

Seattle Chapter News



Seattle Chapter IPMS/USA
December 2004

PREZNOTES



This was going to be a continuation of last month's "airline preznotes" - my return from Orlando squeezed into steerage, knees being crushed, etc., however, upon rereading my notes, I thought I'd spare you the ranting and general nonsense six hours in an airline seat that's too small in every dimension. Nope, I'm going to go in a completely different direction...

I have felt a great sense of accomplishment in the last few days. I have finished one of my major projects of the year and I am nearly finished with my second major project. The completed model is my *Battle of Britain* B-25 camera ship and the model nearly finished is my *PBY* from the movie *Always*. I'm really pleased about these two projects because they are the most extensive that I've dealt with in quite some time. Both required extensive modifications to the basic models, in addition to be real painting challenges for me. Neither one were my usual out of the box projects. I think finishing something like these models gives a real boost to the enjoyment of the hobby, probably more so than a

simpler project would bring because of the difficulty involved. Now, I'm definitely looking forward to a few of those out of the box projects. I'm ready to tear into a Fine Molds A7M Reppu and an Academy Spitfire XIV which are both started. I'm

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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 2004/2005 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.

December 11, 2004
February 12

January 8, 2005
March 12

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

Check out our web page: www.ipmsusa.org

Orphan Andy's Magical Mystery Tour to Telford, UK, or, Is All That I See for Real?

by Andrew Birkbeck

On Thursday November 18, I had the very good fortune to set off on a little tour of the UK and France, my primary goal being to visit this year's IPMS UK National event, held at the Telford International Centre, northwest of Birmingham. The show covered two days, Saturday and Sunday, November 20 and 21. Also in attendance from IPMS Seattle were Stephen Tontoni, Will Perry, and former member Woody Yeung. Sadly, I was unable to travel with these fine gentlemen, as I was traveling on the cheap, using up United Airlines mileage points before they potentially become worthless, what with United currently residing under the protection of the bankruptcy courts. I had to fly via Chicago, whereas Stephen and Will did the intelligent thing and went direct Seattle-London, via British Airways.

The IPMS UK Nats are a very big contrast to an IPMS USA event. For anyone who has attended an IPMS USA National Convention, you will be familiar with the set up: three days devoted mainly to IPMS USA members, and to three main areas: model contest entries, vendor tables, and for those interested, tours and seminars, with the vendors and the contest models located in separate areas. The key word is "organization", with an organized contest, organized tours and seminars, and an organized banquet/awards ceremony. And with all this organization comes hefty costs: \$25 to enter the show, \$25 or more to attend the banquet/awards ceremony, yet more money to take a tour, with even some of the seminars charging fees. The events are usually held in carpeted venues, usually hotel exhibition rooms. Some events run by IPMS USA are more organized than others, and some might even state that the true word to use for the



Part of the *Between the Wars SIG* display

banquet/awards ceremony is "chaos", but I digress. The model contest at the USA Nats is where you will see the models on display, and it is a dog eat dog world, with everyone trying to win with their entries, and the way many approach the event, a "Second Place is First Place for losers" mentality is a commonly held belief. At the biggest conventions, you will see perhaps 2,100 models on the contest tables.

Contrast this to the event I witnessed at Telford. For a start, the event is only two days, and there are no "organized" events other than the contest. Entry is free to IPMS UK members, but unlike the USA event, there seemed to be as many members of the general public in attendance as IPMS members, especially on the Sunday. No tours, no seminars as such, and no banquet or organized award ceremony. The event takes place in two cavernous exhibition halls, without the benefit of carpet, or even heat for that matter. Within these two huge display halls stand the content of the show: vendor/manufacturers tables interspersed with display tables, and way off in a dark, cold corner, the contest.

The vendor/manufacturers consist of a mixture of UK and European merchants selling their wares, from the huge Hannants mail order firm, to tiny one man operations selling various cottage industry products. The latter this year included the vacuform manufacturer Dynavector, Neomega Resins (cockpits), Model Art Decals, etc. The manufacturers were the ones you would expect: Airfix, Revell Germany, Academy, Tamiya/Italeri, and Minicraft.

Book dealers are a big thing at the UK National event, including large firms such as Midland Counties with a stunning range of aircraft, armor, and ship books, from the inexpensive to the very pricy. At the other end of the spectrum were the likes of Warpaint Books and *Scale Aircraft Modeler International*, each with a relatively few aviation titles on offer. The advantage for the modeler here is that you can peruse the titles in person at great length, before deciding whether or not a title is worth your hard earned cash. While trying to keep a sane grip on things, I did succumb to the temptations of a few WW1 aviation books. However, for the third straight model show, I didn't buy any



models or model accessories. My wife thinks I am ill, but I believe I have finally recovered my sanity.

The main difference between the IPMS USA and UK events are the models; both the numbers present, and how they are displayed. The contest entries at the UK show are the least numerous in attendance. In fact, given the very poor display conditions at this year's event, it was a wonder they bothered at all. In terms of numbers of entries, there were fewer than you would see at even the IPMS Vancouver show, let alone our IPMS Seattle Spring Show. The quality of the entries was extremely high for the most part, and there was an amazingly eclectic series of entries, including many more scratch built models than you would expect to see at the IPMS Seattle show. That said, it was very difficult to see the quality, due to the abysmally poor lighting conditions. In fact it was so bad, you could have been mistaken for thinking you were in a dungeon, complete with cold drafty air coming through the perforated wall from outside, rather than at a model contest. A real disservice to the viewing

public, and to the contestant entrants, in my opinion.

Thankfully for the person wishing to view models, the lack of decent contest facilities was more than made up for by the main venue for models: the SIG and Chapter display tables. And it is here that there is a massive difference between the USA and UK Nationals. Unlike the USA, the venue for the UK Nats is within about three hours or less drive for the vast majority of members. As a consequence of this, many of the local chapters put on their own chapter displays on display tables supplied by the event organizers. These displays range from the simple, to the extremely elaborate. Simple displays being just a group of assorted models, perhaps numbering a couple of dozen, provided by the club members, and simply laid out on a single 6 x 4 foot table, without even a table cloth to cover the table. At the other extreme, the club may have a theme for their display, such as "Aircraft of the 1956 Suez Crisis", with multiple scales represented, on a very elaborate "base" such as maps showing the conflict, together with accompanying photographs etc. Some of

the larger chapter displays consist of upwards of 100 models. And many of these models are as good as, if not better than, the quality of those entered in the contest. Entering one's kits in the club display allows a modeler the chance to display his work, without the "stress" of being judged in a contest setting. And with over 60 chapters in existence, there were scores of these displays. Add to these some excellent "national" chapter tables from the likes of IPMS France, Belgium, Czech Republic, Malta, etc., and you can see there were far more models on the chapter stands than in the contest.

