

Seattle Chapter News



Seattle Chapter IPMS-USA
September 2001

PREZNOTES



Mutants, Morlocks, and Creatures...

Several issues ago I was bemoaning the finishing of a small figure of Gort, the big silver robot from the movie *The Day the Earth Stood Still*. It was the model from Hell, but only due to my own haste and ham-handedness. The model itself was nicely done.

At the IPMS convention in Chicago, I had the opportunity to meet the makers of the Gort kit, Geometric Models. Known primarily amongst builders of sci-fi and horror figures, I found their presence at the convention a delight and spent quite a bit of time at their booth. They produce a wide variety of subjects in several scales, utilizing both resin kits and vinyl kits. They recently have expanded their line of smaller kits called Micro Mania, which includes my Gort model, by adding to their line a Frankenstein, Mummy, Dr Jekyll, The Fly, and others. At the show I purchased a Metaluna Mutant from *This Island Earth*, a Morlock from *The Time Machine*, and the Gill Man from *Creature From the Black Lagoon*. All are approximately 120mm scale and consist of three or four parts cast in resin. A few have white metal parts and some are available with custom bases. The castings are very clean, with no air bubbles and requiring only a minimal amount of seam work to take care of prior to finishing.

Painting is the main exercise with these figures, and whether you choose to air brush them or handpaint them, they are a fun and interesting challenge. If you have a love of old sci-fi or horror movies and your favorite aspect of modeling is painting, then you really need to give one of these delightful little figures a try. You don't even have to have your FS595A color chips anywhere near your work bench when you paint one of these little gems...

I was going to continue this with a how-to on painting, but due to circumstances

beyond my control (injuries to Jill, Colin, and the dog) I will attempt to finish this column next month. By the way, Jill would like to thank all those who called about her injury. She is slowly recovering.

Remember, in the immortal words of Stephen Wright: "When I'm not in my right mind, my left mind gets pretty crowded."

See you at the meeting,

Terry

MEETING DATES FOR THE REST OF 2001:

SEPT. 15 (3RD SAT)
OCT. 20 (3RD SAT)
NOV. 10 (2ND SAT)
DEC. 15 (3RD SAT)

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Public Disclaimers, Information, and Appeals for Help

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

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS/Seattle 2001 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday (though all currently listed are second Saturdays). We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

September 15 (3rd Saturday)

November 10 (2nd Saturday)

October 20 (3rd Saturday, and the editor's birthday)

December 15 (3rd Saturday)

IPMS/USA NEW MEMBER APPLICATION

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(leave blank) FIRST M LAST

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Mach 2 1/72nd Scale Martin PBM-3/5 Mariner

by Norm Filer

History

The origins of the Glenn L. Martin Aircraft Company go right to the beginnings of powered flight. Glenn L. Martin taught himself to fly in 1909. By 1912 the Glenn L. Martin Aircraft Co. was in business and producing aircraft he sold via his demonstrations and exhibitions. From the beginning Martin tended toward big military aircraft and for the next 40 years Martin meant bombers and flying boats.

The first of the big Martin flying boats actually was designed by Curtiss, then improved by the Naval Aircraft Factory and contracted out to Douglas, Martin, Keystone, and Hall Aluminum for production. Martin built 30 of these PM-1s.

Next came another competitor's design. This time Consolidated had won the competition for another large flying boat design, the XPY-2. As was the practice of the day, the Navy placed a development contract, and then they owned the rights to the design. They would request bids on the production contract and award it to the lowest bidder. Martin underbid Consolidated and got the production contract to build the design as the PM-2. Consolidated was not happy with this bidding process, and this apparent problem caused an ongoing poor relationship between the two companies that would later surface again.

The next big step in the evolution of the Martin Flying boats was the Model 130 China Clipper. As with most of the "Clippers", Pan American was the instigator of the Martin Clippers. Pan American had placed orders for three each of the Sikorsky and Martin boats to be used on the future North and South Atlantic routes. The British chose to block access to bases in Newfoundland and Bermuda

until their own boats became available. With the Atlantic routes closed, Pan Am used the three Martins to pioneer the Pacific routes later made famous by the forthcoming Boeing Clippers.

By 1937, Consolidated was firmly entrenched in the Navy Patrol Bomber business with the early versions of the PBV. The Catalina was slow, underpowered and under-gunned. The Navy was starting to see that perhaps it might not be able to bomb heavily defended targets. Both Sikorsky and Consolidated had new four engine designs in the works. But this was 1937. The nation was still in the depression, and the Navy did not have money for very expensive four-engined aircraft.

Martin offered a somewhat radical concept in an attempt to land the new contract. They offered a very large, streamlined flying boat powered by just two of the new Wright R-2600 engine. Everything looked like a winner for the new Martin model 162 when the president of Consolidated, still unhappy with the loss of previous flying boat contracts to Martin, stormed into Washington DC. He disputed Martin's projected performance figures and threatened "political action" if Consolidated lost the contract. He did manage to defer the production contract until the new XPBM-1 could be built and proven.

Martin, perhaps sensing the Consolidated Company rapidly running up their backside, was not willing to wait the year required to build and test the somewhat radical XPBM-1. They hit upon a brilliant solution, building a three-eighths sized flying model of the new design. This Martin model 162A was powered by a single Martin-modified Chevrolet engine. The engine powered both props via belts. This test bird was ready in November 1937 and quickly proved that Martin had the numbers right. In December the Navy awarded a split contract. Consolidated got 4.5 million for 33 PBV-4s, and Martin got 5.3 million to turn out 21 new PBM-1s.

The Mariner was a far superior airplane to the Catalina. It had internal bomb bays in the engine nacelles, was 17 miles per hour faster and had one-third more range. Another intangible was the creature comforts the much bigger PBM provided. It had a full galley, a bunkroom, and two decks with real stand up and walk around space. The PBV, on the other hand, was a crawl around, over and through airplane. How much this might have influenced the Navy procurement people is unknown, but the crews on long patrols for sure much appreciated it.

It wasn't long before the Mariner started performing a wide variety of missions, including anti-submarine patrols in both the Atlantic and Pacific. Later, in 1943, they became Patrol bombers in the Pacific, protecting the fleet, and fleet bases and anchorage from attack. As the Navy war in the Pacific and Atlantic shifted from defense to offence, the missions shifted to anti-shipping and night bombing missions. They operated alongside the now famous "Black Cat" Catalina missions. In the Mariner's case, they were labeled "Nightmares." By the war's end they were actually dropping bombs on the Japanese main islands.

As one might expect from a seaplane in the Pacific, they also hauled cargo and personnel. They were also used in air-sea rescue. By the end of the war, four VH (hospital) squadrons had been formed and were active.

