

Seattle Chapter News



Seattle Chapter IPMS-USA
July 2000

PREZNOTES



How come abbreviated is such a long word? If a cow laughed, would milk come out her nose? Why can't I get my airbrush to work the same way with the same paint on consecutive nights? If you are sending someone some Styrofoam, what do you pack it in? How deep would the oceans be if sponges didn't live there?

The previous questions **not** related to modeling are from the mind of Stephen Wright, a comedian with a monotone delivery and a person whom I think is very funny. My question was just thrown in as a test. A test which a few times recently seems to be true as far as my modeling efforts go.

Currently on my workbench is a Ta 154 Moskito. I was painting the camouflage pattern on the upper surfaces and decided to stop with only the top of one wing left to paint. It was a work-night and the next day required an early start. The next evening I mixed my paints in the same manner, airbrush at the same pressure, weather conditions outside the same (rain - what else?), and even the hour was the same. All I could get was a lot of splatter where the night previously, I was getting a nice smooth camouflage with no splatter of paint. Nearly a scale effect, but the second night...not a chance. I worked with the airbrush for almost an hour and finally decided it wasn't going to work. Maybe next week.

I'm sure this **never** happens to you. My mother probably would have said, "You weren't sitting parallel to the bathtub." I have no idea what that means but she would say it a lot when she was playing cards with friends and she'd come up with a losing hand. I don't know about you, but when things seem to be going south on a particular project, interjecting a little humor sometimes helps. Stephen Wright works for me. To wit: "What hair color do they put on the driver's licenses of bald men?" Or: "So what's the speed of dark?" When something just isn't going well, throw in a

tape, sit back and take your mind off the problem on the bench for a little while. Modeling (in theory) is supposed to be de-stressing, a hobby to relax with and enjoy. If things start falling apart, literally or figuratively, don't let it get to you. Take a step back or put everything away, start something new, wash the dishes (or your cat). Whatever, don't let it become a stressful thing. You'll solve your problem or fix it in some manner so that your model can be finished.

The Moskito? A few nights later I tried again and the airbrush worked OK. I have no idea what the problem was but now it's forgotten. Remember my Bv 141? With the puddles of glue on the **inside** of the cockpit? I figured out a way to repair it, and after a few months, it's one of the projects on my "active" bench again. I could have tossed it at the first indication of problems, but I didn't, and I'm working on it again. Which reminds me: A bus station is where a bus stops. A train station is where a train stops. On my desk, I have a work station... And no, Stephen Wright did not pay me to plug his latest CD.

continued on page 15

In This Issue

311th FG Markings	3
Amodel Rutan Voyager	6
C-124 Globemaster II book	7
Seafair 2000	8
Web Sites of the Month	8
Hawker Tempest book	9
High Planes update	9
The Good Old Days	10
Golden Age Stars of IPMS	11
357th FG Reunion	12
American Spitfires book	13
Hobbycraft B-47B	14
RECON 7 Winners	16

SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 moorethan4@worldnet.att.net	Vice President: Keith Laird 528 South 2nd Ave. Kent, WA 98032 Ph: 253-854-9148	Treasurer: Norm Filer 16510 N.E. 99th Redmond, WA 98052 Ph: 425-885-7213 n.sfiler@GTE.net	Editor: Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclighting@yahoo.com
--	---	---	---

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 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.

July 15, 2000 (3rd Saturday)
September 16, 2000 (3rd Saturday)

August 19, 2000 (3rd Saturday)
Other dates TBA

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name:		
(leave blank)	FIRST	M.	LAST
Address:			
City:	State:	Zip:	
Signature (required by PO):			
<input type="checkbox"/> Adult: \$19	<input type="checkbox"/> Junior (17 years old or younger): \$9		
<input type="checkbox"/> Trade Member: \$19	<input type="checkbox"/> Canada & Mexico: \$25	<input type="checkbox"/> Other Foreign: \$28	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required:)			
<input type="checkbox"/> If recommended by an IPMS member,			
list his/her name and member number		(name)	(IPMS#)
IPMS/USA		P.O. Box: 6138	
Check out our web page: www.ipmsusa.org		Warner Robins, GA 31095-6138	

Another Look: Markings of the 311th Fighter Group

by Carl Molesworth, IPMS #4802

On the morning of 24 October 1943, four P-51A Mustangs and eight A-36A Invaders took off from the jungle airstrip at Mohanbari, in India's Assam Valley, and headed southeast toward Burma. With guns loaded and bombs hanging from the racks under their wings, these aircraft were embarking on the first combat mission in the history of the 311th Fighter-Bomber Group.

The pilots of the 311th were well prepared for the duty that was ahead of them. Their unit had been formed in July 1942, initially flying Vultee V-72 Vengeance dive-bombers in training. In late October 1942, while stationed at Waycross, Georgia, the 311th transitioned to new A-36 Invaders, the dive-bomber version of North Ameri-

can Aviation's NA-73 fighter design originally developed for the Royal Air Force. Now, a year later, the pilots were fully trained on their aircraft and anxious to get into action.

Reaching their target, a Japanese supply dump at Kamaing, the four P-51As of the 530th Fighter-Bomber Squadron swept down and dropped incendiary clusters on the jungle camp, then climbed back above to provide top cover while the A-36As of the 528th FBS and 529th FBS dive-bombed the target. Flames and great clouds of smoke rose from the dump as all 12 aircraft returned safely to Mohanbari. Thus ended the combat introduction of North American Aviation's superlative fighter design in the China-Burma India Theater.

The 311th, later redesignated as a fighter group, would go on to compile an outstanding combat record. Its first confrontation with enemy aircraft came on 25 November 1943 during an escort mission

to Rangoon, Burma, when the 530th scored four confirmed victories and two probables. Some 19 months later, on 29 June 1945, 1/Lt. Alexander Corey of the 528th scored the group's 115th, and last, confirmed victory when he shot down a Ki-44 Tojo over Peiping (Beijing), China. Though the 311th was primarily employed in the ground-attack role, four of its pilots reached "ace" status. All members of the 530th FS, they were led by Major J.J. England with a score of 10 aerial victories, 1 probable and 3 damaged.

Serving first with the 10th Air Force in India and Burma, then after August 1944 with the 14th in China, the 311th flew the Mustang in its various versions longer than any other US unit in World War II. With all due respect to the 354th Fighter Group, the 311th deserved the title "Pioneer Mustang Group."

For all its accomplishments, however, the 311th has received comparatively little attention from historians. And in one area of great interest to scale modelers, key information about the markings of the 311th's P-51s has been reported incorrectly for more than 30 years. In the course of researching the 311th for a book I hope to write in the future, I corresponded with more than one hundred 311th veterans and compiled some 400 photos of the unit's aircraft and personnel. The following information is based on this research.

