

Seattle Chapter News



Seattle Chapter IPMS/USA
December 2005

PREZNOTES



Well, the last month has seen me finish three more models, and although my average is down this year, I feel I've really accomplished something as only one of those was an out-of-the-box model. I have delved into some interesting waters this year, with a few major conversion projects and even dipping my toes into the realm of scratch building. And instead of finishing up some of the projects on the bench, I just started an all-resin kit, the Classic Resin Airframes SO3C Seagull/Seamew.

The only reason I did that was because I recently ordered a 1/48th scale catapult from Lonestar Models and the only aircraft I had in the collection that would fit the catapult was the SO3C. My only previous experience with all-resin kits was the CollectAire X-15, which I built several years ago. That was a nightmare. Using CA adhesive, I ended up fitting more parts to my hand or the workbench instead of where they were really supposed to go. Not wanting that disaster to happen again I decided to try another method, 5-minute epoxy. Jon Farrelly has proven to be of

great assistance to me (again) in showing me how to use microballoons and silica thickener to add to the epoxy to make it work much better. The advantage to the 5-minute epoxy is that I actually have a bit of time to make sure parts are aligned and when hardened, it works with file and sandpaper much the same as the resin parts it is adhering. CA has never been kind to me like that. The extra time required to mix the epoxy, apply it to the parts, and make sure everything is aligned is not a problem, as I know that I won't have to try to unstick the part from the bench (or me)

Continued on page 15

In This Issue

Hasegawa Lancaster	3
Visits to Aviation Museums	7
Dujin Caproni CH.1	10
Amodel An-26	14
Upcoming Events	15
2006 Meeting Dates	15
2006 Renewal Form	16

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 2005/2006 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 10 (bring goodies to eat and drink)	January 14
February 11	March 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#)

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Check out our web page: www.ipmsusa.org

Hasegawa 1/72nd Scale Avro Lancaster B Mk 1

by Bob LaBouy

Kit Observations: One of my initial objectives in building this kit was easily recognized when the model was completed: it was constructed out-of-the-box with kit decals. My only concessions toward super detailing are a few small pieces of lead tape to act as seat belts. The box art is extremely attractive and almost worth the price of admission in itself. My

Instruction Sheet: There are six pages of reasonably easy to follow instructions, though they contain a few errors, some inaccurate drawing details. I also found the various marks that could be built from this kit to be a bit confusing, which is not helped by either the very brief narrative nor the overall marking/color diagram which also contains at least one error. One example that jumps out at me is the illustration in the sheet showing what appears to me to be a pitot tube shown on the instructions to be applied to each wing top surface near the trailing edge. You will quickly see there are two attachment holes

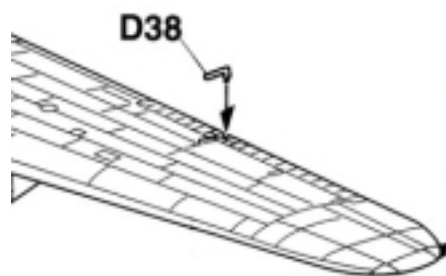
on the actual sprue trees, they are actually a mechanical aileron actuator device (my word, having no idea what they are really called in real life). The parts fit in place and while looking a bit weird (as do many other aspects of British aeronautical designs and features), had you gone ahead and inserted the pitot tubes (which are contained on the parts trees), you'd quickly find the drawings had given you a bum steer (as they say in Montana). Hopefully the two small graphics at the bottom of the page will help convey this type of confusing instruction drawing. Another complaint is there isn't any reference to which or what types of antennae were fitted to either of the Lancasters portrayed in this box. Since there were many different antennae commonly displayed throughout the life of the Lancaster, one is free to pick and choose, but some initial heading or reference would be useful – at least to me. I am still disappointed that Hasegawa hasn't yet taken the time to provide commonly used paint manufacturers color references, aside from one Japanese company. The instructions aren't useless, but certainly could benefit from more proof work prior to printing and inclusion in the completed boxes.

Kit: Overall the quality of the kit, its moldings and surface detail is quite high though I encountered a few mold "push marks" (mostly in areas which will not normally show). The kit provides approximately 220 parts on approximately 21 sprue trees, which includes a number of very small parts, some of which were apparently whisked away by aliens from my modeling



first small observation: while a beautiful rendering, from my reading and stories I heard from Lancaster pilots, a daylight scene such as depicted would have been most unusual: these aircraft were painted in their largely black schemes because they were almost entirely flown at night, not during daylight missions seen in the box art scene. I suspect the scene was chosen because of the difficulty of displaying the "S for Sugar" aircraft in a typical nocturnal scene possibly lit from the underneath by enemy searchlights. I initially began to pant awaiting this kit, in large part because of its importance to the Allied effort and it is another important part of the Godly scale.

on the wing tops. If you compare the pitot shaped device numbers from the instruction sheet to the appropriate number parts



desk. There are sufficient unused parts to quickly indicate that Hasegawa has plans to release at least one or more variants of the Lanc down the road. The recent announcement of the Dam Busters version confirms this and I fully anticipate one equipped with the famous Tall Boy bomb as well. My kit has a couple of small “sink” marks along the top sides of the fuselage; I saw them as small and probably not too great a distraction and left them alone. At least one of our members, Don McBean, says his model’s sink marks were severe and required filling. One again though, this is a shame, especially when one considers the cost of this kit.

The fit and arrangement of some of these parts (in my judgment) leaves a lot to be desired. I was plagued with the many small side windows, which even with very careful trimming seemed to not always fit exactly to the intended fuselage hole and there are at least three sizes of these tiny windows – a fact which isn’t easily apparent until they are carefully laid out and can be seen side by side. Careful placement and arrangement of these 26 windows is best well thought out before adhering them to the fuselage, which allowed me two leftover windowpanes. These little tiny windows should be carefully painted along their edges to avoid the issue of “side lighting” when they are finally assembled to the fuselage sides. I failed to do this and regret my oversight/laziness in this essential step. A final comment about these tiny side windows: they are of three sizes which may not be noticeable to the naked eye (I am not sure about the “clothed eye”?). I strongly recommend laying them out and arranging them by size in a vertical column. They fit the window openings pretty well, but I strongly recommend you dry fit them to insure you have them in the correct openings. Should you put one of the smaller windows in a larger opening, you’ll soon learn of your error, when you then seem to have a window that is a bit larger than the remaining window opening. Should you misstep in this daunting little task, you will soon be SOL (and that



doesn’t really mean situation out of luck), if you get my drift. The Lancaster has a good deal of clear canopy and turret detail, which is one of the major identifying features of this large bomber and also one of the daunting tasks in building this kit. While the parts, carefully trimmed, all fit together well, combining them requires very careful application of glue. I had several challenges and put mine together with Testor’s Clear Parts Cement, which is an excellent addition to the modeler’s essential tool kit in my opinion. When I had completed my model, it looks “O.K.” but is clearly not “competition grade.”

