

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2005

EDNOTES



This is usually the spot where our Prez for Life dispenses news and views, but Terry was unable to contribute a column this month, so I'm pinch hitting for him (it is baseball playoff time.)

Long-time IPMS Seattle member Wayne Fiamengo recently fell and broke his hip, requiring a hospital stay. Wayne is now home from the hospital, and we hope to see him at our meetings again soon.

Although the IPMS Vancouver show (see report in this issue) closes out this year's model shows, there are still aviation and space events to attend. One interesting upcoming presentation will take place at the Museum of Flight in Seattle on Saturday, October 22, when former NASA Mars Exploration Program Manager Donna Shirley will speak about the past, present, and future of Mars exploration. The program will take place at 2 PM.

Speaking of shows, remember that we are still actively seeking donations for both the monthly raffle at our meeting, and for the raffle at next year's Spring Show. See Andrew Birkbeck to contribute to the monthly meetings, and Stephen Tontoni for the Spring Show.

Hannants has pre-sold their entire allocation of Airfix' impending 1/72nd scale TSR.2 kit, and is not taking any more orders for it. The two sheets of "what if?" TSR.2 decals released by Xtradecal were reportedly the fastest selling decals in that company's history, and had to be immediately reprinted. Apparently I'm not the only person who had the TSR.2 at the top of their "most wanted" list...

Robert

Date Change for October Meeting

The date for the IPMS Seattle October meeting has been changed from Saturday, October 8 to **Saturday, October 15**.

The date has been changed so not to conflict with the IPMS Vancouver show on October 8.

The location will be the same, the North Bellevue Senior Center, but we will be meeting in the Crafts Room.

The time will remain 10 AM to 1 PM.

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IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

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 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.

October 15 (date changed)
December 10

November 12

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

Check out our web page: www.ipmsusa.org

IPMS Vancouver Show Report

by Robert Allen

photos by Wayne Hui and Doug Girling

IPMS Vancouver (B.C.) held their 35th Annual Fall Model Show and Swap Meet on Saturday, October 8, at the now traditional site of Bonsor Recreation Complex in Burnaby. As always, the quantity and quality of the models on display was outstanding, 118 modelers entering 528 models in the contest, up from the 460 to 480 that has been the norm in recent years. There were also 542 paid spectators. Many more models were on the display table, including a good portion of the 1949 Schneider Trophy entries from our Spring Show, which were given their own special section.

IPMS Seattle was well represented. I don't have a full list of attendees, but Stephen Tontoni, Will Perry, Bill Osborn, Tim Nelson, Bill Johnson, Doug Girling, John Cate, Carl Broberg, Brian Cahill, Jon Fincher, Andrew Bertschi, Jack Matthews, and myself participated as judges. Tim Nelson received the trophy for Best Civilian Aircraft, for his Lockheed Vega.

The trophy winners were:

Trophy

- Best Armour - Allied or NATO
- Best Armour - Axis or Warsaw Pact
- Best Auto - Street or Show
- Best Auto - Competition
- Best Sci-fi/Space or Vehicle
- Best TV/Movie Monster
- Best Aircraft - Jet Engine/Helicopter
- Best Aircraft - Prop Engine
- Best Civilian Aircraft
- Best Nautical Subject
- Best Royal Canadian Navy Subject
- Best Figure
- Best Diorama
- George Price Memorial Award for Best Canadian Subject
- Best of Show Junior
- Best of Show Senior

Sponsor

- VanHobbies
- Wings Corner Hobbies
- Blue Mountain Hobbies
- Racing Miniatures
- OHMS
- Monster Attack Team Canada
- Mike Grant Decals
- Aviation World
- Whiskey Jack Decals
- Wings Corner Hobbies
- Neil Ramage
- IPMS Seattle
- IPMS Fraser Valley
- Finescale Hobbies
- Imperial Hobbies
- Burnaby Hobbies

