



## PREZNOTES



A few random notes for this month. Normally I write my column with a deadline hanging over my head. Fortunately for our esteemed editor, my sojourn to the convention in Phoenix requires me to write this column a week earlier than I usually would. It's actually kind of odd, not having that e-mail from Robert warning me that my column needs to be written **now**, and that he'll have it in his hands many days before he needs it. Sorry Robert, it probably will not become a trend...

I actually have two models I'm taking to Phoenix. My "Thing From Another World" figure, which I sent with George Stray (because he is driving to the convention, thank you very much George) and my X-1 from the movie *Jet Pilot*. I'm glad I had a couple of models that I could take to the show with me, especially since our recent spell of hot weather has not been conducive to completing anything. IPMS Seattle will be very well represented in Phoenix, with at least a dozen members attending. We should have a detailed report on the goings on in Phoenix at our meeting.

One of the longest attending members of our chapter (since about 1966), John Greer, has informed me that he is liquidating the vast majority of his 1/48th scale aircraft collection, plus decals and reference books. His collection is quite extensive, centered around WW II vintage aircraft, including a lot of Tamiya, Hasegawa, Classic Airframes, Monogram, and Revell kits, with a handful of vacs, resins, and some started models thrown in for fun. John is ready to wheel and deal and I can tell you (from my first trip to his house) that the prices will be right. John lives in DuPont, just south of Tacoma. He is generally around on Tuesdays, Thursdays, and Sundays. His phone number is 253-964-7762. Call him today, or better yet, get a group of guys together and plan a road trip. You can't go wrong, especially since the models are priced to sell. If you wait, you'll be outta luck, unless you are

willing to pay eBay prices for some of his kits! By the way, I have dibs on the Contrails Halifax!

For those of you that use CO2 bottles, a warning. Make sure that your bottle is securely attached to something solid, like a wall. If not, you risk the possibility of knocking the bottle over, with the chance of breaking the valve. The consequences could be quite catastrophic as what you would have is basically a torpedo in your modeling space. Several days ago I had to gain access to the space normally occupied by my CO2 bottle. I moved it out of the way but without anchoring it. Unfortunately, I knocked it over, but caught it before it went all the way down. I broke the glass in one of the gauges trying to stop it from falling all the way. I was **very** lucky. It could have been worse, much worse.

Those of you that know me well, know that I tend not to stand on a soapbox and give an opinion one way or another about anything unrelated to modeling. Well, today I'm going to be different. Since the vast majority of the audience reading this is male, I'm going to discuss a very male issue.

*Continued on page 16*

### In This Issue

<b>Academy F-8, Part Two</b>	<b>3</b>
<b>SPAD VII book</b>	<b>6</b>
<b>Jagstaffel 5 book</b>	<b>7</b>
<b>Tamiya/Con results</b>	<b>7</b>
<b>Hurricane Bookshelf</b>	<b>8</b>
<b>Heller Bf 108B</b>	<b>9</b>
<b>Academy P-51C and Jeep</b>	<b>10</b>
<b>Diorama Construction</b>	
<b>Part Nine</b>	<b>13</b>
<b>Upcoming Shows &amp; Contests</b>	
	<b>15</b>

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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 2004 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.

**August 14**  
**October 9**

**September 11**  
**November 13**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_ M. \_\_\_\_\_ LAST \_\_\_\_\_  
(leave blank)

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

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

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

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

## Academy 1/72<sup>nd</sup> Scale F-8 Crusader (Part Two)

by Norm Filer

I did a build review of this kit in the June issue. This time I will show you how to rework this excellent kit to get an earlier version.

### Construction

As I reviewed my references on the Crusader, it quickly became apparent that many of the more colorful markings were applied to early versions of the airplane, often in Reserve Squadrons. The attached F-8K (below) is an excellent example of



this. The principal visual differences between the F-8K I wanted to model and the kit is the smaller, more pointed radome and the lack of a bulge on the top of the wing center section. Since neither of these seemed to be major obstacles, I decided to attempt the rework.

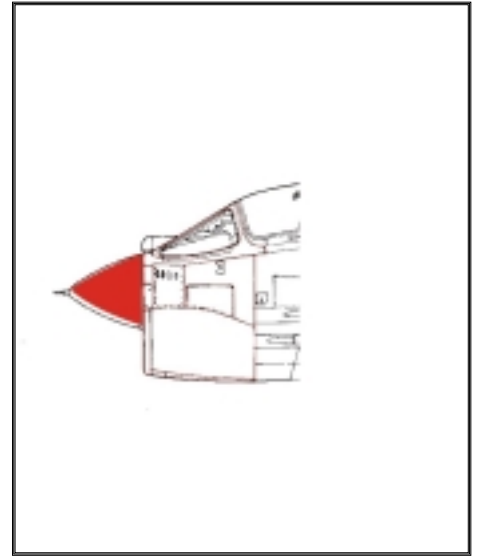
As I dug around in the catacombs I call my reference library, I discovered an old Microscale decal sheet with just the markings I wanted, and a picture that graphically showed the difference between the early radome and the later one that the kit represents (see photo at right). That was the final incentive; it was off to the shop with my second Academy Crusader firmly in hand.

### Nose Radome Rework

When I compared the kit to the photos and drawings of the early bird, (right) I suspected that I would have to remove enough material on the radome that there was a real danger of either sanding completely through the sidewalls or they would be so thin as to have no strength. The last thing I wanted was to be almost done and have the radome collapse. The way I eliminated this potential problem was to stuff the inside of each half of the radome with Apoxie Sculpt. (See below right). This is great stuff to work with. The real advantage is it cures in about three hours and when dry has a surface hardness and smoothness almost identical to styrene. Also can be smoothed with just a wet finger during application to the point

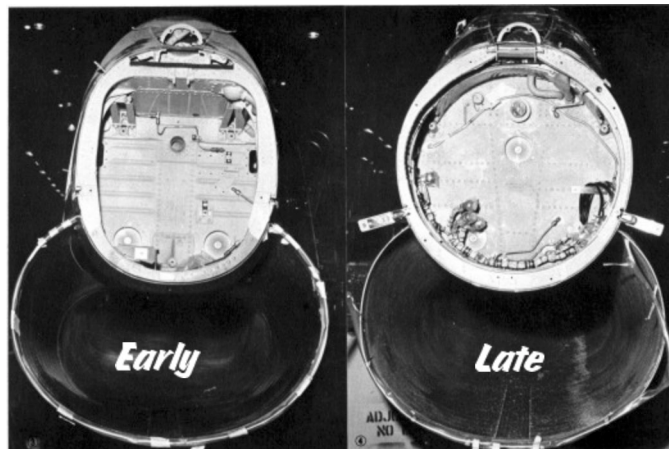
where finishing is rather simple. Final big plus for me is that it scribes beautifully and has no apparent shrinkage when cured. After I stuffed the radome halves, I assembled the fuselage in normal sequence, but left off the clear parts and added none of the gear, gear doors and wing. After everything was dry, I proceeded to clean up all the

normal fuselage join seams and then started on the radome reduction.



