

Seattle Chapter News



Seattle Chapter IPMS-USA
October 2000

PREZNOTES



This will be a relatively short Preznotes. I'm only a few weeks removed from emergency surgery on lower posterior parts of the old bod. All I can say is that I've been the "butt" of a few jokes lately. Thanks to everyone for the cards and phone calls. I made it four decades since my last hospital stay. If the trend continues, my next hospital visit will be in 2043.

Sitting at my workbench was a difficult proposition so I didn't accomplish a lot model wise. I was able to do some minor work on projects whilst sitting at the sofa in the family room with lots of pillows, however. I did a fair amount of reading, although none of it modeling related, and I also thought about working on cutting my magazine collection. Never got around to it. Daytime television is incredibly worse than prime time programming. "Today on *Judge* (insert one of several names here): The plaintiff is suing the defendant in the amount of \$38.50 to replace a hummingbird feeder..." Bloody awful!

CBC had exclusive coverage of all Canadians participating in the Sydney Olympic Games, which was interesting, although they covered some events that NBC didn't. I also looked at a lot of unbuilt kits, fondling the plastic and trying to remember why I bought some of them in the first place! Among other things, the surgeon removed the last vestiges of my "anal-retentive" modeling habits. Note to any judges who might be reading this: don't look at the alignment of the wings on the next models I finish!

Our meeting schedule has been set for the remainder of the year. Our October meeting will take place on the 21st, the **third** Saturday. All other meetings will take place on the **second** Saturday, thru September 2001. Mark your calendars. Our Spring meet will take place on March 10, 2001. Our esteemed editor has printed the dates below, as a pocket schedule. That's it. Sitting in front of the computer is some-

what of a chore as well, even with strategically placed pillows. So I'll end this early with a couple of thoughts. The next time you are on an elevator, greet everyone with a firm handshake and ask them to call you Admiral. Also: Everyone has a photographic memory. Some people just don't have film.

See you at the meeting,

Terry

IPMS Seattle Meeting Dates

OCT 21, 2000 (3rd Sat)
NOV 11
DEC 9
JAN 13, 2001
FEB 10
MAR 10 (Spring Show)
APR 14
MAY 12
JUNE 9
JULY 14
AUG 11
SEPT 8

Your clip and save pocket schedule

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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 2000/2001 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.

October 21, 2000 (3rd Saturday)
December 9, 2000

November 11, 2000
January 13, 2001

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

Check out our web page: www.ipmsusa.org

McMinnville Model Show Report

by Keith Laird

IPMS Seattle had eleven members present at the Oregon Historical Modelers Society show, held at the Michael King Smith Air Education Center at McMinnville, Oregon on Saturday, September 23. This is the museum where they have the Hughes HK-1 Hercules flying boat, and is the headquarters of Evergreen International Airlines. The models were displayed in the temporary museum building, which is across the street from the new museum building. The museum will be complete by summer of 2001.



The building where the model contest was held contained a pristine Messerschmitt Me 109G-10 (see above), Supermarine Spitfire Mk.XVI, Curtiss SNC, Pitts S-2, Piper J-3 Cub, De Havilland Vampire and one other homebuilt. Displayed outside were two MIGs, and one each Convair F-102, Lockheed T-33, Northrop T-38, Northrop F-89 Scorpion, and Douglas C-47. I was able to, with permission, shoot photos of several ex-Coast Guard Sikorsky HH-3s and HH-52As, two civilianized H-3/S-61s, a Bell 212/UH1N and a North American T-28.

Several vendors were present at the show; Skyway Models, R&J (the after market armor folks from Sequim), CraftWorks, and two or three individual vendors. Nicole Wahlberg from Evergreen made sure there was coffee and food available for a reasonable price, and did her best along with her staff to make everyone feel welcome. There were about 200 models on display with a pretty even distribution. Terry Moore and Keith Laird entered models and Keith received second place in 1/72nd military vehicles with his World War II Russian Aviation Fuel truck. Notable models were a collection of various models of the Sherman tank in 1/35th, a very nice Harley Davidson, a 1/48th mounted "Tip Tow" B-29 with an F-84 on each wing, Terry's very nice Ta 154 Mosquito in RAF evaluation markings, and

some 1/48th Pacific island Corsairs. Best in show was a 1/32nd Tiger Meet F-16 with all the markings airbrushed on. It took three grand awards.

A good time was had by all. Nicole Wahlberg said they had

a great time hosting the model show for the Oregon Historical Modelers Society and that they look forward to having everyone back next year.

Now Be Thankful

by Robert Allen

You shouldn't notice any difference in this month's newsletter than the last one. At least that's my hope. From my perspective, though, this issue marks a milestone. Since I took over the editor's position two-and-a-half years ago, I've been doing the newsletter each month using the facilities of the computer lab at Lake Washington Technical College. My old home computer simply didn't have the oomph to handle PageMaker, and lacked a Zip drive. Recently, though, I've replaced my computer with a much more capable one. This issue marks the first time I've been able to do the newsletter at home. This allows me to do it on my own schedule; the lab sometimes had a nasty habit of being closed when I needed it!

I only do a couple of these editorial pieces every year (partly because I don't like to prattle, but mainly because it's so hard to come up with appropriate song titles to steal for the heading) and I'd like to use this one to acknowledge those who have helped out on the technical side. I appreciate those who write articles every month, but those who provide support also are important; I know that some of these people will never read this, but their contributions should be acknowledged. First of all, thanks to John Buckner for the computer. Thanks also go to Tracy White for his offer of the loan of a computer; Mike Cox for help with PageMaker; Norm Filer for letting me use his machine when LWTC was closed; Bob LaBouy for use of the scanner; and Oswald and Rhonda, the long suffering lab attendants at LWTC, for their help over the years. All of these people have helped greatly to put out this newsletter.

Now, if I can just get a printer...

Mike Edwards 1938-2000

by Keith Laird

Mike was born in Hungary in 1938. His father was a WWII fighter pilot in the Royal Hungarian Air Force who was shot down and killed by the Russians while flying an Me 109. One of Mike's boyhood memories was sitting on the lap of German aviatrix Hanna Reitsch.

Mike went to military school from the time he was a young boy until he was commissioned in the Hungarian Air Force under Soviet monitoring. Mike said he flew a variety of pre-war Luftwaffe trainers, and Russian and American Lend-Lease airplanes, including P-39s. He sided with the Loyalists during the 1956 revolution and fought in several engagements. He was credited with one MiG-15 and sixteen Soviet tanks before the revolution was crushed. All revolutionary pilots were branded criminals, so Mike escaped to the West. I learned a few years ago that Mike made several trips back into Hungary to bring others out, and was wounded severely during one of these.

Mike ended up in Michigan after immigrating to the US. His purpose in coming was to join the US Air Force, but by the time he obtained citizenship he was too old. He became very active in the Civil Air Patrol in Michigan. He made his living doing a variety of jobs and acquired an electronics background. He came to Seattle in 1966 and went to work for Boeing as an electronic test equipment maintenance technician, and continued to be active in the Washington Wing of the Civil Air Patrol.

