

Seattle Chapter News



Seattle Chapter IPMS/USA
September 2004

PREZNOTES



I had a marvelous time at the IPMS/USA convention in Phoenix, seeing lots of old friends, and making new ones. The turnout from our region was outstanding to say the least, with about a dozen of us from our chapter in attendance. I actually dusted off the ol' Minolta and shot numerous rolls of film (you know - the stuff used for photographs in the last century). Herewith are a few random shots from the convention...

IPMS Seattle was well represented when the awards were handed out as well. John Frazier (from "Enoomclow") won three awards, George Stray won six awards, Craig Rosner and yours truly won one award apiece. Others from the northwest that placed were Mark Ford of Port Angeles with two awards, Roger Torgerson of Sequim with one award, and Wayne Holmes of Vancouver (BC) who took the best aircraft award with his vacuform Sea Vixen.

Congratulations all!

See you at the meeting,

Terry



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Below: A marvelous 1/72nd scale Boeing 307, built from the horrendous Maquette kit. Photo by Terry Moore. For more IPMS Nationals photos by Terry, see page 14

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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.

September 11
November 13

October 9
December 11

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

The Great Chipmunk and Air Museums Caper

article and photos by Paul Ludwig

Months, if not years, ago I planned a car trip to the IPMS National Convention in Phoenix because I was going to finish making my model of the F-4J and take it with me. And for the first time I was going to see the Grand Canyon from ground level (as opposed to seeing it from 30,000 feet). Aside from that, John Frazier clued me in to air museums along the route that he suggested as the best way to do all the things I planned to do.

Years ago someone told me there was a P-51B in a museum in Caldwell, Idaho, and you know how much I love the P-51.

Thanks to John, who told me that the museum had been moved to Nampa, Idaho and after overnighing in Caldwell, I got up the next morning and found my way to the site. The Warhawk Air Museum is a small museum with a half-dozen real aircraft and lots of artifacts inside an air-conditioned building located on Nampa airport. Aside from the P-51C (not a B), there are two versions of the P-40 and a few other aircraft. The P-51C is in the process of being restored, while the P-40s look like



they have just come off the assembly line and are painted in operational schemes. If I paid an admission, it was too small to report.

I neglected to specify that my model F-4J was not ready, but I was not going to pass up the chance to be at the convention and see all of the great models and make swift passes through the vendors' area. And I certainly was not going to let another year

go by without making a trip to Monument Valley, Zion National Park, Bryce Canyon, and the Grand Canyon. And Bob LaBouy had signed me up for a seat in an air-conditioned van with eight others for a trip to the Pima Air and Space Museum in Tucson. I had a full schedule of stops to be made when I left Seattle, where the temperature was still in the 70's. By the time I got to Ellensburg, the outside air was in the 80's and climbing. For two weeks in my car the temperature never fell below 95° in the daytime, and hit 116° F in Needles, California on the way home. I am not built for hot weather, and I am not a young man. But I was not going to let the heat deter me. This was to be (and was) a once-in-a-lifetime car trip.

I won't belabor you with pages of words about the national parks, but I will say that Zion National Park impressed me more than the Grand Canyon. In Zion, you are down inside the canyon, not above on the rim looking miles down into an abyss.

After a week's driving and sight-seeing, I departed from my motel room in Tusayan, Arizona, south of the south rim of the Grand Canyon, and headed for an air museum John had told me about. Don't hold me to specific identities, but where





Highways 64 and 180 make a big “Y”, there is a fine air museum in a town (although the town is nowhere in sight) called Valle. The Museum is an offshoot of the great Planes of Fame Museum in Chino, California, and most of the planes in it are flyable. That includes a rare Bf 109G-10 that needs (I was told) a \$500,000 donation to get a proper prop to enable it to fly again. I didn’t have the cash on me, and my Visa has a lower limit.

The museum is a “must-stop” for anyone in the area. It has a wrecked Japanese single-engine type on display, without color and/or markings. Not flyable, true. The museum is full of rare aircraft, and more of the collection is outside on the ramp of the integral airport. There is a very cute little German World War One Siemens-Schuckert D.IV replica. I saw a Vampire, MiG-15, F-11F, F-84B, Constellation, F3F-2, and many others, all in excellent condition. I was surprised about the Bf 109G-10, as I thought I knew where all the real ones are kept, but obviously didn’t know about this one.

Pima is well known to many of us, and our morning stay in the sun was as tiring as it was inspiring. One of the B-52s which dropped X-15s is there. So is a very nice parasol-wing twin-engine Sikorsky S-43 that I must have seen previously but had

forgotten about. For those of you like myself who haven’t visited for many years, there are at least four new buildings housing aircraft and all are air conditioned. There is a small coffee shop that offers food, and there are docents who are on hand to render war stories. I know. I listened to some. The building housing a very nice B-29 has been dedicated to the men who served in (if I recall correctly, don’t count on my memory) four Bomb Groups based on Guam. I have a soft spot in my heart for Tinian since I once flew

into there and rented a car and drove to the atom bomb pits. The care and detail which went into displaying the names and ranks of everyone who served, and also who died in the service of our country, makes the display a very moving tribute to the crews of the B-29s. So many men and planes were lost that I had to move on when I realized how costly the air war was over Japan, performed by what I had thought was a very high-flying bomber. Pima Air and Space Museum is worth at least one visit, and this was my second.

