

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2002

PREZNOTES



At our last meeting, one of the topics of discussion was whether or not we should rename our chapter after Ted Holowchuk. Whilst I believe it is a very noble gesture to honor Ted in this way, I am of the opinion that there are better ways to remember Ted and what it was that made him so special to us. In addition to being an exceptional modeler, Ted was also a teacher and mentor. A variety of suggestions have been made to me, mostly dealing with special awards at our spring meet or making an award presentation to a Seattle member outside of any contest that would best honor Ted's memory, for example, a modeler that made a significant contribution to increasing the quality of another's work, or a modeler that has shown an improvement in his own skill levels. There are a wide variety of possibilities, but I think the idea of naming the chapter after Ted is not the best way to honor his memory...

...and we move on.

As this is written, our house project is nearing completion. Most of the summer I was unable to work on anything because all the furniture upstairs had to be moved downstairs, cutting off access to the workbench. This past week the upstairs was finished (real home cooking again!) and all the boxes could be moved back upstairs. I had about a week to really work on something so I finished a model for the Galaxy Hobby Sci-Fi contest. Unfortunately, I ran out of time to finish something new for the Vancouver show as the window of opportunity closed because the contractor was moving downstairs faster than expected to install the carpet and finish our project. I spent the last few days packing models - about 20 large moving boxes worth - and moving them to the garage. All I can say about that is I'm darn glad I didn't have to move them across town or across the country! I am finally

getting a built-in model display case, and I'll no longer have to deal with the odd array of cases I had (by the way, I still have one lighted case, 4' wide by 6' high still available). The difficult thing is that I had to pack my tools, paints, and stuff, and the powers that be are certainly not going to let me whittle plastic or paint where there's new flooring or furniture, which covers everything except the garage, and there are still too many boxes in the garage to even create a small work space. Gimme a month though...

We'll see you at the meeting,

Jerry

Meeting Reminder

The October IPMS Seattle meeting will be on the **3rd** Saturday of the month, on **October 19**. This meeting will be in the Crafts Room at the North Bellevue Community/Senior Center, rather than the main room.

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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 as indicated. 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.

- October 19 (3rd Saturday, in Crafts Room)**
- November 10 (back to normal)**
- December 14**

IPMS/USA NEW MEMBER APPLICATION

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

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

Thanks again to Chris Banai-Riepl and www.internetmodeler.com for permission to use Jacob's article on pages 4-5. - ED

ReCon7 Get Together in McMinnville

article by Norm Filer

photos by Carl Broberg

For those of us who made the trip down to McMinnville on September 14 for the ReCon 7 show, and there were quite a few, it was a very nice day in a wonderful museum. Everything seemed to be in synch. The weather was very pleasant, the museum staff was friendly and cooperative, the airplanes were great to poke around, and the folks from Oregon who put on this show outdid themselves. My understanding was there was something like 470 models entered, so this was a big show.

These guys are paying attention. Every year they improve the event in some way and it appears to run almost flawlessly to those in attendance. The site is awesome! Imagine being head down looking at a lot of really fine models and you glance up to see the Spruce Goose right in front of you.

An interesting aside that certainly has not happened to me before helps you to understand what a fabulous place this is. I was head down judging 1/72nd scale Axis props with Chuck Zellmer. We were concentrating on an Me 109 and Chuck suddenly turned around and walked away. I wondered "what the heck did I say now?" When I saw him, he was looking at an almost identically painted real one right in front of us. Having the real thing right in front of you is amazing.

As is becoming common at these shows, there were a lot of "special awards" in addition to the normal categories. Our troops did very well here. Jim Schubert, John Frazier, Stephen Tontoni, and Bill Glinski all took home various hardware and ribbons

Janine Bennett took home the Best of Show trophy. Those of you who have

attended our Spring Shows over the past few years know Janine for the fabulous fantasy female figures she does. These are not kits. She starts with a blob of clay, or whatever they use, and the results are most impressive.

I liked the award because it makes me think that a lot of folks are starting to look at the whole show. We apparently are no longer stuck with our heads down concentrating on the airplanes and tanks. I think that might be called progress.



Left: Janine Bennett's "Best of Show" winner.



Right: John Frazier took home the "Best RAF" award for this beautiful Hasegawa Bristol Beaufighter TFX, finished in 455 Squadron D-Day markings.



Left: Jim Schubert's tiny 1/72nd scale Model-Aire International Payen Pa.22 Flechair

AMT/ERTL Country Time/ Maxwell House Pontiac Grand Prix

by Jacob Russell

The Country Time/Maxwell House Pontiac Grand Prix was owned by the Bahari Racing Team and driven by Michael Waltrip during the 1990 NASCAR racing season. It was powered by a 358 cu. small-block V-8 with a single four-barrel carburetor. I built this kit for a model building class that I taught last spring at Sylvester Middle School in Burien. I normally build 1/72nd and 1/48th scale World War II planes but my students preferred building car models. We agreed that I would build a car to demonstrate some model-building techniques that I have learned from master modelers such as the late Ted Holowchuk, who gave me this kit specifically for the class.

The kit is composed of sixty-four well-molded parts. Twelve of these, including the wheels, are chrome and six parts are clear. The rest are medium gray in color. Included are a jack and gas can, which are thoughtful touches. The instructions are clearly printed and divided into 11 stages. The decal sheet contains 27 decals.

I build planes 99.9% of the time; this was the first car kit that I've ever built. It had an engine, four wheels, steering wheel, seat and body. It looks like a car to me! Builders who want to verify the kit's accuracy can doubtless find information on this car on the Internet.

I began by stripping the chrome from the chrome parts using oven cleaner, a trick that I learned from my sixteen year-old son Miles, who knows a lot more about building car models than I do. The chrome pieces did not look realistic and some of them, such as the wheels, were supposed to be painted. I've learned the hard way that paint doesn't adhere very well to chrome. I followed the instructions exactly

and began building the engine, which although simple to build did not fit especially well. This was a constant theme throughout the model's construction: the parts just didn't fit that well, certainly not as well as some of the newer car kits that Miles and I have built together. Eagle-eyed readers will notice the oil breathers missing from the port side valve cover (oops, that's airplane nomenclature creeping in - I mean the driver's side); those disappeared early in construction and were presumably devoured by the carpet.



After the engine was assembled it was installed in the chassis, which had been pre-painted gloss yellow, gloss blue, and flat black as per the instructions. I used Tamiya and Gunze Sangyo acrylic paints throughout the project with the exception of Testors Chrome Silver enamel on the air cleaner and valve covers. I have yet to find an acrylic chrome paint that looks as good. Most airplane kit instructions have Federal Standard paint numbers on them to check against one's stock of paint so it was a bit of a shock to realize that I would have to custom mix blue paint for the chassis and

wheels to match the decals. I mixed Tamiya's X-4 Blue and X-7 Red at an approximately 4:1 ratio.