From the very beginning of the design the Wright 2600 engines provided problems and with the inevitable weight gains the power was inadequate. In 1941 the Navy ordered the PBM-4. It was to be powered by the then new Wright 3350. The difficulty of using this engine quickly became apparent. The Air Force had it all wrapped up for the much higher priority B-29 program. Martin quickly substituted the smaller Pratt & Whitney R-2800. It was a vast improvement over the 2600, and the design came off the assembly line as the PBM-5.

Through Lend-Lease, 28 PBM-3Bs were supplied to the RAF as the Mariner GR.I, where they served on trials with No. 524 Squadron from October to December 1943, but were not adopted for first-line duties. After the war, the Navies of the Netherlands, Argentina, and Uruguay operated the PBM-5 and a few found their way into South America as airliners. At least one Mariner hauled lobsters in New England.

Mariners continued to serve the U. S. Navy post war. They provided transport support for the Bikini atomic tests, mapped Antarctica with Admiral Byrd, and monitored various missile tests.

The 1,368th and last Mariner rolled (yep, rolled, by this time Martin had built 36 PBM-5A amphibians) out of the Martin plant on March 9, 1949. But the fat old lady still had another war to fight. In 1950-51 Mariners again flew long over-water patrols off the coasts of Korea. Two Navy reserve squadrons were called up, and two new squadrons were formed to once again perform the mission.

By the mid 1950s it was a very tired old lady that gave way to the next generation flying boat. It had a very strong family resemblance, but was really a whole new design. That was the Martin P5M Marlin.

The PBM never attracted the public's eye like the Catalina, and eventually only about half as many were built, but in most respects the Mariner represented a far superior airplane. But the few years between the PBY design and the Mariner were pivotal years in aircraft design and engine development.

The Kit

Perhaps it would be best if I said right up front that in the past I have not been much

of a Mach 2 fan. Oh, they have produced models of some of my all-time favorite airplanes. In fact they seem to do it regularly. But generally they are poorly done and overpriced. I have often said they are the "spoil" of the plastic kit industry. They take on marginal subjects that are high on the want list of serious modelers but would not generally do well in the plastic mass market. They then "spoil" the market for anyone who would/could do a better job. Sad to say, I am probably typical of most modelers. My stash has one of about everything U.S. that Mach 2 has ever done, and I hate every one of them. But my chances of ever seeing a "better" kit are slim. I know it and keep buying Mach 2 at inflated prices because of it.



That is pretty strong criticism I know, but I am also pretty sure it reflects the opinions of most of the modelers I know. So having established where I stand, how did Mach 2 do this time?

My first impression on opening the box is that this is a big bird! With a wingspan of 118' and a length of almost 80' it is over two scale inches longer in wingspan than a Catalina, and 2-½ inches longer as well. To get a further size comparison, this thing has a wingspan eight feet longer than a B-24, and 14 feet longer than a B-17. Heck, the wingspan is only two feet short of a B-

47. As I said above, the deep fuselage makes it look even bigger.

The parts are separated into three large trees and two smaller trees of the usual Mach 2 light gray plastic. Also included is one very busy tree of clear (?) parts. The gray components are generally better done than the past Mach 2 kits. The "pebble like" surface appearance is much better with this one. Much less apparent are the warps and dips and bows of previous efforts. The upper left elevator on my kit has a rather unusual bulge in the middle, and one rudder trailing edge is a bit fatter than the area above and below it, but for the most part the pieces seem to be shaped pretty well.

There are surface blemishes and dings that seem unique to Mach 2 kits. I have not seen them on most other manufacturer's kits. This one has several small blobs of plastic that look like they were just dropped onto the surface. Obviously melted into the surface with no distortion around them, but firmly adhered to the plastic. Removing them is not hard, just a mystery as to why and how they got there.

Another oddity is an area about one-half inch long on the lower surface of the right hand wing. The best description I can come up with is it looks like a blacktop road seam on a really hot summer day. The seam has erupted upward about .10 thou. Again, not a big thing to fix, just odd.

Now, for some good news. The scribing on this kit is much better than previous kits. In fact I think it is pretty darn good. The fuselage surface detail is nice. A combination of indented round and square tie downs/hand holds, good scribed panel lines, and the spoiler in front of the waist gun position are impressive. The scribing has a much crisper edge than in the past, and is uniform in depth and width. Also

missing are the panel lines that either overran the adjoining one or just drifted off into nothing. The wings also have much improved surface detail. There are a couple very small scribing overruns where one line that should end at an intersecting line, actually crosses over and ends past the line. This is offset by some nice use of slightly raised areas that represents access panels along the upper wing surface.

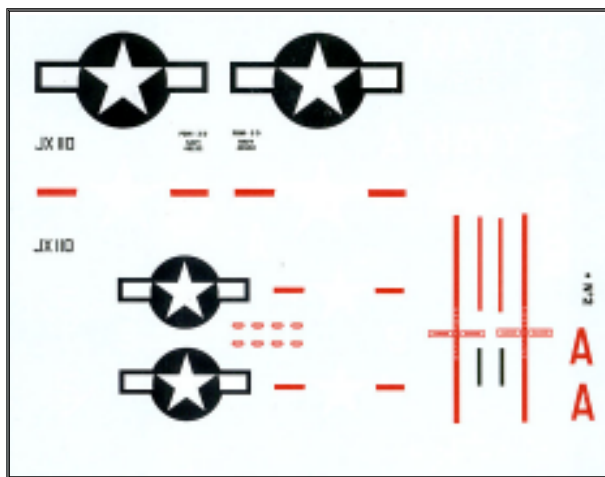
As with many other short run kits, the edges of most parts are not sharp and crisp. I suspect the trailing edges of the wings and tail surfaces will need a bit of thinning, and all the parts, especially small detail parts, have a general "softness" of details around the edges of sharp corners. The Interior is very simple and the seats are downright crude. The interiors of the gun turrets consist of an indistinct blob for detail and a couple of rods to represent the gun barrels.

Again, on the plus side, parts are provided to build either the Wright R-2600 nacelles for the PBM-3 or the later, larger and longer P&W R-2800 PBM-5. Both the teardrop shaped -5 radome and the "doghouse" -3 version are also included. Another bonus is that the beaching gear is included.

The clear parts are just about unusable. The 22 or so small round or square windows might be workable. The big question on these is going to be fit. The three turrets might also be workable with a lot of extra effort to scratch build interiors, and polish and clean up the clear parts. The cockpit canopy appears to me to be just about totally unusable. It is too round in shape, has round windscreen windows where they should be flat, huge frames everywhere that don't seem accurate and is about 1/16th inch thick. Perhaps all this would not be so bad if it was marginally clear. It looks like it was chipped out of a chunk of ice. Fixing this may be the most difficult part of the whole kit. While there is plenty of plastic to work with here, I have no idea how to polish out the reshaped canopy. My previous efforts with Mach 2 canopies have not been very

successful. Maybe a master for a new vac canopy is the answer.

