone has gone to bed. Our house seems to have more than a usual share of odd noises at night that are not conducive to modeling. So, most of the time I have the TV on, tuned to the History channel, Learning channel or any of the Discovery channels. All have good “work whilst you listen” type programs with just the occasional glance to the screen to see what they’re talking about (one of my favorite shows to listen to is *Trauma, Life in the ER* on the Learning channel. I have discovered that this program is a good one

**only** for listening to, as every time I glance at the screen there are usually large quantities of blood, broken bones, large knives, or other unpleasantnesses with the patients on the screen. Ewww).

The assorted documentaries on any of the Discovery channels are always entertaining. About the only network show I watch with any regularity is *Cops*. What stupid gene is activated by some of the participants in that show? When it gets **really** late into the evening I usually put in an old movie. I find a great comfort level in watching (listening) to old movies. My favorites are *Tora Tora Tora*, *The Battle of Britain*, *Air Force*, and *Strategic Air Command*. My guilty pleasure movie is *Down Periscope* with Kelsey Grammer. Am I the only one who’s seen it? Then there are the sci-fi movies: *Them*, *It Came From Beneath the Sea*, *The Thing* (the original with Kenneth Tobey), *Godzilla* (1954) and a few other giant monster movies of the 50’s. *The Wizard of Oz* and *Singin’ in the Rain* are my favorite musicals. Jill has caught me on numerous occasions singing (as it were) “if I only had a brain...”. Ain’t it the truth, ain’t it the truth.

The only sports I watch are the Mariners and Seahawks and if the teams are playing badly, the model building seems to follow for some strange reason. Another thing

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IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

**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 1999/2000 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.

**February 12, 2000 (2nd Saturday)**  
**April 8, 2000 (2nd Saturday)**

**March 11, 2000 (2nd Saturday) SPRING MEET!**  
**May 13, 2000 (2nd Saturday)**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M. LAST

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Adult: \$19       Junior (17 years old or younger): \$9

Trade Member: \$19       Canada & Mexico: \$25       Other Foreign: \$28

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)

If recommended by an IPMS member,  
 list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA**  
 Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

P.O. Box: 6138  
 Warner Robins, GA 31095-6138

## Reminder - Please Bring Your Kit Donations to the February Meeting

by Andrew Birkbeck

We are looking for IPMS Seattle members to donate kits that can be used as prizes at our March 11 show. As an attempt to increase the numbers of models being entered by both junior and adult modelers, we wish to have a giant pool of door prizes. Each model entered by a participant, including "display only" models, will entitle them to one door prize ticket, up to a maximum of ten tickets for ten entries. Once entries close at Noon, tickets will start being drawn up until 3:30pm. At that time, all tickets, either already previously drawn or not, will be returned to the ticket box, and two Grand Prize tickets will be drawn from all the available tickets. These will be for two airbrushes, one Paasche and one Iwata. The winners of these two prizes will be announced along with the "Best in Show" awards.

We ask that you look through your collections, and pick out one or two quality kits that you feel you can part with. If possible, we are looking for Tamiya, Hasegawa etc., rather than 1950s Airfix or 1960s Monogram. Some of these donations will go to junior modelers, and the older kits are simply too difficult for them to assemble, whereas the more modern toolings have better quality parts, as well as better instructions. Look for donations that you yourself would enjoy receiving if you won a prize.

Do not worry whether or not your donated kits are still shrink-wrapped. All we ask is that the kits be complete, and preferably have the parts still on the sprues. Emil Minerich of Skyway Model Shop has generously agreed to allow us to use his firm's shrink-wrapping machine to shrink wrap these kits. Please bring your donations to the February 12 chapter meeting. I will be collecting your kits so that they can be logged into our master listings to assure you receive credit for your generous donations.

## Zlinek 1/72<sup>nd</sup> Scale Petlyakov Pe-3

by Bill Osborn

After reading Jacob's Bf 109 article [which will be concluded in the March issue - ED] in the January newsletter, I thought I should comment on another Zlinek kit, the Petlyakov Pe-3. I had never heard of the -3; the Pe-2, yes, but then Russian aircraft haven't been too well known. I did find out that while the Pe-2 was a twin-engined, twin-tailed dive-bomber and ground attack aircraft, the -3 was a fighter version.



The kit comes in a dark gunship grey plastic, with a semi-clear sprue for the canopy and such. There are 75 airframe parts and five clear (?), with a nice brass fret that has parts for Zlinek's kits of both the -2 and -3. The molding is very fine, and the surface detail is among the best I've seen - and it's recessed. There are five color schemes for the -3, and eight for the -2. The decals come on a 6" by 8" sheet with Soviet, Czech, Polish, Finnish, and Yugoslavian options. Again, the sheet is for both the -2 and -3.

Instructions are of the exploded view type with arrows waving around to show (?) where some of the parts go. The kit says "Made in Russia," but the instructions are not in Cyrillic. It is debatable whether they are in English.

Parts fit is good within reason, and the panel lines match dead on. The assembly procedure, however, leaves something to chance. There will be gaps, and probably a need for some putty, which could be a problem with all that great detail.

Color schemes are somewhat limited. Most are dark green and light blue, with two

exceptions. The Finnish option is olive green and black with yellow trim. The other is dark green and grass green with light blue lower surfaces. What color is grass green, anyway?

The only drawback I've found so far is that with the small fine parts, some are just a tad off registry, and will be a b—h to clean up. Other than that, this kit should be a piece of cake. Fruit cake, maybe?

## John McCarty Auction

by Jim Schubert

Bill Johnson and I spent over 50 man-hours inventorying and reconstituting the kits and inventorying and listing the kits and books/magazines in John's collection. It appears he removed the instructions, decals and clear parts from many of his kits and stored them elsewhere for safekeeping. Many of these items have been lost. John started many kits and swapped parts around from box-to-box. We have organized the material the best we could to make viable packages for this auction. If we erred in any way, and the item you bought turns out not to be as represented, then you should have an evil thought about us and our competence, but don't look for a refund. This auction is something of a crap-shoot, so bid accordingly. Where there is no note, we believe the kit to be complete. High value items stand alone in the following list, while items of lesser value have been bundled into lots. As presented here there are 159 lots of kits and 170 lots of books. The auctioneer (Terry) may, at his discretion, bundle additional separate lots during the auction to save time. After the auction the proceeds, less the cost of printing this list and 10% for the club, go to Mrs. McCarty.

**Lots will be offered as they come out of the storage boxes, not in the order listed below, so listen closely for the items in which you are interested.**

### KITS:

<u>SCALE</u>	<u>MFG.</u>	<u>SUBJECT</u>	<u>NOTES</u>
<u>CARS:</u>			
24	Monogram	'92 Corvette	
24	Fujimi	RX-7	
24	Fujimi	Ferrari 330P4	3/4ths finished - nice work.
25	AMT	'55 Chev Bel-Air	
24	SMER(Merit)	T-58/59 Alfetta.	Horrid box, great kit.
24	Revell	Porsche 356 Speedster	Great kit.

