

# Seattle Chapter News



Seattle Chapter IPMS/USA  
April 2003

## PREZNOTES



Welcome to our April issue. I hope you enjoy what our esteemed editor has placed within these pages as much as I always do.

I hope y'all enjoyed the Spring Show as much as I did. Wasn't that scratchbuilt Capelis XC-12 a joy to behold! Just kidding...



This month is actually our Spring Show. I hope you are all ready and have your models packed and ready to go. If you're reading this at 3 AM on show day whilst waiting for your paint to dry, good luck on finishing your project - the doors open in only six hours.

Recently, one of the on-line hobby sites had an announcement about the release of the Hobbycraft P-59, with test shots. Then, a day or two later one of the aftermarket companies announced a superdetailed cockpit set for the model. Puhleeze! I know that Hobbycraft can be somewhat hit or miss when it comes to detailed interiors, but how do we know that the interior for the new kit is even going to need replacing? It never ceases to amaze me how some modelers will part with their modeling \$\$ just to enhance a particular model that may not need it at all. This certainly applies to most Tamiya and Hasegawa kits (among others) and still, we see cockpit

sets, control sets, and more. Just what is it with these sets with separate rudders, elevators, ailerons, etc? You have to cut the parts from the original kit to replace them with the resin bits - why not just glue the kit parts back on! I do it frequently to my models, turn the rudder, drop the elevators, and so on. Now, I admit, I have

purchased aftermarket detail sets - but only for models that really need them!! For example, I recently purchased the Cutting Edge sets for my Testors/Hawk U-2. They definitely will enhance the model. Unfortunately, I'll probably never see the cockpit set for my Frog Whitley, but right now there are several sets forthcoming for the brand new Hasegawa F-8

Crusader! And unfortunately, none of them will be for the prettiest F-8 Crusader ever - the NASA supercritical wing test aircraft. Oh well...

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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 2003 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 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.

**April 19** (Spring Show at Renton Community Center, 1715 Maple Valley Highway, Renton)

**May 10**

**June 14**

**July 12**

**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  
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 Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

## Editorial: The Global Coffee Shop

by Paul A. Ludwig

I really enjoyed our meeting, organized by Steve Tontoni, at the Global Coffee Shop in Renton a few Saturdays ago, and I suggested to Jim Schubert and others that we make meetings at the Global a once-a-month regular meeting. I would not go so far as to suggest that we drop the once-a-month meeting at the Museum of Flight on the first Thursday for the Thursday Night Irregulars group, but I have tended to avoid the first Thursday meetings because of lack of interest – other than the late dinners at Randy's afterwards!

Those who came to the Global will recall that a table was set up for model makers, and that the host and hostess were not only friendly, but that they also cater to airplane people, put airplane pictures on their walls, make great sandwiches, and in their spare time are building a flyable replica of a famous airplane [*the Douglas World Cruiser – ED*]. My most firm

impression of meetings at the Museum is of a warden checking on us with a dead expression while on his tour of the premises, looking for untoward activity. And the staff has lowered the wattage on the bulbs in our meeting room. The models our members made heralding the Champlin Collection were displayed and then put away – for what may be forever.

The Global serves good food at a good price, and meeting there on a Saturday morning in the sunlight a few Saturdays ago was a delight compared to being at Randy's after dark. Let us go where we are wanted. I prefer Saturday morning meetings to Thursday evenings because the hockey playoffs are due to be on TV most evenings, but that's just me. Steve told me that very few members expressed an interest in meeting at the Global, and that I was one of the few who did. This editorial is intended to elicit more interest in such meetings. When was the last time a host set up a table for works in progress? The TNI have fewer hosts for home meetings since a few members moved farther away, and since we lost Ted. Let us give the Global another try.

## Spring Show Registration Forms Available for Download on Web Site

If you'd like to save yourself the hassle of hurriedly filling out your Spring Show registration forms at the show itself, you can download the forms at the IPMS Seattle web site, and fill them in at your own convenience. The forms are available as either Microsoft Word or Adobe PDF files.

There will be two separate lines for registration the morning of the show, one for pre-filled out forms and one for forms that need to be filled out at the show. **Do not fill in the number!** This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

To download the forms, go to

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

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## IPMS Seattle Spring Show Special Awards

Here's an updated list of Special Awards for the IPMS Seattle Spring Show:

**Best Aircraft From the First Twenty Years (1903-1923)** sponsored by Pearson Modeleers

**Best British Subject** sponsored by Robert Allen, Keith Laird, & Andrew Birkbeck

**Best Canadian Subject** sponsored by Jim Schubert

**Best Civil Auto/Motorcycle** sponsored by Jon Fincher

**Best Finish/Ted Holowchuk Award** sponsored by IPMS Seattle (tentative)

**Best Floatplane** sponsored by Bob Dempster/Douglas World Cruiser Foundation

**Best French Subject** sponsored by Pascal Valadier

**Best Italian Subject** sponsored by Emil Minerich/Skyway Model Shop

**Best Red Airplane** sponsored by Chris Banyai-Riepl/Internet Modeler

**Best Small Air Forces** sponsored by Will Perry & Stephen Tontoni

**Best WWII Japanese Aircraft** sponsored by IPMS/Palouse Area Modelers

**Best WWII Pacific Theatre** sponsored by Tracy White

**NABBROKE Award** sponsored by Scott Kruize & Ken Murphy

**Note:** NABBROKE stands for "Nostalgic Aging Baby Boomer Real Old Kit Experience" and will be awarded for the best kit no newer than 1970 built as issued, that is, "Out-of-the-box" with no aftermarket parts/markings, kitbashing, or work to correct kit flaws. Must have brief description (index card) of building experience, then and now.

