

Seattle Chapter News



Seattle Chapter IPMS-USA
December 2001

PREZNOTES



According to my latest figures, if I retired today, I could live very, very comfortably until about 2 PM tomorrow...

The rate things are going, I don't think I'll ever be able to retire. Especially with all the new stuff that keeps appearing at the local hobby emporium. Gotta support the habit somehow. I'll probably have to buy a new house someday with a larger garage to store all those kits. Then again, the heirs apparent will probably be moving (some-day, I hope!). Hmmm, more room perhaps...

What brings all this to mind is that I'm nearly finished with the Collect Aire X-15 that I have been working on forever. Then on my last trip to the hobby shop...there's a brand new X-15 by Special Hobby. Injection molded. Expletive deleted. Why did I buy it then? I don't know. Because it was cheaper than the Collect Aire kit? Because it was an injection molded kit of an aircraft never seen before in the scale (1/48th)? I should have assumed there would be an injection-molded kit on the way, since the Collect Aire kit has been such a challenge. Ya know, my "Hollywood" Val is getting far enough along - anybody know about a 1/48th scale BT-13 in the works?

The planning for our Spring Show is well underway. Tracy and Jon, our new contest chairmen, and Will and Steve, our new head judges, have everything in hand and are well on the way to making the March 9 show a huge success. I'd like to thank them all for taking on this project and with our new venue will need all the assistance the membership can provide on the morning of the show to get everything set up and running.

Elsewhere in this issue is a recap on the presentation Norm made at the November meeting, regarding our efforts at hosting the IPMS national convention in 2004. Think about what it says and decide accordingly on Saturday. I'll put my two

cents worth in by saying that it is a lot of work, but you would be rewarded by having an opportunity to see models built by some of the best model builders in the world. Not only that, for three days, you can shop at the largest hobby shop in the world. In a larger sense, you give those same modelers the opportunity to see what a beautiful place Seattle is and the ability to provide for a nice vacation destination. Having been intimately involved with planning on two previous national conventions, I'd like to think I know what I am talking about. Not only that, Seattle has one of the largest (if not **the** largest) chapters on the left coast, with over 100 paid members. We certainly have the talent and ability to pull it off again if enough of the membership is willing to put in the work required.

Don't forget, our meeting this Saturday runs from **9AM until noon!** If you are so inclined bring goodies, snacks, and whatever, and we'll celebrate the end the year by becoming just a little bit bigger around the middle!

Season's greetings to all!

Jerry

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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 North Bellevue Community/Senior Center, 4063-148th Ave NE, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, 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 2001/2002 meeting schedule is as follows. To avoid conflicts with other groups using our new meeting facility, we must NOT be in the building before our scheduled start times, and MUST be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

December 8, 2001 note: The December meeting will be 9AM to 12 Noon; all other meetings start at 10AM
January 12, 2002 February 9, 2002 March 9,2002 (Spring Show)

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

F-86D/L Sabre Dog Colors & Markings CD by Chris Banyai-Riepl

review by Norm Filer

It is not news that the computer has invaded the modeling world big time. I spend a considerable amount of time on mine. In my opinion, the Internet has broadened my modeling world beyond anything I could have imagined. I now have almost instant contact with modelers and aviation enthusiasts from all over the world. The exchange of information and photos is amazing.

The Compact Disk has just about totally replaced the Floppy Disk for software installations, and now we are starting to see CDs being marketed for special interests. While I am sure they were not the first, Tamiya offered a group of Armor and Aircraft related subjects last summer, and the trend is growing.

The nice thing about CDs is that unlike books, just about anyone with a passion for the subject and a good computer can put together an amazing amount of information and market it at a reasonable price.

That is what Chris Banyai-Riepl, one of our IPMS Seattle guys, has done with this CD.

If you are not familiar with information CDs, perhaps the best way to describe them is to think of them as a book. They usually are organized with sections and chapters and when on the computer screen look exactly like pages out of a book. One minor disadvantage for me with the CD is that it is difficult to leaf through the pages and find something specific. I admit to being a bit absent minded for sure, but I find it very difficult to do the equivalent of fanning the pages and remembering what was on previous pages on the computer.

Chris worked hard to finish this CD in time to release it at the same time the new Revell 1/48th F-86D kit hit the market. I can't think of a better reference to have when you build this kit than this CD. So how do you get the CD images and information from the computer to your workbench? As simple as a decent inkjet color printer and a fair sized stack of photo quality printer paper. Another advantage is you can zoom in and print images of specific areas of interest. Your walls might end up looking like the old auto repair

complex reorganization of the Air Force that makes tracing individual ADC squadrons almost impossible. Chris has done a good job of trying to make sense out of it.

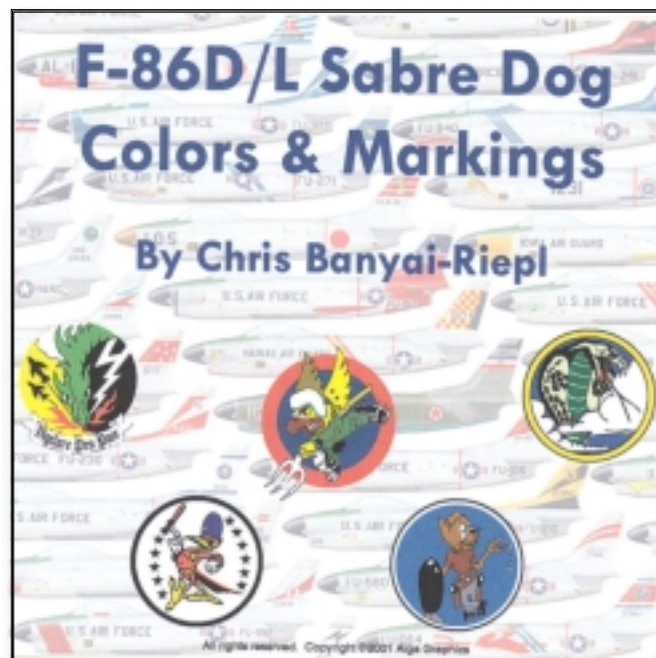
The next three sections deal with the various operational squadrons that operated the F-86D or L. This is the real heart of the CD. Each squadron is dealt with individually with a complete history that includes when the organization was activated, what Group they were assigned

to, where they were stationed, and what types of aircraft they operated. The nice part about this is that it is not just during the Sabre periods. The squadron history from activation until the 1960s is here. Each squadron emblem is shown in full color.

The real main course is the profiles included in these three sections. Every known squadron that operated the Sabre Interceptors is listed, and every variation in markings is shown with its own side view profile. The end result

is about 150 color side views of just about every Sabre D/L known to man. These are not simple flat color plates. Each is a fully shaded, excellent quality illustration. Each illustration also has a paragraph related to that specific airplane and markings.

