

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2003

PREZNOTES



I warned you a month ago that this would be an “airline” Preznotes. Here I am, at the very end of a spoke in the so-called hub and spoke system with an aircraft a few hundred miles away, unserviceable. I’m here for the night: nothing to read, no hobby shop in town, and only a handful of channels on the hotel TV. The flight was actually the most comfortable part of the trip - no jammed knees. Whilst waiting to fly out, I had a chance to observe the TSA agents at the small airport. They were certainly aggressive, almost to the point of being over-zealous, when it comes to going through your luggage. I certainly wouldn’t want to have to examine a suitcase full of dirty laundry. Ewww.

Well, I made it through the first half of the year without breaking my New Year’s resolution of not starting anything new. I weakened about a month ago and actually opened a box from my garage-o-kits. However, I backed off from actually ripping parts from the sprue and put the kit away. I amazed even myself and went back to work on the things still on the bench: Craftmaster hydros, Lunar Models 32” *Seaview*, Bv 141, and of course, the dreaded *Tora Tora Tora* Val project. I’ve got four hydros on the bench and I’m painting them as *Miss Bardahl*, *Hawaii Kai III*, *Coral Reef*, and *Gale IV*. Yeah, I know *Gale IV* is a @#%&*! Detroit boat, but I made a promise to Joanne Ludwig (Paul’s better half) that I’d build it. Of course, it will be sitting in a rose garden, where the boat, with Wild Bill Cantrell aboard, took the north turn a wee bit too wide at the 1954 Gold Cup race in Seattle and ended up as the centerpiece of a lawn party. *Gale IV* and *Coral Reef* have natural wood decks, and I’ve finessed my method of replicating the deck finish. I plan on giving a brief demo at the July or August meeting. As this is written, all four are somewhat short of completion, but I hope to have at least one done to take with me to Oklahoma City for the national convention.

Patience, apparently, will be rewarded. A lot of subjects released as kits by Aurora or first generation vacuform companies seem to be showing up at the local hobby emporium as injection molded kits. Included on the pile on my workbench was the ancient Aurora H-21 “Flying Banana”. It was close to the top of the stack of kits on my bench when I saw an ad for the forthcoming Fonderie Miniatures kit of the same machine. Just in time, too! The Aurora kit requires a **ton** of work: relocating cabin windows, detailing the interior, rebuilding the rotor blades, scratchbuilding the landing gear, and so on, and so on, and so on...I even had a method figured out to vacuform the front canopy using my trusty Mattel! It certainly is nice to see some of these things finally coming out in a decent form. Although the kit manufacturers like Tamigawa aren’t touching anything as esoteric as a “Flying Banana”, the smaller companies like Classic Airframe, Fonderie, Battle Axe, plus all of Bill Osborn’s favorites are coming out with subjects that are **different** and therefore, exciting. They might be somewhat of a headache to finish at times but I, for one, am willing to live with the headaches just to see something different on the shelf.

Continued on page 15

In This Issue

Restoring a Widgeon	3
Skyway Model Shop Sale	3
Fire on the Flight Deck	4
New Aftermarket Parts	5
Sword Sikorsky S-43	6
Silver Cloud M.B.5	7
Octopus Firefly Mk.I	8
Firefly Mk.I Photos	9
Craftworks Bf 109K	10
Revell Honda Tuner	12
LF Curtiss R2C-1	14
Upcoming Shows	15
Aeroclub Bristol F.2B	16

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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.

July 12
September 13

August 9
October 11

IPMS/USA NEW MEMBER APPLICATION

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

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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
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 If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

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Restoring a Grumman Widgeon – in 1/72nd Scale

by Bob MacArthur, IPMS Anchorage

Anyone with a collection of built plastic models has most likely experienced the problem of damage. Displays, contests, even the relocation of your collection can result in broken or missing parts. Sometimes, that damage is considered fatal. Many of those “unrepairable” models have ended up in the dump. I can speak of that from personal experience. After building models since the days of Strombecker wood kits, and 24 years in the Army, I’ve trashed more than my share. Finally, I woke up to an obvious alternative – bring that “unrepairable” trash back to a new life. In simple terms, change the story your model tells.

An example is an old 1/72nd scale Airfix Grumman Widgeon. I first built the kit long before IPMS came into being. Between then and now, that model – and many others – were moved many times, from Washington state to the Panama Canal, and to Alaska, with a few three-or-four-year stops in between. At some point along the way, I boxed it and forgot it. I recently rediscovered the model which, by now, was missing a blade from each prop, and the left landing gear. The paint job was also a poor example of early 1960s, inexperienced, brush painting.

Alaska, where I’m living, has been a modeling inspiration, especially for aircraft. We have several operational Widgeons – at least four are here in Anchorage. As I looked at the model, an idea hit me. The Widgeon is amphibious, so dump the other gear and repaint the model as one of ours. This was soon accomplished. There was

still the broken prop problem, and an additional problem – the model just did not look good tipped on one side.

At a recent Regional, I saw a few models with clear plastic circles in place of prop blades. I’d not tried that before, but there is always a first time. For the clear plastic, I used the flat section of a commercial sandwich container. My circle cutter was an X-acto knife and a plastic sheet with circles of various sizes built in. Antique, yes, but it worked. I just won’t be using that particular circle any more!

To make the prop (not crop!) circles more realistic, I painted a spinning blade effect on a line across each circle, with very thin silver. This line was narrower and darker near the spinners, lighter and wider near the top of the arc. I also painted the outside edges of the circle with a yellow wash, matching the silver in length and



line. With the circles in place, the plane looked like it was flying. But it still sat on its hull, one wing float on the shelf, the other off, and now, both props spinning.

Just days later, I found a 7” by 5” oval of textured clear plastic at a local thrift shop. The surface texture appeared almost like water. I picked it up for 20 cents. It worked very well as a base. Now one wing float sat on the “water” with the hull, and props still spinning. To make the base look more like water, I sprayed dark blue on the bottom of

the oval, then a coat of flat black over the blue. Given the quarter-inch depth of the plastic, the base surface has a very realistic effect.

Then a friend, with no knowledge of plastic models, bought me a gift. It was a tube of SIG white resin glue for models – stick and tissue models. After reading the label, I decided to try an experiment. Using the resin glue, I formed the shape of a water touchdown. As the glue rapidly hardened, I gently pressed the hull into it, thus creating a depression for the model. This white glue product dries semi-clear white and I was able to layer-shape the simulated wake to recreate a touchdown splash. The effect was fantastic! It’s still an out-of-the-box model, with various kit imperfections molded in, but the setting overrides the flaws to all but a picky perfectionist.