After installing the engine construction was very rapid and was only slowed down by the poor fit of parts such as the radiator, steering column, and roll cage. The cockpit (oops, there I go again - interior) although somewhat simplified looked pretty good. Miles told me that the definitive method of building roll cages is to assemble them separately from the chassis and then attach the cage but I did

not learn this until after I'd painstakingly attached one roll cage piece to the chassis at a time. Next I installed the front and rear suspensions and then the wheels and tires. I felt that the instructions were rather vague on the installation of these sub-assemblies and that their location and subsequent alignment were far from exact.

After the chassis was completed I turned my attention to the body which I primed with Gunze's Mr. Surfacer 1000. I filled the seams between the front spoiler and body with Mr. Surfacer 500. These primers of

two different viscosities can be hard to find and should be thinned with acrylic lacquer thinners such as Gunze's own Mr. Color Thinner or PPG Duracryl 876 which is available at auto paint stores. I use these products on my plane models and they worked well on the car body. The Mr. Surfacer 1000 is used as a primer and the 500 is used as a brush-on seam filler which I use instead of putty.

this decal when it tore into many small and unsalvageable pieces. In retrospect I should have cut it into several easy to manage parts and applied each separately and then I could have touched up any gaps with paint. I undercoated the trunk lid with white paint as an experiment because I had reservations about the opacity of the white areas of the decals. My fears were confirmed when I compared the trunk lid with the roof and hood: the decals were

'experts' resident in their homes should count their blessings) so I only gave the body two thin clear coats rather than burying the decals under multiple coats which was my gut instinct.

After the body had dried overnight I installed the fuel filler and vent tube in the trunk and then the side, front and rear windows. I first tried painting the window frames by hand but excess caffeine intake ruined my best attempts. I discussed my painting woes with fellow IPMS/Seattle member Carl Kitske, who recommended that I mask the windows with Tamiya tape (thanks, Carl), which worked pretty well. I installed the windows with Testors Clear Parts Cement. After the windows were installed my first car model was complete.

The AMT/Ertl Country Time/Maxwell House Grand Prix kit is quite an attractive car that is let down only by less than stellar fit and translucent decals. I now understand the appeal of the very colorful NASCAR racers among car builders, and I already have another racer in mind. It was a new experience to build a car kit and I was very surprised at how long the thing took to paint, let alone build. Using gloss paints was a welcome departure from the flat paints I normally use - although I now see why some modelers dread them! I enjoyed the experience enough to buy several more car kits (a mere drop in the proverbial bucket compared to how many airplane kits I have of course) and I look forward to building them.



After seam cleanups I gave the body one coat of Tamiya XF-2 Flat White and then three coats of X-8 Lemon Yellow which I allowed to dry approximately one week. I thin Tamiya flat paints with 99% isopropyl alcohol and their gloss paints with Tamiya thinner. These paints spray extremely well through my Paasche 'H' airbrush at about 35 psi, which may be a higher pressure than some modelers use but works well for me.

Next I applied the decals. These went on easily, with the exception of the decal that fits between the rear bumper 'bars' and the one that was supposed to fit over the front spoiler. I say 'supposed to,' because I lost

pink rather than white. Live and learn! I used Microscale's Microset and Microsol decal setting solutions, which helped the decals snuggle over the sides of the body and around the spoiler. After the decals had dried overnight I wiped them with a Q-Tip moistened with water, let them air dry and gloss coated the body with Tamiya X-22 clear gloss. Miles pointed out that sponsor's stickers are applied after the body has been painted and that their sheen contrasts with that of the body (I found my son's input helpful through the project; modelers who have such



Azur 1/72nd Scale CAMS 37A

by Bill Osborn

When I was given this kit to review I thought that this shouldn't be too hard, as I seem to be building more and more limited run kits, and should be used to their shortcomings. I have a few Azur kits in my collection but have only built one, and have not yet finished it, due to lack of interest after finding problems with the kit.

The kit comes in two medium gray sprues, with a bag of resin detail parts, and a clear vacuformed sheet with two windscreens and two nose window sections. A sheet of very nice decals includes markings for one French boat stationed in Saigon and one for the Portuguese Marine. The instruction sheet consists of eight 6" by 8" pages with the typical exploded views. What instructions that are given, are in four languages. The colors given for the two aircraft are similar, but just a little confusing. Both have light blue gray uppers but with different FS numbers. No problem, except that the color guide names both "modroseda svetla" in Czech (where the kit is made), and the interior of both is also light blue gray but named "svelte modroseda". What do you think? What's the difference between svetla and svelte?

The interior is all resin, floor, seats, and instrument panel. The upper wing comes as top and lower halves. The lower wing is a two-part center section with solid outboard panels. Fortunately the trailing edges of the sections are not as thick as the wing on other Azur kits. The panel lines on the wings are very fine but clean and crisp. There are no panel lines on the body and I think it means the body was molded plywood [William Green's War Planes of the Second World War, Volume Five: Flying Boats notes that the CAMS 37A was "entirely of wooden construction". - ED]. There are no locating pins or tabs but there are small pinpricks where the many struts are located. The engine is

a five-part casting with three banks of cylinders! Also included is the option to make the amphibian that was furnished to the Portuguese, but was not widely used. There is very little flash on the moldings; clean up has been easy and part fit is very good. With all the small struts that are required it's nice to have the upper and lower halves of the molds in register. The only disappointment was the front and rear gun mounts - there aren't any. They are of the rotating ring and pivoting raised bar type and are very prominent. This is one time I would like to have an etched brass set to go with a model.



After sanding down the trailing edges of each half of the upper wing to thin out the trailing edge, the two halves were glued together. Then I taped the body halves together and test fit the cockpit floor for fit. It didn't. The resin floor is .10 smaller than the inside of the body. I know this is a limited run kit, but that's a lot of mismatch, even for a kit maker. And with no locating tabs or any other way to figure out where the floor goes, it's rather hard to locate. My initial feeling is that the kit instructions leave a lot to chance. After building up the floor with sheet styrene I was able to fit it inside the body thru the opening for the lower wing. The aft gunner's floor was an easy fit as I just pushed it in as far as it would go and glued one side to the body with super glue. After both decks had been stuck to one side of the body, I

removed the tape holding the two sides together and painted the interior. As soon as the paint dried, the two sides were glued together. Next the lower wing was assembled. This showed up another problem, as the center section of the lower wing is thicker than the outboard panels. There wasn't much that I could do about it once the center section had been glued together. The outer panels have a dihedral of about four-and-a-half degrees. Since the sections are a butt join with no tabs, the mating edges are suspect. I had to tape the center section to the work surface and block the tips until they measured the

same. This could have gotten me in trouble mounting the upper wing as it is straight and all those struts may not have fit.

After mounting the lower wing to the body (a good fit), and filling and

sanding down the seam, it was time to fit the nose windows and cockpit cap. The window section is a clear vacuformed part that looks like a horseshoe shaped wedge that is best fit to the cockpit cap. The opening in the body is over sized and needs to be filled with sheet stock. With all the main body parts assembled and the lower wing in place and joints smoothed up, I fitted the resin gun tubs. The nose and aft tubs are different sizes with the aft one being slightly smaller, so test fit first. I contoured the tub walls to fit the inside body shape so it didn't look like a can.

