

Seattle Chapter News



Seattle Chapter IPMS-USA
August 2001

PREZNOTES



My Convention Diary

June 28: "We are now at our cruising altitude of 33,000' and from the flight deck...if there is anything we can do to make your flight more comfortable..." **Yes** - more seat room! The "meal" consists of a 1/32nd scale breakfast sandwich and a 1/72nd scale drink, neither one my chosen scale.

June 28-July 3: The first several days were spent with Jill's family - aunts and cousins, many of whom she had not seen in decades. I think I've been accepted as a member of the family...

June 29: I'm told by a Chicagoan that there are two seasons: winter and road construction. And the drivers - Yowza!

July 3: Terry sees a B-17. I traveled about 50 miles west of Chicago to see Mike & Ken Kellner's B-17E/XC-108 project. A **lot** of parts. A **lot** of enthusiasm. A **lot** of work ahead. They pulled their airplane out of the Maine woods and trucked it back to Illinois. It needs a ton of work, especially since it was hacked apart at some point in the distant past. At least all the parts are there and what is not available they are manufacturing. It would be nice to see the wind under her wings someday.

I'm driving somewhat like the residents of these parts now. Look out! A white knuckle ride.

July 4: Jill saves a life. She performed CPR on a small child that slipped into the deep end of the hotel pool and very nearly drowned.

July 5-7: It took only a short time for registration to get up to speed and then, from my perspective, the convention appeared to be a smooth running thing. There were over 2,000 models in the contest and the dominant category appeared to be 1/48th single engine prop, which ended up with 11 splits including

Me 109, Fw 190, US Navy Grumman and Douglas, and Lower Slobovian trainers. Armor appeared to be well represented but automotive and ship categories appeared to be down. There was a diverse selection of Sci-fi hardware and figures. Some of the standouts were a 1/48th scratchbuilt LLRV (lunar landing research vehicle), a 1/6th scale sprint car, a U-boat sub pen diorama (voted most popular model), and the best in show, a Bradley AFV. My personal favorite was the group entry from IPMS North Central Texas, where everyone involved built a soft skin German vehicle, including many contributions by non-vehicle (i.e. airplane) modelers. The two vendor rooms were well stocked with new kits, old kits, aftermarket products, accessories, and everything else. I found my short list of items straight away but then I could not leave well enough alone and by early Saturday my vendor room wallet was drained.

I had a chance to meet Francis Gabreski and other members of the 56th FG and was thrilled with that, having a chance to meet someone that I've only been able to read about in my history books.

I think my only disappointment was the two seminars I attended. I felt I did not

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! 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 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 (though all currently listed are second Saturdays). We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

August 18, 2001 (Third Saturday)

September TBD, 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

“...And Bill Didn’t Eat His Broccoli...”

by Bob LaBouy

Boy, was I just hoping someone would ask, what I did during my “summer vacation?” Do you remember (read “dread”) those little reports we had to do in the sixth grade? I do. I am not a writer of any capability (read “boy, is that an understatement”...) and certainly not capable of many comprehensive or entertaining thoughts. I do wish to share some of my impressions though of this year’s big IPMS-USA shindig in Chicago, Illinois.

I am happy to tell you how I saw it. In the process of sharing this information, I hope I’ll also indirectly answer the question I often hear when someone asks about the “benefits” of IPMS-USA membership. To me little could be more fulfilling than the opportunity to make the annual pilgrimage to an IPMS-USA National Convention. As I just returned from the 2001 National Convention in Chicago over this past weekend, I’d like to share some of the benefits I received from my membership. I list these benefits as they hit me, not in any type of order:

The best forum to show your models and see the work of others. The IPMS-USA Conventions are one of (if not the only) places I know you can see a very large collection of excellent models, covering an almost unbelievable cross section of subject matter, levels of modeling quality, and aspects of building and displaying models I’ve ever seen. Each time I attend a convention, I come away with a little list of models, markings, display methods, and ideas I wouldn’t have even imagined, had I not seen the models in the national contest. From my perspective one can see more, better quality and more diverse modeling subjects at one national convention than you might expect to see in a lot of regional and probably a lifetime of local chapter meetings. I say this having been a

visitor (and sometimes contributor) to a sizeable number of local and regional conventions (in at least six different regions of the Society). As just one example, during the 2001 Contest, I was simply amazed at one builder’s techniques and efforts in completing a Revell 1/96th scale kit of the *USS Constitution*. The work and manner in which he finished the sails alone was worth an extended look and review. I also had the chance to talk extensively with at least three other models about their finished models and how they did what they did, why, what materials, paints, decals, etc. Though I have now to attempt to put some of those techniques into action, I at least have now been exposed to the technique and art involved and can now attempt them myself. I know if may just be my limited skills, but from a purely personal learning standpoint, I can see a lot of technique in a photo of some models and often attempt to learn from magazine articles and photos. But allow me talk to the builder, see the completed work (from more than a few aspects) and **wow**, I can learn a lot more!

Vendors Rooms. Talk about “dying and going to heaven in the proverbial hobby shop” and you’re talking about the Conventions’ Vendors Rooms. I’m not sure this was the most productive collection of vendors I’ve wandered through and have no idea about the number thousands of square feet of vendors’ space I covered in my dialing walks, but I feel it was like two or three acres of tables. Don’t get me wrong, I still like to go down to “shachters” hobby shop (Skyway Models in my case), but I saw decals I’ve never seen, I saw kits I wanted (though I rarely buy kits there), lots of references I either didn’t know existed or couldn’t locate locally, tools and supplies I have only read about, and got to share my humble opinions with several manufacturers, small suppliers, manufacturers, and cottage industry owners. A couple of examples to illustrate my point; There is the Tool Man from the Dallas area, who has most any tool you want, can imagine or think is out there for the scale modeler. I

spent some time talking to the three main owners of the now closed Accurate Miniatures company, learning about their issues - I also bought a couple more of their kits, though at least two dealers close by their table (which contained a truck load of “factory remainder” items) had their kits at sizeable discounts. I spent some time talking to at least three manufacturers who are turning out resin after-market parts (unlike one of our local members who shall remain nameless...) and marveled at their efforts and what they have in the works. Talked to several decal manufacturers, got and gave them feedback. For example, while some folks sit around talking about all of the problems confronting companies such as AeroMaster, I actually talked to several of the principals and learned what is happening and why (e.g., they are not going out of business).