He started American Eagles, I believe, in 1968, the same year I met him. He left Boeing in about 1978 to run the hobby shop full time. He was very active in the Confederate Air Force and politics. He was able to call fighter aces Adolf Galland and Robert Stanford Tuck friends. Mike made friends very easy and was very outgoing. There are some of us who were friends of

Mike and Shirley and family that were able to earn a living at American Eagles during lean times in our lives.

Talking with Mike's oldest son, I confirmed that American Eagles became bigger than Mike wanted, which caused the fun to go out of it for him. I know we all saw the change. Let's remember the good times we all had at Eagles and be thankful that Mike started a retail outlet where we could all get what we wanted from anywhere in the world. Scale Craft, for those of you that remember, and Eagles brought me many friendships and good times that can never be replaced.

Olden Times

by Bill Osborn

Waaay back when I first heard about IPMS, a fellow worker brought in one of the old English newsletters to show me. It looked like just the thing for somebody who was a serious modeler, but they were too picky for me. I just built for fun and I didn't have room anymore to build flying models. Then along in the mid-60s there was a short-lived event that changed everything. Renton thought it should have an Air Fair. Since I was living in Skyway (only three blocks from where the hobby shop is today) it was only natural that I should motor down the hill and see this offering. Sometime during the event somebody asked if I had seen the models in the Chamber of Commerce building.

I made my way to the small building on the west side of Renton field. As I walked in, what to my wondering eyes should appear but a miniature sleigh and eight tiny reindeer...oops, that's the wrong story. Instead there were four to six display cases filled with models, all in the same scale. I don't remember too much about the models themselves, but seeing them all together was enough to get the juices flowing. Names, along with phone num-

bers, were listed, so clutching a hastily scribbled list of names I made a run for the door and home to contact the people who had put this great (at least to me) display together.

By today's standards the models weren't in the same class as the ones turned out by the same people today (but hey, look what they had to work with). Yes, most of them are still around. As I recall, there were not many fellows over forty. It wasn't like it is today, where the average age would appear to be over forty. My apology to all the young guys, but just look around at the next meeting and you'll see what I mean.

I decided to call the number of the nearest person on the list; this was Louie Pappas, a 1/48th scale WW1 aircraft builder. He invited me over to get acquainted and tell me about the local model club. If I had known what this visit was going to start, I probably wouldn't have gone. I know that my wife would have nailed the doors shut and disabled the car. Louie invited me to the next club meeting, where I found out that there were other adults with the same affliction that I have, mainly the love of airplanes, and modeling. Armor and ship models weren't too plentiful, as only five-and-ten-cent stores had plastic models. The hobby shops only had real models: free flight u-control, radio control, trains, and such.

The kits of the time were about as basic as you could get, maybe five to ten parts, a stand (you always got a stand), and a set of very basic markings. Sometimes there was a human shape blob to put in the cockpit, maybe just a molded-on head on a blanked-off cockpit. However, the price was right. Airfix and Lindberg kits went for only 29 cents. Things have come a long way.

Now, after some thirty-five odd years in this hobby, I've accumulated several thousand kits, books, magazines, photos, and enough paint to start my own shop. I've met a great bunch of people, traveled

to different parts of the country for conventions, learned much (but can't quite seem to put it into practice) and have generally had a great time. Would I do it all over again? Darn right I would!

Amodel – A Critique

by Bill Osborn

As some of you may remember, I've mentioned this manufacturer of models before. And I haven't been too complimentary about the kits. Maybe now is the time to go into more depth, and say what some of the problems are with these models as I see them.

The kits come, I believe, from Russia (I think, as almost all the instructions are in Cyrillic script), and this in itself does not make them bad models. Some of the problems stem from the fact that the plans don't always match the kit, and it's sometimes impossible to locate where some of the parts go, or even what they are. Most of the time the major parts fit is acceptable and requires only a small amount of putty, and maybe a little reshaping. However, the small parts are a different story. This is where the vagueness of the plans rears its ugly head. Most of the time there are no locating tabs or pin locations. Just try and put a parasol wing on a small flying boat without any indication of where it goes. Or maybe you want to get the angle right on those landing gear struts with only a W.A.G. to go by. Maybe for the Russians, who are used to hardships, it's no big deal, but for us poor modelers who are used to Hasatamigawa kits, it's a bit unnerving.

On the good side, the kits turned out by Amodel are mostly of interesting Eastern European subjects, though reference

Continued on page 15

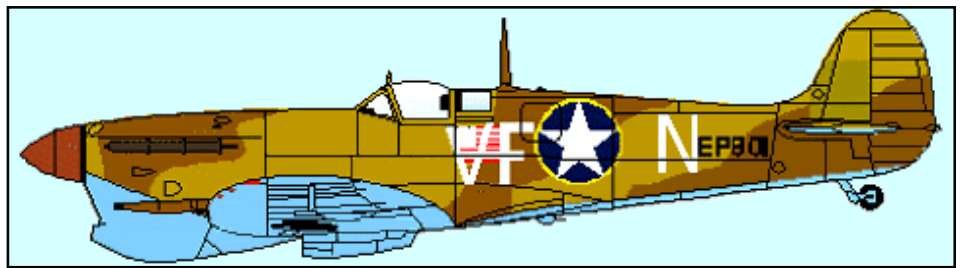
In the Dark at the 52nd Fighter Group Reunion

by Paul Ludwig

Tom Ivie, a published author, and I were invited to attend the reunion of the 5th FS, 52nd FG in Dayton, Ohio, in late September, to research with members of the squadron for a possible book. Tom didn't make it, and as with most reunions, the Saturday night was the closing affair. On Sunday, we fled thunderstorm weather for our homes scattered around the U.S. The banquet was held in the very center of the Modern Aircraft hangar, which is only one part of the United States Air Force Museum.

that had no detail and no insignia. They looked like the models the military used for identification – they were all black.

Behind the stage was the YF-22 with its red-lit cockpit giving it the appearance of one of those sci-fi spaceships cruising motionless awaiting a launch signal. Off to my right was the C-124 with its nose ramp down, and its maw open like an animal looking for small prey to swallow. Off to my left was the B-52H, and behind it out of sight somewhere was the big XB-70. All around those I've mentioned were fighters and experimental aircraft. Some were hung from the ceiling, the way some modelers hang models. We at our tables sat in very dim light, and to the farthest corners of the



It is one thing to visit the museum when it is during visiting hours and is well lit, and quite another when it is after hours and dark. The museum closed at 5 PM, and at 6:30 we met to flock to the already set-up banquet area. Those of you who have visited the museum know how huge those hangars are, and how large are the biggest aircraft housed inside. The hangars are not much smaller than the blimp hangars at Tillamook, and even extremely large aircraft on display inside look rather small by comparison. So when the staff shut off all the lights except those illuminating the banquet area, and switched on red lights inside the cockpits of nearby aircraft, the scene reminded me of my model display case. Lack of light threw all the aircraft into indistinct shapes, and those farther away could not be seen at all. I felt like a fly on the wall of the display case, a 1:24th scale observer looking up at 1:24th scale models

hangar, darkness hid all the very large and otherwise very highly detailed, actual aircraft. I knew which aircraft were where but they could not be seen, and their presence, like that of Col. Robin Olds' F-4, was still palpable.

