

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2002

PREZNOTES



It's Spring Show time. Hopefully all of your models are done and ready for the show. It looks to be a good one and it would really be helpful if everyone would show up early to help set up. Jon and Tracy, Stephen and Will can use all the assistance they can get to make their first effort at running the show a great success. The nice folks at the North Bellevue Community/Senior Center will have the doors open at 7:30 on Saturday morning so we can set up our tables and get everything prepared. We'll also need help at the end of the day to put the Center back into the



Terry and one of those ancient B-17s, way back in 1978. (photo by Greg Reynolds)

condition we found it! Oh yes, if you have finished a model or more in the last year but don't wish to enter it in the contest, bring them along anyway - we will have our usual display-only tables, and there will be an opportunity to show off your work without having anyone judge it. The more models the better. We will see you there!

You can really tell you've been on the planet awhile when a young person asks: "What does it mean when you say 'wind a watch'?" Ewww! Recently, I was reminiscing with a few young modelers on what it was like in the dark ages of modeling - before resin aftermarket kits. My recollection was that we pretty much built everything out of the box. If you were interested in a different version of the subject you were modeling, you would have to go to great lengths to create that subject. When I wanted to build a model of the Boeing 299 (prototype of the B-17 series) I had to take the Airfix kit of the B-17G (at the time, the only B-17 kits were by Airfix and Revell), remove the tail, cut off the aft fuselage and make it smaller and pointed, cut down the kit stabilizers, cobble a new vertical tail from a Monogram SB2C, scratch build landing gear from bits of other kits, remove the kit turrets and create new clear turret blisters by carving balsa wood to shape and vacuforming them with the trusty Mattel vacuform. No problem!

Along the same lines, I would make the Revell B-17 a bit better by vacuforming the

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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 on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

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

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

Upcoming Meeting Dates

The IPMS Seattle 2002 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except for the March Spring Show. To avoid conflicts with other groups using our new meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

March 9 (Spring Show)
May 11

April 13
June 8

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____ M _____ LAST _____
(leave blank)

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$21 Junior (17 years old or younger): \$9
 Trade Member: \$21 Canada & Mexico: \$25 Other Foreign: \$28
 Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
 If recommended by an IPMS member,
list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
North Canton, OH 44720-2475

Check out our web page: www.ipmsusa.org

Museum of Flight Model Display Report

by Will Perry

photos by Stephen Tontoni

The annual Model Display, presented by the NorthWest Scale Modelers and hosted by the Museum of Flight, took place over the weekend of February 9 and 10. The Museum did a great job with the setup - when modelers arrived early Saturday morning, we didn't have to deal with a single table or tablecloth. All of the staff seemed to go out of their way to make things easier for the modelers.



Once again, lots of models were on display. Stephen Tontoni counted 455 models on Saturday and another 30 or so showed up on Sunday. Special thanks are due to Bill Osborn, Ted Holowchuk, and Jim Schubert for blessing the event with their vast collections.

This event marked the first public showing of the NorthWest Scale Modelers' 1/48th scale Champlin collection. About 16 or so completed Champlin subjects showed up, and several more were displayed in a nearly completed state. A few other Champlin subjects were getting attention at the work tables. These models were the focus of a well-received special tour given by the Museum curator, Dennis Park.

As always, the models attracted lots of favorable attention from the modeling community and the public. Even better - the public and modelers seemed to have a great time at this event. Several folks were there both days. It wasn't a bustling weekend at the Museum - the Olympics and the Flower and Garden show were pretty stiff competition - but it never seemed dead either. At times, the model display seemed to be the most popular location in the Museum. As always, there were lots of questions about modeling and planes, and I suspect that Northwest Scale Modelers and IPMS will pick up a few new members from the event.

TV crews from Channels 4 and 5 showed up on Sunday. KING (Channel 5) interviewed Stephen Tontoni and the event got distilled down to a 33-second "local color"

piece for the Sunday supertime news. There were no big disasters involving grabby kids or juggernaut camera bags and breaking up the display didn't involve breaking up dozens of models (as it has in past events), despite high winds whipping through the parking lot.

The biggest grumble of the event concerned lighting. It was pretty dim in the side gallery for much of the event,



supposedly an automatic system with no override. Shades of Ballard High! Towards the end of the day on Sunday, as it got gloomier and gloomier outside, the lights finally kicked in and we could see the models. Next year someone should climb up on the roof to tape over the photocell.

Craig O'Neill, the Museum's event coordinator, reports that the Model Display weekend was one of the busiest of this year to date, and he passes along his thanks to all the participating modelers. All in all, this year's event continued its tradition as a low stress, big fun occasion. It's great to spend a day or two looking at models, talking with fellow modelers, and sharing our enthusiasm with an appreciative public.



IPMS Seattle Spring Show Categories

New this year: prefinished automotive, both junior and adults.

JUNIOR: (Ages through 15. At their discretion juniors may enter any of classes 1 through 57)

1. Aircraft
 2. Armor
 3. Automotive
 4. Space Fact/Sci-Fi/Fantasy
 5. Ships
 6. Miscellaneous (includes figures, dinosaurs, etc.)
 61. Prefinished models (any subject with prefinished exteriors)
- Best Junior Award

AIRCRAFT:

7. 1/73 and smaller; all subjects
 8. 1/72 single prop
 9. 1/48 single prop
 10. 1/72 multi prop
 11. 1/48 multi prop
 12. 1/32 and larger prop
 13. 1/72 single jet
 14. 1/48 single jet
 15. 1/72 multi jet
 16. 1/48 multi jet
 17. 1/32 and larger jet
 18. Civil, sport, racing, airships; all scales
 19. Airliners; all scales
 20. Rotary wing; all scales
 21. Biplanes/Vintage Types; all scales (Pitts, Eindecker, Dr.1, CR.42, etc.)
 22. Miscellaneous; scratchbuilts, vacs, and conversions
- Best Aircraft Award

AUTOMOTIVE: (All scales; non-military)

23. Factory Stock
 24. Hot Rods (excluding dragsters and lakesters)
 25. Custom
 26. Pick-up trucks
 27. Truck/Van/Crash, Fire, and Rescue
 28. Closed-course racers
 29. Straight-line racers (dragsters, lakesters, LSR)
 30. Motorcycle (includes sidecars)
- Best Automotive Award

DIORAMA: (all scales) A diorama is two or more models relating to tell a story.