The other groups of models are provided by the SIG, or Special Interest Groups. Under the umbrella of the National organization, special subgroups have formed to cover the more specialized interests of modelers. Examples of SIGs are: Aerobatic Display Teams; F-4 Phantom; Dassault Mirage; Battleships; Racing and Record Aircraft; Formula 1 & Motorsport; Spitfire; Portuguese Military Aviation etc. In all there are just over 60 such SIGs, and the majority of them had displays at Telford.

Examples include the Spitfire SIG, with over 60 1/48th scale Spitfire models, covering every Mark of this illustrious aircraft. The Japanese Aviation SIG had an excellent and large display of WW2 and pre-war Japanese aircraft models, in 1/144th, 1/72nd, 1/48th and 1/32nd scales, numbering close to 100 models, including such interesting items as a B-17 in JAAF markings, (see top left). Another very interesting display was the Battleship SIG, which had numerous 1/700th ship models of subjects I didn't even know had been kitted. Again, with so many SIGs in attendance, the number of models on show at the Telford event exceeded 5,000 individual subjects, and so while the contest is much smaller than a USA National event, the total number of models on display is more than double.

The largest amount of pleasure I derived from the Telford event wasn't shopping at

the vendors, or looking over all the amazing products for sale in our great hobby, nor necessarily looking over all the great models. What gave me the biggest kick was chatting with all the modelers at the various display tables. One simply wandered from display to display, spotting models that were of interest, and then asking those manning the table who built the kit. Most of the time the builder was present, and a great discussion ensued covering the kit itself, the various techniques used, etc.

This for me is what modeling is all about, the camaraderie of the hobby. Over the two days I met a number of extremely good modelers, and had some excellent conversations, all in a very non-competitive environment. All in all a superb show, and I would recommend that if you are ever in the UK in late November, you take the opportunity to pop into what must be the world's largest model show.



Clockwise from top: The Airfix display announcing their upcoming 1/72nd scale BAC TSR.2 kit; IPMS Sweden displayed a collection of (naturally) Swedish jets; A figure of Carrie-Anne Moss as Trinity from The Matrix



PST 1/72nd (or 1/76th) Scale 3HC-42 (ZiS-42)

by James D. Gray

3HC-42 are (close enough) the Cyrillic letters for ZiS-42, the model I've built here. I'd intended to build another GAZ truck, but the ZiS came on-line as sort of a backup, and as Robert Benchley said, "a man can do any amount of work, so long as it isn't the work he's supposed to be doing." So the ZiS took over while the GAZ languished.

Since Soviet transport is a somewhat obscure subject, let me inflict a little history on you. Pre-revolutionary Russia was largely agricultural, with little heavy industry, and what industry there was, was heavily damaged in the First World War and the ensuing Russian Civil War. Forced to build an industrialized society out of virtually nothing, the Soviet Union freely sought technical assistance abroad. One aspect of this was their automotive industry: rather than attempt to start from the very bottom, they decided to get a "jump start" by building tried vehicles under license. The ZiS medium truck was a slight adaptation of an American Autocar company design.

Instead of continuing to purchase new and improved designs abroad (an expensive business) the Soviets preferred to develop and improve the basic designs they had purchased already. The ZiS-5 truck thus begat the ZiS-6 truck with dual rear axles, the ZiS-5V wartime version (designed to be produced more cheaply and using fewer precious resources), and at least three different sorts of halftracks, the last and most common of which is the ZiS-42.

ZiS stands for "Factory named after Stalin." After de-Stalinization, they changed the name to "Factory named after Lenin," which some might recognize as the ZiL factory.

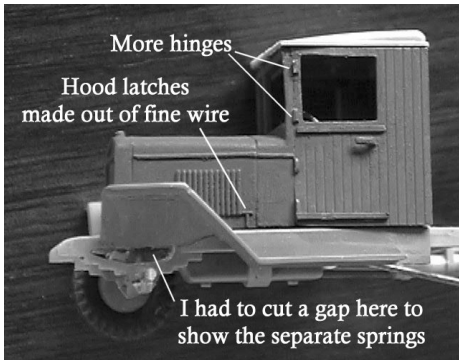


This kit has been around a while, and like a lot of kits from former Soviet countries, the manufacturers try to get as much mileage out of the molds as possible. PST, who currently has them, produce over a dozen different versions of this kit, including a self-propelled 37mm gun, workshop vehicles, and even fire trucks. The kit has its good points and its bad points. The basic parts look good, and fit properly. The detail, on the other hand, is often missing and where present usually crude - sometimes inaccurate as well. It is advertised as 1/72nd scale, but when compared with Nikolai Polikarpov's drawings it scales out pretty close to 1/76th.

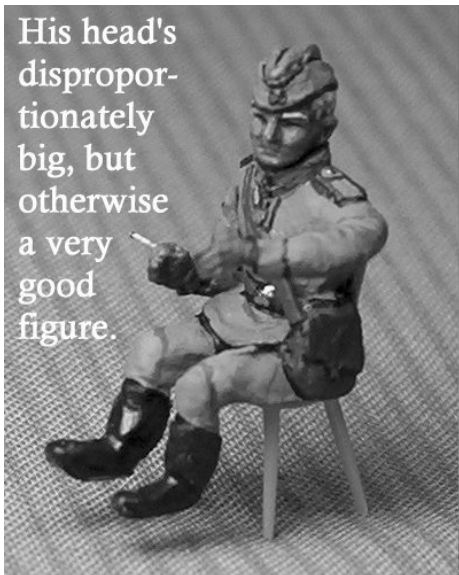
I started with the cab and chassis. These go together pretty well, with a bit of care, and the final result does indeed look ZiS. I wanted to have a crewman with his arm on the windowsill, so I left the roof open to give me access inside the cab. The fenders look pretty good but are too thick, of course, and benefit a lot from some careful thinning. I spent a lot of time scraping these and other details down with a sharp blade. The front leaf springs are molded



solid onto the frame, its worst feature. This shows quite plainly forward of the front wheels. Probably the best thing to have done would have been to cut the springs off and replace them with scratchbuilt springs, but I always try to use the kit parts if I can. I drilled and cut out the gap between spring and frame, and eventually got a fairly good looking result; it would still have been better to replace it, though. The upper front corners of the frame need



to be rounded off. I found that the front of the frame needs to be 2-3mm shorter too, but that came later. The front of the frame is held together by a rod between the two "horns", which isn't present in the kit. I included it, but in the halftrack variant it's a waste of time; it is virtually invisible.