One of my favorite vendors was the Eagle Edition table, where I spent quite a bit of time talking to several aces who flew for the Luftwaffe during both the Battle of Britain and throughout the later stages of WW II. What a thrill and font for future knowledge and model subjects. I know one of our local members was sort of lukewarm about meeting these guys until he learned that one of the two German pilots was a Knights Cross holder and credited with at least 60 kills (and had flown almost every mark of the Bf 109 and then the Me 262). The other German pilot had “only” flown four or five versions of the famous Fw 190. I didn’t know much about the armored attack versions of the Fw 190A, but he was able to show us where the cockpit armor and windscreen armor was, and they actually had one of the cockpit side panels with them to see in real life! I could have spent a lot of time with books and never fully appreciate this one aspect of that aircraft and there I was talking, joking, and sharing the memories and anecdotes with two pilots who actually flew these aircraft. Remind me to tell you the hilarious story about how one of these gentlemen demonstrated his first kill (of a French pilot) and how he was later “captured” by

his own countrymen after being shot down behind his own lines. I know I am always preaching about meeting and listening to the men who actually took part in the history that I model, but these gentlemen, now in their 80s, are the living proof of what I find so interesting and valuable. I gained a personal insight into the topic of the painted spirals on the noses of Fw 190s alone that I figured I would never learn. What an opportunity!

I have since attempted to reconcile my checkbook (and see that I am a few missing checks short for some unknown reason...) and don't think I went too far overboard. My patient, kind, loving and beautiful wife, on the other hand welcomed me home and mentioned this morning that I am grounded for about the next nine years (I don't understand it really; I actually brought the empty checkbook back with some remaining deposit slips left...that should count for something, don't you agree?). She's a dear, sweet person, but somehow doesn't truly understand the modeler's needs...

Guest Speakers. Though you might think the men mentioned above were the only speakers (and several of us also paid a nominal fee to hear them talk for several more hours in a organized forum as well), you'd be wrong. I didn't attend all of the lectures (covering several other aspects of WW II flying and aerial combat, modeling and painting miniatures, U.S. military colors and painting models, armor, and dioramas). There was also an excellent speaker who flew well over a hundred missions over North Vietnam in the A-1 Skyraider. One of the most desired speakers was retired USAF Colonel "Gabby" Gabreski. Gabby spoke, along with two of his P-47 crewmen from the famous 56th FG and his numerous, well-known P-47s. These three men had not been reunited in over 40 years! Gabreski, just in case you aren't familiar with him, was there on December 7, 1941, flew Spitfires with the RAF early in the War, and was successful in over 31 aerial battles with the Luftwaffe. When the Korean

"police action" was in full swing, he returned to the air and was credited with another 6.5 aircraft while flying an F-86. He is now the highest scoring living ace from the WW II US armed forces. Gabby sat, talked and signed autographs, photos, and books for at least four days with the modelers present. I have one friend who traveled half way across the country to meet, talk to, and listen to this one well-known pilot. I sincerely doubt this opportunity will again present itself. I will long remember my chance to meet and see Gabby in person. And I will build at least one model of his aircraft!

IPMS-USA Business Meeting. This is the only place you'll probably ever see/hear of IPMS-USA business conducted. This year, it was attended by approximately 100 members. We heard a report by the Executive Board officer about what they felt their accomplishments had been over the last several years (as they were mostly about to turn over their offices to a new slate of officers on Saturday evening). Society meetings are o.k. in my book, almost a necessity and as I said the Conventions are the only venue in which these meetings are ever held. However, you must be warned not to have overeaten before attending and you may not be able to operate any type of equipment nor drive a vehicle immediately following your attendance at one of these meetings. In all honesty, if you aspire to ever hold a national office or want to ask questions of the officers or hope to effect change in the Society, these meetings are, or should be, an essential part of your education into the operations and management of the Society.

While separated by about a minute from the above mentioned, mind warping experience, the next very important piece of business was where those hoping to have the pleasure (read much work) of hosting the IPMS-USA National Convention in two years make their presentation of their "bids" for that convention. There was also a "status" report for next year's convention; this was nicely done by the hosting Chapters from the Norfolk area for

next year's 2002 event (see notes below).

We (about 85 folks) then watched and listened as those hoping to host the 2003 Convention gave their presentations. They included automated (read PowerPoint) presentations by prospective host Chapters from Dayton and Minneapolis. Oklahoma City sent a poorly prepared (and incomplete) slide show and hadn't worked out almost any of their proposed ideas, speakers, tours, etc. The latter was clearly the "tail-end Charlie" of the three and everyone I spoke with said simply "no way." Everyone I spoke to or heard from favored Dayton by a country mile, the Minnesota group appeared to be prepared and a very "gung-ho," organized group and all agreed that Oklahoma City didn't fare as well, and wasn't even in the ball park as far as their preparation or presentation. They were basically not in the running. I have the presentation outlines for each of these groups if anyone would like to review them.

As you now know, the statement of our Executive Board was "way" and they decided we'd all go to Oklahoma City. Don't ask me. I still am in the dark about this year's "west coast" site in Chicago, which was brought to us by the same group of folks. I have no idea what their rationale was. I have nothing against Oklahoma City, believe me. I don't really anticipate ever going there again, but aside from that everyone deserves the chance to see it at least once and make up their own mind.