### SHIPS:

350	Tamiya	Fletcher	Started (nice work) + Gold Medal PE set.
350	Academy	Bismarck	Started, may be complete, no instructs.
Box	Revell	USS Buckley	
550	Bandai	IJN Atago	
700	Skywave	USS San Diego	

### TANKS:

35	DML	Jagdpanther (early)	Complete.
35	Tamiya	M-3 Bradley	

### AIRCRAFT:

48	Nichimo	B5N Kate	No decals.
48	Hobbycraft	Avia S-199	
48	Classic Airframes	He 51	
72	Hasegawa	XF5U-1 Pancake	
100	Academy-Minicraft	SH-60 Seahawk	
72	Italeri	Ju 52/3M	
72	AML	He 46C	
48	Hobbycraft	P-40C	
72	Academy-Minicraft	Fw 190A-6/8	
48	Italeri/Hawk	Lysander	
48	Hasegawa	F-4E	
48	HiPM	He 100D	
48	Academy-Minicraft	F4U-4B	+ PE, no decals.
72	Revell	"B-2"	Fantasy version, not the real airplane.
48	Hasegawa	Bf 109G-14	+ extra parts.

32	Williams	Gee-Bee R1/2	No instructions.
48	DML	Fokker D.VII	
72	Monogram	F-104C	
48	SMER	Re-2000	
48	Glencoe	OEF Albatros D.III	No instructions, no decals.
48	Tamiya	He 219A-7	Great kit!
144	Tsukuda	MiG-29	
48	DML	Fw 190A-8	
40	Revell	AD-1 Skyraider	Odd scale!
48	Tamiya	F-15C	
48	Tamiya	MiG-15	1 complete kit + most of another +resin & PE & Aeromaster decals.
72	Hasegawa	Me 262B	
48	Bye Planes	Bu 133 Jungmeister	Great old kit!
144	AMT	F-111A	
72	Academy	B-17C	
100	Modellbau	L-60	
72	Heller	DH.89 Rapide	Started (ok), no decals.
48	Monogram	Bf 109G-10	Incomplete and no decals.
72	Hasegawa	P-51B	New tool; started, sans 1 wheel.
72	Fujimi	MiG-21PF	Started, no canopy.
48	Esci	Hs 123	2 kits, appear to be complete.
48	Hasegawa	P-51D	Started, appears complete.
72	DML	Su-24	
48	Tamiya	A1-H	+resin, no canopy.
48	AMT	Beech Staggerwing	Windscreen cut on center post; ok.
48	Medallion	He 100D	Nice resin kit, no canopy, no elevators, no decals & no instructions.
48	Hasegawa	F4U-4	No decals.
24	Airfix	Ju 87B	
24	Airfix	Hurricane Mk.IIc	No instructions.
24	Airfix	P-51B	Started, looks complete; converting dorsal fin to early version.
48	Monogram	Me 410B-1	2 kits with 2 sets decals & clear parts, but only 1 fuselage half!
48	Squad.Sig.	Vac-canopies	Skyraider & Sea Fury.
72	AMT	B-52H	Minus 2 nacelles & clear parts.
32	Hasegawa	F-86F	Small start, + Super Scale decals.
32	Revell	AH-64 Apache	No decals.
72	Huma	Ar 80 Sportplane	
48	Revell	Westland Wessex	
48	Hasegawa	Ju 87B	Started + Aries resin cockpit.
48	Hasegawa	P-47	Started.
32	Hasegawa	P-12E	Started
32	Hasegawa	P-51D	"Nose Art" Part 2
48	Hobbycraft	P-26	2 kits, slightly started.

COMBINED LOTS:

<u>LOT</u>	<u>SCALE</u>	<u>MFG.</u>	<u>SUBJECT</u>	<u>NOTES</u>
A	48	Hasegawa	F-86F	Most of 2 kits, started,+ resin & 4 decal sheets.
	48	Monogram	F-86	Appears complete, no Instruct, no decal.
B	48	Tamiya	F4U-1/2	Complete, no decal.
	72	Hasegawa	F4U-1D	Complete, no decal.
C	48	Monogram	Bf 110G-4	Parts + PE, no instruct, no decal.
	48	Monogram	Bf 110G-4	Parts, no fuselage.
D	48	Monogram	P-40C	Parts only.
	48	Mauve	P-40N	Appears complete + resin + PE +extra decals + Otaki/Arii parts.



E	72	Hobbycraft	Su-22	Complete, no instruct or decal.
	72	Italeri	Su-22	+ PE, no canopy.
	72	Esci	MiG-29	Parts only, no instruct or decal.
	72	Fujimi	MiG-21	Complete, no decal.
F	48	OEZ	MiG-21	No canopy, no instruct or decal.
	48	Hobbycraft	MiG-17	No instruct.
G	48	Class.Airframes	MiG-3	No canopy, no instruct .
	48	Ac. Miniatures	IL-2m3	Well Started, no decal.
	48	ICM	Yak-9	Parts only + decal.
H	48	Tamiya	P-51B	Complete, well started.
	48	Tamiya	P-51D	Complete, started.
I	48	Tamiya	Spitfire I	+ extra parts, no rt. tail, 2 decals.
	48	Tamiya	Bf 109E-3	Appears complete, well started + PE +resin, no decal.
J	48	Hasegawa	F6F-5	Well started + resin & PE.
	48	Tamiya	F4F-4	Complete, started with mods.
K	48	Hasegawa	A6M3 Zeke 22	Started + resin & PE, 2 decal shts.
	48	Fujimi	D3A Val	Started, no canopy.
	48	Hasegawa	Ki-44 Tojo	Sans 1 landing gear leg, no decal.
L	48	Hobbycraft	Ju 87G	Complete.
	48	Fujimi	Bf 110C/D	Minus a fuselage half.
	48	Monogram	He 111	Complete, slightly started.
M	48	Monogram	Mosquito	Complete, extra canopy, no decal or instruct.
	48	Airfix	Seafire	Started, complete + resin & PE.
N	48	Esci	A-1H	No wings or decal or instruct.
	48	Esci	A-4E/F	Complete + most of Monogram A-4E.
	48	Monogram	F-101	No instruct or decal.
O	48	Esci	P-36	Complete, no decal.
	48	Hobbycraft	P-35	Started, no decal.
P	48	Academy	AH-64D	Complete + resin & PE.
	48	Monogram	AH-64	Complete.
Q	32	LS	A6M5c Zeke 52	No decal or instruct.
	32	Hasegawa	A6M5c Zeke 52	No canopy or instruct or decal.
R	72	Hasegawa	F-86D & F	2 kits in 1 box; appear complete.
	72	Hasegawa	F-15E	Complete.
S	72	DML	F4F-4	+ most of a Hasegawa F4F-4.
	72	Hasegawa	A-1H	Parts only.
	72	Hasegawa	TBF/TBM	Complete + resin & PE.
T	72	Fujimi	D3AVal 22	Complete, no instruct.
	72	Arii(LS)	Ki-46 Dinah 2	No wheels.
	72	Fujimi	F1M Pete	Started, most of 2 kits + PE, no canopies, no decals, no instruct.
U	48	Ac.Miniatures	SBD-3	Complete.
	48	Ac.Miniatures	TBF/TBM	Started + KMC wing fold, no KMC instruct & no decals.
V	48	Hasegawa	Hurricane Mk.II	+ 2 aftermarket decals, no wing bottom, no canopy.
	48	Hasegawa	Hurricane Mk.IIC	No wings, minus fuselage half.
	48	Hasegawa	Hurricane Mk.IIC	2+ kits, + extra parts, + PE.
W	72	Hasegawa	RF-101C	Complete, no decals.
	72	Revell	F-101B	Complete.
X	72	Hasegawa	N1K2-J George 2	Complete.
	72	Aoshima	N1K1-J George 1	2 kits/1 box, started
	72	LS	Ki-15 Babs	Complete.
Y	72	Hasegawa	A6M2 Zeke 21	Complete, old tool, no decals.
	72	Hasegawa	A6M3 Zeke 22	No wing uppers, no decals.
	72	Hasegawa	A6M2 Zeke 11	Complete, no decals.