## Spring Show Schedule and Fees

Date: Saturday, April 19

Registration, 9:15 am until noon.

Public Viewing, 10 am until 3 pm.

Judging, 12 noon until 3 pm.

Awards, 3:30 pm.

Show close, 4 pm.

Entry fee: Adults, \$6;

Juniors and spectators, \$2.

As in years past, we will have a raffle this year. Entrants will receive one ticket per model up to five. Unlike years past, you will be able to buy tickets, so the raffle will not just be limited to people entering the contest. Ticket Prices: one ticket, \$1; six tickets, \$5; 15 tickets, \$10.

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## The Unknown Exhibition of Captured Enemy Aircraft

by Terry D. Moore

In November 1945, the Royal Aircraft Establishment conducted an exhibition at Farnborough of captured Luftwaffe aircraft, engines, and equipment. Aircraft of all types were on display, including all the newest jet and rocket aircraft. Some of the aircraft had been captured during the war, but the majority was taken after the surrender of Germany, including the latest jet aircraft, plus some of the most unusual designs ever seen. The Blohm and Voss Bv 155, the Fi 103R manned version of the V-1, and a Horten flying wing were a few of the experimental types that were put on display to the public. After the exhibition, some types continued to be tested, some were sent to museums, but most were broken up for scrap.

However, there were a few types that never were seen by the public. In a hangar, secured from the public eye, were a number of aircraft that to this day remain little known or thought to be only "paper" airplanes. These subjects were labeled "Most Secret" and were analyzed by the Establishment's group of engineers and technicians who were referred to only as Sector B17. The collection of types was small but was considered so technically advanced that the information derived from the testing of these aircraft would be of considerable use to the British aviation industry in the post war years.

The Air Ministry assigned an "Air Min" number to these aircraft even though the official records do not indicate that a number was assigned, officially listed as a "number not assigned". It is believed this is the first time that these photos have ever been published.



**Focke Wulf Ta 154 Moskito, Wk No unknown, Air Min 138 (?)**

Why Sector B17 kept this aircraft is somewhat of a mystery. The Luftwaffe answer to the De Havilland Mosquito was a rather well known type even though it was not a successful aircraft. It is believed that the study centered mainly on the adhesives used in its construction. This was the downfall of the aircraft, as the adhesive used for its assembly had a tendency towards failure. It was thought that the adhesives could be improved upon and as a matter of fact a modified formula was tested on the Reindeer four-engine turboprop airliner, but that airplane's problem with metal fatigue (the tail group had a tendency to fall off after only a few thousand flight hours) rendered the tests useless as the aircraft was grounded. Apparently, the Moskito was never flown at the RAE and the final disposition of the Ta 154 is not known. (The story of the Reindeer is well told in the movie *No Highway in the Sky*, starring James Stewart).

**Focke Wulf Ta 183 Hucklebein, Wk No 101007, Air Min 78**

The Hucklebein was captured nearly intact in the British sector of occupied Germany near Vonestamgen. It was secretly shipped to the RAE where it was tested extensively, including a number of flights. Knowledge gained during testing contributed to the design of the RAF's successful post war fighters. It was damaged in a taxiing accident April 1, 1946. The Hucklebein was not repaired and eventually was cut up for scrap, however, not before an enterprising young aircraft enthusiast made a sketch of the remains and sold them to an American model kit manufacturer, who in the mid-'50s produced a kit and sold it as a MiG-19, or Yak-25, depending on the box art.

**Focke Wulf Triebflugel, Wk No unknown, Air Min 232**

The Triebflugel was captured at the same time as the Hucklebein, at Vonestamgen. It was assembled using parts of various damaged airframes that were available, enough to make a complete, flyable aircraft. However, upon its return to



Farnborough, not a single test pilot was willing to fly it and it was looked upon as "a most unusual curiosity". The nose section eventually found its way to Pinewood Studios where it was used in a number of forgettable movies, but the aft section containing the rotor (minus the ramjet engines) found its way to Llandudno, in Wales, where it was used as a windmill for quite a number of years.

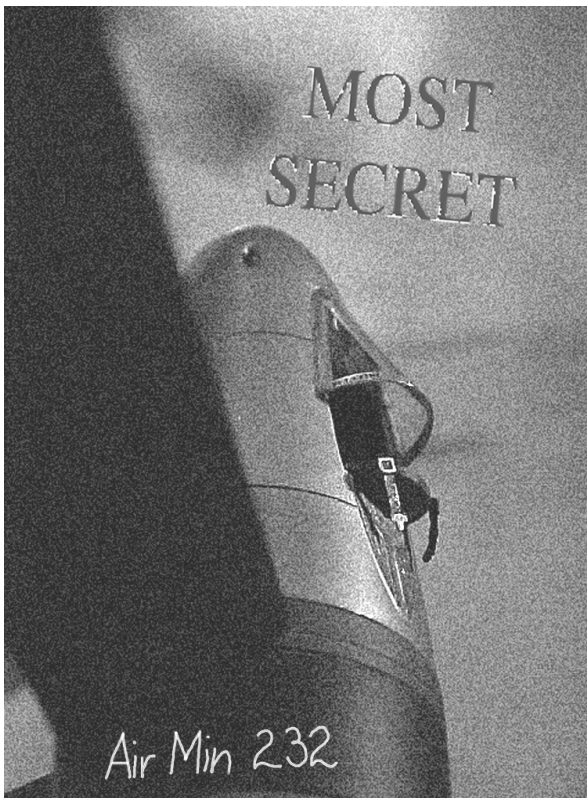
**Lippisch P13a, Wk No 107101, Air Min 98**

The Lippisch delta wing aircraft was found near Stachel, complete, but disassembled. It was thought to have made at least two flights on April 1, 1945, but no documentation was found. The Lippisch was shipped back to Farnborough and reassembled. Although its engine was complete, it was not reinstalled in the aircraft but was tested in the engine test area of Sector B17. A Lancaster bomber was modified to carry the Lippisch aloft for drop tests. It is believed that three flights with the Lancaster were made and there were two successful drop tests. No results were ever published on the flights. The little



Lippisch disappeared into history, as no record of its ultimate disposition has ever been found.