What needs to happen here is the kit radome has a rather bulbous shape when viewed from the side. The early airplane has a more pointed side view. Also as the reference picture shows, the later airplane

has a round cross section and the early one a rather more rectangular cross section. I wanted to remove enough material to get the correct shape without having to reshape the area under the windscreen too much. My hope was to preserve the vents there. This part went quickly and while I did



not break through the radome walls, it did get very thin and the Apoxie Sculpt was a good plan.

### Over wing Bulge removal

The extra bulge over the wing center section was added to later Crusaders to house the avionics for the Bullpup missiles that these later birds were capable of carrying. I have never actually seen a picture of an operational airplane carrying these missiles, but the bulge was on all later models. It needed to come off the model I was building. I made a mistake and tried to fill the underside prior to assembly, then grind and sand it off, clean it up and then attach it to the top of the wing. Bad plan! Even with the filling, the part tended to distort enough to make it a very poor fit. A better plan would have been to just attach it to the model, remove the bulge and fill the void with Apoxie Sculpt and finish it on the model. Lesson learned for the next one.

### Final assembly and finishing

The rest of the build is identical to the June build so not much reason to cover it again. On to the final laps of this project - applying decals. Oh, oh! The old Microscale stickers tail markings are too big. Well a couple hours of work with the ALPs printer and computer and that was fixed. Ain't modern technology wonderful?

### Conclusion

This is really a very simple rework. It has taken me about as long to write about it as it took to actually do the rework. But the benefit is now the range of markings for this fine new kit is much expanded. I intend to do at least a couple more of these and when the next version arrives from Academy I will be able to do almost the entire line of what might have been one of the Navy's finest fighters.

In the next month or two, I will move on to the next exciting episode of the great Crusader project. How about an RF-8?





**Aviatik Vintage Aircraft No. 1: SPAD VII C.1, by Tomasz Gronczewski and Seweryn M. Fleischer**

**reviewed by Andrew Birkbeck**

For those familiar only with the debacle that was the French Air Force in World War 2, and who are little informed about World War 1 French aviation, let me start by saying the difference between the two was like night and day.

Prior to WW1 the French led the world in airplane and aero-engine design and manufacture. Of the other "major" military powers of the time, the Russians were a joke in terms of aviation, the British also-rans on a par with the likes of Austria/Hungary, and the Germans much preferred airships over airplanes. As for the Americans, they had squandered the lead given them by the Wright Brothers having been first with powered controllable flight in 1903, and in 1914 the USA was an insignificant aviation nation.

Throughout World War One, the French dominated Allied aviation production. Their factories turned out the majority of the airframes and aero-engines produced by the Allies, providing materiel not only to their own training and fighting squadrons, but also for many British and Commonwealth squadrons, and to the late arriving American squadrons in 1917-18.

Two names dominated the fighter side of French World War One aviation production: Nieuport and SPAD. SPAD had morphed from the earlier firm of Deperdussin, and stood for Societe pour L'Aviation et ses Derives, and included along with many former Deperdussin employees the great French aviation hero, Louis Bleriot. The firm's two most famous and important fighter designs were the SPAD VII and the follow on SPAD XIII.

As mentioned earlier, the French supplied their aircraft not only to their own squad-

rons, but to all the Allied nations, and so it was with the SPAD VII. British/Commonwealth, Russian, Belgian, American, and Italian squadrons all flew the SPAD VII. During the war or in the immediate post-war years, the SPAD VII also flew with Polish, Czech, Serbian/Yugoslav, Greek, Portuguese, Romanian, Estonian, Finnish, Siamese, Brazilian, and Uruguayan squadrons. A few were also provided to the forces of the Netherlands, Chile, Argentina and Peru. In short, the SPAD VII was a **very** important aircraft.



If one has **any** interest in WW1 aviation in general, or the SPAD VII in particular, then they **must** get this book. It is nothing short of brilliant, period. The book is soft covered, measuring 11 ¾ by 8 ½ inches, and is 166 pages in length. Published in Poland by Aviatik Press, the book is bilingual in English and Polish. Interestingly, the first language is English, the Polish part being towards the back of the book.

The book is fabulously detailed, not only covering the general early history of SPAD and the developments that led to the SPAD VII, but it also goes into details about engine design improvements, windscreen design, engine cooling design, exhaust manifold design, cowling design, wing design etc, etc.

The book contains hundreds of black and white period pictures, covering squadron markings, and various details such as engine, cockpit, armament, etc. Did I mention scale drawings? The book supplies 14 pages of very detailed drawings, including general rigging diagrams, but also the myriad detail changes that occurred over the life of the aircraft, and not just factory changes, but also field modifications as well. For example, seven different propeller types are covered, along with five hub differences!

In the colors and markings artwork sections, 36 aircraft are covered each with side profile and overhead profile, many also include cowl markings and blow ups of the fuselage markings. Each is accompanied by a detailed written history of the aircraft covered. There is also a two page color "walk around" section covering 16 photos taken of a beautifully restored SPAD VII that is housed in the Italian Air Force Museum.

I ordered my copy of this book via mail order through Jadarhobby in Warsaw. I have placed many orders over the past couple of years with this firm, and have found them very friendly, responsive and reliable. You can find them on the web at:

<http://www.jadarhobby.waw.pl/>

The book, including airmail postage, was \$28, and Jadarhobby accept Visa for your protection. From ordering via their web page to arrival at my PO Box, took ten days. Coincidentally, Jadarhobby are having a 10% off sale on all their merchandise through August 31, so now would be a perfect time to order this book!

Aviatik is a new firm, and besides this book on the SPAD VII, their only other two publications are *USAAC Camouflage and Markings 1926 to 1941* and *P-40F Warhawk*. These appear to be very similar, if slightly smaller publications, so would probably be well worth acquiring if either topic interests you.