31. Aircraft
 32. Automotive
 33. Armor
 34. Space fact/Sci-fi/Fantasy
 35. Marine
 36. Figures
 - A. Vignette (5 or fewer figures)
 - B. Diorama (more than 5 figures)
 37. Miscellaneous (includes dinosaurs)
- Best Diorama Award

MILITARY VEHICLES AND WEAPONS:

38. 1/35 and larger, closed top through 1945
 39. 1/35 and larger, closed top after 1945
 40. 1/35 and larger open top AFV, half-tracks and self-propelled guns
 41. 1/36 and smaller, all eras and subjects
 42. Soft-skinned, all eras and scales
 43. Towed artillery and missiles, all eras and scales
 44. Conversions and scratchbuilts, all subjects, eras and scales
- Best Military Vehicle/Weapons Award

SHIPS:

45. Engine powered
 46. Sail and Unpowered
 47. Miscellaneous
- Best Ship Award

SINGLE FIGURES: Horse and rider, mounted or dismounted = a single figure. Two figures on base = a vignette (36A). Space Fact/Sci-fi/Fantasy figures are excluded here.

48. Smaller than 54mm (excluding 1/35th)
 49. 54mm (including 1/35th)
 50. Larger than 54mm
- Best Figure Award

SPACE FACT/SCI-FI/FANTASY: all scales

51. Space Fact
 52. Sci-fi, Vehicles
 53. Sci-fi, Single creatures
 54. Miscellaneous (includes dinosaurs)
- Best Space Fact/Sci-Fi/Fantasy Award

OTHER CLASSES:

55. Collections (5 or more models that relate)

56. Flights of Fancy/Hypotheticals (all scales)

57. Miscellaneous (anything not covered above)

62. Prefinished models (any subject with prefinished exteriors)

Best Of Show Award: Balloting by entrants.

Notes:

a. Prior IPMS-Seattle First Place winners are not eligible.

b. IPMS-USA National Contest Rules generally apply.

c. Head judges' decisions are final!

d. Only one category per model.

e. Where classes are subject to interpretation, the entrant may choose the category; e.g., a Fiat CR.42 could be entered in class 9 or 21; a Pitts in 9, 18, or 21. Judges may reassign models to more appropriate classes at their discretion.

f. If your diorama is overly large, please phone ahead.

g. At the judges' discretion "Highly Commended" ribbons may also be awarded.

h. At the judges' discretion categories may be split.

i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

On-Line Registration Form

Don't forget, you can download your registration forms ahead of time at

<http://www.ipms-seattle.org/Springshow/registration.htm>

Special Awards for IPMS Seattle Spring Show

The following special awards (including several added since last month's newsletter) have been confirmed for the March 9 IPMS Seattle Spring Show.

Midway 60th Anniversary - Best Battle of Midway Subject.

Sponsored by Tracy White. 2002 is the 60th anniversary of the pivotal WWII battle. As such, a special award will be given for the best model of a vehicle or figure of a subject involved in the battle. Subject must be in markings and configuration used at time of conflict.

Subjects include US Navy ships and USN, USMC, and USAAF Aircraft listed on the US Navy Historical Center's Midway US Forces list, and Japanese Navy ships and aircraft listed on the US Navy Historical Center's Midway Japanese Navy Forces list.

Best Green Airplane. Sponsored by Internet Modeler. Best airplane that is at least 33% some-shade-of green.

Best Civilian Automobile/Motorcycle.

Sponsored by Jon Fincher. This award will be given to the model which best represents a civilian automobile or motorcycle. No military or racing subjects will be considered, but any civilian road vehicle is eligible - from the 1886 Daimler-Benz to the Mini Cooper, from the earliest Harley Davidson to the latest Honda crotch-rocket.

Best British Subject. Sponsored by Robert Allen, Keith Laird, and Andrew Birkbeck. This award will be given to the best model of a British subject. All categories of model - airplane, automobile, armor, ship, figure, etc., will be eligible. Subjects must be of British origin (multi-national projects such as Concorde or Eurofighter will be eligible only if in British markings,) and/or be depicted in British military or civil markings (i.e. a British Airways Boeing 747).

Best Italian Subject. Sponsored by Skyway Model Shop. This award will be given to the model which best represents an Italian vehicle. Any subject matter representing an Italian military or civilian vehicle is eligible.

Best Naval Aircraft. Sponsored by Thom Morton. This award will be given to the model best representing a past or present Naval aircraft.

Best French Aircraft. Sponsored by Dave Whitmore. This award will be given to the model best representing a French aircraft, past or present.

Best Small Air Forces Aircraft. Sponsored by Will Perry and Stephen Tontoni. This award will be given to the model which best represents an aircraft used by small air forces (specifically, not U.S., British, German, French, Russian, Japanese, or Canadian air force aircraft).

Best Floatplane. Sponsored by Bob Dempster (Douglas World Cruiser Foundation). This award will be given to the model which best represents a floatplane.

Best Emergency Rescue Vehicle. Sponsored by Larry Gaye and Pascal Valadier. This award will be given to the model which best represents an emergency rescue vehicle.

Attack of the Airacobras by Dmitrii Loza

Review by George Mellinger, IPMS Twin Cities Aero Historians

Attack of the Airacobras: Soviet Aces, American P-39s and the Air War Against Germany, by Dmitrii Loza, HSU, translated by Jim Gebhardt, is an outstanding book with a number of minor flaws. But then no book is perfect.

Airacobras is a remarkable book in a number of respects, not least being the background of its author who was neither an aviator nor an enthusiast. Dmitrii Loza was a tankist. During the war he was awarded the Hero of the Soviet Union and rose to command a tank brigade, fighting against both the Germans and the Japanese. Previously he has written two books for the American market about his own wartime experiences, both of them, like this one, translated by James Gebhardt. This book shares with those earlier books a common theme. Loza fought his war in Valentine and Sherman tanks. He was an inomarochnik, one of those stigmatized for having fought with lend-lease equipment.

After the war, he and Aleksandr Pokryshkin became friends while studying together at the Frunze Military Academy, and Pokryshkin spoke bitterly that they were unable to proclaim their deeds or speak of the equipment they had used. The common theme of Loza's books is the use of lend-lease weapons. In researching it he used not only the major memoirs, and military histories, familiar to those who can read Russian, but also interviews with Mikhail Petrov, a 16-victory Hero, and others, and also was able to make use of previously unavailable unit records in the archives. Colonel Loza died in Moscow in May leaving behind an incomplete manuscript for his next book, on the Douglas A-20. There is reason to hope his friend and translator will complete it. Major James Gebhardt, retd. is a former infantryman in Vietnam, tank commander, and Soviet military specialist, all of whose previous writing concerned the ground forces. The background of both men is a fact that magnifies their accomplishment and mitigates the few mistakes. I should mention that Jim Gebhardt is also my friend, and I received a complimentary copy of this book. I do not believe that has influenced my judgment.