The banquet took long hours, because speakers tend to ramble on, and the last speaker took us through each of his Air Force assignments one-by-one over his thirty-year career. We tired visibly, but by 10 PM it was over. Recording cameras traced our path out of the museum, and walking through the big sales shop where no clerk observed tempted me to look at books there for the taking, but I am not like that. The 52nd Fighter Group's history is what Tom and I are after. We were treated royally, and enjoyed seeing couples in their eighties, and men who fought the enemy fifty-five years ago.

Timm N2T-1 Tutor

by Jim Schubert

In August our editor slipped in a “ringer” showing a photo of a real airplane (Gasp! Horrors!) amongst pictures of models at the Dallas Nationals. It showed Timm N2T-1 Tutor, Bu No 32478 (N58732) in the National Museum of Naval Aviation (NMNA) at Pensacola, Florida. This plane is of interest to us because Seattle member and av-artist John Amendola co-owned it for nine months in 1963/4 with his partner Don Philippi.



The Timm in 1963 when IPMS-Seattle member John Amendola owned a half share; the colors are red and white with a polished aluminum engine cowling.

In late 1962 Don bought the plane from Bruce Blauman of Mercer Island for about \$1,200 (!) and ferried it from Bruce's Snohomish base to Compton, California and sold a half interest to John. John had logged only about 15 hours in it when a career move in '64 sent him back to his native New York. He sold his share back to Don. Shortly thereafter Don sold the Timm to a retired USN Lt. Cdr. who restored it to its present condition and used it for many years. In 1982 he flew the plane to Pensacola and gave it to the NMNA. As it

flew to the Museum with an FAA Certificate of Airworthiness, NMNA left the civil registration displayed under the tail.

Prior to starting his own company Otto Timm's main claim to fame was that he had given the young Charles A. Lindbergh his first airplane ride. Timm's first production airplane was the Collegiate, a parasol winged, two-place tandem, open cockpit, sport trainer built



(Above and right) The airplane today in the National Museum of Naval Aviation at Pensacola, Florida.

The other surviving Collegiate is being restored. In 1934 Wally Timm, Otto's brother, designed and built the Aetna 2SA Aerocraft radial-engined, two-place tandem, low wing, sport trainer. The venture was not a success, but one-of the six built survives and still flies. Another dead-end Timm endeavor was the 1938 T-840 twin engined tricycle geared cabin plane.

Success, of a sort, finally came for the brothers in the early '40s when they designed and built another two place tandem, low winged trainer prototype, the Timm S-160K using their new "Aeromold" process and offered it to the Navy. Aeromold was a technique for mixing wood fiber with a phenolic resin to create a wood fiber reinforced resin material that was stronger than plywood. 262 production N2T-1 Tutors, having only slight changes from the prototype, were ordered. The Navy nickname for the N2T-1 was "Tiny Timm." This entire initial order was delivered in 1943 with no follow-on orders because, in the panic to train pilots for WWII, the government had over-ordered trainers for both the Army and Navy. Being made almost entirely of a wood based composite material all but three of the N2T-1s have rotted into oblivion. In addition to the NMNA's specimen, two others, N7112 and N61864, survive and are flown regularly by their owners.

in 1928. Only six were built; I believe two survive. One survivor is the plane used to show the reliability of the MacClatchie X-2 Panther seven cylinder radial engine. In the course of this demonstration Collegiate NC279V, named "City of Los Angeles" was operated for 378 hours 48 minutes, flying 27,667 miles with absolutely no maintenance on either plane or engine. The engine was never stopped: refueling and pilot changes were made with the engine idling. This airplane survives and is flown regularly following a recent restoration.

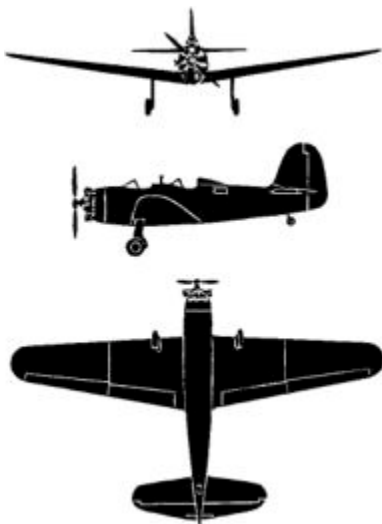
I know of no kit ever being produced, in any scale, of the Timm N2T-1 Tutor. The



only three-view I've found of the N2T-1 is the accompanying WWII Identification Drawing. [There is another three-view drawing in the Harleyford Aircraft of the Fighting Powers, Volume IV. – ED]

SPECIFICATIONS:

Span:	36"
Power	220HP
Length:	24' 10"
Max Speed	144 MPH
MGTOW:	2,725 lbs.
Cruise	117 MPH
Engine:	Continental R-670-4
Range	400 Miles



WWII Identification drawing of an early production N2T-1 with faired LG legs, headrest behind rear cockpit and three-panel windscreens.

Why Can't They Get It Right?

by Bill Osborn

Ok, here I go again about my pet gripe. Kit makers put vast amounts of time and money into new items for us to drool over, faun over and possibly build. Yet with all the information out there a lot of times they miss the mark. We get trailing edges that are three to six scale inches thick, cowlings that are the wrong shape, or a model that is a conglomeration of several marks that never existed as a real item.

I was told at a convention a few years ago that that was what the test shots were for. I say B.S. Nobody is going to scrap a megabuck mold just because of a little goof that should have been caught before the molds were started. Now I know that most of the major kit producers do a good job most of the time, and the quality of the molds is to a very high standard, so why then do we still get kits that require after market resin parts to correct the short comings of a model we have our heart set on adding to our collection of masterpieces?

If the average modeler has the knowledge and references to see that the new kit he has just spent his monthly allowance on has the wrong shape tail, hull, grill, or what have you, then somebody way up the line missed the boat big time.

I haven't even mentioned mismatched parts yet (well, I guess I just did). Even with the most basic equipment a good, or even a so-so, die maker should be able to set up the molds to match within a very

few thou. There is nothing like trying to round out an oleo leg or a cannon barrel that is .010 or .015 out of round.

The lack of funds should not stop the smaller outfits from getting it right either. If someone in his basement can put out the correct cowling or bogey wheel from the information available to him so should the professional. Maybe some of the smaller outfits don't have the talent to do it right, but then when you see all the effort they expend on the fine surface details that they have, this can't be true. I think the whole point of this venomous rambling comes from trying to make silk purses out of a sow's ear. Maybe if I started with a silk sow first ...



Note how the art work for the Italeri P-51A cleverly hides the incorrect shape of the wing leading edge...

B-29 Restoration Web Site

by Keith Laird

If you would like to follow along on the B-29 restoration being performed at the Boeing Wichita plant, go to:

<http://b-29.boeing.com>

This web site has great stories, photos, and links. The site is continuously expanding and being updated.