With a little imagination and some good reference material, maybe that old, broken model in your collection just might be turned into an object of prize-winning quality. It may also save the cost of “crashing” a brand new kit. It worked for me, and was a lot of fun at the same time. Meanwhile, I’ve got this old US Navy R3Y Tradewind model, with some broken prop blades and a missing wing float. I wonder...?

Skyway Model Shop Sale

Skyway Model Shop will have a summer sale Saturday, July 12, after the IPMS Seattle meeting. Everything in the store will be 20% off and there will be a parking lot sale as well, weather permitting. Skyway is at 12615 Renton Ave. S., Seattle.

Fire, Fire, Fire - Fire on the Flight Deck

by Les Knerr

“Fire, Fire, Fire - Fire on the Flight Deck - This not a drill, General Quarters, General Quarters - All hands man your Battle Stations.” These are possibly the most frightening words a carrier sailor can hear. It is 0819 on the morning of January 19, 1969. As *USS Enterprise* (CVAN-65) is preparing to launch aircraft, her flight deck is suddenly rocked by explosions, the aft flight deck has become a blazing inferno and *Enterprise* is fighting for her life.

In last month’s newsletter, Bob LaBouy reviewed Hasagawa’s new F-8. In that review, he mentioned the Zuni rockets’ part in the *Enterprise* fire. Having been aboard *Enterprise* that morning and way too close to what happened for it to be

healthy, I thought I would expound on Bob’s comments a bit. I realize this article is not about models, but I thought you might find it interesting.

The Zuni was not the cause of the fire as Bob alluded, poor supervision and inexperience were the causes - the Zuni was just the catalyst for the disaster. Also we were not operating off Viet Nam, we were undergoing our Operational Readiness Evaluation (ORE) off the Hawaiian Islands in preparation for our deployment to WestPac. The fire occurred during preparations for the second launch of the morning. Engines were being started on several F-4s and A-7s on the aft of the flight deck.

Here is where the inexperience and poor supervision come into play. A young, inexperienced, blue shirt was assigned to start several of the aircraft using a MD-3A starting tractor, more commonly known as a “Huffer.” However, this particular

Huffer’s air hose (the hose that connects the tractor to the aircraft to supply air that turns over the engines) was three feet shorter than it should have been. The young airman, not knowing any better, and trying to accomplish his job, compensated for the shortened hose by moving his Huffer closer in under the Phantom, VF-92’s NG 105. What he failed to notice was that he had placed the tractor’s exhaust, which generates heat in excess of 800 degrees, within inches of four Zuni rockets in a LAU-10 launcher carried on the inboard under wing station of the Phantom. Now the poor supervision - this situation was viewed by at least one senior member of the flight deck crew, and he did nothing to remedy the situation and just walked off. This particular Phantom was loaded with a 300 gallon fuel tank on each of the outboard wing stations, a LAU-10 launcher with four Zunis on the inboard wing stations, and the center line station held six MK-82 500 pound bombs. Three minutes into the start process of NG 105, the Zunis cooked off, rupturing the drop tanks and the internal fuel tanks of the aircraft. Along with the detonation of the four Zunis a huge fireball exploded, not only engulfing 105, but also the aircraft on either side of it. Within minutes of the Zuni explosion, 105’s MK-82s had dropped off the aircraft into the fire and cooked off, spreading deadly shrapnel and fire over the flight deck, as well a punching a hole in the flight deck, which twisted down six or seven decks. The fire was out of control and jumping from aircraft to aircraft.

As the fire spread to the other aircraft and their respective ordnance cooked off, the entire aft end of the flight deck was engulfed in flames and white-hot flying metal. There were uncountable acts of heroism, hose teams rushing to battle the flames, only to be decimated by the next explosion. Those not killed or injured by the explosions picked up the flaying fire hoses and again attacked the fire. CWO Jim Helton and ABH1 Billy Hawk pulled a flaming E-2 out of the pack, both to prevent its further damage and to provide a fire break for the firefighters.





We had eight holes punched in the flight deck from exploding ordnance. A bomb strongback passed through the back of the Island into Flight Deck Control, ending up at the feet of the Aircraft Handling Officer in Flight Deck Control. A bomb fin was fused to the phased array radar on the island. A 20mm round from an A-7 shattered one of armored windows in Primary Flight Control.

There is another disaster at sea that the Zuni played a part in. That was the *USS Forrestal* (CVA-59) fire in July of 1967. That fire was caused by stray voltage igniting a Zuni rocket in a LAU-10 launcher on an F-4. The rocket fired across the flight deck and struck an A-4 fully loaded with ordnance for an Alpha Strike against targets in Viet Nam. Current US Senator John McCain happened to be the pilot of that A-4.

There have been specials on the Discovery Channel regarding both of these disasters. If you have seen these, some of the footage from the *Forrestal* documentary is actually of the *Enterprise*. Any scenes supposedly showing the *Forrestal* fire that are from low flight deck

level are actually of the *Enterprise* fire. Each carrier has two PLAT (Pilot Landing Aid Television) cameras. One is on the island, and is mainly used to keep track of happenings on the flight deck. The other is mounted directly in the flight deck in the landing area and is focused directly up the glide slope. This camera aids the LSO in lining up the inbound aircraft for recovery. During the *Forrestal* fire, her flight deck camera was out and she only had her island camera. On *Enterprise*, her island camera was out and only the indeck camera was working - thus the low angle footage of the *Enterprise* fire.

Enterprise suffered 28 dead and 343 injured; *Forrestal* had 134 dead and 161 injured. There are certain events that live in a person's memory as clear as if they happened yesterday. Even after 34 years, this is one of those.

New 1/48th Scale Aftermarket Parts

by Hal Marshman, Sr.

One thing I seldom use is resin aftermarket parts, with the exception of True Details wheels. Recently, I've found use for a few resin parts, and am here to report on them for those of you who may have interest.

The Hobbycraft P-59 Bell Airacomet, a new arrival on the scene, (promise a kit review on this one later) suffers from an inadequate cockpit interior. True Details to the rescue! At \$8.95, this package is well worth the cost. Included are floor, sides, front bulkhead, rear bulkhead, instrument panel, seat with cast on belts, new front coaming, and gunsight. All parts are heavily detailed, and crisply cast. The cockpit sides feature deeply cast raised detail. Included with the instructions is a very well done coloring sheet, providing all info necessary to detail paint the interior. Might as well go whole hog and buy the True Details wheels. They are also well detailed, and are not super flat. True Details has gone to the reduced casting gates now coming into vogue, so separation is now not as tedious as with earlier releases. If you want to dress up your P-59, here's the inexpensive and realistic way to do it.