Model

- Leopard
- Leopard
- Morgan 3-Wheeler
- Skyline GTR
- Fighter Bomber
- Alien Newborn
- CT-114 Tutor
- TBD Devastator
- Lockheed Vega
- "1778" Ship Diorama
- HMCS Athabaskan
- Warlord
- Panhard P-178
- CT-114 Tutor
- German Tanker
- CT-114 Tutor

Winner

- Ross Hillman
- Ross Hillman
- Wolfe Buddee
- Vincent Wu
- Jack Gay
- John Hircock
- Wayne Hui
- Wayne Hui
- Tim Nelson
- Kerry Jang
- Ryan Cameron
- John Hircock
- Dale Moes
- Wayne Hui
- Robert Magyar
- Wayne Hui

Right: Detail of a 1/32nd scale Ki-84.



Below: Part of an excellent diorama depicting the evacuation of wounded troops in Vietnam.





Clockwise this page from top left:
 A beautiful 1/48th scale Tamiya
 Gloster Meteor; Wayne Hui's
 Monogram TBD Devastator
 captured Best Prop Aircraft; My
 poor armor recognition skills
 prevent me from telling you what
 this is; A look down the aircraft
 tables, with Stephen Tontoni in
 the background; Another trophy
 winner, John Hircock's newborn
 from the Alien movies.





Clockwise this page from top left: Judges hard at work - Neil Ramage and myself examining the submarines; a 1/48th scale Tamiya Dewoitine D.520; Bill Glinski's spectacular 1/72nd scale Trumpeter Westland Wyvern; an almost cinematic diorama of Fw 190s on the Eastern front.



Special thanks to Wayne Hui for permission to use his pictures. More can be found on his website at <http://www.modelart.ca>

More pictures of the show, by James Tainton, can also be found at: <http://members.shaw.ca/jadgtiger/webii/>

2006 NorthWest Scale Modelers Show

by **Tim Nelson**

Bring all your models. Make your plans now for the NorthWest Scale Modelers show at the Museum of Flight (MOF) in Seattle on February 18-19, 2006. The 2005 show was absolutely spectacular, with about 1,200 models on display. Let's see if we can exceed it in both models and fun.

This show is purely a display, not a contest. It's an opportunity to spend some quality time with your fellow modelers. The two-day format allows for unhurried study and enjoyment of our collective modeling efforts, and is a bona fide, low-stress, good time. You can even do some modeling on-site at the work tables. No judging, no meetings, no awards, no vendors – just fun.

Bring all your models. The venue is a showcase for our hobby, and probably exposes more people to modeling than any other event in the Northwest. As in previous years, you are urged to participate and show off your models. We will be loaded for bear with tables in 2006 - more for display and more for working. Admission to MOF is free to model exhibitors.

The primary theme for the aviation part of the 2006 show is "Manufactured By: Aircraft Constructors in Miniature", with aircraft displayed by manufacturer. We will also display autos by manufacturer (some manufacturers have done both!) As always, all other subjects are strongly encouraged: armor, ships, figures, sci-fi, etc. I'm sure we'll proudly show off the 1949 Schneider Trophy Race collection as well.

Galaxy Hobby is returning on Saturday, 18 February to host "Make & Take" workshops for kids. This activity is extremely popular and draws many families to the museum and our event. Bob Jacobson and company at Galaxy will appreciate our

assistance with the program, and it is a fun way to get some kids excited about modeling.

Bring all your models. 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.

Jon Farrelly has created the accompanying flyer and will be developing signs for the show using vintage manufacturer logos.

For questions, please contact me at a meeting or at timndebn@comcast.net. I'd appreciate any info you can provide on what you plan to bring to ensure we have ample space.



MANUFACTURED BY

Aircraft Constructors in Miniature

EVENT

A MODEL SHOW FEATURING
AIRCRAFT MANUFACTURERS
(plus cars, ships, sci-fi, & more)

DATE

SATURDAY AND SUNDAY
FEBRUARY 18 & 19, 2006
10:00AM TO 4:30PM

PRESENTED BY



HOSTED BY



SPECIAL PRESENTATION

"The Aviation Art of Jim Dietz" on Sat, 2/18, at 2 PM in the Allen Theater.