Some further advice about the turrets. Each is comprised of several clear pieces, which require a minute’s study, very careful separation from the clear sprue trees, even more careful trimming, and then dry-fitting. Once you paint and install the guns and bases, the inside of the turrets are inaccessible and subject to some potential problems, since the gun inlets are still open to what I call “blow by” spraying or other debris. I attempt to solve this by wetting (with water) and stuffing little pieces of Kleenex tissue into those holes, which blocks these inlets to “crud” getting into the turret. The small pieces of tissue are easily picked out or removed with a

tweezer after the turret is fully painted and oversprayed.

Since someone asked, here’s how I mask off the small and numerous frame marks on the turrets (and other canopy areas). The clear pieces do provide for a rather well delineated frame design work. This allows me to cut and place small pieces of Bare Metal foil onto the surface. I then burnish the foil with a toothpick point, then trim the frame outline with a sharp no. 11 Xacto blade, followed by lifting one corner of each piece of foil to be removed (where the frame shows and needs to be painted) and picking up and off the piece of foil with my tweezers. When completed and following the final removal of the foil mask, I use a small amount of the Blue Magic plastic polish on the head of a Q-tip to lightly buff the clear area, followed by a bit more buffing with another end of the Q-tip and/or a clean piece of cotton rag (this is where all old t-shirts and underwear in general should go for their afterlife, in my humble opinion.)

One other reminder, those pesky little square do-dads along the wing’s leading edges are meant to be there. Don’t file or sand them off thinking they are a byproduct of the kit production process.

They represent cable cutters built into the wing's leading edge and were actually there, really!

I recently read a review of this kit by a good friend (and very accomplished modeler) in the pages of Fine Scale Modeler – he thought it was a great kit and saw/encountered none of the problems I mention here. Hence, one needs to carefully consider the source of the review. I assume the problems and hurdles mentioned here are the results of my own shortcomings. But, I didn't like some of what I found in the kit, especially when one considers that this is almost a \$60 kit. For example, I just do not think the engine nacelles hang correctly as they came from the box and spent a good deal of time looking for photos and references to see how they should be positioned under the wings and tried to get them into that position. There simply isn't any excuse for these issues in today's market. If Tamiya can get it right, why can't this Japanese firm? I also feel a bit more interior detail (both the flight deck area and especially the very large, open bomb bay) would be a nice touch. Possibly some of the many cottage industries "out there" will grace us with their offerings down the road. If for no other reason, this will allow the

Lancaster to grow to \$100 or more in value. I had to do a moderate amount of filling, using my old standby 3M Brand Acryl-Blue filler and small amounts of Apoxie Clay (which is much easier to work with around the very small openings and where surface details need to be carefully preserved). Along with the body filler, there was more sanding and rescribing than I would like, especially along the fuselage seams (top and bottom) and around the engine nacelles and wing joint areas. Try though I might, I also couldn't find a combination of the nacelle halves that resulted in both the top and bottom seems closely aligned or level. Again, it seems the nacelle halves were designed by different engineers who apparently weren't on speaking terms. Inexcusable in any case in today's engineering world.

Decals: The decal sheet appears to be well done and provides the decals/combinations for three different Lancasters, the best known probably the "S" for Sugar (RAF # R5868) which has been so beautifully restored and displayed at the RAF Bomber Command wing of the Royal Air Force Museum at Hendon, just a short train trip west of London. This aircraft's combat service record, with three different squadrons and markings, included 137

operational sorties. An intriguing portion of the aircraft's markings while serving with the No. 467 Squadron, Royal Australian Air Force flying from RAF Waddington, was the infamous quotation from Herman Göring. Early during the bomber offensive against Germany, the Prussian former WW I pilot (with 22 "kills" to his record and recipient of the Order Pour le Mérite – the "Blue Max") positively stated "no enemy plane will fly over the Reich territory." That was just one of his many notable errors in judgment.

My kit's roundels were just ever so slightly off register, as you can see from the completed kit. There are also a few missing decals for the elevator markings shown in the instructions – or maybe the instructions are just wrong?

Paints and Finish: Virtually the entire kit has been finished in Model Master enamels, with a very small amount of Humbrol and Winsor & Newton artist oils used for accent, shading and weathering wash. I used diluted artist oils and odorless mineral spirits (for weathering) and Ditzler automotive acrylic lacquer products (namely Duracryl lacquer thinner (DTL 876), Clear finish (D 468) and Ultra-Fill primer (PZA 43) and Testors Dullcote Lacquer finish (thinned approximately 150% with DTL 876 thinner. I used Devcon 5-Minute Epoxy and the Handibond Thick cyanoacrylate for most attachments and very small parts.

Because I used a well thinned gloss black for the basic Lancaster finish, the kit decals went on very well, without the need for an initial gloss coat. I used both the Micro Scale Micro Set (I wet the surface as I slide the decal onto the surface) and Micro Sol solution and Tamiya Mr. Mark Softener to later soften, snuggle, and tighten the decals to the surface prior to my final overcoat of Dullcote. The upper wing decals were the easiest to hide with subsequent glossing and sanding and glossing. The side and tail markings are quite a bit more challenging, since the underlying surface has a considerable



amount of raised surface detail. Overall the kit decals are very well done (quality, color, and options) and aside from the very small amount of register I mentioned on the large roundels, one doesn't have to rush out and spend another \$10 to \$20 for aftermarket decals – at least not for my interests.

As you can see, I am still working to achieve a reasonable weathering for such a model, though I know I have a great deal yet to learn as to colors and technique. It's again not were I ultimately hope to achieve, but moving a bit closer to my objective.

My Lancaster is completed as (I hope) it might have looked about the spring of 1944 and as closely as I could get to the configuration of the aircraft today at RAF Hendon. One serious point of contention though is the interior color. Most references call out the interior of the Lancasters as being basically black, though the Duxford and Hendon Museums display the typical mix of British Interior Green, along with black and gray instruments and faces. I had the opportunity to speak with several ex-Canadian Lancaster crew members while visiting England in the late '80s and they told me their aircraft were typically painted "green" throughout the interior. I thoroughly enjoy the British WW II color schemes and found this kit a joy to paint, using the overall semi-gloss black bottom and sides with Dark Green and Dark Earth top side colors.