John Frazier, Norm Filer, and probably others inspired me to stop at Mojave on the way home, with good reason. I had to go there, if for no other reason than to put myself within feet of Burt Rutan. Scaled Composites (Rutan’s works) is noted by a small sign on a very unimpressive series of buildings and if I had been allowed to see his SpaceShipOne and its carrier aircraft, White Knight, I would have been very privileged indeed. The secretary, however, told me that no-one is allowed to go out on the flight line or in the buildings. I contented myself with shooting photos of Mojave’s other aircraft through the fence. Much to my surprise, and belonging to no particular business that I could identify, were two Swedish SAAB J.32 Lansens, and an all-red MiG-21. Out on the line and



apparently flyable were an F-100 and at least one T-33. Down the line were the QF-4 drone Phantom IIs; one had the canopies raised and was due to be fueled. What a sight that would have been for me, the guy laboring over the Tamiya F-4J that was back home on the work bench, to see an F-4 take off.



In the distance at Mojave was the mass of unused airliners put out in the dry air by airlines suffering from lowered passenger listings. I wanted to shoot a photo of a plane or planes I flew and then match the numbers to entries in my log book for last flights. One airport administration secretary did tell me that a guided tour is offered when the man doing the tour has nothing else to do, and he swings on a wide path around the perimeter without getting close to the aircraft. The tour is necessarily in a vehicle. Mojave is a very quiet airfield at any time of day, but everything that goes on there, if not revolutionary, is at least unique and magical. It was from Mojave that SpaceShipOne was recently carried aloft and flown into space by Michael Melville.

Now to the chipmunk. After a rainy night's rest at a motel in the forest north of the Grand Canyon, I got up, paid, and drove off. Fifty miles away, at 60 mph on the freeway, a chipmunk stuck his head up from the gap between the hood and the windshield and made eye contact with me, giving me a pleading look as if to say "what the hell is going on?"

He had crawled up onto the engine of my car that previous night to keep warm, and



when I started the engine, he was too frightened to jump off, so he rode with me for fifty miles until he couldn't take the fear any longer and summed up the courage to get my attention. I slowed the car gently, and as soon as I stopped he jumped clear, into the brush, but not before I noticed that he was so afraid that he sweated and his fur spiked. Out of curiosity, I opened the hood, and saw that he had pooped on the engine. The poor little guy had survived, but was far from home and probably near a predator in unfamiliar territory.

The best part of the solo two-week car trip was being with the guys at various times during the four days of the convention in Phoenix. We met over coffee and for food, and once Mike Medrano and I went to see a movie. One late afternoon nine of us met on the 24th floor in the revolving restaurant for martinis. Below us lay the city, looking like a hot-plate studded with buildings, cars, sand, and streets hot enough to fry eggs upon. We had a big table at the Saturday night banquet, and cheered when our guys won places with their models. Wayne and Patti Holmes, from Canada, sat with us, and we really cheered when his superb Sea Vixen won Best Aircraft model.

Although several long-time vendors were not at the convention, the vendor's room was packed, I thought, with enough worthwhile things for sale. World War Two ace Bud Anderson and 357th Fighter Group historian Merle Olmstead (a former P-51 Crew Chief) signed autographs at the Eagle Editions business table. I felt the conduct of the awards presentation, the talk and the picture show, went reasonably well. The number of models present was third-highest in our history, so I was told. When I arrived in Phoenix on the Wednesday of the convention, I went right in to see the models and even on the opening day there were a few hundred models, and there were models on every table. It was obvious that the convention was going to be one of the best ever.

From a personal standpoint, I won't do another car trip to a convention unless it is on the west coast, and my model is finished. I saw the areas of the American southwest that I wanted to see, and there is a lot more to see, but as I said, the temperature every day was 95° or higher by mid-afternoon. Much of the country is hot when IPMS holds its National Convention, so there is no getting away from the heat until one is indoors. I'm really glad about the trip, but I still think about the chipmunk. I hope he is alive and safe.

Toko 1/72nd Scale Antonov An-72P

by Bill Osborn

For those of you who don't know what an An-72 is, it looks like the Boeing YC-14, only smaller. You know, with the over the wing turbine exhausts. O.K., Got the idea?



I've had this model for a few years, and would open the box every year or so and fondle the plastic then close it up and go to something else. Well, this time the box stayed open. Now, this kit is what I'll call an "almost" kit. The parts look good, almost. The instructions are almost understandable. The molding is almost good. The panel lines are almost too big (read raised). However, the decals look very nice, more about them later.

The five-page instructions are printed in four languages, one of which is English, the others aren't. I have never seen instructions like these before. They are not the crisp line drawings we are used to. These are pale shaded sketches. Detail is lacking and some are very hard to make out. In general layout they are of the exploded view type.