While this book's title suggests a general review of Soviet Airacobra use, actually it

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The Museum of Flight/ Champlin Model Project, or Building The SMER/ Milliput MiG-17

by Terry Clements

My contribution to the Museum of Flight's Champlin model project is the MiG-17. Like most of the other models in this project, there were some challenges in building a reasonable replica of the Champlin subject that are not usually present when building typical historical aircraft. Thanks to Will Perry, I had the SMER 1/48th scale MiG-17F/Lim-6bis kit as a basis for the model. Will also provided a nice KMC resin



interior set. I added an Eduard photoetch detail set as well, although I didn't use much of it, and a handful of aftermarket decals, all of which I later found were too translucent and had to be doubled up. From what I can tell, the SMER kit is pretty accurate in dimensions and outline, but the engineering, detail and surface finish are mediocre, and the fit - particularly of the wings and tail surfaces - is poor. Panel lines appear to have been cut with a 1/48th scale backhoe. Or maybe it was 1/32nd scale.

The first job was of course to get together some sort of plan of what needed to be done to create an acceptable replica. So I started collecting photos and other material, and Will and the Champlin

Museum came through with some excellent color shots of the Champlin subject. It was quickly apparent that in addition to the kit's inherent problems I would have to modify it from MiG-17F to MiG-17A standards. In addition to a few minor changes, the air brakes would need to be replaced and the rear fuselage lengthened by about half an inch to reflect the lack of afterburning on the -A model.

I actually began the necessary surgery before putting the fuselage together. First I relocated the airbrakes and their actuators, then I extended each fuselage half. I cut up the two halves of a belly tank from a Monogram P-51B to obtain the halves of a tapered cylinder shape that would establish the inside radius of the jet pipe. These

were glued into the rear fuselage halves to extend the existing jet pipe, and then the outside was fleshed out with Milliput to lengthen the rear fuselage contours. However, since the SMER kit is engineered with the vertical tail surfaces separate from the fuselage, and these features are all blended together at the tail end of the airframe, there was no way to finalize this area until the vertical tail was attached, after the fuselage halves were joined. Perhaps due to the bad influence of occasional modeling buddy George Dickel, I didn't miss many of the numerous opportunities to hone my vocabulary and verbal delivery skills as the repetitive, and interminable, sanding and filling process proceeded.

With the tailpipe area getting close to the right shape the fuselage halves were assembled. I had previously dremeled, assembled and fussed with the interior bits. The KMC interior set provides nice detail and went together well. Large amounts of resin - in addition to the fuselage sidewalls - had to be ground away to get the thing to sit correctly in the fuselage, however, and all of this had to be fitted by trial and error as KMC provided no guidance on the matter. The pilot's seat is particularly nice, and when I was putting the final bits of this thing together I couldn't help but think how much a "successful" model is really just a *very* nice seat/cockpit with an airplane - usually a quite drab one - around it. My highly superficial research indicated that MiG-17 interiors could be painted in any one of a number of colors, but that gray-green was a good choice for the -A models, nearly all of which were actually built in the USSR. When painting the interior and wheel well bits I used a variety of such colors, and grays and silver powder too (the Champlin subject's undercarriage doors seem to have been liberally sprayed with silver paint). Hey, it could happen!

After putting in the interior tub, I added **plenty** of weight to the nose area (using lead sinkers). Now that the bird is assembled, I find that the MOF will be getting not only a reasonably good model of a very nice looking airplane, but a useful personal defense baton as well - particularly with those sinister-looking pitot tubes made from hypo needles. It is **impossible** for this model to sit on its tail, and I'm glad to be able to do my bit to help Gov. Ridge.

Yet more filling and sanding ensued after the fuselage halves were joined. And still more filling and sanding was needed in fitting all the flying surfaces. I believe all major filler technologies are represented on the final product except auto body materials. But without Milliput I'm sure I would be in some sort of treatment program by now, or maybe leading vocabulary enrichment seminars. All of the joints also required careful alignment - SMER thoughtfully provides the neces-

sary anhedral angle in the instruction drawings, but other than that it's up to the modeler. The surface finish of the kit is rather pebbly, so this was sanded a bit too as all this was going on. When most of the heavy work was done I completed the rear fuselage sculpture job. I'm not sure if the result exactly matches published drawings, but it satisfies the eyeball test.

The paint job was done with gloss Humbrol and Xtracolor paints based on the color photos provided by Champlin. After much agony, and further verbal skills development exercises (or was it graduate level Dramatic Exposition?), I hit upon the idea of using threads of modeling clay as "reverse-masking" material for replicating the overly complicated upper surface camouflage pattern (of which I had foolishly obtained too many good photos). Now that I think about it, I may actually owe this idea to Mr. Dickel. It mostly worked I think, although considering my muse, the complexity of the scheme, the confusion of reverse masking, and the many hours the job took, I'm lucky I remembered to put the green **on top**. The Champlin prototype is painted overall with a medium gloss light gray, over-sprayed (by someone who had too much time on his/her hands and a spray gun set too fine) with a smooth/matt dark green. And of course the insignia are painted with high gloss paints! I opted for a compromise that I thought would look better for a small model like this: a medium gloss finish for the light gray, with the top colors (and insignia) leveled out with a nice smooth satin finish. I used mixes of Testors Gloss and Dull Cotes for this, disregarding their likely bad influence on my spelling.

The landing gear required careful alignment (SMER again provides a diagram of the necessary angles to accompany the wobbly fit) and epoxy glue to make sure it could withstand the weight penalty of the model's "mission creep" into the homeland security role. I scratch-built a gunsight, replaced two of the cannon barrels with tubing (the Big Bertha look-alike with a KMC muzzle), and added a few other doodads seen in photos of the Champlin

subject (like the antenna wire). I think few will fail to recognize the result as the Champlin "North Vietnamese MiG-17." As I write this I'm still finishing the canopy. I won't try to describe why in a family publication. When I'm done I'll have to decide whether to display it open or closed. The Champlin subject is displayed with it closed, but how can I let that seat and gunsight go to waste?

[Photo of the real airplane by John Shupek - ED]

Attack of the Airacobras

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focuses exclusively on the 16, 100, and 104 Guards Fighter Regiments (GIAP), which comprised the 9 Guards Fighter Division (GIAD). This division was the VVS equivalent of JG 52 or the USAAF 56th Fighter Group, containing a widely disproportionate share of the top Soviet aces including Pokryshkin, Grigori Rechkalov, the Glinka brothers, and others, and from early 1943 till the end of the war flew the P-39. Of course we meet the major aces, but also the secondary ones, men such as Vadim Fadeev, who flew the P-39 for only a few weeks in 1943 before being killed in a battle which evoked Werner Voss. But his record in that short time suggested that had he lived, he might have surpassed Pokryshkin and Kozhedub. He was also the colorful pilot known for his dog Kitti (from Kittyhawk, which he flew briefly), and for his beard which gave him his call sign.