Food, Drink and Things to See. The food was darn expensive, unless you were blessed to have a ride to an outside restaurant, as we did one evening thanks to the kindness (and pity) of our fearless leader and his even more fearless wife, Jill. The libations were ridiculously expensive. A simple breakfast, as an example, ran from my favorite (coffee and juice) at about \$8.50 (w/o tip...) to \$14.50 for the help-yourself buffet. A hamburger and bottle of beer ran about \$15. A hot dog and soft drink (in the little self-serve store) about

\$9. As I said, hotels are notorious for gouging those unfortunate to have to eat therein and our stay in the O'Hare Hyatt was no exception. Enough said I suppose.

On the other hand, provided you had time to travel into downtown Chicago, you were able to visit some of the places that really does spell out the Windy City's world class credentials. Included are the Field Museum, the Design Center, Museum of History and Industry (read U-505, captured during WWII, though not as many believe in either the Chicago River nor Lake Michigan...), the famous "Loop" shopping area, and literally tons of other worthwhile places to visit. While food is generally more expensive in downtown Chicago, there are also thousands of great places to expand your palate and taste every type of ethnic, national, or regional food type. I believe this is the general rule in most of the host cities (read "I am not so sure about Ok City...").

The Awards Banquet is another of life's cruel jokes, in my opinion. You pay about 50-150% more for the meal than it's worth (usually just another banquet meal like all others...although I seem to remember the evening in July, 1992 when that crazy bunch in Seattle had a wonderful, tasty steak dinner. That is also the last decent banquet dinner I remember...). If you are lucky and don't wind up next to the buffoons from Texas who are often a bit on the extremely loud and outrageous side, you can eat and enjoy your table full of old and new friends. However, the rude awakening normally appears in the form of several meaningless, boring talks (many of which can't be heard because of poor acoustics and poor sound systems), you are bored silly with a slide or video show (which can't be seen, is poorly presented, out of focus, with slides that don't match the script being read to you or accompanied by music which would have put Lawrence Welk and the bubble machine group to sleep). On top of all other social ills, there has become a habit of allowing two prominent IPMS members to get up and try their best to make the awards even

more boring with an ill conceived and not-so-humorous reading of the awards - which consumes over two-and-a-half hours alone! This mess, which as best as I can tell, is almost universally hated by everyone who attends the awards banquet seems to have taken on a life of its own. I heard the same complaints all the way to the airport this weekend and they are now legend. Chicago succeeded in my opinion by bringing all of these ills to the table and turning the evening into a rout. One of these banquets could have kept the Allies off the Normandy beaches and could have easily turned the tide for Napoleon at Waterloo. As if all else wouldn't endear the host chapter to most modelers, they closed off the display room and wanted each modeler removing any models to prove they belonged to that builder. While I understand the basic reason for this, it was strange after one's models were there on display for several days, the builder didn't have to supply any I.D. when bringing them into the room, and many modelers had already thrown their entry sheets in the trash as they packed their models. It took us approximately 45 minutes to get our models out of the display room!

As if I hadn't seen it all, just as I was finishing my gourmet chicken dinner, I looked across the table and noticed (to my complete horror and amazement) the dinner plate belonging to my "roomie" and a person whose social graces had been guaranteed to me by none other than Ted Holowchuk (who many of know as a person of some repute and refinement - even though he is originally from "up north," eh). What do I see? Although I suspect this will ruin his reputation around our Chapter and I shouldn't mention his name (read Bill Johnson), he had cleaned his plate (maybe by licking it absolutely clean) and there on the side of his plate, I saw Bill hadn't eaten his broccoli! At that point my evening was a total loss. I am sure you'll all know how I must have felt.

Friends and Fellowship. The real value or essence of these conventions though (as

least in my mind and experience) is the opportunity to meet new friends and model enthusiasts from around the country (and world for that matter). I realize that I've been truly blessed by having lived and modeled around the country (read forced to move often by family and career changes) over the years and have partaken in IPMS regional and chapter activities in many different cities (read lots of mandatory TDY and travel). My greatest reward though has been the almost continual opportunity to make new friends and renew existing friendships with those I have been fortunate to meet over the years. I can count at least ten folks who were first met in Los Angeles Convention in 1969, who met again this year in Chicago, and who are able to see one another almost every year at these conventions. Maybe it's just my advancing age, but is the most rewarding part of my Convention trip by far. I know it's not supposed to be manly, but there are a group of these guys I literally love like brothers (or closer if that's possible). The loss this year of Don Harris (who I've swapped lies with, judged with, eaten cookies, and drunk beer with since 1971) is one of the only tragic reminders of our advancing ages. Several of us commiserated over our recently departed friends this past weekend and I know there were moist eyes around the table. The only things that kept us all going were the discussions and tales about our previous good times together.

On the other hand, this year I met and became friends with a young man (and his wife) from Willow Grove, PA (and reasonably new to the hobby) and a former Czech Army officer from Miami (who is now in the decal business and loving it). The fellowship of good friends around the Society is something that is one of the greatest values in belonging to a Society like IPMS-USA and I wouldn't give it up for any amount of money. I even got to know one or two of our folks better than I have previously, which is another positive about these Conventions. While I don't believe I saw everyone from our area, toes

were counted and we had approximately 19 locals in Chicago.

2002 National Convention. I know I've sprinkled these notes with superlatives and exclamations. You may still doubt the value of my suggestions and observations. If so, I am sorry for you and especially sorry for those who would like to attend and can't for a variety of valid reasons (read family, money, jobs and or opportunity). Should you want to take up the challenge and pursue the opportunities, next year's IPMS-USA National Convention will be in Virginia Beach, Virginia. I've registered and will be there if at all humanly possible. I also plan a few side trips (the MacArthur Museum, Nautical Museum, Military Museum, several military bases and one of the world's largest nature sea ports, and every conceivable type of Naval vessel, historic Williamsburg and Washington, D.C. about half a day's drive away) and will share those ideas with you as the year progresses. See you "at the beach" as they say in the Tidewater community! I wouldn't miss it for the world.

