

Seattle Chapter News



Seattle Chapter IPMS-USA
May 2001

PREZNOTES



I may have to buy a surplus airliner seat for my office one of these days. It seems I get my Preznotes columns all written whilst in an airline seat. Here's another one:

This particular airplane seems to have a seat pitch a few portions of an inch more than normal. My knees will be safe this trip. Appearance wise it looks like one of the older aircraft of the fleet - the seat fabric is worn and the velcro fasteners aren't "velcro-ing" anything. I'm sitting in the center section so I can't see if the fabric on the wings is shredding...

Is a model finished in colors and markings created at the whim of the modeler and with no connection to reality to be allowed in a competitive situation at a contest? There are some modelers (myself included) that will take the occasional aircraft model and finish it in colors and markings that only exist in the darkest corners of the modeler's imagination. A prime example is the camouflaged B-58. There has been no photographic evidence (at least that I am aware of) that a B-58 was actually camouflaged. There does exist in Tech Order 1.1.4. a pattern for painting a B-58 in a 3-tone bomber color scheme with black undersides. I have even heard someone say, "I know someone who knew someone that talked to a person that saw it..." Hearsay is not much to go on. But, in my case, at the time I was building my B-58 (several years ago), a natural metal finish was out of the question. I painted it in the camouflage. I even entered it in a few contests but my recollection is that it never won anything. My question is: should it have even been allowed to enter a contest and if so, which category, multi engine jets or flights of fancy? It presents an interesting problem for our judges - what would you do with something like that? Not every modeler provides references to back up a "different" color scheme or odd markings. I have finished models of a particular subject where the markings are not exactly as representative

of the actual item. Should I be summarily executed because it was late at night and I didn't have the exact serial number, and I didn't want to wait until the next day to trek to the local hobby emporium to see if they had the correct markings? In a contest situation, should something like this be brought to the attention of the judges or does the model get judged on the merits of construction and finish? How about a P-38J in RAF sand/stone/azure with TORCH stars, and European theatre squadron codes? The model is finished well enough to win best aircraft. What would you do?

Just a few questions to make you lose sleep at night after you have painted that model with FS 15042 and you should have used 15044!

See you at the meeting,

Terry

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

Public Disclaimers, Information, and Appeals for Help

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

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - 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.

May 12, 2001

July 14, 2001

June 9, 2001

August 18, 2001 (Third Saturday)

IPMS/USA NEW MEMBER APPLICATION

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ICM 1/72nd Scale MiG-31

by Bill Osborn



First off, this is a MiG-31, not a rehash of a MiG-25. That's the good news. The bad news is that the kit is rather strange in the way that it's engineered. The lower body section looks as if the mold was made in several parts, and didn't mate just right. Some panels are raised, or below, what should be a smooth surface. However, if I remember correctly, the real one I saw at Abbotsford several years ago wasn't smooth either. With enough power, almost anything will fly.

The kit is molded in a semi-hard medium gray plastic with a little more than the usual amount of flash. ICM gives you an assortment of under wing missiles and drop tanks. The plans are of the exploded view type, but so far there are locating holes and other indicators so you get the parts in the right spots. The panel lines are very finely engraved, but some have raised edges. The lines tend to fade away as they go to the sides of the body. In my kit there were a few malformed parts. *[Similar complaints have crept up in almost every review I've seen of ICM kits – perhaps their quality control isn't what it should be. – EDJ]* However, this could be caused by trying to push the plastic into too thin a void, and the trailing edges are **thin**.

Assembly starts with the cockpit tub. You get the tub, two sticks (I don't think that's right, but I haven't checked yet), two panels, and two three-piece seats. The

panels are different, with a large screen embossed on each face. Maybe the pilot flies the plane to and from, and the guy in back flies the intercept. Back to the panels, there are no decals or embossed instruments, so you're on your own with the cockpit.

I haven't yet glued anything together; just dry fitting and so on. ICM must have some kind of tool designers because most of their kits tend to be somewhat complicated. The landing gear doors are made in the closed position, which is OK if you



want the model in a flying attitude, but a stand is not included. This means that to make the model with gear down, you must cut the doors apart with great care, due to the less than seeable shape. As with most Russian aircraft, there are lots of probes and antenna that stick out to catch the unwary.

The clear and thin canopies have no framing on them, so the builder is left with the small two-view painting instruction drawings as a guide to where the frames should be placed. Fortunately for me there is a heavy frame across the top, fore to aft, which will cover the glue joint where the two aft canopy parts are broken. The landing gear struts are well molded, four parts to each main strut and a one-piece nose strut. The four main wheels are made from two-parts each. The two nose wheels are one piece each.

You get a large variety of colors to choose from. To paraphrase to late Henry Ford, "You can have any color you want as long

as it's gray." You are given a great assortment of two different decals, Blue 74 with a nice unit badge, and Red 08 with a guards' logo with a blue stripe. The colors are given by both name and Humbrol numbers.



This is not a great kit but it ain't bad. Some people will take a good state-of-the-art kit, throw most of the parts away, and make new ones. Why not get a kit like this, and when you toss the parts away, you won't feel guilty?



AMT Millennium Special Edition Reissues

by Terry Clements

I sometimes wonder why we modelers make replicas of the things we do. Obviously, availability of kits is a big factor, but then what's available, to one degree or another, reflects what the modeling public seems to want. Or at least what kit makers think (or hope) we want. In my case of course they're often wrong, but why do we want certain subjects and not others? It's pretty obvious that there's a close relationship between hands-on experience with certain things and a tendency to build miniature versions of them, for whatever reason. But familiarity obviously goes further than hands-on experience - broader issues of culture and information must play a part too. Has anyone else noticed the differences in the mix of model subjects between, say, U.S. and European model shows? And not just the nationality of World War II era single prop aircraft either.

Anyway, all this leads me to the fact that a year or so ago I woke up and realized I had a reawakened "thing" for vintage factory stock autos! Maybe this had something to do with my ill-advised start on a model of some Nazi rat-b*****d's Messerschmitt Bf 109F, I don't know, but I found myself back where I was as a member of the "Strollers" model car club in 1962. And interested in the very same sorts of vintage cars.