Too Much, Too Soon?

by Jacob Russell

I finally completed the vacuform model begun last winter, a 1/48th scale Lavochkin LaGG-3 series 66. This WWII fighter is the first vacuform kit that I have successfully finished. I have started several only to abandon them in frustration and impatience. I am mostly pleased with the results. I was convinced that vacs were not that difficult to build and this experience has confirmed my suspicions. I also met a self-imposed goal of expanding my modeling skills through tackling an unfamiliar medium. I discussed the model with Jim Schubert recently, and I explained to him that I tried some tools and techniques for the first time. It occurred to me that the finished model was a kind of composite sketch, a summation of those new techniques. Some of which were more successful than others. Jim explained that it was standard procedure in modeling to only try one new "thing" or approach per model. One new technique, fully understood and successfully applied, is better than trying several on the same model and not succeeding. There's a reason the "KISS" Theory - Keep It Simple, Stupid - has universal application in the many facets of this hobby. I thought about just how many things were attempted on this model and was astounded at how much I tried to cram into one project :

1. First successful vacuform kit.
2. First attempt at using acrylic paints on a complete model.
3. First extensive use of five-minute epoxy as a filler.
4. First semi-scratchbuilt interior.
5. First opened vac canopy on a 1/48th scale kit.
6. First use of Future for gloss and flat coats.
7. First use of brass tubing, for cannon barrels and landing gear retraction struts.
8. First use of Tenax liquid cement.
9. First use of paper camouflage painting masks on a 1/48th scale aircraft.

Each one of the above techniques or applications presented difficulties of its own, and each required a new and unfamiliar approach. Each technique slowed down the building process considerably. I probably made more phone calls to fellow IPMS members of behalf of this one model, and solicited more advice at meetings, than with all of my other models combined. I finally understand not only why a vacuform conversion is recommended for a first project in this medium, but how also overreaching ambition led to the Never Ending Model. Andrew Birkbeck, by comparison, probably has completed at least six models, and perhaps more, during my model's construction. I learned a lot and I'm pleased. However, if I had been even slightly less ambitious I would have finished much sooner and probably had a nicer model in the bargain. What was it that Paul Hornung once said? Oh, yes : "Practice, practice, practice!"

Saburo Sakai 1916-2000

by Robert Allen

Imperial Japanese Navy Air Force WWII ace Saburo Sakai died of a heart attack on Friday, September 23, 2000 in Atsugi, Japan at the age of 84. Sakai was probably the most well known Japanese pilot of the war, certainly in the West, and was the highest scoring IJNAF ace, with 60+ victories, to survive the war. Sakai wrote a well-received autobiography, *Samurai*, though he later expressed reservations at what he believed were liberties that co-authors Martin Caidin and Fred Saito took with his story.

In August 1942, during a long-range mission to Guadalcanal, Sakai mistook a formation of SBDs for fighters, and attacked them from the rear. Severely wounded by the rear gunners' fire, he survived a four-and-a-half hour flight in

horrendous pain, to return to his base. Blinded in his right eye, Sakai was assigned to a training unit in Japan after he recovered, until he finally made it back to a combat unit in late 1944. Although Sakai flew other fighters, such as the J2M Raiden and N1K2-J Shiden-Kai, he will always be inextricably linked with the A6M Zero.



Unlike many Japanese officers of the time, Sakai cared deeply about the men who served under him, and tried to improve their conditions. He was proud of the fact that he never lost a wingman. After the war, Sakai worked to improve relationships with his former enemies. It is fitting that he suffered his fatal heart attack while having dinner with a group of American Naval officers.

Sword 1/72nd Scale Grumman F8F-1/ F8F-2 Bearcat

by Wayne E. Moyer, IPMS
Dayton Area Scale Modelers

This is a short-run injection molded plastic kit with two complete fuselages and alternative parts to build either the F8F-1 or F8F-2 version. The resin wheel wells, cockpit interior, engine, and rockets are beautifully cast and highly detailed. Decals are given for a -1 of VF-1, a -2 from VF-151, and an Armee de l'air F8F-2 of GC1/22 during the French Indochina War. This one takes some time to build but it produces very accurate and nicely detailed models of either version.



Construction review

According to the pilots who were lucky enough to fly one, the Grumman F8F Bearcat was a fighter pilot's dream. It was designed to get from a carrier deck to the altitude of an incoming threat in the least possible time and then outfly anything it encountered. With a rate of climb of 6300 feet per minute and outstanding maneuverability, the Bearcat was much more than a match for anything the Japanese would have had during WWII and its four 50-caliber machine guns were more than sufficient. It was the first Navy fighter to have a bubble canopy and its long, double-hinged landing gear provided clearance for the big four-bladed prop. It had a wide stance for good ground handling and, typical for Grumman, was

sturdy enough for carrier operations. The 1944 Joint Fighter Conference pitted the F8F against the P-47D and M, the P-51D, and F4U-4; it was selected as the best all-around fighter for operations under 25,000 feet. VF-19 was equipped with F8F-1s and halfway across the Pacific in USS Langley (CVL-27) when the war ended. Bearcats equipped 24 squadrons at their peak, but by the time the Korean War began jets were needed for air-to-air combat and the Corsair's greater payload capacity made it the choice for air-ground operations. The Bearcat never fired a shot in anger in American colors.

Its lack of a combat record is probably responsible for a relative lack of 1/72 scale models of the Bearcat. I'm aware of only two, Frog's F8F-1B and Monogram's F8F-2. Both were nice kits in the '70's, but

neither is easy to find today and both lack much in the way of wheel well or cockpit detail. Sword Models' latest kit takes care of that nicely.

The kit consists of 35 rather soft gray injection molded parts with very fine engraved panel lines and surface detail, nine beautifully cast resin pieces, and a two-piece injection-molded clear canopy. The plastic parts are pretty standard for short-run kits, with some large feed tags, a little flash, and no locating pins for anything. The resin parts have no bubble holes, pin-holes, or other blemishes, but they do have big feed reservoirs that must be cut away with a razor saw in most cases. The wing interior castings have all the wheel well structure, the big air ducts, wiring, and other very crisp details. As

indicated above, decals are provided for three aircraft; these markings are taken directly from the Squadron/Signal *F8F Bearcat In Action* and are complete and accurate. Instructions provide a short history, seven "exploded-view" assembly steps, decal placement drawings, and some painting information. The squadrons associated with the decals are not identified on the instruction sheet, though.

The large feed tags mean that virtually all the plastic parts need some cleanup, but the soft plastic makes that job easy. Don't try to cut the resin parts off their feed reservoirs with a knife—it's easy to break the resin. Rather than provide separate forward fuselage (there are several differences in the exhaust panels) and tail sections, Sword has provided two sets of fuselage halves. Dryfitting showed that these matched up well, but the complete vertical tail is molded with the left fuselage half and you wind up with a substantial gap at the bottom of the fin on the right side. I painted all the resin parts, picking out the seat belts, instrument faces, engine details, and wheel well fittings and wiring, along with the interior of the wing and fuselage, before beginning assembly. The interior casting fit well, but I had to sand down the engine cylinders a bit to get the forward fuselage halves to fit. There's no indication of where the engine should fit—you have to eyeball the fit to provide proper clearance for the prop. The wing interior took some "fit, sand, and try" to get it located snugly in the bottom wing molding and the upper corners had to be sanded a bit to allow the upper wing halves to mate up to the lower wing.