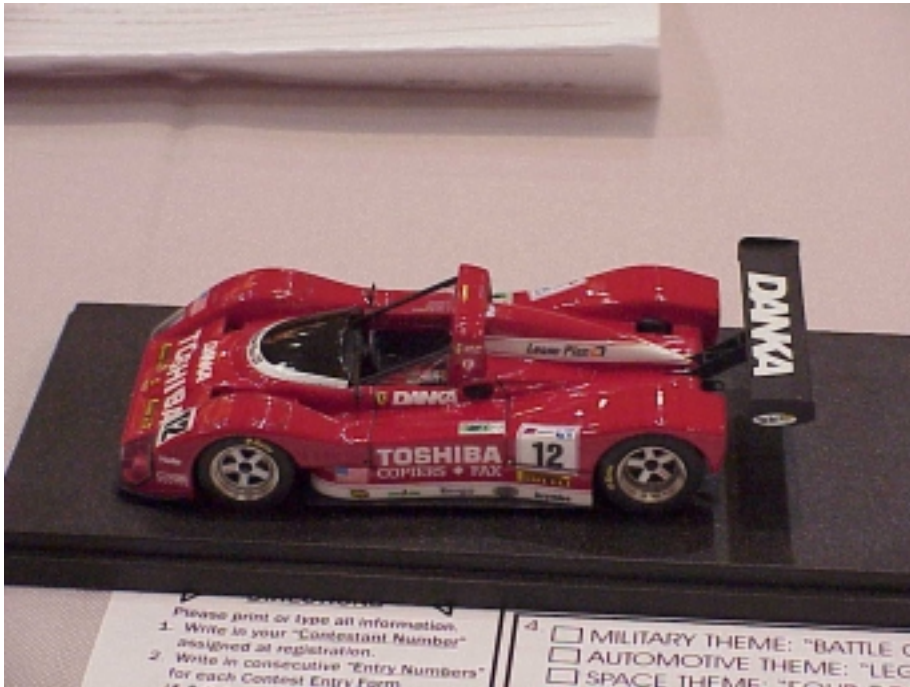
Come to think about it...I may wind up visiting the Will Rogers International after all.

In summary, I hope I have conveyed some of the feelings and impressions I have about both IPMS-USA and our National Conventions. Please try to get to one. They can be the adventure of a lifetime.

[Note - 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. IPMS Seattle has nothing against anyone from either Texas or Oklahoma, with the possible exception of Alex Rodriguez. Honest. - ED]

*The photos on these pages are by **Bob LaBouy and Terry Moore**, with one taken from the net; this page top to bottom - 1928 Stutz Black Hawk; Corvette; The IPMS North Central Texas group entry of soft skin German vehicles*





Clockwise from top left - a beautiful model of the Toshiba Ferrari 333SP as run by Van der Poele/Taylor/Velez at Le Mans in 1998; a scratchbuilt Lauren Bacall figure; a very nice PZL P.37 Los; a (Tamiya?) F2A Buffalo in USMC markings; the scratchbuilt 1/48th scale Lunar Landing Research Vehicle by Ben Gunther that won Best Aircraft

See pages 14-15 for more photos

Combat Colours 1: The Messerschmitt Bf 109E on the Western Front – 1940
by **Peter Scott**

review by **Paul A. Ludwig**

Scale Aircraft Modelling's new "Combat Colours" series was kicked off at the recent IPMS National Convention in Chicago. It sold for under 20 dollars and I think it is a wonderful addition to my library.

It is called *Combat Colours Number 1*, and is subtitled *The Messerschmitt Bf 109E on the Western Front - 1940*.

It runs to 57 pages on the finest paper, featuring excellent color renditions. From pages 6 to 51, there is an average of six color profiles on each page. No text except captions, and only profiles! Since the entire production of the 109 ran to approximately 33,000 aircraft, presentation of nearly 250 profiles of the 109E has to near the number, in color, of almost the entire production run of the 109E. Although that is said in humor, 250 color profiles of a sub-type is an exhausting study!

There are those enthusiasts who will find, record, and publish the history on every aircraft built of a specific type. Kind of like train spotting. That is their fun and their work is our treasure. The Republic F-105 was presented in a book giving a photo of almost every 105 ever built, from the first to the last. We are seeing more books showing a run-down of every one of a type. This new booklet in softcover shows almost every known variation of colors, markings and camouflage of the 109E. 250 of them! You do the math.

There are also six-views, color photos, color chips, a study of camouflage

evolution, tactical identification markings, stencil samples with locations, rare photos, and text.

Color profiles indicate an effort of one or more people to give us modelers the benefit of their research, and my appreciation of good color artwork is boundless. If Number 1 is an indication of what SAM's "Combat Colours" hopes to do, many of us look forward to future numbers offering similar treatment of our favorite aircraft. I have several aircraft in mind. 250 color profiles of say, the F-4, or the P-51, or of any aircraft, would be great



fun to look at. There were many aircraft produced which did not result in 250 total production, and obviously this series can not do the same treatment for those types. The BFC-2 comes to mind.

I recommend that those who model the 109E see this booklet and judge what a fine effort SAM has made, towards having the final word on a color profile subject.

High Planes Update

via **Keith Laird**

Now available are the following:

Kit No 4801 1/48th scale Griffon Mustang racer, "World Jet". It retails for Aus \$48. Postage is 20 percent.

Racer 72013 1/72nd scale Bearcat racer "Smirnoff" in the all white scheme with metallic blue trim. Cost is Aus \$26 and 20 percent postage.

The long awaited Sea Vixen (72036) is now close to release. It will be issued within a few months. It is made so that the FAW 1 or FAW 2 can be built, as the slipper tanks are separate items. Decals are provided for many aircraft including a colorful red and yellow drone. Pricing is not determined as yet, but I can tell you I no longer like Sea Vixens, as the pattern was a real terror to make. I measured the beast we have in Queensland to get things as close as possible, but it was still a challenge as all panels are different sizes and shapes, with different positioning of latches etc. I will say that it will be the most accurate kit of the Sea Vixen to date.