*Two views of the Ta 183 (above and below right), with the tail of the Ta 154 visible in the latter shot. A cockpit close up of the Triebflugel (left) leaves one wondering what the Luftwaffe would have done had they run out of ladders...*



## The BAC/GAF Phoenix: - The TSR.2 for Australia

by Peter Hobbins

1964, and Australia is feeling threatened. A tense standoff with its populous neighbor Indonesia and the likelihood of escalating involvement in Vietnam makes the acquisition of long-range, high-performance strike aircraft a pressing defense need. Although the RAAF has been considering the promising BAC TSR.2 for some time to replace its Canberra fleet, negotiations went cold in 1962, mainly because the UK's Chief of Defence Staff, Lord Louis Mountbatten, is an ardent critic of the programme.

However, following a sudden illness related to his years in the tropics, Mountbatten is forced to resign. BAC and the RAF use all their combined clout to pressure the highest levels of the UK government to renew attempts to bring Australia on as a partner in the TSR.2 programme. Although currying favor with the USA by offering open military support for the Vietnam conflict, Australia's Prime Minister Robert Menzies remains a staunch supporter of the British Empire and is swayed to add his approval to the negotiations. In March 1964 a research and manufacturing agreement is signed between the two nations to complete the construction and flight testing of the TSR.2 prototypes, with longer-term plans for significant Australian involvement in production of 20 combat and four training airframes for the RAAF.

Saved from cancellation, the TSR.2 - now unofficially dubbed the "Phoenix" in light of its last-minute reprieve - completes a very successful flight test programme, confirming it as the most potent low-level strategic strike aircraft in the world. Unfortunately, problems with the Olympus engines and the undercarriage are not sorted out until 1966, but in early 1967 Australia's Government Aircraft Factories (GAF) begin tooling up for production of

certain structural components of the Phoenix (now adopted as the official name). The first BAC/GAF Phoenix, A8-125, is handed over to the RAAF at an official ceremony on 1 December 1967, with several among the top brass thanking their lucky stars they had not opted for the American F-111, now running into enormous and costly development problems.

Entering a relatively new field of high-speed, low-level attack aircraft, the RAAF takes great care to train its aircrews in these demanding mission profiles. No. 1 Squadron is the first to convert from their Canberras, to be followed by 2 Squadron who are currently on a very successful tour of duty in Vietnam. In February 1969 the first 1 Squadron Phoenix arrives at Phan Rang and combat missions begin the following month.



Laden with heavy internal and external loads of conventional ordinance, plus additional fuel, the Phoenixes of No. 1 Squadron soon establish an astounding reputation for pinpoint bombing of high-value strategic targets in North Vietnam. In many instances the aircraft remain undetected and unopposed owing to their ability to approach below radar and too fast for anti-aircraft guns or SAMs to be successfully employed. Only one Phoenix is lost on operations, A8-133, and this is

believed to have been not a result of enemy action but collision with the terrain following a multi-system failure in the navigation computers. Despite this impressive record, the Phoenix fleet did not serve for long in Vietnam; this was partly on account of the limited call for precision deep-penetration attacks for which the aircraft was best suited, and also due to some embarrassment in Washington over the outstanding results obtained with this non-US aircraft.

After several upgrades undertaken conjointly with the RAF's fleet of 100 Phoenixes, the RAAF's aircraft are finally grounded in the late 1990s owing to fatigue problems associated with the stresses of low-level flying.

### Building the Contrail 1/72nd Vacuform TSR.2

This is probably the worst kit I have ever attempted to build. To be fair, I was warned and advised to buy the reputedly excellent Aardvark resin TSR.2, but I wasn't willing to hand over in excess of A\$100 in order to satisfy my whim of modeling an RAAF TSR.2. I found a kit via HyperScale's trading pages, and when it arrived I





realized all the warnings were, if anything, understated. Even by 1970s standards, the vacuform moldings were sloppy and ill-defined, the 'panel lines' were wide, blurry marks on the major components, the canopy was discolored and translucent at best, and to top it off, the Aeroclub undercarriage and ejection seat set which was once available for this kit was no longer obtainable. (I believe there is a second, revised issue of this kit that includes a useable canopy plus the white metal parts, which may go some of the way to redeeming this model.)