Z	72	KP	Avia B-534	Complete.
	72	KP	Avia CS-199	Complete, no decals.
	72	KP	Avia S-199	Complete.
	72	KP	MiG-21	No canopy.
AA	72	Esci	SE.5A	No decals.
	72	Matchbox	Hawker Tempest II	Complete.
	72	KP	IL-10	No decals.
BB	72	ICM	Tu-2	Complete.
	72	Modellbau	Tu-2	Complete.
	72	Italeri	Pe-2	Complete.
	72	Plastic Air	MiG-3	Complete.
CC	72	Hasegawa	F4U-1	Complete.
	72	Hasegawa	P-47	Extra parts, no instruct, no decals.
DD	72	Revell	F-89D	Complete.
	72	Monogram	F-104C	Parts only, no wings, no decals.
EE	48	Monogram	SB2C	Started, appears complete, + PE.
	32	Hasegawa	A-4F	Started, appears complete, no decals or instruct.
FF	72	Vista	Fairey Fulmar	No canopy, no decals.
	72	SMER/Heller	Tempest V	Complete.
GG	48	Monogram	Bf 109G	Complete, no decals.
	48	Hasegawa	Ki-61 Tony	Parts of 2 kits + PE, no canopies, no decals
HH	72	Finemolds	Me 410A-3	Complete + extra decals.
	72	Academy	Hurricane IIc	Parts of 3 kits.
	72	Hobbycraft	DHC-3 Otter	No windscreen.
II	72	Fujimi	A-4s	2 kits, no fwd. fuselages, no canopies.
I	72	Hasegawa	SH-60 Seahawk	Started, no clear parts.
JJ	72	Hasegawa	Ki-45 Nick	No fuselage, no nacelles, no engines.
	48	Tamiya	Ki-46 Dinah	No box, no fuselage, no canopies.

**Aircraft Books**

Testors 2 hr. video, Adventures in Scale Modeling  
 Scale A/C Dwgs M. A. N. Vol. I  
 Scale A/C Dwgs M. A. N. Vol. II  
 Homebuilt A/Ps  
 MiG-29, Osprey  
 MiG-29 Dynasty, Motorbooks  
 Fighters of the Luftwaffe, Arms & Armor  
 Hans E. Rudel, Schiffer  
 Bf 109D/E Aces, Osprey  
 Bf 109 Aces N, Africa & Med., Osprey  
 JA.A.F. Aces, Osprey  
 A-4 Osprey  
 MiG, Naval Inst.  
 Flying Colors, Salamander  
 German A/C Interiors 35-45, Monogram  
 Scratchbuilt, Alcorn et. al.  
 Avenger at War, Naval Inst.  
 Battle of Britain A/C, Argus  
 Visual Dictionary of Flight  
 F-15 Eagle, Braybrook  
 In the Cockpit, Chartwell  
 Bf 109 at War  
 Pacific Air Combat WWII, Phalanx  
 Warbird Tech. F-86  
 Fighter - Len Leighton

**Car Books**

American Grills  
 Alfa Romeo Sedan & Coupe Shop Manual 73-80, Haynes  
 The Great Cars, Ralph Stein  
 Turbochargers, HP  
 Colorful World of Motorsports

**Ship Books**

Anatomy of the Ship - I. J. N. Heavy Cruiser Takao  
 American Cruisers of WWI - Pictorial History

**Misc. Books**

Fort Ord Year Book, 1964  
 Victory in Europe, I.W.M.  
 Cinefex - 3-98: Starship Troopers  
 Fine Scale Modeler - Scale Modelers' Buying Guide

**Aircraft Books**

Wings of Fame: Vols 1, 2, 4, 5  
 Aero Detail #1: Bf 109F  
 Aero Detail #8: Spitfire I-V  
 Aero Detail #13: P-51D  
 Aero Detail #21: Bf 110

**Aircraft Magazines**

5 Airfix Mags.  
 14 Air & Space Mags.  
 6 Koku-Fan: 1980, 83, 91, 92  
 6 Koku-Fan: 1975, 90, 93, 94, 95, 97  
 26 Air International & Air Enthusiast, Random Copies  
 8 Mil. Mod. Preview, Random Copies  
 5 War Monthly, Random Copies  
 10 Scale Modeler (US), Random Copies  
 9 Scale Modeler (US), Random Copies  
 2 Scale Modeller International (UK), Random Copies  
 13 Wings/Airpower, Random Copies  
 6 Air Classics, Random Copies

**Aircraft & Model Books/Mags**

Building the P-40, Kalmbach  
 Pilots Manual F4U  
 Luftwaffe Camo. & Markings 35-45 Pt. 1  
 Aircraft Special - Stealth A/C  
 Planes - CrossSections  
 Checkertails, S.S.  
 Cutaway Aircraft of WWII  
 17 Flypast  
 4 Tamiya Model Magazine  
 4 Warbirds  
 5 P.N.A.H.F. Journal, #3, 5, 7, 8, 9  
 5 Flight Journal  
 11 After the Battle  
 3 After the Battle  
 12 Fine Scale Modeler  
 12 Fine Scale Modeler  
 12 Fine Scale Modeler  
 12 Fine Scale Modeler  
 12 Fine Scale Modeler  
 5 Fine Scale Modeler  
 2 Aeroplane Monthly  
 7 Takeoff  
 3 Military In Scale  
 2 Verlinden Magazine  
 2 WWII Magazine  
 2 War Machine Magazine  
 8 Miscellaneous Ship Magazines