Another excellent source for Aviatik books (along with many other fine books from Eastern Europe), is the Canadian firm Airconnection. Check out their excellent web page at:

<http://www.airconnection.on.ca/Default.htm>

Their prices are slightly higher than Jadarhobbies, but their service is also very good, and in theory they are closer to Seattle than Warsaw, although given Canadian Postal efficiency, you might be better betting on the Poles!

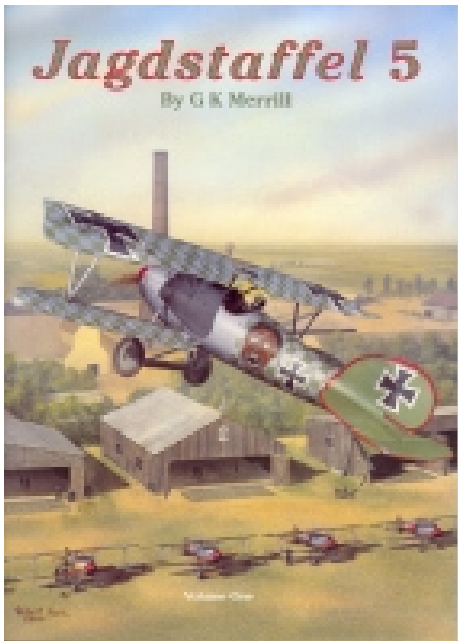
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## *Jagdstaffel 5, Volume One* (of two), by G K Merrill

reviewed by Andrew Birkbeck



At £22 (US \$40.50) plus postage for 56 A-4 sized pages, this is a rather expensive book any way you look at it. That said, if you have any interest in World War One German aviation, or amazingly colorful aircraft in general, then this book is a “must have” for your reference shelves.

Anyone who owns previous aviation volumes from Ray Rimell’s Albatros Productions knows what to expect with this one. A well written history is accompanied by excellent period black and white pictures covering the subject under discussion, in this case Imperial German Fighter Squadron 5 (Jagdstaffeln or Jasta 5 for short). This volume covers the many Albatros D.III and D.V aircraft the squadron flew, and this volume gives the reader profiles of 32 amazingly colorful aircraft, along with detailed historical notes to accompany each profile. World War One aircraft certainly could be colorful, and the profiles for these Jasta 5 aircraft show this squadron wasn’t lacking in pilots and ground crew who enjoyed splashing the color about!

Word has it that at least one of the major WW1 decal manufacturers is to release decals using the material supplied in this book, allowing the modeler to enjoy a rainbow collection of Albatros aircraft, either in 1/48th scale utilizing the excellent Eduard kits, or in 1/72nd, utilizing the various kits from Eduard, Roden/Toko etc.

Highly Recommended!

## IPMS Seattle Members Score at Tamiya/Con

On April 17/18, the same weekend that IPMS Seattle held our 2004 show, three IPMS Seattle members chose to make the trip to Aliso Viejo, California, to compete in Tamiya/Con, a national contest sponsored by Tamiya, featuring only Tamiya models. All three modelers placed.

George Stray earned a First Place in “1/35<sup>th</sup> scale Axis tracked Armor, 1945 or earlier”, with his Sturmtiger. Picking up Third Place awards were Andrew Birkbeck, for his M26 Pershing U.S. Medium Tank in “Armor, Box Stock, any scale and any type”, and Craig Rosner, whose Fletcher Class Destroyer: *U.S.S. Hickox* placed in the “Ships, 1/350<sup>th</sup> scale” category.

Congratulations to all three. Below is a photo of George accepting his award.



## Hurricane Bookshelf

by Scott Kruize

As I look at the calendar each year, and see May 23rd coming up, I know – with mathematical precision based on long experience – that three things will occur:

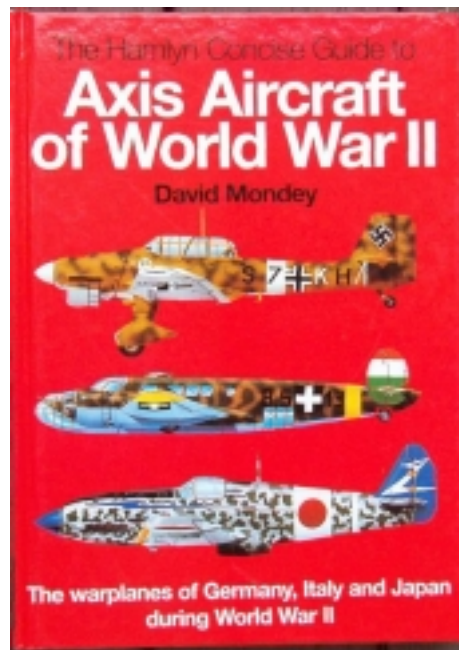
First, a card will arrive a day early, signed by my baby sister's hand and carrying adoring sentiments that will bring tears to my eyes. Oh, all right: she's past 40 and the sentiments are inevitably derivatives of "On your birthday, you should appreciate your great blessings...like having a perfect sister like me!"

Second, another card will arrive precisely on time, bearing some variation of the theme: "How's the **old man**?" Ken Murphy has been doing this to me since sixth grade. He's three days **younger** than me, which – he believes – gives him the youthful dexterity to hit such a narrow 'window of opportunity'!

Lastly, my brother Chris will fail altogether to get anything to me on time, but will make up for it later.

I saw Ken a couple of days past his birthday – when we were once again the 'same' age — and we exchanged presents. He got me this *Hamlyn Concise Guide to Hurricane Adversaries and Victims*. Oh, all right: ...to *Axis Aircraft of World War Two*. David Mondey compiled this 250-page volume with every essential Axis type, including not just fighters, bombers, and other warplanes, but also often-overlooked support aircraft such as transports and trainers. Each is described in some detail, with an amount of text appropriate to the machine's importance in Axis aviation history. For example, the three Bücker trainers each get about a page, but the Junkers 88 gets more than ten, including some color photographs. Each type gets at least one photo or artist's color profile, and many have three-views, as well. It adds up to a handy reference for any aviation historian or modeler.

My brother's gift arrived shortly thereafter, a book obviously ordered over the Internet and sent directly from a mail-order distributor. It's from the new Tempus Classic WWII Aviation Series "designed to give the aviation enthusiast a comprehensive history of many of the aircraft used during this period" (from the 'Series Introduction'). Volumes include the Messerschmitt 109, P-38 Lightning, De Havilland Mosquito, etc. My package contained *Volume Number One: The Hawker Hurricane*. There's judgment for you!