To my surprise and delight, I learned the identities of several minor aces, previously unknown to me, men such as Captain Aleksandr Rumm with eight individual and one group victories. Of course we do not learn as much about these men, but previously they "did not even exist" in any catalog of aces. But the account of the aces and their combat careers is not all. Less thrilling, but even more important, are the chapters about ground support. Though often taken for granted, it is when

this infrastructure collapses that an air force is grounded. Sergeants study tactics, and lieutenants dream of strategy, while the colonels study "command, communication, and control"; but the field marshals busy themselves with logistics. And Loza's chapters on VVS logistics and maintenance procedures are the first serious attempt in English to address these vital matters. In fact, Loza's account is the clearest treatment of this obscure and difficult topic that I have yet found in either language.

Equally good are his chapters on navigation and command and control. Navigation is important because this was one of the matters in which the Russian pilots were generally most inadequately trained, and each unit, from squadron to division had an individual designated as the navigator, who knew the subject better and was responsible for the other pilots. Command and control of course describes, among other things, the system of forward observers and early warning systems, and the eventual introduction of radar systems. The first entry in the notes section at the back is an extended discussion of how victories were scored and confirmed, how records were kept in the air units, and reported to higher headquarters, and awards nominated. Skipping this section would be a serious mistake; for the historian it justifies the cost of the book by itself.

For all these topics, *Attack of the Airacobras* would be a significant book. But for me, perhaps the most significant virtue is the quality of the translation itself. This book reads like a Russian book, except in English. By now I've read dozens of memoirs in Russian, and I find there is a particular common style and feel which Gebhardt manages to capture admirably. Little details help. He gives a literal translation of "fuel cells" instead of fuel tanks, which does not detract from the understanding, but adds to the sense of Russianness. Otherwise, there is the tendency to draw lessons from air battles

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Japanese Navy Kawanishi N1K1-Ja Shiden Type 11: Aoshima Versus Tamiya

by Mike Quan, IPMS North Central Texas

Unusually for a single-engined fighter, the Kawanishi N1K1-J was designed as a private venture derivative of the N1K1 floatplane fighter. In the transition from the float-equipped Kyofu to the Shiden land-based fighter, Kawanishi introduced a couple of innovations that were to result in reliability problems once Shiden aircraft entered service with the Imperial Japanese Navy. Telescopic landing gear to provide the ground clearance necessary for the larger propeller to handle the increased power output of the Nakajima Homare engine caused landing gear difficulties, and this accompanied engine unreliability. This somewhat tarnished the excellent aerial performance seen in initial service models, (N1K1-Ja), such as the subject of this review. Recognizable by the outboard pair of wing cannons slung underneath the wings in fairings, the “a” variant entered service in late 1943 and was first encountered by U.S. forces in the Battle over the Philippine Islands.

Neglected for years as a 1/72nd scale modeling subject, the release in late 1994 of the N1K1-Ja Shiden by Aoshima was heralded by ‘divine scale’ collectors of WW2 Japanese Navy fighters. Not only was the subject matter long overdue, but the kit also represented a renaissance of sorts for the Japanese manufacturer whose previous 1/72nd products were inaccurate ‘toys’ by comparison to contemporary plastic kit manufacturers. The N1K1-Ja was one of a series of four Aoshima models of the Shiden representing the primary variants of the Kawanishi land-based fighter. Available as either kit number 01585 or 016343, Aoshima’s kit featured 41 crisply molded parts with engraved panel lines. The clear parts featured optional opened and closed canopy configurations.

The cockpit interior consisted of floor, stick, instrument panel, rear bulkhead and seat to give a reasonable representation for the included pilot figure to sit in. A separate belly drop tank was also included. Depending on the kit, either two or three decal markings were provided. All in all, the kit was a welcome addition to the collections of many builders while also providing a nice basis for the minority of modelers who want to super-detail.



Appearing at the beginning of 2002, Tamiya has pantographed down their excellent 1/48th scale Shiden type 11 and released a divine scale replica in their War Bird Collection Series. Priced at a retail cost 60% of the Aoshima release, (in Japan at least), the Tamiya kit showcases this manufacturer’s prowess in state-of-the-art tooling. Aside from the single (closed position) clear canopy on the clear sprue, all remaining 52 plastic parts are beautifully molded on a single, light gray sprue. The only other parts are a rubber bushing to permit the prop to spin, and a decal sheet featuring the instrument panel dials, seatbelts, and markings for four different aircraft. As with the Aoshima kit, a belly

drop tank is included as the sole external store. There is however no pilot figure. The fuselage interior features ribs and frames integrally molded inside in the cockpit area. A more complex, seven-piece cockpit features more detail than the older, Aoshima kit, and though some modelers may balk at using decals for seatbelts and dials, there is certainly a more “to-scale” look to the finished product. The method of molding the complete engine, (crank-

case, forward cylinder bank, rear cylinder bank, and firewall), leads to a more delicate and realistic rendition of the individual exhaust stacks on the forward fuselage. Parts such as landing gear legs, cowl doors, cannon barrels, drop tank shackles, and pitot tubes are more finely molded by Tamiya when compared to the elder kit. Surface detail is even more detailed and exquisite on Tamiya’s kit, as expected, and items such as the engine pushrods and cockpit console switches and dials are nicely provided.

All is not clear-cut in this comparison however! When references such as Kojintsha’s *Mechanism of Military*

Aircraft, Vol. 1 - Shiden, and Koku-Fan Illustrated No. 99 - Imperial Japanese Navy Aircraft are consulted for vintage photos and plans, both kits compare well in general shape. Detail-wise, it is a toss up though, despite the comments above about the more recent Tamiya release. The Tamiya rendition has some strange details such as an extra exhaust vent in the forward fuselage, and too shallow a cowling chin scoop. Other details are completely missing, such as the exhaust ducting for the hot air exiting the engine oil



cooler underneath the fuselage, as well as the aileron control horn fairings on the wing upper surfaces. Aoshima has simpler detailing, but has fewer detail faux pas also. Missing details from the Tamiya kit are correctly presented on the Aoshima kit. The sole shape deviation found on the Aoshima kit are underwing cannon gondolas that are a tad too narrow in shape - not really objectionable until placed side-by-side with the Tamiya kit.

In conclusion, the cheaper Tamiya kit will please the majority of modelers out there with its delicacy and fit. The Aoshima kit will be the basis of a more accurate, super-detailed model should that be what one strives for. The choice is yours.

Props 101

by Hal Marshman Sr., IPMS Bay Colony Historical Modelers

Some time ago, I did an article on propellers as part of a series regarding treating sub-assemblies as separate models. More recently, I did another article in respect to duplicating worn metal. In this article I mentioned that bare metal should never be shown on fabric surfaces. Further, there was a P.S. in regard to Mosquitoes, and the fact that they were of basically wooden construction, so obviously worn metal would only show on metal parts such as cowlings and props, etc. What went for the Mossie also applies to the Ta 154 Moskito, which was also skinned with wood. Matter of fact, most of the Russian MiGs, Yaks, and LaGGs had wooden skinned wings, and fuselages from the cockpit back. Undoubtedly, you should not show bare or chipped metal on wooden surfaces.