This is not a "shake the box" kit; the fuselage seam had to be filled with thick primer and the gap below the vertical tail on the right side needed some putty. The horizontal tail halves are intended to be a butt joint, but I drilled through the fuselage and super-glued a piece of brass rod with about 1/8 inch sticking out of each root. Corresponding holes were drilled in the tails and they were attached with super-glue, giving me a much stronger joint.

Continued on page 16

Revell 1/25th Scale 1999 CART Pioneer Reynard

by Chuck Herrmann, IPMS Lakes
Region Scale Modelers

This kit is a modified reissue that updates the CART Reynard from the 1998 to the 1999 version. This release is the Pioneer-sponsored Reynard Toyota of driver Scott Pruett. While he didn't win any races, the Arciero-Wells team continued to develop the car during the 1999 season, and he was able to take the pole position for the season-ending 500 mile race in Fontana, California. The next kit in the series is out now, the PacWest team car of Mark Blundell in Motorola markings. It is identical to this kit; only the decals are different. *[There is a local angle with Blundell's car (shown below); while both the car and driver are English, the PacWest team is owned by Kirkland resident Bruce McCaw. – ED]*



Basically, the kit is the same as the 1998 series, but upgraded to capture the differences in the 1999 cars. The curbside design remains. Curbside means that the body panels do not open to reveal an engine. This way, Revell can market most of the cars competing in CART with one kit – the Pioneer car had a Toyota engine, while the Motorola car had a Mercedes-Benz. The two-piece body consists of the driver tub/sidepod/engine cover, and a nose with the front wings attached. The “shark fin” wing on the engine cover is molded on. Some photos of this car show

the wing while others don't, so will need to check your references if you want to match a specific race set-up.

There are two sets of wings, road course and the smaller speedway style, with decals sized for each. The body sits on a chassis pan that has the front suspension arms attached. The rear suspension attaches to the transmission, which is exposed out of the rear. The interior is a tub, two pieces joined vertically, so if you don't use the driver figure, the seam is difficult to fill and sand.

The updates for the 1999 car are the sidepod bodywork and the wings. There is a noticeable lip on the top of the leading edge of the sidepod, and this is reproduced in the kit. The front road course wing has the new style vertical planes added. The rear speedway wing is much different than last years, as it is the Hanford device that was developed to slow the cars down on the high-speed tracks.

Revell continues to accurately tailor each release to match the unique features of the real car. In this case, that means the chrome-plated wheels and the nice Cartograph decal sheet.

In my view the assembly of these kits follows an awkward sequence. The cockpit needs to be inserted first, then masked off while painting the body. This means that the driver needs to be inserted prior to painting. Not too difficult, but unusual for a car model. The driver's arms must be attached after the body is installed in the cockpit, so the gap between arms and torso cannot be properly filled since the paint and uniform decals must be applied first. Lining up the arms to match the steering wheel, which mounts on the car body, is also tricky. The get the uniform

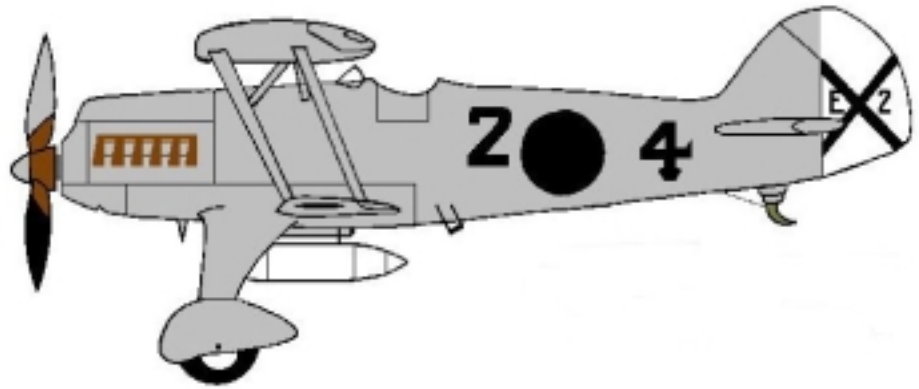


decals to lie properly across the driver's chest and around the molded-in harness, I had to trim quite a bit, and use lots of Solvaset. The helmet decals do not sit down over the complex curves of the helmet, so I cut them into several parts and pieced them together. A coat of clear gloss held them on.

There are two sets of tires, slicks and grooved rain tires. I chose to use the rain tires, just because they're different. Do **not** use the rain tires with the speedway wings! The Firestone tire markings are decals. I used Tamiya acrylic clear gloss first, trimmed the decals very closely, and then put flat acrylic clear over them. I was satisfied with the results.

The decals in the kit are accurate compared with photos that I have seen. A good reference for paint and decals is the *AutoCourse 1999 CART Yearbook*. One complaint is the lack of a white background on the sidepod Pioneer decals (#1 & 2). It does not go far enough forward, so you have to carefully mask and paint the white section. The white on the engine cover is a decal. For the dark red upper body color the closest match I could find was Testors ModelMaster British Crimson enamel. This is flat, so I needed to gloss coat the model before decaling. For the white sections I used ModelMaster Classic White.

There are some inaccuracies in the kit if you want an exact replica of Pruett's car. All of the photos I saw indicated that the team ran an open sidepod set-up; the kit only includes the full or covered sidepods. This shouldn't be difficult to fix, it just requires a bit of effort. These cars did not use the side winglets on the super speedways. They instead ran a small flipper that could be easily scratchbuilt. While the sidepods would be a significant revision to the kit, the flippers would not, and should have been included. Otherwise this is a nice kit, a bit on the simple side, but one that builds up into a nice curbside model.



Hannes Trautloft's 1936 Spanish Civil War He 51

by Allan Magnus, IPMS Regina

Early in the Spanish Civil War, a small group of six Heinkel 51 biplanes were sent to the Spanish Nationalist forces by Nazi Germany. The Heinkels were assigned codes 2-1 through 2-6. Spanish pilots, being unfamiliar with the German aircraft, soon reduced the original complement of six aircraft. A flying accident on August 18, 1936 resulted in one He 51 being written off, while another two He 51s were stricken from the roster as a result of accidents on August 24, 1936. Unfortunately the numbers assigned to these aircraft were not identified.

The German pilots in Spain, anxious to join the fray, convinced the authorities to allow them to fly the Heinkels to prevent further attrition due to accidents. These remaining Heinkels were flown exclusively by Hannes Trautloft, Kraft Eberhardt and Herwig Knuppel.

Hannes Trautloft was shot down in an He 51 on August 30, 1936 and this excerpt from his diary states, "... my good old He 51 with the number 4 met its end".

The drawing of Hannes Trautloft's He 51 that he flew during the summer of 1936, is based on a photograph of one of the early He 51s sent to Spain displaying the coding 2-4, seen on page 16 of *Legion Condor*. Only the port side is shown. It is assumed that the same markings are applied to the starboard side of the aircraft.

The aircraft is overall grey, either RLM02 or RLM63. All the markings are black. Note

that the rudder is white, but the white follows the line of the rudder hinge only. Also note the unusual shape of the 4 and the offset of the numerals from the black disc on the fuselage.

As this was early in the war, there are only solitary black discs on the port and starboard sides of the wings. On the upper wing they are on the upper surfaces, and on the lower wing they are on the lower surfaces. The back faces of the prop are black and the portion of the spinner between the propeller blades along with a small portion of the blades are left in their natural wood finish. There appears to be a remnant of a serial number on the rudder. All that remains is a portion that resembles an "E" and the number 2.