Ultracast is an aftermarket company fairly new on the scene. Their newest releases are P-47 wheels in both six-spoked and hubcapped varieties. Both styles can be had with diamond, block, radial, or smooth tread. Eight-spoked wheels are available for P-47N kits, again featuring the four different tread types. All are beautifully cast, clean with an abundance of detail, including the filling valve stems. Ultracast also believes in minimal casting gates, so again, removal problems are reduced. Ultracast also can provide about eight different variations of P-51 wheels. Same amazing detail, same reduced casting gates.

Continued on page 15

Sword 1/72nd Scale Sikorsky S-43 Baby Clipper

by Jim Schubert

Pan American Airways' founder and president, Juan Terry Trippe, commissioned Sikorsky to design the S-43 in 1934. These twin-engine, 18-passenger, "Baby Clipper" amphibians were designed for coastal and other routes in the Caribbean and in Central and South America. The first and second airplanes, however, went to Inter-Island Airways, Ltd. (now Hawaiian Airlines) in 1935. Inter-Island later took delivery of two more S-43s. Pan American ordered a total of twelve S-43s; one source, though, says the total was 13. Of these Pan Am, themselves, operated only three; the balance going to subsidiaries Pan Air do Brazil (7) and Pan American-Grace Airways, Inc. - PANAGRA - (2). After a crash, Pan Am's c/n 4316 (NC-16927) was rebuilt, using parts from crashed c/ns 4307 and 4308, as a twin-tailed S-43B. William Vanderbilt and Howard Hughes each ordered S-43s for personal use. Vanderbilt's was fitted out, and used, as a "Flying Yacht"; Hughes' was fitted with extra fuel tanks and radio/navigation gear for a round-the-world record attempt. Hughes later had his NX-440 rebuilt in the twin-tailed S-43B configuration and thereupon crashed it in Lake Mead. The record attempt was never made with the Sikorsky but Hughes did break Wiley Post's record in a Lockheed L-14 Super Electra in July 1938. The U.S. Army bought seven as OA-8s and the U.S. Navy bought five as JRS-1s; some of the Navy's were allocated to the U.S. Marine Corps and to the U.S. Coast Guard. Another buyer was China National Aviation Corporation (CNAC), of which Pan Am owned 45%. CNAC allocated one of these to Madame Chiang Kai-Shek for her personal use as head of the Chinese Air Force. Aeromaritime, of France, operated S-43s in West Africa. Other airlines operated them in Norway, the Philippines and in the Soviet Union.

That I am aware only three of this type survive; one is the Hughes airplane recovered and restored to its original single-tail S-43 configuration and fitted out, and used, as a "Flying Yacht". Another is in the collection of the US National Air and Space Museum. The unrestored airplane in the NASM collection is a Navy JRS-1 and a bona fide Pearl Harbor survivor. The restored airplane at the Pima Air Museum in Tucson is, in fact, a civil S-43 that was painted as a JRS-1 upon completion of its restoration.

Sword's kit is a beauty! And, it's big; wingspan is 14-5/16" (385 mm). And it comes in a precedent setting - I hope - relatively stout, lidded box. By my count, the kit contains 161 parts; 113 are crisply injection molded, with no more flash than a typical Tamigawagram kit, in a medium-grey polystyrene. There are no mold release ejector-pin marks anywhere that will ever be seen on the finished model. The review sample had only two tiny, easily filled sink marks between the third and fourth cabin windows on the left side. The 25 detail parts - engines, seats, etc. - are cast in polyurethane resin that is the same medium-grey color as the polystyrene parts. These resin parts are very finely detailed. There are 23 clear injected polystyrene parts: the windscreen/cockpit side windows and cockpit roof, 20 cabin windows, and two landing light lenses.

Engineering and assembly of the kit are quite conventional with a minor exception in the fuselage. There are the usual vertically split halves but, in order to provide the requisite detail atop the forward fuselage, this area is molded as two separate halves that are installed after



the interior of the fuselage is detailed. The clear part for the windscreen and cockpit side windows also includes the cockpit roof in order to provide crisp detail for the pilots' escape hatches. The interior is well provided with detail but the windows are all so small that none of it can really be seen unless you pose open the aft entry hatch atop the rear fuselage and the two pilots' escape hatches. Don't open the forward entry hatch, for that would reveal that the forward fuselage compartment is not detailed at all.

One quirk in the engineering of the kit parts is that 7/8" (22 mm) of each wing tip is molded separately. The only reason that I can imagine for this is to make the wing fit the box!

I am quite impressed with the level of detail provided by the myriad parts that make up the undercarriage. One detail not included in the kit is the RDF antenna "football" fairing frequently seen on S-43s. Optional parts provide for exposed or capped wheels, main entry hatch open or closed, and wheels up or down.

Big olde complaint: 53 Baby Clippers were built; only 12 went to the military, yet the only markings offered in the kit are for a JRS-1 of the U.S. Marine Corps and for another of the U.S. Navy. The decal sheet itself is sharply printed in perfect register and looks dense enough for the white of the insignia to be opaque when applied.

The 20-page (five folded A4 sheets) instruction booklet provides a brief history - in English only - a parts map, a 21-step assembly sequence, and four pages of detailed drawings showing the two color schemes provided for by the decal sheet. The very small amount of rigging required on this plane is well presented in these instructions.

IPMS/Seattle member Bill Johnson bought this kit in mid-May at Hannant's in Colindale enroute to visit the RAF Museum at Hendon. He paid £16.95 Sterling - about \$24.50 - for it there. Our local connection, Emil Minerich, owner of Skyway Model Shop, expects the US retail to be about \$42. Thanks to Bill for loan of the kit for this review. I don't want to give it back.

A fine kit of a great subject. Buy at least one for your collection of "Golden Age" airplanes. Heaps of kudos to Sword for their continuing brave, bold, choice of subjects. Dear Messrs. Sword: May we, good sirs, have a Lockheed L-14 Super Electra and an L-18 Lodestar - both with a selection of civil markings - sometime in the future?



The Pima S-43 (photo by Tim Nelson)

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Aeroplane Monthly April 1996.

Silver Cloud 1/48th Scale Martin-Baker M.B.5

by Jim Schubert

James Martin founded Martin Aircraft at Denham, west of London, in 1929. At that time the firm was doing small jobs on sub-contract from the larger established "name" airplane manufacturers. In 1934 Captain Valentine Baker, ex-RAF, joined Jim Martin and they designed a neat little tandem two-place civil monoplane, the M.B.1, which first flew in March of 1935 at Northolt. Nothing came of this exercise and the M.B.1 was lost in a hangar fire in 1938. Jim Martin and Val Baker wanted to build fighters and designed their M.B.2 to comply with Air Ministry Specification F.5/34. This resulted in a very racy looking low wing, long fuselage, monoplane fitted with fixed, trousered, undercarriage and having no visible fin - rather like the original Gee-Bee R1. Ultimately, in progressive steps, the M.B.2 grew a fairly conventional fin and rudder. The M.B.2 was powered by a Napier Dagger H-24 of a little over 800 actual hp driving a large fixed pitch two-blade wooden propeller and mounted eight of the new license built 7.7mm (.303") Browning machine guns in the wings.