So much for wooden skinned aircraft. I mentioned props above, and feel that now might be a good time to take a closer look at them. In particular, it should be noted that the Germans used a good many wooden props. I am not trying to make this a hard and fast rule, but those of you who dabble in Luftwaffe subjects might notice that the wide bladed props fitted to late war aircraft were indeed made of wood. I have in mind the props applied to late Ju 88 variants, Fw 190D, Ta 152, Ta 154, and Ju 87D and G versions. These blades were usually painted RLM 66 black gray, But Tom Hitchcock says the Ta 154 swung blades painted RLM 71. It is also known that you might see an occasional blade in RLM 02. What other nations used wooden props? I know early Spitfires and Hurricanes bore wooden blades, and MiGs and Yaks are also known to have swung wooden blades as well as metal ones.

Now, if you know that a particular airplane carried these non-metallic props, then you know not to show bare metal wear. Stands

to reason, nicht whar? On the other side of the coin, if you are doing Allied or Japanese subjects operating from packed coral runways, then go right to town on the metal props. In many cases, the paint will be worn off from the tip to nearly half the blade. It follows that the wing leading edges and lower cowlings will show much in the way of worn paintwork. While you're at it, don't forget the leading edges of the fin and stabilizers.

While we're on the subject of propellers, it might be wise to remind folks that the U.S. and Britain both painted their props black with yellow tips. What weren't black were bare metal with black rear surfaces. The Reds seem to have painted them black also, but with little in the way of safety coloring. They also seem to have left many props bare metal.

Early war, the Japanese used bare metal with single or double red stripes near the prop tips, but eventually went to reddish brown blades with yellow tips or warning stripes. The above applied to both Army and Navy aircraft. I built the unique Shinden once, and research revealed that the five bladed prop and spinner were painted reddish brown with two yellow stripes on the face of the blades, and solid yellow tips on the reverse. Remember, this was a pusher/canard type plane, so the rear of the blade was what you saw from a front view. We could go on and on about U.S. Navy red/yellow/blue tips, eventually becoming solid yellow, plain yellow on the reverse, or the tri-color tips on the reverse, and even insignia blue from the yellow stripe all the way to the hub.

This is another case where you should check your references carefully. In any case, take a little extra time with your props, and you can cap your models with a really nice final touch.

Zvezda 1/72nd Scale Ilyushin DB-3 /Ил-4

by Bill Osborn

When I found the Zvezda kit of the Ил-4 and looked inside I thought it looked pretty good and would fit in with the rest of my WWII Russian collection. I have two other Ил-4 kits that I've had for a few years and might have built if I had stock in a sandpaper company. I have built a couple of Zvezda kits and found them to be fairly good kits. The panel lines are recessed and very fine. The detail is very good and part fit is generally pretty good. As typical with most Eastern European kits there are no alignment pins or tabs. This isn't a big problem but it does make things a little harder, but what the heck this hobby isn't brain surgery.



The model is cast in the typical medium gray plastic, and has three sprues (if I remember correctly), and one clear sprue. Construction is very straightforward with a somewhat puzzling interior. You get a seat, control yoke, and an instrument panel for the cockpit, but there is another control column in the nose section. Maybe the pilot and bombardier fought over who was flying the plane. Anyway it doesn't make any difference, because with a black interior you can't see inside anyway.

After installing the interior as a best guess, the glass nose was put on. The nose is a three-part section split on the vertical,

which leaves a seam showing in the large windows on the top and bottom of the nose. That brought up another question, with almost a full floor in the nose, why a window under the floor? The third part of the glass nose is a clear dome with a machinegun mounted in it. I wasn't too happy with the gun installed at this time because I tend to snag small parts that stick out where a sleeve or a wild chunk of sandpaper might snag them.

Anyway, after sanding and polishing the nose joint it didn't look too bad.

Next came the wing. There are nine sections to the wings, lower center, upper and lower nacelle, and upper and lower outboard wing sections. I glued the center to the body, then the pre-assembled

nacelles onto the wing stubs. After getting the best fit I could without tabs the outer wings were stuck in place, again sans tabs. Nobody said it was going to be easy. However, the fit was quite good. I can't remember if the horizontals were solid or two-part, they did fit well and required very little filler.

The engine cowlings came next. They were just a little too square on the forward part of the cowl, but that's what sandpaper is for. The engine cooling fans are molded



into the front of the cowl. The prop and spinners are one piece and require very little cleanup. As a matter of fact the whole model is very cleanly molded.

Landing gear struts are of an "H" type with a "V" brace. The wheels I think were two-parters but one or two, they didn't match too well and needed to be sanded round. The tail wheel did not retract but had a small fairing just ahead of its strut. Some of the references show a canvas shroud around the strut but I was too lazy to cobble one up.

After the landing gear was in place the bomb racks were glued on, two each "W" shaped parts per bomb on the center section of the wing. This arrangement surprised me as I thought the Il-4 had an internal bomb bay. Just checked my references more closely and found out it did have an internal bay, but the kit gives no indication of it. Anyway, having stores outside shows better than something you can't see without a mirror. I'm not too fond of little plastic probes and masts that protrude from places they would get broken so I try to make all such things out of brass. With all the fiddly bits stuck in place it was time to paint.

The instruction sheet only has one color scheme, an upper surface of sand, topside green (?), and flat black over dark ghost gray. I wasn't too sure about the gray but after I got it on it looked right. The paint I used was ModelMaster enamel with a finished coat of Dullcoat. The decals were so-so and were not used except for the guards banner and a small tail number. One of the most time consuming things of the whole model was masking off the windows. As you can see from the photos there are a bunch of them. I've been using Metal-foil for sometime now and really like it. However when it's removed a residue is left on the clear parts. The residue can be removed easily by squirting a small amount of WD-40 on a Q-tip and wiping across the clear part. Use a chunk of tissue to polish it up and you're good to go.

I added an antenna of invisible thread with a couple of white glue insulators and the model was ready for the display case.

Revell 1/24th Scale Bill Elliott #9 Dodge Intrepid R/T

by Chris Banyai-Riepl

Bill Elliott is a well-known name in NASCAR racing and this year he has his sights set on the Winner's Circle. Winning his first major NASCAR race in 1983, Elliott managed to stay in the top ten in all but two of the following fifteen years. With this impressive string of success, Elliott decided to start his own team and raced under a different number than #9. Unfortunately he didn't do very well, so he started racing with the New Dodge Racing Team, returning to his lucky #9. Qualifying third in the year 2000 Daytona 500, this was upped to pole position in the 2001 Daytona 500, with an eventual finish in the top five.