The instruction sheet is brief and to the point. The single 8.5 x 11 inch page has nine illustrations on one side and the three paint options on the backside. The nine exploded diagrams are very simple, but probably are enough to get the job done. They are about equally divided between pointing out variations between versions and actual assembly. An interesting side note is that the instructions never show assembly of major components. No gluing the fuselage together, no wings to body, or engines to wings. Just small details.



The painting instructions are equally brief. Instructions are provided (?) for two PBM-3s and one PBM-5. One really aggravating note with the decals is that while they provide the markings information for a British Coastal Command bird, the only decals provided for it are the serial, individual aircraft letter, and a couple of red and black lines. If you choose to do this bird you have to find the roundels and fin flashes somewhere else. I am not sure this omission is a big deal, as the rest of the decal sheet only provides simple items like national insignias, some simple white lettering, and a few red warning stripes. They appear to be fuzzy around the edges and too thick.

Two minor items caught my eye as I was playing with the parts. The first is the props. Many early versions had three

bladed props. The kit only provides the later four bladed props. The four blade props provided seem somewhat anemic to me. The R-2600 and latter R-2800 engines were big and used large props. Especially the R-2800. This is the engine that powered the P-47, the Black Widow, the A/B-26 Invader, and the C-46. In each case the props were big healthy clubs. The kit provided props seem too small and delicate of shape to be proper. They do have the right general shape, just too small in appearance and diameter.

The other minor note is the four small "winglets" that are on the tops and

bottoms of the horizontal stabilizers. These butt up against the verticals and apparently helped with airflow. Good pictures are difficult to find in this area, but I think the short arrow-head shaped parts should be longer.

Conclusions

OK, we have thrashed (trashed?) around in the box enough. What are my conclusions? There are some significant improvements in

this latest Mach 2 offering. Surface detail and general shape are much improved. Warts and blemishes are still there at times, but not as noticeable. General accuracy and crispness of small parts is also somewhat improved but still need work. You can expect to throw away a lot of the small detail stuff and either hit the spares box or scratch build replacements. This is especially true of the cockpit interior, and the turrets.

I think the general shape of the model is accurate. Barring major assembly problems, it should provide the basis for a very impressive finished model. Major work will be required to solve the canopy problem, and to find enough decals to do this big beast justice. Clean up and work on sharpening the details will result in a model that will be very impressive.

The painting and markings options this kit provides are a very casual pass at what could have been a stunning offering. This bird flew in just about every WWII and post-war scheme imaginable. It started out in the Yellow wings and silver fuselage pre-war era, then went to two-tone gray, then two blues/white, and ended the war in overall Sea Blue. Somewhere in there is also the white/gray anti submarine patrol scheme of the South Atlantic and British Coastal Command. Post war use includes the Netherlands and U. S. Coast Guard in overall silver, and even one in what appears to be Sea Blue with an interesting, curved white upper fuselage. That scheme would normally be Seaplane Gray rather than the Sea Blue, but I suspect this one was blue. It is not often that one model can represent every scheme used by the Navy throughout the war.

At nearly \$70 it is seriously overpriced compared to other kits of comparable size. I think most of us recognize that these "limited run" kits cost more, but this borders on too much. The overall quality is improved over previous Mach 2 offerings, but still comes up short in several areas. If you want to add a Mariner to your display shelves the selection is limited to scratch building it, using the old Rareplanes kit if you can find it, or this one. Incidentally, the Rareplanes canopy will not even come close to fitting the Mach 2. Which is right? I don't know.

One final comment; Why do we continue to get resin and vac canopies for kits that really don't need the extra help? Kits that really need the help are consistently being ignored. A good resin interior and a replacement Squadron/Falcon canopy for this one sure would be nice. Squadron apparently now has "exclusive" import rights to Mach 2 kits. Why not make an "exclusive" resin interior and Vac clear parts to help sell the kit?

I am not ready to take Mach 2 out of the penalty box just yet. This is a big improvement over the C-123 offering, but still has a ways to go to play with the big guys. They already lead the big guys in price, but that

is not a positive. If you are a serious builder, used to taking on challenges, and scratch building or adapting parts, this appears to offer a lot of potential. On the other hand, if your usual stuff is the current range of excellent detailed and perfect fitting kits, this one will not be a happy experience.

The following sources were used in the preparation of this article;

United States Military Aircraft Since 1908 Swanborough/Bowers, Putnam & Co. ISBN 0 370 00094 3

War Planes of the Second World War, Flying Boats (Vol 5), William Green, Macdonald. (no ISBN)

Martin Aircraft 1909-1960, Breihan/Piet/Mason, Thompson, ISBN 0 913322 03 2

Letter to the Editor

After reading Honest Bob LaBouy's summary of the Chicago Convention I thought I'd amplify a little on his account of the Awards Banquet. As one of the convention workers this year, here's my two cents worth.

I agree with Bob that the banquet prices are generally more expensive than a comparable meal would be, even at the hotel restaurant; but remember, this is one of the places where the hotel makes their money - that, and room-nights, if they sell us enough, is what determines the price of our renting the rest of the facilities for contest, vendors' rooms, etc... Heck, most of you guys know all about that, having hosted at least two Nationals, but maybe the rest of the newsletter readers don't.

Questions: if these banquets are such excruciatingly boring, overpriced affairs, why do they continually get sold out year after year? Why does the number of attendees continue to increase year after year? Surely someone in the membership

has to know how awful they are. Bigger question - if Bob and the crew already knew, why did they attend?

One answer is the same reason we all congregate in the hotel bar every convention evening and spend money on overpriced booze: camaraderie. We like to sit and talk models, happenings, and everything else with so many friends whom we only see on an annual basis.

I didn't get to attend the banquet this year, though I paid for it (more on that in a minute) but I was under the impression that once the PowerPoint video got rolling OK it was pretty near trouble-free. Bob quotes about being, "bored silly with a slide or video show (which can't be seen, is poorly presented, out of focus, with slides that don't match the script being read to you or accompanied by music which would have put Lawrence Welk and the bubble machine group to sleep)."

Having been "in" on putting the PowerPoint presentation together all Friday night and nearly all day Saturday, having gone thirty-five hours without sleep at that point and seeing the program literally being finished mere minutes before it was due to be shown, I thought we did a pretty good job. Ed Wahl and Travis Russ were really the honchos with this program and they did so with what I considered a "maximum magnificent" rating.