To me, a "vintage" car is one produced no later than the mid-1950s, and that's stretching it a bit. But what I'm discovering now is that virtually no one, and no kit manufacturer, has any interest in these bulbous ancient vehicles. Vintage now apparently refers to 1960s-1970s era muscle cars. But for an old guy like me a 1969 Olds 442 is **not** a vintage vehicle at all - it's just an ugly, rusty, overpowered, gas-guzzling **used car**. So why am I in the auto modeling wilderness? For one thing, I'm interested in "factory stock" models, not

custom and race models. But I suspect it's mostly a product of age - there just aren't many modelers out there anymore who were even alive when the cars I like were on the street. So there just aren't many kits that interest me, and no sign that this is going to change. But maybe this is a blessing - even at my age I will probably live long enough to have time to build all the car kits that really interest me.

that most of them have been reissued numerous times already with slight parts and instruction sheet variations. Someone with a Doctorate in AMT kitology can probably sort out all this in excruciating detail, but frankly, I'm more interested in getting kits to build than to store in my closet. (It's already full.) But any way you look at them, these kits provide an interesting insight into the progress of the



AMT was the major producer of car model kits in the Jurassic period when I last paid attention to such things. I fondly remember their "Trophy Series" of "3 in 1" kits (stock, custom and racing options). My little Stroller pals and I must have built a couple dozen of these kits, complete with garish (and thick) paint jobs applied by brush out of those little Testors and Pactra bottles. (I was partial to open-wheel dirt track racers myself, probably because I didn't have to be so fussy with the paint jobs.) One of my favorite kits was AMT's 1939/40 Ford sedan. AMT had kept its 1940 Ford coupe in production off and on all these years - I had even stashed away one of them - but not the sedan, and so I was pretty excited when I heard that AMT was going to reissue it as one of its 2000 "Millennium" reissue series. In fact ten or twelve vintage AMT kits have now been re-released by AMT, including a few other oldies that even I like. As far as I can tell, none of these kits contains anything that hasn't appeared before, keeping in mind

state of the art. And after studying them now one conclusion is inescapable: up until very recently model car manufacturers, at least AMT, never really thought anyone would **ever** want to build a "factory stock" replica out of the box. And "accuracy"? Well, let's just say most of those models *looked like* their prototypes, in the same way that, say, Monogram's 1/48th scale Wildcat *looked like* a Wildcat. Accuracy had nothing to do with popularity of course: AMT's 1932 Ford roadster was a big hit, and it *really* sucks in terms of stock accuracy. Of course, chop it to bits and paint it purple and who would notice?

The AMT kits of yore that I built came in white or black plastic. (I recall that the vintage subjects were molded in black plastic and the more current items were in white, but I could be wrong.) The plastic used for these reissues is a nice, moderately soft light gray material just like most other model kits these days. In the old

days the parts were all just jammed into the box, but now the components are nicely packaged in four bags - one for the clear pieces, one for the chrome, one for the body, and one for all the other bits. Vinyl tires, clear red lenses, instructions and decals are loose in the box. Oh yes, I should mention that AMT's kits are now manufactured in China. I should also mention that I went through the entire supply of 1955 Chevys at a local model emporium, and each copy had the wrong bag of chassis parts (from the 1964 Avanti) in the box. So an on-site quality control inventory is recommended - just one more production stage AMT moved off its original premises I guess. Here's a preview of three of these kits:

1939/40 Ford sedan: This has to be the oldest kit in the Millennium Series so far. I think it first appeared in 1959 or 1960, along with a coupe and a sedan delivery vehicle. Not surprisingly, the moldings have noticeable flash and pretty heavy mold separation lines. One of the hoods on my sample was very slightly under-shot. But overall, nothing that can't be fixed with a bit of elbow grease. According to AMT you're supposed to be able to build any of three specific factory stock models from this kit (1939 Deluxe, 1940 Standard, 1940 Deluxe) in addition to the usual custom and racing versions. Of course if you're a stickler for serious detail accuracy you'll find that the molded-on grill, body and emblem trim are for a 1940 DeLuxe model only, and the optional parts do not fully "convert" it to 1939 and/or 1940 Standard trim. But hey, who's going to build a factory stock model anyway? (Oh, I already said that.) By contemporary standards detailing and kit engineering are *very* basic. If you compare this kit to the recent ProModeler 1940 Ford convertible it comes off as very toy-like indeed. (Unfortunately, ProModeler's parts breakdown will make any attempt to kitbash the AMT sedan or coupe bodies with the superbly detailed ProModeler chassis very difficult.) Some other observations:

1. Accuracy and details: the body looks very good, but the engine, engine bay, chassis and suspension are simplified

and lack detail. The suspension is particularly crude, and the model rides on those toy-like, and highly visible, metal axles. AMT seemed to put the same stock Firestone tires and wheels in all of its pre-60s car kits, and this one is no exception. They're probably not strictly accurate for this car (I know they aren't for 1930s era cars), and whitewalls will have to be added by the modeler.

2. Kit engineering: Assembly is easy since there aren't many parts and the fit is generally pretty good. Painting is a problem because so many parts are molded together, like the gas tank/frame, exhaust system/frame, oil pan/engine, and so on. Interior is in the "tub" style with a thick, wavy one-piece window glass insert. Hood fit is not very good. Some chrome parts will be marred when cut from the sprue.
3. Instructions: Assembly instructions are adequate, but the differences between 1939 and 1940 models are not very clearly covered. Painting instructions include the original names for most stock colors, but only generic descriptions of basic interior colors. Very little information is provided for the many little color details, and some color information is simply wrong. (For example, 1940 Ford engine blocks were dark green, not the gray indicated, and the firewall and inside fender aprons should be the body color, not dark gray.) Of course it's up to you to figure out what the exterior colors actually might have looked like. But then, who was going to build a replica stock car anyway?
4. Options: In keeping with its "3 in 1" heritage, this kit offers an alternative 394 c.i.d. Olds engine with carburetor and fuel injector options, Goodyear Polysteel Radial tires, Goodyear drag-racing slicks, a roll bar, and various chrome trim doodads for the "custom" look. AMT didn't include that little chrome trophy with the kit though.

Bottom Line: This kit definitely shows its age, but with work it can make a very nice, if not too detailed, model.

1951 Chevy Fleetline: This is a kit of the famous "fastback" style Chevy of 1949-52. I'm not sure when it was first issued, but would guess the late sixties. While far from perfect, it is a much better kit than the 1939/40 Ford. Although the body and window trim is rather heavy-handed, the detailing is pretty good and the moldings are as clean and flash-free as the first day the kit was produced.



1. Accuracy: the body certainly looks right, and I can claim some expertise because our family had a 1:1 scale version. Engine and chassis are much better than those in the 1939/40 Ford kit, but still a bit simplified. Apparently AMT discovered that the engine wouldn't fit in the chassis, so it was molded with the fan belt and pulley chopped in half, sort of like those pilot figures without legs in old aircraft kits. The front suspension is heavy, with crude kingpins. The fender aprons have actual detail however. The interior is pretty basic, and the tires are those same blackwall Firestones. They may even be accurate for a car of this vintage.
2. Kit engineering: The parts breakdown is not quite as simple as that of the Ford. The gas tank is molded to the frame/floor pan, but the exhaust system and some other chassis components are separate, making painting easier and detail more

convincing. The interior has been engineered in the easier to finish “platform” style (i.e., separate side panels), but it still has a chunky single-piece glass insert. The hood fits very well. Some chrome parts will be marred when removed from the tree.