On the bright side, I did have an excellent set of 1/72nd plans from *Scale Models International*, February 1985, plus a range of good reference shots obtained from my library, the web, and friends who had photographed the essentially intact prototype at the Imperial War Museum in Duxford. Consultation with the plans showed that the fuselage of the kit was too wide, the nose profile was wrong, and the panel lines were often incorrectly placed. In addition, the kit engine intakes were a completely fictitious shape and were basically abandoned. Rather than go into ponderous detail for a kit I hope nobody else is silly enough to attempt building, I will summarize the main points of construction:

- filled and sanded all panel lines on the fuselage components, then cut off and repositioned nosecone and rescribed all parts according to the SMI plans
- created cockpits using relevant-era ejection seats and plastic rod and strip
- boxed in and detailed undercarriage bays
- made a master shape in balsa and created

- a new canopy via plug-molding of clear acetate sheet
- discarded the kit parts and created the mainplanes, tailplanes and vertical tail from plastic card, cut according to the SMI plans and sanded to aerofoil shape; all panel lines were scribed and actuator 'bumps' made from layers of Gunze Mr Surfacer sanded to shape
- used Bic biro lids as the jetpipe replacements
- cut up a spare 1:32 P-47 drop tank to create correctly shaped intakes and used lots of filler to fair these in to the fuselage sides
- undercarriage created from rod, strip and the spares box
- weapons pylons sanded out of plastic card and attached to modified A-5 drop tanks and spares box raided for a pair of MERs and 12 Mk. 82 bombs.

Lots of fun, as you can imagine! However, I persevered with the project mainly out of bloody-mindedness and the knowledge that this was all improving my modeling skills. When construction was basically complete, I noticed that the forward fuselage had a decided twist in it when



viewed from head on; I corrected what I could with judicious sanding, but eventually decided to live with it - I had to make so many of these compromises along the way that I couldn't stop now.

I reasoned that like the F-111s that were delivered in USAF SEA camouflage, RAAF TSR.2s would have been delivered in an RAF scheme. The model was thus painted with Gunze acrylics in RAF colors of the era - Dark Green and Dark Sea Grey (which differs noticeably from the Extra Dark Sea Grey used on Vietnam-era RAAF Canberras). I then chose roundels from the spares box and a stray Aussie Decals F-111 set to add various serials, stencils and the walkway lines on the upper wings and fuselage - I felt that the latter added some nice visual interest to otherwise bare upper wing surface. Finally, another spare decal allowed me to create a red lightning flash as used by No. 2 Squadron, and the model was complete. Sadly, all my hours of rescribing were in vain as the marks were too shallow and basically disappeared under the paint and varnish. Chalk up another one to experience!

In conclusion, I can't say I'm proud of the construction and finish of this model, which is very sub-standard despite my best efforts. However, I learned a lot while trying to correct the woefully basic kit, and I've really enjoyed being one of the few (but definitely not the only) modelers to have a RAAF TSR.2 on the shelf. I'd like to close by thanking fellow modelers Gary Marshall, Nigel Bunker and Simon Wolff for their inspiration, support and reference material that were all so essential to bringing this project to completion.

*This article was first published on the 'What If - Speculative Modelling' website (<http://kithobbyist.com/whatif/>), and is reproduced here with permission from the Webmaster, and from the author.*





## Revell 1/72<sup>nd</sup> Scale Israeli Republic P-47M

by Stephen Tontoni

As new research unearths more information about Israeli P-47s, I think this subject will be fertile ground for after-market additions. Shamefully, markings for Israeli Jugs are not currently available through **any** company and there are many details that could be added to enhance any bubbletop P-47 to represent one in Israeli service. Rather than paraphrase the outstanding P-47 Thunderbolt article by Chaim Joshen, just read his article about "Jugs Over the Sinai; Israeli Thunderbolts" [at the end of the kit review – ED].



The Revell kit is outstanding. The level of molding is excellent (with some slight sink marks on the upper wing – which may have been caused by my enthusiastic use of Tenax), including adequate interior detail, very nice engine, wheel well detail, separate supercharger gates, sturdy landing gear, open cowl flaps (!), etc. Of special note: this is the only P-47 kit in 1/72nd scale to get the machine guns correct! Most P-47 kits are molded so that

the .50 Brownings are parallel to the leading edge of the wing as is correct for most aircraft. This is incorrect for the P-47; the line of machine guns should be parallel to the ground, not the leading edge. Good job to Revell for catching that!

Although the interior of the Revell kit is okay, I had a True Details interior given to me, so I used that instead. I first painted all the interior Floquil Grimey Black, then shot Floquil Interior Green over that; the places where the green had trouble going left a shadow. It's a good effect and it's easy to do. Regarding green for the P-47; most P-47s would have been a dark green interior and that shade could vary widely. Since I painted the Interior Green over Black, it darkened it up quite a bit. It makes sense

to me. After painting the green, I dry brushed a lighter shade, then picked out things here and there with a detail brush. I used a Fotocut PE instrument panel and found it totally a joy to work with. Fotocut PE is quite different from any other I can think of; instead of cutting the PE off a fret and cleaning that up, with Fotocut, you just remove the perfect piece from a nylon backing. **Easy**. Fotocut instrument panels are two piece affairs: the front with holes

where the dials fit behind, and the back having the dials pre-printed. There's no film to glue on as we're used to doing. I realized a neat trick while doing this project; to attach the back of the instrument panel, I used Future Floor Polish. It dries clear and shiny (for the dials) but it also is a very effective glue for non-load bearing stuff. I highly recommend that.

Next I had to scrape away all the details from the kit so that I could put the True Details interior in. Rather than building the tub of resin bits and inserting it, I chose to glue on the fuselage sidewalls then the instrument panel, and finally the floor (with seat etc). The only real snag that I had was that the Fotocut instrument panel was too wide for the cockpit; I recommend grinding more and doing lots and lots of test fits before committing to a drop of glue.

Before gluing the wing halves together, I cut out the flaps with a razor saw. In the Fotocut PE, you get some really nice looking flap actuators that are very visible on any P-47 with its flaps down. See the picture. Although I took on this next step later, it could have been done any time along the way. Since the PE is one sided, I thought that they might look a little goofy. Instead, I used two sets, and sandwiched the actuators together. That gives the PE two sides, plus it beefs them up quite a bit. In addition to the actuators, you get these teeny tiny bits that need to be attached as well. So there are six actuators in all, and each one is made up of four tiny bits of PE. Primal scream therapy could help.