When the program started rolling at the banquet, we had a problem because we'd transferred it from one computer to another and its built-in PowerPoint timer was different from the host computer we first used, resulting in pictures going by so fast it looked like a poor movie. Once the timer program was re-entered manually, the program ran as it should've, from start to finish. I did get to see a little bit of it from outside the banquet room doors and it wasn't out of focus, was visible from all over the room, the slides matched except for two names which had been transposed, and was anything but poorly presented.

Continued on page 11

Pavla 1/72nd Scale Vultee BT-13/SNV-1 Valiant

by Bill Osborn

If it weren't for MPM, Sword, Pavla, and a few other Eastern European kit makers, we would all be building 109s and Mustangs. These companies have produced quite a number of kits of, let's say, support and utility aircraft. I was going to say lesser-known aircraft, but that is not the case.



The latest one to come my way is the BT-13 from Pavla. The kit includes one sprue of medium hard gray plastic, a vacuform canopy, a bag of resin parts, and a nice decal sheet for three aircraft. There seems to be a little more flash than normal, but the molding is otherwise very crisp and clean. There is a choice of two styles of landing gear, a cuffed strut for a U.S. Army bird, and an open strut for the U.S. Navy and French trainers.

I've only found a few small problems so far. One is fairly common to limited run kits. They can't get the leading and trailing edges of the wing parts in the same plane. It's never the easy way, of course. Another concern is that you get two prop blades and a hub. They are nice looking parts, but I always have trouble getting those itty-

bitty parts correctly lined up. And as with all these kits from the right side of the continent, everything is a butt joint and you must take a W.A.G. as to where parts fit in or on the model. In the same vein, the instructions show a rudder pedal assembly for both front and back cockpits. I've scanned the tree and the parts list, and no pedals are to be found. I guess I'll just have to scratch build them myself.

After some more trial fitting of parts, I found that the body around the nose section is oval, and needs to be squeezed or wedged out to match the cowling. The kit comes with a round disk for the forward end of the body to mount on the engine, so maybe that will solve the problem.

The bag of resin parts included with this kit seems to be part of a nice trend. This one contains an engine, scissors for the landing gear struts, a ram air horn, flap hinge brackets, a rollover brace, and two very nice seats.

You only get one canopy, which is a switch, as you normally get two. The

canopy is, of course, molded in the closed position. The instructions show you where to cut for an open one. It would be nice to have another one, just in case. There aren't any side panels or interior structure to show off, unless you want to cobble something together yourself. I haven't found any photos of an interior, so I'll just add a couple of ribs and a few stringers.

The instructions are in Czech and English. They are the typical exploded type, with arrows pointing to the general location where parts should go. The three color schemes are for an Army one of yellow and blue; a Navy trainer in light gray and blue-gray; and a French bird in natural metal.

I checked the model against a 1/72nd scale drawing, and it looks very close, except for the horizontals, which are a little long, span wise. This may not be a problem, however, when the tail feathers are sanded down to fit the body.

This is a very nice kit, and will fit in nicely with my PT-17, PT-13, PT-22, and T-6, if I ever get the last three built. Now for you adventurous types, how about converting a couple of the kits to Vals and Kates from *Tora! Tora! Tora!*? Anybody want to give it a try? Jim, Ted, anybody...



Adventures in Photo Etched Brass

by Ned Shaw

The kit involved in these adventures is an Eduard 1/72nd scale Piper L-4 Cub, kit number 7009. It depicts the aircraft stripped of fabric, with the structure bared to view. To provide the engine, cowling, prop, wing struts, and landing gear, a complete injection-molded kit is included. The 69 etched brass parts are on three frets, and the 36 plastic parts are one tree.

starting point, but is based on detailing ship models. Airplanes are a bit different, and offer a structure to be built. My problems, while including the ones in the article, seem more detailed (and immense?). The results, so far, are promising.

Basic to using these small parts is being able to see them. For anyone with less than eagle eyes, this means magnification in some form or another. My old magnifying binocular hood is OK by me. It leaves both hands free to work with the wee brass thingies. Before cutting the pieces from the fret, it's best to stick a small piece of

To cut out pieces, a new or sharp tip #11 X-Acto blade is working for me. About five or six passes cuts through each nub. Each pass seems to work harden the brass, but one heavy cut can put a bend in things. Light passes work best. Remnants of the nub should be removed. A sharp blade can shave them level, or use a file while the part is clamped close by the trusty forceps. Scissors from a Swiss Army knife are best for some cuts, even long ones. This doesn't seem to harm the cutting edges.

Where folding is required, hold down the major portion of the part up to the fold line with a metal straight edge, and fold up the smaller portion with a knife-edge under it. This uses the action of a sheet metal brake. Locking medicinal forceps can hold the small parts up to the fold line, and the smaller parts folded with a knife blade or even a thumbnail. Most folds are 90 degrees, and can usually be eyeballed. The same for other angles. Be sure to use a flat-jawed (non-serrated) pair of forceps when clamping. Serrated jaws can mar or crimp the thin brass.

To pick up small parts, moisten a fingertip, touch the tip to the part, pick it up, and turn it over. It may then be gripped or clamped in the forceps. Warning! – If it doesn't stick firmly to the fingertip, **it's headed for the floor!** Once firmly clamped in the forceps, the tape may be removed, and the part positioned for "gluing."

The experts favor CA (Crazy Glue) for fastening parts and assemblies. Unfortunately, CA prefers to stick me together, rather than any assembly I have in mind. Then when the parts are in position, it doesn't want to hold or set up. In his article, White suggests using the leftover nubs from sprue stretching as an applicator. Just put a small puddle of CA on a tile, dip the fine tip into it, and it picks up a very small ball of CA, which can then be spotted at the joint. Capillary action by the CA runs along, and into the joint. Sounds simple; I'll just have to practice more. So far, my learning curve is mighty flat. The



Janey, under the wing of a C-46, displayed in August 1945 at the Eiffel Tower.

A book titled *Janey, a Small Airplane in a Big War*, written by its pilot, Alfred W. Schultz, inspired a project of using the PE parts for one side of the airplane and the plastic parts for the other. This would show *Janey* partly stripped, as for a recovering, while all of the identifying marks and insignia would be on the other. The project brought out the following adventures – so far.

The April 2001 issue of *Fine Scale Modeler* includes an article by Rusty White on using PE parts. It is a good

masking tape to the back, with part of it free, as a tab on to which to hold. It will also keep down tendencies for the part to spring through the air as the last nib is cut. The tape is good for Big Fat Shaky Fingers (BFSF) to hold the part, and will also identify it as it tries to hide in the rug. Be assured that some will. Three of the four rudder pedals are still in my rug, and scratch-built ones are in the cockpit. Another help in locating wayward parts is a large sheet of white cloth or paper on the floor under the work area.

lap joint is the easiest with PE, while a butt joint is the most difficult. With CA not working for me, I've resorted to Elmer's White Glue. It (usually) works for me. Small balls of modeling clay are useful for temporary holding jigs. But if the assembly will be painted, the oils left by the clay must be cleaned off, or the paint won't uniformly stick.