Setting the Record Straight

The 311th used very simple markings during its 11 months of operations in the 10th Air Force. Its A-36As and P-51As were camouflaged Olive Drab over Neutral Gray and carried their serial numbers in black on the rear fuselage behind the star-and-bar national insignia. Squadron markings consisted of a large two-digit number in white on the vertical tail, plus the propeller spinner painted in the squadron color. No document survives that delineates the marking system, but photographic evidence suggests it went like this: 528th, 01-32, red; 529th, 33-59, white; 530th, 61-90, yellow. In addition, most 530th Mustangs



A classic example of the markings of the 528th FS in China is this Mustang, which was flown by 1/Lt. Bill Creech. "Dotty" was lost on 15 March 1945, when Creech bailed out after being hit by ground fire while strafing a train on the Peiping-Suiyan railroad line (he rejoined the squadron a month later). The yellow tail with downward sweeping black stripes of the 528th is clearly visible. Crew information is in white at the rear of the anti-glare panel, and "Dotty" appears to be in red. Also note the DF loop on the top of the rear fuselage. (credit: Col. William Creech)



Lt. Bill Griffith of the 530th FS scored one probable and a damaged in P-51A No. 67, "Spring Valley Special," on 11 March 1944. The plane, serial 43-6207, appears to carry the yellow spinner used by the 530th in India and Burma. It is parked on Marsten matting, which was used to combat muddy conditions on jungle airstrips used by the 10th AF. (Credit: Leon Fermanovich)

carried the original squadron badge (a gnome riding on a bomb while looking through a telescope) on the right side engine cowling behind the exhausts.

The 528th and 529th converted to Merlin-powered P-51Bs in early summer 1944. Initially at least, the 528th used only the red spinner to mark its Mustangs. The 529th used both a white spinner and its two-digit tail numbers, with natural metal aircraft getting black numbers. Very little flying was done that summer, due to the monsoon season in Burma, and the 530th didn't convert to P-51Bs and Cs until a few months later.

Meanwhile, the 14th Air Force commander, Major Gen. Claire Chennault, needed fighters to protect the new B-29 bases at Chengtu, and he felt the P-47s assigned to the task consumed too much fuel, a precious commodity in that far-off corner of the war. Thus, he arranged to swap the Thunderbolt-equipped 33rd FG to the 10th AF for the 311th and its Mustangs. By October 1944, all three squadrons had completed their moves to the Chengtu

area, but by this time the aerial threat to the B-29 bases had evaporated. In November, the squadrons began shuttling into the forward base at Hsian to begin

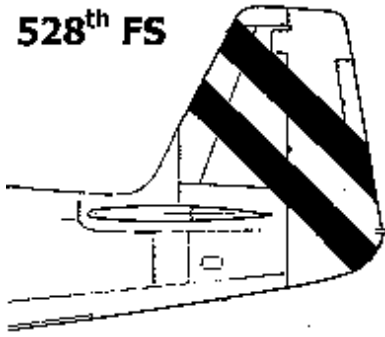
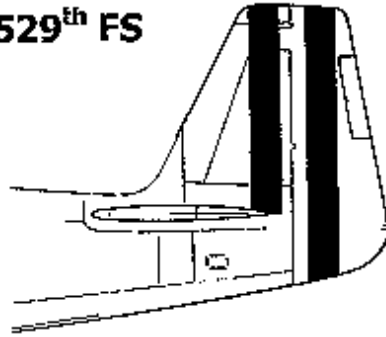
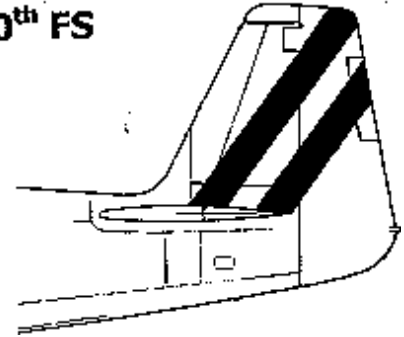
offensive operations against Japanese targets north of the Yellow River. These missions continued to the end of the war.

It was the 311th's transfer that precipitated the confusion over its unit markings. On their arrival in China, the 311th's planes were repainted in 14th AF markings. The group was allotted aircraft numbers in the 1000-1100 range, which were divided among the three squadrons much as the tail numbers had been in the 10th AF: 528th, 1010-1035; 529th, 1036-1059; 530th, 1060-1099. These numbers were applied in bold white or black, depending on if the aircraft were camouflaged or unpainted, ahead of the national insignia on the fuselage. The 529th also was very consistent in painting its prop spinners white and applying the squadron's "Golden Tiger" badge on the right side engine cowling behind the exhausts. Most 528th Mustangs had unpainted spinners, and the 530th was inconsistent, with spinners of red, yellow and natural metal.

The 311th squadrons also were assigned tail markings, and this is where historians have gone astray in the past by mixing up the 528th and 530th assignments. The tail of each plane was to carry two bold stripes,



The pilots of these two 529th FS Mustangs, shown flying near the Himalayas 100 miles east of Chengtu, are unknown. No. 1041 is a P-51B-10, 43-7123. It displays the squadron badge, vertical tail stripes and white spinner of the 529th, while the camouflaged No. 1039 has only the spinner and tail markings in white. Neither plane has a yellow tail. Unfortunately, the name on the nose of No. 1041 below the exhaust pipes is unreadable. (Credit: Chester Conant)

528th FS529th FS530th FS

again white or black depending on if the aircraft were camouflaged or unpainted: 528th, diagonally down and back from the upper fin; 529th, vertical centered on the rudder hinge; 530th, diagonally down and forward from the upper rudder. Soon thereafter, the 528th and 529th began painting the vertical tails yellow around the stripes, sometimes moving the serial number to the fuselage. The tails of most 530th Mustangs remained in their production color until early 1945. By the time P-51Ds and Ks began to arrive in the late spring of 1945, the 530th had become very casual about applying tail markings at all.

Many Years of Mistakes

The confusion over the tail markings apparently dates back to 1968 and the publication of the first book in the Aircam series, *North American P-51D Mustang in USAAF-USAF Service*, by Richard Ward. On page 44 this book, a Peter Bowers photo of a P-51K in 528th tail markings is attributed the 530th FS. The plane, named "Estelle," carries no fuselage number. Swapping of aircraft between the 528th and 530th was very common starting in the spring of 1945. The photo was taken very near the end of the war, so it's entirely

possible that Estelle was a former 528th plane reassigned to the 530th without getting its tail markings changed. Whatever the case, the precedent had been set.

A second volume of the Aircam series, No. 5, covered the P-51B/C and added to the confusion with the first publication of a picture of P-51C No. 1078, s/n 42-103896, named "Princess." Nearly every modeler knows this plane, as it has been portrayed time and time again in books, on decal sheets and even on box art. And the accompanying information about the plane has always been wrong. I believe this photo led Kenn C. Rust and Steve Muth to misstate the 311th markings in their otherwise sterling *Fourteenth Air Force Story*, published in 1977. Further, Princess was not 530th ace Les Arasmith's plane (he flew No. 1079, "Penny"), as was indicated on Microscale decal sheet No. 48-138. In fact, it wasn't a 530th plane at all when the pivotal photo was taken. At that time (summer of 1945) it was a former 530th aircraft, reassigned to the 528th and carrying the 528th tail markings while retaining its 530th fuselage number. A notation on a photo I obtained from a 311th veteran, via Spokane researcher and IPMS member Dwayne Tabatt, clearly states that the pilot of "Princess" when the aerial photos of it were taken was Capt. Bob Diers, commanding officer of the 528th at the end of the war.