**Car Mags**

13 Super Classic Cars, etc. Mags.  
 13 Super Classic Cars, etc. Mags.

**Misc Books, Mags & Monographs**

10 In Action, S.S., Random Copies  
 10 In Action, S.S., Random Copies  
 6 In Action, S.S.: 1 A/C, 2 Armor, 3 Ship

3 Walk Around, S.S. - F4F, P-40, P-47  
 3 Random Issues H. P. M. Mag.  
 2 Ginter Books: Skyrocket & Pancake  
 Detail & Scale: A-4  
 Detail & Scale: F6F  
 Detail & Scale: TBF/TBM  
 Detail & Scale: SB2C  
 Detail & Scale: SBD  
 Detail & Scale: B-52  
 Detail & Scale: F-101  
 Kookabura: Albatros Scouts, WWI  
 Lock-On, Hurricane  
 Wings & Wheels, IL-2  
 Lock-on: AH-64 Apache  
 Lock-On: Bf-109G-2 ("Black 6")  
 Aeroguide, Hawker Hart Family  
 Aero Series, Bf 110  
 Aero Series, He 100/112  
 Monograph Lotnicze, F4F  
 Monograph Lotnicze, Bf 110  
 Monograph Lotnicze, He 111  
 Bancarella: Re.2001  
 Wydawnictwo, Hs 126  
 Aeroguide, F-4 Phantom  
 Profily, Hurricane  
 World Airpower - F-117  
 World Airpower - Su-27  
 Publikace, Su-22  
 Aerofax Minigraph, F-101  
 Publikace, MiG-21  
 S.S., Flying Colors - MiG-21  
 Schiffer Monograph, He 100  
 MBT/Sagitto: Ju 87  
 Aries Warbird Profile: TBF/TBM  
 Pictorial Histories: P-39  
 Schiffer: Horten Flying Wings  
 10 Alfa Romeo Magazine  
 10 Road & Track/Car & Driver  
 8 IPMS-USA Quarterly & Journal  
 7 S.A.M.  
 11 S.A.M.I.

**Misc Books, Mags & Monographs**

Koku-Fan 1985, Complete  
 FAOW, 1st Series:  
     #1 A6M Zeke 21-52  
     #4 Ki-61 Tony  
 FAOW 2nd Series:  
     #? B5N Kate  
 FAOW 3rd Series:  
     #2 Me 262  
     #3 A-4  
     #6 AD/A-1  
     #9 A6M Zeke 22/63



#13 Ki-43 Oscar  
 #16 Ki-44 Tojo  
 #20 F-86  
 #21 Ki-45 Nick  
 #24 JAAF Experimental Fighters  
 #28 Hurricane  
 #29 Ki-27 Nate  
 #30 P-38  
 #33 D3A Val  
 #34 AH-64 Apache  
 #36 P-39  
 #37 P-47  
 #38 Ki-46 Dinah  
 #39 P-40  
 #42 TBF/TBM  
 #55 A6M2 Zeke 11-21  
 #56 A6M Zeke 22-63  
 #57 J1N Irving  
 #59 G4M Betty  
 #61 J2M Jack  
 #63 Typhoon/Tempest  
 #65 Ki-43 Oscar

Model Art, P-51 (#401)  
 Hobby Japan, 1977 #1  
 S.S., Mini In-Action, P-26  
 S.S., Mini In-Action, P-26  
 Schiffer Monograph, Ju 87  
 Kalmbach, Modeling Tanks  
 Kalmbach, Hints & Tips - Plastic Models  
 Wreck Chasing  
 Confederate A.F. Book  
 Building & Flying Model Aircraft  
 Profiles: #18 Hawker Fury, #24 Hawker Hurricane, #35 P-40, #56 Hawker Hart  
 Ducimus Camouflage & Markings, Gladiator, Gauntlet, Fury, Demon (one monograph)  
 German Fighters over the Med.  
 German Fighters over Russia



*The Champlin Fighter Museum's Nieuport 28, which has recently undergone a major restoration.*



*Part of the Champlin Fighter Museum's collection of WWI fighters.*

## MOF Buys Champlin Fighter Collection

by Jim Schubert

On Wednesday afternoon January 19, 2000, Seattle's Museum Of Flight (MOF) issued a press release confirming purchase, for \$18M, of Doug Champlin's collection of 33 WWI and II fighter airplanes to add to their present holding of 54 civil and military airplanes. The MOF is embarked upon a \$100M expansion program, which will include, inter alia, a new West Wing across Marginal Way from

the present site on Boeing Field on six acres donated by The Boeing Company. The East (present) Wing and new West Wings will be joined by a double-decked sky bridge over Marginal Way (a four-lane highway). The sky bridge is planned to be 80-90 feet wide to accommodate display of airplanes.

Current plans call for the present space of the main entrance, lobby and gift shop to be redesigned and given over to airplane displays, with the new main entrance, lobby and gift shop in the new West Wing for entry off Marginal Way. Architects' plans are not yet complete so there will

certainly be changes to all of this before it is built in about two years. It is currently intended that the new West Wing will be given over to civil aviation and the East Wing to military aviation.

The list I have to hand covers only 30 of the airplanes included in the purchase; they are: Sopwith Pup, Triplane, Camel, and Snipe, Fokker E.III Eindecker, Dr.I Triplane, D.VII and D.VIII, Royal Aircraft Factory S.E.5A, Nieuport 27 and 28, Aviatik (Berg) D.I, Rumpler Taube, S.P.A.D. XIII, Albatros D.Va, Pfalz D.XII, Curtiss P-40N, Goodyear F2G-1, Republic P-47D-25-RE, Lockheed P-38L, McDonnell F-4N, Messerschmitt Bf 109E-3, Focke-Wulf Fw 190D-13, Supermarine Spitfire Mk.IX, Yakovlev Yak-9, Kawanishi N1K2-J "George II", Mikoyen-Gurevich MiG-15, -17 and -21.

This is pretty exciting stuff! Stay tuned for further developments.

## Eduard 1/72<sup>nd</sup> Scale Perforated Steel Plates, Model Display Base

by Greg Reynolds

Eduard has released a beautiful sheet of injection molded 1/72 "PSP" or "Pierce Steel Planking" runway matting. The pattern of grooves and holes looks perfect to me. You can even see the interlocking fingers. The sheet is 6.2" x 8.8" x 3/8" thick. It is just right for a single engine fighter. It can be used "as is" for a quick display base or incorporated into a diorama. My only criticisms are minor. First, the detail is shallow. It will be necessary to be creative with washes and dry brushing to make it stand out. Also, unlike any hastily built frontline airstrip, the sheet is flat as a billiard table. To make it more authentic, you might be able to produce some irregularities by deeply scoring the underside and gently bending it. More on finishing later.



PSP was developed by the U.S. military services during WWII as a method of rapidly building "improved" airfields. The ability to continuously move air units forward was a critical asset in the closing stages of the War, particularly in the Pacific Island hopping. The original PSP "system" consisted of stamped and pierced steel planks 16 inches wide x 10 feet long, each weighing 62 lbs. The surface was punched with three rows of 28 beveled holes and two stiffening grooves. The long edges of the planks had inter-

locking fingers that allowed them to be quickly joined together in a "brickwork" pattern to form a strong, smooth runway surface. It was also possible to "unlock" pieces from the middle for repairs. It was better than a dirt strip, but not as good as concrete.

PSP was used for runways, taxi-ways and revetments. It was used by the AAF and Navy in all theaters of operation and by all allied countries, including the Soviet Union. But, be careful pairing it with particular aircraft. I haven't pinpointed **when** PSP came into use, but it may have been sometime in 1943. It seems to have been used mostly in forward, tactical areas and for fighters and fighter-bombers. In researching this article, I did not find any photos of four-engined bombers on PSP. I suspect that there was an aircraft weight limit for the stuff.