SPECIAL ACTIVITY



'Make-and-Take' for the kids on Saturday, 2/18...
sign-up begins when the doors open at 10:00 AM.

GENERAL INFORMATION

Admission to this event is included with Museum admission.
The Museum of Flight is on Boeing Field in Seattle at 9404 East Marginal Way.
Full directions and information are available at www.museumofflight.org or (206) 764-5720.

CONTACT INFORMATION

Tim Nelson, timndebm@comcast.net
Stephen Tontoni, tontoni@comcast.net



ICM 1/72nd Scale Tupolev TB-3

by Bill Osborn

At the September IPMS Seattle meeting our editor asked me if I would do a build article on my TB-3 that I had on display. Of course, I said yes (with a heavy heart). There are some models that you just want to put in the display case and forget. It all started when I saw the kit at Skyway Models. Emil knew he had a sale the minute I opened the box. Well, I rushed home to fondle all that plastic and came to the conclusion that I should write an in-box review before I started to glue parts together. With that done, the kit sat in my room while I worked up the courage to start it.

Some of you may remember that I brought it in to one of the meetings as a work-in-progress. It was not very far along at the time, but it gave a glimpse of the construction. Needless to say, this is not the way most of the models we build are put together. Thank the modeling gods.

For those of you who are not acquainted with the kit (congratulations) the model builds up with bulkheads, spars, ribs and skin panels. Many skin panels are just like the real thing. There several wing skins on both upper and lower surfaces. None of this top half and bottom half for ICM, they make you work at it. What this means is that any error in the beginning will multiply by the time you think things are really going great. There were many joints that I needed to cut apart and adjust to get a proper fit. One of the problems is that there are few, if any index pins to locate the parts. Fortunately, the skin panels are a uniform thickness. This made it easy to glue doublers under the butt joints to reinforce them.

Somewhere along the way, the cockpit went in. Again, some of the locations of the parts are shown with only an arrow to some point on a bulkhead or sidewall on

the instruction sheet. As assembly went on, some adjustments were needed! I did not use the kit windows as most are subject to overspray and dust. The only glass stuck on during the build was the nose glazing. Some of the interior parts just didn't work out, so I didn't put them in. If you don't tell anybody I won't.

With most of the body and wings assembled, I started on the motors. They are very nice and seem to have about a dozen parts to each one. That's really nice if you want to open up the cowlings. I didn't. However, you need these little suckers if you want something to hang the props on. The engine cowlings consist of four or five parts. There is a minor problem with the front part of the cowling; it won't fit without minor surgery. So, what else is new? I painted the exhaust stacks before the final engine cowling assembly.

on the main strut. I had to paint the wheels before mounting them in the tandem mount. I did not glue the trucks on until the model was finished. The reason was I wanted to be sure the wheels were flat to the ground.

Things were now progressing along rather well, so now it's time to paint. The instructions called out a dark green, but a review I'd read and a few other references said that a light gray-green was the right color. So, the model is light green over light blue. At this time I decided to do the rigging. I drilled small holes where the lines went into the body and was about to run the cables when I noticed that since I'd posed the control surfaces in a relaxed position some of the control horns were pointed the wrong way. I managed to get them straightened out and finished the gables. The bracing struts on the horizontal and



The horizontal and vertical tail surfaces both sit free of the body. I don't mean they float in space, just that you can see daylight under the joints. The tailskid is nice and needs to be, so as not to get broken off during the rest of the build. The main landing gear looks strong, but turns out to be touchy. The tandem wheel assembly is nice as it slides over the pivot

verticals were a bit of a problem as they were of heavy airfoil shaped stock, of which I didn't have. Stretched sprue was too thin and the .020 dia. plastic rod was too limp. I finally decided to use .015 dia steel wire. I don't really like it but by this time I was running out of love for this model.