1955 Chevy Bel Air: This may be the most recent of these three kits. (Early seventies I’d guess.) It’s certainly the nicest one in terms of body and surface detail, although it still has a tub interior, one-piece chassis, and those lousy Firestone tires.

1. Accuracy and details: The body looks very good indeed, with very nice trim

by name. You’ll have to figure out yourself how to match them, and of course detail colors are largely ignored.

4. Options: Nice Goodyear GT tires and suitable custom wheels, and chrome trim and engine performance accessories. No separate performance engine.

Bottom line: a beautiful body molding, and good overall detail and fit, marred by the old “tub” style interior and the simplified chassis.



Like all “classic” model kits, these are far from state of the art. If this were a perfect world we’d be knee-deep in resin and photoetch correction and detail sets, but no such luck. On the other hand, they are probably the only kits of these cars you’re likely to see, and they’re all historically important and really cool looking. Well, at least to me. And who knows how long they’ll be in production this time? Considering that AMT just cancelled plans to produce kits of the 1949 Oldsmobile “Rocket 88” and the 1950 Studebaker “bullet nose,” and ProModeler does not seem interested in producing a coupe version of its 1940 Ford (in fact they just discontinued the stock 1940 Ford convertible), I guess I’ll have to take what I can get. Now where is that “Detail and Scale” book on the 1949 Mercury?

3. Instructions: Assembly details are covered well. Stock exterior colors are listed only generically (for example, “light blue”), and there is no color information for the interior at all. I’m not sure “orange” is an accurate description of the engine block color. Some of these “blue flame” sixes were of course blue, and some were red. (I had a 1953 Chevy with a “Stovebolt,” and I can’t remember the color of the block/valve cover even though I changed the oil and spark plugs many times, and replaced the carburetor and water pump myself as well. So much for eyewitness testimony.)

and window detail. The engine is pretty good, and the undercarriage detail includes much nice, but molded-on detail as well. The engine bay is quite nice, but molded integral with the body. The suspension is pretty good too, although the front coil springs are hideous and the kingpins are only fair.

4. Options: No separate performance engine is provided, just carbs and chrome doo-dads for the stock engine, chrome trim pieces, and nice modern tires/wheels. As in all these kits, the “custom” and “race” tires are much nicer than those intended for a stock vehicle.

2. Kit engineering: The engine has a separate oil pan, but the transmission is integral. In addition to the “tub” style interior parts, the exhaust system is molded with the chassis. The window glass comes in nice separate pieces rather than the one-piece approach however. The hood does not fit well in the front, although this should be better if the fenders are squeezed together when the grill is added. The hood also has horizontal hinge pins that are not only inaccurate but will make it a pain to put on. The kit has the usual chrome “issues.”

Bottom line: a pretty nice kit, although the color information is poor and it has that thick, wavy, one-piece glass insert.

3. Instructions: Assembly instructions are good, and original exterior and interior color combinations are listed



1939/40 Ford Tudor Sedan, kit no. 30262.
1951 Chevrolet Fleetline Special, kit no. 30264.

1955 Chevrolet Bel Air two-door sedan, kit no. 30266.

All are 1/25th scale, about \$13 ea., give or take.

Revell 1/25th Scale ProFinish Snap '57 Chevy Bel Air

by Kevin M. Freitag, IPMS/GTR
Auto Modelers

Body: the body looks well proportioned and the pre-colored body is done in the right colors if you ask me, turquoise bottom and white top. All the chrome work is painted silver, a dull silver at that. If you wanted to get a little crazy you could chrome foil all the painted chrome trim. The rear quarter trim is a nicely done sticker and looks great. The fuel injection emblems are pre-painted and also look great. This kit comes with chrome plated front and rear bumpers. The window glass is a one-piece unit that installs from the inside.



Interior: The interior consists of five pieces and is pre-colored in a darker turquoise with black seat inserts. The door panels come the same way. If you wanted to, you could chrome foil the inside door panels and also the door handles and window cranks. I chose to paint mine. The dash has some detail to it and the chrome area is painted silver. The steering wheel is a separate piece. When assembled the unit fits very well together.

Chassis: This is a promo style chassis and is a one-piece unit. With some paint detail you could make the chassis stand out. The tire consist of three pieces (rubber tire, white wall insert, and chrome hubcap) that attach to a heavy duty metal axle. The

chassis attaches to the body with two screws.

Engine: None. This is a curbside kit.

Decals: None. The kit comes with sticker scallops for a 50's look, also the rear chrome quarter stickers.

Pro/cons: I really enjoyed putting (snapping) this kit together. With some paint detail and some chrome foil you can have a nice car to display on your shelf or case. The only real beef I have with my kit is with the person who painted the chrome silver let his or her brush wander to the bottom lip of the front fender (oops), and the way it was packaged this boo boo was on the inside of the box where you couldn't see it. It only took two days to build this kit. One day for the paint to dry and the second day to assemble. This type of kit is great for younger children's attention spans. It keeps them interested and excited that they were able to complete or build a model car. Keep up the good work Revell.



This kit sample comes courtesy of Revell-Monogram. Thank you, Revell.

The Camouflaged Hustler

by Robert Allen

In this month's Preznotes, Terry Moore poses the question of whether aircraft that are finished in imaginary color schemes should be allowed in contests, and if so, if they should be docked for them. My own unsolicited opinion is that it's just fine

with me. For one thing, could you be absolutely certain that any scheme was not actually used? What would you think, for example, if you saw a Soviet P-51A or Lancaster? Or an RAF Yak-9D, complete with Wing Commander's personal codes? In all of those cases, the aircraft actually existed, though in quantities that Three Finger Brown could count and have a digit or two left over. Terry brings up the case of the camouflaged B-58 Hustler, an aircraft whose existence has been fiercely debated. I know that there was a color scheme prepared for it, because I've seen the drawings, though I can't remember where.

We *may* finally have an answer to the puzzle. (Remember, though, this is basically hearsay...) Jennings Heilig, of Liveries Unlimited/Airway Graphics International posted the following information on a message board last year, and promised a future decal sheet for said aircraft:

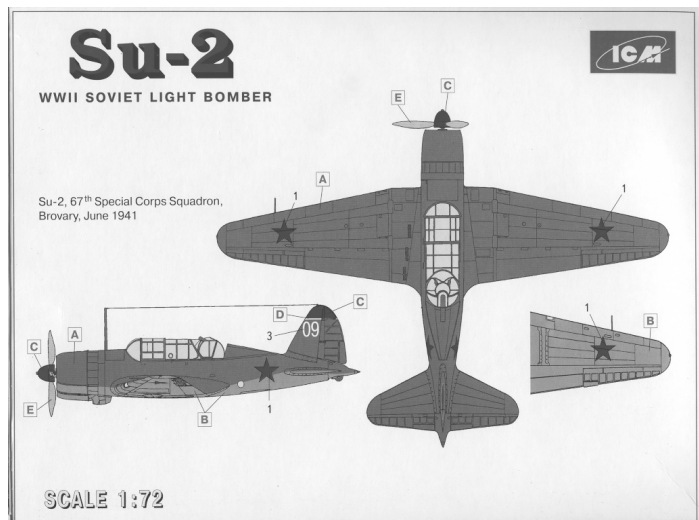
The revised version of Jay Miller's B-58 book (which I never bought because it's far inferior in quality to the original, which I already had) has a small addendum paragraph in the back, which basically states that (in short) the pilot of the B-58 involved in the low-level pathfinder testing at Eglin AFB came forward. He quotes (to Miller, not in the book, unfortunately) details of the program which was basically to help the Thuds and F-4s put bombs on the actual target they were aiming at from low level without having to climb up to acquire them first. They were also going to provide mutual ECM support.