Next two decal sheets are due back shortly. From these we will release the following:

72030 Beaufort Mk 1, Pratt and Whitney version. Has decals for two operational RAF Beauforts (AW-B and BX-S), a grey and white trainer, and one Turkish aircraft. Cost is Aus \$36

72050 Mirage IIIC with the Swiss Day-Glo yellow and red scheme and flower underneath, and the all black and gold trimmed South African Special. Cost Aus \$36

72051 P-47N Thunderbolt WW2 schemes. Includes *The Shell Pusher*, *Honolulu Tina*, *Priss and Prissy*, and *Gerry*, with a variety of different tail schemes. Cost is Aus \$22

72052 Mirage two-seaters, includes two Swiss all grey camo aircraft and one Israeli camouflaged machine. Cost is Aus \$36

72053 Beaufort Mk 1 with two SAAF desert schemed aircraft (Coded R and J) and one RAF grey and white (coded 42). Price Aus \$36

72054 Beaufort Mk 8, includes two RAAF Trainers, two operational natural metal aircraft, (DD-F and DD-S) and a Foliage Green operational aircraft (QH-N). Price is Aus \$36

72055 Boston Night Fighters. *Dusty* from the 6 NFS in the Pacific, and VY-A, a RAF aircraft with 12-gun nose. Resin noses, flame dampening exhaust, and gun tubs etc. Price Aus \$36

72056 Bostons. US Army War games with large white crosses over national insignia, a SAAF aircraft in the desert scheme, and also markings for a desert schemed USAAF aircraft. (The last one is probably incorrect, as the only photo I have seems - on close inspection - to have the longer clear nose panels. The upper surface glass is painted over, so for some it may be close enough). Cost is \$36

72057. Atlas Cheetah D two-seater \$36

There are also reprints of:

72002 F5U-5 Corsair now with a grey and white Argentinean aircraft as well as all the other options

72020 CAC Winjeel

72017 Atlas Cheetah C, with corrections and serial for the Flag Scheme added.

All of these two decal print runs will be quite limited with only 250 of each available and reprints pretty unlikely unless demand is really strong.

Greg Meggs
High Planes Models

Follow-up on the ICM 1/72nd Scale MiG-31

by Bill Osborn



When I wrote the review of this kit a few months ago (see the May 2001 *Seattle Chapter News*), I had only fondled the sprues and fit the body halves together. Well, now the model is about three-quarters complete, and with only a few minor glitches, it's a beauty.



The fit of parts has been outstanding. All the main parts go together with only minor flash to clean up. So far, I can find no need to use any filler. There is, of course, the need to smooth seam joints, as with any kit. The only fault I've found so far

is that the wing/body joint goes through the middle of the flap instead of being on a panel line. However, the fit is so good that it shouldn't be a problem.

Looking at my main reference (a MiG-31 magazine from Russia) shows only small, easy to fix glitches. Still, some of the smaller parts do not have locating pins or marks to show where they fit, and you must rely on the instruction sheet to point out the general area for placement.

For a change, the missiles and drop tanks halves match in contour and have thin tapered fins instead of the thick slabs found in most kits. You get eight missiles, of three types, and two high-speed drop tanks. However, I can find no pictures of a -31 with tanks installed. This doesn't mean that they weren't used, as this is a very thirsty airplane.

As I probably said before, this is a very colorful model. You have a choice of a light gray aircraft with dark gray radar panels, or dark gray radar panels on a light gray plane. There were several demo aircraft flying with a nice gray, medium blue, and white scheme, but I did one of them several years ago, and I don't want another. Besides, I haven't yet seen any of the new Russian stars decals.

Needless to say, I think very highly of this kit. The only thing I can see going wrong is when I do my usual funky paint job. Oh well, there is always the Su-37 Burkut!



Modeling the Tachikawa Ki-36 and Ki-55 Ida in 1/72nd Scale

by Jack Gartner, IPMS/Pelikan
Model Club of the Pinellas
Suncoast, St. Petersburg, FL

In response to a directive issued in 1937 by the Japanese Army Air Ministry, the Tachikawa Hikoki K.K. submitted and won the bid to produce a low wing fixed undercarriage monoplane that was to be used for direct operations (ground attack and liaison).

The initial aircraft design was given the Kitai designation of 36 (Ki-36). The aircraft carried a pilot and one observer/bombardier/gunner in tandem. It was powered by a 450 HP Hitachi Ha-13 nine cylinder engine providing a maximum air speed of 216 mph. Armament included one 7.7mm machine gun offset to the starboard side firing through the cowling, which was aimed with a telescopic sight passing through the canopy, and one rearward firing Type 89 7.7mm machine gun in the observers compartment. Underwing racks could accommodate up to ten 27.5 lb. or 33 lb. bombs (in the last days of the war, one 550 or 1,100 lb. bomb was fitted under the fuselage for kamikaze attacks). In addition to a large greenhouse canopy, clear panels were inset into the undersides of the wings and fuselage to allow the "back-seater" a view of the ground.

In addition to the Ki-36, of which 860 production units were built, Tachikawa also produced a larger number of an unarmed trainer version, designated the Ki-55 (total of 1,077 built). In addition to the removal of the machine guns, the Ki-55 differed from the Ki-36 in the removal of the following: wheel covers (spats) from the fixed gear; radio and antenna; bomb racks; and the fuselage and underwing observation windows were covered. In order to use the Ki-55 in pilot training, a second control panel, stick and rudder assembly were installed in the rear position.

According to the Allied custom of giving WWII Japanese fighter aircraft men's names, and all other aircraft types women's names, the Ki-36 and Ki-55 both received the code name "Ida". Idas were flown throughout WWII by the Japanese and at least a few of them ended up in several other air forces (Indonesia, Thailand and China) and were flown after 1945.

The panel lines are fairly accurate and are crisply incised but as with most Fujimi kits, are overdone in terms of both depth and width. I elected not to make any alterations to the lines. There are only a few distinct inaccuracies, the pitot tube (more on that later), and one that was so subtle I didn't notice it until I was decaling. Both upper ailerons have a molded actuator rod. In the



The Kits

Both the Ki-36 and Ki-55 versions of the Ida were released in 1/72nd scale by Fujimi. I am uncertain as to whether the Ki-55 is still in production, although it is a fairly common find at model shows, but the Ki-36 is becoming a rather rare beast. However, since I had both in my collection, I decided to build both simultaneously and report on aspects of their construction.