I was a bit shy of references for this project, though the three I had were very helpful and informative. These include the wonderful and richly illustrated *The AVRO Lancaster, A Comprehensive Guide For The Modeler*, by Richard Franks, Number 4 in the SAM Publications' Modelers Datafile series. I am suspect of some of the drawings in this great book, but feel that you can't do much better for overall information on the Lancaster, Manchester, and Lincoln aircraft (all three of which are related in design and covered within this 176-page softbound book). My second indispensable guide was the small booklet, *A Very Special Lancaster, A History of*

LANCASTER Mk I R5868, by F. E. Dymond. This 32-page booklet is sold at Hendon's very well stocked bookstore and provides the best history I've seen of this particular historic aircraft including a complete operational mission listing. While not the greatest references, *The AVRO Lancaster* by Bill Sweetman from Crown Publishers can't be overlooked. This book (as in the case of the other similar Crown publications) provides one more inspiration to build the Lancaster kit. Rikyu Watanabe's artwork is very inspirational to me. Even though I've been warned about his technical details and colors, the richness, size and sheer beauty of his artwork is fantastic in my opinion.

List price on this kit is approximately \$60, which I feel is a bit high for the amount of material, engineering and "product" in this kit. I purchased my over the internet from HobbyLand for approximately \$48.

If you are as interested in WW II aircraft as I am, you have to buy and build this kit. It's really light years ahead of the older Revell and Airfix kits and helps fill that critical niche; other than the name, there is little similarity. In spite of the several "issues" I mentioned above, this Lancaster looks and "feels" right to me from almost

every aspect. It seems a shame that with almost 7,400 of these dependable bombers built by and under license to AVRO there are so few survivor Lancasters today. As much as I dread the prospect of doing another Lancaster (and the cost...), both the Dam Busters and bunker busting "Tall Boy" versions may just force me to do it again. Boy, are we modelers predicable or what? If you long to model Britain's greatest bomber of World War II, this Hasegawa kit is where you want to direct your efforts.



Visits to Aviation Museums

by Paul Ludwig

My wife JoAnne was busy in September with school when I decided I needed a break. Even though I am retired I, like others my age, am very busy. Don't some of us retirees wonder how we found the time to hold down a job and still work around the house? I took a very long trip to relax from the grind of writing. I planned a trip to Europe but I had to go to Washington, D.C. first, to attend the reunion of the 52nd Fighter Group, since I was co-author of a history of that group. I've been to many similar reunions all over the country since the early 1970s and I used to spend every waking minute gathering material for other histories. This time my purpose was fun and I did not need to follow the veterans and their wives on tours asking questions for research and bumming photos for illustration. Excepting attending the customary Saturday night "good-bye" banquet with the veterans and their wives, I spent my three full days in D.C. going to the new Udvar-Hazy Center and the NASM.

To get to the U.H.C. from the NASM, one may ride the shuttle bus. I made arrangements for the bus before I left home by calling 1-877-932-4629 in advance. To reserve a seat on the bus one must make the reservation no sooner than two weeks in advance, pay the \$16 at that time using a credit card and jot down the numerical code number required to retrieve tickets at a booth in the NASM. For those who plan to be in D.C. and make arrangements there, you simply go to the booth in the NASM. The bus departs both ends of the circuit at specific times and you must specify which departure time you want and hope the bus is not full. The last bus departs the U.H.C. at 5 PM. The route to and from the U.H.C. is over a heavily trafficked road and the trip takes at least an hour each way. Of course if you rent a car you don't need the bus.

"Words can't describe it" is a well-worn phrase somewhat overused, but that

phrase applies well to trying to write about the interior of the U.H.C. It is so vast that upon reaching the display area, most people would find it impossible to believe 80 planes are on display because there is so much unused space. That unused space will, a brochure says, accommodate another 80 planes! I was very surprised to see the Dornier Do 335 fuselage next to the fuselage of the Heinkel He 219 because, uninformed as I am, I thought the 335 was in Munich. It has been returned and will undergo another sort of restoration because, as I was told by an official, it was not restored to NASM standards when it was in Germany. [Note: *The December issue of Aeroplane Monthly has a photo of the complete Do 335 on display, taken in October.* – ED]



Very quickly I felt the existence of a phenomenon in that there is so much space inside the U.H.C., that real aircraft - particularly those suspended from the ceiling - appear small because of the emptiness of space around them. Compare what you will see, to the P-47D in our great Museum of Flight. The P-47D is entirely enclosed by other displays and appears huge. It is huge, but a P-47D bubbletop in the U.H.C. appears small; if not that, then at least its normal size. Space, or the lack of

it, plays tricks on the eye. My eyes, anyway.

The famous B-29, the *Enola Gay*, is hoisted on supports like our museum's Boeing Model 80A three-engine transport. There is a non-restored P-38J or L which Dick Bong flew after his combat tour and the Lightning looks great in its war-weary condition among so many like-new aircraft. To my mind, this P-38 should never be restored. It looks great as it is. There is a Concorde, a Ju 52, Boeing 317, 707, racing planes, gliders, and warbirds. There are rows of restored aircraft engines, including the rare Lycoming XR-7755-3, an engine so large and powerful no one that I'm aware of has speculated into which aircraft this monster was to be fitted. It weighs 6,050 lbs. and put out 5,000 hp, but it was to be

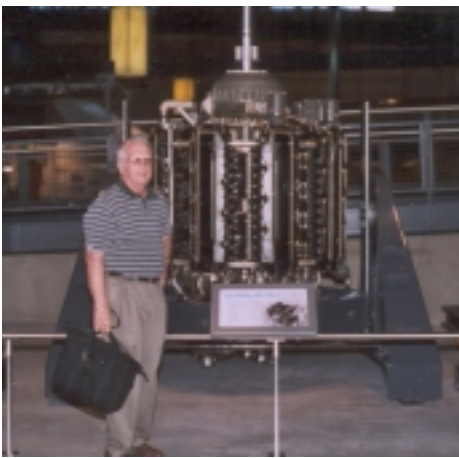
upgraded to 7,000 hp and to weigh 7,050 lbs.