I moved onto the rear halftrack units and the driver. The driver is a white metal casting from AB figures, who mostly do very good wargame figures in 15mm. Their 1/76th scale model figures are good but have a tendency to wargamish "big heads", as does this little guy. While somehow it's not so obvious in person, in photographs this big-headedness is quite apparent. Otherwise it's a good figure; I think next time I'll try a Frankensteinian head-swap with one of the excellent heads out of Preiser's luftwaffe set. But anyway, I

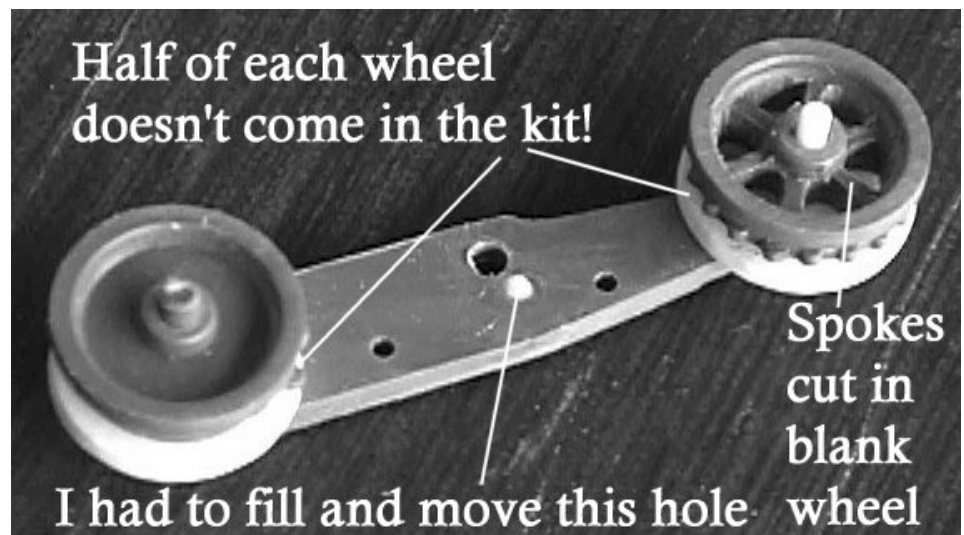
wanted a figure with some life to liven up the vehicle, and he looked pretty stiff sitting there, head to the front, arms rigidly fixed to his sides. I cured this paralysis by cutting his head off (a radical cure, to be sure) and turned it a bit to the left. I also cut off his left arm and replacing it with a Preiser arm, sticking its elbow out the window. The left hand was cut off as well to fit it carefully to the steering wheel. I had to test-fit him into the cab several times to get everything lined up correctly, but the result was most pleasing when complete.



After doing several 1/72nd scale figures - not as accessories to models, but as figures in their own right - I've abandoned the subtle approach to painting them. The delicacies of painting 54mm figures are wasted in this scale. The detail and personality of the figure disappears at

normal viewing distances. I shade and highlight my figures boldly, otherwise no one will be able to see what I've done. As a finishing touch, I put a cigarette in his right hand. Very politically incorrect these days, but back in the 'forties everyone smoked like chimneys.

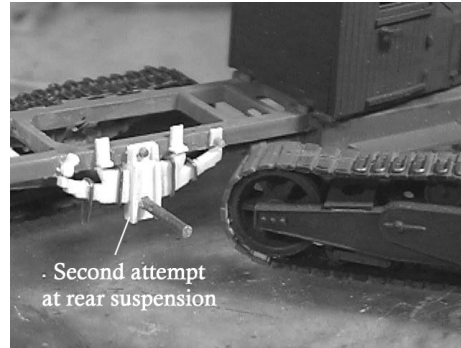
The rear halftrack units were the most onerous parts of the model. The kit doesn't even come with all the parts you need to build them up! Each of the four big wheels is made up of three parts, only two of which are in the kit. I cut the extra disks needed out of sheet plastic using a pair of sharpened dividers; an old technique and a good one, but tedious on plastic this thick. The rear wheels are spoked (perhaps the front ones as well, but I can't see them clearly in any of my sources) and there is no representation if this anywhere in the kit. I drilled them out and then cut the remaining plastic between the holes into spokes with a sharp X-Acto knife. Then came the really tedious bit; the link-and-length tracks have no detail on their faces at all. I had to cut a lengthwise groove in each one, and then make a tread out of two bits of lead wire, cut into elongated U shapes. It doesn't help that the individual links (not really links; it's a continuous rubber track like US halftrack tracks) in the track are differing sizes. But, in the end the result looks good, and the plastic is just right for bending into a good sag.



Oh, and I left the treads off the bottom run of track since these would be buried in any surface but concrete or asphalt, and these were in short supply in the Soviet Union. I hate seeing tracked vehicles standing on their tippy-toes like they don't weigh anything!