An additional modification that I made to the kit was moving the bomb shackles outboard to attach rocket tubes where the shackles normally would be. As it turns out, on looking at pictures, I realized that I goofed. In the Brazilian and Israeli P-47s, the rocket tubes were mounted directly under the machine gun shell ejection chutes and the bomb shackles were in their normal location. I discovered my error very late in the process, so I just went ahead with the build.



Construction after zipping up the fuselage was straight-forward. I used a bit of CA here and there to fill, but no putty was needed at all. I used the kit engine after comparing it to an aftermarket resin one, and thought the kit one is just as good or better than the resin. The other aftermarket stuff I used: True Details resin wheels (diamond tread), and Fotcut PE oleo scissors, True Details vac canopy.

After airbrushing the wheel well with Testor's Yellow Zinc Chromate, I masked it off with Blue Tack. It's a sort of gum used to put up posters without marring the surface of the wall. I have heard of Blue Tack leaving a blue residue, so I put it on, shot Aeromaster Medium Gray, and immediately removed the gum. It's a lot easier to push a wad of Blue Tack into a wheel well and make sure that what you want is covered rather than trying to fit a piece of masking tape to that area. Unfortunately, it doesn't work as well with the cockpit where fiddly bits will break off under the Blue Tack. I then masked and shot Testor's ModelMaster Insignia Red on the nacelle, prop hub and the rudder.

Next I applied a mask using Post-It notes and sprayed the model Floquil USAAC Olive Drab. I removed all the masks except what was covering the red, and shot Floquil Italian Sand haphazardly. Accord-

ing to my research, on the Israeli P-47s, there was no set pattern to be used. The only thing that was common to them all was that the Brazilian Star and Bars on the wing and on the fuselage were overpainted with some sort of sand color at that time.

I gloss coated the model to prepare for decalling. I used markings from Isradecal for the insignias, from SuperScale (tank & vehicle kill markings), from Roden (squadron insignia on tail) and the kit (NO STEP

on flaps, various stencils). The aircraft that I chose to model would have been flown mostly by Lt. Hurya B' Yessin in 1948.

I love Isradecals; they are very hearty decals but respond well to Solvaset. They went down very nicely. The Superscale decals and Revell decals went down easily as well. The Roden decals that I used didn't really respond to Micro-Sol or Solvaset, so I went to Extra Strength Micro-Sol. They only adhered to the surface after I used a lot of pressure with a Q-tip soaked in solvent.

I next gloss coated that so that I could run dirty thinner through all the panel lines. After that had dried a day, I used Novus 2 (for fine scratches) to polish off the dirty thinner that wasn't in the panel lines. The neat thing about doing it this way is that it's cumulative; if you think they aren't dark enough, apply more dark and polish away the next day. I like the effect that I got with it. Testor's Dull-Cote over the top and that was that.

After that, it was just fiddly bits and a little bit of weathering to call it good.

I highly recommend the Revell kit; at about \$8 retail, it's a great bargain. The decal sheet that came with it was huge and





printed very nicely. I'm sure I can use those decals on another model some time. With the addition of some aftermarket details, this kit can be made into an outstanding model.

## Jugs Over the Sinai; Israeli Thunderbolts

by Chaim Joshen

In late 1948, five P-47Ds landed at Ramat David to be put into Israeli use. The next day, they were joined by a sixth that had encountered minor mechanical difficulties, forcing it to fly in later. They joined the First Fighter Squadron, which was still flying Avia S-199s at the time. Over their olive drab, a generic sand color was applied haphazardly to camouflage the Jugs. In addition, wing mounted rocket tubes were procured to make the Thunderbolts more valuable ground attack machines. In less than a month, Egyptian infantry and armored columns were shocked when they were strafed and rocketed by two of the ground attack Jugs. Because of problems procuring spares, however, no more than two Thunderbolts ever attacked a ground target at the same time.

These ex-Brazilian Air Force P-47s were flown from Italy to Switzerland (ostensibly to be modified for civil use as fire bombers carrying external chemical tanks. Instead, they were then flown to Austria (where they were given another bogus registry), and to Czechoslovakia before they were able to cross over to Israel. In this way, the pilots flying them were able to stay one step ahead of any officials who might have been too curious about the Jugs' presence.

While there were air-to-air encounters between these Jugs and other aircraft, their primary role was ground attack. There has been much speculation on how well the Israeli Jugs would have fared against Egyptian Spitfire Mk.IXs, but they never actually faced each other. The Spitfire would have had the edge in maneuverability and range of cannons, but the Jug was faster in a dive or flat out and had heavier



(due to rate of fire) weaponry at closer range. Also, the Jugs had much sturdier construction than the water-cooled Spit had. Against other competition, the P-47s gave better than received; in one instance a flight of two Thunderbolts viciously attacked a flight of six Egyptian Macchi C.205 Veltrons at low altitude. Two of the Macchis went down immediately and two others limped back to their bases. The Israeli Jugs made a single pass and were

gone before the Egyptian pilots knew where the attack was coming from.

*[Thanks again to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use the Israeli P-47 articles, and Jim Schubert's Gladiator In Action review - ED]*

*On this page: Another nice Israeli Jug, this one made by Terry Moore*





## Lose Something?

by Scott Kruize

I don't mean that piece of photo-etched brass grillwork that you could've sworn you put right there, just a moment ago. It'll turn up.