During WWII, only the Germans seem to have developed their own runway matting, with a strange herring-bone pattern that looks like it would be hell on tire life. (See photo in next column). However, it was not widely used. Instead, Luftwaffe dispersal area and taxi areas were often paved with a non-strategic material - wood.

The U.S. produced PSP in **huge** quantities and it soldiered on long after WWII, but it was not completely satisfactory in the jet age. The jet blast tended to erode the underlying soil. Nevertheless, it was still used in Korea and Vietnam for non-

jet strips and heli-pads.

The term "PSP" is often used generically, but continued development produced several versions, some specifically for jets. M8 is also steel planking, but 19.5" wide x 11.8' long. It had 4 rows of holes and a large lap joint for locking the ends of the planks together. M8A1 was similar, but with no holes and weighed 147lbs each. Another variant was "AM", which stood for "Aluminum Matting". (The mind boggles, an aluminum runway! One hopes it is only used when the matting has to be

airlifted.) AM-2, also aluminum, is 24" wide x 6 or 12 foot lengths and coated with a epoxy nonskid material. I have seen references to "Marston Matting" and "Sommerfeld Matting", but it isn't clear if these are PSP or one of these other variants.

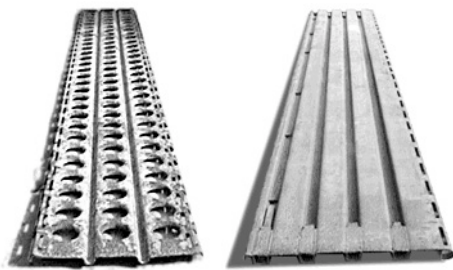
The Eduard instructions claim that PSP was unfinished steel which quickly rusted. I've been looking at color wartime photos and I don't agree. It looks to me like the stuff was normally manufactured with an olive green protective finish (that quickly rusted). There's a great photo on page 71 of Donald Nijboer's *Cockpit* and another on page 126 of Jeffrey Ethell's *The Victory Era*. If your library is **really** deep, look at the AAF Spitfire photos in the original *Air Combat*, November 1971. I can't believe that PSP was typically bare metal because: 1) it would be stupid to invite corrosion, and 2) the military paints everything you don't salute.



When I threw this question out on RMS, I got some interesting answers. Taking them at face value, it appears that PSP was contracted by several manufacturers and delivered in various finishes. Several responses confirmed "olive green" and one mentioned "red oxide primer" and another "bare" steel with an unpigmented coating. Others pointed out that PSP was sometimes painted locally, usually OD, but could be anything. Of course, in use the



stuff quickly became dirty, oily, rusty, dented and bent. It also became partially buried in spots and partially undermined in others. In summary, Tom Cleaver responded on RMS, "Any representation of PSP that isn't one-third (by area) rusting and doesn't have puddles, etc. on it is **wrong**. No matter if it is in the Solomons in July or Korea in January."



PSP

M8A1



## More Web Sites

by Terry Clements

**Modeling Madness Webzine**, at [www.geocities.com/~scottvanaken/](http://www.geocities.com/~scottvanaken/)

Over 400 full and in-box kit reviews, model galleries, discussion board, reviews of decals, detail sets, conversion sets, books, accessories, and more. By Scott Van Aken.

**Zeno's Warbird Drive-In**, at [www.zenoswarbirdvideos.com](http://www.zenoswarbirdvideos.com)

Actual downloadable RealPlayer videos of period training films for the P-38, P-39, P-40, P-47, P-51, P-61, A-26, B-17, B-24, B-25, B-26, B-29, F6F, and F4U. Also excerpts from training and maintenance manuals, and a special video segment "Zeno's Air Combat Classroom." These can take a LONG time to load, so be forewarned.

**Pacific Wreck Database**, at [www.wanpela.com/wrecks](http://www.wanpela.com/wrecks)

Extensive data on air, ground, and naval WW II artifacts in the South Pacific, by Justin Taylan, organized by geographic area. Site includes maps, photos, discovery and recovery stories, restoration news, exhibition information, and some well-

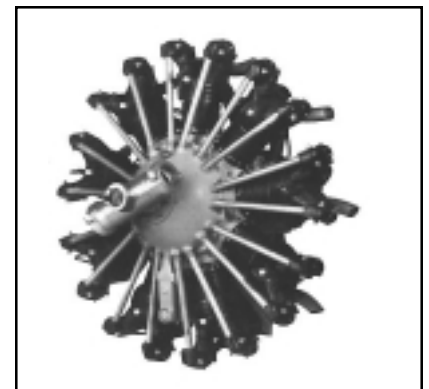
illustrated veteran's reminiscences. The amount of information about many of the wrecks is quite impressive. A good example is a B-17 at Black Cat Pass (near Wau), Morobe Province, New Guinea first described in Charles Darby's classic book *Pacific Aircraft Wrecks and Where to Find Them*. The web authors write that "For years this wreck was shrouded in mystery. It should have been easily identified by the numbers painted on the tail, 41-9234, a B-17E delivered by Boeing in Seattle on May 26<sup>th</sup> 1942. But this Fortress displayed RAF markings on the fuselage and wings, and British serial number FL461 although there are no records of any British or Australian units ever flying B-17's in the Southwest Pacific." The plane was lost on January 8, 1943 during a bombing mission, but for the complete story see the web site. And don't miss the moving story of 2<sup>nd</sup> Lt. George Gaffney of the 41<sup>st</sup> FS, who went missing in action on March 11, 1944 in New Guinea. His daughter Patricia, born 3 months after he disappeared, tried to find out for years what had happened to him, and then in 1998 the wreckage of his P-47 was found and his remains identified. You may have heard about his on the news, but here are all the details. Needless to say, this site makes a great companion to Bergerud's book.

## Williams Bros. P&W Engine

by Keith Laird

Here is a photo of one of Williams Brothers' new 1/8 scale engine kits for radio control airplanes. These crank case kits, as they are called, will allow a more realistic appearance to large scale flying models. They are bringing out this and others plus wheel pants and other fairings.

In other products they now offer for the HO model railroaders the Corben Ace, Pitcairn AutoGyro and two brand new Stearman kits in 1/87th scale. One Stearman has decals; the other does not. No photo on their web site last time I checked.



## Books of Interest

by Terry Clements

Yefim Gordon and Dmitri Khazanov, *Soviet Combat Aircraft of the Second World War: Volume Two: Twin-Engine Fighters, Attack Aircraft and Bombers* (Leicester, England, Midland Publishing Limited, 1999). Introduction by Bill Gunston. Hardbound, 9 x 11.5 in., 176 pages. Includes glossary, notes, 9 tables of technical data, 16 color profile paintings, 24 general arrangement line drawings, 281 period photos, and index. Retail for about \$40, but can be obtained at a discount.