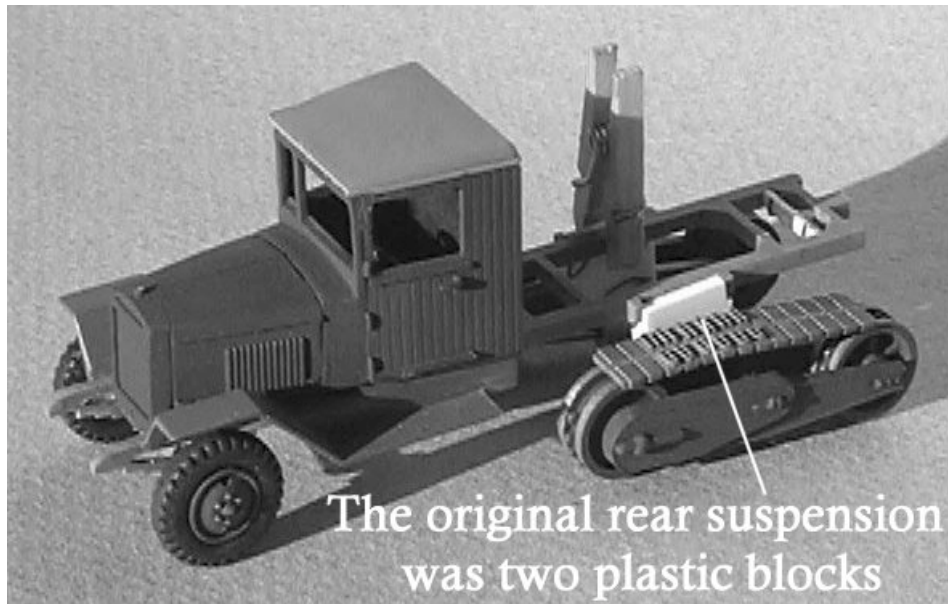
Additional work involved was filling and re-drilling the holes for the rear axles in the track units; these are way too low and too far back. I added some reinforcing plates in the upper side of the halftrack frames. There just wasn't room to make these the correct shape but I did the best I could. The return wheels don't have anything to attach to so I glued them onto the bottom of the upper track run; instead of holding up the track they are suspended from it!

Then after a modeling session or two I couldn't stand those either and redid them with as much detail as I could manage. They are still too tall but otherwise look good.



differential in the right place between them. The towing pintle is a toy, not a model part. It's a simple vertical spike, most unsatisfactory. I cut it off and replaced it. The real thing has two triangular plates above and below the drawbar, with a vertical hole through them for a pin. I left this pin loose so I can someday tow a load behind.

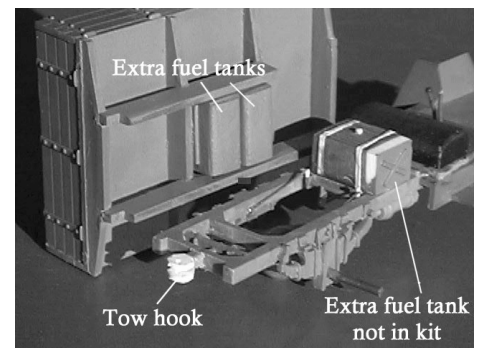
The bed is fair, the fit of the parts is good, but the details are again lacking. There is nothing to hold the tailgate up! I went back to the photographs and drawings and made my own latches out of truly tiny bits of wire, plastic, and sheet aluminum. I added hooks on the sides of the bed for tying down tarps or loads, and mounted two big boards to the outsides as well; these are not on all these vehicles but the photos show them on many. I wish I knew what they were for...



This vehicle must have had bad gas mileage; the original truck has a gas tank under the driver's seat, while the halftrack version adds not one, not two, but three more tanks in the spaces of the frame, under the bed. Two are difficult to see and I whittled them out of a bamboo chopstick, but the third one is larger and a part of the bed's foundation is actually cut away to make room for it! The X-shaped stamped ribs on the tank's end I made out of thin plastic rod, scraped down one side to make it half-round. I didn't add the fill pipe until later since it has to co-ordinate itself with the front halftrack fender.

The rear suspension was another problem. The kit has some featureless blocks with holes in them, ugh. The real thing is a complex setup with inner and outer leaf springs. I replaced the kit blocks with longer blocks (the rear end of all these old trucks sits high, and comes down level only if the bed is fully loaded) but I couldn't stand that for long. It's not hard to see those blocks from the outside. So I cut them off and replaced them with a very simplified representation of the springs.

A word to other modelers trying to put this kit together; when it was almost done I found the kit tracks sat much too far to the rear, a fact not apparent until I tried to install the rear fenders and they bumped the tracks, while loads of room was still present behind the front fenders. I "fudged" the tracks by moving the axle-hole yet again, but a better solution would be to assemble the track units first, get a good idea where your fenders are going to be, and then put your rear springs and



There is a "pan" or perhaps you'd call it a "sled" under the bottom of the front

suspension, and over the top of the front of the frame. This protects the engine and front suspension and steering gear from getting ripped out on big rocks, and helps the vehicle make it over rocks and mud even without a powered front axle. There is a kit part, which isn't worth anything.



This pan is represented in the kit, but very crudely.

So I scratchbuilt a replacement.

Throw it away. The top is sheet copper, bent to shape and with two louvers cut out of it. I formed the louvers by hand; I cut a slit in the metal and bend the metal above the slit out with a burnisher. They never did get completely satisfactory, remaining obstinately uneven and unequal in size. Eventually frustration made them "good enough". The bottom of the pan is also sheet copper, with bent brass "legs" and copper wire ribs on either side. Unfortunately, when all assembled and glued to the frame, it just didn't look right. The whole thing stuck out way too far in front of the front wheels. I tried to convince myself to live with it, but it didn't work and I pried it off (thank goodness for the low strength of metal joints held together with superglue!) and cut several millimeters more off the front of the frame. You'll remember my mentioning that earlier. Happily the pan was little damaged by its adventure and, with some trimming, I refit it easily back into place.