The pilot says the aircraft was painted up, but kept in a locked hangar at all times, and no photos were allowed (although he tried). Apparently this was very sensitive due to the fact that the B-58 represented SAC's premier type and was flown by the top SAC crews. The SecDef was concerned that any loss in combat would be bad press (unlike the loss of TAC and Army crews...), so the idea was eventually nixed.

Continued on page 15

ICM 1/72nd Scale Sukhoi Su-2

by Robert Allen



ICM's Sukhoi Su-2 fills a major void among available 1/72nd scale kits of Soviet aircraft of the Great Patriotic War. Although not as well-known, or produced in such great numbers, as planes such as the Il-2 or Yak-9, the Su-2 was a significant combat aircraft. According to Gordon and Khazanov's *Soviet Combat Aircraft of the Second World War, Volume Two*, in June 1942, Su-2s comprised 55% of available VVS daylight bombers in service on the South West Front. The authors also state that the Su-2 had a lower loss rate in that theater than the Il-2, Pe-2, or Douglas Boston. The Su-2 is notable as the aircraft type flown by Yekaterina Zelenko, the only woman pilot ever to perform a ramming attack, an unfortunately fatal confrontation with a Bf 109.

The kit has 68 parts, ten clear, and the rest in a light grey plastic. There is little flash. Unlike the ICM Yak-9, this one does have a locating pin (exactly one) on the fuselage halves. It represents an early to mid-production Su-2, with four wing guns, and an M-88 engine. Options are few; the only real choice is whether to build the decking behind the turret in raised or lowered

configuration. I don't know if this piece was removable only on the ground, or retractable in flight, as on the Boulton-Paul Defiant.

The Su-2 was of mixed metal and wood construction, and this is represented in the model, with the fuselage and fin being fairly smooth and the wings being covered in fine raised rivets. While these aren't as obtrusive as the classic Airfix rivets, they also aren't always done in straight lines. Perhaps the mold maker had a bit too much vodka. There is also severe dimpling in the upper wing; perhaps that could be explained away as the metal wrinkling, but it shouldn't be there. The quite conspicuous porthole in the lower rear fuselage, behind the wing, (see photo at right) is not represented at all.

The windows in the lower fuselage underneath the cockpit are given, though the clear windows fit into extensions that are part of the *upper* wing parts, extending under the fuselage. Another unorthodox

feature is that both tailplanes are given as one part, which is then slid into the rear fuselage and capped by the tail cone. Interior detail for the cockpit is spartan, which is fine for this scale, but there is

nothing beneath the turret save for the gun and one part which presumably represents a slung canvas seat. The turret has three clear parts, a small one for the top part, and two for the main turret sides, which could cause an unsightly seam, although the turret appears to be split down the actual break line.

The underside of the cockpit floor serves as the bomb bay. Two bombs are provided, and the bomb bay can be displayed in the



open state, though to do so the doors must be cut open. As Bill Osborn noted in his MiG-31 review, ICM likes to provide one set of doors for the landing gear, which must be carefully cut if the under-carriage down position is chosen. The same is true for the Su-2, with each door being cut into three pieces. A part blanks the wells on the outer wing side, but not on the other three sides.

Two decal options are provided, both in the dark green/light blue early war scheme. One of the aircraft, Red 5, is seen in an in-flight photo in the book I mentioned earlier. Both schemes are simple in the extreme, with only numbers and black-bordered red stars being provided on the tiny decal sheet. Paint instructions are given by name, and by Humbrol number. The interior color is partly quoted as light grey, which will enrage the owner of one VVS modeling web site...

I don't want to sound as if I'm being overly negative towards this kit. It looks quite accurate in outline, given the limited resources I have by which to judge it. It looks quite buildable, and the subject matter cannot be faulted. ICM kits have a reputation for accuracy, but unfortunately they also have a reputation for lax quality control and overcomplicated assembly. I'm afraid that the Su-2 reinforces all of those impressions.

New IPMS Salem Web Site

IPMS Salem (Oregon) has a new web site, maintained by Dan Garaths. It has club news (and directions to their meetings), and a small but nice model gallery. Of interest are the photos of Dana's Fairey Swordfish - is this the same aircraft that won First Place in the Aircraft Diorama category at the IPMS Seattle Spring Show? The web site can be found at:

<http://members.home.com/moonshot321>

Taking Stock!

by Jacob Russell

I have not written any articles for the newsletter this year and it would be nice to report that the dearth in articles meant that instead I've simply been churning out the models. Unfortunately that's not the case: I have yet to finish one model in 2001! Not for want of trying mind you; I have started three and all three are at the same stage: in primer. By now most of you are well familiar with the fiasco of my Hasegawa Ki-84, my most recent - and hopefully last - example of "Modeling By Committee." I made so many mistakes with that one it was prudent to strip it and start all over again. I've put it aside for a while! I've been more successful with the other two, Hasegawa's 1/72nd scale Spitfire Mk.VIII and Hobbycraft's 1/48th Bf109G-14 (surprise, surprise).

I have spent a lot of time this year with Ted Holowchuk who has patiently pointed out fundamental mistakes that I've made in the construction of each of these models. And far from becoming discouraged this has helped me think through each step of the building process. This hasn't prevented my repeating the same mistakes - yet. But I have received insight into correcting the problems of all three. And they're still of a higher standard of workmanship than any others that I've built so far. The gap between the model in my head and what's actually on my workbench is getting smaller and smaller! I don't mean to place Ted on a pedestal either; I can benefit from working with **anyone** who's been building longer than me. And any of you would drum the same mantras into my head that Ted has: Basics, basics, basics! It's through repetition of the basics - prepping, gluing, sanding, puttying, scribing, priming - that the light has **finally** gone on in my head and I understand the problems I've experienced in each of these models.