The Air Ministry ultimately purchased the M.B.2 for £13,500 against its actual cost to M-B of over £45,000. This nearly bankrupted the little company. Nothing came of the M.B.2. The only thing that kept M-B going was the increasing number of sub contract jobs as Britain began to build for the obviously coming war. In mid-1939 M-B signed a contract to build three prototype fighters to Air Ministry specification F.18/35. Overcoming many obstacles, mostly bureaucratic, the M.B.3 first flew August 31, 1942. Tragically the airplane and Val Baker were lost on September 12, 1942 when the Napier Sabre H-24 engine quit on take-off. Throughout the design and gestation of the M.B.3 Jim Martin kept pressing the Air Ministry to provide a Rolls Royce Griffon to properly power the

Continued on page 12

Octopus 1/72nd Scale Fairey Firefly Mk.I

by Chris Banyai-Riepl

From early on, the leaders of the Fleet Air Arm were convinced that ship-borne aircraft needed a crew of two due to the complications of navigation over water. It was no surprise, then, when the Admiralty issued a new specification for a fighter/reconnaissance type with two seats in 1939. Fairey designed an all-metal aircraft to this specification, with a Rolls-Royce Griffon engine, four 20mm cannons, and the innovative Fairey-Youngman flap. The FAA expressed great interest in the type and quickly ordered 200 aircraft in June of 1940, with the first Firefly reaching the Royal Navy in March of 1943.

One of the first battles of the Firefly was an attack on the battleship Tirpitz in Norwegian waters, but shortly after that, the Fireflies went to the Indian and Pacific Oceans for the duration of the war. By the end of production in the summer of 1946, a total of 658 Firefly Mk. Is were produced.

This box carries a sticker on the front saying "Hi-Tech", which means resin and lots of it. In fact, there are more resin parts than injection plastic parts in this kit, with 41 resin pieces and 37 plastic pieces. In addition to these, the kit comes with two sets of vacuformed canopies. For markings, there are no less than four options on the decal sheet. All together this is easily the best 1/72nd Firefly kit on the market today.

A closer look at the resin reveals a detailed interior. The front cockpit is entirely resin, with the floor and rear bulkhead molded as one piece. The sidewalls, instrument panel, seat, and control stick are all separate. As one of the decal options is for a Firefly T.1, Pavla provides two different options for the rear cockpit. The T.1 version mimics the front cockpit, while the regular Mk. I cockpit features a one-piece floor, sidewalls, a shelf and a seat. All together, these parts will create a very nice interior front and back for both versions.

The fuselage is split in the traditional manner of right and left halves, with a separate resin nosepiece. The exhaust stacks are separate and cast in resin as well. Separate fuselage tops are provided for the T.1 and Mk. I options. An insert for the fuselage underside provides the tailhook recess, with the hook itself molded separately



The wings are molded in three pieces, with the lower piece incorporating part of the fuselage. A nice resin wheel well insert adds a lot of detail in this area. A couple of wing gun options are included, those being open barrels or covered ones. The landing gear is quite detailed, with a combination of plastic and resin parts. Also for under the plane is an optional radar pod. The tail planes are molded as solid right and left pieces, and there are separate mass balances for all the control surfaces.

The decal options include one FR Mk. I, one F. Mk. I, one T.1, and one TT.1. The FR Mk. I and F Mk. I both are camouflaged in dark slate gray and extra dark sea gray over sky. The FR Mk. I is coded 4D-V and was from No. 812 Squadron aboard HMS Vengeance. The F Mk. I was also from No. 812

Squadron and carries the number 286 on the fuselage in white. The T.1 is an overall yellow Firefly of the Netherlands Royal Navy. The TT.1 is probably the most striking of all the options. From the Indian Navy, this plane is overall aluminum dope, with the undersides finished in yellow and black diagonal lines. Coupled with the Indian roundels of green, white and orange, this plane will really stand out. The decals are well printed and in good register and should pose no problem.

This is a great kit of the Firefly and a welcome addition to any Fleet Air Arm collection. With the ample resin details included, there is little left in want. The interesting collection of markings will assure that this kit will appeal to just about anyone. Definitely recommended.

Below: MB465 was built as as a F.I; it is seen after its conversion to a T.1, with a raised hood over the rear cockpit.



The Fairey Firefly Mk.I

photos by **Kenneth Allen**

My uncle, Ken Allen, served in the Fleet Air Arm during the early 1950s, and took several photos of early mark Fireflies (Fireflies?), along with other aircraft. I thought I'd share a few of them on these two pages - after all, how many other air-to-air shots of Firefly night fighters have you ever seen?



Above and left: Firefly NF.1 PP617 served with 792 Night Fighter Training Squadron, circa 1950.

Right: Firefly NF.1 PP586, an inch or two above the ground. The aircraft seems to be fitted with the attachment for the radar pod, but not the pod itself.



Bottom, opposite page: NF.1 PP435 at rest.

CraftWorks 1/32nd Scale Messerschmitt Bf 109K-4/6

by Jacob Russell

I intended to begin this kit review with a technical description of the Messerschmitt Bf109K, the last variant of the famous 109 series to see service in World War II. I looked through the 109 references at my disposal and concluded that CraftWorks, the manufacturers of the kit previewed here, provides a very informative description of the plane on their instruction sheet:

“The Bf109K-4 entered service in October of 1944, with III/JG27 and III/JG77 being the first units to operate the latest variant of this classic fighter. Recognizable by the tall tail, long tail wheel strut, Erla Haube canopy, asymmetrical cowl and long rectangular wing bulges, the Bf109K was fast and maneuverable. It was equipped with a DB605D engine, which produced 1800 or 2000 hp with Methanol/Water injection (which was good for a ten minute boost). The DB605L with its two-stage supercharger and four bladed propeller was used on Bf109K-14 aircraft. The DB605L showed considerably better performance at altitude; the climb rate at 12000 meters was 5.5 m/sec vs 2.45m/sec for the DB605D. The Bf109K-14 and Bf109K-6 were armed with two MK 108 30mm cannons within each wing, in addition to the single MK 108 30mm cannon firing through the spinner and the two MK 131 fuselage mounted machine guns as found on Bf109K-4 aircraft. Though neither the K-14 or the K-6 was produced in significant numbers before war’s end, two K-14s were assigned to II/JG52 and one K-6 was assigned to the 1st Fliegerdivision (probably III/JG3) in February of 1945.”