Once the bed is glued in place I made and installed the fenders for the rear halftrack units. The kit comes with fenders, and perhaps the rear ones might be used. The front ones were useless. The correct shape is complex, curved in one dimension and in the other it has to fit over the complicated

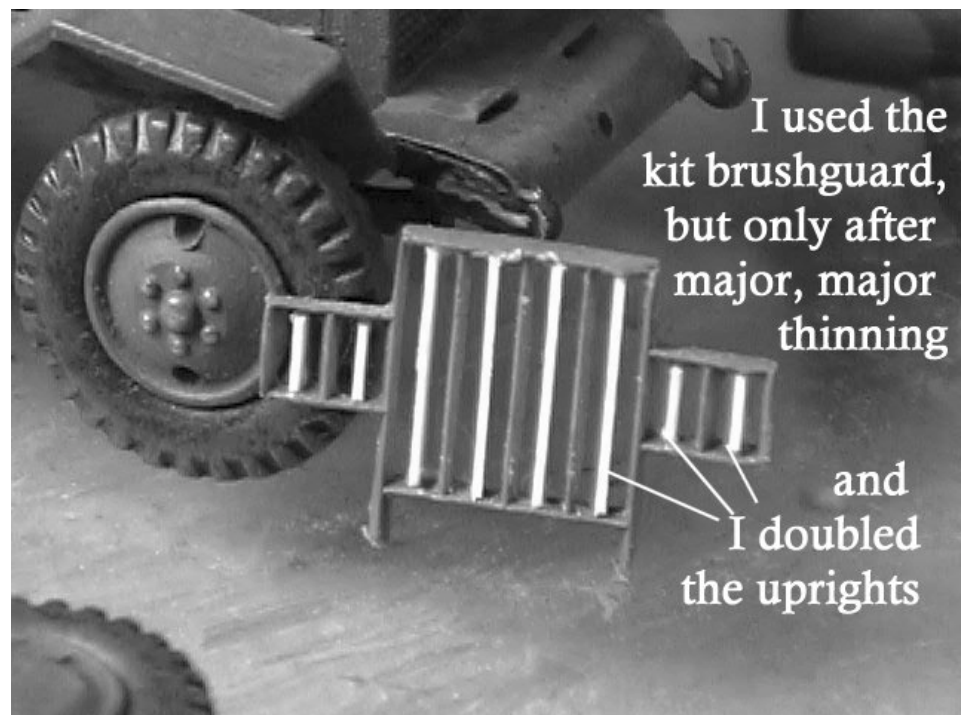
shape of the side of the cab. I fashioned these fenders out of sheet copper. Nothing is better for work of this sort; the copper is far more co-operative than plastic would be, sands well, bends well, and keeps its shape after bending. The rear fenders are just sheet styrene with copper wire for the vertical strengthening ribs. There were mudflaps in addition, but many photographs showed these missing and I'd had just about enough so mine went missing as well.

The headlights are much too big, and I couldn't think how I was going to replace them. In the end, I made the kit parts work by scraping and sanding them down to a more reasonable diameter. This wasn't made any easier by the bar that is molded on them, to hold them up between the front fenders. I managed to do what I wanted to do without breaking this bar off, thank goodness. I drilled out the front faces with a large drillbit, glued in a disk of shiny aluminum foil, and then made lenses out of epoxy glue.

Another very frustrating (but in the end satisfying) struggle took place with the

brushguard. This item is a vertical set of bars which protects the radiator and headlights. The kit item is very coarse, with enormously thick bars of triangular cross-section. I sure didn't want to have to produce this item from scratch, though, so I very carefully thinned and flattened the plastic bars with a very sharp X-Acto blade, file, and sandpaper. When this was done, without even breaking it, I inserted another vertical bar of strip polystyrene between each kit bar. With care lining them up, this made a much more convincing representation of the brushguard than what came out of the box.

I do my painting as-you-go, to keep from dying of frustration trying to paint inaccessible areas. My system is simple, and generally effective. The base is a dark green (my favorite, Humbrol Deep Bronze Green) heavily drybrushed with a lighter green (another favorite, Pactra Light Olive). This gives the effect of darker colors in the inner corners, grooves and holes that you would get with a wash, but I prefer this since it gives me more control. After the model is about finished, I dirty things up with a drybrush of Humbrol



I used the kit brushguard, but only after major, major thinning

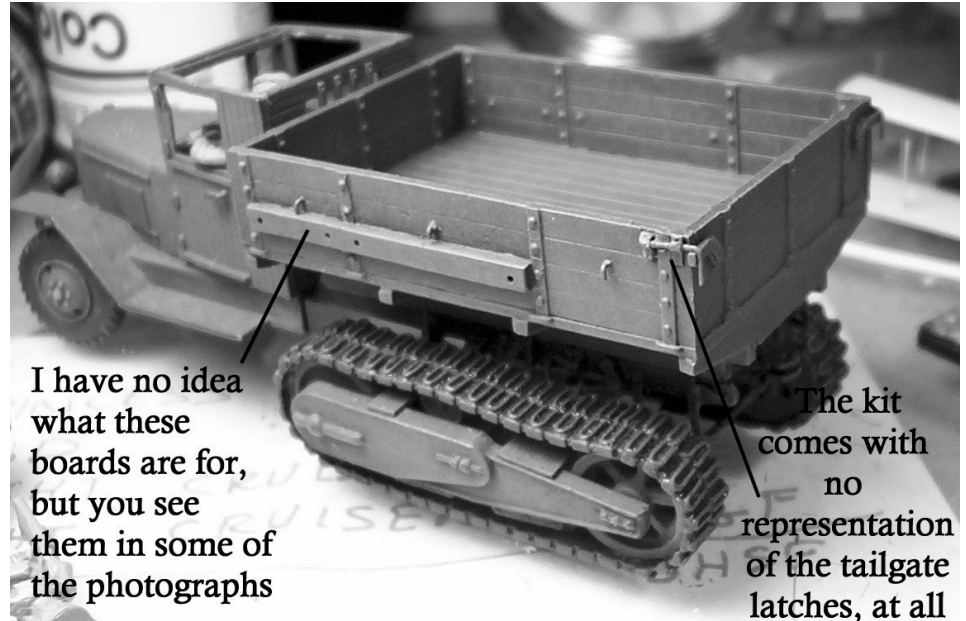
and I doubled the uprights

German Armor Yellow, and then I go back over it with that Light Olive to tone the dirt effect down, and eliminate the overemphasis on corners and edges that drybrushing tends to produce. Black areas (the chassis and tires) get the same treatment, only with black and a very dark gray instead of the greens.