Both kits come crisply molded with very little flash. The Ki-36 is molded in light gray, the Ki-55 in trainer orange [Both of my Ki-55 kits are molded in light gray, however - ED]. The canopies were nice, clear and well molded, however, the underwing and fuselage glass panels included in both kits (even though they're absent in the actual Ki-55) had sink marks that were not possible to fix, so these were not used in the Ki-36 construction. The elevators and ailerons have a nicely done fabric finish, as does the rudder, which comes as a separately molded piece, something I wish more manufacturers would do with their kits!

actual aircraft, these were symmetrically placed near the center of the aileron. In both kits, the port side control rod is in the proper location, the starboard is distinctly offset towards the centerline. As I said, I didn't notice the discrepancy until I saw that when I positioned my national insignia in exact relation to the actuators, the alignment of the decals was noticeably off! If you're a stickler for such things, correct the problem when you're scribing the aileron attachment seams.

The two versions each have some unique parts. The Ki-36 includes spatted wheels, a hole through the front windscreen for the telescopic sight, the sight, a radio antenna, bombs (ten 27.5 lb. for underwing attachment, one 550 lb. for the fuselage centerline if you want to go "kamikaze"), and doors and rails which could be slid across the observers fuselage windows in the actual aircraft. The Ki-55 includes undercarriage parts with the spats removed, and the front windscreen is solid.

Both kits included dual control panels and control columns (not used in the Ki-36), an

observer's machine gun (not used in Ki-55) and unfortunately, both kits had the underwing openings for the clear panels (as well as the clear parts) plus holes in the wings for the bombs, both of which had to be filled in for the Ki-55 version. In the interior, the instrument panels have finely raised detail so you can produce a nice looking dial face with dry brushing.

Construction

Interior, Engine, Cowling and Canopy -
Interior construction in both kits was



straightforward. I only made one alteration to the Ki-36, in which the supplied machine gun is crude and of the wrong type. It's molded as a Type 99 gun, similar to the German MG15 with "saddle" type ammo drums. In fact, the gun was a Type 89, similar to the British Lewis gun with a single top mounted ammo drum. I scratchbuilt a new gun out of styrene rod, stainless tubing and brass wire and painted it ModelMaster Flat Black to which I added just a touch of Testor's Metallizer Steel.

The seats and seat backs were slightly deepened with a Dremel tool. Interior surfaces were painted with Xtracolor Japanese Metallic Blue, the seats and control panels in a Model Master British Interior Green that looks quite similar to the green seen on interior fittings in the Air & Space Museum's Zero. Seat belts were painted on using PollyS Antique

White, ModelMaster Leather, and Chrome Silver. Dial faces were Flat Black dry brushed with Flat White for indicators (ModelMaster for both), and Testor's Sky Blue for the turn and bank indicators and the dial faces were sealed with a drop of Krystal Kleer to simulate dial faces.

The engines were sprayed Model Master Flat Black, as were the cowling interiors, and the crankcase housings were painted Model Master Dark Gull Gray, while the push rods were highlighted in Gloss Black. The prop blades needed only a small

amount of cleanup to remove seam lines. On the Ida, props were usually flat black on the rear surfaces and bright silver on the front, with thin red lines near the front tips only. I used Model Master Flat Black, their new Chrome Silver and Insignia Red.

For the specific aircraft you're modeling, check your references, as some Ki-36s and Ki-55s had a small spinner on the prop (supplied as a separate kit piece), while others did not. For my subjects, my Ki-55 had the spinner, the Ki-36 did not.

After painting the engines, they were fitted inside the cowlings. The sides of the cowling were vented along the fuselage, so you'll need to thin these areas down quite a bit with a Dremel sanding bit or a file. The fit of the cowling ring to the fuselage were the only parts that gave me problems. The mating of the cowling ring to the main cowling is slightly out of round and needs to be sanded in on one side and slightly built up with putty on the other. At the front of the fuselage is a large tab that fits into a slot on the interior back of the cowling. I recommend cutting the tab entirely off and sanding smooth, as I could

not get the cowlings to fit closely against the front of the fuselages otherwise. The exhaust stacks on the sides of the cowling are separate parts (another nice touch!) as is one of the two exhaust tubes beneath the cowling; the other is molded in. I drilled out both exhaust tubes and scribed the rectangular side exhausts. I painted all with Testor's Metallizer Burnt Metal and ModelMaster Flat Black inside. I did not attach any exhaust pieces until all painting and detailing was complete.

After the interiors were assembled and the fuselages sealed with Tenax and puttied smooth, I attached the canopies. Before attachment, I masked all windows using 3M Magic Tape, cutting away the frame portions with a brand new #11 X-Acto blade. The interiors of the canopies were given a brushed application of Future Floor Wax. I then attached the canopies with white glue. The fit of the canopy in both kits is superb! After drying, the white glue was re-wet with a stiff brush and smoothed down until a perfect seam was produced. After that, a coat of Xtracolor metallic blue was sprayed on as the interior frame color. In the Ki-36 the telescopic sight was not attached until all painting, gloss and flat coating had been completed. It was painted flat black and I drilled out the front and rear of the sight and filled with Krystal Kleer to simulate lenses.

While the Ki-55 lacked a radio and antenna, the Ki-36 had one and this was attached before painting the main canopy color. There is no molded pin or hole for attaching the antenna to the top of the canopy. This did not allow a firm connection between the two parts as I discovered after knocking the antenna off about three times! I finally drilled a tiny hole (#80 bit) in the base of the antenna and top of the canopy, inserted a small piece of brass wire, and reattached. This held up even under the tension applied by the antenna "wire" (smoke colored nylon sewing thread). Antenna wire insulators were small drops of superglue painted with Model Master Flat White.