No, I mean something else entirely. Remember way back, when you were a kid, building plastic models for the first time? You didn't do it to win an award. You didn't do it so you could enter a contest. It didn't even occur to you that such a thing was possible. Had some grownup - the current you, perhaps, slipping back via time machine - had solemnly told you all about IPMS contests and shown you pictures of the entries, you wouldn't have been at all interested in competing. Obviously, those models were beyond your abilities, and looked like way too much work to make them that way.

You built models because it was fun.

My friend Ken Murphy and I know this. We were young boys once, building models because it was fun. After a very long absence, we've now resumed plastic modeling, and do so because -we insist- we think it's still fun.

Here you are today, doing high-quality workmanship with tools, techniques, and skills quite beyond your childhood imagination. It shows. The two years I've been attending IPMS Seattle and NorthWest Scale Modelers meetings haven't diminished my amazement at how good the models are. The best come out at the yearly contest, which last year I helped judge. The hard part - and it was really hard - was selecting winners from among such works of art. My judging team basically had to resort to finding subtle, almost infinitesimal defects to rank models within an eyelash of each other. These experiences inspire admiration for my fellow modelers, but this positive feeling is balanced by the uneasy feeling that you're

all working way too hard at this. How can you possibly be having any fun?

In fact, there's empirical evidence that you all need to lighten up, and are glad when chances arise to do so.

Here are three:

Will Perry once brought in a big plastic ladybug. He explained it was supposed to be a toy for his daughter, but he got interested in it, and snatched it away to build it himself. I remember the smiling enthusiasm of the club members as they gathered round to see it after Show-and-Tell.



Ted Holowchuk - the man you master craftsmen readily accord the role of the Master Craftsman - used to bring in great projects. But do you recall the time he brought his model of Snoopy on his doghouse, playing the World War One Flying Ace? He himself remarked that he built it just for fun, and like the ladybug, the other members obviously enjoyed seeing it.

Last example: one night at the Museum of Flight, the NorthWest Scale Modelers were allowed into the upstairs hallway. Its large glass case has a donated collection of '50s and '60s models. None of them could pass the most cursory glance from a judge

today, but every last member happily looked them over, moving back and forth along the display case, pointing and crying, "I had that!" - "I built that!" - "I remember that one!"

See? It's useless to try to conceal your remembrance that modeling was fun. You have lost something, and you know it. Might as well admit it!

You're welcome to find it again by playing the new event Ken Murphy and I are sponsoring this year, the Nostalgic Aging Baby Boomer Real Old Kit Experience. It's our reaction against modeling taken too seriously. Not that we don't admire such

efforts, but we want to evoke the simpler pleasures we remember from our start in modeling. So we'll have a separate table away from the contest-caliber creations.

We call on all the Seattle IPMS members, the NorthWest Scale Modelers, and all our friends-and-relations in every other club that are coming to see us on April 19. Dig out a kit first released by 1970 - something you once built in that distant past when all you cared about was having fun - and just build it. Build it with a little care and patience; build it with modern paints and

*Continued on page 14*

## Dragon Models 1/35th Scale 60 cm Moerser “Karl” Geraet 040

by Cookie Sewell, courtesy AMPS

The Germans and French have always had diametrically opposed views of artillery. The Germans always thought that if one round could do the job right the first time, get a bigger gun. The French concept was that a lot of little rounds fired very fast can do the same job. Both got their test during WWI, and both sides found the wisdom and folly of their choices. The French found that their concept was a sure winner

weapon still went around 124 metric tons in firing order, at least it only needed to be broken into two components for movement and could position itself once it arrived in its firing position. One prototype and five production guns were built.

Later, while the 600mm projectile was found to be perfect for eliminating pesky Soviet defenders a block at a time, it was too short-ranged and the guns were always in danger of simple enemy counterbattery fire. As a result, a smaller 54 cm barrel was designed which gave the weapon a 50% increase in effective range while still throwing a nearly 3,000 pound projectile. The guns were all given names, just as with the German superheavy



as an infantry killer, but the Germans found that their concept was a fortress cracker and excellent suppression weapon. When the Germans began to rearm for WWII, they still saw a need for fortress crackers. But the one drawback to their WWI version, the 42 cm “Big Bertha”, was that it was very slow and very hard to maneuver due to its huge size and the number of loads it had to travel in. They therefore took its new progeny; a 60 cm ultraheavy mortar dubbed Geraet (Equipment) 040, and put it on a specially designed self-propelled chassis. While the complete

railway guns: *Adam* (I), *Eve* (II), *Thor* (III), *Odin* (VI), *Loki* (V), and *Ziu* (VI). *Eve* and *Loki* were captured by US forces in 1945. This is a stunning vehicle in size and concept, and has been done in 1/72nd scale as a plastic kit and by several manufacturers as a resin or combination kit. Now, in honor of its 10th Anniversary, Dragon Models has released a very impressive 1/35<sup>th</sup> scale kit of this monster.

First off, it does not come in a normal model box but rather in a heavy cardboard crate. The model box is so large that

unpacking the review sample literally made my granddaughter’s day with its size and the amount of excelsior used to protect it! The box has a two-sided cardboard sleeve with the traditional excellent Ron Volstad artwork on both sides. Once inside, the kit is essentially a typical Dragon affair but on steroids. The hull alone is a single-piece molding with all 22 road wheel axles molded in place and is over 31 cm long. There are unfortunately ejector pin marks right above each of the axle mounts, but they appear to be easy to remove; remember it’s hard to get something this big and as rigid as it is out of the molds without some help. The model comes with a complete running gear and to the sighs of relief of many modelers, this kit uses “link and length” track rather than complete single link assemblies. Alas, each shoe has two injection pin marks, but these are easily removed with a small file. The road wheels are all hollow backed, but considering the gun comes in the “down” position, the wheels are closely spaced, and there is little room above them, this is basically an inconsequential detail. The actual gun mounts are big, but DML has tried to ensure that they do not wind up toy-like in the fashion of the old Renwal Atomic Cannon.