I was curious to see if author Edward Shacklady had anything new to say about the Hurricane. I ended up impressed by several things. He traces the development of Hawker aircraft up to this new-as-tomorrow all-metal low-wing monoplane, with retractable undercarriage, thousand-horsepower engine, and heavy armament of eight machine guns. Chapter Two, for example, is all about the Hawker Fury, which was important to England's defense in the interwar years, and also served with several foreign air forces. (America did not exactly invent arms sales to foreign countries, 'friendly' or otherwise...). And it was the last forebear of the Hurricane, with

many similar structural, system, and aerodynamic qualities.

Of course it's cliché now to describe the Hurricane as the RAF's first modern fighter plane, prior ones resembling First World War retreats. This is not strictly true; despite their old-fashioned appearance, fighters of the 30s were products of steady progress in aeronautical and structural engineering, with engines an order of magnitude more powerful than in the 'Great War'. Accounts like this one make this rather complex transition much clearer.

Much of the rest is standard Hurricane fare, but those of you not aspiring to so extensive a 'Hurricane Bookshelf' as mine would find this volume an excellent choice. I exaggerated only slightly in my re-titling of the *Hamlyn Concise Guide: Hurricanes* engaged most planes of Nazi Germany, fascist Italy, and Imperial Japan. They bore the brunt of the fighting during the first two years of the war, and by its end had served in every significant campaign all over the world, from the Arctic to the tropics, over land and sea. They even fought in places, and in ways, where one doesn't normally think of fighter planes at all. Like the Battle of the Atlantic: besides being among the first to attack French seaport facilities and Luftwaffe airfields, Hurricanes also guarded Iceland, catapulted from hastily-converted merchant ships in convoys at sea to confront the Focke-Wulf Condor menace, and served as pawns and payment to bribe Portugal into letting the Allies operate bases in the Azores for the duration.

Hurricanes were among the first of what we now call 'tactical fighters': carrying heavy loads against ground targets, but able to defend themselves from enemy interceptors, once those loads were expended. Hurricanes were the first aircraft to seriously threaten tanks, lugging heavy armor-piercing cannons in 1942 and rocket missiles a year later. Hurricanes dragged not only the Royal Air Force into the



modern age, but the Royal Navy's Fleet Air Arm as well: off Norway, early in the war, they operated from a carrier without deck landing gear. The navy was inspired to take modern high-performance monoplane fighters to sea, beginning with naval conversions of the Hurricane.



Since I'm writing this for modelers, let's not forget about all those 'killer' color schemes and markings. This book is an excellent reference for duplicating them on the tabletop. Two appendices to this book include accurate descriptions of Hurricane contracts completed, with the serial numbers assigned to them, and in many cases the aircraft's destinations or ultimate fates. Detailed black-and-white drawings and color plates augment the text, most previously printed in the *Profile* publications or other works, but useful in a standalone Hurricane reference book. During the war, paint shop employees at Hawkers and their subsidiaries must have gone crazy trying to put appropriate coloring on airplanes that might end up over the jungle, tundra, forest, desert, or sea – but what a boon to us now!

Speaking of going to remote places, I'm off to the UK and won't be at the August meeting. Not specifically to do Hurricane research, but to see my stepdaughter blessed in marriage to her new Irish husband. Still, I'm going to tour London and will bring back as many pictures of airplanes as I can. Aren't you all fortunate to know me? That's OK: next May 23rd, you could send me things to surpass my sister's sentimentality, my brother's punctuality, and Ken Murphy's sense of temporal justice!

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## Heller 1/72<sup>nd</sup> Scale Bf 108B Taifun: A Mini-Review

by Jim Schubert

If the Editor will let me, I'm going to try something new here - a Mini-Review of an old, well-known, kit with emphasis on the corrections needed without going into too much detail. Please let me know what you think of this idea.



- The biggest problem and the hardest to fix is the fuselage cross section; it's too square at the top from the windscreen aft to about midway to the tail. It's probably best to ignore this one. If, however, you are a masochist you can fill the inside upper corners of the fuselage and canopy hood with putty, tape the fuselage halves together, glue the hood in place with white glue and file the

whole thing to the correct shape. You can then pop the hood off and use it as a male mold to vacuum form a new hood.

- There is no air-cooled Argus V-8 engine provided to be viewed through the air intake in the cowl bowl. Let your conscience be your guide on how far you want to go in this area.
- The prop and spinner suck. Hit the spares box for replacements.
- The wheels are too small and they are very toy-like. Defenestrate them and hit the spares box again. The wheels from an Aurora 1:150 scale 747 are perfect! I have a lifetime supply of these wheels - but that's another story.
- The leading edge (LE) of the fin is too swept.
- The trailing edge (TE) of the rudder tapers too sharply forward making a pointy rather than a rounded tip.
- The break from the vertical hinge line of the rudder to the area balance is wrong; the diagonal line is too long. NB Early 108's had no area balance, rather they had a mass balance weight on a rod projecting forward of the hinge line.
- The wingtips need a few swipes with a sanding stick to obtain the correct shape.
- The tailplane is way too broad in chord and the tips are too square.
- The aileron mass balances are blobs. Use the ones from a Hasegawa 109.
- The interior is basic and you really ought to enhance the detail in there.
- Typically for a kit of this vintage almost all the details need a bit of attention.

Everything except the fuselage cross section is easy to fix. I'm going to ignore that problem and figure no one will notice.

*Continued on page 16*

## Academy 1/72<sup>nd</sup> Scale North American P-51C Mustang and Ground Vehicle

by John R. Lee, IPMS Oregon  
Historical Modelers Society

This kit comes in a top-opening box: just right for holding the parts as you work on the kit. It is molded in medium gray plastic (57 parts) and nine crystal clear parts that are packed separately. The canopy has three options: standard closed framed, open framed, or a Malcolm hood (which was not used on either of the decal options in the kit). Included is the option of four different under wing stores consisting of a nice pair of triple bazookas, 75 and 108 gallon tanks and two rather crude looking 500-lb bombs. The kit has fully engraved panel lines, highly detailed cockpit interior and landing gear, and offers two Tuskegee Airmen decal schemes. With the price at a low \$10 you can go out and get several if you like the P-51B/C! The ground vehicle (37 parts) is an added bonus.