These tiny, fragile parts held together by slotted, glued joints and bends develop surprising strength, especially when the assemblies are coated with Future.

The kit instructions use symbols (keyed to Czech, English, German, French, and Japanese) and multi-view, exploded, isometric drawings. The latter are very good considering the complexity of the structure. Subtleties of construction do put some burden on the builder. Furthermore, if one is trying a project outside of a straight assembly, one gets bouts of feeling a slow dangle in the wind. It's so tempting to add things – like bridging tape strung through the wing ribs, or control and electrical wiring. Where does one stop and just finish the thing?

Grouching Again

by Bill Osborn

Well, the modeling gods have had their fun with me again. A few weeks ago, I picked up the Sword Fairchild 91, and a lovely kit it is. The model looked great in the box, and though the color schemes were natural metal and aluminum, I thought that with the new Alclad II there was a chance that I could be able to turn out a fairly decent looking model.

I started to cut parts off the trees, and made a few sub-assemblies. So far, so good. As the model began to take shape, things were looking very good. In fact, things were going so well that I began to look forward to painting, which as some of you may remember from my past writings, is my least favorite part of modeling.

Before I get to the rest of the story, let me say a few words about the model. The Fairchild 91 was a single-engined flying boat from the mid-'30s. The kit is well molded in a medium gray plastic. The fit is

very good, and the parts go together with only minor problems. The only glitch I found was the struts for the landing gear; they didn't seem to fit, so new ones were needed.

With the model complete, painting could begin. With the new Alclad II paint that I've heard so many good things about, I figured 'What could go wrong?'

Well, let me tell you. I sprayed on the first coat as per instructions. Hey, this stuff looked great! Then after a day or so, I masked off the metal parts of the plane to spray the fabric areas. This gave a good contrast to the different parts of the model. Unfortunately, the old Osborn jinks came into play. You are supposed to be able to mask over this wonderful new paint with no problems. Let me tell you, it just isn't so. I used a lite tack tape so it wouldn't lift the paint. When the tape came up, little spots of paint also came up. This wasn't too bad, as I could respray the affected areas.

With the touch-up done, the next color, red, could be painted. Masking, of course, was needed for this. You guessed it, up came the aluminum again. After letting the red dry for a few days, I remasked the red to touch up the aluminum. Guess what? The red came up too. About that time, due to all the handling, I broke off one of the wing floats. I have touched up the red with a brush – and no tape. It's not neat, but it's covered. Maybe the decals will go on without a hitch...

To be fair, I do like the new Alclad II. The colors look like the real thing, and they do go on the way that they should. I guess I'll just need to come up with a new way to mask the model – maybe the wet paper method next time!



Czech Model 1/48th Scale Curtiss XP-55 Ascender

by John Greer

“Ascender,” according to the dictionary, means “one who rises.” But change the accent, and you get “ass ender,” or “tail first.” It amazes me that Curtiss got away with this play on words, but perhaps bureaucrats then were even more stupid than they are now.

The XP-55 was one of three aircraft developed in response to a USAAC specification issued in November 1939, the other two being the Northrop XP-56 Black Bullet and the Vultee XP-54 Swoose. The specification called for, among other things, unconventional design, and all three aircraft certainly qualified for that. The only things they had in common were that they were all pushers, and that none was successful beyond the prototype stage.

The Ascender looked like a canard, but was not strictly so – it had no fixed forward flying surface. It was, in effect, a flying wing with a forward mounted elevator. Three prototypes were built and flown in 1943/44. Stability problems and lack of performance when compared to conventional fighters caused termination of further development.

The Kit

The Czech Master kit comes in a somewhat flimsy end-opening box. Don't you hate them? Inside, you get a bag with two sprues of gray plastic, a bag of True Details resin parts, two unprotected vacuform canopies, and a small, unprotected decal sheet. Also included is a four-sided 8.5 x 11 instruction sheet which

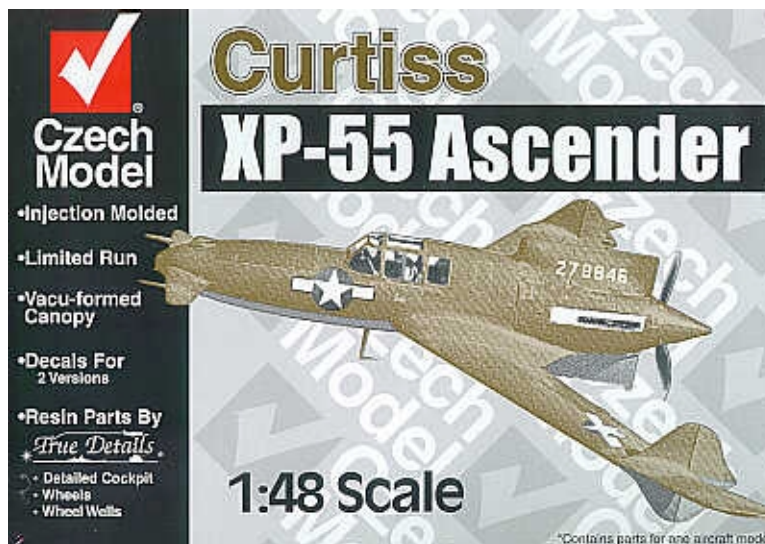
includes: 1) a parts map, including the resin; 2) Seven-step exploded instructions, in English; and 3) Five views of a simple Olive Drab and Neutral Gray color scheme (not Czech Master's fault – that's the only way it flew).

First Impressions

The instructions are well detailed and seem straightforward. The canopies look good, fairly stiff and thick for vacs. The decals are crisply printed with many nearly invisible stencils, for which no idea is given of the locations. The national insignia doesn't look right. The resin is very crisp and delicate; it includes full cockpit, wheel wells, exhaust stacks, and flat tires. The main sprues are very nice, with little flash. Panel lines are engraved and nicely subdued, but are properly more

intricacies of detailing. The pour blocks are large and thick, causing some problems separating them. Painting is pretty standard – Interior Green with tan for seat belts, map case, and the boot around the control column; black for the instrument panel and various black boxes. This was followed by dry brushing black and silver to give depth. Be sure to paint before gluing; the intermediate bulkhead interferes with the painting of many details. A couple of problems began to rear their ugly heads. I was concerned about the fit of the sidewall panels, and the location of the interior parts A3 and A22 is ambiguous. They might be blanking-off parts for the dorsal air scoop. I also added the nose-wheel well and the exhaust stacks at this point.