One of the things I like about this feast of Sabres is the fact that Chris is willing to state right up front that he does not have information on many operational squadrons. Where he has little or no data, he says so, and asks for help from anyone who might be able to provide photos or information. He intends to release supplements as more data surfaces.



shop walls. The difference will be neat airplane pictures, not neat calendar art.

So what's on this CD? There are seven sections; Historical Overview, USAF Squadrons, ANG Squadrons, Foreign Operators, Photo Walkaround, Specifications, and References.

The first section traces the development and production of the F-86D/L versions, then talks briefly about the very complex subject of modifications and changes within the Air Defense Command structure during that time. This latter part, called Project Arrow, was a massive and very

The photo walk-around session is also impressive. There are over 100 color photos of just about everything and every part of the F-86D. Good close ups of everything you could think of. The extended rocket pack, wheels and tires, vortex generators, main gear struts, drop tanks and even the fuel dump mast all are shown in nice close ups. If you wonder what a particular part of the Revell kit looks like in real life, it is probably here in excellent detail.



me with a good feeling about the author. I like to think they didn't just dream it all up and write it down, but used real hard evidence. And secondly, It gives me a list to check against my own sources to look for further information or data.

Information CDs are new to me, and I admit to some initial awkwardness using them. But they can, and this one does, have more data, photos and good information than most any book can hold. When was the last time you bought a book that had over 150 color

profiles and 100 plus color photos on one subject? This one would be a very expensive and massive book. But the potential is even more impressive. All of this used only a small percentage of the total available on a CD.

The Specifications section has about everything one would expect; the usual dimensions stuff as well as the more obscure facts like area, chord, dihedral, and stuff only an engineer could love. Powerplant and weights are covered in the same details, and then the Performance section tells you just about everything you would want to know to go flying.

Last part of the specifications is the serial number/block number tables. Not the usual modeling data, but important when trying to determine when things changed and what version of the airplane you may be looking at in a photo.

The last section is a Bibliography. I like authors who record the sources they used to compile the material they publish. For me it serves two purposes; one, it leaves



One drawback to this kind of project, regardless of media, book or CD, is the reproduction of photographs. If you don't own the copyright to a particular photo you can't use it. That is why a lot of books end up not being finished. Original photographs of subjects like the F-86D are difficult to find. Chris has overcome this



somewhat by using the side view profiles to show markings.

If there is a shortcoming with this CD, it probably is that it does not cover any interior details. No cockpit layouts or seat details are shown other than what could be seen through the canopy in the walk around section. This is perhaps a minor problem and since the title of the CD is "Colors & Markings" perhaps one should not expect the interior details.



I had a small part in this project. I provided reference books and pictures as well as what other data I had while Chris was doing this project. The end result is all Chris' effort and I think he did an outstanding job.

[F-86D/L Sabre Dog Colors & Markings can be ordered from the author's *InternetModeler* web site at www.internetmodeler.com, and is also available from Skyway Model Shop.]

Special Hobby 1/48th Scale North American X-15

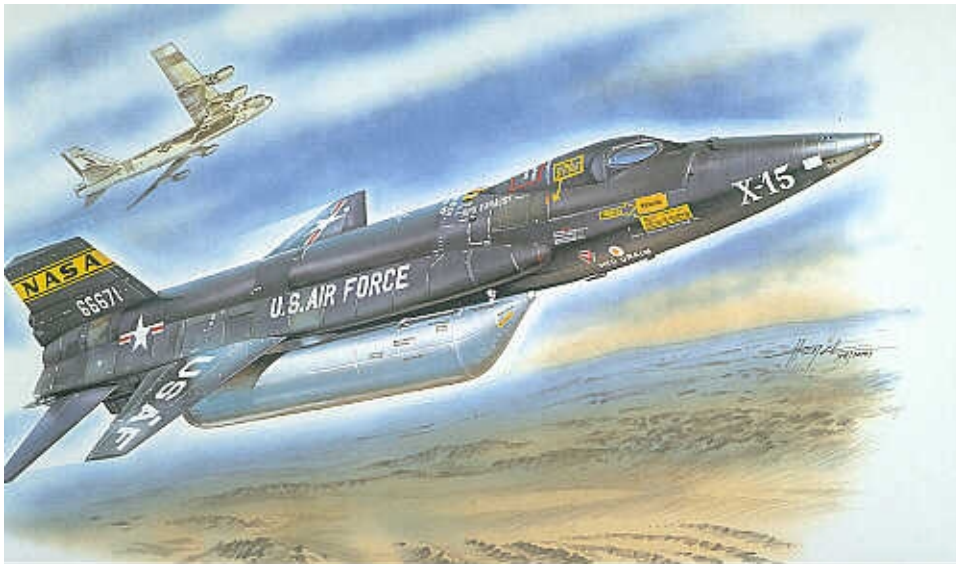
by Terry D. Moore

One of the most successful of all X-series aircraft, the X-15 was designed as a high speed research aircraft that was to provide information vital for the forthcoming manned space program and other aspects of high speed flight. North American Aviation built three aircraft. The first flight took place in June of 1959 and the last flight took place in October of 1968, 199 flights in all by the three aircraft. The aircraft broke numerous records, and some of the pilots that flew the X-15 earned their astronaut wings.

The Special Hobby kit represents the second X-15, which was rebuilt following an accident and designated X-15A2. The model consists of 28 injection molded parts and approximately 50 resin bits, with a small clear sheet for the windscreen and a detailed decal sheet. The back of the box has detail photos of the -A2 on display at the US Air Force Museum, which will be an aid in building the model. The instruction sheet is the typical exploded view and is relatively straightforward. If I were the



one of those holes requires minor filing to accept the pin from the wing. All other injection-molded parts are butt joint attachments. On my example an ejector pin mark on the vertical tail will require minor filing.



When this model showed up at the local hobby emporium, I was working on the Collect Aire resin version of the same airplane and totally unaware that the injection-molded version of the kit was about to be released. What do you do? Buy this kit as well. Why? If you're not used to building an all-resin kit, go with the Special Hobby kit, because the majority is injection molded. And then there's the price. The Special Hobby kit is considerably less expensive.

nitpicky type I would mention that there are two steps 12 and 13, but I won't and besides, it does not interfere with the assembly of the model. The injection parts consist of the fuselage, wings and tail surfaces. Panel lines are nicely engraved but some parts show minor tool marks that should be sanded away. Some parts have a rough surface finish that can also be rectified with minor sanding. The only alignment pins on the model are for alignment of the wings to the fuselage and

The resin bits consist of nose gear well, cockpit parts including the cockpit tub, separate instrument panel and ejection seat, as well as the rocket engine bell, various small parts, and the tow dolly. The resin parts are finely cast and on my example there were no air bubbles in any parts. The nose gear well and cockpit tub appear to fit well and only minimal sanding should be required. The model comes with the tow dolly in multiple resin parts and does not give the option of using the landing skids. Decals are for two versions of the -A2, the natural metal (black) finish and the overall white scheme which represents the aircraft as it flew with a sprayed on ablative coating. There is a corrected sheet that has the proper style of lettering for some markings, but no correction addition for the misspelled peroxyde (should be peroxide).