This model depicts Elliott's #9 Dodge Intrepid as seen in the 2001 Daytona 500. The kit comes molded in white, with rubber wheels, a few metal parts, a sprue of chrome-plated parts, and one of black rubber parts. A large decal sheet that provides all the various stickers is included and the clear parts are pre-painted with the black areas, a nice touch. There's a total of 103 parts, including a full interior and engine.

Speaking of the engine, this is made up of fifteen parts, including headers, carburetor, separate valve covers, and more. A bit of

wiring will really set this engine apart, as most of the other plumbing is included in the kit, including air hoses and radiator hoses. This assembly fits into the chassis, which also has plenty of detailing. The main chassis piece includes much of the interior floor, with the roll cage sides including parts of the engine bay, making a rather complex-looking final assembly. The seat is molded as one piece and fits onto the chassis, with the firewall and crossbar filling up the empty space.

The suspension is well detailed, with separate springs and shocks starting the rear suspension, finishing up with a rear suspension assembly incorporating bracing and drivetrain, with a separate panhard bar. The front suspension has separate A-arms plus a one-piece front suspension piece including the steering mechanism and wheel mounts. The final bit to finish the underside is the two-piece exhaust pipe, with the final bits being the

two-piece wheels fitting onto the metal rear axle and metal front axle pins. The last step is to fit the separate hood and the two roof spoilers.

Painting this vehicle will be really simple, as it's overall red with black trim. The only challenge will be matching the body color to that of the roof #9.

Alternatively, you could trim out the red from that number and use just the white outline. Decals are

also included for the driver figure.

Revell's NASCAR kits are some of the best available, and this one is no exception. The overall red color will make finishing it a bit easier than some of the more flamboyant cars out there. This is a nice replica of Bill Elliott's return to #9 and a great representation of the NASCAR Dodge Intrepid.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use the articles on these two pages - ED]

Masjiro “Mike” Kawato

by Bob LaBouy

I was saddened recently to hear from another Chapter member that Mike Kawato had passed away on December 17, 2001.

I originally met Mike during a gun show in the early '80s and talked with him about his flying experiences. I was fascinated just to meet a person who actually flew the famous Zero aircraft of World War II fame. Over the years I saw him often both in Puyallup and in Southern California and found him to be very friendly person. When we were planning for the 1992 IPMS-USA Convention for Seattle, Terry Moore and I met with him one day, again reviewing his wartime experiences, and asked him if he'd be willing to speak at the Convention. He was happy to do so and his afternoon talk was well attended at the and very well received. I remember one younger modeler went down to the display room and brought his model of a Zero up to the room where Mike had just completed his talk and ask him to sign the wing surface. Mike thought that was terrific, as did the modeler.

When I first met Mike, he had recently published his memoirs, titled *Bye Bye Black Sheep*. This play on words was in contrast to the well known autobiography, *Baa Baa Black Sheep* by Pappy Boyington. Interesting enough, Boyington, who was born in Eastern Washington, attended the University of Washington prior to his service with the Marine Corps and spent some time in the Seattle area following the war. He worked as a professional fighter and referee, and was trying to recover from his misuse of alcohol. Upon meeting at several events when both were living in Southern California, they arrived at the conclusion that it was Mike Kawato who had very likely shot down Boyington in January, 1944. Having met both pilots and heard them speak numerous times, they were very different in many ways. While at least

one IPMS Seattle member feels very strongly that Mike Kawato did not in fact shoot down Boyington (and has a seemingly scholarly published article to support that claim, which in itself contains many very general sweeping statements and offers only partial answers to that question), it would appear that the truth will never be fully known. I “know” (if that's a safe statement) that I saw them together and both Boyington and Kawato thought they had been in combat against each other and they agreed to the claimed downing. Without concrete proof and with both pilots now deceased, I think you're able to arrive at your own conclusions. We will probably never really know without any doubt.



I am confident that I have met a man whose wartime experiences, training, and postwar flying experiences impressed me. Mike made a world record single-engine flight from Toyko to Crescent City, California in 1976, which alone qualifies him to be a great pilot in my book, based on my limited flying experiences. I had never met anyone who flew the legendary Type 96 fighter-trainer nor the famous Mitsubishi Zero, not to mention being credited with at least 19 aerial combat victories. I have always been baffled by the many variants of the Zero and found his explanations of the differences

between the versions of the Zero to be fascinating.

When I asked him about the aspect of becoming a suicide pilot toward the end of the war, Mike's answer always struck me as very humorous. He in effect said that when asked about flying such missions, he said “no way, you'd have to be crazy to do such a thing.” He was himself shot down on several occasions, once tried to take his own life while floating in the water prior to capture and eventually was captured and sat out the remainder of the war as a prisoner of war. Following the war he returned home and experienced what had to be a very difficult situation when he saw his own memorial (his family set it up when they thought he'd died in combat). Prior to moving to the U.S. in the '70s, Mike also flew for both the Japanese Self Defense Forces and as a commercial airline pilot. For a number of years he lived in a small apartment less than a mile from our current IPMS Seattle meeting location (in Redmond) and had only moved to his home in Federal Way a few years ago.

Mike was a fine person and a total gentleman. There were several very nice articles in local newspapers and newsletters, all of which attested to both Mike's wartime experiences, civil aviation accomplishments and character as a man. I will long remember him, his stories and exploits and I miss talking with him each month.

Attack of the Airacobras

from page 7

described, a sometimes ardent and inspirational tone, and overt patriotism. There is a strong tendency to glide over problems and to emphasize accomplishments, balanced by evocation of the particularly heroic or poignant losses.

The main deviation in this regard was at the publisher's insistence that names be

given in the usual western - first and last - style, instead of the Russian manner of giving either the full first name and patronymic, or just the initials. Thus we get Aleksandr Pokryshkin instead of A. I. Pokryshkin, or Aleksandr Ivanovich. While the publisher is wrong to believe that westerners can't learn to handle the Russian style, it is not a major distraction. So for all who are curious to read a Russian view of the air war, this book is the answer. An English translation of Igor Kaberov's *Swastika in the Gunfight* is the only other option, but that translation not only puts the Russian into British colloquial, but is also shot through with significant omissions and gross mistakes which often reverse the meaning of the original book, and giving a very inadequate result.