Alrighty, let's get to cutting and gluing. The first step is to assemble the interior tube. This is made up of a number of parts that have no indexes and seem to have no purpose other than to be a base for the landing gear. This tube is equipped with two rows of seats, a bulkhead and door,

and a little cubicle that could be a potty. The floor is textured, but the walls and ceiling are smooth. The whole idea is to be able to lower the aft ramp. But unless you get down with your eyes at table level, you can't see inside. One reason you can't see inside is that there are only two small windows on each side. I'm not going to use the tube.

The cockpit is basic with four seats, instrument panel, and control column. The nose cone is removable to show a radar dish inside. Up to now I haven't mentioned anything about colors. Now is the time. All of the parts mentioned up to now are the same color, matt Russian Blue, (the seats, the radar and for all I know, the potty too).

If you choose to lower the ramp (I don't), care needs to be taken to get all the moveable pieces located properly. Remember, I said no locating pins. Are you beginning to get the picture? These parts tend to fit, almost. Now the wing, it does have locating pins! But if you use them the parts don't line up. The center section has slots for the outer wings, but the upper and lower sections need to be worked because they almost fit. Each nacelle and engine have several parts that almost fit. The nine-part engine has a rotating forward turbine that might be nice if there was some way to get it to turn. Oh well, the rest of the engine can be seen by way of a small panel in the aft nacelle, but there is

no detail so the whole thing is a waste. The nacelle itself has two removable covers that will show a section of engine, if you want. I didn't, so I had to file down the pipes and gizmos that were molded on under the skin to get the covers to fit. This is as far as I've gotten on the assembly,

The rest of the assembly should go about the same, as almost everything will almost fit. Some of the molds are just a smidgeon off and clean up **will** be required.

There are some fiddly bits and pieces to go on but nothing too hard (I hope). However, there is no indication just what they are. One nice thing, the tires are neoprene and well molded. As to colors and decals, the under sides call for matt Russian Blue, with a three tone upper/side of matt Light Earth, matt Cream, and matt Russian Green. The leading edges of the wings, tail, and intakes are natural metal. The decals are for three different aircraft, Russian Air Force, AEROFLOT, and Ukraine. Only the Russian scheme is shown on the instruction sheet, so you get some spares for your collection. A few other oddities, you get two large bombs in the kit with no indication where they fit, and the plans show under wing rocket pods but none are provided.

[Note: This model is no longer available from Toko, but the same kit is included in Eastern Express' current catalogue, as seen below - ED]



First Glance: Fonderie Miniatures 1/48th Scale Piasecki H-21 “Flying Banana”

by Terry D. Moore

Well, I can finally dispose of my remaining Aurora H-21. I've always loved the machine but the 50-year-old Aurora kit would have required a lot of work, including a lot of scratch building, something my old bones just don't do anymore. I've been patiently waiting for the Fonderie kit for over a year and my patience was rewarded when it finally showed up at the local hobby emporium.

The model is a mixed media kit, with injection-molded parts, resin, white metal, and photo-etch. The canopy is vacuformed in halves and two sets are provided for the ham-fisted among us.

Most of the injection molded parts will require some cleanup work, which seems typical for Fonderie kits, but the white metal and resin parts are very well cast with minimal cleanup required. The fuselage is molded rather thick so some trimming and filing may be necessary to fit the photo-etch screens and the side windows. The interior is fairly well detailed with bulkheads and floor, but could probably use some enhancements. If you are going to finish your model with the doors open, then you may want to add some ribs and stringers to the fuselage. The instructions are not your typical exploded view assembly instructions and will probably require careful study at each step. The drawings for each step are on the small side but should not pose any problem with those that have good eyesight. I'll probably need my Optivisor. Markings are provided for several U.S. Army and French helicopters.

It certainly is an interesting flying machine and if you have any interest in the

history of the helicopter, then you need this model in your collection.

I purchased mine at Skyway Hobby in Seattle for \$69.95. Thanks Emil.

And you can probably find my Aurora kit on e-bay.