As usual the construction starts with the nice cockpit comprising a floor piece that's engraved to look like wood and includes the radios and the top of the radiator hot air exhaust area. The instrument panel has raised dials but I chose to use an instrument panel decal from an old ProModeler 1/72nd decal sheet, which looks better than my shaky painting. I sprayed all the areas that were Interior Green, masking the area around the main wheel wells to keep the I. G. off the underside of the wing. I painted the radios and side detail on the left and right fuselage parts black. The floor is painted a wood color with a dry brush of brown to bring out the grain effect. I then gave the parts a thin brown wash to bring out the details more on all these areas. I also cut off the solid plastic gun sight reflector glass and replaced it with a piece of clear sheet.

I assembled the seat and added a set of Airwaves seat belts painted tan with silver buckles, which I set aside to add at the end. The instructions say to paint the head rest flat black, but all my references show tan or light brown which is what I painted it. Next I glued the instrument panel and stick to the floor and glued the whole assembly to the right fuselage side. I then added the left fuselage side, which was a very good fit. The empennage is made up of separate parts, and on this kit does not have the fin fillet as seen on later P-51s. On the two forward fuselage parts there is a small hint of a fillet that needs to be



removed for the aircraft that I was building. Looks like more releases are on the way – yes! Another good point is that the tail fin has the offset of a degree or two to counter the torque of the engine, something you don't see on many kits. The tail fits perfectly and with careful application of glue no sanding or filling is required. I skipped putting the exhaust pipes in to ease painting at a later stage of the build, and because I planned to use a pair of Moskit pipes.

On to step 3, the wings and tail. As I planned to use only the 108-gallon paper tanks I didn't in this case need to drill any holes in the underside of the wing so I added those good looking triple bazookas to the parts box. I glued the three wing parts together and again the parts matched up with no filler required. I left off the stabilizer parts to ease the painting of the red tail. I skipped ahead to step 5 and glued on parts A4 (chin scoop) and A5 (radiator scoop). In dry fitting the two parts I saw that these parts are the only really poor fitting parts and I could see that fairing in these parts without the wing

in place would be easier. After the small amount of putty was added and sanded I added the assembled wings to the fuselage. The top of the wings fit very well with no filler required on the topside but on the front joint by the cowlings there was quite a step requiring a fair amount of filler. It was at this point that I drilled out the guns as I planned to replace them with tubing. It was just as I had painted and started to decal the plane that I remembered that the guns are not on the centerline of the wing. More later!



Step 4 is the assembly of the main gear. The tires were painted Gunze Sango Tire Black and I used my circle template to mask off the tires to paint the wheels non-buffing aluminum. I also gave the wheels a thin brown wash and set them aside to install later.

Step 5, I added the main wheel doors in a closed position as I want to make a small diorama where the pilot has just landed and is getting out of the cockpit and the doors haven't dropped yet. This will be to utilize the jeep with the crew chief picking up the pilot who is using "his" plane.

Step 6, the propeller. It looks good, and again the fit was great. I painted the spinner red, along with the tail area and wing tips that I had masked off to keep the red from the NM areas. The prop was shot with gloss black in preparation for the eight decals. I then applied a couple of coats of Model Master flat and when dry assembled the spinner to the blades leaving out the retainer as I like to be able to remove the prop when I go to a model show.

Step 7, the canopy and antenna post. Even though the canopy parts are very clear I dipped them in Future as that protects them when I use super glue to install them. The Future stops the CA fumes from fogging the glass area. Before gluing the windscreen and rear glass to the fuselage I masked off each part with Tamiya tape. I used the closed-framed part as a mask as I was going to use the open framed parts to show off the interior. This required me to mask both the outside and inside of the open parts.

After removing the masking tape from the NM areas near the red areas, I masked all the red areas and sprayed the remainder of the airframe Model Master non-buffing aluminum. I over coated this with MM sealer in preparation for the decals.

There are two decal options, both for Tuskegee airmen.

1) USAAF P-51C of Capt. Ed Toppins,  
99th FS/332nd FG/15th AF

1) USAAF P-51C of Lt. Lee 'Buddy'  
Archer, 302nd FS/332nd FG/15th AF

Number two is the one I chose to make as it has a little more "pizzazz" to it. The decals looked great, but very glossy. As I was modeling a well-used aircraft, the yellow wing bands were a little too bright to me and even though I had applied the natural metal finish I decided to mask and air brush on the yellow wing bands. It worked and they are toned down a lot. While I was at it I painted all the yellow trim tabs too. There are some decals that I couldn't find a location for. They are white ones that are all the same and I have no idea where they go! After the decals were dry I again put down a coat of MM sealer. Note that after checking my references, the fuselage and wing national markings are numbered wrongly, i.e.: #1, the 35" diameter is for the wing and #2, the 30" diameter is for the fuselage.

I then did a light 'Sludge' treatment to the panel lines and shot a couple of coats of MM flat to give it that oxidized aluminum look. Next I applied some pastels for the exhaust stains and fluid leakage as seen in my reference pictures of this very aircraft.

I drilled a .040Ø hole about 1/8th inch behind the antenna mast (two types of which are included in the kit, another good point) and put in a short piece of Evergreen rod with a #80 hole through it for the antenna wire. The Osprey book listed below has a three view of this aircraft, albeit not as dirty as I am building it. Into a #80Ø hole I drilled in the tail I super glued a piece of .003Ø fishing line. When dry, I ran it through the hole in the evergreen rod and pulled it taut by running it through the cockpit. I hung a clothes pin on it for weight while gluing it with a tiny dab of super glue. In the Osprey book three-view drawing I saw that there was a whip antenna behind the tail wheel. I drilled a #80 hole behind the tail wheel and glued in a piece of whisker courtesy of my unhappy cat. He'll get over it!

Time to add the tires. I have found, to me anyway, a neat way of weighting tires. I have a small coffee warming plate in my hobby room. (Need that coffee for those

late-night modeling sessions!). I found that by placing a small piece of aluminum foil on the heated surface and pressing the tire onto the foil for a while you get a nice flat with a bulge. The foil protects the plastic and it just peels off. This kit has a very nice set of tires with very good wheel detail so doing the above you have no need to go after market. This operation can be done after the tires and wheels are painted.

I now removed the canopy and red area masking and added all of the remaining parts. Gave the red areas a coat of MM flat and that is that.