I stand before you to confess my sins! No, not exactly; I simply would like to share

with you some things that I think I may have finally figured out. Some of them may be applicable to you as well:

- 1) I have too many models. Not much I can do about that - I still want **more!**
- 2) It's easier to work on the fuselage with the wings off!
- 3) It's easier to paint a plane with the tailplanes off!
- 4) It's easier to paint a plane with brass tubing in the nose, so that I can actually **hold** the thing while painting!
- 5) There's no point in rushing any step of the process if it means corrective work later on. Sometimes the urge to paint something, **anything**, can be irresistible. That's where the smaller parts - landing gear, etc. - come in!
- 6) All of my painting coats are far too thick! Thin that stuff down!
- 7) I need to sand the model between the priming and painting stages. Now I finally know how to use those 3M sanding pads Jim Schubert gave me **two years ago!**
- 8) What works for you might not work for me, and vice versa!
- 9) Develop a system that works, and stick to it!
- 10) Have some faith in my basic modeling competence!

The last three items on the list are really the end result of my "Model By Committee" Ki-84 project. Through the Internet and talks with other modelers I have become inundated with ideas and approaches that work really well - for other modelers. I've concluded I need to stop seeking so many opinions and find out what works for me. All the building blocks are in place - models, tools, paints, airbrush, workbench - it's time to consolidate what I've tried and learned, and create my own system. If I'm lucky, fewer mistakes will result. And the gap between the model in my head and the end result on my workbench will grow smaller and smaller. The contents of my display case will be something in which to take pride, not to endlessly find fault with. In the meantime, who wants to buy some models?

SKIF 1/35th Scale MT-LB

by Cookie Sewell, courtesy AMPS

The Soviets were believers in gold-plated weapons systems, and they had weapons systems for every climate and every situation. The MT-LB was designed as an auxiliary armored personnel carrier for troops not needing either the combat firepower of an infantry fighting vehicle (BMP) or the high speed of a BTR-60PB. Item 8, better known as the MT-LB (multipurpose tractor - lightly armored), was a product of Factory No. 75, better known as the Khar'kov Tractor Factory, in the Ukraine. Based on the unarmored MT-L chassis, it was adopted for service in 1964 and entered combat service in 1965-66. For most of its service life the MT-LB was used in other than combat arms formations (to the Soviets, only motorized rifle and tank are considered combat arms; all others are combat support, to include engineer-sappers, NBC defense, reconnaissance, electronic warfare, antitank artillery, air defense artillery, and artillery in general). It was also used in its MT-LBV version (V standing for broad tracks, where the stock 350mm tracks were replaced with 565mm ones) as the standard APC in motorized rifle units above the Arctic circle. Other versions of the MT-LB included: the MTP-LB, a repair and recovery model; MT-LB ambulance; MB-LB engineer-sapper version; 9A34/9A35 "Strela-10" (SA-13 GOPHER) surface-to-air missile launcher; 9P149 "Shturm-S" (AT-6 SPIRAL) anti-tank guided missile launcher; MT-LB/2B9 "Vasilyek" self-propelled 82mm mortar carrier; and the TT-LB SNAR-10 (BIG FRED) battlefield radar system. A rebuild version of the chassis was used for the ZSU-23-4 and 2P25 (SA-6 GAINFUL) series vehicles; an extended version of the chassis with seven road wheels was used for the 122mm 2S1 "Gvozdika" SP howitzer, RKhm, a version rebuilt for chemical and radiological reconnaissance; and the MT-LBU command and control vehicle chassis, used for over 20 other vehicles and systems. The number of MT-LB and MT-LBU related vehicles built is unknown, but

over 8,000 examples of just the MT-LB were reported to be in the Soviet Army at its breakup. It was also produced by Bulgaria and Poland. While the Russians no longer produce the vehicle (it was only built in Khar'kov) they are rebuilding and using the MT-LB in many of their current units today.



This kit has been out for some time now, but I only recently managed to pick it up. Having built several of the SKIF kits, they are at least evolving, and that's a good sign for everyone. SKIF has initially released the basic troop carrier/gun tractor version of the vehicle, which is a good place to start. There is a "choice" panel in the roof of the main hull, and that would seem to indicate that a "Strela-10" or SNAR-10 variant of the kit will follow in the next year or so. This kit is the best of the lot so far, as it is an improvement over the 2S1 and not a backward step like the unfortunate BTR-152 kit. Its worst problem is that its tracks are still its weak point, and have been the weak point in all of the SKIF kits thus far (surprisingly, the tires made of the same vinyl were the best part of the BTR kit). I suggest that modelers replace them at once either the cheap way, by picking up a Shanghai Dragon ZSU-23-4, which uses the identical tracks to a MT-LB, or a set of Model Kasten or Fruili ZSU/MT-LB/2S1 tracks. I note that these tracks are stiffer than the 2S1 tracks, but to avoid the misery of how to connect and mount them, it's simpler to replace them.

All that being said, the kit itself is rather pleasant, with pretty good fit and a complete basic interior less the YaMZ-238

engine that powered the original. Ejection pin marks are plentiful, but most stand proud and are pretty easy to eliminate without much fuss. A 30-part two-fret set of etched brass comes in the kit, and covers most of the fine details which more advanced modelers would replace anyway, so it comes pre-upgraded, so to speak. All of the access hatches less the engine are optional choice, which will give diorama builders and detailers a wide range of options for adding figures or "bits" to the model. Markings are provided for what appears to be one Soviet vehicle, one Czechoslovakian vehicle, one Polish vehicle, and perhaps two Ukrainian ones (white or black Trident of Volodymyr). The paint job is exotic, but many of the Russian and other republics are now painting their vehicles in experimental schemes, so they are becoming more colorful. However, as with past SKIF kits, they do not say where or by whom the scheme is used! Overall this is a nice kit, and were it not for the tracks, I would have rated it a notch higher.



Kit Review: SKIF 1/35 Scale Kit No. 214; MT-LB; 229 parts (193 in medium green styrene, 30 in etched brass, 6 in black vinyl); price \$22-30

Advantages: First kit of this vehicle in styrene; breakdown of parts shows other versions coming; improvement on past SKIF kits.

Disadvantages: Tracks are so-so and should be replaced at once; some detail parts skimpy.

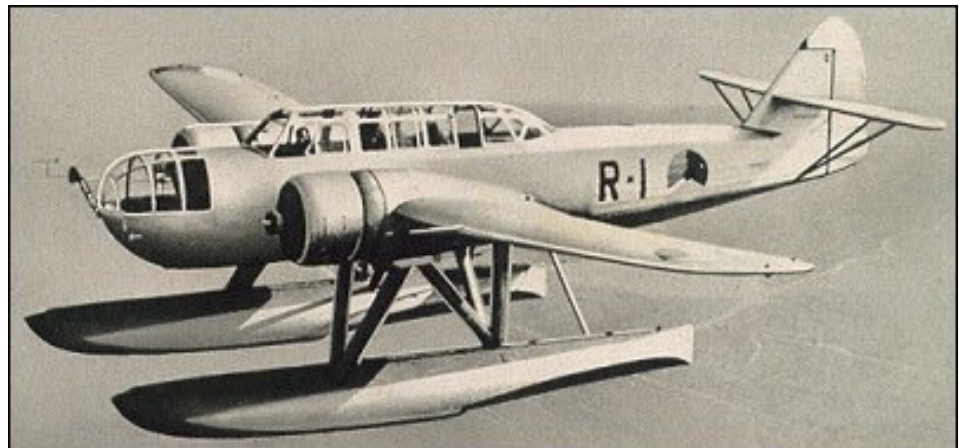
Rating: Recommended.