With the main body and lower wing assembly complete, it was time to stick on some of the resin fiddly-bits that come in the kit. Two small ironing board looking parts go on the upper body between the

windscreen and the gunner's tub. No location was shown on the left side so going by the three-views I super-glued it on. Sure enough there was an outline on the right side to show the correct location, which was not the same as the other side. With a lot of luck the left one came off without breaking. So on to the next dilemma. The instruction sheets show a square part mounted on the left side just ahead of the ironing board. But none of the three views or box art (usually more correct than the kits) shows the part. It's square with an airfoil shape. I have no clue as to what it is, and no references to work with.



Moving right along, I managed to mount the engine pod and tip floats without too much misalignment. I even painted some of the tail surfaces. That brought up another concern, paint, every color called out needed to be custom mixed. I thought that for the sake of my health I would use acrylics. Well, after a couple of tries, and the paint lifting off with the masking tape, it was back to enamels. Cough, cough.

OK, now to fit the upper wing. Since there are no alignment pins, only flat surfaces, I could tell this was going to be a real bear. I glued the two sets of inboard struts and tried to set the wing up from that. After jiggling up the model so it was level, I sat the upper wing on the struts. This didn't work out to well as none of the struts seemed to be the correct height. The location of the struts influences this but it's a guessing game as to location. Thanks to my past life as a model maker for a major aircraft company here in the Northwest, I was able to set up the model square and level using a caliper and a scale to level things out. Having to trust part size on a limited run kit is a leap of faith, and showed that the upper wing slanted to one

side by .150 thou. Using angle blocks and a square to align things up, I found that new struts might be needed to get the upper wing to fit. After each pair of struts was matched to length, I glued them to the wing in a best guess location. Have you ever tried to level a chair or table by sawing off the legs? It's a lot harder when there are eight legs. After about three days, I had the top wing level and glued on. Next came the horizontal and vertical tails. Both had been painted with the tri-color, so care needed to be taken with the glue joint.

I forgot to mention that I had painted the body and lower wing before attaching the upper wing. There is so much clutter around the exposed engine that there was no way to mask the engine after the top wing was mounted. After a spell of burnout, the rest of the model was painted. What with touch-ups and waiting for the paint to dry, a gloss topcoat was applied as a base for the decals.

The decals went on just fine, and after a couple of light coats of semi-gloss, then came the rigging. I only had the box art to go by, so without further ado out came the sprue for stretching. This is a tedious job, but the model would look naked without it. With all the struts and wires to induce vast amounts of drag, they must have needed vast amounts of water to get airborne with only one engine. By this point, the model was just about finished, with only fiddly bits to go. Remember back when I said there were no Scarff rings for the guns? Well, I cobbled a couple up out of brass wire and they only look half bad. I do not claim to be an exacting model builder; in fact I build standoff models. The farther you stand off the better they look.

This kit could be made into a very nice part of a model collection if you are willing to spend the time and have reference material to work with.

Polar Lights Announces *Star Trek* License, Kits

by Gordon Erickson

Polar Lights recently confirmed what had been one of the worst kept secrets in the science fiction modeling community - that it had acquired a license from Paramount Pictures to produce kits from the *Star Trek* television and movie series.

The first 2 kits are a *USS Enterprise* from the original series in 1/1000 scale and a kit of the *NX-01 Enterprise* from the new TV show in 1/350th scale.



The 1/1000 scale *Enterprise* will be a snap kit and it will feature parts to build any of the three different models used in the course of filming the original series - first pilot version, second pilot version, and the final model used when the series was picked up for production. The ship will be approximately 11 inches long in this scale. It is scheduled for a July 2003 release.

The *NX-01* from the new TV series *Enterprise* will be around 24 inches long in 1/350th scale and it will be a glue kit. It is scheduled for release in the third Quarter of 2003. No further details about this kit are available at this time.

In addition to the above kits, the Japanese model company Bandai has announced a 1/850th scale kit of the movie version of the *Enterprise* - the NCC-1701A (see Tokyo Hobby Show Preview article elsewhere in this issue).

German Visored Hats

by Hal Marshman, Sr.

In a previous article I alluded to the fact that I was preparing an article on German Visored Hats, and how branch of service piping (waffenfarben) was applied. I have to break this down between Army (Heer), SS, and Air Force (Luftwaffe). The reason for this breakdown is that none of the three did it the same as the others.

The visored hat was a favorite piece of headgear for both officers and NCOs, many of whom even wore it into combat. I will not delve into Marine (Navy) use, as they didn't have different waffenfarben for their various branches.

Heer: NCOs for the most wore an issue hat, which was not quite as stylish as their officers, although it could be upgraded through private purchase, just as was done by the officers. The waffenfarben applied was that for the appropriate branch of service, such as white for infantry, red for artillery, pink for Panzers, dark blue for medical, etc. The waffenfarben was worn around the top and bottom of the headband, and around the edge of the crown. This applied to both officers and NCOs. NCOs wore a patent leather adjustable chinstrap just above the visor, while officers wore silver braided cording. In the case of general officers, the chin cords were gold cord, as was the waffenfarben. Enlisted men and officers wore aluminum colored eagle and cockade/wreath emblems, or in the case of officers, embroidered silver bullion. Generals wore aluminum colored badges, until new regulations in the middle of the war changed them to gold colored embroidered bullion.

Luftwaffe: Enlisted men and NCOs wore waffenfarben as the Heer, with officers wearing silver colored cording. Chinstraps and cords were as in the Heer, with generals also wearing gold coloring. Eagle and cockade/wreath, although of a

different pattern peculiar to the Luftwaffe, were in metal or bullion embroidery, again with generals wearing gold. In warm weather, a hat with removable white cover could be worn. This cover was without waffenfarben around the crown.

Waffen SS: As with the Heer, the SS NCOs and officers both wore waffenfarben on their hats, with generals wearing silver piping. The special SS pattern eagle was again, aluminum metal with a skull (totenkopf) in place of the cockade/wreath combo. Black leather chinstraps for NCOs and silver cords for officers, with some freelancing for generals, as both silver and gold chinstraps have been observed.

The headbands for all three services were different, with the Heer wearing theirs in dark blue green material; the Luftwaffe wore woven black mohair. The Waffen SS added a touch of class as their officers wore black velvet headbands. No class for NCOs or enlisted men, as they wore plain woolen black headbands.

The visors themselves were molded vulcanized fiber material for Heer and SS, with the undersides painted a fleshy tan color. The Luftwaffe wore patent leather with bright green undersides.

While I have your ear, allow me to say that the word Wehrmacht stands for the national military, being the Heer, Luftwaffe, and Marine (Navy). The Waffen SS, being a political army, was not part of the Wehrmacht. When you see Wehrmacht used to represent just the Heer, the writer is in error.