Contained in a **very** stout cardboard box (indeed, all model boxes should be as stout) are approximately 160 pieces. Of these pieces, 73 are photo-etched and are contained on two comprehensive frets. The parts count is actually higher if the well molded, multi-piece pilot figure is

included. The rest of the pieces are wire, plastic rod, vacuformed plastic (canopy), white metal and resin, with the majority of pieces cast in the latter material. All the resin is cast to a very high standard, with very few pinholes. This is truly a multimedia kit and it also includes an excellent pair of Moskit exhausts, which is quite a coup for CraftWorks.



A closer look at the kit contents reveals the following: a one-piece fuselage with a separate lower cowl and rudder. The fuselage is thoughtfully protected with bubble wrap and so are the wingtips. The tail wheel doors are molded closed and separate open doors are supplied on one of the two photo-etched frets. The scribing on the fuselage and wing is very fine and well done. There is fair amount of cleanup to do along the underside of fuselage, which is where I think the casting block was located before its removal. All of the vents on the nose and fuselage are molded open, which is a very impressive bit of casting. Equally impressive is the integrally molded actuator for the trim tab, with clear space between the actuator bar and rudder. This is more accurate than molding the actuator flat against the rudder. The one-piece wing has separate control surfaces as well as upper wing bulges, but the leading edge slats and navigation lights are integrally cast. I can well imagine that casting these slats to scale thickness would result in parts that would not survive the packaging process! The ailerons and wing radiators are resin and the flaps are photo-etched. The horizontal stabilizers also feature separated control

surfaces. The cockpit floor is cast into the upper wing surface. You will also have to remove the remnants of the casting block from the leading edge of the wing.

The photo-etched frets include the wheel well liner and canvas covers for the wheel well inspection ports. There is an accurate drop tank and rack, two spinners and four

prop blades.

Separate wing cannon for the K-6 and K-14 variants are included in the bag containing the four-bladed spinner (the K-6 used the standard 3 blade prop) for the K-14. All of the parts are contained in separate plastic bags pertaining to a particular part of the

plane - cockpit (two bags), nose (two bags), wing, etc. The landing gear and tail wheel strut are white metal, which is a sensible given the weight of the finished model. I think that it will be quite heavy! The antenna mast and under wing “Morane” antenna mast are also white metal. The landing gear doors include the rarely used outer gear doors and are a multi piece mix of resin and photo-etch. The outer parts are photo-etch and the inner parts are resin.

The cockpit has separate sidewalls, cannon breech cover, oxygen hose, etc. and is exceptionally well done. CraftWorks made some very interesting choices for the materials used in the cockpit. For example, the trim wheel, flap wheel, and control stick are resin. I might have expected the first two items to be photo-etched (like the rudder pedals) and the control column to be white metal. The canopy is a multimedia piece is its own right, with a vacuformed interior and resin exterior (it appears that the resin windscreen is missing from the sample kit) and separate Galland Panzer canopy armor. All of the parts necessary to make the canopy anchor cable from wire are included in addition to clear plastic

sheet for the armored glass in the Galland Panzer armor. The modeler will be hard pressed to find a more comprehensive and challenging modeling experience in this scale. Or any other scale, for that matter.

If that wasn't enough the kit, also includes a decal sheet for no less than 23 different aircraft (designed by IPMS Seattle member Chris Banyai-Riepl), two sets of wing camouflage pattern masks, a layout for the decal sheet and a guide to stencil placement, a key for the photo-etched frets, masks for spinner spirals, a sheet of G-10 detail photos (there are no surviving Ks), and a sheet of color profiles depicting seven of the available decal options. All things considered a very impressive package. The decal sheet lacks wing walk decals, however.



I cannot give the instructions the same high ratings as the rest of the kit for the following reasons: 1) The artwork is only fair. This is an aesthetic preference; the artwork conveys what is required, but it could better executed. 2) The assembly sequences are numbered but the parts are not. 3) Some of the color recommendations are suspect. For example, only early Ks had the landing gear painted RLM 66, not **all** of them. On later planes the landing gear were RLM 66, RLM 02 Grau, or

unpainted. And the wheels were usually, but not always, black rather than RLM 66. 4) The instructions cite two primary sources for pictures and profiles of the planes on the decal sheet, the Hall-Park *Warpaint Special No.2* and *Messerschmitt Bf109K Camouflage and Markings* by JaPo Publications. I own the latter book but not the former. In five separate instances the same page is cited in both pages for pictures or a profile of a specific plane, and in none of these cases were the planes found on the pages cited for the JaPo book! Three different 109s are supposed to be on page 55 ("White 12", "White 16", and "Yellow 8"), which is highly unlikely given that one finds a full-page color profile on page 55! Finally, "Black 1", 10./JG51, cannot be built from this kit without major modification. This plane was assembled from salvaged parts and the starboard cowl came from a G-14. This cowl is a completely different shape than that of a K.

I checked the wing against the scale plans in John Beaman's *Last of the Eagles*, and it matched the plans exactly, and I do mean exactly. The fuselage is longer than the plans and the rudder is consequently further back that it should be, and the fuselage is slightly slender in profile between the cockpit and fin. I did not measure any of this but it is both visible and evident. I will leave measurements to the *Experten* as I do not consider myself to be one of them! There is also a slight yet perceptible taper to the upper edge of the oil tank - indeed on all 109Gs and Ks - that is missed in the kit. This is very subtle, and almost unnoticeable. Most important, CraftWorks have nicely captured the subtle nuances and curves of the conformal bulges of the cowl, although the port cowl is perhaps narrower than it might be. Finally there is one anomaly that I should mention. Bf 109

fuselages were assembled in halves, and these halves were in turn assembled from individual sections. Each section was numbered and there was a visible seam between each section. For reasons that are unknown to me, three of the fuselage sections are wider than the rest (the third, fifth, and seventh), when the fuselage is seen from above, giving the fuselage a curious undulating quality. Why this is the case is a complete mystery to me. One for the *Experten*?

In case you couldn't tell, I am very impressed with this kit. Impressed and a little daunted, although the more I look at the instructions the more excited I become at the prospect of building it. This is a very well designed and engineered kit. I think that a very good replica of this the penultimate variant of Professor Messerschmitt's famous fighter. Watch this space for more developments!

References

The Last of the Eagles, by John Beaman, Jr., 1976.

Messerschmitt 109 Camouflage and Markings, JaPo Publications, 2000.