With the main painting done, it was time to apply the decals. You get markings for three different Russian and one Chinese aircraft. I used up two sets of stars trying to get the decals to lie down on the corrugated skin. Not only did they not lie down, they curled up! I traced one of the remaining stars on to some masking tape and sprayed those little devils. Now that all the painting was done, the windows could be made. I like to use a product called Gallery Glass; its main use is for making stained glass window doodads. It's like white glue but much better. The result is very clear and if it is too thin just add a little more. And besides that it comes in colors, which make good navigation lights.

With all of that out of the way it was time for the tedious work of gluing on all those little fiddly bits that tend to get broken off if you stick them on to soon. After the antennas, handrails and other protrusions were glued on and painted, the most delicate parts went on. The three gun rings were fit in place. The rings are made up of four parts each plus the two guns. Remember, I said no locating pins? All the parts are very small and hard to hold. I stuck the base rings to the glass plate on my desk with two-sided tape and started to glue the vertical rise arms to the ring. My fingers were too big and the tweezers kept slipping. I finally managed to get them all on, and then it was time for the gun bar. Three little "U" shaped bars that, of

course, were too wide. A little gap filler super-glue and it's time to mount the guns. The guns are not the run of the mill blob that may or may not look like some sort of a weapon, these are really nice, but getting them stuck on the gun bar on the same plane and pointed in the same direction was a chore.

All in all, it didn't come out too badly. With a small amount of weathering that gave some character, the model was finished (thank God). Would I recommend this kit? Well, yes but only to someone willing who really wants a TB-3 in their collection, if they have the room. The airplane was bigger than a B-17.



A Boy During World War Two

by Hal Marshman, Sr.

I did this essay back a ways for my granddaughter to take to school, as they were studying WWII, probably in the eighth grade. I wrote the essay in what I hope to be a style easily understood by a child of that age. Feel free to use it as you wish. Maybe you have a child, grandchild, nephew, or niece who can make use of it in the same way my grandkid did. There are very few references around today telling what daily life in the US was like, and even fewer from a kid's point of view, or that a kid can relate to. Some of your older members probably have similar memories, and probably some I've not experienced or touched on. This info is dying out more and more each day, and it's a shame more of it isn't recorded.

I was born in July 1936, which made me 5 years old on December 7, 1941, when the United States was attacked by the Japanese, and we were drawn into the war. I was just 9 when the war was over in August of 1945. This means I spent much of my childhood during the wartime. I remember much of what was going on around me pretty well, and am happy to relate to you some of these memories.

A really important recollection was standing on the Boardwalk in Atlantic City, N.J., watching the smoke from burning tankers on the horizon. These tankers had been torpedoed by German U-boats (submarines). The enemy operated just off shore for several weeks at the beginning of the war. As a matter of fact, just off Point Judith, R.I., there is a sunken U-boat, and the fantail is visible at mean low tide.

Another of the biggest things I remember was rationing. This means that certain items were in short supply, and the government set up a system by which everyone got their fair share of what was available. Each month my mother went to the Ration Board and stood in line for our

family allotment of ration stamps. Meats, sugar, and butter were among the items I remember that required ration stamps in addition to the monetary cost. The store was required to demand these stamps, and would be fined if caught not adhering to these regulations. Another rationed item was shoes. An individual was allowed so many pair a year. The stores sold kits which provided new soles for the shoes with the cement needed to attach them to old shoes. I remember my Dad installing a set of these soles on my old shoes. Everything was fine for two days or so, but then the cement would let go, and you would end up flapping loose soles back and forth to school. Our parents couldn't drive us; gasoline was rationed to five gallons per week. Tires and batteries were also on the rationed list. Mom got expert at making things do. We flattened our tin cans, saved balls of rolled up tin foil, and old aluminum pots and pans for the scrap drives. You'd bring the scrap metal to school and throw it onto a large pile. A government agency would come and pick up this stuff periodically. Another thing we'd bring to school was milkweed in season. The milkweed pods were stuffed with a material called kapok. The kapok was used to fill life vests, so you see, even the kids helped in an indirect way in saving lives. Mom also saved grease drippings. I understand that this grease was used in the manufacture of ammunition. Whereas butter was in short supply, the market was open to the development of margarine products. One the earliest ways of selling margarine was in a clear plastic enclosed block. The block was white in color, and actually looked just like lard. There was a small dark orange capsule inside the clear plastic, and you were supposed to knead the capsule into the white stuff until all was a nice, even buttery, shade of yellow. I remember doing this for my mom once, and being a kid I kneaded just a little too energetically, and burst the plastic wrapper. Imagine that mess!