It is the appendix where I found most of the disappointments in *Airacobras*. I really had hoped for serious information in the form of comprehensive unit rosters listing all the pilots, with information about the dates of their service, victory scores, rank, etc., and specifying the changes in regiment and squadron command. Or at least a list of pilots who scored victories. Instead, we got a list of Soviet aces who flew the P-39 and scored 15 or more victories. Unfortunately, the authors abstracted this list from a Russian book, by selecting out those names associated with Airacobra regiments. Unfortunately, that book was also incomplete, and the technique gave Loza and Gebhardt no way to weed out pilots who transferred to other units before arrival of the P-39. The result is that the list includes a number of pilots (Bashkirov, Galchenko, Matsievich, Semenov, Shchirov) are included erroneously, while quite a number of other pilots, such as Vasili Adonkin, Vasili Bondarenko, Nikolai Iskrin, and Ivan Likhobabin, are omitted; some of these were actually profiled in the text. In fairness, this was a difficult task, and the list includes the names of three aces (Kobyletskii, Melnikov, Timofeev), well known to me, whom I inexcusably failed to include in the list from my *Airacobra Aces* book. Gebhardt has a legitimate excuse, I have none.

One further mistake was the misidentification of the UTI-4 fighter trainer as a two-seat modification of the P-39. Actually that was the two-seat version of the I-16. But that is minor. Another difficulty cannot be held against the translator, but reflects a peculiarity of Russian writing. During the early chapters there were repeated references to the 42 and 57 fighter regiments which were assigned to the division for a while in early 1943 - except that the 42 regiment was flying on the Northwest Front and the 57 regiment did not exist. Then I remembered the old trap. Russian authors often neglect to include mention of "Guards" when they presume the reader will know. Much the way an American author might presume that when he writes about the 1st Division his reader will understand whether Infantry, Armor, Cavalry, or Marine is meant. And yes - the 42 Guards and 57 Guards regiments were right where Loza indicated. Actually, this adds to the "Russian character" of the book, though it will be lost on the average reader.

Another disappointment for me is that Loza failed to explore the "awkward parts" of the story. In spite of the successes of the 9 Guards Division as a whole and of its individual regiments, one might say they were not a completely happy family. During early 1943 there was serious personal conflict between Pokryshkin and his regiment commander, who tried to send him before a military tribunal. The reasons for this conflict are unclear, and Loza only hints even at its existence, suggesting it might have had something to do with Col. Isaev's non-flying status. (Actually the result of serious wounds received in air combat the previous autumn.) Likewise there is only a single early mention of friction between Pokryshkin and Grigori Rechkalov, due to Rechkalov's lack of formation discipline and his tendency to ignore command responsibilities in favor of increasing his personal score. In the spring of 1944, when Pokryshkin assumed command of the 9 GIAD, Rechkalov succeeded him in command of the 16 GIAP, but after only a few weeks, had to be removed from command. Then when his

replacement, Boris Glinka, was shot down, Rechkalov was given another turn as commander, but shortly removed from command a second time. The circumstances surrounding these incidents are kept hidden away. Likewise, a number of other controversies and problems, hinted at elsewhere, are carefully ignored. Once again, this is entirely within the Soviet tradition, though some of the new Russian historians have been probing these "dark corners."

But it is not only the Soviet approach. In the Luftwaffe literature it is very similar. All focus on a few great names, Galland, Hartmann, Bär, and no mention of the gefreiter pilots who got shot down before scoring a single victory. And no almost mention of anything controversial - beyond scapegoating Göring for everything since he's both a convicted war criminal and long dead. Nothing such as Gollob being a nasty martinet on the ground, or that somebody else was a real Nazi, and a third was known to steal victory credits from others. (Only now is a little of this sort of information starting to leak out.) Only now are we even hearing about Werner Mölders' protests against Nazi atrocities on the Eastern Front, and how he ceased wearing his awards in protest, or the allegations that he was not killed in the bomber crash as publicly announced, but actually was "Rommeled" for protesting. And you have to hang out around aviation historians for some time and listen very attentively before hearing the private gossip and innuendo that some of our own great heroes were also great a**holes. So I cannot judge Loza too harshly for this, even if I had desired otherwise. Only one or two specialists, such as myself, will know the difference.

Even for the experts this book has enough new information to make it mandatory reading. For everyone else, there is more than enough reason to rush out and get *Attack of the Airacobras*. It is arguably the most significant aviation book of the past year.

Italeri and Trumpeter Upcoming Releases

by Gordon Erickson

Probably as part of the new business arrangement between Tamiya and Italeri (a number of Italeri kits will be released in Asia in Tamiya boxes this year) Tamiya is posting the Italeri 2002 catalog on their website. You can find the catalog, with pictures, here:

<http://www.tamiya.com/japan/news/italeri/2002new.htm>

In addition to old kits being re-released there are a number of exciting new kits, as well as some that I can't tell if they're old or new! I'm not going to go to the trouble of retyping the entire catalog list here, but I will share what I think are some of the highlights and my thoughts/theories on them...



1/72nd Savoia Marchetti S.79 – I can't recall Italeri ever releasing an Airfix kit under their label so this may be a new tool

1/72nd EH-101 - I'm sure this kit is a reissue but I really like the Canuck paint scheme! (See next column, top)

1/72nd F-5A, F-8E, F-111A - I'm betting these will be ESCI reissues

1/72nd Macchi C.205 Veltro - No doubt an update of their recent C.202 Folgore

1/48th F-15C - I hope this is a new tool based on the Revell Strike Eagle as



rumored and not a re-boxing of the old Monogram kit.

1/48th F/A-18F – Two-seat Super Hornet

1/48th SH-60B - My sympathy to anyone who shelled out \$140 for the new Cobra Company kit

1/48th V-22 - Reissue

1/35th DUKW - Long awaited and overdue

1/35th LVT-(A)5 - Alligator with M-8 type turret

Italeri will also be reissuing the former Accurate Miniatures TBM-1C and IL-2m3 in a range called Pro-Line.

I probably didn't mention the kit **you** will be most excited about so go to the website and take a look. Italeri will be providing us with quite a nice selection of temptations for the upcoming year!

2002 Trumpeter Release Dates

Model wholesaler Stevens International sent hobby shops a list of release dates for the following 2002 Trumpeter kit releases:

March

1/35th Russian T-55 Tank w/BTU-55

1/35th Chinese BJ212A Jeep w/Recoilless Rifle

1/48th USCG HH-65A Dolphin (Dauphin)

1/48th Chinese Z-9G Armed Helicopter

1/48th SA-365 Dauphin 2

1/20th Chinese Type 98 MBT

April

1/700th USSR *Minsk* Aircraft Carrier

1/48th Su-15A Flagon A

1/48th Su-15TM Flagon F

1/48th Su-15UM Flagon G

1/72nd An-2M Colt (on floats)

1/72nd An-2 Colt (on skis)

June

1/35th British Challenger II MBT

1/35th Soviet IS-IIIIM Heavy Tank

1/48th MiG-15UTI Midget

1/48th MiG-15bis Fagot

1/144th Kilo Class Russian Attack Submarine

July

1/48th MiG-19PM Farmer B

1/48th MiG-19S Farmer C

1/48th Shen Yang FT-6 Trainer (Chinese MiG-19 Variant)

1/72nd Tupelov Tu-95MS Bear H

1/16th T-34/85 Model 1944 Tank

August

1/35th Swedish S-Tank Type B

1/35th Swedish S-Tank Type C

1/35th Mi-4 Hound Helicopter

1/24th P-51D Mustang

1/24th TP-51D Mustang Trainer (Two-Seater)



October

1/24th A6M2b Model 21 Zero

As with any manufacturer these dates may change.