If you want to model this very historic aircraft, then I would highly recommend this kit. It's certainly less expensive than the Collect Aire kit and less of a challenge to assemble due to its injection molded parts.

Fujimi 1/76th Scale KV-2

by James D. Gray

As usual, I was stuck: all my modelling projects languished for lack of skill, lack of information, or just plain old lack of interest. The temptation grew to bust out of this rut by starting some new model. Of course, all the models already stagnating on my workbench were started for just the same reason, but that didn't stop me from rationalizing my way to starting another one.

I had a Fujimi 1/76th scale KV-2 on the shelf, which I had planned to build for a friend. "Hey", I thought, "that's a good rut-busting project, I can build it straight out of the box and finish it reasonably fast. He's a wargamer, not a modeller, so he won't be too picky. I can do something for him and revive my morale at the same time."

The Fujimi kit was nothing great, unfortunately. Still, it was a lot of fun cutting those first pieces off the trees, and gluing the first few little green pieces together. But there were some nasty sink-marks, and while I just meant to slam the kit together, those sink marks just had to go. And while I was at it, I ought to drill out the gun barrels. That won't take very long...

And at a certain stage of construction, the tank started to look rather bare without any tow cables, so of course I had to make some. I soaked some Elmer's into thread (which stiffens it and glues down the



fuzzies) and then made eyes. That wasn't too hard; I doubled the ends of the threads and wrapped some thin lead around the

ends as collars. But then I didn't know where the upper ends were secured, so I had to do some research and then manufacture some turnbuckles; wire with a hook bent in one end, thickened in the middle with paint.

Of course, now that I had come this far, it was a shame not to do something about that solid plastic headlight. I drilled it out and glued a disk of tin foil into it, shiny side out. Then I filled the headlight with superglue. It wasn't as transparent as an MV lens, but then after weathering an MV lens wouldn't be all that clear; and my lens was certainly cheaper.



Suddenly I realized that I was no longer just slapping this thing together. It had become a project.

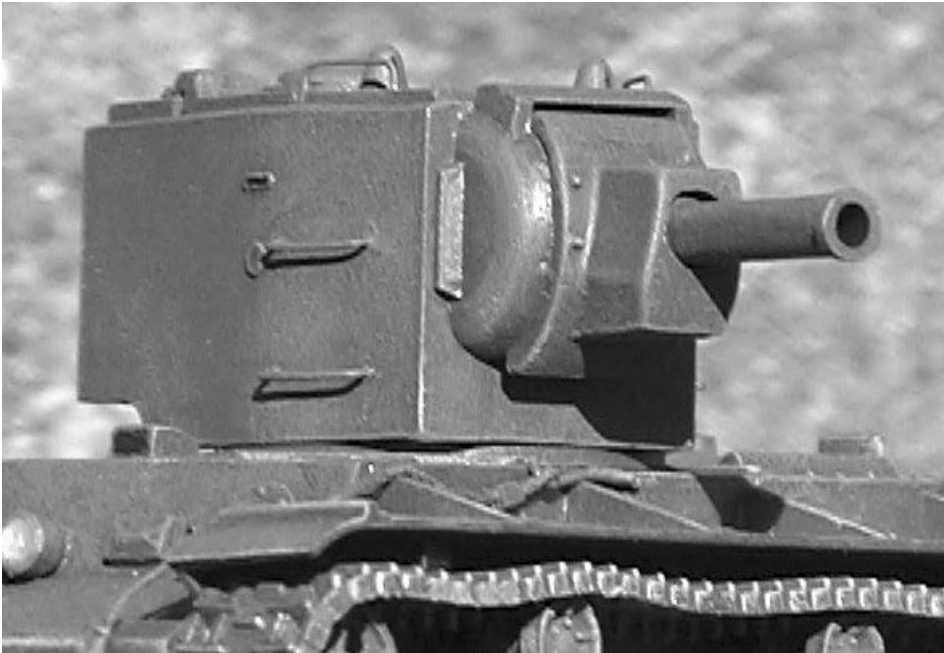
I tried to slow down the momentum this project had built up. I decided, for example, to retain the excessively thick grab handles on the turret sides. Of course, one of these promptly snapped off, leaving me with no choice but to do what I ought to have done to begin with, replace them with wire.

I couldn't do too much with the crummy rubber-band tracks. I cut the teeth off the drive sprockets, so I could make the tracks fit up snug to the sprockets; the teeth didn't match up to the holes in the track. I inserted small plastic blocks under the fenders to induce some sag into the tracks. There is nothing to be done, however, with the fact that the tracks are too thick and the tread pattern bears no resemblance to the real one.

My finish was my standard, Humbrol's Deep Bronze Green, heavily drybrushed with Pactra Light Olive Drab, and then lightly drybrushed with Humbrol's German

Armor Yellow, for a bit of grubbiness. Except that the Deep Bronze Green lifts easily, the technique works well and I think it looks fairly good.

Finally, I found a Red Army tank figure in some ESCI kit or other. He wasn't very good, but you have to use what you have, eh? It didn't take too long to clean him up, but it took considerable tinkering with the separate arms to get them properly positioned. The left hand was replaced in a Frankenstein-like bit of vivisection from

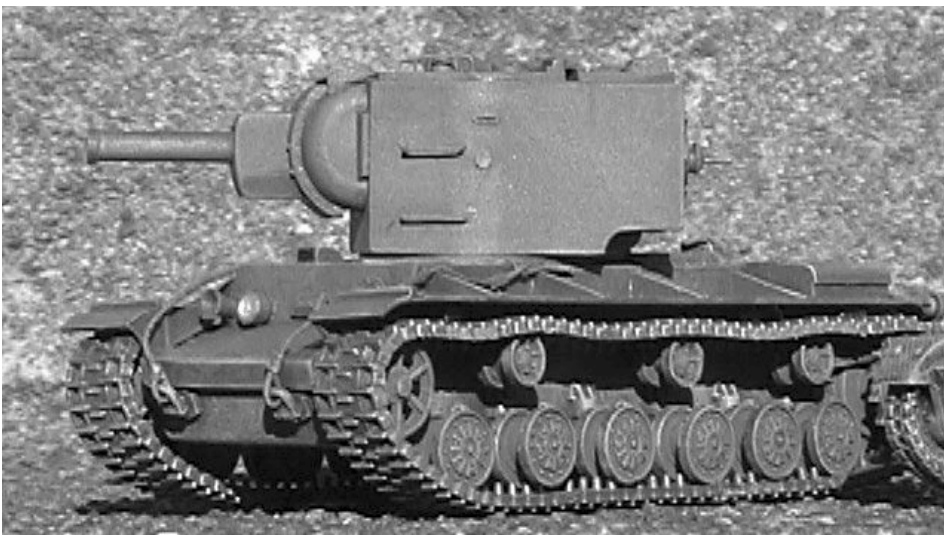


the splendid Preiser Luftwaffe set, the right hand was chopped off (ouch) and a fist built up on the end of the arm, around the hatch handle, with white glue.