I hope I've not confused you too much, but this is just about as much of a nutshell as I could fit all this info into. In a further article, I plan to deal with field caps, which in many cases adhered to different regulations than were applied to visored hats.

Book Review: *More Luftwaffe Fighter Aircraft in Profile*

by Claes Sundin and Christer Bergstrom

review by Hal Marshman, Sr.

A few years back, I purchased the first book in this Schiffer Military History series, *Luftwaffe Fighter Aircraft in Profile*, and was extremely impressed by it. This second volume by the same authors was not a disappointment. What you have here is an almost coffee table-sized book of 144 pages. The first 10 pages deal with tables of contents, acknowledgements, each author telling his why's and how's, and brief discussions on the basic camouflage and markings of Luftwaffe fighters. The authors are Swedish, fairly fluent in English, but you will find the occasional misuse of words and phrases. If you build models from other countries, you should be used to this and worse.



The main bulk of the book consists of two full color profiles in approximately 1/43rd scale on each right hand page. The facing left hand page gives a half-page of the life and accomplishments of the pilots of the profiled airplanes. One of my biggest gripes involves these bios. The profiles sometimes show controversial or unusual colors or markings, but there is no written explanation for them. My only other gripe is that you are given either a port or starboard view, and no indication of how the upper surfaces are marked. That

having been said, I must stress that the profiles themselves are terrific. The artwork is superb; there's no other word to describe them. The pilot bios are well done, with many previously unknown facets of their careers brought to our attention. One thing discussed is the pilot's eventual fate, with several of them still living. More than a few of them survived the war, to die at an early age with heart trouble. Because these guys liked to live on the edge, quite a few died in post-war airplane and racing car crashes. Of course, many died in combat, quite a few of the leading aces in the last few months of the war.

One interesting facet of the book is that some aces are covered with more than one profile. Between the two volumes for instance, six Erich Hartmann birds are covered. Heinz Baer and Pips Priller are two other aces dealt with more than once or twice. What this can mean is that with the profusion of Bf 109, Fw 190, and Me 262 kits on the market, a builder can put together a nice little collection of models of the fighters flown by one particular ace. Perhaps another idea would be to collect the aces of a particular Geschwader, Gruppe, or Staffel. With these two books, possibilities are almost unlimited. What the heck, how about building all the aces' 109Es, or those flown by aces with the same first initial to their names. Just a matter of using the imagination.

The book ends with a comparison of the Luftwaffe ranks compared with British or American usage. There are colored renderings of the collar tabs, shoulder straps and arm insignia of the different ranks. Share these with your buddies that paint WW2 figures. The basic structure of the Luftwaffe is mentioned, and finally, for the first time in print, a tabulation of the results of the Luftwaffe's efforts.

In conclusion, what you get for your recommended purchase price of \$39.95 is a beautifully illustrated, well-written, and heavily researched book, well worth the purchase price. If you do not have the first volume, and can find one, they make a great pair of references.

Tokyo 2002 Hobby Show Preview

by Gordon Erickson

HobbyLink Japan has offered a sneak peek of some of the new kits that will be announced at the 2002 Tokyo Hobby Show that begins on October 17. (<http://www.hlj.com/fallshow.html>).

Most of the kits listed were announced at the RCHTA show earlier this month. The one new military aircraft release on the list is a Nightfighter version of Hasegawa's 1/48th scale Arado 234 - the Ar 234B-2/N Nachtigall.

The other announced kits include:

Hasegawa: 1/72nd B-25J Mitchell (first of a series)
1/48th Nakajima C6N1 Saiun "Myrt"
1/48th F-8E Crusader (all new tool)
1/16th Wright Flyer - 100th Anniversary
1/8th Fokker Dr.I Triplane (reissue)



1/700th IJN BB Ise (Floatplane Carrier Version)
1/700th IJN BB Hyuga (Floatplane Carrier Version)

Tamiya: 1/35th T-55A Soviet Tank



1/48th P-47D Razorback

Aoshima: 1/700th IJN CV Hiryu (all-new; 1939 version; limited release)
1/700th IJN CV Hiryu (all-new; 1942 Midway version)

While announcements of new military kits have been somewhat underwhelming, science fiction subjects are experiencing something of a renaissance.

In addition to the new *Star Trek* line from Polar Lights (see article elsewhere in this issue) Bandai has announced they will be producing a 1/850th scale kit of the



motion picture version *Star Trek's* *USS Enterprise* (details here: <http://www.hlj.com/stann.html>). Similar to their Gundam kits the *Enterprise* will feature their Snap-Fit, pre-colored technology. It will also be lighted.

FineMolds will announce the subject of their fourth *Star Wars* kit at the Tokyo show.

Hasegawa will release three new *Macross* fighters in 1/72nd, including the YF-21. They have also announced a 1/144th scale kit of a jet aircraft from the Japanese Sci-Fi series *Ultraman*.

Bandai will be producing at least four new *Gundam* kits in 1/144th scale.

And finally, Aoshima has announced a 1/144th scale all new tool kit of Thunderbird 1 from the 60's TV show *Thunderbirds*.

Pacific War Kittyhawks (Part Two of Three)

by Terry Clements

Fig. 1: H-87 Kittyhawk Mk. I LZ-V, AL194, of No. 111 Sq. RCAF. The RCAF was among the first Commonwealth forces to put Kittyhawks into service in the Pacific. This one was photographed over British Columbia in February-March 1942. Note the gun camera pod under the starboard wing, and absence of the belly rack. The finish is a Curtiss-applied “sand and spinach” camouflage pattern in light earth brown, dark green and light blue. Note that the area under the rear vision plexiglas was probably painted with Curtiss Interior Green rather than the lighter camouflage color. The serial number, in black, was slightly skewed. Squadron codes were white and the fuselage band was something like RAF Sky Blue. The spinner was originally light blue, although color film shot during later operations in the Aleutians indicates that they were repainted yellow, along with the wheel covers. The yellow ring on the fuselage insignia was overpainted with a glossy dark paint, likely green. Note the many blemishes in the finish, perhaps due to fussing about the inspection/access panels, and the faulty retraction of the tail

wheel door, a not uncommon problem on Kittyhawks.

Scrap view **1a** shows the Canadian prewar-style upper wing insignia (in RAF dull insignia colors) and the location of the gas detector patch seen on many RCAF planes in the first few months of the Pacific War. As far as I can tell, these were a sickly yellow-green color. Scrap view **1b** shows the squadron totem pole insignia (an owl motif), which varied in size from plane to plane, and was painted white and, probably, red. The plane code “V” was repeated in black under the “chin” of the radiator scoop. (Sources: McDowell, pp. 40-42; FAW, p. 10; CM photos; Mills, *Arctic War Birds*, p. 53; *Warbirds of the Aleutians* video)

Fig. 2: P-40E Kittyhawk “108,” 2nd Sq., American Volunteer Group. The “Flying Tigers” began ferrying Kittyhawks to China bases from West African depots in March 1942, and quickly put them to use as much-needed “bombers.” One is illustrated here as photographed in April 1942 during operations against Japanese forces trying to cross the Salween River. Note the 250 kg. Soviet bomb used for collapsing Burma Road mountain cuts and attacking bridging equipment. AVG armorers recall these bombs as simply being “very rusty” in appearance from long storage by the Nationalist Chinese.