The parts are assembled in structures so that they replicate the massive frames of the original and appear reasonably convincing when compared to photos. The rammer assembly is included and likewise is built up from smaller parts to create something that appears able to deal with a 5,400 pound shell. The gun itself is **massive** and takes a lot more parts than I would have thought. Some may whine as the main gun tube is a two-part styrene assembly and not turned aluminum, but at the size of the tube it would either weigh six or seven ounces or cost more than the rest of the kit, so DML can’t be blamed for its choice. The tube is – surprise! – rifled, so they did try to do it right and I give them credit for expediency over silliness. The driver’s position is supplied as well, but most modelers will probably just wish to use the cover (part B10) to conceal it.

As this wasn't a full-up cross-country chassis, it's pretty spartan as well. In order to help keep the massive breech in battery, the model uses two springs mounted inside the recoil carriage. The small steel axle mounts on the left upper side of the cradle, but appears to serve no strengthening function that I can see. The shell is a nice touch and is big, heavy and neatly turned. The model comes with two options: an RLM gray scheme for *Loki* (Gun V) or a three-color camouflage scheme for *Ziu* (Gun VI). At this time it is not known if DML will produce a tender vehicle with more projectiles, or offer the projectiles separately as Tamiya did for its *Sturmtiger*. Overall this appears to be a really nicely done kit, and one that will keep the after-market folks busy with conversions and add-ons. Right now it can use (but does not need) an 80-wheel mobile barrel transport trailer, a 24-wheel carriage transport trailer, the railway carrier sections, the 54 cm barrel option, a Munitionswagen IV ammo carrier, more ammunition, crew figures, etched brass, markings for the other four guns – everyone in the armor modeling fraternity should find something which will enhance this kit and make it a showstopper. Thanks to Freddie Leung of DML for the review sample.

390 parts (386 in light grey styrene, 2 steel springs, 1 turned aluminum projectile, 1 steel axle); retail price \$69.95 per the Dragon Models website

Advantages: first injected molded kit of this vehicle in this scale; very nicely done and includes the more popular “link and length” track system; half the price of resin or composite versions of this vehicle.

Disadvantages: only builds the 60 cm version of the vehicle; some minor shortcuts in production; some may wish for a turned barrel (see comments).

Rating: Highly Recommended.

Recommendation: for all German and artillery fans.

## *Lose It*

from page 12

tools. But build it out-of-the-box, without all those expensive third-party aftermarket enhancements. No cast resin bulged tires; no photo-etched metal engine and cockpit details. No vacu-formed canopies; no guaranteed-authentic, fully documented, complete decal sets!

Just between us, Ken and I know that the kits will take a little longer now than back then. We can't build one in an hour any more, either. So go ahead and build as you please, but relax and enjoy it. Take your time, but don't take a month. We know you can't spare it from your serious entries. But you can certainly take a few hours off, spread over a few days, to recapture some of the pleasure you had as a kid, modeling just for fun. Don't do this to increase your chance of winning an award, because we're not giving away anything of consequence. Besides, we'll do our best to contravene all rational bases for judging: we won't pick the most complex subject, the highest craftsmanship, or the most convincing rendition of scale realism. No, we're going to judge with arbitrary caprice, and pick the creation that most tickles our nostalgic fancy!

The 'real' contest will go on as it will, and this will have very little effect on it. The regular categories will no doubt have at least as many entries as ever, and judging will be even harder than before, as the models represent the enormous amount of skilled labor, time and expense that you're all so justifiably famous for investing. But couldn't you take a break, just for a little while, and put together some old kit, just for the nostalgic fun of it?

All those major engineering production projects at the serious IPMS category entries will get the most intensive, careful, technical scrutiny they deserve. At our table, we'll play and reminisce. We're confident that our ability to do that hasn't been lost. What about yours?

## *PrezNotes*

from page 1

What I would like to see are more accurizing sets, especially for older kits or for newer kits that are flawed in some serious manner. I'd love to see a new cowling for the 1/48th scale Hobbycraft Beaver kit. I don't have the time (or talent) to scratch build a new engine cowl for this model and it really needs one. The Monogram PBY is a good example of a kit that needs a serious flaw corrected. The fuselage at the base of the rudder is terribly inaccurate. Fortunately, Belcher Bits from Canada stepped up and produced a whole tail section for the model that makes it look like a PBY. I'll bet you a dollar I see a detail set for the new Tamiya P-47 before I see a similar product for the Hobbycraft Beaver. Thanks for letting me vent. Oops! This just in....ScaleQuest has just announced an “exterior enhancement set” for the Tamiya P-47. (Expletive deleted). Film at 11.

If you do finish that last minute project before the sun comes up, I would like to ask that you be at the venue by 8 AM to help with the setup of the show. With enough volunteers it will take only an hour or so. Also, if you have not been pegged to judge, if you could take some time to help with registration, or help with the raffle, or any of a number of small tasks, it would make it easier for everyone to enjoy the show. I thank you in advance.

And remember: everyone has a photographic memory - some just don't have film.

We'll see you at the show!