Lt. Barry Corfman, who now lives in La Conner, Wash., named his 530th FS P-51C-10 "Billie Jo" after his girlfriend and future wife. No. 1068 (42-103827) shows how the squadron applied its tail stripes over the serial number. The spinner appears to be red, though Corfman recalls it being yellow. The name appeared on both sides, and the serial number was later painted on the rear of the fuselage. His last assigned aircraft, a P-51D, also carried Billie Jo's name but had no unit markings applied.

(Credit: Leslie B. Corfman)

No wonder everyone got confused. Bill Bosworth at Accurate Miniatures got it

continued on page 15

Amodel 1/72nd Scale Rutan Voyager

by Will Perry

In 1986, Dick Rutan and Jeana Yeager flew around the world non-stop in a weird composite aircraft designed by Bert Rutan. The twin-boom canard boasted one of the lowest drag coefficients of any powered aircraft, a 110-foot wingspan, and a dry weight of just over a metric ton. A concise description of the flight can be found at <http://www.callamer.com/ezecho/voyager/>.

Another useful reference is the February 1987 *Life*.

points are thick, every part has ample flash, and edges are lumpy and uneven. The appropriately sparse surface detail is scribed; the lines are reasonably even and straight.

Getting the parts to look like parts, especially the propellers and those long wings, took a couple of evenings with files, X-acto knife, putty, and sanding sticks. Because I was modeling the aircraft in flight, I used hot water to curl up the outer wings, breaking one in the process and adding yet another seam filling task. At least I didn't have to deal with the hopelessly crude landing gear. A simple heat-and-smash provided a decent teardrop canopy to replace the crude kit item.

in-the-behind once the outer wing panels were glued, so I did as much seam work as possible before that. Despite repeated attention in some areas, I never quite achieved the smooth seamless surface demanded by a gloss white finish.

After the fill and sand marathon, I masked off openings in the fuselage with Kristal-Kleer, and squirted on Model Master Boyd's white primer. This revealed flaws that required a couple more evenings of touchup, followed by another primer coat, and a rubdown with an old T-shirt. Three thin coats of Tamiya gloss white followed, and then the decals.

Decals of the former Soviet Bloc vary quite a bit these days - this kit's sheet featured coarse screening and indifferent color density. They misspelled "Teledyne," too. After reading accounts of exploding Eastern decals, I played it safe and covered the sheet with a coat of Glosscote. I used a straightedge and an X-acto knife to trim some of the ragged edges of the blue flashes. This extra effort paid off - the decals all went on with no surprises and little silvering. Overall, I'd rate them "Barely OK".

A couple of coats of thin Glosscote finished the finish. Because the kit transparencies were so lumpy and dingy, I used Kristal-Kleer for the side windows, but the area is convex and the glazing dries concave; if I did it again, I'd scratch build some windows. A soaring-above-the-clouds stand was constructed using brass rod, a hunk of scrap wood, and some cotton balls.

Despite its questionable accuracy, crude details, and patience-of-Job assembly, this kit does produce a striking model. My biggest complaint is that Revell of Germany never tackled this subject in 1/32nd scale.



Amodel is a Polish company whose products follow the familiar limited run formula - unusual subjects, indifferent molding, and challenging construction. Though the kit compares well to drawings in the September 1987 *Modelar* (Cz), I have strong doubts about the accuracy of the main fuselage. In most photos, the central crew pod looks like a squared off cigar; the kit pod looks more like a squashed Twinkie. The kit is molded in a soft white plastic that is easy to cut and sand - good thing, 'cause there's **lots** of cutting and sanding to be done on this kit. Attachment

Once the long parts prep was complete, assembly proceeded with little difficulty. The cockpit is particularly easy - there isn't any. The plane's canopy is about the size of a breadbasket, and there are four small windows along the sides of the cramped crew pod, so interior detail would be a waste anyway. I found one interior shot that showed a dark interior (carbon fiber gray?); dark gray worked for me. I added a pilot's head to fill the canopy and block views of the bare interior. I anticipated, correctly, that the immense wingspan would make model handling a pain-

**Book Review: Douglas
C-124 Globemaster II
Air Force Legends #206 by
Earl Berlin**

reviewed by Norm Filer

Steve Ginter has been pumping out books about the more obscure Navy airplanes for several years now. Recently he apparently saw the light and started a parallel series on Air Force airplanes. Steve generally ignores the Mustangs, Phantoms, Tomcats and the like. Instead he tells us about some of the more obscure airplanes. How many other publishers have published books on the Douglas Skyshark, for example? Or the Martin Mercator?

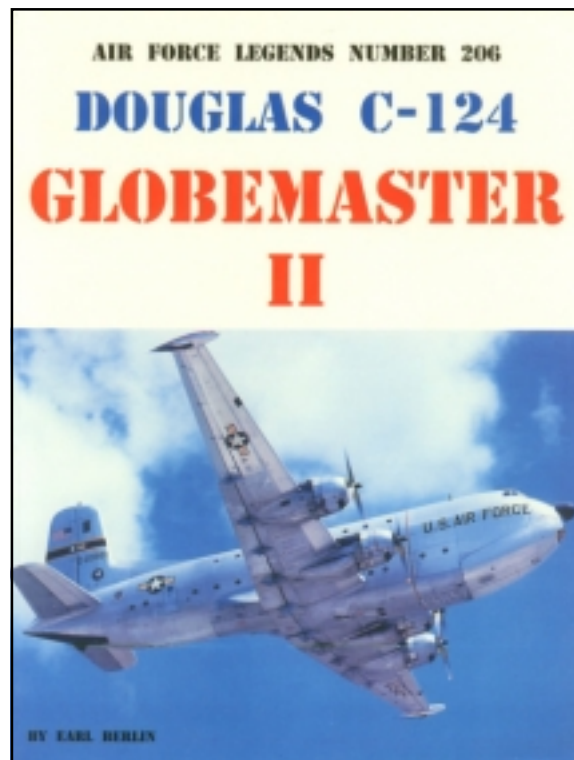
For modelers, Steve's books are usually the only generally available source for the subjects he has covered. The C-124 is a good example. Cargo birds (trash haulers!) have not generally been high on the list of "most wanted kits," thus not much reference space is devoted to them. This one covers the C-124 in excellent fashion.

For those familiar with the series, there are no surprises regarding format or layout. It includes 153 pages of text, photos, and extracts from the relevant technical manuals. The last two pages are devoted to very brief looks at the two plastic kits done on this bird. These are the Combat Models 1/72nd scale kit and the Welsh Models 1/144th scale model. More on the kit reviews later.

Earl Berlin does a good job of describing the circumstances that led to the Globemaster design, why the original smaller C-74 was not a success, and then goes on to outline the service use of "Old Shaky." Here things get a bit difficult to keep track of. For the most part, the coverage of units that used the C-124 is a chronological listing of various operations and exercises that the wing participated in. Frequently there is no explanation of the operation, just the listing. Interspersed with the dry historical stuff are some

interesting personal recollections and war stories. These are probably some of the best reading in the book.