Which leads to another thing: it was not so easy to find any views of the inside of a KV-2 hatch. I managed to scrape up enough information after going half-blind searching through my books for a while, peering at dim photos.

So now it's done. It could have been better, the fender brackets aren't really solid and I should have replaced them. The exhausts would have looked better drilled out, if only someone made some square-section drill bits for drilling those square holes...

I'm satisfied with it, though, so satisfied, as a matter of fact, that I'm going to keep it. Good thing I never told my friend that I was making it for him.



Hollywood Model Maker Gene Young at Museum of Flight on December 15

by Eden Hopkins, Museum of Flight

The Museum of Flight is opening the *2001: Building For Space Travel* exhibition. This exhibit features many models of proposed and actual spacecraft and rockets, as well as models of futuristic and modernist structures.

You can meet Hollywood model maker Gene Young at the opening of the highly visual *2001: Building for Space Travel* exhibit. Gene Young, designer for movie spectacles *Armageddon*, *Back to the Future*, and *Total Recall*, and the popular *Babylon 5* sci-fi television show, will be at the Museum of Flight on Saturday, December 15. Join him for a special presentation for all model making enthusiasts at 2:00 p.m., and a model building family workshop at 10:30 a.m. Young's presentations will kick off the exhibit, which runs from December 15, 2001, to May 12, 2002. The Department of Architecture at The Art Institute of Chicago has co-organized the exhibit with the Museum of Flight.

The Museum is located at 9404 E. Marginal Way South in Seattle. Take exit 158 off of I-5 and follow the signs. Please call 206-764-5700 for more information.

Octopus (Pavla) 1/72nd Scale Grumman F7F-3N Tigercat

by Norm Filer

History

During the 1930s many countries explored the concept of twin-engined fighters. The U.S. military was no exception. The perceived advantages were many; more power, better performance, safety, and perhaps more range all appealed. With a few exceptions, actual combat experience would prove that the bigger and heavier twin-engined fighters did not do very well against lighter single-engined fighters. But that lesson was still in the future.

When the U.S. Navy decided to explore this concept, who better to turn to than the folks who provided almost everything that flew off a carrier deck at that time - Grumman Aircraft Engineering Corp.

To say that Grumman Engineers started with a whole new sheet of paper is almost an understatement. The resulting XF5F Skyrocket was indeed different. No nose forward of the low set wing, and twin vertical tails made for a very unusual appearance. Apparently it also made for a rather temperamental airplane. Between changes mandated by the Navy and engine cooling, control and landing gear problems, the XF5F spent a lot of time sitting on the ground, and eventually, four and a half years after its first flight, it crashed. But both Grumman and the Navy learned a lot about designing and operating compact high performance twin-engined airplanes.

The U. S. Army Air Corps took a long look at the XF5F's performance potential and made the decision to revise the design a bit and see what they could do. The resulting XP-50 was still similar to the XF5F, but now sported a mid-fuselage mounted wing, a much deeper fuselage,

and even a nose. The last was necessary to house the then unconventional tricycle nose gear. At this point the eventual Tigercat starts to become apparent.

The performance potential demonstrated during a very brief flight test program of only three months was very impressive, and it was a contender for the new Army interceptor that was won by Lockheed's P-38. The single prototype was lost when a turbocharger failed in May 1941. While the potential was there, the Army chose not to build another XP-50, nor to award a contract for production.



Grumman engineers took what they had learned with the XF5F and XP-50 and returned to the drawing boards. The result was the XF7F Tigercat. The XP-50 heritage is apparent, but the engine nacelles are at least twice as large to accommodate the new, much bigger, Wright Cyclone R-2600 engines and it now had a conventional single vertical fin. During the design and prototype-build process, the Navy switched to the new P & W R-2800. Even with the changes this required, the prototype was ready to fly in October 1943.

A very prolonged flight test program revealed several problems. One of the major shortcomings was unsatisfactory behavior around the boat. Between the

long flight test/modification process and the poor carrier performance, the Navy made the decision to curtail the program and relegate the Tigercat to the Marines for use as a ground support aircraft and night fighter.

After several bumpy starts with several different versions, Grumman delivered a bit over 100 F7F-3N night fighters between mid-1945 and June 1946. It would be the most-built version of the Tigercat.

Too late for WW II service, the Marines used the Tigercat in Korea for both close air support and as a night fighter. It was in the night fighter role that most of us have come to recognize the Tigercat.

The Russians had used the Polikarpov U-2 (later Po-2) biplane with considerable success as a night harassment/heckling bomber against the Germans in WW II, and the North Koreans were initially having much the same

success using the same biplane in the early stages of the Korean War. The fact that the Po-2 was a fabric covered, very small, slow biplane made it just about impossible to track with radar directed AA guns, and the other difficulty in shooting them down was that their top speed was considerably slower than the stall speed of most allied night fighters.

Marine Night Fighter Squadron VMF(N)-513 operated a mixed bag of F7F-3N Tigercats and F4U-5N Corsairs. On the night of July 1, 1951 the squadron got its first Po-2 kill and the first Tigercat kill. By the early summer of 1952 the night fighter Tigercats had made the night harassment mission a very risky business. But the success was short lived. With the arrival of the new F3D-2 Skyknight the end was at

hand for the night fighting VMF(N)-513 Tigercats.

In retrospect, it was not one of Grumman's most successful designs. The prolonged and troublesome flight test program, coupled with poor carrier suitability, made it a difficult airplane to sell to the Navy. But the impressive performance and availability made it the ideal Marine close support and night fighter prospect. The interesting antique biplane kills in Korea, and all black color scheme, provide an unusual and interesting modeling subject.

The Kit

Well, let's get one thing out of the way right up front. This thing comes in a crappy box! It is flimsy, end opening and is covered with artwork that makes it look like it contains a bathtub toy for your five-year-old kid. If you stack another kit or two on top of it, the next thing you know the end flap is open and you have parts scattered around and/or broken. Please Pavla, (and several others as well) a sturdy top-and-bottom box would really be nice.

So what does the kit look like? Well, there are a lot of parts. Two very full trees of parts and a full bag of resin are immediately apparent. The fuselage is a one part per side molding, with the bulbous nose integral. Apparently there are no plans to go backwards to the earlier versions. Perhaps a careful combining of this and the old Monogram Tigercat would be in order to provide those early versions.