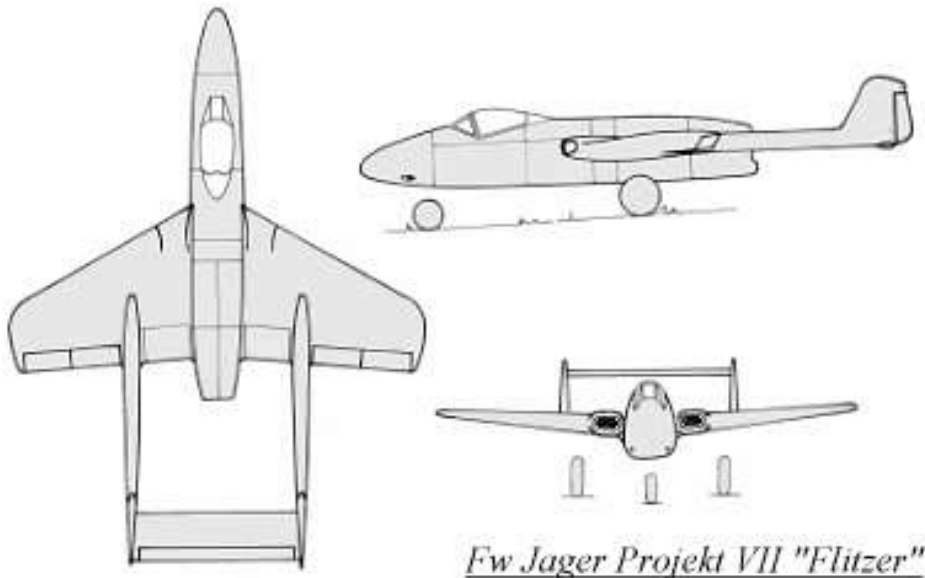


The 1949 East German SeeFlitzer Marx I

by Tim Nelson

Early History

In Bremen, Germany in March 1943, Focke-Wulf initiated a series of design studies for single-seat, jet powered fighters. One promising design, Projekt VII, was given the code name "Flitzer". It mounted wings of moderate sweep, with twin booms and a high mounted tailplane. A single HeS 011A turbojet (3300 lb static thrust) was to be supplemented during takeoff with a small rocket mounted below the jet, but the rocket was later abandoned.



The Flitzer was well advanced in development, including a full-size mock-up and fabrication of some prototype sub-assemblies. The project was cancelled in late 1944 because, although using only a single turbojet, the Flitzer's performance was estimated to be no better than the Me 262 which was already entering service.

Racer Development

Knowing that the 1949 Schneider Trophy Race would be a prestigious venue to promote their "influence" on eastern Europe, the Soviet Union provided substantial financial and technical support to the East German Communist Party effort. The elegant and futuristic appearing Flitzer design of 1944 was resurrected as a platform to showcase the technological prowess of the newly formed Deutsche Demokratische Republic (DDR).

For the '49 Schneider racer, dubbed the SeeFlitzer Marx 1, thrust was significantly increased (to 5952 lb static) by the addition of a VK-1 (modified Rolls-Royce Nene) engine, as developed for the MiG-15 fighter. A hull was integrated with the

fuselage, and outrigger floats fitted to the wingtips. Forward body strakes were installed to inhibit water spray ingestion into the engine inlets during taxi, takeoff, and landing, which in turn necessitated the addition of fixed horizontal tail fins to (mostly) restore longitudinal stability. Empty weight was approx. 6000 lbs, with significant fuel volume available to store the approximately 1,500 lbs of fuel required to run the race distance.

The SeeFlitzer was an unabashed propaganda machine. A German tri-color flag was gaudily emblazoned on the vehicle, which boldly flashed to spectators during hard left turns (Note: the "hammer & compass" symbol was not added to the DDR flag until 1959). Sharp-eyed viewers could make out a heavy handed portrait of Karl Marx on the lower wing. The number 49 was chosen as a fitting race number to commemorate the official establishment of the DDR government just weeks before the 1949 Schneider Trophy Race.

Major Gerhard von Schwerwasser, a test pilot with considerable experience at the Rechlin test center during the war, and a DDR Communist Party loyalist, was assigned as project pilot. It was he who would take the SeeFlitzer to battle over the Firth in October, 1949.

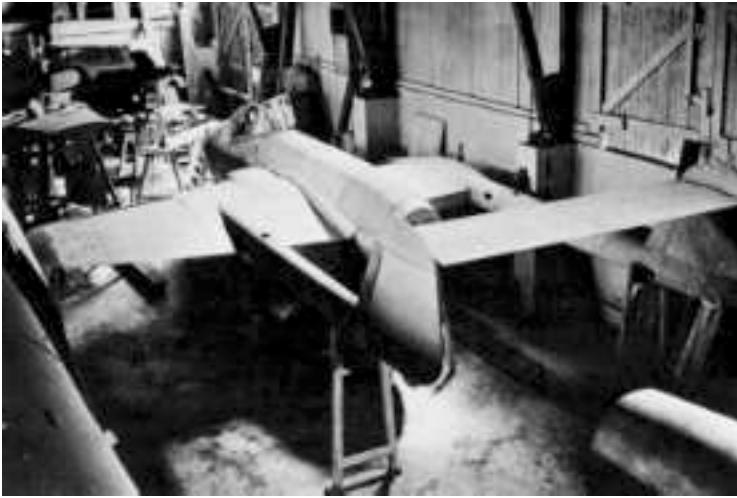
Model Information

The 1949 SeeFlitzer model is based on the Revell-Germany Focke-Wulf Flitzer kit. The main hull comes from an Aeroclub 1/72nd scale float set, cut down and faired with the lower fuselage. Outrigger floats are from an old Jo-Han 1/72nd A6M2 Zeke/Rufe kit. The forward body strakes and horizontal tail fin additions are from sheet styrene. Main landing gear doors were faired smooth.