The section that describes the bird is the real meat of the book. Generous use of relevant tech orders and Douglas materials tell you all you need to know to detail that yet to be released good kit. Station diagrams, general three views and dimensions, flap drawings, seats, and all the instrument and control panels are all



shown in considerable detail. There is even a drawing showing how the very interesting "orangepeel" cowling opens up. Now there would be a great detail on a model!

The photo selection is as good as the description section. As is the style of Ginter's series, only the front and back covers are color. The rest is black and white, but color notes are pretty standard on any of the photos that need it. That even includes the squadron insignia illustrations.

I obviously like Steve's books. I think I have all of them and will continue to buy them as they expand. If I were allowed one negative comment it would be that Steve very much needs the services of a good editor. The layout and format have improved dramatically over the last few books, but the writing is still not crisp and concise. To be fair, the people who write these books do so because they have a passion for the subject. Unfortunately that does not always mean their writing skills are the equal of their knowledge of the subject. This is a rather common observation when dealing with this "specialty books" area. I should perhaps point out that I made the same comments about a much larger publisher here a few months ago.

The one thing I take serious exception to is the review of the Combat Models 1/72nd kit. The only negative comment about the kit reads, "It is a vacuform kit, which because of its size is very difficult to build." They are correct. It is about impossible to build. The wood grain of the patterns shows prominently in most places, the parts are not symmetrical, it lacks any detail and has no detail parts at all. I love C-124s and would pay twice the suggested \$34.95 for a decent 1/72nd kit, but this one went right into the trash the

day it arrived. Since then I have seen at least one of them built into a very impressive model, so it can be done. The guy that built that kit wouldn't even guess at the hours it took.

In summary, buy the book! Then start bugging your favorite kit maker for a good 1/72nd scale kit. Big? Sure! Impressive when finished? Boy wouldn't it be! Expensive? Probably, but worth it.

Steve Ginter Publications
ISBN 0-942612-95-7
Skyway Hobbies Price \$29.95

Seafair 2000

by Bob LaBouy

Almost every year, someone asks me about how to get aboard a U.S. Navy ship—especially our behemoth monsters of the sea, the Navy’s “super carriers.” One of the best opportunities is available virtually every summer, when the “Seafair Fleet” arrives and docks in the Emerald City. Not only are there extensive opportunities to visit the various ships, look at, touch, and photograph the many details modelers are seeking, but the very real opportunity to actually board a USN vessel and sail into Seattle. If you’ve even thought about this opportunity and always wanted to do this, now’s your chance. But time is of the essence. Call the appropriate numbers shown below and don’t miss the chance to be part of Seafair 2000.

Seafair Information

LOCATION: Downtown Seattle Waterfront
 DATES: August 2-6
 TIMES: Various times. Call for information.
 FEES: Public shipboard tours are free.
 CONTACT: Seafair-Cruise and Tours, (206) 728-0123, ext. 7006; Host a Sailor, ext. 7503.
 For cruise ticket information call (425) 304-3450.

Seafair is a maritime festival. Since its beginning in 1950, a strong relationship has existed between the U.S. Navy, the U.S. Coast Guard and Seafair. Every summer, a parade of ships and thousands of sailors are welcomed to join in the celebration. On August 2, more than 5,000 sailors will arrive on Seattle’s waterfront aboard a dozen vessels continuing this rich tradition.

The public is invited to take part in this annual event. Free public tours of the ships will take place Thursday, August 3, through Sunday, August 6, between 1:00 p.m. and 4:00 p.m. (Aircraft Carrier Friday through Sunday). Find yourself on the deck of an aircraft carrier, look to the Sound from the bow of a destroyer, or

imagine yourself on a rescue mission aboard a coast guard cutter. You can even tour a ship from the Navy to the north as two Canadian vessels partake in this awesome display.

One of the unique features of the fleet arrival in Seattle is the always popular Host-A-Sailor program. This program links visiting sailors with hospitable locals who invite them to take part in a wide range of activities from going to a Mariners’ game or playing a round of golf to a relaxing dinner and a walk around Green Lake. For more information on the Seafair Host-A-Sailor program, call (206) 728-0123, ext.7503.

The Seafair Fleet Arrival and Tours, presented by the Port of Seattle brings an impressive sight to Puget Sound’s Elliott Bay each summer. Whether you’re inspired by the power of these magnificent vessels or warmed by the smiles on the faces of inquisitive children, you will realize the significance of this annual Seafair tradition.

The list of vessels expected to dock along Seattle’s waterfront are as follows:

- * USS Constellation - Kitty Hawk-class Conventional Aircraft Carrier
- * USS Dubuque - Amphibious Transport Dock Ship
- * USS Harpers Ferry - Amphibious Dock Landing Ship
- * USS Higgins - Guided Missile Destroyer
- * USS Curts - Guided Missile Frigate
- * USS Alabama - Ohio Class Trident Submarine
- * USNS Shasta - Ammunition Supply Vessel
- * USCG Steadfast
- * HMCS Whitehorse - Canadian Maritime Coastal Defense Vessel

* HMCS Nanaimo - Canadian Maritime Coastal Defense Vessel

Don’t miss the exciting opportunity to ride aboard a U.S. Navy vessel as the fleet comes in to Seattle’s waterfront. For more information, call (425) 304-3450.

For more information on the Seafair Fleet Arrival and Tours, call (206) 728-0123, ext.7006.

For more information on the Host-A-Sailor Program, call (206) 728-0123, ext.. 7503.

More information is available at:

[http://www.Seafair.com/
Web.Asp?CaId=1&SuId=6](http://www.Seafair.com/Web.Asp?CaId=1&SuId=6)

from which this information was taken.

Web Sites of the Month

by Jon Fincher

I was looking for some detail photos of a Bell 47D heli I’m gonna do for the Vancouver show when I found these web sites:

First is the Aircraft Walkaround Center at <http://www.5.50megs.com/robertlundin/>.

Robert Lundin’s site contains walkarounds of several aircraft, as well as pointers to 800 more. In his words, the site is “aimed at all model aircraft builders with a special interest in **superdetailing**.”

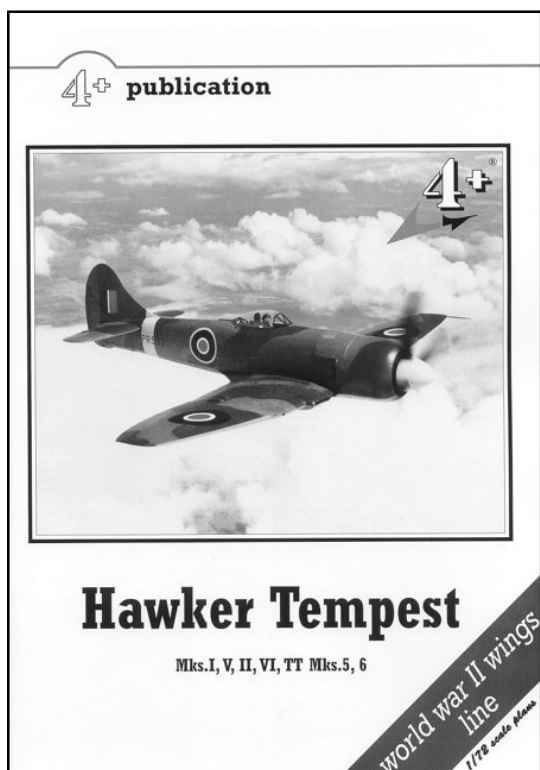
Second is Bob Banka’s Scale Model Research at <http://imt.net/~ims/scale.html>.