The Ki-36 also featured small panels on rails that slid back and forth to cover or

uncover the observer's fuselage windows. The kit doors were a bit thick and not curved to the fuselage, so I made new ones out of .010 sheet styrene and attached rails made of .020 styrene rod.

Wings, Elevator, Rudder - The fit of these parts to the fuselage and tail were excellent in both kits. Remember when joining the elevators and wings to the fuselage that the Ida, like many Japanese aircraft, had distinct join lines at the wing and elevator roots which look just like the other panel lines and these should be apparent on the finished model!

As mentioned previously, the Ki-55 underwing windows were faired over in the actual a/c, so you'll need to close them up if you're building this version. I superglued the supplied clear window pieces into the appropriate holes and then filled the gaps with superglue and putty and sanded smooth. At the same time, I puttied in the attachment holes for the bombs and sanded them smooth as well.

If you want to "accrize" either Ida kit, a few modifications are necessary on the wings of both kits. First, the pitot tube in both is completely inaccurate, being molded as a single long rod. The Ida pitot tubes were elaborate 'T' shaped contraptions (see my kit photos).

I scratchbuilt new ones out of brass wire and styrene. Second, underneath the port wing to the left of the fuselage centerline is a small cone shaped structure which is clearly visible in photos and also in line drawings, but whose purpose escapes me. I added it to each plane by sanding a piece of styrene rod into a cone shape (wide end of cone to rear) and attaching it with brass rod (see my accompanying Ki-36 underside photo). You'll need to check your references for approximate dimensions and location, and if anybody knows what this

item is, please enlighten me! Finally, the landing light cover is molded in as part of the wing. After joining the wings with Tenax and letting them dry, I used a jeweler's saw with a very fine-toothed blade to cut out the landing lights for each plane. I then boxed in the light with .005" sheet styrene, again using Tenax to weld it to the wing. After sanding smooth, I drilled a depression in the center of the light "box" and superglued a small HO railroad silver headlight into the depression. After all painting is completely finished, I use 3M transparent tape cut fractionally larger than the opening as landing light covers. If you burnish the edges of the tape with a toothpick or other blunt tool, the tape is sufficiently tacky to hold fast (I've had a couple of covers



remain stuck on for over three years now!), however, you can ensure a seal with a minute amount of superglue on the very edges of the tape. This produces a very realistic looking landing light!

After all painting, decaling and flat coating, I painted in the navigation lights. The rear clear light is a touch of ModelMaster Chrome Silver with a drop of superglue on top. For the wing tip lights, I first masked and painted the lights ModelMaster Flat White. I then used

Testor's Flat Red and the new ModelMaster RLM 24 Dunkelblau. What I do is give the bottles one quick shake to get some pigment up into the clear fluid carrier, which is of much thicker consist-



tency than paint thinner. Brushing this very thin color on over the white gives a glossy brightened color that looks like a clear red or clear blue light cover (remember that Japanese aircraft used red and blue wing tip lights rather than red and green!).

Undercarriage - In both kits the undercarriage comes in right and left halves for each wing, so some sanding of seam lines is inevitable. Also the wheel halves are molded into the undercarriage legs, so I scribed around them to make it appear as if they were separate. This is a more involved process on the spatted (Ki-36) wheels, and I recommend waiting until you've joined the undercarriage halves but before you attach them to the wings to do so. Fujimi provided nice deep inserts in the wings for the undercarriage legs to fit into and they slotted in very nicely and were faired in smoothly with minimal puttying. The tires for both were painted with AeroMaster Tire Black, and ModelMaster Chrome Silver for the exposed wheel supports on the Ki-55.

Decaling and Painting

I'm probably like you in that this is my favorite part of my modeling projects! I don't really build too many Japanese aircraft because, frankly, the solid gray or green over gray schemes are boring! When I start a Japanese project, it's

always with an eye to some bright or different color scheme.

The Ki-55s were naturally colorful. Being trainers, they were finished in bright orange, with black or brown undercarriages and prop spinners, and a black cowling. Through my membership in the Small Air Forces Clearing House (a **great** deal, by the way!), I recently came across a decal company called Axis Decals, which had released a 1/72nd scale set of Manchukuo (Manchurian) Air Force markings for the Ki-27 Nate, and the Ki-36 and Ki-55, along with excellent color and marking placement instructions. The combination of the multi-colored national insignia and the trainer colors was my choice for my Ki-55. I used Model Master Flat Black for the cowling, Leather for the undercarriage legs, and Floquil Roof Brown for the spinner. The biggest difficulty came in selecting the trainer orange. There are **many** opinions on what shade this might have been, varying from a bright red-orange to a dull yellow ochre. Whatever shade it was, it's apparent from old photos that it was bright. Using color chips published in Thorpe's *Japanese Army Air Force Camouflage* and Francillon's *Japanese Aircraft of the Pacific War*, I matched their orange exactly with ModelMaster's new International Gloss Orange. It's a nice bright orange with just a hint of red in it. Even though it was a gloss, which I dread airbrushing, it went on beautifully and smoothly. The decals are excellent, but **very** thin (like Propagteam decals). Do **not** use SolvaSet; it's too strong and will destroy the decals! I used Microscale's MicroSol to set the decals. I used a very light brushing of orange pastel chalks to accentuate the panel lines.

In contrast, the Ki-36s were usually drably marked in overall Japanese Army Gray-Green. The box art on the Fujimi kit showed a heavily mottled dark green over gray version, but I haven't found any pictures to support this scheme. While leafing through Thorpe's book, near the last few pages I saw some photos of some Ki-36s that had been taken by the Indone-



sian Air Force at the end of WWII and used in their insurgency against the Dutch. While the aircraft was the overall gray-green, the Indonesian markings of a half-red/half-white roundels and rudder were striking. I couldn't find any decal sets for Indonesia so I made my own (much as the Indonesians did, they simply painted the lower half of the hinomarus white!). I cut Japanese insignia in half and placed them over solid white disks, and used some dry transfer letters for the tail codes. I used ModelMaster's Japanese Army Gray-Green. It's actually a semi-gloss and went on beautifully, but I could not get decals to adhere without an application of Testor's Gloss Coat.