The wing housing the Space Shuttle is also so vast that the Shuttle does appear to be small. Some have likened its dimensions to those of the Boeing 727 but the Shuttle is so fat that the comparison is unjust. The wing housing the Shuttle is filled with rare and early missiles.

I was thrilled to be so near so many like-new aircraft! I never get enough of seeing great aircraft and the wonderful U.H.C. - made possible by the donation of sixty million dollars given by a man and his wife - has emptied the old Silver Hill facility of rare and fully-restored aircraft and put them all under one roof in close proximity to each other in a climate-controlled, well-lighted center.



The U.H.C. has a food area, a gift shop, IMAX movie theater, and there is an elevator to take one to the tower for a grand view of Dulles airport some distance away. Construction will begin on a huge restoration building and an archives.



I spent a day at the NASM and, like others who have been there recently, saw that the building is in need of a very expensive

modernization. The NASM should charge an admission fee, in my opinion, to get money to restore the building. As in the many visits I've made there in the past, the greatness of the NASM never varies. I never tire of seeing the same aircraft, missiles, models, and displays. There are unique ones there such as a U-2 and the original P-80. Very new is this: I was just a few days too early to see SpaceShipOne

under a tarp and due to be on view the following week.

I had decided to visit Germany and on a Sunday in mid-September, after going to Dulles and checking my bag, I was harassed through inspection, then I was flown to Berlin. In succession I visited Dresden, Prague, Vienna, Munich,

and Nurnberg, traveling by train. JoAnne has been very busy with many projects and school and I wanted to travel so I went alone. You live only once.

The only aviation museum on my list of places to go, was the Deutsches Museum in Munich and it was delightful. I was surprised as would anyone be, to see an aircraft created in the former East Germany in 1981 by a family eager to fly to freedom. It even has a designation: the Dowa 81 (see photo at bottom of opposite page). The Wagner family of five built this one-off and were to pack themselves into this very small aircraft but before they flew out, they were arrested, imprisoned for a year and then deported to West Germany. Except for the imprisonment they got where they wanted to be. For some unknown reason the East Germans kept the plane intact and now it is on display next to far more familiar aircraft, including the VJ-101 and the Bachem Ba 349 Natter. Well, almost familiar. The Natter (see right) has to be the most brutal-looking, ugliest flying machine ever invented.

Those of you who have seen the book, *Flugzeugfahrwerke* (German Aircraft Landing Gear) written by Gunter Sengfelder, know that landing gear too, need to be researched. I had corresponded with Gunter who lives near Nurnberg and made arrangements in advance to meet with him. He met me at my hotel and took me to his beautiful home where his lovely wife served us delicious, home-made cake and coffee. We talked, and surprisingly, he told me there is a new aviation museum in Berlin called the Deutsches Technikmuseum I did not know about. The address is Trebbiner Strasse 9; 10963 Berlin, should you want to write to it. It was inaugurated in April of this year but if he told me what is in the museum I've forgotten what he said. There is another aviation museum in Berlin at the old Gatow airport but I was not interested in going there. Not sure why. Guess I wanted to soak up the culture and the martinis. Had I know about the new museum when I was in Berlin I would have gone.

Gunter was age eight when the war ended. He saw bare-metal B-17s fly over his city in the suburbs, on their way to Nurnberg which was devastated. At that stage of the



war many U.S. combat aircraft were unpainted, as you know. Gunter's father died in Finland in 1944. Gunter's schooling was interrupted for a long time after the war. He became a mechanic in a motorcycle shop in 1955 at the age of eighteen and began racing in competitions. There are 84 trophies he won mounted in his home. He won so many races that the Zundapp motorcycle company hired him to be their factory driver. In 1961 he went to Munich to the factory and worked on suspensions and hydraulic shock absorbers. He developed forks and rear suspensions for competition bikes. In 1964 he got a master mechanics' degree and went back to Nurnberg to the pre-developing department of Zundapp where he got a special education in technical drawing and construction.

Back in 1960 he began collecting information on, and parts of, landing gear. The Zundapp company closed in 1984 and he went to work for the ADAC as a technical steward. In 1979, he wrote the book mentioned above. He now restores landing gear for museums and helps with drawings. When the landing gear of the replica Me 262 failed upon landing at Paine Field, Bob Hammer and Jim Byron asked Gunter for help in making the gear right.

In the Sengfelders' beautiful home, his entire basement is like a forest of landing gear and cockpits and models. The basement is really an aviation museum. The ceiling is of normal height and the tires of his landing gear rest on the floor and the top ends are bolted to the ceiling. All are like new and the tires are fresh. He has much of the cockpit of an Arado Ar 234B and a full cockpit of a Bf 109. All of his handmade, scratchbuilt 1/15th scale models are of wood and are gathered upon a very wide and long waist-high shelf. Many have been featured in books about German aircraft and he has made models of aircraft which either are rare or no longer exist.

He showed me much of the old city of Nurnberg and took me to a restaurant originated in 1419 rightfully described as "the oldest sausage restaurant in the world" and the beer is good there too.

I flew home in mid-October for a rest from my vacation. I recommend a visit to the Udvar-Hazy Center to anyone who can't get enough of airplanes - take lots of film and have a flash unit which throws light out to at least sixty feet.