They had only one carrying lug, however, so a second was attached with a sheet metal strap. The planes were finished in standard Olive Drab 41 and Neutral Gray 43. Note the artifacts of pre-assembly painting at the front wing root and horizontal tail. Wheel covers were Neutral Gray and the “US Army” designator was in Insignia Blue or black. The US fuselage insignia were covered with dark green paint, and the Chinese insignia, in royal blue and white, were in the four wing positions. A Disney AVG tiger decal was on both sides, and the shark head was in red, white and black. Note the mismatched artwork due to a replaced cowl panel. The fuselage number was white. The squadron band was either red or an unusually dark blue, unlike the royal blue seen earlier on most AVG equipment. (Sources: Pistole, p. 221; Crookshank photos; RT Smith photos.)

Fig. 3: P-40E Kittyhawk “126” was photographed at Kunming, China in June 1942. It was one of the last Kittyhawks used by the AVG, and was finished like the preceding plane. Note the different arrangement of shark head colors. This “filled-in” style was the ultimate AVG design, and was carried over to the 23rd FG. *Erratum:* This aircraft had a red squadron band. (Sources: RT Smith photos; Pistole, p. 217.)



AVG armorers, Kittyhawk, and Soviet 250 kg. bomb, Kunming, May 1942. (Jess Crookshank photo, MOF)

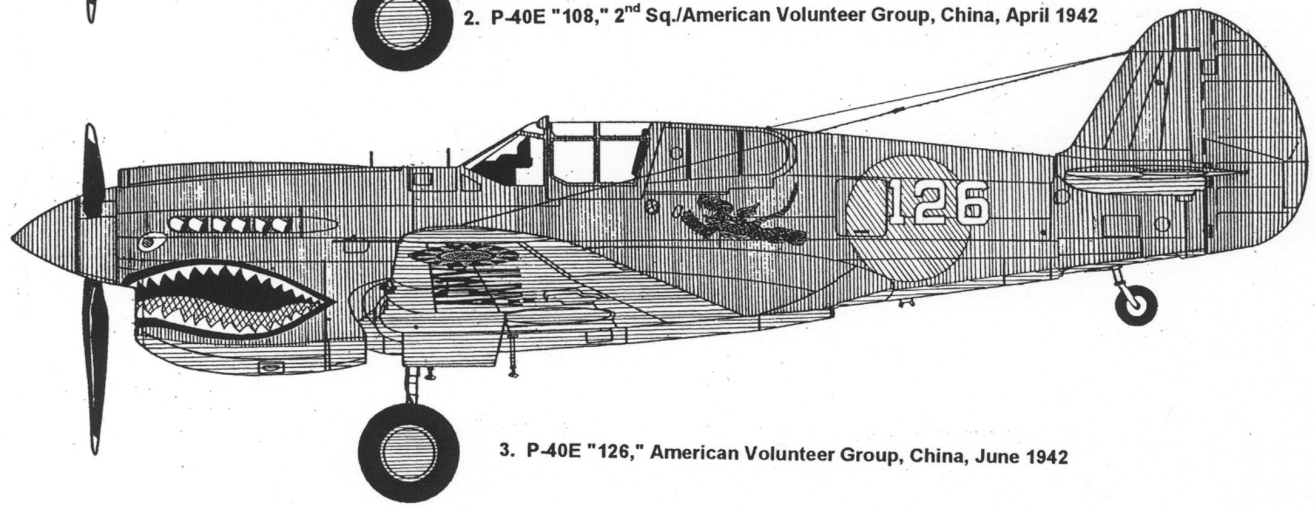
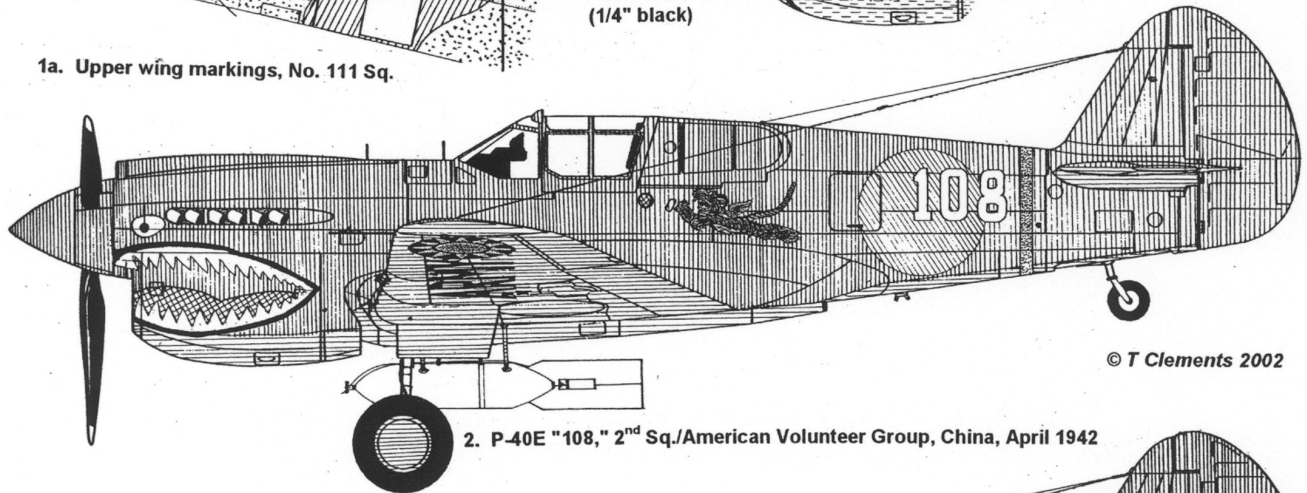
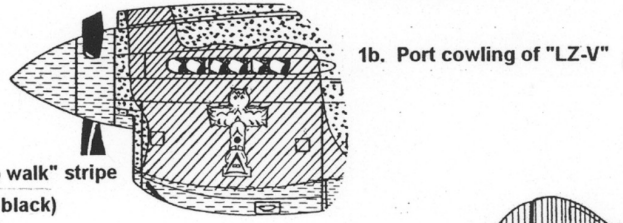
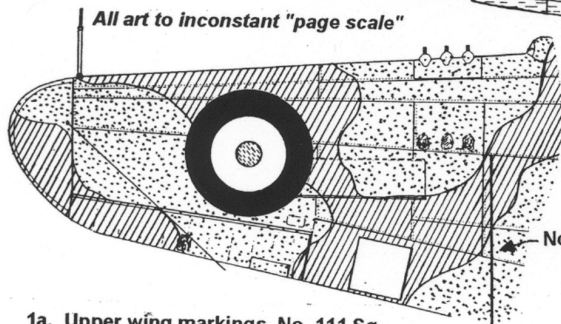
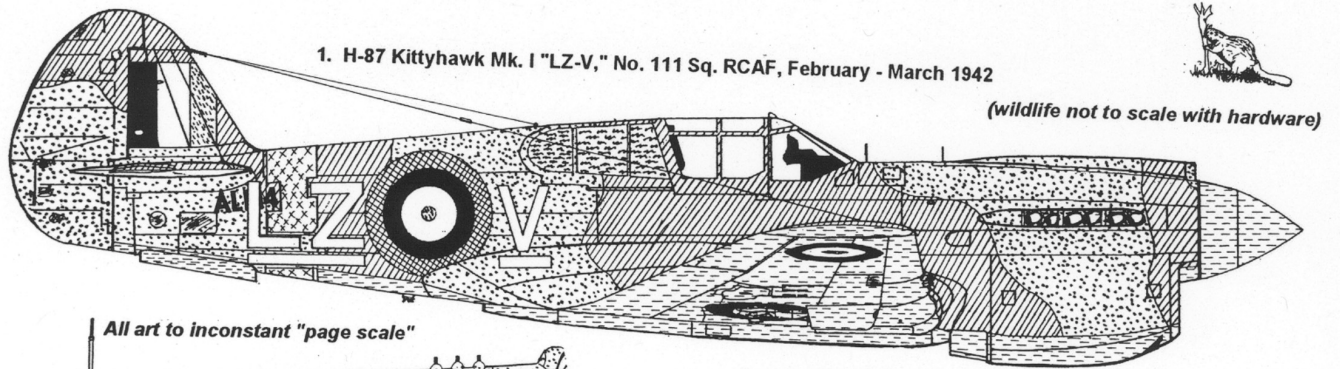