Recommendation: for modern armor fans, "Third Worlders" and former Warsaw Pact Fans.

MPM 1/72nd Scale Fokker T-8W/G

by Bart Wenstedt, IPMS Nederland

When I saw this model for the first time, I noticed a number of things, as I am familiar with this pre-war Fokker aircraft. Not that I'm old enough to know the real plane but I spent a lot of time on preparing information for a resin model. The model is quite good for representing the first six aircraft, with registrations R-1 through R-6.



The Fokker T-8w has three sub-types, which can be identified by the construction methods being used:

- Wood - wood,
- Wood - metal,
- Metal- metal

The 'metal' construction method refers to the use of aluminum, of course. Also, either long or short rear fuselage sections were fitted. The model in the kit represent a full wood construction type Fokker T-8, as noted for the R-1 to R-6.

Building the model is straightforward and ends up in a very nice model when built straight from the box. There are 48 plastic, 4 transparent, 16 resin, and 15 photo-

etched parts. The biggest problem is applying a correct color scheme, all three schemes as indicated on the box and instructions are incorrect. For a Dutch scheme, reference is made to the *Dutch Camouflage*

& *Markings* book and Humbrol colors are quoted. For the aircraft that escaped to the UK, the RAF version colors are still subject of discussion. The captured Fokker T-8 used by the Luftwaffe is certainly a "long tail" version, and not the ex-R-16.

MPM has produced a nice model of this extraordinary Fokker seaplane, that when built using sufficient information, can result in a good representation of the real thing. Hopefully, Dutch Decal will issue a nice decal sheet for this aircraft in the near future.

Type: injection plus photo-etch and resin parts
 Suited for: experienced modellers
 Number of parts: 48 plastic, 4 transparent, 16 resin, 15 photo-etched
 Scale accuracy: seems OK
 Looks like: ... a real aircraft



Plastic Model Kits and Supermarionation - Part One

by Marc J. Frattasio

If asked the question, "Who introduced the use of plastic model kits for the construction of miniature special effects vehicles?", many otherwise knowledgeable students of TV and film science fiction would immediately respond with the name Stanley Kubrick. Kubrick's *2001: A Space Odyssey* was notable for advancing the standards of miniature design, finish, and photography to a level that would become part of the popular culture via *Star Wars* and *Battlestar Galactica*. However, he was not the first person to use cannibalized store-bought plastic model kits to create highly detailed studio miniatures. The real pioneer of this art was none other than Gerry Anderson.

Gerry Anderson is best known for his 1960s "Supermarionation" science fiction productions like *Stingray*, *Thunderbirds*, and *Captain Scarlet*. These unique TV shows used incredible life-like electronic puppets combined with futuristic miniature vehicles and pyrotechnic effects to create amazing 21st century TV adventures.

Funding difficulties forced Anderson to produce his earliest efforts on severely limited budgets. To save money, Anderson's effects master, Derek Meddings, started using plastic model kits and kit parts for constructing and detailing miniature effects vehicles. This technique worked so well that major studio miniatures made entirely from modified commercial model kits were quite common up through *Thunderbirds*. In fact, model kit components were still used for detailing miniature vehicles in Gerry Anderson's later and more "sophisticated" TV shows like *UFO*, *Space 1999*, and *Terrahawks*.

The following listing of commercial model kits utilized in Gerry Anderson SF productions is by no means all-inclusive. For example, I am aware that model car kits were used extensively in *Thunderbirds*

and *Captain Scarlet*. Unfortunately, my knowledge of 1960s-era automobile styles is weak, thus I am unable to differentiate between most types! Also, I am well aware that many kit components were used to detail models that were essentially "scratch-built". Time constraints force me to leave this huge topic to someone else! Here goes:

SUPERCAR

Bill Gibson's Aircraft

I am not certain but I suspect that the light aircraft that crashed at sea with Bill Gibson, Jimmy Gibson, and Mitch the Monkey aboard in the first *Supercar* episode "Rescue", was an unmodified Monogram Piper Tri-Pacer kit. This same miniature aircraft was used at least one more time (flown by Masterspy and Friend Zarin to the Black Rock Canyon base) in a later *Supercar* episode.

U.S. Navy Rescue Helicopter



The silver U.S. Navy helicopter featured in the pilot episode "Rescue" was made from a Sikorsky S55/H-19 kit. I suspect that the effects people used Revell's kit since to my knowledge, only their circa 1959 H-19 kit came with the cylindrical amphibious floats as seen on screen.

This model appears to have been built "right out of the box" with no modification apparent except for the introduction of an internal motor to spin the main rotor. Revell recently reissued this kit with the exact same paint scheme and decals seen in *Supercar*!

FIREBALL XL5

Invasion Earth Space Ships

The three black alien space ships featured in "Invasion Earth" were made almost entirely from Revell B-58 Hustler kits. Each space ship miniature consisted of a B-58 fuselage and wings with vertical stabilizer removed. A large disk shaped object of unknown origin was attached to the nose. An inboard jet engine pod was attached to each side of the fuselage immediately below this disk. Two outboard jet engine pods replaced the vertical stabilizer. An additional outboard engine pod was mounted on top of each wing, opposite what would have been the normal B-58 position. Long tripod landing gear made from wire completed the design.

It is interesting to note that an unmodified B-58 fuel pod, with characteristic Revell fins, was used in this episode as an alien ground vehicle. This was visible in a brief clip, being "lowered" from one of the space ships.

Space City Surface to Air Missiles

Several large surface to air missiles can be seen rising into launch position near the end of "Invasion Earth". These miniatures were actually Aurora or Revell Bomarc missiles. These models were built "right out of the box" except for the ramjet engines which were attached to both sides of the end of the missile body instead of their normal underwing positions.

SL6 Supersonic Airliner

A large silver aircraft called an "SL6 Supersonic Airliner" was featured in "Space City Special". An identical aircraft was also seen being destroyed by a flaming ball of space gas in "The Firefighters". At least three subtly different SL6 Supersonic Airliner miniatures were made for *Fireball XL5* using Lindberg B-58 kits. One of these models was built in a VTOL landing configuration with jet engine pods tilted down and mounted perpendicular to the leading edge of the wings.