Decals were custom made using the SuperCal system for inkjet printers. The black numbers and text were printed on clear stock, and the yellow numbers and Karl Marx logo were printed on white stock.

Modeler Information

The modeler had fun, and lots of it.



Construction of the SeeFlitzer, Spring 1949



Czech Model 1/48th Scale Grumman JRF Goose

by Hal Marshman, Sr.

Okay folks, I've been sandbagging on this one too long. The Goose has long been one of my most favorite airplanes. The hull shape, the heart-shaped windshield, and the bulky way-forward engines all contribute to what I feel is a most visually pleasing shape. I'm a sucker for flying boats and floatplanes anyway. I've waited a long time for a 1/48th scale kit of the Goose, and it looks as if I'll still be waiting if I want one that assembles easily. Let's look at this quite expensive (MSRP is \$50) offering.

It's been so long since I started this thing, I had to dig out the box and incomplete model to ensure I had my facts straight. The castings are pretty nice looking, lacking flash and no dimples. Most of the peg release marks are in no see-um areas. Locating pegs are few and far between. Surface detail is engraved and quite fine. Fabric areas are pretty subtly done. Two sets of engines are included, one set resin, the other plastic. The engines lack the governor housings, be they resin or plastic. The cockpit interior is cast in resin, as are the pilots' seats, rear bulkhead, and six passenger seats. All the resin stuff is crisply detailed and well done. Clear parts are included for the windscreen, cabin windows, and a pair of tear drop shaped bubbles, which the instructions fail to picture or mention. I found an obscure photo on the Net, of a British machine with them on each side. These clear parts are about average as regards thickness and clarity.

A full chine is included which runs from the wheel wells all around the front (bow). Many photos show this chine faired into the bow, while shots of later birds show it in kit configuration. The rudder is a separate installation, allowing for candid positioning. The decal sheet looks gorgeous, sharply defined, with schemes for three US birds, and one FAA one. The

US schemes feature two three-tone and one Gloss Sea Blue renditions. The FAA plane is given as in Sea Gray/Slate Gray over Sky*. Fin flashes are huge, so this would be pretty colorful.

The \$10,000 question is how does this pretty bird go together? Well my good friends, if you want to build this 'un, you can. I've seen worse kits, but this one is definitely a challenge.

The interior needs a lot of trimming and fitting, with a lot of attention on the two rear bulkheads. Some folks have reported troubles attaching the inner wheel wells to the insides, as locating them is problematic. I didn't have all that much difficulty with mine. (Forewarned is forearmed.) As a nice touch, there's a door with porthole window on the cockpit rear bulkhead, which can be easily opened and cemented in the open position. Needed Testors Window Maker for the porthole. Thought that would shed some light on the interior, but thought wrong. It is still a nice touch, though.

Probably the worst bugaboo in this kit is the fit of the windshield/fairing to the

forward fuselage and wing front. Once you accomplish the side cockpit window line-up, a good deal of filler is needed, along with much sanding, to fair into the wing/fuselage joint. Speaking of the wings, accomplishing the correct dihedral is ticklish, requiring filler on underside joints. A step between trailing edge of wing and rear fuselage top requires filler and sanding. One problem area in kits with wing mounted engine nacelles is the joint where the upper and lower nacelle halves meet. I'm happy to say that this one only needs a cursory buffing down after being cemented. Small amount of filler and sanding necessary at stabilizer/fin juncture. Nothing all that extensive. There you have it. Some really nice touches, a very desirable subject, and terrific decal sheet on the plus side, but the minus side is difficulty of assembly, and exorbitant cost.

The accompanying photo is of Bill Collins' rendering. Pretty, isn't it?

[I haven't actually seen the kit's instruction sheet, but I'm pretty sure that the correct FAA colors should be Extra Dark Sea Grey/Dark Slate Grey over Sky. - ED]*



CMR 1/144th Scale Avro Shackleton Mk. III

by Jim Schubert

This big, ugly, ASW, AEW, SAR, AWACS, etc. - you name it and the Shack did it - airplane derived from the famous WWII Avro Lancaster bomber was built to Air Ministry specification R.5/46 to pick up the slack from the phasing out of Coastal Command's Catalinas, Sunderlands, and Liberators. Roy Chadwick, who designed the precedent Manchester, Lancaster, and Lincoln, simply evolved that design series another step to create the Shackleton. He chose the name to honor the great voyager and explorer. The first Mk. I Shack entered service with Coastal Command in April of 1951. Service experience with the Mk. I led directly to the improved Mk.II with tricycle undercarriage, better radar, and other improvements. The Mk.III, a final attempt to quieten the crews' complaints, grew increased thermal and acoustic insulation, a better cabin heating and cooling system, padded crew areas, crew rest accommodations and a proper galley for the typically long - 18 hours - missions. The Shackleton was finally retired from the RAF and the SAAF in 1991 when the RAF replaced them with the Boeing E-3 Sentry and BAe Nimrod. 180 Shackletons of all marks were built and only about a dozen survive today.