During the war, there were not a great many things made of plastic, as the plastic industry was still in its infancy. Prewar,

most toys were made of steel, iron, or tin. With the demand the manufacture of weaponry put on our metal supplies, there was no longer any metal available with which to make toys. Wood, masonite, cardboard, and paper had to take their place. Later in the war, surplus military gear such as helmet liners, gas masks, and dummy training rifles appeared, and were gobbled up quickly. The most popular games for boys were war games, acting out what we saw in the movies and newsreels. There was no such thing as T.V. for the population at large at that time. Radio was the most popular electronic media, and provided news and entertainment. When you went to the movies, a 20-minute segment of war news was shown, usually at least a month later than the actual event. Aside from this, the picture magazines such as *Life Magazine*, *The Saturday Evening Post*, and *Look Magazine* provided war news, maps, and photos (almost all black & white), but the newspapers provided the most up to date information, although often erroneous.

As a little boy, I knew just about what all the enemy and allied aircraft looked like in general appearance. There were decks of cards with aircraft silhouettes, retouched photo cards in Wings cigarettes, and various comic book descriptions of not only planes, but weaponry, and naval vessels. In the case of enemy equipment, this information was not always very accurate, as the Germans, Japanese, and Italians just did not want to share their secrets with us. Matter of fact, our own military people kept a great many things secret from us, so the enemy did not find out about our newer gear. From special editions of *The National Geographic Magazine*, and the yearly issues of the *Rand McNally World Atlas*, we found out what all the insignia worn by our servicemen meant. The average 8-year-old could look at a serviceman, and from his shoulder patch discern what unit he was attached to. His ribbon bar told a knowledgeable kid just where he had seen combat, and what decorations if any, he had earned. Diagonal and horizontal bars on his lower sleeve called "hash marks",

told us how long he had been in service. While I'm thinking about it, the cigarette cards were saved for us by our dads, uncles, etc. I never knew an 8-or-9-year-old kid who smoked. Matter of fact, I didn't know any teenagers who smoked either.

During the war, everyone was somewhat of a racist. There were insulting cartoons of Hitler, Hirohito, and Mussolini all over the place. Hitler's face would appear on a rat's body, Hirohito's on a snake, and Mussolini on a skunk. Such commentary as "Bop the wop, slap the Jap, and stun the Hun" were freely bandied about by the news, entertainment, and advertising media. As well educated people, and certainly more sophisticated folks, we can now admit that such racial slurs should have no place in our vocabularies. Indeed, racial belittling and discrimination led to our enemies committing murder on an unbelievably large scale.

The above having been said, the movie studios worked very hard to install disdain for the enemy. Such movies as *Back To Bataan*, *Wake Island*, *Seven Graves To Cairo*, *The Flying Tigers*, *They Were Expendable*, (and the list goes on) taught us that the enemy was evil beyond belief, and no horrible deed was beneath him. The idea was to fire up the populace on the home front, hopefully making them more productive in the various war industries.

One thing I should mention was the huge amount of war material that we saw on all sides. The harbors were filled with naval ships. The shipyards in Quincy and Hingham were busy full time building warships. If you went down to the rail yards, there were long trains of flat cars carrying tanks, jeeps, small landing craft, P.T. Boats, and artillery. Because of South Weymouth Naval Air Station, our local skies were filled with blimps, and naval aircraft of all sizes and descriptions. Westover Airbase near Springfield was a staging point for large bomber aircraft bound for Europe. Imagine what 40 or 50 four-engined bombers flying at less than 10,000 feet sounded like. The very ground shook beneath our feet!