Perhaps you've wondered "where can I find a book that includes the greatest number of aircraft designed from behind prison walls"? Well, maybe not, but you need look no further! The hands-down winner is the second volume of Gordon and Khazanov's excellent work on Soviet combat aircraft of World War II. Like the first volume, which covered single-engine

fighters, this one includes an incredible amount of new information on lesser-known types, hundreds of terrific photos, and nice color artwork and production values. I was a little confused at first when I came across the Pe-3 heavy fighter derivative of the Pe-2 long before getting to the Pe-2 itself. Of course I had neglected to look at the table of contents as the contents are divided into three parts: (1) Twin-Engine Fighters, (2) Light Bombers, Attack and Reconnaissance Aircraft, and (3) Bomber Aircraft. All the well-known types are here, of course, such as the Il-2, Pe-2, Tu-2, and the DB-3/Il-4, and the amount of data and photos on each is good. As in volume one, the authors add useful operational details where appropriate.

Several of these planes (most notably the Il-2) are covered more thoroughly in other new works, however. But also like the first volume, the real attraction of this book for many readers is in the mass of information it contains on many important but lesser-known types. Among these are the TB-7/Pe-8 heavy bomber, and the Yak-4, Neman KhAI-5/R-10, and Sukhoi Su-2 light bombers. One of my personal favorites is the gull-wing Yermolayev Yer-2, and there are more details and photos here of this fascinating machine than in all other English language sources I've seen put together. I didn't know that some models of this plane used diesel engines. Little-known MiG, Polikarpov, Ilyushin, Tupolev, and Yakovlev designs get their due as well. Some of the other prototypes have to be seen to be believed: check out the push/pull Moskalev SAM-13, complete with twin-boom, single-fin tail; the stubby, bat-winged Tairov OKO-6/Ta-3 twin-engine fighter; and the Belyayev DB-LK, which features forward-swept butterfly wings with rear-swept tips, and twin engine/fuselage nacelles! I'm not kidding,

there are photos. Then there are the formidable-looking Myasishchev DVB-102 and Polikarpov NB (T), among other developments of better-known designs that the Soviets simply didn't have much use for regardless of their promise.

The book features lots of terrific photos, including many good detail shots. Photo quality, as the authors admit, is not always the best, but the historical value and rarity of the photos far outweigh this. The color artwork is also nice. The book, like volume one, is marred by a number of annoying typos, however, but they seldom cause much trouble. Gordon and Khazanov's survey of Soviet combat aircraft will be the standard reference work for years to come. If you have any interest in this subject, or simply want to broaden your education in World War II aviation history, this book is essential reading, and like the first volume, a real eye-opener.

Eric M. Bergerud, *Fire In The Sky: The Air War in the South Pacific* (Boulder, CO, Westview Press, 2000). Hardback, 6.25 x 9.25 ins., 723 pages. Includes glossary of terms, acronyms and place-names; chronology of events; table of major warplanes; notes; bibliography; index; six sketch maps; illustrative photos. Retail for \$35, but available at a discount from certain internet book dealers.

For years it seemed that there was "real" history and historians, and "enthusiasts" or "antiquarians" who studied and wrote about aircraft nose art and other such historical aircraft trivia, and the twain never met. Happily, those days seem to be ending. My holiday present to myself last year was Eric Bergerud's *Fire In The Sky*, a companion to his acclaimed book on ground combat in the South Pacific theater, *Touched With Fire*, and it may be the best synthesis of these two camps that has yet been produced. Bergerud's earlier book is one of the best ever written on ground combat in any theater of World War II, and so it was with great anticipation that I settled in with this doorstep of a book on the air war in that horrific conflict. Both books set high standards for readability, research, thoughtful analysis, and a



refreshingly global yet sensible perspective using the widest possible range of source material. This is not really a book for modelers, but it is certainly an "important" book on a subject that many modelers will find of interest. It's also a very big book, over 700 pages, so you'll have to excuse the length of this review!

Bergerud rightly emphasizes the totality and complexity of industrial warfare in this book, not just the technical minutia at the tactical "sharp edge." His intention is to create a comprehensive thematic study, not a narrative of events, and he certainly succeeds. The book is divided into three parts: "The Three-Dimensional Battlefield," a discussion of the hostile geography of the South Pacific region; "Machines and Men in the South Pacific," a wide-ranging discussion of training, doctrine, living conditions, and industrial technique, aircraft design, performance and production; and "Fire in the Sky: Air Battle in the South Pacific," a discussion of the nature and progress of combat operations. This is clearly the most ambitious book ever written on an aerial campaign, and for those used to aviation history as the onward march of technical specifications (the "my cannon is bigger than your cannon" approach - innuendo intended), this approach may come as something of a revelation.

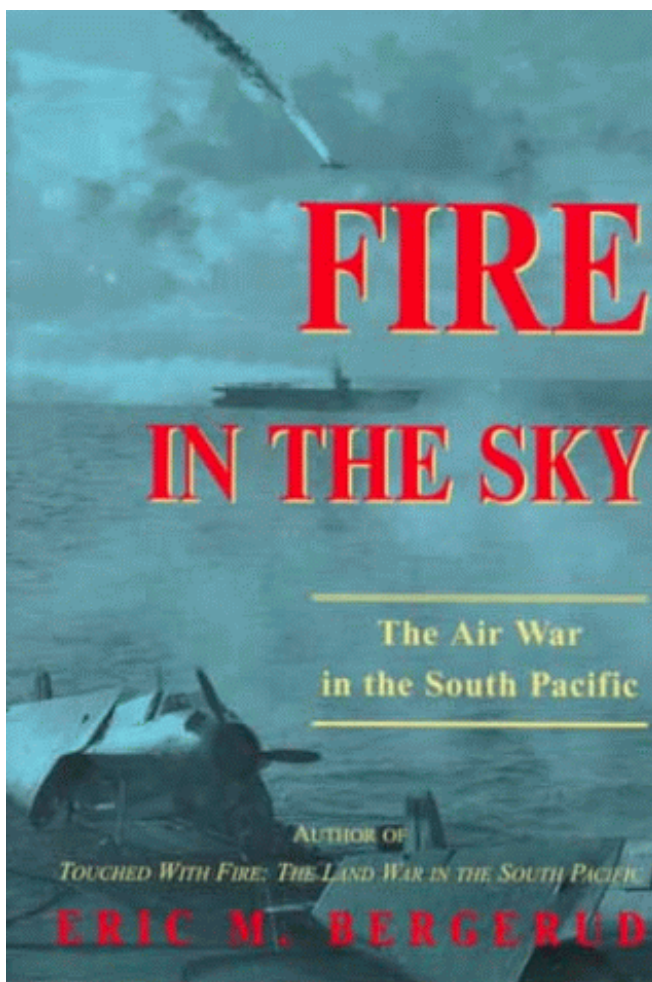
The author writes that it is common for people to think of the South Pacific campaigns of 1942-43 as "akin to the Mediterranean Theater in Europe - a useful prelude to the real war." This view is mistaken however: "the South Pacific campaign was not the preliminary bout; it was the main event. Yet that is not obvious if one only counts casualties and numbers. The fact is that the systematic disasters suffered by Japan in the South Pacific dislocated the imperial military apparatus and revealed glaring weaknesses that the Allies proved quick to exploit. Failures in the Solomons and New Guinea did not equate to an El Alamein or a Sicily. No,

defeat in the jungle tropics was Japan's Stalingrad." Bergerud is at his best in analyzing the interplay of strategic and operational issues. He may be the leading critic of what I like to call the "Victory at Sea" myth - the Richard Rodgers-scored view that the central Pacific "island-hopping" campaign of the Navy and