Fig. 4: P-40E Kittyhawk “112” of the 75th FS/23rd FG, China Air Task Force, photographed in June and July 1942, was the assigned equipment of AVG 2nd Squadron pilot Peter Wright during final operations of the AVG. After the AVG was dissolved on July 4 he flew it during operations out of Guilin, Ling Ling and Hengyang, China during his extended AVG service with the 75th FS. He was probably in this plane when he scored the last aerial victory by a pilot serving an AVG contract on July 9, 1942. The camouflage and markings were the same as the preceding examples, with a dark blue fuselage stripe, but with the replacement of the Chinese insignia with hastily painted US insignia in two positions. Wright, a former Navy dive-bomber pilot, had a total of 3.65 victories in the AVG, then joined American Export Airlines, doing military cargo work for the Navy (in flying boats), then in C-54s for Air Transport Command. In 1953 he founded Keystone Helicopter Co. (Sources: Peter Wright photo, interview; Pistole, p. 220.)

Fig. 5: P-40E/H-87-A3 Kittyhawk Mk. IA “T,” A29-12, of No. 75 Sq. RAAF. The Australians received their first Kittyhawks beginning in March 1942, and this was one of them. It was also one of very few No. 75 Sq. planes photographed during the heroic defense of Port Moresby, Papua New Guinea between March 22 and May 3, 1942. It wore a factory “sand and spinach” finish in light earth, dark green and light blue, with some hasty repainting. During these desperate days, with little time, spotty resources, and rapidly changing markings standards, the Australians repainted only as much as absolutely necessary. In this case the spinner, RAF serial number, and outer ring of the fuselage were repainted (probably in RAAF Foliage Green). The RAAF serial was added in a medium gray color, probably much like (Dark) Sea Grey. The aircraft code was probably RAAF Sky Blue, but it could have been white. Note the large RAF style fin flash. By this time No. 75 Sq. was painting out the red of the standard RAF upper wing insignia with white. The plan view shows this, as well as

the standard Curtiss factory camouflage pattern. The nose art is speculative, due to the fuzzy source photo, but wording like “Constance” or “Constant” in white is likely, along with some sort of white flower device. This plane was written off on April 17, 1942. (Sources: *Decisive Factor*, p. 23; *Colouring Book* #16, #34; Ian Baker data; “Antipodean Hawks” web site.)

Saburo Sakai unhesitatingly identified the pilots of No. 75 Sq. at Port Moresby as among the most courageous enemies he faced during the war. No. 75 Sq. operated a total of 17 original and 14 replacement Kittyhawks during operations at Moresby, with average daily serviceability of four to six aircraft. Combat missions occurred almost on a daily basis, and most of these were interceptions of well-escorted bombers under the absolutely worst tactical conditions. Twenty Kittyhawks were lost in operations, as were 14 of 32 pilots, including Squadron Leader John F. Jackson. When the Squadron was officially relieved it had *one* Kittyhawk in serviceable condition. Eighteen Japanese aircraft of the 4th Air Group and Tainan Air Group were claimed destroyed, and four probables and 29 damaged. (Japanese sources indicate that the Tainan AG alone lost 20 planes in action against Port Moresby between April and July 1942, while claiming 300 Allied aircraft destroyed!)

During the early months of the war Allied forces were suffering from frequent “friendly fire” incidents, and units took it upon themselves to deal with the problem by reducing and/or eliminating the red from national markings. RAAF units informally began to replace the red of the upper wing roundel with white (or sometimes with blue, rendering a blue disc insignia) during the Moresby operations. The crews of the USAAC 17 Squadron (Provisional) on Java in February had also reduced the red elements on their insignia. Results varied in extent and skill, and **Fig. 6** is a representative example. The red portion of the US insignia was officially abolished in May 1942, and Australian

directives began to officially address the matter near the end of July. (Source: Campbell, *War Paint*, p. 147; Ferguson; *Colouring Book*)

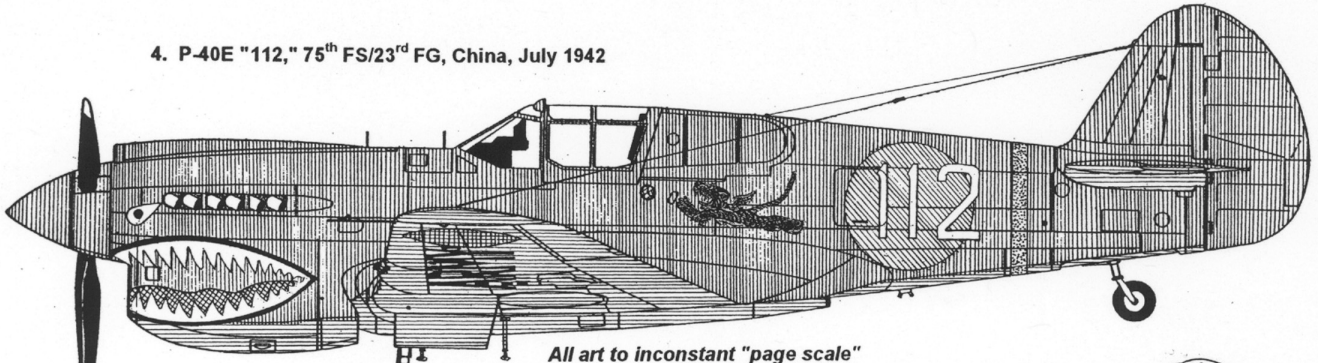
Kittyhawk “nose art” sprang up almost immediately as well. Lt. Joseph Kruzell’s “dragon” design on his 17th PS (Prov.) plane on Java is probably the best-known example. Another example is illustrated here by Ian K. Baker as **Fig. 7, “Bahootee The Cootee No. II.”** This was applied to the side of the P-40 of Lt. Robert F. McMahon of the 33rd PS (Prov.), at Darwin, Australia in about March 1942. This plane also featured a field-modified national insignia as shown previously. McMahon, a five-victory ace, flew a series of “Cootees,” including “The Cootee No. 4,” an Airacobra in the 39th FS/35th FG photographed at Port Moresby after May 1942. He later served in the ETO, where he was shot down and taken prisoner. (Drawing © Ian K. Baker; photo in Campbell, *War Paint*, p. 147; *Aces of SWP*; CM data)