All references are from the excellent book, *Legion Condor* by Karl Ries & Hans Ring, Schiffer Military History, West Chester, PA 1992, ISBN: 0-88740-339-5, LC: 91-62741

Upcoming Model Shows

October 14:

Galaxy Hobby Fall Contest. 19332 60th Ave. W., Lynnwood, WA. Phone: 425-670-0454. Registration: 3-7pm, Friday 10/13; 10am-12noon, Saturday 10/14. Judging: Saturday, 1:30-2:30pm. Awards: 3:30pm. Models may be picked up after 4pm. All regular categories. Special categories: Best Tamiya Aircraft (any scale); Best *Star Trek* Model (any kit or scratchbuilt model from the *Star Trek* universe); best Chevrolet Camaro (any kit in any scale of any Chevy Camaro). Entry fee: \$5 for up to five models, additional entries \$1 each. Kids' entries under 10 are free.

October 21:

Hobbytown USA Lynnwood Fall Contest. Alderwood Plaza, 18500 33rd Ave. W., Lynnwood, WA. Phone: 425-774-0819. Registration begins at 10am. All regular categories. Special category: Best Gundam kit. Entry fee: \$3 for up to two models, additional entries \$1.50 each.

The “Edmonton Special” in 1/32nd Scale

by Randy Lutz, IPMS Canada

Background

It is not a commonly known fact that 442 Squadron RCAF flew one of the last operational missions in the European theatre of the Second World War. It was on May 9, 1945, the day after VE day. To add an even more unique flavor to the mission, it was to provide top cover during the liberation of the Channel Islands, which were the only British territories to be occupied by the Germans in World War II.

The Channel Islands fell under German occupation in 1940 and were overlooked during the Normandy Invasion. 442 Squadron had been notified on May 7, 1945 of the German surrender, and had celebrated almost to excess. May 8th was spent relaxing in preparation for the mission scheduled for the following day. On the 9th, 442 Squadron provided an escort for the naval force which had been enroute to liberate the Islands since the previous day. Rumors had been circulating that the German Commandant was going to blow the destroyers out of the water and it was 442 Squadron's job to ensure the landings were unopposed.

A total of 14 Mustang Mk IVs set out from RAF Station Hunsdon, Hertfordshire, with three aircraft returning due to mechanical difficulties. The Squadron, led by Wing Commander J.A.S. Storar, encountered no opposition and the entire mission could be described as uneventful.

The Mustang I built for this review was flown by Pilot Officer John Mallandaine and is depicted as it was on May 9, 1945. The name “Edmonton Special” was applied in recognition of Mallandaine's birth place, and John has since stated “I never thought my artistic endeavour would ever become so well known.” It seems appropriate to model the aircraft which participated in one of the final operational missions of the European theatre in World War II.

The Model

The kit used in this article is the Hasegawa 1/32nd scale P-51D Mustang. I had originally intended to produce a natural metal Mustang, but this was an old model that I had picked up at a swap meet and had been banged around. As a result, a lot of the parts were scratched and scuffed. As I am insufferably lazy, I felt it would have been too much work to prepare the surface for silver paint. Luckily, Arrow Graphics released a new sheet of decals which had enough visual impact for a camouflaged Mustang. With a scheme in mind, all that remained was to try and

it would need some help. So I elected to utilize the Verlinden Mustang cockpit update set, some Xtra-part dropped flaps cast in resin, and True Details bulged wheels.

First up was the cockpit area. In case you are not familiar with the Verlinden set, it contains one comprehensive sheet of photo-etched copper parts, an assortment of resin pieces and some wire. Everything in it is for the cockpit, unlike their Me 109E update set which covers other additional sections of the aircraft. Following the Verlinden instructions, all molded-in detail was removed from the insides of the



locate photographs of this subject. As in most cases, I like to bounce ideas off my modeling colleagues and hope that they can provide some much needed information. This model was no exception, as a friend, Steve Sauvé, provided numerous large photos of 442 Squadron Mustangs, including three nice shots of the “Edmonton Special”. With a model and references, I was now ready to proceed.

As good as the Hasegawa Mustang is, it does not hold a candle to the latest P-51D's released by Tamiya or Hasegawa in 1/48th scale. Keeping this in mind, I decided that if this model was to compete on equal ground with these newer releases

fuselage and the instrument panel coaming was cut back to accommodate the new photo-etched part. Some of the photo-etched parts were super-glued to the fuselage and it was then given a coat of Testors Model Master Interior Green FS35141. This model was something of a departure from my normal building practices as I decided that it would be weathered from the outset. If it is to be weathered on the outside, logic would dictate that the interior should receive equal time. This is where my good friend Sid Arnold came to my rescue. He taught me the secrets to the “black art” of washes, dry brushing, and pasteling. Sid is a master and under his tutorage, I could

see the model come to life. It is now my duty to pass these secrets along to you. After the interior was painted Interior Green, it was given a coat of Testors Acrylic Clear Flat. The reason acrylic was chosen is to provide a dissimilar finish which will be impervious to the wash which will follow.

The wash consists of the base color, in this case Interior Green, some black oil paint, I used Windsor and Newton Ivory Black with just enough turpentine to thin this mixture. Some people may omit the Green, but it will produce a wash composed entirely of black which will create too much contrast with the green areas. Washes are intended to produce shadows, and shadows are merely the base color in the absence of direct light. When applying the wash, dab the brush in cracks and crevices and allow the capillary action to draw the liquid. Do not attempt to paint the wash in place, it will not work! Sometimes you may find it necessary to repeat the wash until you have the desired depth. The advantage of applying the wash over an acrylic flat is that it eliminates the excessive staining that results if a wash is applied directly on flat paint.

Let the wash dry for at least 24 hours before attempting the dry brushing. When dry brushing, I again used the Interior Green, but it was lightened with Windsor and Newton Titanium White oil paint. Some readers may prefer to dry brush with a generic light grey as many modelers do, but I can tell you that the results are far superior using a lightened version of the base color. You may be wondering why it was lightened with oil paints instead of white enamel. The oil paint does not allow the mixture to dry as quickly, giving you much more time to work with the paint and preventing the brush from drying out. Work the dry brushing over areas that have been washed and it will tone down the dark washed look, gently blending all areas together. Let this dry overnight before moving on to any further washes or dry brushing in alternate colors. The wash and dry brushing routine was applied to various cockpit components, each time respecting the base color.

The instrument panel and various boxes were airbrushed using Testors Model Master Black Chrome. This was followed by subsequent dry brushing starting with a dark grey and finishing with a light grey. This process imparts a greater depth to the finish and is more realistic than a one color dry brushing.

The floor area was first brush painted with Testors Flat Tan, streaked with a darker brown and then given a dark brownish green wash. When almost dry, a brush slightly dampened with turpentine was used to remove any excess wash. A dust boot was made for the base of the control column using a small piece of facial tissue soaked in a mixture of white glue and water. It can be shaped and when dry, painted as per normal.