The wing-to-body joint and the horizontal tails are a simple butt joint. No tabs or other alignment or strength help provided. A large tab would interfere with the rear cockpit, but some type of wing help is clearly in order. This bird will require a considerable amount of weight in the nose in order to make the thing sit on the nose gear. While the instructions show this requirement in a big weight going into the nose area, they don't suggest any amount. I think the reinforcement of the wing body joint may prevent all that weight from over stressing the wing joint.



Scribing is very nice, just heavy enough to survive construction and paint, but not so heavy it would be distracting. I could not find any line overruns, fading out or other scribing flaws. It is very nice indeed. Another very nice touch is the fabric effects on the control surfaces, just enough of the effect to be realistic, and different from the surrounding metal surfaces. This fabric effect poses a question. This aircraft has flaps both inboard and outboard of the engine nacelles. The kit has the outboard ones as fabric and the inboard as metal. Is this accurate?

Wheel wells get a pretty full treatment. Walls, frames, and even the indication

of the engine oil tanks in the main wheel well roofs. The forward wheel well frames even have lightning holes in them.

Front and rear cockpits are especially well done. The front cockpit tub is a one part resin casting with inward sloping side walls that will be difficult to paint, but impressive when done. Both instrument panels have delicate raised and accurate details. Strangely, the front is injection and the back is resin. Both seats are identical resin buckets with very fine seat belt/shoulder harness cast in.

The R-2800 engines are single-row resin castings that should detail out very well. They are very nice. For those wanting to go the extra step, they show a complete two-row R-2800 in dotted lines as an alternative. This is Pavla detail set No. 7217 (not included). One anticipated delicate operation is the props. The hub is a very nicely done resin part with a short prop shaft. Each of the three blades is plastic. No provision for drilling the holes for the blades or aligning them properly. When (and if) you get the props done, you have to carefully drill out the engine to accept the prop shaft. I can see some very careful work in this area - or maybe another kit minus its props!

Landing gear assembly will be interesting as well. Each main gear strut has nine (!) parts not including the doors or wheels. When done it just might look really great.

One of the rather unusual aspects of these Czech Republic kits is the use of the funny little "dumbbell" symbol. The instructions say this is the "to make new" symbol. I have mixed feelings about it. Generally, they restrict this to small obscure parts like throttle handles, antenna and gun barrels. I have visions of opening a box someday

Continued on page 15

Smer 1/72nd Scale Fairey Fulmar Mk. I/II

by Chris Banyai-Riepl

The name Vista is probably not well known to many modelers out there, but they released quite a few kits in Eastern Europe. Many of these are now being reboxed by Smer and are reaching a broader audience. The Fairey Fulmar is one of these kits. If you were thinking that this was just a warmed over Frog kit, guess again. Recessed panel lines are present throughout, and the canopy is injection-molded and quite thin and clear. Detailing is fairly basic, with a simplistic interior and rudimentary landing gear, but everything is crisply molded with no flash present. Looking at the interior, the basics are there, with a full floor, pilot's bulkhead, instru-

is an interesting collection of four pieces, with the propeller shaft fitting into a large insert that then fits into the fuselage. A ring fits onto the end of the propeller shaft, allowing the propeller to spin. The final piece for the propeller assembly is the spinner, making it very easy to paint the spinner a different color.

The wings are split into separate upper right and left sections, with a one-piece lower section. The landing light is provided as a clear piece, although the wing pieces do not blank this off. Some plastic card and a clear lens will add a lot here with little extra work. While you have the plastic card out, you might want to run some along the edges of the wheel wells to blank those off too. There is some detail present in the upper wing for the wheel well, but some extra work here wouldn't hurt. The landing gear doors will need to

be cut apart for displaying the gear down. The landing gear itself is fairly basic but does the job, with the main wheels separate. The tail wheel assembly is also separate.

The decals offer a pair of choices for Fulmars. One is a Fulmar Mk. I of No. 803 Squadron FAA flying from the

HMS Formidable in 1941. The second is a Fulmar Mk. II of No. 809 Squadron FAA flying from *HMS Victorious* in 1942. Both planes are finished in Dark Slate Grey and Extra Dark Sea Grey over Sky. The Mk. I from 803 Squadron is coded 6J, with the codes in sky, and carries the personal thistle badge of 803's senior pilot, Lt. Donald Gibson, RN, on the nose. The serial is N4129 for this plane, while that for the Mk. II Fulmar is DR641. The Mk. II Fulmar is one that took part in Operation Torch and is finished in American markings, with the 6B fuselage code in white. The decals are printed by Propagteam and look to be in good register. The only complaint I have is that there is a slight edge around the yellow where the undercoat of white didn't reach the edge. On a dark plane like the Fulmar this might be a problem.

The Fairey Fulmar isn't a very popular aircraft so the chance that we'll see a bunch of kits from different manufacturers is slight. Luckily the Smer kit appears to be a nice example of this British naval fighter. While some of the detail is basic, with a bit of extra plastic it can really look sharp.



ment panel, rudder pedals, control stick and seats. There's no sidewall detailing and the pieces included are simplistic, but the basics are there to build from. Some added strip styrene to the fuselage sides and some radio boxes will add a lot to the appearance here. For those who don't want to go to all that trouble, seat belts will be a nice touch without a lot of work.

The fuselage has a separate insert for the tailhook, with the tailhook itself provided as a separate piece. The chin scoops for the Fulmar Mk. II are also separate, as are the exhaust stubs. The propeller assembly



Those Cotton Pickin' SBDs Again

by Hal Marshman Sr., Bay Colony Historical Modelers

I don't know about you, but I'm pretty fed up with seeing SBD Dauntlesses blowing up the *USS Arizona*. In case you've slept through the 50th Anniversary of Pearl Harbor a decade ago, or the recent hullabaloo surrounding the release of the movie by the same name, you must know that the TV revisionists are bombarding us with documentaries about the December 7, 1941 sneak attack by the Japanese. Although the programs are supposed to be the latest thing in accuracy, I have found that they leave much to be desired. In particular, I refer to the same film clip used in just about every Pearl Harbor special, or in other documentaries that refer to Pearl in addition to their own subject. This film clip shows four or six Douglas SBD Dauntlesses coming from either the left or right, depending on which way the film was run. I've seen the thing both ways. As you watch, the "Slow But Deadly" push over into a shallow dive, and release their bombs. All very dramatic, especially when this clip is followed by the spectacular explosion as the *Arizona* blows up. Most of the time, you will notice dark circles in the national insignia locations. Gotta prove that what you are seeing is indeed Japanese dive-bombers releasing their loads on Battleship Row.