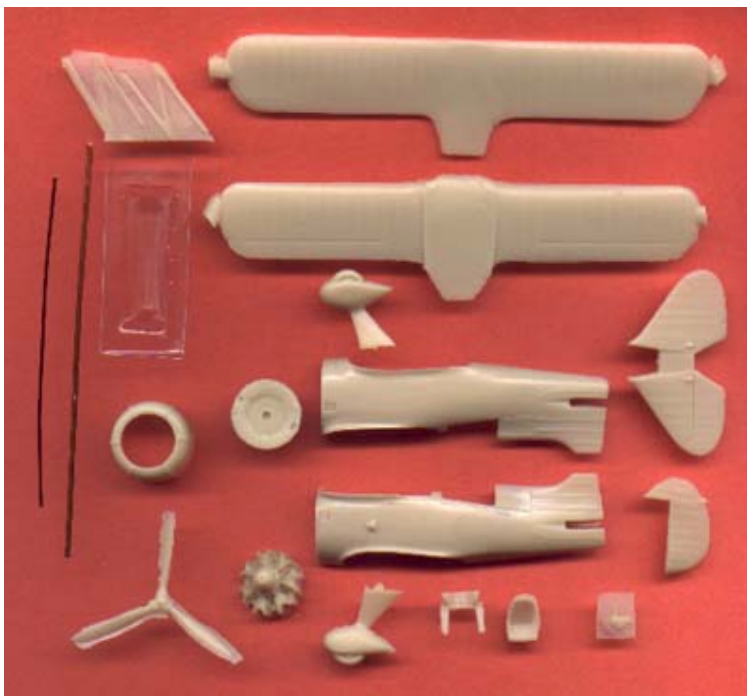


Dujin 1/72nd Scale Caproni CH.1

by Jim Schubert

I set out the history of this one-off fighter prototype in an in-the-box review in the August 2003 issue of this newsletter. As I mentioned then, I bought the kit from Charlie Schaaf in June of 2003 with the proviso that if I didn't finish it in one year I had to give it back. Needless to say it went right onto my workbench and straight into work. As I didn't finish this wee beastly until October 26, 2005, I clearly went beyond Charlie's stipulated one-year build-time limit. A bit less than a year after the purchase he released me from that deadline because he saw, during a visit, that the model was progressing well. Lamentably Charlie died of a rare form of Prostate Cancer about six months later. This putative one-year project took me two-and-one-third years to finish! I'm slow.

The picture below shows what you get in the bag when you buy Dujin resin kit DCA 7184. I did not use the kit's interplane struts, propeller, vac canopy, seat, instrument panel, or metal strut stock.



Studying a new model I always figure out what the hardest job is likely to be and do it first while my enthusiasm for the subject is still high. In this instance I reckoned that was the windscreen/canopy. The person who made the master for Dujin clearly did not understand how the canopy opened. On the real airplane the canopy hood was split along the top center line and the two pieces of flexible clear plastic slid down into the fuselage sides. A lot of thirties vintage racers had hoods like this. The Dujin vac part has a crease along each side that would have made it impossible for the hood to be opened. I carved a wood pattern for later vac forming. Unfortunately, this was my first, of many, mistakes on this project. I should have vac-formed the canopy/windscreen right then. Had I done so I would have learned that the shape was too deeply indented to be vacced on my

old Mattel Vacu-Form with the .015" material I had on hand. I tried to vac the part after the model was painted. I wasted about a dozen draws before I drilled myriad No. 80 holes in the bottom of the indentations, right through the master to let the "suction" draw the plastic into the valleys.

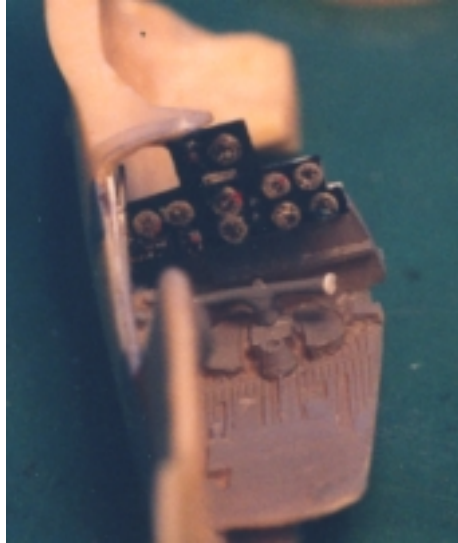
It didn't work! In near desperation, I selected the best of my 15, or so, rejects for further work. I placed a small Xacto chisel blade on the heating element of the Vacu-Form and while it was heating I taped the selected reject back onto the male master. I carefully coaxed the clear plastic into the valley on either side of the windscreen with the hot edge of the chisel blade. I was convinced this would ruin the clarity of the plastic and put me back to square one. To my absolute delight and amazement, it worked! But I'm getting ahead of my story.

Dujin's masters for the fabric covered wings and tail were poorly crafted. I think they made the catenary sags between ribs with a wire-wheel in a motor tool. The valleys were very rough and there was no distinct rib tape detail at all. Right here I made my second big mistake. I lackadaisically sanded the valleys and sprayed on a heavy coat of gray auto lacquer primer, which I also sanded with insufficient dedication. I considered .005" styrene strips as well as Scotch tape to simulate rib tapes but decided they were both too thick

and settled on using strips of Bare-Metal Foil cut with two scalpel blades taped together and mounted in a No. 1 Xacto handle.

Hindsight shows clearly that I should have dedicated myself to making the wings absolutely smooth before doing anything else to them. In fact, it would have been best to use a large mill file and eliminate all traces of ribs on the fabric covered wings and tail, reducing them to mere cores for embossed overlays of .010" styrene sheet Harry Woodman style. Hindsight is always so much better than foresight. After being ribbed with the Bare-Metal foil strips, the wings and tail were once again treated to a heavy overcoat of primer and sanded a lot more. I just kept digging that damned hole I was in, deeper and deeper! The photos show the mess I made of the wings and tail. In the course of all this I did separate the ailerons, elevators and rudder. The ailerons were glued back into place, very slightly displaced. I made copper "hinge" pins to mount the rudder and elevators.

I hollowed out the over thick and over weight fuselage halves with a coarse cutter in my 1969 model Dremel motor tool and thinned the cockpit sidewalls to the point I accidentally cut through and had to patch the hole I'd made. I rummaged around in my parts box and found a pair of resin side panels that looked like the 1930s and a seat that looked good and would fit. I sanded the sides of these thinning them for a more scale appearance. The base for the instrument panel is a piece of .020" white styrene that I cut to shape and sprayed overall with Floquil Grimy Black. I punched the instruments out of a Re-Heat brand sheet of instrument decals. I left the paper backing on the individual instruments to add some three-dimensionality to the panel. I blackened the edges of each instrument with a marking pen. I glued the instruments to the panel and applied a drop of clear gloss lacquer to each face to create lenses. I made the throttle quadrant from a sandwich of styrene parts with throttle and mixture levers of shim brass; the knobs are drops of white glue.



Dujin had cast the wheels, pants and struts as one-piece units. As a result the wheels looked like garbage so I cut them off and hollowed out a recess in the bottom of each pant for new wheel halves. The donor wheel, for the halves, is from my lifetime supply of the good-looking wheels out of the old Aurora 1/150th Boeing 747. How I came to have this supply is another story for another time. Dujin would have you make a glued butt joint of the landing gear strut to the wing. Not on my model! Such a joint is guaranteed to break. I filed grooves in the inside of each strut down to the wheel pants and drilled holes from the ends of the grooves into the pants to accept steel pins. I filled the grooves and filed the filler flush, leaving the pins projecting from the tops of the struts. Here's mistake number three: I did not compare the two strut/pant units with one another. It was not until I was ready to install the landing gear that I noticed the struts were of two different lengths, of two different chords, and the pants were on the struts at two different angles. This ain't a Tamigawagramell kit! Cut, saw, glue, fill, file, sand, and finally get back to square one - and you were wondering why it took me two-and-a-third years.