He’s got an online catalog of Foto Packs he sells for all sorts of aircraft. The catalog is 150 pages long, and has multiple listings for multiple aircraft. Prices seem to range from around \$5 to around \$25 for each pack.

Book Review: *Hawker Tempest Mk. I, V, II, TT Mk. 5, 6* by Michal Ovcacik and Karel Susa

review by Greg Reynolds

The Hawker Tempest is the latest addition to the growing line of 4+ monographs from the Czech Republic. 4+ has obviously decided to seek a broader market (the first seven titles were exclusively modern Soviet aircraft). They recently launched a series called "Rotary Wings" (Westland Wessex) and one called "World War II Wings" (Westland Lysander and now Tempest). They have also abandoned the bilingual format in favor of English only.



The choice of the Tempest as a subject is an excellent one. Relatively few books seem to have been written about this significant, perhaps penultimate, WWII British prop driven fighter. Of previous works, I can only find Jackson's *Hawker Tempest & Sea Fury* (Weapons & Warfare series, Blandford Press, 1989), the hoary *Profile #197* (1967) and the still useful

MAP plan pack #2943 (from *Scale Models*, February 1973).

Hawker Tempest is 40 A4 size pages, including soft covers. The printing is the highest quality on glossy paper. There are six pages of dense text (looks like six point!) covering the history, development of variants, technical description, production and serial lists, armaments, colors, and markings. Four pages of 1/72 scale drawings cover all listed variants in multiple views. Numerous scrap views detail the cockpit, canopy, pilot's seat, landing gear, wheel wells, gun bays and external stores. Three pages of black and white tone drawings give markings for ten RAF aircraft spanning 1944 to 1953 as well as Indian and Pakistani Air Forces.

The remainder of the volume is devoted to photographs. There are the obligatory photos of variants and squadrons, some nice "cheese-cake" wartime color shots on the covers and a "poster" in the centerfold, but the meat of this volume is page after page of detail close ups. In the typical 4+ style, the Tempest is covered inch by inch, inside and out. Wartime photos are blended with museum aircraft, including four pages of color close ups of museum aircraft on display and during restoration. No angle is unseen and no access panel unopened. Where the details differ between variants, the differences are illustrated side by side.

The 4+ Hawker Tempest should be regarded as the definitive modeling reference. It make one long for some better **models** of the Tempest.

[Some other fairly inexpensive books that are useful to Tempest (and Typhoon) modelers include Jerry Scutts' Typhoon/Tempest in Action, in the squadron/signal series; Famous Airplanes of the World #63, Hawker Typhoon/Tempest; and most recently, Chris Shores' Typhoon and Tempest Aces of World War 2 in the Osprey Aircraft of the Aces series. – ED]

High Planes Update

via Keith Laird

Due for release as soon as the decals clear customs and the kits are packed are the following two 1/72nd scale releases:

Kit no. 72045: Avon Sabre fuselage conversion for the Hobbycraft or Fujimi kits. Features accurate fuselage depth and all the panel changes. Decals are included for three basic RAAF schemes and camouflaged and natural metal Malaysian Sabres (see below). Retail cost is Aus \$18.00. Due to the many decal options, additional fuselage moldings can be obtained for \$10.00 each.



Kit no. Race 72015: Bearcat racer Conquest 1 as flown by Greenmayer to capture the World's speed record in 1969 from the Me 209 racer. Fine moldings and a nice decal sheet for the all white painted Bearcat are included. Retail price is Aus \$26.00

Next two kits will be 1/48th versions of both the Sabre (in conjunction with Red Roo Models) and the Greenmayer Bearcat, probably both released in early summer.

Greg Meggs, High Planes Models

The Good Old Days?

by Jacob Russell

I started modeling about four years ago, and I've spent many hours at the old magazine stack of Skyway Model Shop, pouring over old issues of *Scale Modeler* and *FineScale Modeler* for reference material for models I'm building or future projects I have in mind. When I read these magazines from the late '70s and early '80s several things occur to me. First and foremost is how much cheaper models were back then. Today the average price for a new-tool 1/72nd scale kit is about \$12. Still a good value, in my mind, but...

I'm also struck by how long some companies have been in business - Squadron, Koster Aero Enterprises, and of course mainstays such as Revell/Monogram, Testors, SuperScale, etc. It's also interesting to read ads from now defunct companies such as Medallion and War Eagle. Some of these companies have been around forever. Of course, some of our "elder statesmen" such as Bill Osborn, Bill Johnson, John Greer, Jim Schubert, and Ted Holowchuk, whose births predate electricity, could tell us **exactly** when these firms opened for business!

All kidding aside, I'm stunned by **how easy we have it now**. No need to mix that RLM color - AeroMaster, Polly-S, Testors, and Gunze have done it for you. Don't worry about the spartan interior of that new kit; you'll be able to buy a resin interior next week. Drop the flaps? Heavens no - didn't you read about those new resin control surfaces? In issue after issue of those old magazines I found examples of modelers combining two, and sometimes three, different kits to produce an accurate model. I'm amazed by the amount of scratchbuilding modelers accomplished routinely "back in the day." Constructing landing gear (which seemed to be mandatory on some of the older vacuforms unless you were willing to cannibalize another kit), cockpits, and new cowlings from balsa. Vacforming your own canopies.

None of this was either out-of-the-ordinary, or more importantly, beyond the reach of modelers determined to build as accurate a model as possible. Several years ago, Alan Hall, then the editor of *Scale Aircraft Modelling*, wrote an editorial lamenting the overall decline in the skills of modelers (many of whom he derisively called assemblers), skills which have declined, in his opinion, in inverse proportion with the rise of the aftermarket detail specialists, such as Aeroclub, Paragon, Hi-Tech, Eduard and Aires.

When I read these old magazines I have to conclude that **now** are the Good Old Days. I have a number of reasons for this conclusion. The Internet is a potent force in modeling today bringing more information to more people faster than at any time in recorded history (mind you, I'm not passing any judgment on the **quality** of this information). It has fostered the growth of a virtual modeling community where enthusiasts quickly exchange information overnight that used to take weeks or even months to find. I had been searching unsuccessfully for several of the long out-of-print Monogram *Close-Ups* for at least three years. I tried most of the available book finding services without success. In the space of one month, I found two of these books using the Buy-Sell-Trade forum at Hyperscale.com. I found one in Puyallup and the other in Canada. I can post an inquiry about a particular camouflage scheme, and receive a detailed response from another modeler or an aircraft historian within 24 hours. I can read about the modeling techniques of modelers all over the globe and with the exception of certain unfamiliar materials (unfamiliar to me, that is - Araldite, Tippex, etc.) most of us are using the same techniques that I've read about in those old magazines. Some things haven't changed all that much. Just as much discipline, craft, care and skill are required to build a model today as it did 20 years ago.