Sources:

Production Details (for article in last month’s *Seattle Chapter News*):

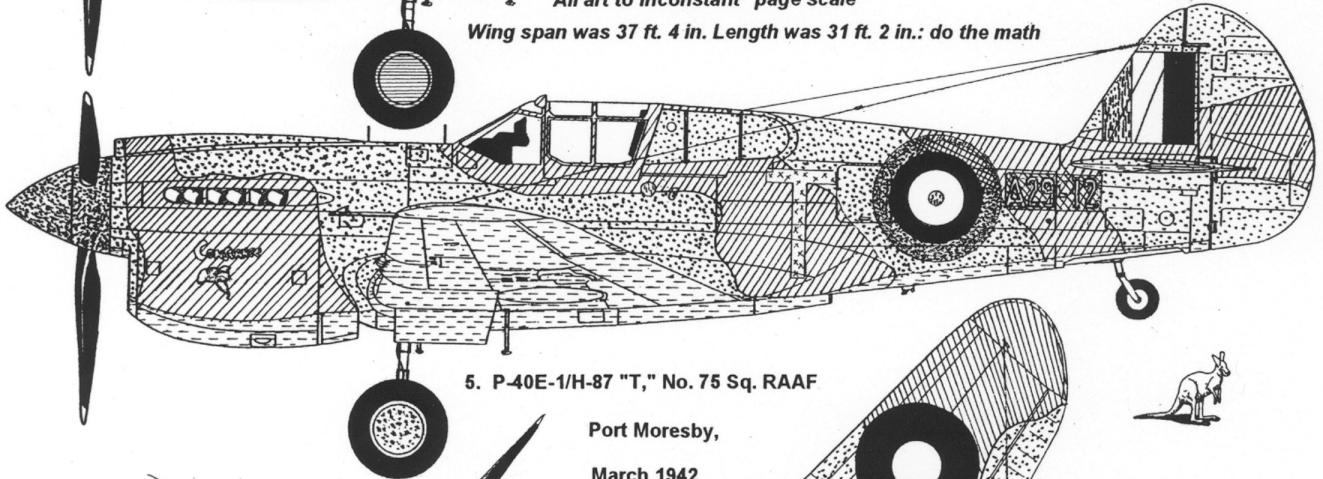
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4. P-40E "112," 75th FS/23rd FG, China, July 1942



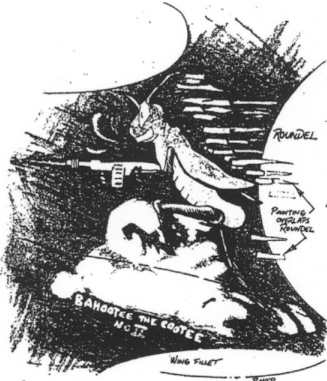
All art to inconstant "page scale"

Wing span was 37 ft. 4 in. Length was 31 ft. 2 in.: do the math



5. P-40E-1/H-87 "T," No. 75 Sq. RAAF

Port Moresby,
March 1942



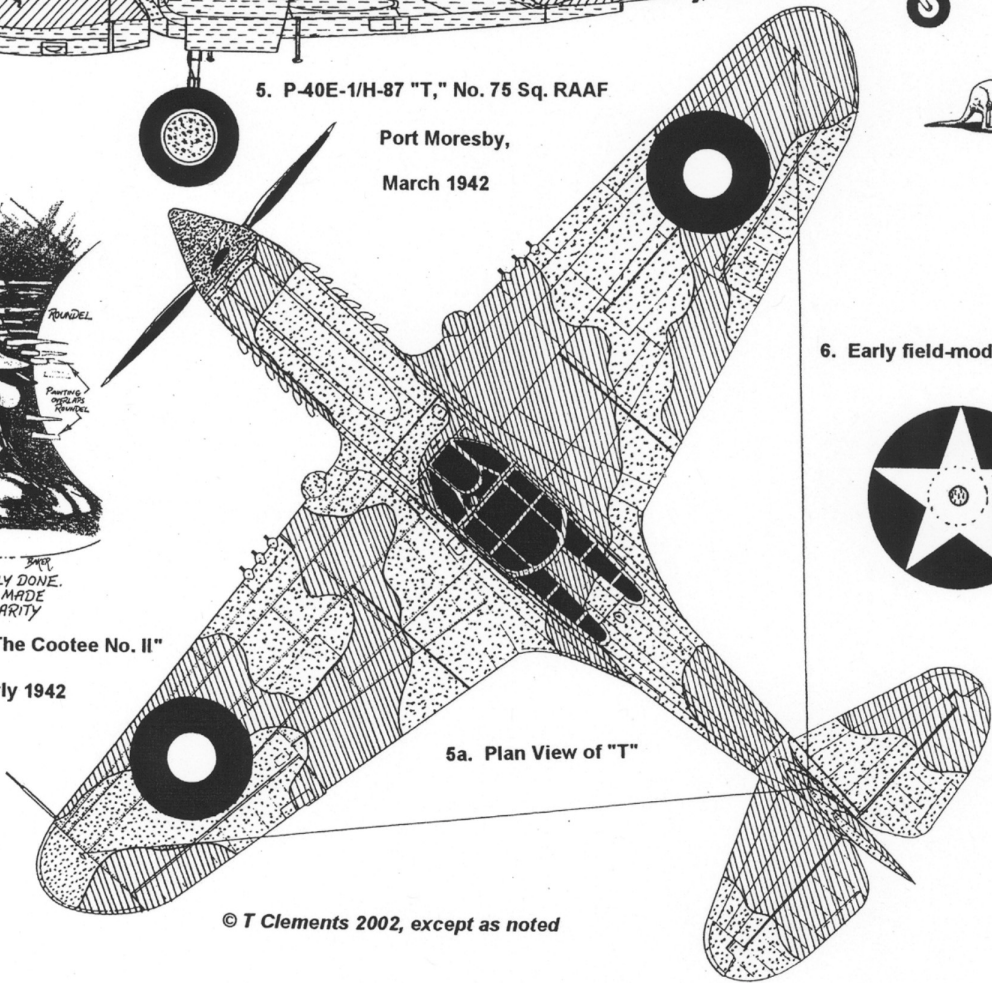
6. Early field-modified insignia



7. P-40E "Bahootee The Cootee No. II"

39th FS/35th FG, early 1942

(© Ian K. Baker)



5a. Plan View of "T"



Left: Lt. Robert E. Smith and "Katydid." (Carl Molesworth)

Right: Crew Chief Sgt. Al Sorrentino and "Katydid," April 1943. Note the effect of a replacement cowl panel. (Carl Molesworth)

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 16. Photos in works by John and Donna Campbell, Larry Davis, Jeffrey Ethell, Robert Sand, Warren M. Bodie, John W. Lambert, Ernest McDowell, Malcolm Rosholt, my personal collection, among others.