The last item to be added is the glass. I cut this from the sort of thin clear flexible plastic you find stiffening a shirt collar when you buy a new shirt. Maybe there is an easy way to do this, but I don't know what it is. I cut-fit-cut-fit-cut-fit until it fits or I cut it too small and I have to throw it away and start over. I didn't have to throw any of these bits away and start over! Maybe I am learning patience. They are held in place with white glue. One tip; way back at the beginning, when I was building the cab, I installed some very thin strips of styrene edging the inside edge of the windows. This made it a lot easier to secure the glazing in place. Another tip; if you blacken the edge of your glass before installing it, it makes the edges of the glass much harder to see, and gives a more realistic effect.

Finally, I would like to suggest that if you want to do really good work, photograph your model at frequent intervals during construction. Flaws that your eye just skips over, or that your mind is trying to ignore, just pop out at you when you look at the pictures. After the pictures I took for this article, I had to go back and take the roof off the cab and sand it flat, and re-attach the roof. In person it looked just fine, but in the pictures it wouldn't do at all.

Now it's back to that GAZ truck...



2005 Northwest Scale Modelers Show

by **Tim Nelson**

Before you do another thing, please mark February 19-20, 2005 on your calendar. One of the most important modeling events in our fair region will occur that weekend: the Northwest Scale Modelers show at the Seattle Museum of Flight (MOF).

This show is a display, not a contest. It's an opportunity to spend some quality time with your fellow modelers, admiring their work, showing off yours, trading techniques and stories, and generally having a low-stress good time. No judging, no meetings, no awards – just fun.

You are very much encouraged to participate and show off your models. This is the only event where you can show off not just your latest handful of completed models, but your whole freakin' collection.

The primary theme for the aviation part of the 2005 show is "The Epic of Flight in Miniature", with aircraft displayed by era groupings. As always, all other subjects are welcome: autos, armor, ships, figures, sci-fi, etc. Come one, come all. Admission to the MOF is free to model exhibitors.

We are back to a two-day show for 2005, so another element of stress, the one-day-set-up-and-take-down fire drill, has been removed. As in 2004, we are staging the show in the MOF Great Gallery, in the vicinity of the Blackbird. The foot guards surrounding the Blackbird have been removed, so we will take advantage of the open space for optimum display of the models.

Galaxy Hobby is returning on Saturday, 19 February to host "Make & Take" workshops for kids. The 2004 effort was so successful that they will be loaded for bear this time with more models. They appreciate our assistance with the program, and it

is a fun way to get some kids excited about modeling.

In addition to the model activities, two Tuskegee Airmen, Ed Drummond and Bill Holloman, are tentatively scheduled to present their wartime stories on Saturday, February 19.

For questions, please contact me at a meeting or at timndebn@comcast.net.

Is your calendar marked?



Hurricane Bookshelf: Colorless Hurricanes and Other Psychotraumias

by Scott Kruize

Is it too long after Halloween to exorcise some daemons? It is? Too bad: As I've said before, "It's my column and I'll write what I want to!"

My illustrious career in plastic airplane modeling spans two definite epochs. The early one was very "Calvin-esque"; recall how, with Hobbes' help, he tried to build an F-4 Phantom jet. I identify with his botching the job, and especially the observation that he spent a whole afternoon at it!

Like his, my planes were assembled in great haste, over a maximum of two hours, with only a dab of paint here and there. But with the base plastic molded in "authentic" colors, hey! Who needed paint?!

My early efforts included Aurora WW2 "Famous Fighters", gifts for Christmas or my birthday: a Focke-Wulf 190, a "Japanese Zero", a "British Spitfire". I had an Aurora catalog whose pictures I frequently admired, and was about to get a Messerschmitt 109 when my whole modeling career took a left turn into the "Airfix72" Series.

Now in 'modern' times, I've built several Messerschmitt 109s for the "Axis Allies" series Ken Murphy started. Each time I fired up my airbrush, a little voice in my head said, "Messerschmitts are purple!" Similarly, I built a Turkish Focke-Wulf 190, and inside my head I hear, "Focke-Wulfs are black!"

Worst of all, as I was working on my "They Weren't All Zeros" series (some of which were Zeros) that same voice kept calling, "Zeros are yellow!"



If you know exactly what I'm talking about, you date yourself! Those of you too young to understand: be advised that the Aurora Focke-Wulf was molded in gloss black, the 109 in a sort of maroon, and (Heaven help us!) the Zero in a sock-you-in-the-eye bright gloss yellow!

See how psychological damage can persist for forty years? No wonder people have to go to psychiatrists for prolonged therapy! By the way, before you ask: no, I never had any such compulsions to paint Hurricanes any particular color. There's no Hurricane in the Aurora "Famous Fighters" series, nor Hawk or Lindberg lines, or anyone else's from way back when. My first encounter with a Hurricane kit was years later. It was the Revell kit I recently 'NABBROKE'-ed.

Nor had books steered me towards Hurris in any particular color. It was impossible to tell from the pyrotechnic cover of Paul Gallico's *The Hurricane Story* just what color it was supposed to be, and when I came across a real account of the Hurricane, it was in William Green's *Famous Fighters of WW2* series – with black-and-white photos.

But back to 109s, 190s, and Zeros. With expensive psychiatry out of the question, I devised my own alternate therapy...

The thing to do was actually build these models in purple, black, and yellow, just like the old Aurora box art showed! Believe me when I say that, neurosis or not, if I happened to stumble across any of these kits now, they'd go straight to eBay



for really big bucks! What I needed was a cheap substitute...

There's some convoluted conspiracy going on around me that I haven't completely unraveled yet, but it involves clearance items at Emil's Skyway Hobbies and an ostensible attempt by our President-For-Life to clear up some of his accumulated junk. Whatever: I've wound up with semi-complete, semi-trashed Fujimi and Monogram kits of all three airplanes. Way back when, they would've been way better than anything I could afford to get for myself – the Monogram kits, dating though they do from the late 60s, are really quite nice, and the Fujimi kit would have been unprecedentedly exotic – and quite out of my reach. But nowadays they're pretty much dime-a-dozen junk.

So I set to and this time let that little voice in my head have its say and select paint colors. Here's the results over the plain gray plastic, just the way the little voice said it remembered – and as some graphic files, surreptitiously gleaned from the World Wide Web, confirmed. If they look familiar, too bad for you!