Step two on the instructions specifies (I think) nine grams of weight to guarantee that the model sits on its nose wheel. This can be done after the fuselage is glued together, but before the nose cap is added, if preferred. When the fuselage halves were placed together, the first major problem showed itself. The interior parts are just too wide. The instructions suggest that the sidewalls be glued together at the top edge of the canopy opening and that the bottom be allowed to “float.” This is a great idea whose time has not yet come. Considerable “adjustment” had to be made to get the fuselage halves to



prominent for the control surfaces. The sprue gates are quite small for a limited run kit, and there are no sink marks. There are some “punch-out” plugs that need to be removed, and there are no locating pins to assist with positive alignment of parts.

Construction

The interior parts lived up to first impressions. Fit is very good. Raised detail includes seat belts integral with the seat, which allows dry brushing to bring out the

mate correctly. Fortunately, most of the adjustment is not visible after the parts are joined. And when the fuselage halves were joined, it became obvious that the halves do not match very well. I couldn't help thinking that it was starting to look like a limited run kit.

Due to the large wing fillets integral with the upper wing halves, and the need to have them fit well with the fuselage, I tried something different, and not according to the instructions. I tried gluing the one-

piece lower wing to the fuselage first. I then added the resin main wheel wells, and the upper wing halves. Nice try! First, the wheel wells had to be shaved down considerably for the upper wings to fit. And secondly, there was still a gap between the fuselage and upper wing on one side. Can you say shim and fill?

The vertical tail surfaces, which are located near the wing tips, do not fit well. The engineering would have to be nearly perfect for their system to work. They were very difficult to fill and clean up. The vertical tails also appear to be rather thick, and are very difficult to thin down. They are so close to being vertically symmetrical that it is very hard to figure which end is up – or down, as the case may be! The wing tips are a bit unusual; the upper halves are integral with the upper wing halves, while the lower halves are separate parts. Again, they seem a bit thick.

Finally, I added the forward canards and the nose cap. I didn't add the weight suggested. I have had too many weighted models end up with splayed undercarriage and the model sitting on its belly after a couple of years in the display case. The notches in the fuselage that accept the canards needed to be deepened, but otherwise there was no problem.

The ventral scoop comes in two pieces due to the compound curves involved, and is blanked off with radiators. The ventral fin is a flat piece of plastic. I "airfoiled" it a bit. I don't know which is right; the photos I have are inconclusive. Fitting it to the ventral scoop was an exercise in patience.

There were severe sinkholes on the spinner. The spinner must be glued to the backing plate, filled, and cleaned up. Sprue gates on the cooling gills required very careful cleanup. These gills fit in the open position – be careful! I added the gills and spinner at this stage, but left off the prop blades – much easier to mask and paint.

Two canopies are included in the kit, a big plus. Of course when you get two, you never mess up the first one. You only mess

up the first one when it's the only one. Who said Murphy wasn't a modeler? The prominent framing made masking this canopy quite easy, and it's quite clear. With careful filing and fitting, it works well. The overlap at the aft end helps make a good bond.

The undercarriage legs, struts, and doors are all injected, and need considerable cleanup. The doors, which are three pieces each, are molded as a one-piece unit. This is a bit of a bother, but nothing catastrophic. The wheels are resin, and they are **flat!** If these wheels and tires are to be considered accurate, then this aircraft had not been serviced in six months! Where did this "flat tire syndrome" start, anyway?

The location of all undercarriage parts other than the wheel doors is conjectural. The instructions just aren't very clear, and photographs don't really help much.

Paint and Decals

Finally, something easy – stock OD and Neutral Gray. Some photos show a natural metal panel around the exhaust stacks, and I went this way to add a little variety. I used ModelMaster paints all the way. I added the prop blades after painting; with careful sanding and filling, it worked. Remember, though, this is a pusher, so set the blades accordingly.

As I mentioned before, the decals are questionable. First, forget the stencils. Then, forget the national insignia, because they are out-of-proportion. I replaced them with insignia from AeroMaster sheet #48-054. The serial number is quite prominent on this aircraft, and Czech Master give you four. I thought that if the yellow was really transparent, I would double them, but this was not necessary. They could be brighter, but they are not bad.

I threw on clear coats of glass and flat. What decal film had showed, disappeared. The aircraft is not a tail sitter, even without the weight. Every once in a long while, Murphy is on my side.

Final Thoughts

My biggest disappointment was with the instructions. Considering that this is a rather exotic aircraft, with limited information available, the manufacturers could and should have done a better job of helping us dumb modelers locate parts. Secondly, they certainly have the information that would allow them to print a decent decal sheet. But let me get positive – this is, overall, considerably better than most limited run kits. It certainly looks like an XP-55. I didn't check the dimensions for absolute accuracy. I'm not into millimeters. If it looks like a duck...

I would not throw this kit at a beginning modeler, but it is certainly within the capabilities of any kit basher, and would be a good introduction to the world of mixed media (i.e. resin) kits. It was an enjoyable project, and I am quite pleased to add this rather unique aircraft to my display case.

Letter to the Editor

from page 7

On the "two prominent IPMS members" who seem to do the awards presentation, I agree with Bob a hundred percent...I don't care for their dog-and-pony show one bit. And this year, we had planned that several members of the Chicago Committee ourselves would be doing the presentation, **not** those "two prominent IPMS members."

Imagine my surprise when - dressed in my suit and tie - I came down to be present with my part of reading of those awards, only to be told that I'd been removed from the program and would be placing trophies on the contest tables instead. So, with my banquet ticket in my suit pocket, that's how I spent the next two hours. I never did get to eat the banquet, though I surely paid for it. At least ole Honest Bob got to eat his overpriced, undernourishing dinner.

Cheers,

Walt Fink, IPMS/Seattle member

A Pair of Pitts: Building Two LS 1/72nd Scale Pitts S2As

by Ted Holowchuk

History and Photos by Jim Schubert

History

Curtis Pitts designed the first Pitts Special aerobatic biplane for himself in 1945. Fifty-five years later, evolved Pitts Specials are still winning international aerobatic competitions. The second Pitts Special, registered NX86401, and built for Phil Quigley in 1947, became the most famous Pitts of all when acquired by Betty Skelton. It was re-registered N22E and named "Little Stinker" complete with Skunk mascot painted on the turtle deck behind the cockpit. Many Pitts Specials have been built over the years both at home and in factories. The third Pitts Special has the distinction of being the only "big" (about the size of a Boeing Stearman) Pitts. Because of its size and strength this "big" Pitts was named "Samson". The two-place S-2A depicted by the LS kits is the most widely-produced version of all the Pitts. The present production versions are the two-place S-2B and the single-seat S-1T. Aviat Aircraft has license rights to all Pitts production and also builds the S-1-11B "Super Stinker" Pitts Special to compete with the current crop of high-powered aerobatic monoplanes.