Upcoming Model Shows and Contests

Friday-Saturday, October 11-12

Sci-Fan II: The Northwest's Premier Science Fiction Fantasy Modeling Event. Science fiction and fantasy show. Fees: \$5 for up to five models; \$1 for each additional model. Schedule: October 11th: 12:00 - 7:00, Contest Entry and Display; 4:00 - 6:00 Demos. October 12th: 9:00 - 12:00, Contest Entry and Display; 11:00 - 3:00 Demos; 1:30 - 2:30 Closed For Judging; 3:30 Awards & Door Prizes. Galaxy Hobby, 196th and Highway 99, Lynnwood. For more information, call 425-670-0454 or e-mail info@galaxyhobby.com

Saturday, October 12

IPMS Vancouver, BC, 32nd Annual Fall Model Show and Swap Meet. 9:00 AM - 4:30 PM. Admission: \$2 CDN (17 and Older); Free (16 and Under). Registration: \$5 CDN (17 and Older); \$4 CDN (16 and Under).

Trophy categories: Modellers' Choice - Best of Show Senior (By Ballot); Best of Show Junior ; Best Aircraft - Jet Engine; Best Aircraft - Prop Engine; Best Auto - Street or Show; Best Auto - Competition; Best Naval; Best Armour - Allied or NATO; Best Armour - Axis or Warsaw Pact; Best Figure ; Best Canadian; Master's Award; Best Diorama; Best Academy Kit; Best Sci-fi Space or Vehicle - Actual or Fictional; Best TV/Movie Monster; Best Desert War Subject; Best General Motors Product; Best Emergency 911 - Auto or Truck.

Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC. Contact: Warwick Wright - Phone: 604-274-5513; e-mail: jawright@telus.net; Web site: <http://members.tripod.com/~ipms>

Saturday, October 12

8th Annual Model Show and Contest. Hosted by IPMS/Palouse Area Modelers. 9AM-4PM. Door prizes and raffle. Fees: Adults \$2 for first two models, \$5 for three or more; Juniors (16 and under) \$1 for unlimited entries; Spectators \$1. Contest judging will follow the open system with gold, silver, and bronze ribbons. Moose Lodge, 210 N. Main, Moscow, ID. For more information contact Wally Bigelow at 509-334-4344 or by e-mail at uwhuskys@hotmail.com

More McMinnville Photos



Two of Jim Schubert's car models.

Above: A Ferrari 750 Monza.

Left: Tamiya's kit of the Honda RA272E, as driven by Ritchie Ginther. The American driver scored what would be his only Formula One victory, and Honda's first win as a constructor, in this car at the Mexican Grand Prix on October 24, 1965.

Golden Age Stars of IPMS #20

Hollywood publicists loved “rags-to-riches” stories, such as the famous one of Lana Turner being discovered in a drugstore. By any measure, **Elyse Knox** wouldn’t qualify. She came from a well-to-do family (her father, William Franklin Knox, was Secretary of the Navy under FDR for much of WW2), and she was famous as a fashion designer and model before she became an actress. Her father was just her first brush with celebrity; she married football star/sportscaster Tom Harmon, and was the mother of UCLA quarterback/actor Mark Harmon, the mother-in-law of singer Ricky Nelson, and the grandmother of actress Tracy Nelson, and Gunnar and Matthew Nelson of rock band The Nelsons.

Elyse’s Hollywood career consisted mainly of being the “love interest” in light comedies and horror movies. Her best-known role was probably opposite Lon Cheney Jr. in 1942’s *The Mummy’s Tomb*. But she makes it into this series on the strength of her wedding gown.

Tom Harmon traded in his football jersey for a set of USAAF pilot’s wings, being first assigned to a B-25 unit in South America, where he survived alone for four days in the jungle in a tropical storm after

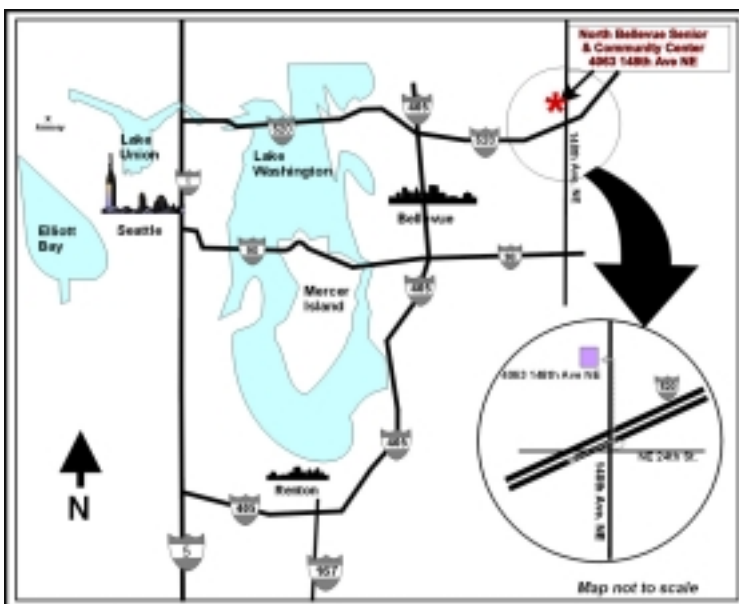


parachuting from his stricken aircraft. By late 1943, Harmon was in China, flying P-38s with the 449th FS, and was credited with shooting down two Japanese fighters

on October 30. On a later mission, Harmon was shot down, being forced to parachute, badly burned, deep in Japanese-held territory. Harmon was found by friendly Chinese, who were eventually able to carry him (Harmon couldn’t walk) to the Allied lines. When Harmon returned to the US to recuperate, he married Elyse Knox in the chapel at the University of Michigan. Her wedding dress was fashioned from the silk of the parachute that saved Harmon’s life over China, and that’s what makes Elyse a Golden Age Star of IPMS.



Meeting Reminder



October 19 10 AM - 1 PM Crafts Room

**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.