Not so, my good friends. The only dive-bombers used by the enemy at Pearl Harbor were Aichi D3A "Vals," a fixed-gear airplane. "From whence came those Dauntlessly looking birds with the dark circles?" you say. Whence, indeed. The well-known movie director John Ford was asked by the US government to do a documentary about the December 7 attack. Where was Ford to get Japanese combat aircraft for use in his flick? Obviously, the enemy was not about to loan him theirs. Nosiree, Mr. Ford would just have to shift

for himself. Remember, he was working with the assistance of Uncle Sugar, and was provided with the film clips necessary to do his job. The Japanese used mostly radial-engined aircraft, with long green-houses. The SBD fit the description, except for its retractable gear. In wartime, who's gonna notice?

Ford's crew took each frame and overpainted the star and circle insignia with dark circles – it didn't have to be hinomaru red because the film was in black and white. Eureka, Japanese dive-bombers! Obviously, that was fine for 1942, but is in no way justified for 1991, or 2001. We aircraft modelers and amateur historians know the difference, sure enough, but what about the casual viewer? He is being scammed by folks who don't know the difference themselves, or worse, don't care.

That being said, and hopefully agreed to, the next question is, "If they'll scam us on this, what else are they being untruthful about?" Another clip being used is a late war TBM Avenger in overall dark blue dropping its torpedo. This shot is from the left or right front quarter, depending on whether the film is being run frontward or backwards. I've seen this one both ways, too. This clip is generally used while the narrator is discussing the low level torpedo attack against our battlewagons at Pearl, and supposedly represents a B5N "Kate" aircraft. What a bunch of bull hockey.

How many of you have noticed these misrepresentations? How many have written letters bringing it to the attention of the producers of these questionably historical documentaries? Yeah, I've procrastinated, too. I've written the letters in my mind numerous times, but have eventually failed to put them on paper.

Accurate Miniatures 1/24th Scale McLaren M8B 1969 'Team McLaren'

By Richard Alexander and Mick Brown, IPMS Wellington, New Zealand

In the late 1960s the fastest road racing on the planet was not in Formula One but in a North American series called The Canadian-American Challenge Cup.

There were very few rules (the series was in the spirit of the early 1960s Formula Libre), the early idea being to shove the biggest American V8 you could get your hands on (eventually some Can-Am racers were over 8 litre in displacement!) into the smallest European sports car available.

In 1966 a Lola T70 won the first Can-Am championship. But starting from 1967 McLaren dominated, winning all 11 races of the extended 1969 season, 'til 1972 when Porsche came in with their flat-12 1000+ horsepower turbocharged 917/30.

Team McLaren pulled out at the end of the 1972 season to concentrate on F1 and Indy although their "customer" cars pressed on in the series. The Can-Am finally collapsed due to lack of support halfway through the 1974 season, fittingly a customer McLaren won the last race of the "Original" Can-Am.

The Accurate Miniatures kit is very complete; having access to a restored example in the USA was obviously was too much for the kit designers to stand, they had to include everything- including all the coolant/fuel tubing and spark plug leads as flexible vinyl molding. Because AM's designers were referencing a restoration (and a working one at that) there are a few things that vary from the period originals as raced by Bruce McLaren, Denny Hulme, Dan Gurney, and Chris Amon (who took over the team spare car once when his Ferrari broke down).

A lot has been written about these kits in the modeling press so I won't go into everything I did to this one I've finished, so far (I've got four more about 70% complete), just the changes I made (or should have made) from the instructions during construction. Many of the changes were just so the rear engine deck would close when the model is completed.

Use Tamiya TS 'NSR500'99' Brilliant Orange (a ltd. edition spray paint) for the body colour (thanks Peter Wilson) or if you can't get that, then Plasticote 'School Bus Yellow' is the next best thing. Be sure to use a white primer under whatever paint you use.

A) One of the first things I did was create a more accurate windscreen master and Tore Martin of Falcon vac-formed a few 100 or so up for me. They are available for sale now. Contact me if you're interested.

B) Paint all the floppy vinyl 'silver' hoses Tamiya X11 Chrome Silver acrylic (because acrylic will dry on vinyl).

Step 1) Paint the engine block aluminum, the heads and pan semi-gloss black, and the gear box is gun metal. Paint the reinforcing on the firewall (pt. D58) Zinc Chromate. Cut down the triangular bits on the top of pt. F111 about 1.5mm. Trim the top 1mm from the upright (engine cover) mounts sticking up from the gearbox.

2) Paint the exhaust stainless steel. You need to file away a passage through the 'snake' of pipes to fit the engine braces (pt. C44/45).

3) Made new rear shocks from K&S aluminum tube and fuse wire.

4) Slice 2mm from the top of the fuel meter (pt. B28) and replace detail lost with Grandt Line bolts etc.

5) Paint the top of the magneto (pt. G140) acrylic (see above) brown.

6) Replace pt. G142/143 with 'clear' fuel tubing (fishing line etc.). There's not too much you can do about the intake trumpets (they should be thinner, longer and they shouldn't meet in the middle) short of turning up new ones on a lathe.

7) Paint the cap on the top of pt. C51/52 aluminum. The fire extinguisher from step 11 should be put where AM suggest you put the battery. The battery should go up against the firewall in front of the extinguisher. Shave a 30-degree angle from the front of the vertical bit just above the symbol A17.



10) Paint the top brace of pt. D68 Zinc Chromate and the pedal box dull aluminum. The caps on the reservoirs should be a dull white.

11) Ignore the fire extinguisher (see step 7). Glue the interior tub panel (pt. D77) to pt. D76 (see step 12), not to the chassis bottom.

12) Paint this tub assembly (Pt. D76/77) bright aluminum. I prefer Plasticote Bumper Chrome over a Plasticote primer. Don't install the huge door hinges (what were AM thinking?), they're horrible. The four oval panels on the tub sills are painted Zinc Chromate.

15) The brakes should be painted dull steel except pt. E94 & 95, which are shiny silver.

20) The base to the oil coolers, (pt. C49/50) should be painted aluminum and there should also be a lightening hole drilled through each of them as well.

21) Glue the transaxle oil cooler to the brake cooling hoses but **do not glue** it to the gear box assembly yet (see step 30). The 'ears' of the cooler are aluminum.

22) Fill the openings in the nose panel/caps (pts. 1/A9/10) with Milliput and resculpt while still workable with a suitable rod. File the bottom of the radiator outlet panel so it's parallel to the ground (about 1-2mm). Sculpt a fillet from Milliput to soften the edge of the radiator inlet using 5mm diameter rod. Hollow out the intakes on the side of the rear panel and cut the 'barbs' of pts. A16L/R.

23) Cut the rear fillet/web from the front wheels only. Paint the back of the wheel and sides of the spokes metallic gray. The face of the spokes and the outer rim is polished aluminum. There is a thin 'blue streak' line that runs around the outside of each tire . . . good luck if you

try to paint that!

25) The seatbelts should be painted black or replaced with black textured material.