Verlinden supplies metal seat belts but I elected to replace them with thin strips of masking tape which were painted a pale



linen shade. The buckles were airbrushed with Testors Metalizer Steel and the assemblies fastened to the seat. In retrospect, I feel the Verlinden buckles are oversize, and would be best replaced with Eduard or Model Technologies buckles. Note that the seat is finished in Chromate Green and not Interior Green. This is clearly shown in the book *Mustang in Color* by Larry Davis, published by Squadron. The gun sight was painted Black Chrome and the two small circular lenses were picked out using Kristal Klear. Verlinden supplies a nice sunshade for the gun sight which really finishes off this piece. All the cockpit components except

the seat, radio gear and headrest were glued in place. These items were left out as they are higher than the cockpit sill and would interfere with masking later on.

Prior to joining the fuselage halves, the tail wheel well and inside face of the doors were airbrushed with Testors Pla Chromate Yellow. This is the paint in the small square jars and sprays beautifully. A dark wash was applied to the inside face of the doors and then dry brushed with a lighter shade. The tail wheel strut was finished in Metalizer Steel and given a dark wash. Testors Rubber was used for the tail wheel after it had been flattened on the bottom.

The fuselage was assembled using liquid cement, and it was now time to tackle one of the areas that makes this Mustang different from most. These were the louvred cowl vent panels. On almost all P-51D's, North American utilized perforated panels. However for some reason, many of

Mustangs supplied to Commonwealth squadrons had louvred vent panels. The first step was to sand off the kit panels and open up the area. Next, I used a photo-etched vent panel from Eduard sheet No. 32-010 as a template to create replacement panels from thin styrene.

With the outline defined, a chisel edged X-acto blade was hammered into the panels in four parallel lines. The design of the blade's beveled edge allows one side of each cut to be more recessed than its opposite side. This aids in creating the shape of the louvres. A simple prying motion with the blade while it is in the cuts will finalize the shape. The panels were cut out of the styrene, the edges sanded to reduce the thickness, and they were glued in place.

As I have stated previously, this was an old model and as a result the engine was missing, but I was fortunate that the exhaust manifolds were still there. They

were drilled out and super-glued in place. As there was no engine to support them, and to ensure that they would not be pushed inside the nose at a later date, a cross brace was inserted between the two manifolds. The top of the engine cowl and windscreen were glued in place, and the cockpit was masked over to protect the insides.

Prior to fastening the wings, the landing flaps were removed using an OLFA plastic cutter. The wing fillets were thinned to a more scale appearance and then the top surfaces of the wings were glued to the fuselage. From time to time I use this method when attaching the wings as I find it produces a better wing to fuselage joint. It does not work with all models but will work quite well with this kit. Once the tops had set, the bottom of the wing was glued in place and any seams were smoothed over. I prepared the Xtra-parts dropped flaps and much to my concern, found they are about 1/8" too short in span. While I cannot factually state why, I believe it is because they took measurements from the top of the model only. However, the flaps on a Mustang go under the wing root fillet. If measurements had been taken from the bottom they would have been the correct size. Consequently, I had to add extra plastic to the ends to compensate for the large gap. The flaps were not added at this time, merely modified so they would fit properly. The tail planes were fastened, and all joints smoothed over using Tamiya putty.

While the putty was curing, the landing gear was cleaned up. One of the first steps was to drill out the torque links and thin them down a little. Some tie down rings were added and then the landing gear was painted in Steel and given a black wash. Aluminium foil was applied to the shock portion to produce a more realistic oleo strut. The True Details wheels were first painted Metalizer Steel. This area was then masked off, and the wheels were sprayed with Testors Rubber followed by a dry brushing with a dark grey and then dry brushed with lightened rubber. The wheels were not fastened to the struts until one of

the final steps as I wanted to ensure they rested on the flat spots.

The radiator inlet lacked any visual interest, so I added an inlet screen from the Eduard detail set on the P-51D. This same sheet also provided the radiator screen visible when looking into the rear of the radiator outlet. They are hard to see, but I know they are there. I was proceeding with the model and at this time I still had not decided how I was going to model the Aeroproducts propeller. I looked through my spares and could not come up with anything. I am not aware of any after market accessories which deal with this area, and the kit blades do not readily lend themselves to modification. Finally I called Revell/Monogram models asking if I could buy the necessary parts from the newly re-issued Phantom Mustang. I was open and above board, explaining that I did not have the Phantom Mustang, but merely wished to purchase the parts. I must have found a sympathetic ear in Debbie Hunter at Monogram, as she understood what it means to modelers to have the correct parts and assured me the parts would be forthcoming. A few weeks later I had the correct propeller blades along with the spinner assembly. Thanks Debbie, you are a lifesaver! All the new blades needed was a minor reshaping and they were ready for paint.

The first painting steps involved the Sky fuselage band and the Identification Yellow anti-glare panel and leading edge to the wings. As usual, Xtra-color is my paint of choice, with X7 RAF Sky BS210 and X106 Insignia Yellow, FS13530 being used respectively. Once these areas were dry, they were masked off and the underside was finished in X3 Medium Sea Grey BS637. This was followed by the upper surface camouflage pattern applied freehand using X6 Ocean Grey, followed by X1 Dark Green BS641. All airbrushing was accomplished with a Paasche "V" dual action, set at 30 psi., with the paints thinned with lacquer thinner. Once all the basic camouflage was completed the rear main spar in the wheel wells was painted Testors Chromate Yellow, masked over and

then the remainder of the wheel well finished in Testors Non-Buffering Aluminium Metalizer. This was followed by a darkened wash, and subsequent dry brushing.

All masking was removed and the model inspected for any necessary touch-ups. Luckily, none were needed, which is not always the case. Arrow Graphics decal sheet number G-9-32 was used for the markings. If you are not familiar with Arrow Graphics, they offer an extensive line of RCAF markings, mostly post war, but recently have expanded to include numerous World War II subjects. The good thing about their products is that they are usually offered in all scales if a model is available. To ensure perfect registration of the roundels, they are printed as separate colors, leaving it up to the builder to align the circles. The first to be applied were the yellow backgrounds to the fuselage type "C1" roundels. Once this position was determined, the yellow background to the squadron codes could be applied, followed by the remaining overlays. The decals respond well to Solvaset if not applied too heavily. Using multi-part decals slows down the process, but I feel the final results far outweigh the extra time required. Overall, these decals rank as some of the finest I have used. They snuggled into, and hugged every contour of the model. If they could cook dinner I would marry them! It is interesting to note that the upper wing roundel is of the 40" "C" type, as opposed to the more common "B" style. The white ring was introduced in early January 1945 under an order from the 2nd Tactical Air Force.

Once the decals had dried, it was time to try something new, mainly duplicating the chipped paint look. For this step I remembered something Jamie Leggo had once told me. This was to mix silver paint with Raw Umber oil paint. It changes the tonal value slightly while eliminating the garish look of bright silver. This mixture was discreetly applied to wing roots, the leading edge of the wings and around some of the cowl panels. Stop when you think you do not have enough, as in all

probability it is the right amount, or almost to too much. Once it had dried the entire model was over-sprayed with Floquil Flat Finish. While this was setting, I airbrushed the drop tanks with a slightly darkened mix of Medium Sea Grey. The tanks were then given a dark grey wash around the filler caps and retaining straps. This was all followed by Floquil Flat. No chipping was applied to the drop tanks as the units selected are the 110 gallon compressed paper type.