Messerschmitt Bf109K, JaPo Publications, 1998(?).

[Special thanks to Chris Banyai-Riepl and www.internetmodeler.com for sharing several of this month's articles, including those by Chris, Jacob, and both of Jim's! - ED]



Revell 1/25th Scale Honda Civic Si Coupe Tuner

by Chuck Herrmann, IPMS GTR Auto Modelers

The current popularity of the Import street car scene, along with brisk sales of its superb Acura Integra kit has led Revell to produce a number of kits in what it calls the "Tuner Series". Some of their reissues of older kits did not reflect the latest tuner trends. The VW New Beetle tuner kit was almost there. But now with the long anticipated release of the Honda Civic Coupe and Hatchback kits it looks like Revell is back to the level it set with the Acura.



This is a full detail kit, with all engine, chassis and suspension details included. The parts are molded in white, gray, black, and clear, with two trees of chrome-plated parts. Parts are included to build either a stock Si Coupe or a tuner version using the custom parts. From the style of the kit, it looks like it was designed by the same people who did the Acura.

Body: The body is one basic piece, with a separate hood, chromed bumpers, and a choice of two front and rear bumpers. The roof features an open sunroof. There are two rear wing options, the stock version and a custom wing. The windshield wipers are molded into the body, one of the few weaknesses of the kit. Another problem is

the sink marks in the trunk that will be visible if the holes to mount the custom rear wing are not utilized. A sheet of plastic mesh is included along with a template to cut out the custom grills.

Chassis: The chassis/floor is one main piece with exhaust, drive train, and suspension all separate pieces. The rear section of the exhaust, including the muffler, is chrome plated. The exhaust tip is a plated turned metal piece, again like the Acura kit.

Wheels and Tires: This is a key element of a cool street machine, and this kit includes stock wheels plus two custom sets, all chromed. Tires are the low profile type, with molded on Toyo sidewall markings.

Engine: A fully detailed version of the transverse mounted four cylinder is included. Custom touches include chrome cylinder head, exhaust and intake manifold.

Interior: The interior builds up off the on floor of the chassis.

The back seat is molded in, and two stock bucket seats are included. Gauge faces are decal, behind a clear panel. Stereo speakers are decals. Red interior trim is provided as a decal. The lights are clear plastic, including the taillights. This allows the builder to replicate the clear custom look, while a little clear red paint will produce the stock lights.

There is a large sheet of decals in the box. There is a set of white graphics; there is also a full hood decal to represent the carbon fiber hoods commonly seen on tuners. There are California and Illinois license plates. In summary, this is a nice kit. The custom parts allow the builder to do a nice, contemporary tuner. The interior

could have used some more custom options. The wheels and tires are nice. While I am not a Honda expert, I have doubts about the Accuracy of the stock version as provided, especially the tires and intake manifold. But undoubtedly almost all these will be built as street machines, so that is not a problem. I have not built mine yet, but test fitting indicated no major problems, I assume it will go together like the Acura. Hopefully this is a big seller, and many new enthusiasts are drawn into the hobby. Good job, Revell!

Silver Cloud M.B.5

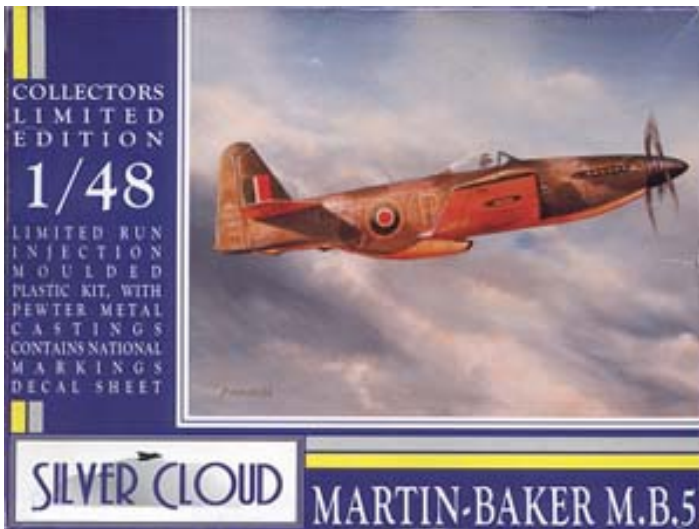
from page 7

M.B.3. This, lamentably, never came to pass. After the M.B.3 was lost it was redesigned to accommodate a Bristol Centaurus radial engine. The redesign, designated M.B.4, died on the drawing board.

When the Air Ministry finally agreed to provide a Griffon to M-B, the M.B.3 was redesigned and redesignated as the M.B.5. In this design all of Jim Martin's good ideas finally jelled into what may have been the best reciprocating-engined fighter of WWII. But it was too late. The M.B.5 did not make its first flight until May 23, 1944, when Rotol Chief Test Pilot Bryan Greensted took it up from Harwell for an eventful jaunt. The fin and rudder and stabilizer and elevator areas were all increased shortly after testing began. By this time, however, the end of the war was in sight as were jets. The M.B.5 was, apparently, flown for demonstration at the Farnborough Air Show in 1946 by Jan Zurakowski on its last flight. Sometime later it was scrapped.

From its founding in 1929 through 1944, M-B built a total of four airplanes before becoming famous for its continuing line of ejection seats. John and Carol Marlin are building a full-size, Griffon-powered, flyable reproduction of the M.B.5. A web

site giving details and photos of the project (through 2000) can be found at http://www.aafocom/racing/news/00/MB5_1.htm. More recent information indicates that the project is still progressing, although it is at least a year from completion.



The kit is typical of Pegasus, Blue-Max, and Silver Cloud, which are different product-line brands of major-domo Chris Gannon. The kit, contained in a very flimsy, pre-crushed box, comprises 31 low pressure injection molded parts in a light grey styrene, 30 centrifugally cast white metal parts, one canopy hood/windscreen molded in clear styrene, a length of styrene tubing for the undercarriage sway struts, a decal sheet and a not very helpful two-sided A-4 sheet of instructions. Very little is provided in the way of cockpit detail. If you choose to open the hood, you'll have to consult the photos and drawings in the issues of *Wings Of Fame* and *Wingspan International*, noted below in the References for details. The wheel wells are not fully enclosed and will require some attention. The kit, commendably, does provide separate flaps with interior detail, separate ailerons, and a separate rudder. With all this, however, Silver Cloud chose to mold the stabilizers and elevators as left and right one-piece units.

The decal sheet is very well printed in perfect register but the "blue" of the roundels is black rendering them useless. Individual instrument decals of very poor quality artwork are included along with DH propeller logos. The instruments can be replaced with the much better Re-Heat

brand instrument decals and you'll have to add the data stenciling inboard and outboard of the DH propeller logos.