As an added note I was going to fix the machine guns which are on the center line of the wing but instead, and for the added color, I painted small pieces of Tamiya tape red and placed them over where the guns protrude from the wings to represent dust covers – problem solved!

The Jeep is a nice little kit all by itself. It goes together with six steps. I painted everything olive drab. A couple of Model Master clear gloss coats and on went the

seven decals. After a coat of MM clear gloss I laid down a couple of MM clear flat coats. The tires were sprayed Gunze Tire Black and the steering wheel and shift knob MM flat black. Again using my circle template I shot the wheels MM olive drab. I next went to town applying a lot of pastels in various shades of brown and tan to give it a used look. I used a little black pastel on the wheels and near the exhaust area. I drilled a #80 hole in the end of the .50 cal. mg and painted it MM gun metal and highlighted it by lightly rubbing it with a polishing cloth with S&J powder in it. I cut out a piece of clear sheet and glued it to the windshield frame. As I don't normally do vehicles I am not sure of the accuracy, but it looks like what I drove when I was in the Army.

All in all, a nice, well-fitting kit with only very minor problems. I used filler only on the underside front of the wing to fuselage join, and chin scoop. As with most kits there is scope to add a bit of "Super Detailing" if you want. I already have a second kit and await the arrival of the P-51 with the fin fillet.

I entered this into the 2004 IPMS Seattle Spring show at Renton, and managed to take a third place in the single-engine category. At our O.H.M.S. club meeting the following Tuesday, I took first in our little club contest. I think most of that was because it makes up into a good-looking P-51 with just a little help from me.

#### References used:

*Camouflage & Markings NA P-51 & F-6 Mustang USAAF, ETO & MTO 1942 - 1945*, by Roger A. Freeman

*Osprey Aircraft of the Aces #7, Mustang Aces of the 9th & 15th Air Forces & the RAF*, by Jerry Scutts

*Fighting Colors: P-51 Mustang in Color*, by Larry Davis



## Diorama Construction, Part Nine

by George Haase

### Adding a wrinkle

Part of the roof structure covers the transfer crane. While the rest of the roof structure will support the gable end closest to the building, the far end will need its own support. Having debated this for a while I think that the best way to support this is with masonry columns. Masonry columns will be acceptable since they are on the other side of any rail car being loaded and thus beyond where the load could be expected to need to swing. The transfer crane itself will be of metal (iron and steel) construction and will be self-supporting. It will not be connected to the roof structure, not even sway bracing. One would not want an overload situation to bring down the house, so to speak. See more about this in the upcoming metal structures section.

One thing to remember, and I'll say it yet again because it saves immeasurable amounts of grief later, is to estimate the amount of lumber you will need by type and pre-finish it. The white glue or whatever you use to attach one stick to another is basically waterproof and your finishing will not penetrate the wood where the adhesive is located. Pre-finishing the wood, yes, that's before you cut it not just before you assemble it, avoids this problem and leaves you with only open ends that need to be finished later. More on this in the wood structures section below.

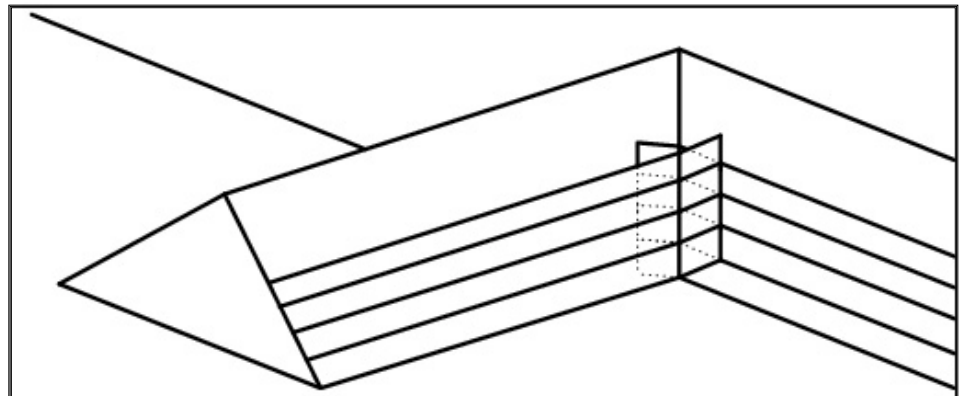
Once the sub-roof is constructed, the real fun begins. Current code requires that you cover the rafters with plywood, OSB (Oriented Strand Board), or diagonally applied tongue-and-groove 1 by something. The purpose is to prevent the roof from racking (twisting) in the event of high wind or earthquake. This would then be covered with heavy felt (90 pound tar

paper) to act as a vapor barrier and then furring strips would be applied to which the tiles would be attached. The furring strips allow the roof to breath and reflect the roofing requirements before the anti-racking code provisions. Since our little LCL warehouse building was built in Europe and way before 1960, current building code would not apply. This is good. While it requires a lot more wood products, it looks a lot more interesting to be able to see the rafters and sub-roof substructure under there. The same routine now applies to cedar shakes. Current building code requires plywood sheeting (or whatever) to prevent racking. Thank goodness, most of our roof type structures were built before 1960 so we don't have to cover this structure with plywood.

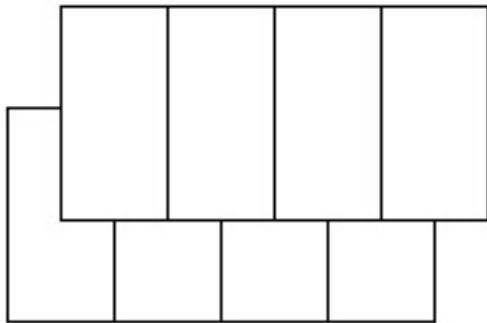
If you are doing a more modern building, just cover the rafters with plywood sheet and then the felt paper. For the plywood, 1/2 inch is the minimum. In 1/35th scale that's 0.014 inch. Sure! Actually, not too bad. Just use the thinnest balsa or basswood sheet you can find and bevel the edge just a bit on the underside with a file or sandpaper. Remember, you see the top of the sheet or the bottom of the sheet and the only place you notice the thickness of the sheet is on an exposed edge. You can generally find 1/32nd inch thick balsa sheet, which would be very close to one inch thick in 1/35th scale. If you sand or file a slight bevel to the underside, you only need to remove half of the thickness to give the appearance of 1/2 inch plywood.