Both Ida projects were quite enjoyable and with the various modifications I made, took about 25 hours apiece to complete. The fit of the kits is excellent all around, with only the cowling presenting any fit difficulties. With the different markings, both finished kits are quite eye-catching. The Ki-36 just received a 1st place award out of 24 entrants in a local IPMS show, so I guess others agree with me!

[Jack's collection of Ki-36/Ki-55s placed third in the Collections category at the recent IPMS Nationals. To the right are pictured three more of his models, a Thai Ki-36, a Chinese Ki-55, and an early war Japanese Ki-36.

Thanks to Dave Pluth of j-aircraft, at www.j-aircraft.com, for permission to reprint this article- ED]





More IPMS Nats photos, mainly by **Bob LaBouy** and **Terry Moore**. Clockwise from top left - a 1/72nd Hasegawa Beaufigther; B-57A Canberra "Hurricane Hunter" from the old Revell kit (pinched from the net); Keith Ward's 1/6 scale Sprint car, winner of Best Auto; Revell Fleet Tanker; Aurora's Universal Studio Monsters; Blue Angels collection



SCRATCH BUILT SPRINT CAR



AURORA'S UNIVERSAL STUDIOS MONSTERS



REVELL FLEET TANKER



The Big E - USS Enterprise



The colorful Aspen Knolls No. 71 Porsche GT3 R of Mazzuocola/Lewis/Wagner, which led its class at the start of Le Mans in 2000, but which later crashed

Upcoming Shows

Saturday, September 22

Capt. Michael King Smith Evergreen Aviation Educational Institute 4th Annual Model Contest. Co-sponsored by Portland and Salem chapters of IPMS. 3850 Three Mile Lane, McMinnville, OR, phone (503) 282-2790. See page last month's issue for details.

Saturday, October 6

IPMS Vancouver 31st Annual Fall Model Show and Swap Meet. 9 am- 4:30 pm. Registration: Adult -\$5 CDN; 16 and Under - \$4 CDN; Spectator - \$2 CDN; Spectator 16 and Under - Free. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. Contact: Kevin Brown, phone (604) 939-9929; e-mail ipmsmail@home.com. Web site: <http://members.tripod.com/~ipms>

Friday-Saturday, October 12-13

Sci-Fan 2001. Science Fiction and Fantasy Model Show. Contest entry and display; 12 noon- 7 pm 10/12; 9 am- 12 noon 10/13. Judging 1:30-2:30 pm 10/13. Awards/Door Prizes 4 pm 10/13. Airbrush demos both days. Fee: \$5 for up to five models, \$1 for each additional model. Galaxy Hobby, 196th and Highway 99, Lynnwood, WA. Phone (425) 670-0454. E-mail: info@galaxyhobby.com

Saturday, October 20

Galaxy Hobby Fall Model Contest and Show. Special category: European Rally/Race Car. Age Groups: Adult; Junior (11-17); Youth (10 and under). Registration: Friday 3-7 pm; Saturday 10 am-12 noon. Entry Fees: \$5 for up to five models; \$1 for each additional model; Ages 10 and under are free! Schedule: Judging: 1:30 - 2:30 pm; Awards: 3:30 pm; Pick Up Models: 4 pm. Galaxy Hobby, 196th and Highway 99, Lynnwood, WA. Phone (425) 670-0454. E-mail: info@galaxyhobby.com

Preznotes

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learn anything new, other than the fact that one of the speakers had an ego the size of Lake Michigan.

The awards dinner was better but the video presentation of the winners was only a slight improvement on years past. Still a disappointment, however.

All in all, I had a great time, it was an enjoyable convention, and I saw a lot of old friends. Next year, Virginia Beach and in 2003, Oklahoma City. What do you think of Seattle in 2004? There is a more comprehensive review of the show elsewhere in this issue.

Don't forget, our August meeting is the 18th, the third Saturday.

See you at the meeting,

Terry

Golden Age Stars of IPMS #16

You've probably never seen any of **Ursula Meissner's** movies. I've never seen any of Ursula Meissner's movies. And unless someone does a revival of post-war East German films, such as 1951's *Das Beil von Wandsbek*, we're not likely to.

Meissner is included in this series for reasons other than her film career. In 1943, a German Jew named Konrad Latte (who eventually would become conductor of the Berlin Baroque Orchestra) and his parents were hiding from the Nazis. Deciding to leave their hometown of Breslau and hide in Berlin, they appealed for help to Curt Weiss, a cousin of Konrad's mother. Weiss was not able to hide them, but he had a friend, a 20-year-old actress – Ursula Meissner.

Despite having no personal relationship to the Lattes, Meissner willingly let them stay in her apartment. When asked recently why she had done so, she replied "What else could I do?... You wanted to be able to look yourself in the eye the following morning."

After a while, curious neighbors noticed the "visitors," despite attempts to remain

as inconspicuous as possible, and the family had to move on. Eventually, the Gestapo captured them; Konrad's parents were taken away, and he never saw them again, but Konrad managed to escape, and remained underground until the end of the war.



Meissner's actions are symbolic of those ordinary Germans who put their own safety at risk to help people for purely

humanitarian reasons. The horrors of the Third Reich were boundless, but even in circumstances such as those, common decency and courage sometimes shone through.

Thanks to Terry Clements for the photo and article (by Peter Schneider), from *The New York Times Magazine*, from which most of this information was taken.

For Sale

Back Issues of *Air Classics*:
Complete years 1972-1995 \$6 per year
Air Classics Binders 3 for \$1, 9 available
(20) earlier, (10) 1996 & (10) 1997 single
issues available at 50 cents an issue.

Also Available:
Aircraft of the World with Binder \$5
Log of the Liberators \$15

or everything \$150

Scott Taylor (253) 839-1704
E-mail: sconan@juno.com

Meeting Reminder

Saturday, August 18

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.