26) There is a small pipe running along the left edge of the tub and you need to trim away a space for this from the seat back (pt. B40).

27) There should be a little hole drilled on the right side of the engine cover as it passes over the throttle linkage. The front face of the engine cover where the seat back (pt. B40) fits through should be squared off with Milliput or Plasticard, not curved as AM supply it. This engine cover can be firmly glued in place with 5-minute

epoxy as, in real life (and 1/24th life) it can't be removed once the wing mounts are in place anyway.

28) Thin down/replace with wire and paint silver the uppermost adjusters on the mounts (pt. C54/55). Pts. E86, are painted steel.

29) Flat sand the inside of the wing ends (pt. F120/121) to thin them down.

30) The rear deck was then fitted (pushing the un-glued oil cooler down on its mounts-see step 21). When you've got the rear deck fitting well spot glue the brake cooling ducts to the rear framework/oil cooler mount. This will hold it in place.

31) Trim to fit the inside of the front body panel where it scrapes the sides of the front brake inlets.

That's all it took, and it only took me 18 months on and off (mostly off) to finish one. I was building all five at once though. I don't think Accurate Miniatures will be offering this kit for much longer [*True - see below - ED*] so get it while it's still available. And get a replacement windscreen from me while you're at it.

Mick's addendum to Richard's original article is intended to document some additional information and resources since the original article was written.

As Richard noted above - the AM McLaren M8B kit is a highly detailed and challenging kit of a legendary sports-racing car. Unfortunately earlier in 2001 AM went out of business, so any kits remaining at your local hobby shop are the end of the line. Several mail order houses have been offering them at a discount so you may want to shop around for the best deal.

One of the additional items that I would suggest to anyone planning a serious build of the Accurate Miniatures McLaren M8B kit would be the Model Car Garage MCG-2157 "McLaren M8B Detail Set" which primarily consists of a photo etch fret of parts and a new dashboard and

gauge set. You can see a pic of the photo etch fret at: http://www.modelcargarage.com/mcg_display_item.cfm?m=2157. At US\$18.99, this set is not for everyone, but I think that you will agree that the parts included do help give the finished model more of a "in scale" feel.

In addition to the paint Richard mentioned (the Tamiya spray is my favorite for replicating the classic "McLaren Orange"), Model Car World Automotive Finishes at ourworld-top.cs.com/mcwautofinishes/index.html offer their version of McLaren Orange that is slightly toned down from Tamiya - the colour actually being somewhere in between Ford "Grabber Orange" and GM "Omaha Orange." Pre-mix for airbrush is stock number 2070, or spray can being A3601. At the time of this writing, MCW Aerosols were US\$8.00 each, 2oz. premix jars US\$7.00, and 3/4 oz jars US\$4.00.

Fisher Models at www.fishermotors.com offers an accessory decal to allow conversion of the AM McLaren to the "Auto World XLR Special" driven in the 1970 Can-Am by PRDA founder "Oscar" Kovalski. This is an interesting conversion because of the "slot car track" graphics on the fenders. According to an ancient article published in *Car Model* magazine, Oscar even went so far as to attach 3-D carved plastic "slot cars" on the "track" when his McLaren was in the paddock or otherwise on display! Interesting side note that Oscar's M8B was actually a "works" car, one of the few in private hands at the time. It was chassis number 2 as driven by Bruce McLaren in the 1969 Can-Am. As of the writing of this document, Fisher is attempting to clear out their remaining stocks of this item at US\$5.00 per decal.

Fred Cady Designs at www.fredcadydecals.com offers a somewhat generic sheet of decals that can be used for conversion of the AM McLaren to M8A spec or for alternative versions of the team cars. Reference FCD sheet no. 96 for 1/24th scale and 95 for 1/20th scale. Fred also is planning a sheet to be released

in December 2001 allowing the modeler to realise the Roy Woods Racing McLaren M8E chassis 80-04 driven by Vic Elford in the 1971 Can-Am. I would think that it might be a job make an M8E out of the AM kit but I am not sure of the differences. The current owners of the RWR M8E say that it is a Trojan-bulit customer M8D, although many of the body panels look similar to a 1970-vintage M8B. For a picture of the Elford car as it exists today have a look at: <http://www.mathewscollection.com/m8e.htm>. Both of the FCD decal sheets mentioned are US\$6.00 per sheet.

Those modelers wishing additional information online about the AM McLaren are invited to view the rec.scale.models newsgroup thread concerning this kit, which has been archived at: gpma.org/Archive/amm8brms.html. There are a number of suggestions in this thread for correcting some of the kit's shortcomings should you choose to follow the path to a super detailed replica.

GPMA member Tom Hiatt has a very helpful M8B photo reference on his "Vintage Thunder" web site. It is located at: www1.iastate.edu/~thiatt/mac.html. The official Bruce McLaren trust website is worth a look for information at bruce-mclaren.com/trust/the_bruce_trust.htm. As is the McLaren Motor sport site at: www.mclarenmotorsport.co.nz/links.html

The most useful references in my opinion are the following recently published books:

McLaren: The GP, Can Am and Indy Cars – Doug Nye
Can Am – Pete Lyons (I feel that this is the most complete and useful history of the Can Am series yet published)
Can Am Photo History - Pete Lyons
Pro Sports Car Racing In America 1958 – 1974 - Dave Friedman
Can Am Cars 1966-1974 – McKinney
McLaren Sports Racing Cars – Dave Friedman (some people may prefer this book over the Lyons book since it focuses just on McLaren)
MRRN # 8 *McLaren M8 A/B* – Jeff Edmonson

Falcon 1/48th Scale Martin Baker MB.5

by John Stokes, IPMS
Birkenhead and District, UK

The Martin-Baker company is better known these days for producing ejector seats, but started out as an aircraft manufacturer in 1929. The MB.5 is often mistaken for a Mustang with its under slung radiator, but in reality was about one-and-a-half times bigger. It first flew in May 1944 and was an exceptionally maneuverable and fast machine, with a top speed of 464 mph from the Rolls-Royce Griffon engine driving the two counter-rotating propellers. It had a great number of virtues, the cockpit layout being described as a model for all the RAF's fighter aircraft, and was well engineered from the maintenance point of view. The wide track undercarriage and excellent view made it easy to handle on the ground, and the propeller arrangement meant a complete lack of swing on take off. Once in the air it accelerated and climbed ferociously and with its armament of four cannons in the wings would have been a formidable fighter.

Sadly it was not put into production, for which there are probably a couple of reasons. 1) Jet aircraft were beginning to come into service and represented the way future developments would go, and 2) it was possibly felt by the Air Ministry that at this late stage of the war Martin-Baker may not be able to tool up for mass production in sufficient time. Whatever the true reasons, the MB.5 was the last of a series of exceptional aircraft designed and built by James Martin and Valentine Baker, and what a great looking one!