Anyway, the daemons in my head are now placated. Hopefully, they'll go away and leave me to paint future models in peace. And who cares what you guys think about these models? My niece Katie will think

these are fine colors for model airplanes. They'll hang over her crib, move slowly in the breeze, and drift her off to sleep...she'll never need psychiatry. Or be like Calvin, or even her Uncle Scott...

2005 IPMS Seattle Meeting Schedule

Here is the schedule for IPMS Seattle's 2005 monthly meetings. All meetings, except for the April 16 Spring Show, will be at the North Bellevue Senior/Community Center.

January 8
 February 12
 March 12
 April 9
 April 16 (Spring Show at Renton Community Center)
 May 14
 June 11
 July 9
 August 13
 September 10
 October 8
 November 12
 December 10

PrezNotes

from page 1

anxious to spray the interiors, slap the fuselage halves together, paint the exteriors, and get them in the display case. I'm also regaining somewhat more of an interest in a few of those half-finished projects that have been inhabiting the nether regions of my work bench for a year or more. I love this hobby.

That being said, I've got a few projects on the near horizon that are going to take me into more difficult realms, including scratch building. And you know what? I'm looking forward to the challenge with much excitement! Bring 'em on. Oh, how I love this hobby!

I'd like to take this opportunity to welcome all the new members to our group and to wish all the modelers of IPMS Seattle happy holidays, season's greetings, and best wishes for the new year.

Bring your models, finished or not, to the meeting Saturday, plus any edibles you desire for our annual holiday sugar fix.

We'll see you at the meeting,

Terry



IPMS Seattle Show in *FSM*

The December issue of *FineScale Modeler* has a nice two page spread on our 2004 IPMS Seattle Spring Show with some very nice comments promoting it from Mark Thompson. (Thanks to Keith Laird for notifying me of this - ED)

Special Hobby 1/72nd Scale IMAM Ro.57

by Chris Banyai-Riepl

From the instructions (the most information I found on this plane): Early in 1939, the prototype Ro.57 designed by the *Industrie Meccaniche e Aeronautiche Meridionali* (IMAM) took to the air. It was first displayed in public in May at an international congress of aviation journalists. The twin-engined interceptor was powered by two Fiat A 74 R.C. 38 engines and was of mixed construction, with a



metal skinned metal fuselage and plywood covered wooden wings. After a reappraisal of the Ro.57's role, it was considered that it would be too vulnerable against single-engined fighters and was redesignated as a fighter-bomber. The re-rolled aircraft was known as the Ro.57bis. Although 200 aircraft were originally ordered, this was reduced to 90 and eventually only 60 were produced. It entered service with the 97^o Gruppo in February 1943.

Special Hobby's kit of the Ro.57 is probably the only one we will ever see in injection plastic of this odd little plane. For those who absolutely must have a model of everything Italy ever flew, the good news is that this is a rather well done kit. It has a combination of injection plastic and resin pieces, with the plastic in a medium gray with recessed panel lines and the resin in the usual tan, with very fine

detailing. The decal sheet provides markings for two aircraft.

Starting with the interior, this is all resin and includes a separate seat, separate instrument panel, and a separate control stick, all of which fits onto a one-piece tub that incorporates the rear bulkhead as well as the floor. There is an option for the first decal option, which has a retractable tailwheel. The second option has a fixed tailwheel that is spatted, so if you want to model the first one, you will have to cut out the tailwheel well and add a resin insert. Also on the bottom is a window insert.

Once the fuselage halves are together, the rest of the assembly is fairly simple. The wing is in three pieces, with the one piece lower wing incorporating part of the lower fuselage. The engine nacelles are separate, split into right and left halves, with separate one-piece resin cowlings. The engines themselves are quite nice, with the double row Fiat A 74 having separate cylinders. Resin

exhausts add just that much more detail to the kit. The landing gear is an odd arrangement, but looks sturdy enough.

The decals are well printed with good register and should pose no problems in application. There are two schemes provided. The first option is what you see on the box top: an airbrushing nightmare. Lots of small brown dots, surrounded by a lighter brown, all over a dark green field. At least the undersides will be easy to paint, as they're solid gray. The second option is much easier to work with, as it is just green over gray, with a white fuselage band.

This is an interesting model of a little-known aircraft and could be just the thing you need for breaking out of that P-51/Bf 109 monotony.

Nakajima Ki-27 Nate by Leszek A. Wieliczko & Zygmunt Szeremeta

reviewed by Chris Banyai-Riepl

The latest in the Kagero monograph series is the first to move away from Europe and the United States with its coverage of a Japanese subject, the Nakajima Ki-27. The attractive lines of this late 1930s fighter aircraft are presented well in the 120 pages of this book. There are plenty of photos, a well-written text, and several pages of scale drawings, making this a great single point reference on the Ki-27. Additionally, there is a small decal sheet with 1/72nd and 1/48th scale aircraft options.



Starting with the text, this is presented in both English and Polish in a side by side format. The authors go back to the late 1920s and the fighter competition for the Ko-4 replacement. This was the first time for local manufacturers to produce a quality fighter aircraft, and it gave Nakajima experience in developing fighters. The company built on this initial experience to create both monoplanes and

biplanes, until finally in the late 1930s, the Ki-27 was born.

After this initial creation and development section, the book gets into the operational history of the Ki-27. By 1937, Japan was at war, and it was not long before the Ki-27 found its way into combat. These early battles pitted the Ki-27 against a wide variety of aircraft flying for the Chinese, and against modern Soviet fighters such as the I-16 and I-153. As Japan expanded the war to include Southeast Asia and the islands, the Ki-27 faced Western designs flown by the British, Dutch, and Australians. By the time Japan attacked Pearl Harbor and brought the United States into combat, the Ki-27 formed the backbone of the IJAAF, with the Ki-43 only beginning to supplant its earlier stablemate. Even with the advent of the Ki-43 and Ki-44, the Ki-27 managed to remain in service in one form or another until the very end of the war.

To complement the well-written text are plenty of excellent photos showing the Ki-27 in a variety of guises. The early schemes were quite colorful, while some of the foreign options have some interesting camouflages. Many of these are presented in the color profile section, which has 50 full side view illustrations and 70 scrap views that include at least three full upper surface illustrations. Out of these, eight are provided on the decal sheet included with the book, which is printed by Techmod and is quite well done. Coupled with the comprehensive scale drawing set, this is an excellent reference on the Ki-27.