Another significant factor is the proficiency of aftermarket detail manufacturers and how rapidly they respond to new kit releases. Within weeks of a new release

from AccuTamiGawa, AeroMaster, Eagle Editions, and Third Group introduce decal sheets, Cutting Edge puts out Black Magic Masks, Squadron introduces canopies and resin wheels and Cooper Details, Aires, CMK and Eduard vie to outfit the cockpit and wheel wells with a level of detail that is simply astounding.

Perhaps most significant is the sheer quality of the kits produced today by Accurate Miniatures, ICM, Hasegawa, Tamiya, Italeri, Revell/Monogram, etc. I am amazed by the accuracy of some of these kits as well as occasionally dismayed by the redundancy of some of the offerings. Who would have believed that one day you could choose between four Bf109K-4s, four G-10s and four G-6s in 1/48th scale? Equally significant is the growth of model kits and detail sets from the former Eastern Block. Companies like MPM, Czechmaster, Pavla, and publishers such as Zlinek, AJ Press, and Wydaniectwo Militaria produce kits and books of formerly obscure planes, and this helps diminish the obsession with P-51s, 109s, and Spitfires! One point lost in most "I added the True Details wheels, Squadron canopy, Eduard p/e set" kit reviews prevalent in current magazines is that many, if not most, of today's kits don't need anything from the aftermarket other than seatbelts and a vac canopy! Don't get me wrong - I love the aftermarket as much as anyone else. I have almost no more room to store new kits so I've turned to accessorizing (resin wheels, resin interiors, vac canopies, etc.) my existing kits. But you suspect that perhaps we **do** have too much of a good thing when one can choose from 3 different resin interiors for the same kit! At the Museum of Flight Show the most important instruction judges were given was to disregard the amount of aftermarket stuff thrown at the kits and instead concentrate on the **quality of the building of the kit**. A box-stock kit built without flaws will always beat a poorly crafted kit that is accessorized to the max, as well it should.

I've therefore come to the conclusion that the best way to avoid the "assembler" label is to try to some of those techniques

which are falling out of favor. I know this will make me a better modeler. Perhaps the readers of this newsletter might consider some of these techniques if they haven't tried them:

1. Drop your own flaps and reposition the control surfaces.

2. Scratchbuild all or part of the cockpit interior. The instrument panel and seat are good places to improve basic or old-tool kits.

3. Flatten your own kit wheels, rather than using resin wheels. Resin wheels are not available for some of the more esoteric kits.

4. Rescribe the panel lines of an old tool kit. I have the old 1/48th scale Hasegawa N1K2 "George" and thanks to Jack Kline, who lent me some excellent scale plans, I plan to rescribe the raised panel lines on the entire kit, even though a new tooling is due this year.

5. Build a resin or vacuform kit. I'm 75% finished with the building stage of my 1/48th scale LaGG-3 vacuform kit, and I haven't found it all **that** difficult. On the contrary it's been extremely rewarding and very satisfying. Some of the best work that I've done so far, too.

6. Build a limited-run kit from the likes of MPM, Azur, A-Model, High Planes, etc. Very much jewels in the rough, the successful completion of **any** kit from these manufacturers will test the skills and tax the patience of anyone unfamiliar with the fascinating world of the limited run kit. If you've seen the work of Bill Osborn, John Greer, Larry Baldwin, or Brian Mulron you've seen how well these kits can turn out.

7. Try making your own decals whenever applicable. I have access to both color and black and white laser copiers at work, and I plan to buy some clear decal film to make some simple decals, like the words "Royal Navy," or RAF or Luftwaffe codes and worknummers.

8. Build a kit for which **nothing is available from the aftermarket**. Need I say more?

9. Superdetail an old Airfix kit. Masochists only need apply!

Golden Age Stars of IPMS #7



Born in India to British and Ceylonese parents, **Merle Oberon** was one of the most breathtakingly beautiful stars of Hollywood's Golden Age. Although her acting could never be called the equal of a Bette Davis or Barbara Stanwyck, she brought a smoldering fire to her best roles, notably that of Cathy opposite Lawrence Olivier's Heathcliff in *Wuthering Heights*.

Oberon also played a role in the life of one of World War Two's ace pilots, who wrote what is one of the finest aviation memoirs to come out of that war. Richard Hillary was an Oxford student when he enrolled in the RAFVR. Posted to No. 603 Squadron, he destroyed five German aircraft before being shot down and terribly burned. After

major reconstructive surgery, Hillary worked his way back to flying status, only to be killed in a Beaufighter training accident in 1943.

The beauty of Hillary's *The Last Enemy* is that Hillary is one of the few WW2 aces who was a writer first and a pilot second. *The Last Enemy* does a brilliant job of describing the day-to-day life of a fighter squadron at war, but it is at its best when dealing with the aftermath of his injuries.

Hillary speaks with grace and frankness when telling of his rehabilitation, and of his eagerness to get back in a cockpit and fight again, even if the book is at times just a tad too self promotional.

After the success of his book, Hillary was sent on an American publicity tour, where he met Oberon, with whom began a passionate affair. Marriage was out of the question; after all, Oberon was by then Lady Korda, due to her marriage to director Sir Alexander Korda. Oberon could identify with Hillary because she had been badly injured in a car crash some years earlier and was herself forced to undergo reconstructive surgery. Without getting into details, their relationship reportedly was a major factor in Hillary's regaining the self-confidence that had been lost after his surgery.

The affair was short-lived, (though Oberon would write Hillary a letter of introduction to one of her friends, Mary Booker, who became the love of his life), and both went on with their respective lives. But it remains one of the more poignant stories to come out of World War Two.

Memorial Day Weekend 2000 - The 357th FG Reunion

by Paul Ludwig

Through my efforts to accumulate photos of P-51s, I have made friends with Merle Olmsted, historian of the famed 357th Fighter Group. Merle invited me to be his guest at the reunion of the group in San Antonio, Texas, over the Memorial Day weekend. It was very satisfying to be among so many men and their wives, men who served the cause of freedom in World War Two. It was also a pleasure to spend time in warm weather in a city which has a river flowing through its heart, upon which shallow-draft boats offer visitors a touch of the canals of Venice.

Merle is the author of anything worthwhile written about the 357th FG, and his big book, *The 357th Over Europe*, tells the story of the best USAAF fighter group in that war. Mission-for-mission, the group accounted for more air-to-air kills than any other group, and had 42 aces. Merle, who was crew chief on P-51B *Joan*, took photos, as did others, and Merle began collecting photos while the war was raging. He and the other men are now in their late 70s and early 80s, and those who were there in San Antonio represent about half of those who were originally with the group. Men were killed in action, and time has taken its toll on the survivors and their wives. For those of you who might not know what such a reunion is like, it is approximately three days of staying together as a group, and generally not going too far from the hotel unless a bus trip has been scheduled. The attendees congregate and eat meals, and use the comfort of a hospitality room in the hotel. They relax, and tell the best stories one is likely to hear - from those who were there.