The airplane was a one-off prototype and only had one basic color scheme and set of markings, as provided for by the decal sheet and the instructions. A minor variation can be had by choosing the natural metal

spinner, which the airplane carried for awhile; the white metal will polish up nicely for this and the sheen can be preserved with a light coat of clear gloss lacquer.

IPMS/Seattle member Bill Johnson bought this kit at Hannant's Colindale shop in May for £27.99 - about US\$45. Squadron Mail Order is advertising it for \$53.97, discounted from \$59.98. That's a lot of money for a kit that is only fair by today's standards. If, however, you want an M.B.5 in your 1/48th scale collection, it's the only game in town and with a lot of work you can have a stunning model of this beautiful airplane. The dimensions and accuracy of outline are quite good.

Now, can we hope that one of the Czech manufacturers will give us a better - in all respects - 1/72nd scale M.B.5?

References

Engineering For Life - The Story Of Martin-Baker: John Jewell, Martin-Baker, Higher Denham, 1979, No ISBN.

Wings Of Fame quarterly magazine Volume 9

American Aircraft Modeler magazine; May 1971.

Wingspan International magazine; #9 of January/February 2002.

L' Album du Fanatique de L' Aviation (Le Fana) No. 7; January 1970.

Modelaide magazine; March 1987 (Very good Richard Caruana drawings).

Air International magazine; February 1979: "Mr Martin's Memorable M.B.5"

Aero Modeller magazine; May 1969: "Aircraft Described Number 182: Martin Baker M.B.5"

NB: The best references you can find currently are any of the many recently published photos of Alan Clark's superb 1/24nd scale scratchbuilt model that scored so well at the IPMS-UK Nationals at Telford last year.



LF Models 1/72nd Scale Curtiss R2C-1

by Anders Bruun, IPMS Racing &
Record Aircraft Special Interest
Group

The fuselage is a solid one-piece casting, with a cutout for the cockpit. The cockpit includes a floor, a seat, a stick, and a paper instrument panel. The instrument panel will be in the right position if it is glued to a 3-mm block attached to the cockpit front wall. The exhausts are separate parts in the form of a row of eight tube ends. They are grossly overscale and I suggest replacing them by drilling a row of twelve holes on each side and scribing a narrow rectangle around them.

The wings are thin and sharp, and the radiator corrugations are depicted by fine scribed lines. From a simple scale measurement point of view they are perhaps slightly overscale, but they will look right when painted. There were a couple of bubbles in the leading edges, but since there is a header tank there they do not reach the corrugations. The wings fit well in recesses in the fuselage and will only need a little filler. The horizontal tail surfaces are also very thin and sharp, but have to be butt-joined to the fuselage.

The landing gear legs are cast as a single inverted V, and are intended to be butt-joined to the fuselage bottom without any location tabs. This will probably be a tricky operation and it would have helped to have some location means. Note that the legs should not attach to the wheel axle, as shown on the kit instructions, but to the wheel hubs above the axle! The wheel hubs protrude a little too much and should be sanded down. The landing gear legs could also be slightly sanded to improve their airfoil. The propeller is well shaped, but has separate blades that have to be butt-joined to the spinner. The tailskid and the wing I-struts are sharp and nice, but I believe the front part of the fairing in front of the windscreen should be widest in front and not the other way around.

The instructions do not show the rigging:

- A single flying wire between the lower wing rear spar at the root and the upper wing rear spar inboard of the I-strut.
- A single landing wire between the upper wing fairing, above the vertical panel line, and the lower wing at the center of the base of the I-strut.
- The flying and landing wires were connected by a rod parallel to the line of flight.
- A single wire between the wheel hub and the top wing at the front of the I-strut.
- This landing gear wire was connected with the landing wire by another rod.
- Each landing gear leg was supported by two wires that were attached to the engine bearers – see the sketch below. Note that the rear wire passed through the lower wing, not in front of it.



There should be a fairly long, around 10 mm, pitot tube in the left top wing leading edge, at the point where the straight leading edge turns into the curved wing tip.

The instructions give the fuselage color as “Navy blue grey”, while according to *the Monogram US Navy and Marine Corps Aircraft Color Guide*, which cites contemporary sources, the fuselage was medium blue (perhaps Navy “true blue”?). The interior should be mainly natural wood, probably including the seat, with black instrument panel and natural metal details. The decals are on two sheets, a first giving the national markings and the rudder stripes and a second small one giving the race numbers, the “Bureau of Aeronautics” badges and the rudder texts. The

proportions of the national insignia are not perfect; the red center dots are too big. I believe, but I have no proof, that the lower wing insignia are too big – they cover the whole chord, but I’m pretty sure it would have been against regulations to let national insignia extend onto a control surface. The second sheet looks like it might be ALPS-printed. The race numbers and rudder texts look good, but the “Bureau of Aeronautics” badge, although well printed, is too big and printed in cyan and yellow, rather than dark blue and gold.

The kit definitely looks like a Curtiss racer, although perhaps a bit of a hybrid between an R3C and an R2C. The R2C was similar to the more famous and well-documented R3C, but there were some differences:

- The R2C had thicker wings, 8% instead of 6%
- On the R2C the top wing trailing edge was straight all the way to the fuselage, while the R3C had cutouts near the root.
- The lower wing span on the R2C was slightly shorter (19’3” instead of 20’0” on the R3C). The R2C only had six radiator elements on each lower wing (starting at the aileron and not reaching all the way in to the fuselage), while the R3C had seven (also starting at the

aileron, but reaching further in to the fuselage). The aileron dimensions were identical, so the R3C wings must have been extended at the roots rather than the tips. Seen from the side, the wing struts on the R2C were wider where they attached to the top wing, but at the lower ends the leading and trailing edges were parallel until they met the lower wing.

On the R3C:

- Both the upper and the lower ends of the struts were widened where they attached.
- The landing gear legs were attached further to the rear, and were vertical rather than swept-back.
- The nose of the R2C was 5-1/2 inches shorter than on the R3C (50” from spinner tip to top wing leading edge instead of 55-1/2”). The spinners were identical, and the

rear fuselage dimensions too.

•The R2C did not have any “bumps” on the cowling below the front of the exhausts. Some of these differences are really minor and not visible in 1/72nd scale, but the kit has some visible R3C features. The bulges below the exhausts are easy enough to sand off. However, the top wing trailing edges are of R3C type, and would be difficult to correct. The nose is also closer to R3C dimensions, but this is not so obvious, and also difficult to correct.