## *Jerry*



## Upcoming Model Shows and Contests

### Saturday, April 19

**IPMS Seattle Spring Show.** Schedule; Registration, 9:15 am until noon. Public Viewing, 10 am until 3 pm. Judging, 12 noon until 3 pm. Awards, 3:30 pm. Show close, 4 pm. Entry fee: Adults, \$6; Juniors and spectators, \$2. See page 3 in this newsletter for more show details. Renton Community Center, 1715 Maple Valley Highway, Renton. For more information, <http://www.ipms-seattle.org>.

### Saturday, April 26

**Galaxy Hobby Kids' Model Contest.** Age under 18 only. Door prizes. Categories: Diorama; Figures; Armor; Aircraft; Cars; Trucks; Ships. Age Groups: Youth (10 & Under); Juniors (11 - 13); Seniors (14-17). Entry fee: \$1 for each model. Schedule: Registration: Friday 3 - 7 pm, and Saturday 10 am - 12 noon. Judging: 1:30 - 2:30 pm; Awards: 3:30 pm; Pick Up Models: 4 pm. 196th & Highway 99, Lynnwood. For more information, call 425-670-0454, or [http://www.galaxyhobby.com/kids\\_model\\_contest.htm](http://www.galaxyhobby.com/kids_model_contest.htm)

### Saturday, May 31

**IPMS Alexander Pearson Modeleers 2003 Invitational Model Show and Contest.** Theme: 100th Anniversary of Flight: the First 20 Years (1903-1923). IPMS Class Categories And Rules. Best Of Categories: Best Aircraft; Best Armor; Best Automotive; Best Ship; Best Space Fact/Sci-Fi/Fantasy; Best Single Figure; Best Diorama; Best Junior Age 11-17; Best Junior Age 10 And Under. Special Categories: Judges' Choice; Contestants' Choice; People's Choice; Theme Aircraft - Oregon Ace Subject; Polish Subject; French Subject; Sow's Ear (Any subject reworked/detailed from an old, poorly engineered kit). Entry fee: Contest Entry: Adult: \$5 for 1-3 models, and \$1 each additional model; Juniors, age 11 -17: \$1 model entry; Juniors, age 10 and Under: Free; Display Entry: Free. Jack Murdock Aviation Center, Pearson Air Museum, 1115 E 5th, Vancouver, Washington. For more information, contact Pascal Valadier at 503-282-9371, or <http://www.angelfire.com/wa3/ipmspearsonmodeleers/index.html>

## Odessa Fly-In

by Gordon Erickson

On April 26, as part of their annual "Spring Fling" celebration, the eastern Washington town of Odessa is sponsoring an event called "Jubilee In The Desert Music Festival /Vintage Aircraft Fly-In". Odessa is about 30 miles east of Moses Lake and about 10 minutes off of I-90.

One of the unique aspects of this fly-in is that, starting at 11 am, the aircraft will taxi from the airport down the highway to the display area at a park in the middle of downtown Odessa. There will also be a live music festival at the park - the organizers are even bringing in a musical act from Branson, MO.

With all of the other festivities associated with the "Spring Fling" I think that this event would hold a lot of enjoyment for not just our club members but their entire families.

Anyone wanting additional information can contact Lou at 800-345-6807.

## Reminder

**There is no second Saturday meeting at Bellevue in April - this month's meeting is the Spring Show, the third Saturday in Renton. See you there!**

## Book Review: *Gloster Gladiator In Action No. 187* by W. A. Harrison

reviewed by Jim Schubert

This is the fifth review of recent reference publications on the Gloster Gladiator and it is a winner. Given its MSRP of \$9.95, it is clearly the best value for money of the five titles reviewed and that's especially true if you're only going to buy one Gladiator reference. Speaking of references, to bring you up to date, *Internet Modeler* has covered recent Gladiator releases as follows:

May 2002: Book reviews - Osprey and Mushroom  
Jan. 2003: Book review - *Warpaint No. 37*, and kit review - Roden 1/48th scale Mk.I  
Feb. 2003: Book review - *Monographie Lotnicze No. 24*.

The kit review in the January 2003 issue listed all Gladiator references then known to me. To that list must now be added the *Warpaint No. 37* and the Squadron Signal *In Action* here reviewed.

We planned to get this review in last month's issue but didn't make it because, although Squadron was advertising this title in December and early January, it did not become available until too late in January for me to beat the editor's deadline. It was, however, worth the wait. The quality of photo reproduction is clearly the best of the lot - a hallmark of Squadron Signal's recent *In Action* series.

To continue the by-the-numbers comparison/evaluation of Gladiator references that I've been using, here are the numbers:

Cover: Color painting  
Back: Two color paintings  
Color profiles: 10  
Color photos: none  
B & W photos: 99  
GA Drawings: 11  
Isometric Drawings: 14  
Appendices/Tables: None  
Pages: 54

This title is the best value for money of the five works reviewed and has the best reproduced black and white photos, many of which do not appear in the other four reference works. I bought the review copy

from Emil Meinrich's Skyway Model Shop in Seattle for \$9.95 plus sales tax.



This volume, and most *In Actions*, would be of more value to modelers and enthusiasts if they contained more and better General Arrangement drawings and more close-up photos of details on the subjects that Squadron do not intend to cover in separate *Walk Around* volumes. Now, Mr. Campbell, how about a combined *In Action/Walk Around* on the Boeing Stearman PT-13, 17, N2S, etc. trainer?

Squadron Signal Publications,  
Carrollton, Texas, 2003  
ISBN: 0-89747-450-3

## Spring Show Reminder

## April 19 **9:15 AM - 4 PM**

### Spring Show Venue

The location for our Spring Show this year is the **Renton Community Center, at 1715 Maple Valley Highway, Renton.**

#### Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot. For more detailed info, please go to <http://www.ipms-seattle.org/>