This is the first release by CMR in their new 1/144th scale Czech Mini Master (CMM) line. It is a pretty big airplane for such a small scale. The finished model will have a wingspan of about 11-1/4" (~286 mm) and an overall length of about 7-3/4" (~192 mm). As is typical of CMR kits, everything is packed in multiple plastic, non-resealable, bags inside a larger resealable bag with a color profile card, upon which the subject, scale, and kit number (01 in this case) are identified. Also typically, a part - or two - gets broken and/or warped in shipping. The Shack arrived with one, out of 24, propeller blades broken and another cracked.

Both wings, on the review sample, have minor warpage, which is easily corrected. What I do is tape the warped part to a piece of oak or steel bar to straighten it and run it under not-quite-boiling water for about a minute and plunge it into cold water to set it. It can then be untaped and should be straight. If not, repeat the process.

All the resin parts are up to CMR's usual high standards of quality. There are 55 parts cast in a pale cream colored resin, 16 parts cast in a shiny silver metal, and 18 clear vac parts. All of the nine needed clear parts are duplicated to make it easy for you to correct any screw-ups. The metal parts provide for the landing gear struts and the eight exhaust pipes. The metal parts may need a little straightening. If so proceed slowly and carefully as they are not very ductile and will crack - guess how I know that. Superglue to the rescue!



CMR's new-style instructions are quite nice. In this case there are five sheets of A-4 size paper providing nine pages of content. There's a one-page exploded drawing showing kit assembly, four pages of colors and markings drawings - giving FS color numbers - and four pages of a photo walk-around of a preserved Mk. III.

The instructions and decals provide for six different airplanes; three RAF and three SAAF. All are in typical Shackleton schemes involving Dark Sea Grey, White, and/or PRU Blue. One of the SAAF planes has the Springbok national insignia used

prior to South Africa's expulsion from the Commonwealth.

The comprehensive decal sheet is a highlight of the kit. It is well printed with good color saturation in perfect register and includes myriad stencils, walkways, etc. The sheet was designed by Stanislav Mach and printed by MPD.

I'm really impressed with this first release by CMR in their new Czech Mini Master series. It's at least as good as their recent 1/72nd releases. Next in the series will be the Martin JRM Mars flying boat; a favorite of mine. I know the kit will include markings for the US Navy's overall Sea Blue Gloss transports and suspect it will also include the markings for the red and white fire fighting water bombers based at Sproat Lake on Vancouver Island. Bring 'em on!

A big "Thank you" to Petr Buchar of Czech Master Resins for the review sample. I have no idea what the MSRP will be on this fine new kit but Emil Minerich, owner of Skyway Model Shop, after examining it, opined that it would probably be somewhere north of \$40.

References

I flunked the course here. I have absolutely nothing in my files on the Avro Shackleton. I put out a call to my peers for help. I know Warpaint did a volume on the Shack, and I'm sure that SAM did at least one feature on it but I have none of these. Robert Allen, Editor of our *IPMS-Seattle Chapter News* came to my rescue by giving me a link to:

www.home.aone.net.au/shack_one

which has more information than a reasonable person could want on the Shack. Take a look; it's a great site. It also has several additional color schemes for the Mk. III.

Hurricane Bookshelf

by Scott Kruize

I'm not the only one

“One serene afternoon in the summer of 1938, shortly before Hitler bluffed Chamberlain at Munich, a college classmate and I, touring southwestern England, pedaled our laden bicycles past a long hedgerow. A sudden sound intruded - a distant roar, rising in a frighteningly rapid crescendo. Then, with a crash of power that spilled us off our bikes, the three planes flashed over our heads, wheels still retracting. We stared at them slack-jawed as they swept past in a V and soared skyward.

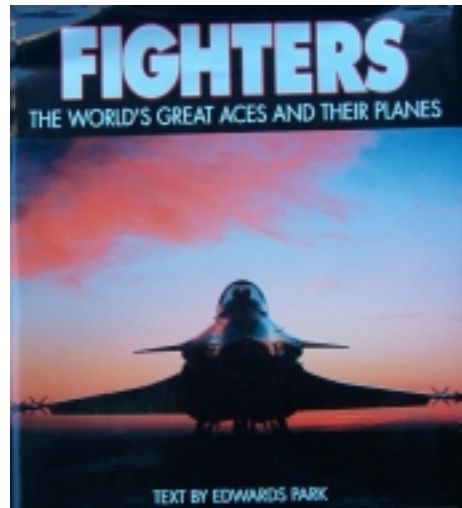
“These were no racy little orange-winged Peashooters with white-scarved pilots. They were bigger and meaner and much faster - shark-nosed, with thundering, blue-flaming exhaust stacks and olive-drab wings marked only with the bright British roundels. They were new RAF Hurricanes, off on a routine patrol. To us Yanks, they were a revelation. To everyone who glanced at them that peaceful day, they were a somewhat chilling glimpse of the future.”

from *Fighters – The World’s Great Aces and Their Planes*, by Edwards Park.