Pastelling was next, which was something new for me. Fortunately, Sid was available for guidance, as well as providing the pastels. For the underside, a slightly darker shade of grey was applied to all panel lines, while the upper surface panels were accented with a very dark grey. The topsides were then pasteled using lighter shades of grey and green to simulate fading and streaking as a result of airflow. The yellow areas benefited from shades of brown in any recesses and white for highlights. The tires were pasteled with a desert tan color to simulate dust and the drop tanks were finished with three shades of grey working from lightest to darkest. Overall, the application of the pastels encompassed over 5 hours and numerous bottles of beer while finishing in the wee hours of the morning.

The drop tanks were installed, with the fuel lines fabricated from black telephone wire which had portions of the insulation stripped away. Fortunately, I had extra telephone wire in all my wall outlets. The bare parts of the wire were sprayed with silver and installed using super glue. Final detailing consisted of the antenna wire which passes through a hole drilled in the sliding section of the canopy. Humbrol enamels were used for the navigation lights, while the under wing formation lights were made by spraying Testors Turn Signal Amber, and Gunze Sangyo Transparent red and green over small disks of decal film and applied in the conventional manner. A regular HB pencil was sharpened and rubbed on selected high points in the cockpit to show areas of wear.

The finished model has been competing very well at recent model conventions and various interpretations of this scheme have been showing up at all the shows I have attended. My only complaint with the finished product relates to the size of the decals. The "Edmonton Special" logo and squadron codes are far too large for this scale. While not 100% positive, I feel that the markings from the 1/48 sheet would be a better size. But c'est la vie, the model is finished and regardless of the size of the decals, it still looks good to me.

A special thank you goes out to Steve Sauvé for supplying the reference material, Sid Arnold for giving me the courage to try weathering, and Jamie Leggo for taking the photographs.

References

Camouflage and Markings No. 2: N. A. Mustang, RAF Northern Europe 1936-45 by Robert C. Jones. Ducimus Books

Mustang in Color by Larry Davis, Squadron Publications

442 Squadron History by Captain Grant MacDonald & Captain Terry Strocel

Model Art No.401, *North American P-51 Mustang*. Model Art Co., Tokyo Japan

Photographs of the actual aircraft

[This article was taken from the IPMS Canada publication, RT; I'm not sure to which local chapter Randy belongs. – ED]

Amodel

from page 5

material is a little hard to locate. Sometimes when you do find something, you wish you hadn't. It's hard to figure out how anybody can screw up so badly. One would think that at sometime the people who do the molds, plans, decals, and box art would get together and compare notes. In one kit on my bench, the parts don't match the box art and the decals don't match the plans. A couple of the decals are grossly oversized. The references I do have show that the configuration given didn't exist. Most of the Amodels I've built have had several different color schemes to choose from, which means many different decals. The decal quality in general is good, and they are on register.

The molding of the kits is a little to moderately crude, but the surface detail looks pretty good in most cases. Go figure. Color schemes are given to Humbrol paint numbers and English names. Most likely the plans will show the sprues and give numbers to the parts, even if you can't figure out where they go. All of the models I've attacked have been molded in white plastic. The gates tend to be a tad heavy and on some of the small parts this can be a problem. The clear parts (snort, giggle) are a little on the heavy side, but do tend to fit in most cases.

All in all, these kits are neither the greatest in the world or anywhere close to it, but the subjects are outstanding. Amodel has released quite a few kits so far, so somebody must be buying them. Somebody besides me, that is. With all this glowing praise I've heaped on them, they are a "limited edition" (it says so on the plans) so if you need to further your collection of strange and lesser known aircraft you might want to make a quick trip to Skyway Hobbies before these great kits are all snapped up by us less discerning types. Ted, Jim, Terry, these kits are going fast...

Sword F8F Bearcat

from page 9

The wings simply did not fit onto the fuselage; I sanded both the inner edge of the upper wing half and the root section molded with the fuselage until the wing assembly would snap into place with the appropriate dihedral. Needless to say, this left another seam to fill and sand. By the time I'd gotten all the seams to look decent, I'd also eliminated a fair portion of the very fine engraved panel detail, which then had to be re-scribed. Oh, yes—I almost forgot; the -2's cannon bulges are molded onto the wing upper surfaces, so if you're building a -1 they must be sanded off. That, of course, means still more panel lines to re-scribe.

At least the color scheme is simple: overall dark Glossy Sea Blue. Well, perhaps! There's a lot of controversy over the color of the wheel wells, gear legs, etc. There's no doubt that at the time Bearcats were built, the specs called for the cockpit to be painted Interior Green, other interior surfaces were to be painted Zinc Chromate, and the inside of "movable surfaces" (dive brakes, speed brakes) were Insignia Red. There's also no doubt that many overall Sea Blue aircraft had gear legs, wheel well doors, etc. painted blue. None of my reference material helped very much—a properly exposed photo of a

dark blue aircraft shot on a bright sunny day doesn't show much detail under the wings! I finally decided that Grumman would have built them with paint according to specs, but that the first time they were repainted in the field, very little got masked. So my -1 has Chromate Green on the inside of the gear doors, with aluminum and steel gear legs, while everything is blue on the -2. Who knows for sure? I used the kit decals for the F8F-2, but having met Cecil Harris once, I decided to model his -1 as it's shown on the cover of the Squadron/Signal Bearcat book. The kit's national insignia were used with yellow letters and numbers from my decal box. The kit decals are very thin as a wetting agent like Micro-Set is definitely required if they are to be moved at all. The decals from one kit worked fine, but those from the second were a little brittle. They do snug down just fine.

About the only thing left to discuss is the canopies. Mine were a bit cloudy and the canopy frames aren't especially pronounced. I sprayed Glossy Sea Blue on some clear decal film, cut that into strips, and used it to make the canopy frames. When that was dry the canopies were dipped in Future, which did help to clear them up as well as seal my thin decal strips to the clear plastic. The sliding section fit very well, but there was a bit of a gap dead

center on the fixed glass. Kristal Klear and a dab of paint took care of that. At first glance, the landing gear legs look like they should fit at the ends of the gear wells. Actually, they will fit there, but shouldn't! They actually mount about 1/3 of the way inboard. Super-glue them to the outboard edge of the chordwise structural member and they'll be surprisingly sturdy when the retracting arm is added.

I'm very pleased with my finished models. Sword has gotten the shape right and all the details that make the two versions different are modeled accurately. All dimensions are within two scale inches (0.03 actual inches) of perfect, which is closer than I can see without help. Overall, my Sword models compare quite nicely to the older Monogram kit; outlines and surface details are on a par and the Sword models have MUCH better interior and wheel well detail—not to mention that you can make an accurate -1 from this kit! I spent 20-25 hours on these models, though—quite a bit of time for out-of-the-box models but much of it was in parts preparation, seam filling, and re-scribing panel lines. Was it worth it? Absolutely—I've always wanted to add a WWII Bearcat to my collection but was too lazy to do the conversion work. Now it's not necessary.

Meeting Reminder

Saturday, October 21

10 AM

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

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

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