Jima; there were more regular infantry cut off on Rabaul than were defending Okinawa." This book makes it clear that these were campaigns ABOUT air bases, and much of the credit for ultimate Allied success must go to Army, Marine, and Navy air units. Kenney's Fifth Air Force was particularly important, and gets the

credit it deserves for waging one of the most innovative and effective tactical air campaigns of the war. Bergerud doesn't ignore the critical contributions of Navy and Marine aviation in the Solomons, but he leaves carrier operations for a later volume on the sea war during this period. So have the publishers put a picture of a strafing "Air Apaches" B-25 on the dust jacket? No, it features a U.S. aircraft carrier....

It seems obvious that the best weapons in the world will be of little use without adequate serviceability, personnel training, and logistical support, but it's remarkable how little attention those critical elements receive in most aviation histories. One astonishing example of this was health and medicine: Bergerud reports that from December 1942 to June 1944 Fifth Air Force had an annualized hospital admissions rate of 899 cases per 1,000 for all reasons (and in all areas), of which 772 cases were for



Marines was the "real" war that defeated Japan. The objective of Japan's war was to gain possession of the resources of the Indies, and the Allied counterattack in New Guinea and the Solomons directly threatened its gains. As a result, the Japanese HAD to defend the area, and ultimately sent - too late as it turns out - massive reinforcements. Bergerud writes that "there were more Japanese troops trapped on New Guinea than were deployed in the entire Central Pacific Theater; there were as many soldiers trapped on Bougainville as were faced by the U.S. ground forces on Saipan and Iwo

diseases such as malaria, typhus, dysentery, and dengue fever. One USAAF surgeon reported that "In some areas of New Guinea, Milne Bay particularly, malaria has been widespread, in some units as many as 35 percent contracting it in one month....a unit that remains there for a period of three or four months will become 100 percent infected with malaria." The Solomons were even worse: during the Guadalcanal campaign air and ground crews suffered an incredible disease rate of 2,500 cases per 1,000 men per year! Allied medical services, while unsatisfactory at first, were always better than those of the

Japanese, and improved greatly by 1944. It doesn't take a statistician to figure out that in the environment of the South Pacific, the ability to sustain ANY sort of military operation was determined by the quality and quantity of support services. In all those areas the Japanese were woefully inadequate. Bergerud does the best job yet of bringing all these elements together to show how the Allies ground Japanese air power to dust.

But perhaps because this book covers subjects that I have read quite a bit about myself, I found *Fire In The Sky* less impressive overall than Bergerud's earlier book on the ground war. While the author rightly emphasizes the importance of aircraft serviceability, maintenance and supply - and I think his analysis is sound - I was frustrated by the lack of hard data on those points. What was the TOE of the ground echelon of a fighter or medium bomber group? Did it change during the period under study? How did those of the Allies and Japanese differ in hard numbers? How successful were the combatants in attaining ideal establishments in practice at various times and places? What was the training level for technical personnel? How did the Allies and Japanese differ on that point at various times as the war progressed? On the other hand, the author does a fine job of assembling and making sense of the incomplete strength and loss figures available. He rightly points out that this was a campaign (and war) of attrition, so a loss was a loss was a loss, regardless of cause, and accidents and serviceability problems figured in the equation much more than many realize. The eyewitnesses Bergerud quotes provide much excellent, and even moving testimony, but there aren't enough ground personnel included. This is an odd omission considering the author's recognition of the critical nature of their contributions. I was also somewhat irritated by the large number of typos and editing/writing clams in what is after all a pretty pricey book.

Bergerud's narrative of Japanese aircraft design is rather simplified in places, and, to no surprise considering the mass and diversity of specialist information in-

involved, he makes a few errors of fact when it comes to technical minutia. (The JAAF never used Zeros, the Dauntless did not have wing guns, that ineffectual periscope sight was used on early B-17 ventral turrets but not the later ball turrets, the USAAF tried the B-26 as a torpedo bomber, not the B-25, and so on.) These of course are quibbles, and such errors do not really diminish the thrust of Bergerud's analysis. But for this kind of money one expects up-to-date research and better editorial work. Coverage of Japanese experiences is generally not as good as I had hoped for, even considering the real problems an author faces more than fifty years after the event when virtually all the participants and records are long since gone. But Henry Sakaida's Osprey book on IJNAF aces provides the kind of insights into command and morale issues that Bergerud should have explored, and Bergerud DID consult Sakaida's work. Overall Bergerud does a commendable job of integrating traditional historical sources with specialist material like Sakaida's books and Robert Mikesh's excellent recent book on the Zero, but some of the technical data he relies on is inaccurate and out-dated. For example, he seems to have gotten most of his performance data for Japanese aircraft from Francillon's *Japanese Aircraft of the Pacific War* and Richard Bueschel's monographs. Both of these sources are now 30 years old, and while excellent in many ways, they're not exactly state-of-the-art. I'm also puzzled how anyone writing on this subject could fail to consult Shores, Cull and Izawa's *Bloody Shambles*, Hickey's *Warpath Across the Pacific* (probably the best USAAF unit history ever written), and the USAAF's wartime in-house trade journal, *Impact*, among others. While I doubt these sources would have altered any substantive elements of the book, they would certainly have added some useful details. But don't be put off by all these quibbles. This is an excellent book, and a "must-read" for anyone interested in how World War II aerial campaigns were "really" fought. Like any book of such immense breadth it has its share of flaws that can be spotted by specialists, but the author's approach and arguments are sound and well presented. *Fire In The*

*Sky* is probably the best top to bottom analysis of a World War II aerial campaign yet written, and long overdue. While it certainly is not a book designed with modelers in mind, I can't think of a better book for anyone looking for insights into what it is they're building models of, and why.

Bert Kinzey, *P-40 Warhawk In Detail* (Carrollton, TX, Squadron/Signal Publications, 1999). In two volumes: Part 1, Y1P-36 through P-40C; Part 2, P-40D through P-40Q. Glossy card covers, 8.5 x 11 in., 158 total pages [both volumes]. Includes Introduction, Development History [volume 1], Historical Summary [volume 2], and Modelers Summary [both volumes]. Altogether, 32 line drawings or sets of line drawings, 20 color profile paintings, 32 period color photos, 81 modern color photos, about 309 period and contemporary black and white photos, no index.