The tail wheel, in its own little wheel pant, was very poorly formed so I cut the wheel off and refined the shape of the pant. My

spares box failed to yield a wheel of the proper diameter and thickness so I made a half-wheel the hard way. I looked for a piece of copper wire of the right diameter to make a half-wheel. Finding none I was forced to use a piece of piano wire. Do you know how hard piano wire is? I bent the wire around a drill bit to create the arc I needed. The half-wheel was removed from this arc with a cut-off wheel in the motor tool and glued to the wheel pant. A small plinth for the tail wheel, to be glued to the fuselage, was made at this time.

I bent the prominent exhaust pipes from brass tubing, which I then cut at an angle and hollowed out with a small dental burr in the motor tool to get close to a scale wall thickness. I painted the pipes with Model Master Jet Exhaust and the insides with Floquil Weathered Black.

As the propeller provided by Dujin was useless I found a good looking prop, from one of the old-tool Hasegawa Zekes, which I detailed as a ground adjustable prop and set up so that it could rotate freely, not fall out of the model and be easy to remove/install for transport. Mistake number four: It wasn't until I had the model mostly painted that I realized I had very carefully engineered, detailed and fabricated a right-handed propeller for a left-handed engine! My spares box had no left-handed ground adjustable props in it. Fellow IPMS-Seattle member Bill Osborn came to my rescue with one from his spares box. Now I had to do the whole job over again.

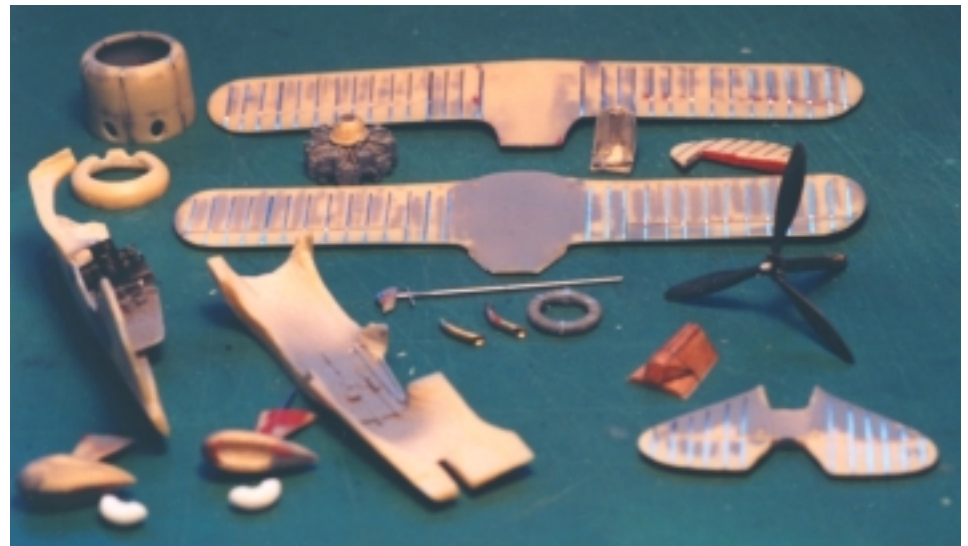
I cut the shaft and hub stubs off both sides of the prop and filed them to parallel flats. I marked a center on the backside with a compass point and started a shallow hole with a drill bit in my pin vise. I then stuck the drill bit through a block of Melamine Board that I had had drilled by a friend in his drill press with several holes of the common shaft sizes I use on props. The prop was offered up to the drill bit point and then pressed flat against the block while I drilled through the hub.

I cut a length of tubing to fit over the prop shaft. I made a thrust bearing of copper wire, assembled the prop, thrust bearing and bearing tube over the prop shaft and marked where the bearing tube ended. The stack of parts was disassembled and a No. 80 hole drilled through the shaft to accept a copper wire keeper pin. The diameter of this keeper pin is less than the wall thickness of the bearing tube. The pin is bent over tightly against the prop shaft. I then drilled a hole through the engine's crankcase to accept the bearing tube using the same drilling jig as for the propeller. With the outer surface of the bearing tube slightly roughened with sand paper, to prevent it falling out, the whole prop/shaft/bearing tube assembly can be easily inserted into and removed from the crankcase. It's a lot simpler to do than it is to describe.

For the prop front I used Alclad brand Chrome over a base of Model Master Gloss Black but thought it was too dark for polished aluminum so I mixed up a small batch of half-Chrome and half-Aluminum with a drop of Floquil Reefer White and resprayed the prop. The back of the prop is sprayed with Floquil Weathered Black. I hand painted the propeller maker's logos on the blades based on a photo in the LeFana article. I put out a request for information to all my modeling friends with a scan of that photo to find out the brand of the propeller and the colors of their logo but nobody knew so I exercised my artistic license. The photo of the real propeller is in the review in the August 2003 issue of this newsletter. If any reader recognizes the logo and knows the colors, please let me know; I'd rather be right than artistic.

A prominent item missing from the kit is the annular oil cooler that sits in front of the engine. None of the Japanese coolers from kits of thirties-era planes, that I examined, were suitable so I had to make the cooler. I cut a ring of .030" styrene and wrapped it with monofilament nylon. With the clear benefit of hindsight I should have wound it with brass wire of a slightly smaller diameter than the nylon. The nylon had so much spring-back that it was hard to control; wire would have been easier to

use and better looking. Oh well; next time I'll know. The engine, incidentally, is an undistinguished lump of resin but as so little of it can be seen inside the cowling, behind the oil cooler, I used it. That too turns out to have been a mistake as the resin crankcase was heavily ribbed and the original was not. I did not, of course, notice this until after the engine was painted and the oil cooler installed. I had to pop the cooler off, fill, file and sand the crankcase and repaint it.



I was finally ready for basic assembly of all these miserable parts. I had, of course, been test fitting everything frequently as I went along so it all went together fairly easily. I decided to leave the landing gear off so that I could more easily mask and paint the pants. As you can see the paint scheme is a bit tricky. I had been priming the model piecemeal as I went along so it was now time to shoot one final coat of the automotive gray lacquer primer onto the whole thing to check my work. I followed this with a base coat of Duracryl Gloss White automotive lacquer as a background for the red and green.