Trumpeter information provided courtesy Emil Minerich and Skyway Model Shop. Stop by and take a look at the entire Trumpeter catalog!

Upcoming Model Shows and Contests

Saturday, March 9

IPMS Seattle Spring Show 2002. 9:15 AM to 4 PM. North Bellevue Community/Senior Center, 4063-148th Ave NE, Bellevue. Entry fees: \$6 adults (unlimited entries), \$2 juniors, and spectators. For more information, or a registration form, check the IPMS Seattle web site at www.ipms-seattle.org, or contact Jon Fincher (evening phone 206-439-0565; e-mail jonfincher@attbi.com) or Tracy White (evening phone 206-938-5964; e-mail whitet@blarg.net). For a complete list of categories and special awards see pages 4-5.

Sunday, March 10

19th Annual Auto Modelrama - Model Car Contest and Swap Meet. Hosted by the Automotive Model Builders of Greater Vancouver. Sheraton Inn Guildford, 15269 - 104th Avenue, Surrey, B.C., Canada. Theme class – Pony cars. Entry fees (any number of models) – Adult \$5; Youth \$3; Juniors \$1; spectators \$2. For more information, contact Seymour Douglass, 2468 E. 7th Ave., Vancouver, B.C., Canada V5m 1T1. Phone: 604-254-5081; e-mail: seymour_douglass@telus.net

Saturday and Sunday, March 23 and 24

Model Car Contest at the Great Northwest Rod & Custom Show 2002, N.W. Washington Fairgrounds, Lynden, WA. Call 360-299-2250 for more information.

Saturday March 30

HobbyTown Lynnwood Model Contest. Contest details available in store. HobbyTown USA, 18500 - 33rd Ave W., Lynnwood. Phone 425-774-0819.

Saturday, May 4

IPMS/Yakima Model Show. Selah Civic Center 261 South First, Selah, WA. More information coming as we get it.

Sunday, May 5

Puget Sound Model Car Sunday. Hosted by Puget Sound Auto Modelers Association. Puyallup Elks Club, 314 – 27th Street NE, Puyallup. For more information call Doug Hale 253-627-1005; e-mail: herwallet@aol.com.

Saturday, September 14

ReCon 7. Hosted by IPMS Oregon Historical Modelers Society and IPMS Salem. Capt. Michael King Smith Evergreen Aviation Educational Institute, 3850 Three Mile Lane, McMinnville, Oregon. More details as we get them.

Preznotes

from page 1

Airfix cockpit section and grafting it to the Revell kit. It did make the model look a whole lot better. I could only dream of when a **good** B-17 kit might come along. Stretched sprue was another lifesaver, as it was the only way you could rig that biplane, until someone suggested fine fishing line might work. Of course, the only way you could attach it to your model was to use 5-minute epoxy - no CA glue was as yet available. Jim Schubert had a wealth of modeling ideas in those days: using clear tape for windows, using standard modeling clay to create shapes, fill seams, and so on (they are **still** great ideas!). The only model paints were Testors and Pactra, in 10 cent bottles (same size bottle today but 15

times more expensive!) until someone suggested using Floquil paint. Railroad paint for airplanes? And you had to mix the colors you wanted - there was no RLM Gray available off the shelf. Definitely stone knives and bearskin stuff. But it was **still fun**.

I don't know if it's relevant or not, but to quote the immortal words of Homer Simpson, "Old people don't need companionship. They need to be isolated and studied so it can be determined what nutrients they have that might be extracted for our personal use."

See you at the show,

Terry



Web Sites of the Month

I haven't done a Web Sites of the Month update for some time, but here are a few aircraft sites that may be of interest:

Classical Aeroplanes

<http://www.ne.jp/asahi/airplane/museum/Ecl-pln2.html>

This site has lots of large renditions of magnificent paintings by Japanese artist Shigeo Koike. Koike is best known for his Hasegawa box art, but most of these pictures haven't been seen on model boxes. Of special interest (to me, anyway) are several paintings of between-the-wars civil aircraft and flying boats, such as the Handley-Page HP.42 and Curtiss NC-4. Thanks to Gordon Erickson for sending me this one.

Scale Aircraft Model Kit Reviews

<http://www.fortunecity.com/meltingpot/portland/971/home.htm>

One of my favorite modeling sites on the web - and not just because I have a couple of submissions on it! This Australian-based site has pages and pages of kit

reviews - about 330 build articles and 200 in-box reviews at last count. All aircraft, and mostly 1/72nd and 1/48th scale, these cover not only the expected new Tamiya or Hasegawa offerings, but also many older kits. Wondering whether to build that Airfix Westland Whirlwind fighter or Heller Potez 540? You can find out here. These are "amateur" submissions, but they are just as informative and well written as most professional articles.

Aircraft of the Spanish Civil War

<http://www.zi.ku.dk/personal/drnash/model/spain/SpainAir.htm>

This site is a great resource for aircraft of, natch, the Spanish Civil War. Webmaster David Nash has attempted to document every type of aircraft used by both sides in this conflict, and that's a whole lot of different types. The specific information on each type is not extensive, just a few words, codes, and a picture. There are also sections on aircraft that may have taken part, and a very interesting one on aircraft that were thought at one time to have seen combat in Spain, but actually didn't. From a modelers' standpoint, the best part of the site deals with codes and markings, both

of which are covered extensively. There's also a list of model kits (or conversions of model kits) to build aircraft used in the war.

Stormbirds

<http://www.stormbirds.com/project/index.html>

Many of you are familiar with the Me 262 project currently going on at Paine Field in Everett. This project is building five as-authentic-as-possible flyable Messerschmitt Me 262s, with the first set to take to the air within the next couple of months. This site gives all the details of this massive undertaking, with lots of progress reports and close-up photos.

Military Aircraft Fonts

<http://members.aol.com/p5219/fonts.htm>

This one is of interest to those of you who make your own decals. This site contains True Type fonts of letters and numerals in several styles used by the RAF and RCAF/RCN from WW2 to the present. The fonts are copyrighted by the author, but anyone is free to download them and use them for non-commercial use.

2002 Spring Show

Saturday, March 9

Registration 9:15 AM - Noon

Public Viewing 10 AM - 3 PM

Entry Fee: Adults \$6; Juniors \$2;

Spectators \$2

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

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