After reading Edwards Park’s *Nanette*, I was inspired to look up other books he may have written, and found this one right away. In fact I wasn’t satisfied to merely read the library copy; I had to have it for myself.

It has excellent descriptions of fighter planes through the ages, from the pilot’s point of view. Parks started flying when “racy little orange-winged Peashooters” (Boeing P-26s) constituted much of America’s front-line airpower. Now (1990) he looks through the eras from WW1 to modern jets, re-telling some stories almost word-for-word from his earlier autobiographical *Nanette* which, after all, isn’t fiction: it’s “An Exaggeration”. The

photographs are gorgeous. Although compiled from a number of familiar sources, like the National Air and Space Museum, they’re not overused or overly familiar. A handful are in black-and-white, but most, even those of WWI-era aircraft, are in color. Of course, many of these were taken recently, and are of restorations or replicas. Still, it’s nice to be visually reminded that WWI wasn’t fought in black-and-white.



That’s a modern Dassault-Breguet Rafale on the cover, and much of the book shows modern jets. But I cite the quoted passage

above as evidence that I’m not the only one impressed with the Hawker Hurricane.

More evidence is available to anyone willing to take passport and credit card in hand, and venture off to the United Kingdom. Hurricanes are important parts of the displays of all three of the museums I visited in London last month: the Imperial War Museum, the Science Museum, and the Royal Air Force Museum at Hendon. It was wonderful to walk among all the historic old aircraft, sitting or hanging in space, larger than life, within plain view and reach.

Here’s a page from the pamphlet/map/guidebook for RAF Hendon, which I obtained first-hand and dragged my long-suffering wife all the way through. (Thereby consuming my reserve of ‘brownie points’, but I got a bunch back by taking her out of London for a day, to walk the grounds of the most famous garden in England: Christopher Lloyd’s Great Dixter. As gardener and horticulturalist, Sandy’s been buying and drooling over his books for years... isn’t it weird how a person can pick up and focus on one single odd thing until it almost dominates their whole life... I can’t understand it...).



Where was I? Oh, yes: history as visible, first-hand, in England: I can even say that the Hurricane, whose advent in the late 1930s made such an impression on Mr. Park, is still in the news...

Recall my very first *Hurricane Bookshelf* article, where I remembered being so impressed by the Tab Book Club flier's sensational description, concluding with "...the story of the planes and pilots who fought the enemy armada, trying for one more kill before the crash!"

The only thing I could find in Paul Gallico's book, or any other, relating to that breathless phrase, is the story of Sergeant Holmes. During the Battle of Britain, he ran out of ammunition and rammed a German bomber that had bombed Buckingham Palace. He survived the collision and took to his parachute.

Much to my surprise, the story didn't end then and there: a visit to the Imperial War Museum picks it up. Holmes's plane crashed into the street so violently it drove through the pavement and buried itself deeply into the dirt below. Precious though Hurricanes were at the time, this particular one was clearly worthless after its combat, collision, and crash. So the site was just paved over and traffic resumed as best it could for the duration of the war.

Longer, even. But other people care about the Hurricane's historical significance, and the crash site's location was not forgotten. Late last year, permission

was granted to excavate it, and just this May, the remains of Sgt. Holmes's Hurricane were put on public display! It's on a platform at the Imperial War Museum, near a German V2 rocket, an Italian midget submarine, and a modern twin-barreled 30mm antiaircraft gun, last used by the Argentinean army in the Falklands...ah, Malvinas...um, come to think of it, that's sorta what the war was about in the first place!

I'm getting distracted, something easy to do in the Imperial War Museum. The planes, tanks, boats, and guns are eclectically and densely arranged. Such of Sgt. Holmes's Hurricane as they were able to dig from the dirt occupies only a small platform, but it's really remarkably intact around the engine and cockpit. It's one thing to read that the Hurricane was sturdy, quite another to actually see the evidence right there within reach, even sixty-four years old...

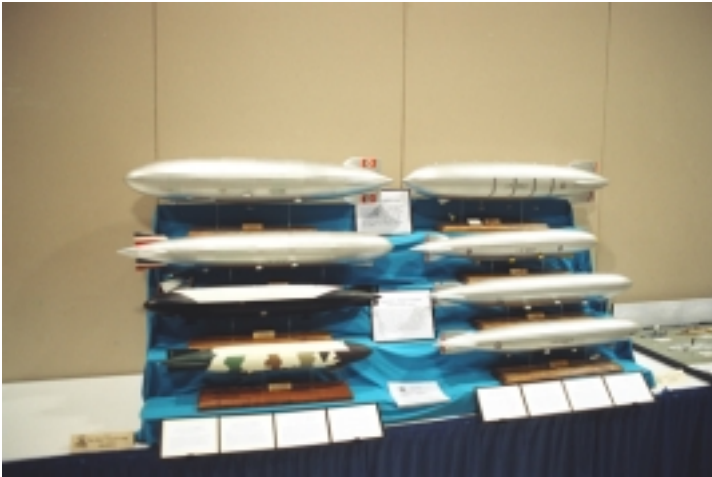
Finding myself in any book store, anywhere, any time, with credit card in hand, has long been the most urgent and persistent threat to the integrity of the Kruize household budget. Imagine, then, the effect of being inspired by this wreckage, only inches away, of the very airplane whose saga had got my 10-year-old blood racing such a long time ago!