The highlight of the first day was to bus to Stinson Field, where three well-to-do warbird owners had flown in three P-51Ds. We watched Chuck Yeager, Bud Anderson,



Merle Olmsted on the wing of Joan, 1944

and warbird owner Art Vance put on a fifteen-minute show which consisted of two fly-bys. Yeager and Anderson need no introduction, but were aces who are now in their late 70s. They flew flawlessly. Their respective Mustangs were painted as their original wartime P-51s. For me, a former Navy puke, smelling piston engine exhaust fumes and hearing the Merlins run was like old times, when radials gave off their perfume to me back in the '50s. The highlight of the final evening was the banquet, and the posting and retiring of the colors in front of a very respectful and patriotic crowd. In between, 160 men and women did whatever they wanted, such as shopping and sightseeing, between meals and trips to the hospitality room. There was a print signing, and some entrepreneurs paid fees to have aces autograph artifacts to be sold to enthusiasts.

Merle kindly introduced me to Chuck Yeager, and I said hello and left him alone because he was endlessly accosted by dealers and probably needed some time to

himself. For years I had been hoping to meet Kit Carson, who was the top ace in the group, but Kit died not too long ago and I was left with asking men about Kit, and knowing him that way. On that weekend, Dick Anderson, another ace, took ill at his home elsewhere, and the men signed a card for him. Gil O'Brien was also reported to be in ill health.

There was talk about disbanding the reunion organization, but others talked about a reunion in 2001. My business is with Merle Olmsted and I am thankful that he invited me, and I am thankful to have spent time with a wonderful story teller, historian, Crew Chief, and man.

Book Review: *American Spitfire Camouflage and Markings Part 2* by Paul Ludwig and Malcolm Laird

review by Robert Allen

The second part of IPMS Seattle member Paul Ludwig and Malcolm Laird's *American Spitfire Camouflage and Markings* takes up where the first one left off, chronicling the remaining US usage of World War Two's premier fighter aircraft. Whereas the first volume concentrated on the 31st FG, the 496th FTG, and US Navy squadron VCS-7, the new book covers the 4th and 52nd FGs, the 67th RG, and the 7th TRG.

The book runs seventy-two pages, with eight pages of color drawings and photos (ten if you count the profiles on the front and back covers, an excellent use of space). The pages are high quality glossy paper, which is important because much of the book is composed of beautifully reproduced photographs. The photos serve as a primer for how to do this kind of thing correctly; not only are they printed well, which offsets the occasionally poor quality of the original wartime photos, but they are generally printed large enough to see adequate detail, and none are sprawled across two pages, leaving those details in the gutter. Between the two books, I have no hesitation in saying that this is the best collection of photos of US Spits and their pilots we're ever likely to see. Three of the prominent American pilots who make appearances are Don Gentile, Don Blakeslee, and Bob Hoover. There are 35 color drawings in the second volume, primarily side profiles; almost all are actually of Spitfires with the occasional P-51, P-38, or P-47 thrown in where appropriate. I have to wonder about using the precious space available for color photos to illustrate Mustangs; isn't this supposed to be a book about Spitfires?

The story of the 52nd FG takes up about half of the book. More than just a work about camouflage and markings, it gives a fine short history of the group, which served primarily in North Africa. Their excellent combat record was obscured by the lack of press given to US Spitfire units in preference to those flying home-grown aircraft; the group also felt slighted by being kept out of the fighter role from May 1943 until April 1944, flying convoy protection and harbor patrol sorties that give little opportunity to meet Axis fighters. The group included Lt. Sylvan

The Spitfire probably made its most important contributions in American hands as a reconnaissance aircraft. Serving with the 14th PS of the 7th PG, the Spitfire, particularly the Mk.XI, did invaluable reconnaissance work supporting both the 8th AF and the 9th AF from November 1943 onwards. Those who think of the Spitfire as only a short-range fighter may be surprised to learn that recon Spits could fly to Berlin and back from bases in England; RAF Spitfires, in fact, had been flying recon missions all the way to the Polish border since late 1940.



All of these units are copiously illustrated, with some excellent ideas for models. The field applied single-color brown upper surface camouflage used on some 52nd FG aircraft is worthy of note, as are the natural metal Spitfires used by the 14th FS in addition to their more familiar PRU Blue mounts. These were among the few natural metal Spitfires flown during WW2, the Australians being the other notable user.

FS paint matches are given for the various colors used, both ANA and RAF, though I have to question FS34096 being given as a match for RAF Dark Green; virtually all of my references cite it as being FS34079, and more importantly, practically all of my WW2 RAF models have been painted using that shade!

Feld, the highest scoring USAAF Spitfire pilot, with nine victories; whether he would qualify as the leading American Spitfire ace is a matter of semantics, with Americans such as Lance Wade, Claude Weaver, and John Lynch running their scores on the type into double figures while serving with the RAF.

That minor quibble aside, these two books cover an important, previously neglected area of WW2 aviation. They will be a definitive work on the subject for years to come.

Hobbycraft 1/144th Scale Boeing B-47B Stratojet “1st SAC Striker”

by Milton Bell, IPMS/
Austin Scale Modelers Society

Those of you who know me realize I build 1/48th scale models, usually avoiding the smaller scales. However, when Hobbycraft decided to do a series of Cold War jet bombers in 1/144th scale I just had to try one. It turned out I bought three of these kits: two B-47 Stratojets and a B-58 Hustler.

The B-47 series of aircraft came along at the time we were getting used to seeing contrails across the sky from high-flying B-36s. We could usually see this bird, but then we began to see contrails moving pretty darned fast and we usually just caught a glint of swept back silver wings. This was the B-47 Stratojet. When I was in high school, a southbound B-47 had an in-flight emergency over my hometown and crashed near the next town, 14 miles away. What was left of the aircraft was quickly hauled away. One member of the three-man crew died in the accident.

When Hobbycraft announced the release of a whole series of B-47s, I was surprised and a little dubious regarding how good the kit would be. After all, Hobbycraft is a company which runs hot and cold in terms of quality, with some of their kits definitely in the frigid zone! I first bought their B-58 Hustler, which looked pretty good although I did not go further than dry-fitting the parts. Then the B-47 came out and I bit again.

This time I was impressed enough with the look of the parts that I jumped right in and in no time at all I had a B-47 ready to paint. There aren't many parts in these kits and forget about plumbing and wiring the cockpit, because you will never see it! Hey, if you must...

The cockpit of the B-47 is really simple - a floor, two seats, and two control yokes. You can scratch build seats with the head

rests and rollover structure added to improve their appearance, although you can see little through the clear, one-piece canopy. On the B-47B version I built, I had to open the two side panels on the aft fuselage to add the parts with JATO (Jet Assisted Take-Off) details. The panels are deeply scored on the inside and were simple to remove. Fitting the new panels from the kit parts was simple and required only a small amount of CA (cyanoacrylate, or super) glue for filler. When all was dry, I scribed a fine line to show the panel location. If there is one criticism of the kit's surface it would be that the finely engraved details are a bit on the heavy side.