I made masks for the curves by applying 3-M brand Removable Tape to the Harry Robinson drawing, tracing the curves onto the tape and then applying the tracings to Tamiya brand masking tape stuck down on a Plexiglas cutting block. With a new scalpel blade I cut through the tracings

and the Tamiya tape. I removed the tracings, lifted up the masks and applied them to the model. The green paint, by the way, is Testors old Gloss Green in one of those little bottles that used to cost a dime; I never throw anything away. The red is Testors Model Master Italian Red. I thinned both of these enamels with automotive lacquer thinner.

After the unmasking, I drilled holes for the rigging and installed the landing gear and puttied the fillets around the strut-to-wing joints. This required the whole airplane be masked again except for the areas around the new fillets so that the red could be filled in.

I now applied the few decals. As Dujin provided none, I had to scrounge for what I needed. The House of Savoy crest on the rudder is from an old Italian sheet; the lettering is from three different HO and N scale model railroad decal sheets. The tiny serial was put together number-by-number, applying the individual digits to a piece of clear decal stock, which was then oversprayed with Micro-Scale Decal Film. I applied these as regular decals. I think this is a much easier way to handle little numbers than trying to apply each digit directly to the model. The decals were oversprayed with Duracryl Clear Gloss



automotive lacquer to seal and protect them.

Rigging was pretty straightforward. I had drilled the holes prior to painting and now opened them up. The holes in the fuselage for the landing wires are blind. The holes in the fuselage for two of the flying wires on each side go right through and out the belly; the holes for the third wire on each side go right through into the inside of the fuselage. The holes in the lower wing, just inboard of where the interplane struts will later be installed, go right through the wing but the flying wire holes in the top wing are blind. The photo at below right shows rigging in process. I swipe the end of a piece of monofilament nylon through a small puddle of ACA on my cutting block and stick it into a blind hole. Any excess glue is wicked away with a piece of fuzzy pipe cleaner. I then touch the joint with a drop of accelerator carried on a toothpick and wick up the excess the same way. I then pull the nylon through the hole at the other end, draw it tight and tape it to hold the tension. I apply the tiniest bit of ACA to each side of each rigging point and use accelerator on each; wicking away, in turn, the excess glue and accelerator as before. This is a very quick, strong, easy way to do rigging.

I made the interplane "N" struts from Contrail brand strut stock and carefully adjusted them for fit. I placed a tiny spot of Elmer's brand white glue at each contact

point and fitted the struts into place. I use white glue for positioning parts to be ACA'd, as the ACA itself has no initial tack to hold things in place. When satisfied that the struts were properly placed and aligned, I touched each contact spot with ACA taking care again to wick off excess and then use accelerator as before. I overcoated the whole airplane with several layers of clear gloss lacquer to seal everything and to keep it clean.

I wanted the canopy hood open to reveal the cockpit interior so I put the windscreen/canopy back on the wood master and very carefully cut away most of the hood. Photos of the actual plane show the opening panels did not slide all the way down into the fuselage sides. I used white glue to attach the windscreen/canopy to the model; applying quite a bit of excess glue on the outside to fill the joint. When it had dried I wiped off the excess with a cotton swab dipped into hot



water. The framing was made up of strips cut from sliver decal stock. The engine, cowling, wheels, tail wheel, rudder and elevators were installed, the prop slipped in and it was complete - a year and one third later than scheduled.

All throughout the building of this kit I spent much time and effort in continuous test fitting; I would periodically stick it all together with Blu-Tac to see what it looked like and to make sure I was still going in the right direction with my work.

The result of all this is a rather mediocre model of a beautiful little "Golden Age" airplane built from a truly awful kit. I must, nonetheless, give copious kudos to Dujin for doing a kit of this obscure subject. That is their niche and they fill it well. Friend Bill Johnson says this plane was "scratchbuilt-out-of-the-box".

I believe the reason my result is only mediocre is because I don't build enough any more to retain my touch. I've got to build more and research less.

Now where can I get one of Dujin's kits of Lindbergh's, one-off, Miles Mohawk? I never learn.

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

Amodel 1/72nd Scale Antonov An-26

by **Bill Osborn**

I know that most of you think I've gone around the bend when it comes to the models that have shown up over the last few years with my name attached to them. Well, I guess that may be true. I think the reason I picked the off brand models is so I don't need to compete with the great models that you guys turn out from the good kits. And do you know what? After a while I got hooked on these kits.



O.K. Enough soul searching, let's get to the good (?) stuff. I picked up this kit at the last meeting. It's a rather large model, but is not made of fiberglass, as are Amodel's really big kits. The moldings are white plastic with very finely engraved panel lines. There are 20 sprues including two very clear and thin clear ones. The instruction sheet has 16 pages stapled together so you get the assembly going in the right direction. The last sheet shows where all the common decals are located. This brings up my first problem; the first page shows two sheets of decals, and my kit only had one. Now this normally wouldn't be a problem but there are over eighty decals to stick on this thing. Oh well, back to the model. The level of detail

is very good, the parts fit without a lot of work, which is a good start.

Since this is a cargo aircraft with a rear ramp, you get a full interior, and I mean full. When was the last time you saw a model with a detailed restroom? The cargo area has all the trappings, up or down bench seats, overhead crane, and an aft ramp that can be posed open or closed. The placement of some small parts is vague in some spots, but others have marks on the walls. One drawback is that the only colors given for the interior are for the cockpit. I mean, how am I to know what color to paint the head? And I do want you to know that

with a little work the seat could be up or down, depending on the flight crew.

After getting all the detail in the front office, I decided to close the rear ramp so I wouldn't need to do all the other stuff. Decals are given for all

the instrument panels. I say all because this is a four-man cockpit. Seems like a lot for a twin-engine airplane.

Moving right along, I started some of the smaller assemblies. The nacelles were fit together. Then I noticed that the landing gear goes in between the two sides. I'm not a great fan of putting things on models that can get knocked off by a ham-handed modeler, so, using my modeling skills I cut out the top of the locator so the gear could go in after the nacelle was stuck together. That's when I made an unusual discovery; there were two sets of gear struts! One set each for compressed and extended. I don't think any of the front line kits have ever done that.

Some of Amodel's previous molding problems have been overcome. Trailing edge thickness is not a problem on this kit; the top or bottom (and sometimes both) wings have the upper or lower surfaces molded on the opposite side so that the forward section will inset on a panel line. Now, if they would just work on the leading edges these would be almost good kits.