Suffice it to say that my *Hurricane Bookshelf* is now well-replenished. I only ask my readers' indulgence: other people are known to care about the Hurricane, and - at least as recently as May - it's still newsworthy!



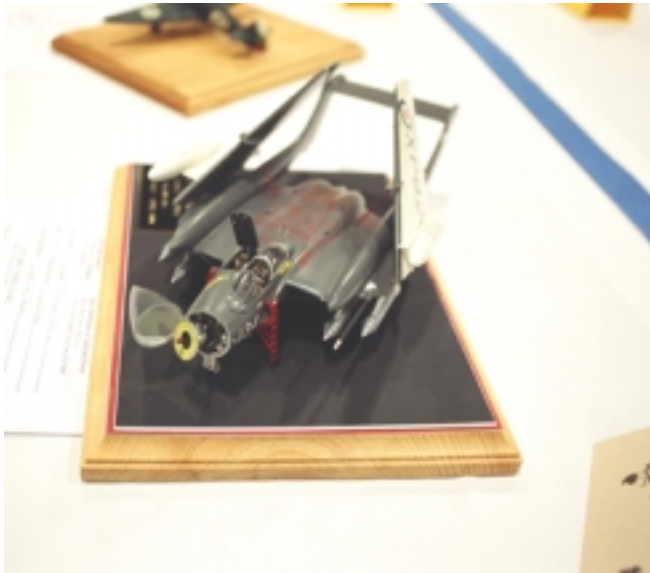
Photos from the 2004 IPMS/USA National Convention in Phoenix

photos (mostly) by Terry Moore



Clockwise this page from top left: A scratchbuilt series of 1/200th scale US and German airships; An M26 Pershing - I'm not sure what scale; OK, this picture is taken from the IPMS/USA site rather than taken by Terry, but I couldn't ignore such a nicely done English Electric Lightning, could I?; Another scratchbuilt collection, this time of beautifully finished Bugattis; The largest model at the show, a Godzilla over five feet long!





Clockwise this page from top left: Wayne Holmes' 1/48th scale De Havilland Sea Vixen, which did so well at the IPMS Seattle show, won Best Aircraft; IPMS Seattle members at the banquet, part one - Paul Ludwig, Bill Johnson, Norm Filer, Craig Rosner (standing) shaking hands with George Stray; Craig Rosner's destroyer USS Hickox took second in its class; Terry was too modest to give me a photo of his own first place winning "Thing from Another World", but here's a shot of it anyway; IPMS Seattle (mostly) members at the banquet, part two - Andrew Birkbeck, Patti and Wayne Holmes, Mike Medrano, John Frazier, John Alcorn, Woody Yeung



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

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; web site, 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

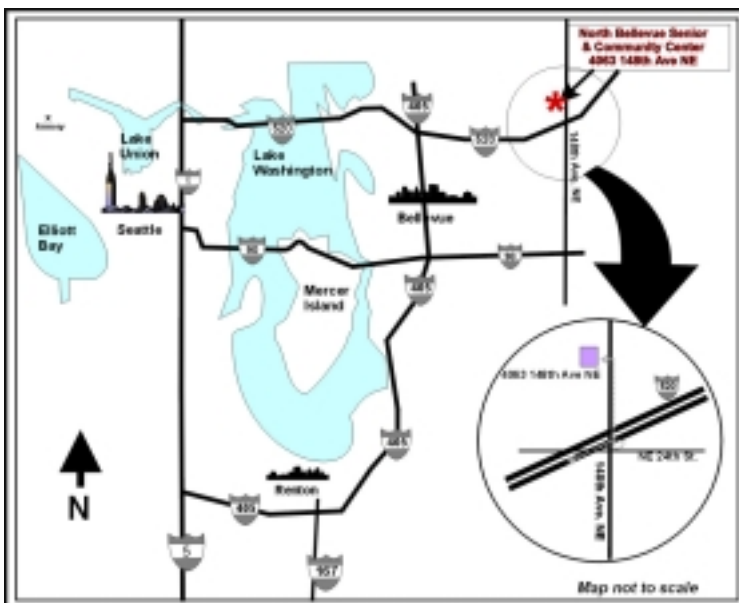
IPMS Vancouver 34th Annual Fall Model Show & Shop Meet. 9 am - 4:30 pm. Admission: Adults, \$2CDN; 16 and under, free. Model registration: Adults, \$5 CDN; 16 and under \$2 CDN. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more info, contact Warwick Wright, 604-274-5513; e-mail jawright@telus.net;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

Saturday-Sunday, October 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, <http://www.alaska.net/~gidg/2004%20Contest.html>

Meeting Reminder

September 11 **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.