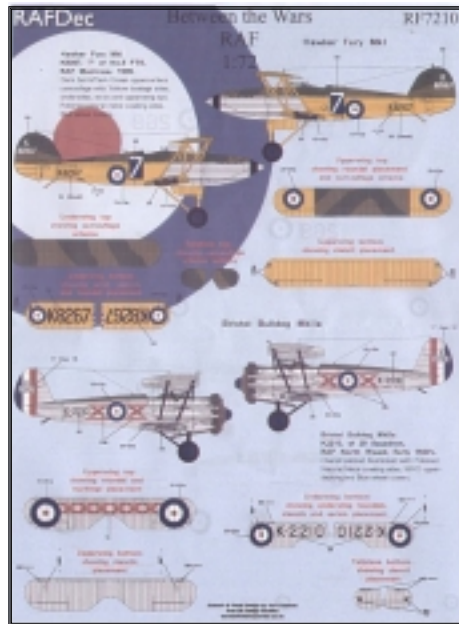
©2004
ISBN 83-89088-51-7
Softbound, 120 Pages
Available from Squadron for \$22.96

[Thanks again to Chris and
www.internetmodeler.com for permission
to use his articles. - ED]

RAFDec 1/72nd Scale “Between the Wars RAF” Decal Sheet

by Robert Allen

RAFDec is a small decal company that specializes in making decals for, naturally, RAF aircraft. This sheet, #RF7210, marks their first foray into an area often overlooked by decal manufacturers – that of Between the Wars aircraft.



The instructions are printed in full color, with large profile drawings where needed, and specific instructions given for the Humbrol, Xtracolour, and Lifecolour paint lines. Interestingly enough, although only British paint brands are quoted, FS equivalents are given for all the colors, making it easy to match them to US paint lines. One nice touch often overlooked on decal sheets covering this era is a good selection of stencils for each aircraft, and in the case of the Hawker Hart, two alternate sets of stencils are given, dependent on the time period modeled.

Five Royal Air Force aircraft are included on the sheet. The only twin-engined aircraft is an overall painted aluminum Avro Anson Mk.I of 269 Squadron, 1937, which is a real contrast to the camouflaged wartime example given in the Airfix kit. Also overall painted aluminum (with a Nivo upper decking) is a Hawker Hart, which is from 605 Squadron, circa 1934. The Aeroclub kit is recommended, although I guess you could also use it on the ancient Airfix Hart, if you have one. Apart from the large squadron badge on the fin, this scheme is fairly unexciting.

Another aircraft for which the Aeroclub kit is recommended is the Gloster Gauntlet. This example is a 111 Squadron machine from 1936, with a solid black bar on the fuselage and upper wing, and a small squadron badge on the fin. Although these decals are superbly done, the 46 and 74 Squadron markings included in the kit would make more colorful and attractive models than this 111 Squadron aircraft. It's nice to have the choice, I guess.

One welcome option on the sheet which I don't believe has been done before is a 29 Squadron Bristol Bulldog with red X's inside red bars on the fuselage sides and upper wing. The Airfix Bulldog is one of their best kits, and these markings would look great.

Rounding out the sheet is a spectacular Hawker Fury trainer from 1939, for use with the Matchbox kit. This is camouflaged Dark Green/Dark Earth on the top fuselage side and inner upper wing, with Trainer Yellow on undersurfaces and outer upper wing. Throw in a white number 7 on a blue background, large underwing serials, and a polished natural metal cowling, and you've got a striking model.

These decals are beautifully printed – and on my copy are in perfect register, with all necessary roundels and serials. RAFDecs are hard to find in the US, but Hannants has them via mail order.

2005 IPMS Seattle Dues Renewal

2005 is almost here, ready or not. And of course it is dues payment time again. As is the normal practice, a renewal form is included below. You will get the January, 2005 newsletter with a reminder if you have not renewed by then, and unless you renew then, you will **not** get the February and on, 2005 IPMS Seattle Newsletters.

You can renew by writing a check for \$24.00 to **IPMS-Seattle** and mailing to the treasurer, Norm Filer, at the address below. . Or you can bring the form and payment to the December or January meeting. **Please be very careful when filling out the form.** Many of our returned newsletters are the result of my poor interpretation of handwritten address information. Thanks, Norm.

IPMS Seattle
16510 NE 99th St.
Redmond, WA 98052

IPMS Seattle 2005 Dues Form

Full Name _____

Mailing Address _____

City _____ **State** _____ **Zip Code** _____

Telephone (Area Code) (_____) _____

E-mail address (optional) _____

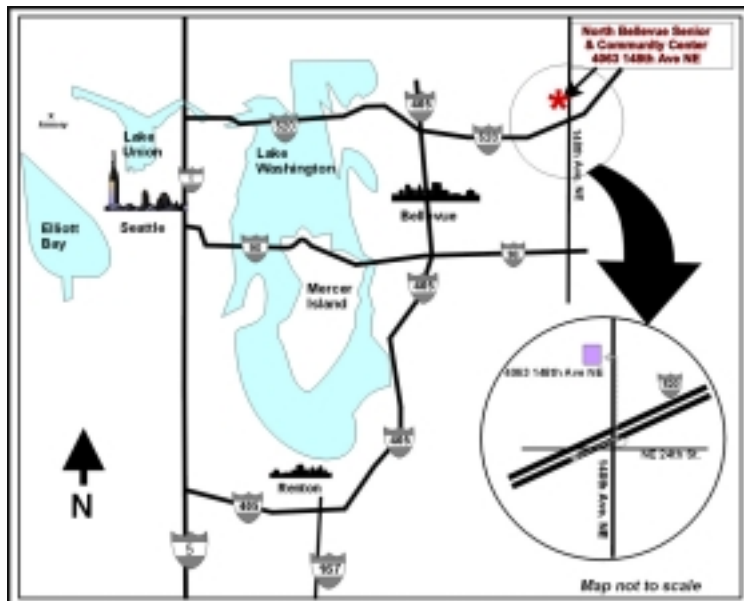
Meeting Reminder

December 11

10 AM - 1 PM

Bring goodies to eat, and (non-alcoholic) drinks!

**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.