The Build

Before I begin, a little background history: I was intrigued by these two colorful LS kits, one in the markings of The Canadian Reds Aerobatic Team sponsored by Skil Power Tools and the other in the markings of The Rothmans Aerobatic Team, which had converted to the American planes from their Belgian Stampe SV4s. I bought both kits sometime in the last millennium, 1992 to be precise. I started both kits in April of 1992 and built them up to the stage where they were both painted in

gloss white. I then selected the Canadian Reds plane and completed it in December of 1994. Yes - two years and eight months. How could it take so long? At that time I set the Rothmans airplane aside to "rest a bit". During the ensuing years I would open the box, fondle the parts and put them away promising myself to finish this project someday. I'll start tomorrow!



Tomorrow finally came in January of 2001. Where did the time go? Well I did get at it and completed the "Rothmans Project" in March of 2001 - almost nine years to finish a tiny model. I'm sure glad I don't build models for a living!

These are nice kits, each containing two sprues with 21 parts in white plastic (red plastic for the Canadian Reds version) and one clear sprue with a windscreen and an optional full canopy, a decal sheet, and an instruction sheet. Except for the decals, painting instructions, and box art the two kits are identical.

As usual, detailing the cockpits came first. A nice seat, instrument decal, and stick are included in each kit. Using a reference drawing, I built up some interior framework on the fuselage sides and painted everything in the cockpits a medium gray. The seats were painted the appropriate colors for each application; red and white for the Canadian Reds, and blue and white for the Rothmans. I used foil and photo-etched parts to make up seat belts. The decals for the instrument panels were glued to pieces of plastic card stock and installed in a

fuselage half. I painted the throttle parts and the stick. The cockpit interiors were washed and dry brushed and the fuselage halves were then joined. When this joint was dry the lower wings were attached. My recollection (after nine years) is that everything fit OK with little or no problem. The tail planes, upper wing and landing gear were dry fitted to check for proper fit.

It was now time to address the dreaded rigging. How to do this? Rigging comprises double landing wires between the cabane strut tops and interplane strut bases and double flying wires between the fuselage/landing gear joints and the interplane strut tops. I drilled blind #80 holes in the undersides of the top wings and the topsides of the

lower wings and right through the tops of the landing gear struts. Single holes were drilled through the stabilizers and fins and small notches were filed in the fuselage bottoms for the tail rigging. I usually leave off things like the tailplanes, landing gear, etc. and only assemble them after painting is complete.

On the Canadian Reds I cut and displaced the ailerons and rudder. On the Rothmans I drooped the elevator. At this point it was time to paint. The cockpits were stuffed with tissue to mask them off. All parts were sprayed with gray automotive primer lacquer and sanded ready for paint. This revealed the need for a little filler here and there. Some minor rescribing was also needed. When all looked good to me I sprayed a coat of white lacquer auto primer on the parts and buffed them down with Scotch-Brite for a smooth surface ready for paint. Everything was sprayed with white Floquil lacquer. At this point the progress on the two models parted company. The Rothmans parts went into a box for "a little while" and the Canadian Reds was set up to finish.

As I recall, I made masking templates from

photocopies of the decal sheet. The wings, fuselage, wheel pants, and tailplanes were masked with tape and sprayed red; I don't remember what red I used. The fuselage top in front of and behind the cockpit was sprayed black. All masking was removed and the paint edges checked for "paint



leaks". Leaks were cleaned up and touched up and then all the parts were sprayed with automotive clear gloss lacquer. As I recall the decals were pretty good, but a bit thick. They went on fine. The gold striping on the wheel pants and fuselage didn't fit very well, so I sprayed decal film with gold and cut out strips and applied these in lieu of the kit decals. Now came numerous coats of clear gloss auto lacquer with light sanding between coats. This buries the decals so the edges don't show. Careful sanding and spraying with clear results in a clean smooth surface with no decal edges showing. When all was looking good a final coat of semi-gloss lacquer was applied for that well kept look, without being too glossy and toy-like.

During all of this prep and painting the propeller blades were broken off, repaired, and broken off again. What a klutz! The spinner was masked and sprayed white, red and gold. The propeller blades were painted black on the backside and gold on the front with yellow tips.

Remember all those #80 holes we drilled earlier on? They were all cleaned out ready to receive the rigging. All parts were now

ready for assembly. The cabane struts were installed and left to dry. As the landing wires run over the tops of these struts, little notches were filed in them to accept the rigging. The rigging is .006" monofilament fishing leader. Great stuff. I superglued one end of a piece of line into the rear hole of each lower wing near the interplane strut bases and led this line over the rear notch in the cabane struts, applied slight tension to it and superglued it into the notch. The

same was done with the front landing wires on both sides. If you wind up with a bit of sag in one of your lines, just hit it with warm air from a hair dryer and it will shrink up snug. The top wing was dry fitted to the cabane struts and the interplane struts were glued to the lower wing. Using five-minute epoxy, the top wing was glued to the cabane and interplane struts. The epoxy gives a reasonable time to get things into perfect alignment. I let epoxy joints like this sit overnight to ensure a good hard joint.



The landing gear struts were next installed along with the wheel pants using five-minute epoxy. The wing rigging was completed by installing the flying wires. Pieces of monofilament were glued into the blind holes in the underside of the top wing and led through the holes in the landing gear struts. When all was dry, the ends of the monofilament were trimmed flush with the inside of the landing gear struts and touched up with paint as required. Vibration dampers, for the crossings of the landing and flying wires, were made from small diameter wire and carefully superglued in place.

Finally, the tailplanes were installed. When they were dry I attached a piece of monofilament in the notch in the underside of the fuselage, ahead of the tail wheel, and led it through one tailplane, the fin, the other tailplane and back to the small notch in the bottom of the fuselage. Light tension was applied to this piece and each joint was touched with superglue. Excess line was trimmed off when all was dry.

The windscreen went on with white glue and the frame was painted. The aileron rods, the pitot tube, and the exhaust pipes were painted and installed and the wheels and tires were painted. The rest of the model was touched up as required. The prop was attached, given a spin and I was off into the wild blue yonder in my Canadian Reds Skil Power Tools Pitts Special.

Resumption of Work on the Rothmans

January 2001: Well, here we are almost nine years later about to finish this model. As I said earlier, this project was completed up to the "Painted White" stage. After examining the parts and taking inventory, I found all the parts were still there and the white paint was still in good shape.