I painted the interior of the cockpit ModelMaster Interior Green, which looks pretty black now - what can be seen of it. I then added the wheel well parts, which look like small boxes open on one side. I used Tenax-7R Space Age Plastic Welder for all the plastic joints and Testors Liquid Cement to thin what little putty I required. When the paint had dried, I joined the two fuselage halves. What a fine fit! I used just a drop of CA for filler, then cleaned up the panel lines encircling the tapered fuselage. All of the circumferential panel lines lined up and required only moderate clean up.

Each wing is in two pieces - top and bottom - with a few holes to open for engine pods and external fuel tanks. The engine pods and struts are designed in such a way that you can attach the strut to the wing and then hang the engine, or assemble the engine and strut together first. A hint: install the engine last. This way, you can paint the model, finish it with decals, and polish out the natural metal finish before you attach the engine pods on the wing.

The engines are made up of four basic pieces, not including the gear doors. The fit was superb and no filler was required. I just did a dry fit, touched the seam with some Tenax on a small brush, and they were done - Tenax dries quickly! Don't add the outboard landing gear outrigger yet; instead, save them until last.

The outboard engines are also a snap to build and their mounts should also be added to the wing first. You will have to do some sanding to fair the mount into the wing surface, although a little 400-grit sandpaper is all you need. In case you remove the aileron lines just do a little simple rescribing and the lines are quickly restored.

Since Hobbycraft has released three versions of the B-47, be aware there may be several different holes to be opened, which allows an assortment of various radomes, antennae and other items to be attached. When in doubt, double check the instructions!

When the wings were dry, the struts in place, and all the minute filling sanded, I test-fitted the wings to the fuselage. Wow! This was one of the best fits on any model I'd done - tight, yet adjustable. I added the horizontal stabilizers at this time and got everything aligned, then I removed the wing and finished it separately.

The clear plastic nose was another good fit; however, it proved to be just slightly larger than the fuselage. I painted the end of the fuselage nose black, then added the clear part, attaching it with Tenax. Fogging was not an issue since only small windows would be showing on the nose. I did some careful sanding and filling to blend the clear part into the fuselage contours. I used more filler here than on any other part of the model. When I was satisfied with the fit, I polished the nosepiece back to its original clarity. I then dipped the canopy in Future floor wax a couple of times, let it dry overnight, and attached the canopy using a minuscule amount of Tenax. The fit was nearly perfect.



I finished the fit with a small amount of white glue, trimmed out with a wet Q-tip cotton swab. After masking all the clear parts I gave the airframe a good coat of Gunze Sangyo's Mr. Surfacer primer thinned with lacquer thinner. A light sanding and polishing with 1200 grit wet/dry paper got it ready for a coat of Floquil Old Silver. I let this coat dry to touch and then rubbed in SnJ Aluminum Powder with a Q-tip. I dusted off the excess powder and polished the surface to a high gloss. I try not to handle a polished model much since the surface will easily collect fingerprints. (You can buy cheap cotton gloves at any camera supply store for handling a model finished in this manner.)

When I was satisfied the Old Silver was cured, I gave the whole model a coat of Future, then let it dry completely. I have two shades of aluminum powder, one from

SnJ and the other - a darker shade - bought from a paint supply store a few years ago. I used the darker shade to bring out certain masked panels, especially the wing walk areas and the JATO panels. Using the polishing powder over the Future presented no problems at all. I recommend polishing in one direction for a more realistic effect. When you are satisfied with the effect, remove the mask and seal with another light coat of Future. You are then ready for decals. All the decals were in register and snuggled down with a little Micro Sol. I sealed the decals with another light spray of Future and the finish still looks like metal - which it really is - that has a worn look.

I added the landing gear after I applied the decals since I figured the outboard wheels would be fragile and prone to breaking. The gear is well detailed, considering the scale. I finished the gear doors at the same time I was doing the main part of the model meaning everything was ready to assemble. The wheels were painted Tire Black with natural metal hubs. Be careful to not mix the main gear struts; the front strut is the longest and has two lightening holes, while the rear is shorter and has four lightening holes.

I had to cut about 1/8" off each outboard landing gear strut to make the model sit level. Just be sure to cut the same amount from each strut and proceed slowly - trim and fit, trim and fit. When the model sits right, attach the gear doors with a little CA or white glue (if you have the patience).

I had such fun doing this model, I bought the newest release, the RB-47H. These kits are certainly among the best Hobbycraft has produced and I look forward to more like them.

[This article appeared on the Squadron web page at www.squadron.com, and also in the IPMS North Central Texas Flaksheet. Full credit to both. - ED]

Markings of the 311th

from page 5

wrong on the decal sheet and box art of his excellent 1/48th scale P-51C kit. (For the record, "Princess" never carried five kill flags, as shown in the kit.) Most recently, John Stanaway tripped over the 311th tail markings issue in his Osprey Aircraft of the Aces No. 26, *Mustang and Thunderbolt Aces of the Pacific and CBI*, which just came out last year. Even Dana Bell's terrific *Air Force Colors Vol. 3*, reversed the 528th and 530th tail markings.

I hope this article has set the record straight and has answered more questions than it raised. The bright, attractive markings of the 311th FG's China Mustangs make them a natural choice for scale modeling, especially considering the outstanding combat record compiled by the unit. Readers who want further information can contact the author by calling (360) 757-1949 or via e-mail at carl.molesworth@cmdg.com.

Preznotes

from page 1

By the way, if anyone happens to be working on a "Jolly Green Giant," my company auctioned two of them a few weeks ago. I took photos. Give me a call.

Don't forget: Our next three meetings fall on the **third** Saturday, of the month, July 15, August 19, and September 16.

See you at the meeting.

Terry

RECON 7 Winners

Bill Osborn took home two first place trophies at the RECON 7 in Spokane. Photos courtesy of IPMS Aces Wild web page at <http://www.users.uswest.net/~clarkmonster/>

I'd credit the photographer, but his/her name wasn't listed!

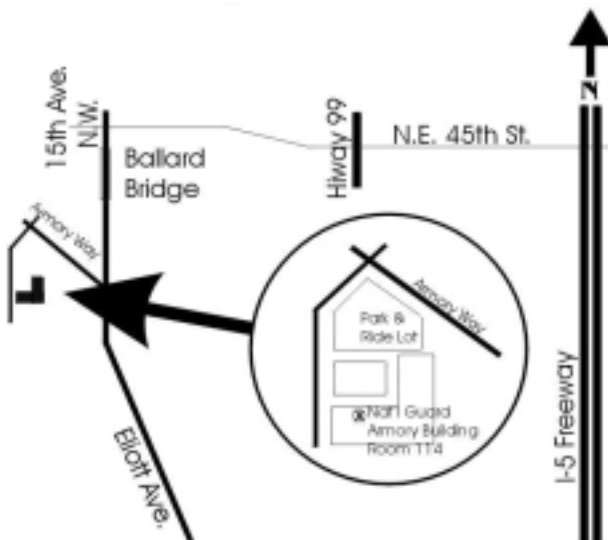
Right: Bill's Revell Grumman F-14D won in 1/72nd Multi-Engined Jets



Left: Bill's Hasegawa Grumman F4F in Operation Torch markings won the 1/72nd Single-Engined Prop category.

Meeting Reminder

Saturday, July 15 at 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 Elliott Ave. until it turns into 15th Ave N.W., then to Armory Way itself.