The B-58 fuselages were lengthened by joining two lower engine pod parts together and then attaching this unit to the tail cone. The wings were attached behind and below what would have been their normal mounting position. This left about



half of the flat wing mounting surface exposed along the side of the fuselage. A canard stabilizer, possibly made from a horizontal stabilizer taken from an F-104 Starfighter kit, was added to the fuselage in front of the wings. The B-58's vertical stabilizer was removed from the fuselage and then trimmed to remove the rudder portion. This was then attached to the lower surface of the fuel pod. The entire fuel pod/vertical stabilizer unit was inverted and attached on top of the rear fuselage. The B-58's inboard jet engine pods were mounted on top of the wings directly opposed to the positions normally occupied by the outboard engines.

Subterranean Defense Missiles

The Subterranean planetary defense missiles featured near the end of "Wings of Danger" appear to have been made using Aurora or Revell Bomarc missile kits that were modified through the strategic application of B-58 Hustler engines.

Space City Rocket Launch Gantry

One of the rocket launch gantries at Space City, seen in several episodes of *Fireball XL5*, was actually made using the parts included in the old Monogram Redstone rocket kit. Another rocket launch gantry, seen in the "Sun Worshipers" and other episodes used components of Airfix's HO/OO scale Travelling Crane kit.

STINGRAY

WASP Submarine

The World Aquanaut Security Patrol submarine featured in "Stingray is Launched" and "A Nut for Marineville" appears to have been an Aurora, Monogram, or Revell *USS Nautilus* class nuclear submarine kit. This miniature looks like it may have been used "right out of the box". However, from certain angles it looks as if the model's bow hydroplanes may have been altered or replaced with larger rectangular examples.

X20's Submarine

Titanican surface agent X20's personal submarine seen in "The Master Plan", "An Echo of Danger", "Rescue from the Skies", "Plant of Doom", "The Golden Sea", and several other episodes, was actually a Revell X-5 variable geometry research aircraft kit. The X-5 was built without its wings and had several new "fish-like" fins added to its fuselage.

WASP "Spearhead" Aircraft



The large VTOL WASP "Spearhead" jets featured in "Stingray is Launched", "Emergency Marineville", "Pink Ice", and "A Nut for Marineville", were made using Revell B-58 kits. Additionally, these miniatures had swept back canard stabilizers that may have come from some other kit's horizontal stabilizer parts. These aircraft models were built according to kit instructions with the only differences being that new canards were added to the nose and three engine pods were mounted

near the tip of the tail fin instead of under the wings.

Many of these "Spearhead" aircraft miniatures were built for *Stingray* and at least one example showed up later in *Thunderbirds*. This model can be seen at the airfield featured in "Edge of Impact".

WASP "Arrowhead" fighter

The WASP fighters seen in "Rescue from the Skies", "The Cool Caveman", and "Pink Ice" were made from Aurora F-5 Freedom Fighter kits. These models had their horizontal stabilizers moved up in front of their jet intakes and their wings moved back where the stabilizers should have been. Two bombs were placed midway along the lower side of the fuselage between the canards and wings. The jet intake inlet parts were placed under the fuselage between the wings.

WASP "Arrowhead" jets made several guest appearances in *Thunderbirds*. One former WASP fighter appears very briefly as it is launched from the deck of a World Navy aircraft carrier in the episode "Impostors". Another appears in a scene in "The Duchess Assignment". Also, WASP "Arrowhead" jet models appear in "Security Hazard" and "Cry Wolf" as toy airplanes in the kid's bedrooms.

WASP Helicopter

The grey and yellow WASP helicopter seen in "Pink Ice" and "Titan Goes Pop" was actually a slightly modified HAWK Kaman Husky kit. This model was given a new tail boom and fin that was attached to the top of the Husky's long exhaust pipe. Only one rotor and rotor support pylon was used. Also, the landing gear skid parts were not used, leaving the helicopter with only small wheels for landing gear.

El Hudatvia Target Aircraft

In "Star of the East", an Arab despot named El Hudat destroyed two radio controlled target aircraft during trials of his new "WADI" gunboat. These blue and orange aircraft appear to have actually been unmodified Airfix or Frog Blackburn Buccaneer kits.

WSP Remote Controlled Freight Airliner

The World Security Patrol "Remote Controlled Freight Airliner" destroyed by El Hudat in "Star of the East" is clearly a modified Revell B-58 kit. This model appears to have the same canard configuration and paint scheme as the WSP "Spearhead" jets described above. However, the "Remote Controlled Freight Airliner" model was very different in design. The model retained the normal B-58 vertical stabilizer with a new swept horizontal stabilizer added to its tip. Also, it appears that an inboard engine pod was mounted on top of each wing opposite its normal "B-58" position.

There is an interesting and confusing discrepancy visible in TV footage of this miniature. If you slow a video or laser disk down to a freeze frame on this aircraft, you will notice that the jet that explodes is a different model altogether! It has an additional two engines mounted on the tail like one of the common "Spearhead" jets! I suspect that only one "Remote Controlled Freight Airliner" model was made and that some kind of accident happened to it. Thus, a substitute aircraft model had to be obtained midway through filming in order to keep the proper schedule.

WASP Bandship Downbeat

The WASP bandship submarine "Downbeat" appears to have been constructed using the conning tower and center hull section from a Renwal, Monogram, or Revell U.S. nuclear submarine kit.

Supersonic 101 Airliner

The "Supersonic 101 Airliner" was presented as a WASP military transport aircraft in "The Lighthouse Dwellers". A photograph of this model was also seen on the Marineville Control video screen at the beginning of "Eastern Eclipse". This aircraft was made using a (Aurora I think) Boeing 727 kit. The model's only modification was a swept canard stabilizer mounted behind the cockpit.

The "Supersonic 101 Airliner" model was also used in *Thunderbirds*. The aircraft

appears in the background at London Airport in the episode "Trapped in the Sky".

Vertical Takeoff Jetmaster

The "Vertical Takeoff Jetmaster" seen as a photograph on the Marineville Control video screen at the beginning of "Eastern Eclipse" was made from an (Aurora I think) Boeing 707 airliner kit. This model had its outboard engine pods mounted on either side of its fuselage between the wings and horizontal stabilizer.

This model also turned up in *Thunderbirds* as a background aircraft at London Airport in "Trapped in the Sky".

Gaddus' Submarine

Gaddus' submarine seen in "Hostages of the Deep" appears to have used some kind of plastic sailing ship kit's hull. It is possible that the old Pyro Spanish galleon kit was used. This miniature also used B-58 engine pods, and other unidentifiable objects in its construction.

WASP Underwater Interceptors

The WASP underwater interceptors seen in "Stingray is Launched" were actually slightly modified Airfix Bloodhound surface to air missile kits.

WASP Hydromic Missile Launchers

The concealed WASP hydromic missile launchers that rise up in front of Marineville tower used the launch pad and gantry parts included with the Monogram Redstone rocket kit.