I have long wanted to build a model of this aircraft, and the Falcon vacuform is only periodically available from some of the specialist retailers so I was pleased to get one at 1999 IPMS UK nationals. It is very basic, consisting only of the main airframe components and little else. There is no

cockpit, undercarriage, wheel wells etc, all of this has to come from your own sources.

Starting with the cockpit, I scratch built most of it using parts from other suitable aircraft, and the seat and other items from the generic etched brass RAF set from Reheat. It's not actually that hard to do and quite satisfying to create it all yourself. Details of this aircraft including photos of the interior are available on the



Martin Baker website (<http://www.martin-baker.co.uk/MB.5.html>) and were of great use in doing this. The big airscoop under the fuselage was so thinly molded that I cut the front centimeter away and made my own from plasticard strip by rolling an oval shape and cutting the front edge at the required angle. It was then stuck on and blended in with plenty of filler. I tend to use Milliput as a filler as unlike many other brands it does not melt the plastic, which is an important consideration when building vacuforms.

The next area to tackle was the main undercarriage, and I cut away the closed doors and fabricated a complete bay from plasticard and detailed it with various bits and bobs. It is not 100% accurate because I don't have any photos of this area, but it looks OK. Next items were the main undercarriage legs, I didn't have any suitable ones in my spares box so I ended

up making them from brass wire detailed with lengths and collars cut from plastic tube. The bottom ends were filed with a circular section rat-tailed file, and the stub axles for the wheels superglued on at 90°. The wheels themselves are from the Monogram Typhoon, which was lucky as I had them spare from a "car door" conversion made earlier.

I did not think that simply butt joining the wings to the fuselage would be strong enough, so I cut a spar from 40 thou plastic card and slotted it through the fuselage, then slid the wings over it and fixed them in place. The final item was the propeller, which I didn't fancy making from the vacuform components supplied. I therefore used a spare set of broad blades provided as an option in the Tamiya Mosquito kits, and cut them down to match as closely as possible those on the vacuform sheet. They were then inserted into pre-drilled holes in the spinner (itself a three-part vacuform packed with Milliput) and fixed at the appropriate angle. It is not quite correct as the propellers counter-rotated, and although mine are all at the correct pitch, the actual airfoil section of the blades are all the same instead of opposite. No one would know unless I told them though! The serial number is included on a small decal sheet, but all the other markings have to come from your own resources. The Prototype 'P' markings came from a small sheet produced by the Fantasy Printshop, which was conveniently released just as I needed them.

This kit was a lot of work, but also very satisfying to build. The more you have to put in yourself, the more you feel you have achieved, but I learned a few more new tricks with this one.

An Old Colonel's Laws of Combat

by Stanley Frankel, via Terry Clements

A wise old colonel, with plenty of infantry experience, put together some "Laws of Combat" for new young officers. They may have more validity than anything to come out of the training manuals. The colonel's laws include:

1. Anything you do can get you shot, including doing nothing.
2. The only thing more accurate than incoming enemy fire is incoming friendly fire.
3. Body-count math is three guerrillas plus one probable plus two pigs equals 37 enemy killed in action.
4. Friendly fire isn't.
5. Things that must be together to work are never shipped together.
6. No combat-ready unit has ever passed inspection.
7. If the enemy is in range, so are you.
8. The easy way is always mined.
9. If you are short of everything except enemy, you are in combat.
10. When you have secured an area, do not forget to tell the enemy.
11. All five-second grenade fuses will burn down in three seconds.
12. If you are forward of your position, the artillery will fall short.
13. The enemy diversion you are ignoring is the main attack.
14. If you take more than your fair share of objectives, you will have more than your fair share to take.
15. When both sides are convinced they are about to lose, they are both right.
16. Professional soldiers are predictable, but the world is full of amateurs.
17. Don't look conspicuous - it draws fire.
18. If your attack is going really well, you are in an ambush.
19. If it is stupid but works, it is not stupid.

20. Never share a foxhole with anyone braver than you are.
21. When in doubt, empty the magazine.
22. Never forget that your weapon was made by the lowest bidder.

From Stanley Frankel, *Frankel-y Speaking About World War II in the South Pacific*. (The author, 1992; also available online at www.frankel-y.com) The late Stanley Frankel was a veteran of the 148th Infantry Regiment of the 37th Division. He got these "rules" from another 148th veteran, former Sergeant Jack MacDonald.

The Last Word: JSF

by Paul Ludwig

(On the day last year when the first photo of the Boeing X-32 was shown in the *Times*. From the time I once said, in reference to the Warthog, "If I had to fly a plane that ugly, I'd put a bag over my head." Now, my wife calls all planes I think are ugly, "bag planes.")

Husband to wife: "Gosh that X-32 is an ugly plane!"

Wife to husband: "It's a bag plane."

(On the day this year when the Lockheed X-35 was announced on TV to have won the JFS competition)

Wife to husband: "Is the kit out?"

It probably is.

Octopus F7F-3N Tigercat

from page 9

and finding a great big "make new" dumbbell symbol inside. The ultimate scratch built kit!

Canopies are the usual vacuformed style. Unfortunately you only get only one of each. Why do we worry about only one of the canopies? We only get one of all the other parts and that does not seem to bother us much.

Decals are provided for two different Marine birds - a very scruffy looking all-Black with a lot of the original Sea Blue showing through Tigercat with red markings from VMF(N)-513, and a more normally marked blue bird from VMF(N)-531. The black one should be a real star if done properly. The flip side of that is that if done properly, it may look like your 12-year-old son's first model.

Conclusions

This is a very nice kit. There have been a few attempts to make resin conversion kits for the very old Monogram Tigercat over the years. This makes all that unnecessary. The kit is impressive in the number of parts, and details provided. Everything looks first rate and the finished model should be a real conversation starter. It looks unusual, has a very non-standard color scheme, and is as scruffy as a paint job can get. A wonderful opportunity to try something totally different.

It can also go on the shelf along side those other Grumman fighters. It is actual proof that not everything Grumman did during WWII was a roaring success.

IPMS Seattle 2002 Membership Renewal

2002 is fast approaching, and it is dues time again. As is our usual practice, a renewal form is included with this, the December newsletter and then we will do it again in the January newsletter.

Everyone on the current (2001) mailing list will receive the January newsletter, but those who have not renewed will have a "Last Issue" note on the mailing envelope. If you do not renew prior to the mailing of the February newsletter, you will not receive that or subsequent issues.

Dues are \$24.00, make checks payable to IPMS Seattle, and mail it to;

**IPMS Seattle
16510 NE 99th St.
Redmond, WA 98052**

IPMS SEATTLE 2002 MEMBERSHIP RENEWAL FORM

Full Name _____

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E-mail address (optional) _____

Meeting Reminder

Saturday, December 8

9 AM - 12 noon

**North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue**

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