This is a well-produced and sharp little kit, which will be relatively easy to make into a good-looking model – sharpness is really essential for such a small model! There are a few bubbles, but the surfaces are clean and smooth. The surface detail is sharp and discreet, with nice fabric simulation. The inaccuracies are not that obvious, and anyway your average modeling friends won't know of them. The decals are a bit disappointing, but I will do the “Bureau of Aeronautics” badges for a project of my own, so if you want darker ones contact me but not yet, I haven't started...

References

There are photos of R2Cs here and there in the air racing literature, but I recommend the following:

•Thomas G. Foxworth: *The Speed Seekers* (Haynes, 1989) – easily the best reference, lots of text and several photos.

•Reed Kinert: *Racing Planes and Air Races, Volume I* (Aero Publishers, 1967) – several photos from different angles.

21 resin parts, vacformed windshield, decals included. Produced by LF Models, Gagarinova 10, 787 01 Šumperk, Czech Republic (www.lfmodels.cz).

Preznotes

from page 1

Oh, by the way, I have a handful of Aurora kits that I am willing to part with. No unreasonable offer refused. (I gotta pay for my adventures in the vendor room in OK City!)

And as Homer Simpson once said: “Donuts...is there anything they cannot do?”

See you at the meeting,

Terry

New Aftermarket Parts

from page 5

Roll Models sells Loon Products resin parts. Again, this is a fairly new company. Of interest to me, and purchased by me, is a P-47-C cowling with separate open or closed cooling flaps. Also of great interest to me are open cooling flaps to simulate P-47D-1 thru D-14 cowlings. Note that these parts are for the Tamiya kit only, and will not accommodate the Hasegawa release. These parts are also very cleanly and crisply cast, and I love this; they have already been detached from the sprue gates. Nice stuff! You want to build an accurate *Spirit of Atlantic City, N.J.* you need these cooling gills. If you want to really gild the lily, a complete set of cowling interior parts is available, including interior parts for the supercharger exhausts found on the rear sides of the fuselage. You know these outlets, they get in the way of the star-and-bar decals, causing cursing and gnashing of the teeth plus the use of much decal set.

Well, there you go folks, another place to distribute your hobby dollars, but in my humble opinion, a very worthwhile place.

Upcoming Model Shows, Contests, and Swap Meets

Saturday, September 13

Evergreen Aviation Museum Model Show & Contest. Sponsored by IPMS Portland & Evergreen Aviation Museum. Show theme: Record Breakers. All IPMS categories. Registration, 9 am - 12 noon, judging completed by 3:15 pm. Museum entrance fees: \$9.50 adults; \$8.50 seniors; \$5.50 children. Contest entry fees: Adults, \$5 for 1-4 models, each additional model \$1; Juniors ages 11-17, \$1 per model; Juniors 10 and under, free. For more information, contact Brian Yee at 503-309-6137, or by e-mail at bye1959@msn.com. Web site: <http://www.geocities.com/oregonshow/>

Saturday, October 11

33rd Annual IPMS Vancouver Fall Model Show & Swap Meet. 9 AM - 4:30 PM. Entry fees: Adults, \$5 (CDN); Juniors (16 and under), \$2 (CDN); Spectators, \$2 (CDN) for adults, free for 16 and under. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more information, contact Warwick Wright at 604-274-5513, e-mail jawright@telus.net, or see the web site at <http://members.tripod.com/~ipms>

Aeroclub 1/48th Scale Bristol F.2B

by John Stokes, IPMS
Birkenhead and District, UK

The Bristol Fighter was a large, rugged two-seater, and entered service with the Royal Flying Corps in 1917. Various engines were used including Hispano-Suiza, Siddeley Puma, Wolseley Viper, Sunbeam Arab, and Rolls-Royce Falcon. Some early aircraft were fitted with a four-bladed propeller rather than the more familiar two-bladed unit. It was well respected by its opponents and became one of the most effective fighting machines of the First World War. It was such a good design that it continued in production until 1926 and was used all over the British Empire, particularly in the Middle East and India on army co-operation work.

This is a limited run injection molded kit from Aeroclub, with a wealth of cast metal detail parts supplied to their usual high standard. Very cleverly the lower wing mounting has been designed as a pair of

inverted shallow 'U' shaped struts which are recessed into channels in the lower fuselage. Assembly of the plastic parts is all quite straightforward, and the cockpit/



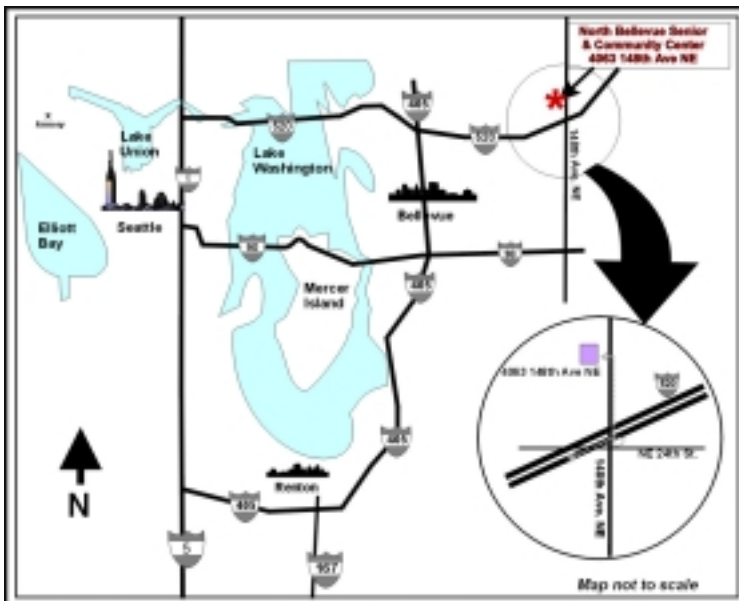
gunner's compartments look very effective with all the detail supplied. I painted, decaled, and rigged the fuselage as a complete unit before attempting to attach the pre-painted wings and struts. As with many other of my biplane models, I made the fuselage to top wing struts from brass Strutz material for strength, and located them in to holes drilled in to the underside

of the top wing center section. By adjusting everything by small amounts it is possible to get everything to line up from all angles, and then super glue on the top wing. The longer interplane struts can then be popped into place to complete the major construction. However, I would not make out that this is a simple task on the Bristol Fighter, but taking it slow and steady got the job done. This was followed by rigging with nylon monofilament through pre drilled holes which went right through the flying surfaces and was trimmed off when dry. This is also a big job and many of them are 'double' wires running in parallel. This is not a model for the faint

hearted, but looks absolutely stunning when finished. The markings are those of Sir Keith Park, who later became famous in Fighter Command during the Second World War.

Meeting Reminder

July 12
10 AM - 1 PM



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.