If it is important and more than an exposed edge needs to be shown (or you're working in a smaller scale like 1/72nd) make a visit to the RC model airplane shop. Look in the scratch building supplies area and you'll probably find some thin plywood. There is actually 3-ply plywood there that is 1/64th of an inch thick...and that's all three plys. So you can even shred the edges and let the plys show. Good stuff!

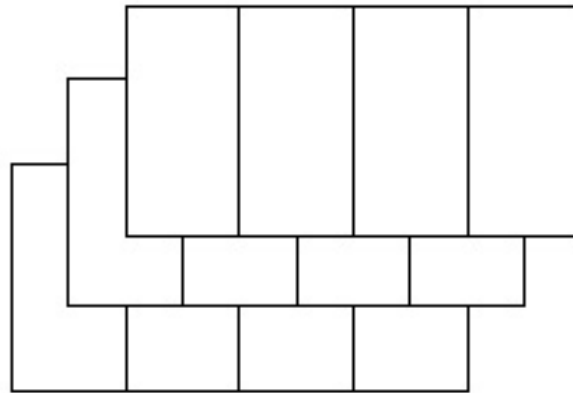
At any rate, for the modern (post-1960) roof we will need at least 90 pound felt. I recommend getting some black construction paper and cutting some one inch wide pieces. You can use something else if you want but you'll need to color it before you apply it. In addition to being about the right thickness, the construction paper is already colored. The strips of paper can then be applied just like the real thing; without having to unroll it. Well, at least in pattern. The roof section that extends out over the track and covers the transfer crane section will result in the need to model a ridge and two valleys, where it joins the main roof. Remember to lay the "felt", starting at the bottom (drip edge) along the line of the roof, through the valley and at least three feet (one inch) up on the other side of the valley. Lay the entire first course of felt over the entire roof. Lay the next course of felt in the same order as the first course. Remember to overlap the first course by one-third. The result through the valley will be a set of overlapped and interlaced strips of "felt". (See drawing below.)



DOUBLE COVERAGE



TRIPLE COVERAGE



After the felting has been completed and before the tiles go on, you need to add the furring strips. 1x4-furring strips would be appropriate, remember, the tile comes from the tile factory with nail holes already drilled through it. A 24-inch-long tile, with triple coverage (that is three layers of tile at any given point) should have the top of a furring strip every eight inches. If you use double coverage (two tiles thick and any given point), you need the top of the furring strip every 12 inches. See the drawing above.

Our pre-1960 roof will follow the same pattern except for the plywood and felt. As far as the double or triple coverage is concerned, my limited research suggests that while this is, after all, just a LCL warehouse, construction methods of pre-WWI Europe would have used the triple coverage method.

Before we get to the tile, however, there are a couple of more things that need to be handled. One is that we need to add some flashing. The drip edge, peaks and the valley need flashing. Flashing is a section of metal designed to handle a situation (like a meeting of adjacent roof lines or roof tiles or shingles as the siding on a wall) that the interlacing of the tiles will not permit. Take some of that .001-sheet plastic mentioned earlier or lead sheet (see below) and cut some two-foot wide strips (about

2/3rds of a real inch). Apply this to the drip edge of all roof edges right over the “felt”. It can be white glued (that’s what I will do) or super glued, whichever you are most comfortable with.

Another piece of the .001 plastic or sheet lead is prepared, this time about four scale feet wide. Fold this lengthwise down the middle. This will be the flashing in the roof valley. This should be glued in place **over** the edge flashing and trimmed into an arrow-like shape to correspond to the roof edges at the drip line and a slight overlap at the top. Prepare two more pieces of the plastic or sheet lead. One, about 2x2 for use as flashing at the top of the gable roof where it joins the main roof and another piece two feet wide by however long the ridge lines for flashing the ridge line.

If you use plastic, this will need to be painted and have the basic weathering applied before the tiles are attached. While this is attached to the “felt”, it will be almost covered with the tile so you don’t have to worry about a little over slosh into the roof side of the “felt”. What this material really is will effect how you should paint and weather it. The real material may be copper, tin, or lead. Aluminum was a bit new for 1919, so it probably was not used. Lead, however, might well have been used. Sheet lead, which I will use, may be available from your Dentist (from old bite-

wing x-ray film holders) if you ask nice, explain what you’ll use it for, and promise not to dispose of it improperly (meaning, save the extra parts for weighing airplane noses, do not just chuck them in the garbage can). The sections are about 2 by 5 scale feet and can be applied directly to the “felt”. The major advantage of this material is that it is already the color of the real thing. My limited research does not indicate this old flashing material is any color other than dark gray with a light gray dry brushing. I think that this could also be copper, which is also a very likely material for this purpose, and the very dark gray/brown color is because it is more dirty than corroded.

Once this is handled, start applying the tiles cut earlier. Adjust the angle of the roof so the surface you are working on is flat, so the loose tiles will not want to slide into your lap. Start at the farthest edge of the lowest point and apply the first course of tile. Apply the second course by starting with a piece of tile and moving one slat up. The idea is that as you lay the tiles you place them so that each tile of the new course covers the slit between adjacent tiles in the course below it. Apply a bit of polystyrene cement to glue (or whatever, depending on your material) each tile to the others below it, but not the flashing or “felt” below that. Keep applying courses of tiles until you reach the top. The next to

last course will have the top of the tile equal to the top of the roof section. The next, or last, course will have to be cut in half and applied in the usual "overlap the slit below it" style. As you progress, trim the tiles at the end of each course adjacent to the valley so as to leave the tile short of the valley by about three inches (about 1/16th of an inch). When done, let the tile dry for a bit (you may need to cut some more tile while this section dries). When this can be safely removed, do so. Set the tile section aside to dry further, adjust the roof so the next area is flat and proceed as above to tile this section.

When done tiling, you should have several sections of white plastic or construction paper tile roof things. Paint

and weather these slabs as slate tile. It is completely likely that the entire order for the project's roof tile will have been filled by a single quarry from slate quarried within a few dozen feet of itself. This means that it should be fairly uniform in color. While a couple of tiles here and there might be colored a bit different (representing spot repairs) and a section somewhere might look fairly new (representing a more substantial repair), the vast majority of the tile should look substantially weathered. Once paint and weathering have dried, attach the tile sections to the roof. You then apply the ridge and join flashing and then apply a special set of ridge tiles. These will be six inches wide and nine inches long and have the holes drilled on the long edge. You apply them in

the landscape mode and thus look just like the next course of tile. They are applied over the ridge flashing, which may protrude below the tiles a bit. Paint and weather the ridge tiles as per the rest of the roof. If you can do it, do the painting and weathering before they are applied to the roof so the lead will show through as lead and you won't have to come back and paint the weathered lead in weathered lead color.