The wings are a five-part assembly, if you don't count the nacelles. The fit is good if you discount the obligatory sanding needed to get the surfaces to match. First, and easiest, are the outer panels. Then I dry-fit the nacelles to the top center section so I could get the two lower sections fit to the body and nacelles. As this was going on I was gluing the wheel halves together. Strange, instead of molding the outboard hubs into the wheels, you get hubcaps, and they're not even chrome. Next, was the eight-part prop assembly. There is a spinner, hub and shaft, aft fairing, and a flat round disc that should fit into the nacelle, but is too small. The four prop blades plug into the hub and can be posed normal or feathered.

The horizontal stabilizer is in three parts, top and two lower surfaces. The vertical fin is a butt fit to the aft upper body with no key or marking to show it's in the proper position. The windows and cockpit glass fit with only a small amount of cleanup. Of course, there are a few (dozen) areas to fill and sand down (repeat), but that's nothing new. A little more work and this thing will be ready to paint.

The instruction sheet shows color schemes for four aircraft. There are two light gray Russian planes and an all white U.N. bird, last is a Ukraine transport in white and gunmetal. Unfortunately, the last two were on the missing decal sheet. So, unless I can get the other sheet, I'm going to add another Russian aircraft to my collection.

Upcoming Model Shows

Saturday-Sunday, February 18-19, 2006

2006 NorthWest Scale Modelers Show. Museum of Flight, Seattle. Theme: "Manufactured By: Aircraft Constructors in Miniature". All other subjects are strongly encouraged: armor, ships, figures, sci-fi, etc. In addition to the model activities, aviation artist Jim Dietz will talk about his career and art in the Allen Theater at 2 PM on Saturday, Feb 18. See the October *Seattle Chapter News* for more details, or contact Tim Nelson at timndebn@comcast.net

Saturday, April 22, 2006

IPMS Seattle Spring Show. Renton Community Center. More details in upcoming issues.

2006 IPMS Seattle Meeting Dates

Here are the (tentative) meeting dates for IPMS Seattle in 2006. There is a possibility that a date or two may change so not to conflict with a regional show, but if that happens, members will be given notice well in advance. All meetings will be held at 10AM, Saturday mornings, at Bellevue Senior Center, with the exception of the Spring Show, which will once again be held at Renton Community Center. Please note that there will be two events in April; our regular meeting, and the Spring Show.

January 14
 February 11
 March 11
 April 8 (Bellevue Senior Center)
 April 22 (Spring Show at Renton Community Center)
 May 13
 June 10
 July 8
 August 12
 September 9
 October 14
 November 11
 December 9



PrezNotes

from page 1

as I would had I been using CA. I have actually been enjoying the project and am even considering pulling my resin Pucara out of the garage o' kits!

How many of you have made more than one model of the same identical subject? Perhaps you weren't happy with the first one and decided to build another, but only better. I can admit having done that only once, building the B-17 *A Bit O' Lace* not only in 1/72nd scale, but again in 1/48th several years later. Whilst reading reviews of the re-release of the Pro Modeler SB2C-4 Helldiver by Accurate Miniatures, I remembered a Helldiver I built several years ago, using the ancient Monogram kit. It's an overall yellow aircraft of the NAMU in Johnsville, PA, in the mid/late '40s. I think it screams to be redone, using the AM kit. I had built the first one at a time when my compressor was out of action and I painted the model with a rattle can. I'm not exactly the sharpest tack in the box when it comes to using canned paint and I was never really happy with the finish. With the release of the AM kit I may have an opportunity to redeem myself, or at least make a better version of what I did years ago. And it's a great excuse to head out to the local hobby emporium as I don't have that kit yet. WooHoo!

The December meeting is the one where we bring goodies to eat, and (non-alcoholic) beverages to drink. Unfortunately, I have to work on Saturday so I won't be able to make it to the meeting, so I'll wish you all seasons greetings and best wishes for the new year!

Terry

PS: For Traci and Jen - I'll have my *Always* PBK at the January meeting. In the meantime, you'll have to live with a couple of photos. Sorry.

2006 IPMS Seattle Dues Renewal

2006 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. If you have not renewed by the release of the January 2006 newsletter you will get a final reminder with that Newsletter, If you do not renew then, you will not get any more newsletters. You can renew by writing a check for \$24.00 to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the December or January meetings. 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.

Our e-mail distribution of the Newsletter has been working very well. You get the Newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and I would really like to encourage you to consider this method of distribution.

Thanks,

Spencer and Norm

IPMS Seattle
ATTN: Spencer Tom
318 NE 81st Street
Seattle, WA 98115

IPMS Seattle 2006 Dues Form

Full Name _____

Mailing Address _____

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

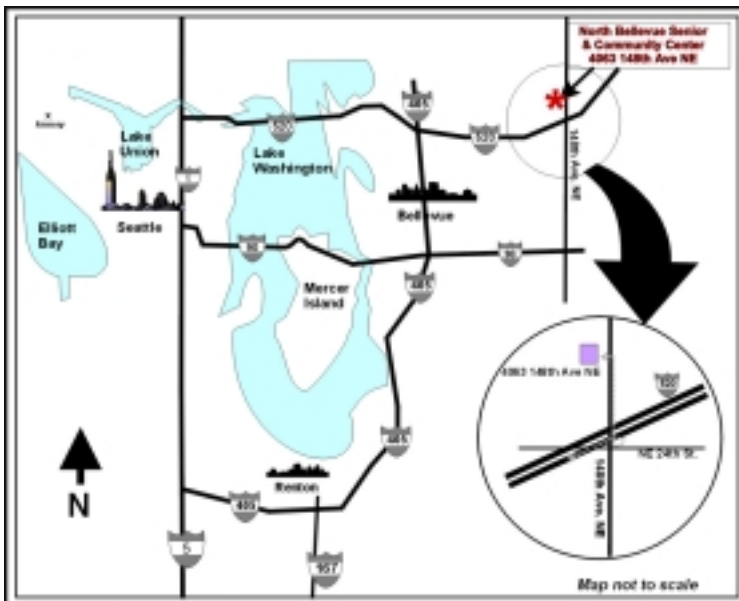
Telephone (Area Code) (_____) _____

E-mail address _____

I prefer e-mail delivery of the newsletter.

I prefer regular mail delivery of the newsletter.

Meeting Reminder



December 10

10 AM - 1 PM

Remember to bring goodies to eat and drink!

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.