Using automotive flexible striping tape, I masked off all the edges of the wings, tailplanes, rudder and interplane struts. Sort of tedious and a lot of eyeballing and remasking, but it was eventually all masked off. Years before I had mixed a blue paint to match the decal blue. I don't remember what paint I used, but I still had it and it seemed to still be ok. I added a little lacquer thinner to thin it out a bit more. I stuck the bottle on the airbrush and squirted blue paint on all the appropriate parts. After a short dry time all the masking came off. I examined all the parts and cleaned up/touched up any paint leakage under the masking. Now a couple of coats of clear gloss lacquer got the project ready for decals.

I thought I was in the home stretch until I ran into the decals. The Canadian Reds decals were thick, but those for the Rothmans were of almost card stock thickness after they came off the backing sheet in the water. I had no option but to use them, so I went ahead and stuck on the upper wing "Rothmans" decal. It seemed to be 1/16th inch thick. Oh well! On went the fuselage decal and the small "Pitts" decal. None of these wanted to stay down, even with Solvaset. So they got some white glue and water, and gentle dabbing and prodding until dry. That took care of the problem.

I put the nose decal piece into the water and waited ten minutes, it seemed, for it to loosen from the backing paper. Now I gently slid it off the backing paper and applied it to the aircraft. It stayed straight instead of following the curve of the nose. It stuck out there like a piece of cardboard. Hmmm! I know - decal solvent. Nope. Stronger Solvaset. Nope. So I then tried to bend it around the nose, whereupon it broke into four or five pieces. OK. I'll try to patch in the pieces. No such luck. "Darn it!" I said. Well, model building is problem solving. What next?

Because the fuselage already had decals on it, I used Parafilm to mask off the fuselage so that those decals would not be lifted off. I used flexible tape to mask off

the nose section, making sure to line up with the fuselage decals. The nose was painted blue along with a piece of clear decal film. The now blue decal film was cut into narrow strips and applied to the wheel pants and along the spine of the fuselage to correct an earlier poor masking job. Next came the yellow striping on the nose. Another piece of clear decal film was painted yellow, cut into strips and applied to the nose using solvent, prodding, and many "gentle" words of encouragement. It all finally came together and didn't look too bad except for the step from the decal surfaces to the painted surface.

Numerous coats of clear gloss lacquer and sanding finally evened out the surfaces so that most of the decal edges were gone. A light wash of gray oil color accented the panel lines and the job was acceptable. A

final coat of semi gloss clear lacquer finished up. Oh yeah, I forgot the spinner and prop. The prop blades were painted yellow, the tips were masked off and the blades painted dark gray. The blades were given a shot of Dullcoat. Next the blades were masked with Parafilm and the spinner was painted light blue followed by a couple of coats of clear gloss lacquer.

Now I had to apply one yellow and three white stripes to that curved conical spinner. The yellow was easy; a narrow strip from the painted decal piece and I got it set in place ok. The white decal stripes did not want to cooperate! Why me? After a few tries it dawned on me that straight strips do not want to line up on a conical

Continued on page 16

Upcoming Shows

Saturday, September 22

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

Saturday, October 6

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

Friday-Saturday, October 12-13

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

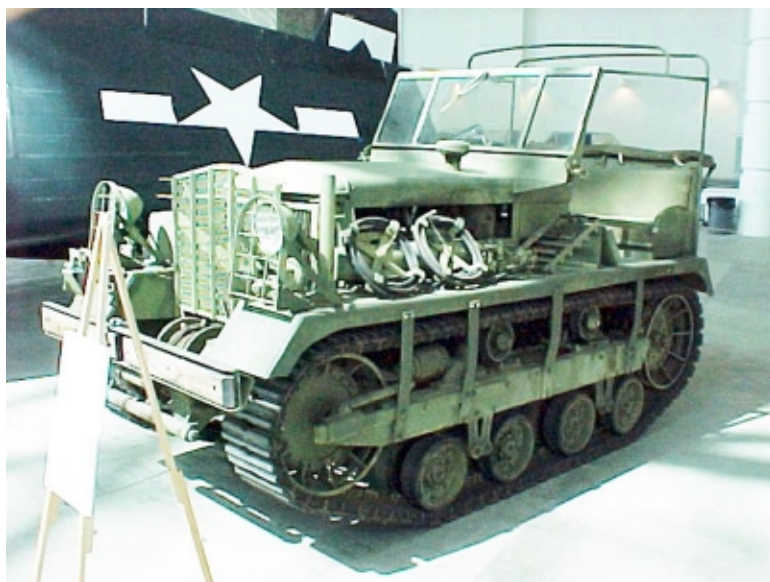
Saturday, October 20

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

Remember - the McMinnville Show Is September 22!

Terry Moore recently visited McMinnville's Capt. Michael King Smith Evergreen Aviation Educational Institute, and took the photos seen on this page. Just the thing to get you ready for the show...

Right: A Ford Trimotor looking positively tiny under the wing of the Hughes HK-1



Left: A Cletrac. During WWII these were used as tow vehicles (airplanes, bomb loads, etc) at US airbases. Before they made vehicles for the Air Corps, their equipment was for farm use - tractors, utility equipment, etc. Terry notes that there is one included in the Monogram B-24 kit.

Below left: A P-40 in AVG markings. Terry Clements is no doubt shaking his head...

Below: An F4U Corsair in the markings of VF-17, and a TBM Avenger



LS Pitts Specials

from page 14

surface. I got out my scribing template and used curved sections to cut curved narrow strips of white decal film and finally managed to push, prod and swear them into place. Clear gloss lacquer followed by a coat of semi gloss completed the spinner and all looked well.

rigging is not complicated and could be done by a novice with little problem. The painting is not difficult, but can be tedious especially masking the Rothmans' curved wing edges, tailplanes and rudder. The decals were a problem of sorts, especially on the Rothmans; I might look for an alternative if I were to do it again. Let's see, who has an ALPS printer? However, it was possible to complete the project as described.

It took too long to complete, but I did enjoy it and both aircraft look pretty nice sitting in the display case, especially next to my B-52.

[Thanks once again to Chris Banyai-Riepl of Internet Modeler at www.internetmodeler.com for permission to use this article - ED]



Upon completion of these models I noticed a few things I would change if doing this again:

1. The wing tips should have been thinned down some.
2. The spinners look a little big and could be smaller.
3. The "SKIL POWER TOOLS" decal on the upper wing has some bleed-through of the underlying red paint giving the white lettering a pinkish tone.
4. Vac-formed windscreens would have a more delicate look.

As with the Canadian Reds, the next steps involved rigging, final assembly of wings, landing gear, etc. and I was finally done. And it only took nine years! Amazing.

All in all these are actually nice simple little kits. Most everything fit well and went together with minimal problems. The

For Sale

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or everything \$150

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

Meeting Reminder Saturday, September 15

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.