What a pleasant surprise when it was announced that the "In Detail" series would cover the P-40! Both volumes are now out and they were well worth waiting for. (Volume One in fact also includes the P-36.) The format is typical for the series, including a wealth of detail photos in black and white and color in addition to a brief but solid development history and some color artwork. Like most of the recent "walk-around" books on historical aircraft, restored planes were used for most of the close-up photos, so absolute accuracy of colors and other details should not be assumed. There are the usual accuracy

*continued on page 15*



## The Century Mark, and Other Miscellaneous Ramblings...

by Jacob Russell

No, I'm not referring to the famous Century series of US Air Force jets from the 50s, but rather to the fact that I spent a moment sizing up my kit stash, and came to the unwelcome discovery that I've accumulated more than 100 unbuilt kits. For some of you this might be no big deal, but if you build as slowly as I do the sheer number of kits I've stored away presents something of a problem.

With all the talk about the New Millennium and what the new Century has in store, I thought you folks might have a good laugh at my expense as I share some of the resolutions I'm trying to keep in 2000...

**1. Don't build any more dubious kits.** Too late; I'm already building one right now. Actually, **several**.

**2. Don't buy any more kits - until at least after the Spring Show.** Too late; I bought one at the January meeting, and I have to have the new A-Model 1/72nd scale 109K-4 in my possession even if I don't build it 'til 2001...

**3. Spend less time on the Internet reading about how other modelers build their models.** The Internet is a hard habit to break. On the one hand, thanks to the Internet I've found references for future projects with such rapidity that it's amazing. On the other hand, how do I develop my own approach to modeling if I spend so much time reading about the techniques of others? I'd be amazed if I were alone in spending too much time on the Web.

**4. Use the right tools for the job.** When I bought my first airbrush (which I purchased from a pawn shop in Burien; don't laugh: pawn shops are an excellent source for airbrushes and compressors) I didn't have the benefit of having someone explain which airbrush was best suited for modeling. As a result, I've soldiered on for

the last three years with the wrong tool for the task. Thanks to Ted Holowchuk and Jim Schubert, last summer I finally broke down and purchased a Paasche model H. But I was so used to struggling with the airbrush that I have and so nervous about learning to use another one that it's been sitting in the box since I bought it. At least it **was**, until at 12:30 AM last Sunday night I became so enraged with disassembling my old airbrush between **each color** that I took it out of the box, hooked it up and used it. And of course it behaved **beautifully**. But since Jacob's Law-everything that I own is destined to cause problems-doesn't discriminate between the old and new, on Day Two the new airbrush refused to work. Help!

**5. Try to let go of Perfectionism.** The gap between the completed model **in my head** and the model I actually build is narrowing-thanks to **you guys!**-but I still have a problem in letting go and just finishing. You guys have all seen my vac LaGG-3. I made mistakes-because vacuforms are for me uncharted territory- that are fatal to the model ever being a contest winner but if I can just let go of Perfectionism, accept that I've done my best and **move on** not only will I have finished my first vac and learn many lessons attendant with the medium but I'll also have finished another model.

**6. Accept that I don't have to have every kit and every reference.** I've been looking for *Last of the Eagles* by John Beaman for four years; the closest I've come was a copy in England that sold before I sent my bid. The same for some of the Monogram *Close-Ups*. Having these books in my possession will satisfy my quest for the Holy Grail but won't make me a better modeler. Same with kits. Will it really hurt to not buy the Hasegawa G-14, G-10, and K-4 this year? No, probably not. Unless I unload some kits at the meeting...

**7. Really build something other than a plane.** This I'm really doing - I'm building Revell's Hot Wheels Trans-Am Camaro for the Spring Show!

**8. Accept that some kits in my possession really aren't worth building and get rid of**

**them - again.** See my article "The \$10,000 Renault Dauphine" article if we have this problem in common. This doesn't mean, however, only building kits by AccuTamigawa. It does, however, mean tossing my Frog Ta 152-or sadistically giving it to one of my children-and building the DML/Dragon kit in my possession.

**9. Sand and paint parts on the sprue.** Can you believe that I've only now figured this out?

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### Book Reviews

from page 15

problems with the color artwork too, and a few editing problems in the text and photo captions as well. But little of this is really serious, so I'll spare you my gripes about the AVG-related photo captions and artwork. The details of P-40 production and use could take up a much bigger book than these two slim volumes, but they are adequately covered considering that this is a book intended to describe the machines themselves. A quick comparison with the 20-year old "In Action" title on the P-40 provides a good index of just how far the modeling information business has come in that time. Now if only there was a state-of-the-art P-40E kit in 1/48<sup>th</sup> scale!

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### Preznotes

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about some of these movies is possible model subjects. I've been planning (!) a *Tora Tora Tora* Val and Kate for twenty years. I built the Monogram B-36 shortly after I obtained a copy of *Strategic Air Command* and I built two Buchons from *The Battle of Britain*. Godzilla (1954) is on my shelf in the garage and I would someday like to model the Wicked Witch of the West... "I'll get you my pretty...and your little dog too!" Ooooh.

See you at the meeting,

*Terry*

### 2000 Dues Renewal Reminder:

Well, it is that time again. Seems like it comes around much more often than just every twelve months. As is our usual procedure, we mailed the January and February newsletters to everyone on the mailing list. Then from the March issue on **only** those who renew will receive the newsletter.

Last year we tried the “e-mail only” option at a reduced rate. The general feeling is that it has not worked real well. Those who took advantage of it found that they had to wait an additional week or so while the e-mail version was formatted and posted. Another disadvantage is that “tying” the two together does not take full advantage of the possibilities of the web site. Thus we are **not** going to continue to offer “e-mail” subscriptions.

You can renew by mailing your address information and \$24 to Norm at the address on the second page of this newsletter. Or just bring it to the February 12 meeting. Please be careful when filling out the information. Most of the returned mailings are due to poor interpretations of the address on the form.

**Name** \_\_\_\_\_

**Mailing Address** \_\_\_\_\_

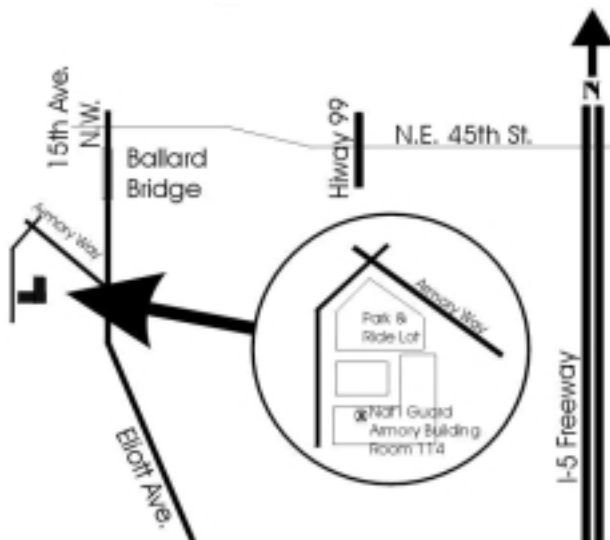
**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip Code** \_\_\_\_\_

**Phone (Area Code) (    )** \_\_\_\_\_

**E-mail Address** \_\_\_\_\_

### Meeting Reminder

### Saturday, February 12, 10am



**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.