*To be continued...*

## Upcoming Model Shows and Aviation Events

### Saturday, September 18

**Evergreen Museum Model Show & Contest**, presented by Portland Oregon IPMS and the Evergreen Aviation Museum. Show theme: Remembering Those Who Serve... 9 am - 4 pm. Museum admission: Adults \$11; Seniors \$10; Children \$7. Contest Entry: Adults, \$5 for 1-4 models, \$1 for each additional model; Juniors 11-17, \$1 per model; Juniors 10 and under, free. Evergreen Aviation Museum, 500 Michael King Smith Way, McMinnville, Oregon. For more info, Brian Yee, 503-309-6137, web site, [www.geocities.com/oregonshow](http://www.geocities.com/oregonshow)

### Friday - Saturday, October 1 - 2

**Sci-Fan**. The Northwest's premier science fiction and fantasy modeling show. Entry fee: \$5 for up to five models; \$1 for each additional model. Galaxy Hobby, 196th and Highway 99, Lynnwood, WA. Phone 425-670-0454; e-mail [info@galaxyhobby.com](mailto:info@galaxyhobby.com); web site, [www.galaxyhobby.com](http://www.galaxyhobby.com)

### Saturday, October 2

**Show Off the Good Stuff Model Show 2004**, presented by Palouse Area Modelers, and Hodgins Drug & Hobby. Registration 8 am - 11 am; show opens at 10 am. Entry fees: Adults, \$5 for unlimited models; Juniors, free; spectators, \$1. Moscow Moose Lodge, 210 N. Main, Moscow, Idaho. For more info: Wally Bigelow, 605 NW Fisk #27, Pullman, WA, 99163. Phone: 509-334-4344.

### Saturday, October 9

**IPMS Vancouver 34th Annual Fall Model Show & Shop Meet**. 9 am - 4:30 pm. Admission: Adults, \$2CDN; 16 and under, free. Model registration: Adults, \$5 CDN; 16 and under \$2 CDN. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more info, contact Warwick Wright, 604-274-5513; e-mail [jawright@telus.net](mailto:jawright@telus.net); web site, [www.members.tripod.com/~ipms](http://www.members.tripod.com/~ipms)

### Saturday-Sunday, October 16-17 or 23-24

**7th Annual Model Show and Contest**, presented by Aleutian Tigers/ IPMS Fairbanks, Alaska. Date TBA. Entry fees: \$1 per model up to five models, additional models free. Pioneer Aviation Museum, Pioneer Park, Fairbanks, Alaska. Web site, [www.alaska.net/~gidg/index.html](http://www.alaska.net/~gidg/index.html)

**Preznotes**

from page 1

For those of you approaching middle age, or have passed it and have not had a physical, do it (at least once a year). Go see your doctor. Make the appointment. Have your prostate checked. Yes, the thought of your doctor bending you over his exam table and poking his finger you-know-where is a revolting thought to most males, but the discomfort is momentary considering the consequences of doing nothing at all. Make sure your doctor does a PSA (Prostate Specific Antigen) blood test.

My PSA was 40, about 10 times higher than normal. Prostate cancer. Damn, how I hate that word. My treatment will be hormone therapy, followed by external radiation, then implanting a radioactive seed into the prostate. Then we shall see what happens. So, don't ignore any problems you may be having. See your doctor. Your life is in your own hands.

OK, I'm off the soapbox now. Go work on a model, and...

...we'll see you at the meeting,

# Terry

## Heller Bf 108B

from page 9

If you want a really great, easily built, Taifun, you can do no better than to go up to 1/48th scale and build the Eduard kit; it is super.

### References

*Messerschmitt (BFW) Bf 108B-1 Taifun in Detail*: Pawel Przymusiala & Dariusz Karnas, Books International, UK, 2001, ISBN 83-7219-122-0. This is rather like a combination of the Verlinden and Aero Detail books. It provides many detail photos of Lufthansa's restored late model

Bf 108 B-1, D-EBEI, plus several pages of drawings, No history.

*Monogram Close-Up 5 Taifun*: Thomas H. Hitchcock, Monogram Pubs., USA, 1979, ISBN 0-914144-05-7. This provides a thorough history of the 108 A and B and discusses their civil and military operational use. There are many photos of different 108s.

*Air Enthusiast Quarterly* No. 22.

*Aeroplane Monthly* - April 1988 and January 1994.

*Skyways* No. 34.

*Replic* - May 2002; Eduard 1/48 build.

*Scale Aircraft Modelling* - Vol. 25, No.1, March 2003; Eduard 1/48 build.

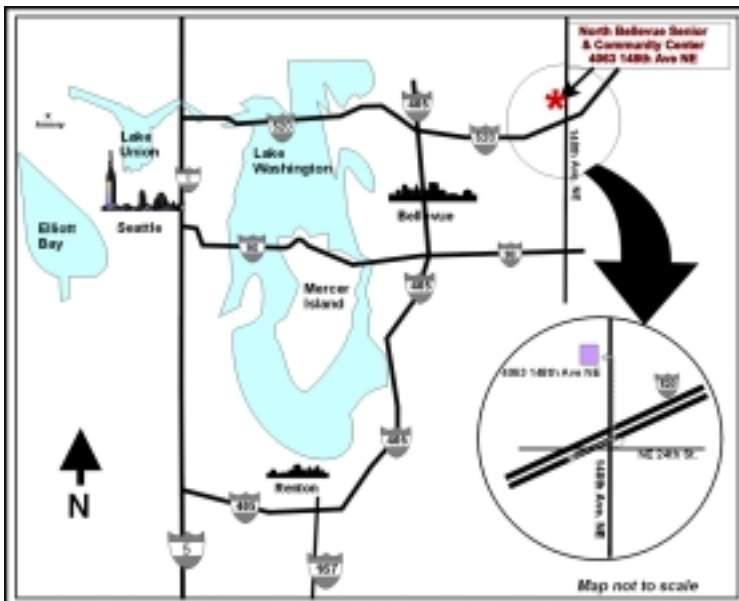
*Scale Aviation Modelling International* - April 2003; Eduard 1/48 build.

[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Jim's article - ED]

# Meeting Reminder

# August 14

## 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.