Marineville Power Plant

The Marineville power plant appears to have been constructed using Kibri oil refinery and water tank kits made for HO/OO scale model railroad trains.

Portions of the Marineville power plant model later turned up in *Thunderbirds* as the pile of junk seen on the Thunderbird 2 pod conveyor belt at Tracy Island.

U.S. Industrial Complex

The U S industrial complex targeted by the Solarstar missile ejector submarine in "The Big Gun" was made using Kibri oil refinery and water tank kit parts.

Sea Of Oil Submarine

The undersea alien submarine featured in "Sea of Oil" was made using a Revell or Aurora F-102 Delta Dart kit modified by the addition of extra fins and a cylindrical engine extension made from a Revell Atlas missile kit's 1st stage.

Marineville Bomb Disposal Unit Truck

The white bomb disposal unit truck seen in "Emergency Marineville" was made using a 1955 Ford pickup truck kit.

Marineville Car Control Car

The silver automobile that appears on the submerging Marineville Car Control platform in several episodes appears to be a stock Chevrolet Corvair kit.

"A Christmas to Remember" Submarine

The enemy submarine featured in "A Christmas to Remember" has a vaguely familiar shape that may have utilized a plastic warship kit's hull. Do I dare say that it resembles Supercar from above? The miniature definitely utilized inverted B-58 Hustler vertical stabilizers as forward hydroplanes.

World Navy Submarine

The World Navy submarine featured in "The Man from the Navy" utilized a plastic toy or model kit "midget" racecar body as its hull. The miniature also incorporated several scale deck fittings of the sort used by wooden model ship builders and propellers made from Airfix hovercraft kit parts.

[Part two of this article, covering Thunderbirds, Captain Scarlet, and more, will appear in an upcoming issue of Seattle Chapter News. This article is taken, with permission, from Marc's wonderful web site Supermarionation Special Effects at www.gis.net/~fm/ - ED]

The Camouflaged Hustler

from page 7

However, the pilot involved does quote a tail number, and according to the bit in Miller's book, says that it was in the T.O. I-1-4 camouflage scheme. So, I've taken the gentleman at his word, and followed the T.O. camouflage scheme, and provided what were probably the correct sized red numbers and lettering. We have no idea for sure what other markings (if any) it may have carried, but looking at period shots of B-52s in camo should give a pretty good idea.

Besides, it just looks *so cool!* Remember though, it's SAC SIOP camouflage, not SEA fighter camo.

Correction

There was an error in the list of winners from our 2001 IPMS Seattle Spring Show, which was printed in last month's issue. In Category 51, Space Fact, Tim Nelson's First and Second Place winners were both listed as Saturn Vs. Tim's First Place winner was actually a Saturn 1B. My apologies.

KC-97 Photos and Info

by Keith Laird

I recently received this e-mail:

Hi. My name is Jim Webb. I saw on E-Bay that you are buying a KC-97G. I have two websites filled with every tanker squadron patch and history along with stories and crew names. I also have a website with just tanker photos. There are many interior and exterior color photos. They should help you build the model. I can answer any questions you have. I am building one myself with interior. Anyway, the links are below. Enjoy.

<http://www.geocities.com/CapeCanaveral/Hall/6838/>

<http://www.geocities.com/Pentagon/Quarters/5317/>

OK, so it's one of the most expensive movies ever made. And it's got the wonderful Kate Beckinsale in it. But what about those other Kates - dark green Nakajima B5Ns at Pearl Harbor? Can that be right?

**Upcoming Shows****Saturday, May 19**

Hobbytown USA Redmond Model Contest and Show. Registration 10 am- 12 noon; judging 12 noon- 2 pm; Door Prizes – 2:30 pm; Awards - 3 pm; Model pickup – 3:30 pm. Entry fee - \$5 for unlimited entries; Juniors (12 and under) \$2; Display only \$2. Separate categories for Youth (ages 13-16) and Junior (12 and under). All standard categories. Model sale. 16421 Cleveland Street, Redmond, phone (424) 558-0312.

July 4-7

IPMS/USA National Convention. Hyatt Regency O'Hare, Rosemont, IL. Website: www.geocities.com/ipmsusa2001

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.

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

Golden Age Stars of IPMS #13

It wouldn't be unfair to say that **Linda Darnell** never really made it into the first rank of Hollywood stars. Despite a long and fairly successful career, her talents as an actress never matched her astounding looks. Nicknamed "the girl with the perfect face" (and who am I to argue), Darnell started young, making her debut as a leading lady in 1939, when she was only 16. The next year, *Star Dust* propelled her into the limelight, and she made several fine films during the war years, notably *My Darling Clementine* with Henry Fonda, and the delightful fantasy *It Happened Tomorrow*.

Her best chance to become a major star fizzled when 1947's *Forever Amber* failed to live up to expectations, though she gave two of her better performances just after that, in *Unfaithfully Yours* and *A Letter to Three Wives*.

After working steadily into the late 1950s, her career was winding down when she died tragically in 1965. Visiting the home of her former secretary in Chicago, she was



Unlike most of the other actresses featured in this series, Linda had no significant connections (that I'm aware of) with airplanes, cars, or other things associated with modeling – except for one great photo. This is Linda in the cockpit of a Lockheed P-38 Lightning, taken at Muroc (now Edwards) Air Force Base in 1945. I'm fairly certain that her hat wasn't standard headgear for P-38 pilots.

Thanks to Greg Reynolds for sending me the URL of the web site where I found this, and thanks also to the IPMS Seattle member (and I apologize for forgetting whom) who attempted to send me what was presumably the same photo, but was unable to.

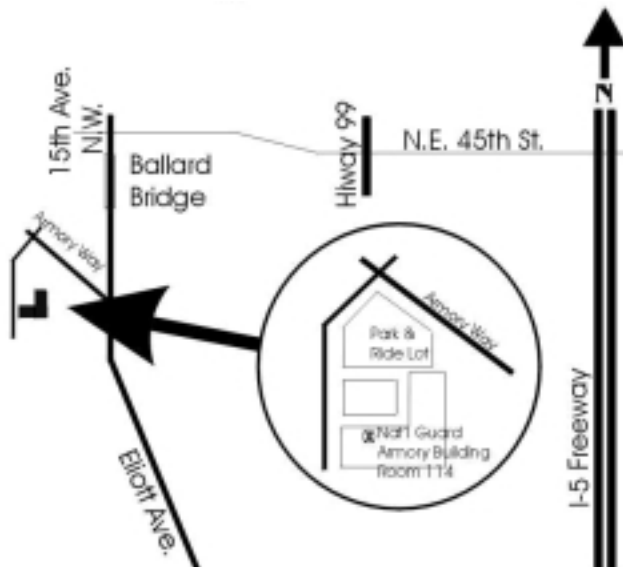
trapped in a house fire – legend has it while watching a rerun of *Star Dust* on television.

Meeting Reminder

Saturday, May 12

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.