Well, that's pretty much what being a kid during the Second World War was like. If you have any questions or wish to know more, I would be happy to answer any questions you might send to me, to the best of my ability.

***Spitfires and Yellow Tail Mustangs: The 52nd Fighter Group in World War Two* by Tom Ivie and Paul Ludwig**

reviewed by Chris Banyai-Riepl

It is interesting to note that until now, there has not been a history of the 52nd Fighter Group written, even though this unit had an outstanding combat record. This book changes that, and in dramatic fashion. The authors clearly know their subject area, and convert their knowledge into a wonderful text to read.

The unit was first created in January of 1941, shortly after the Japanese attack at Pearl Harbor. With the United States now officially in the war, the 52nd FG was sent to England as part of the Eighth Air Force. Initially equipped with Spitfires, the unit flew missions over France until the invasion of North Africa drew it south. In Africa, still equipped with Spitfires, the 52nd was assigned to the Twelfth Air Force and helped push the Germans off of the African continent and moved into Italy. By the middle of 1944, the unit had changed hands yet again, now assigned to the Fifteenth Air Force, and also traded in their Spitfires for Mustangs. With these new aircraft the 52nd FG pushed upwards through Italy and fought in the skies over France, Germany, Hungary, Czechoslovakia, Rumania, Yugoslavia, and Austria. Twice awarded the Distinguished Unit Citation, the 52nd FG created 21 aces, shot down over 425 aircraft, and damaged many more on the ground.

This book takes the above brief overview and expands it in great detail. Each chapter

is a small chunk of history of the unit, rarely more than six months at a time, and follows a chronological approach. The authors do an excellent job of placing the reader with the unit during its long history, and complementing this nice text is an excellent collection of quality photos. For the modeler these will be of immense use, as there are some fascinating markings and settings for both the Spitfires and Mustangs. Further accentuating the neat



schemes worn by these planes are a series of color profile illustrations done by Tom Tullis. If the photos did not get you wanting to build a 52nd FG aircraft, these profiles will. Appendices round out the book with all the detailed information that complete this unit history.

The 52nd FG was an outstanding unit with a long history during WW2, and it is great to finally have a detailed history of its exploits. The chronological approach makes it an easy read, while still filling the pages with enormous amounts of detail. Tom Ivie and Paul Ludwig clearly know their subject and the result is a reference well worth owning. My thanks to Specialty Press for the review copy.

Hikoki Publications, ©2005
 ISBN 1-902109-43-0
 Hardbound, 176 Pages
 Available from Specialty Press for \$53.95

Cottage Industries 1/72nd Scale C.S.S. *H. L. Hunley*

by Jim Schubert

On the evening of February 17, 1864 the Confederate States Ship *H. L. Hunley* sank the United States Ship *Housatonic*, which was part of a Union force blockading the harbor at Charleston, South Carolina during the American Civil War. This was the first successful attack upon a surface vessel by a submarine. Something happened, we don't yet know what, to *Hunley* on its return to harbor and it sank with the loss of all hands - nine in total; the Captain, Lt. George Dixon, and eight crew whose main function was to be the sub's engine. The sub was driven by a screw at the end of an eight-throw crankshaft with a crewman seated at each throw of the crank. Dixon controlled the rudder and the diving planes. *Hunley* sank *Housatonic* with a 135 pound explosive charge, which she attached to her victim's hull by driving a barbed lance attached to the charge (called a torpedo) into *Housatonic*'s hull. The torpedo was at the end of a 22 foot long spar mounted on *Hunley*'s bow. Dixon detonated the charge via a long lanyard that permitted the sub to back off to a safe distance before triggering the explosion.

Hunley lay lost on the ocean floor until an expedition funded by popular novelist Clive Cussler found her in the spring of 1995. On August 9, 2000 she was raised and is now in the process of being preserved. The crew's remains have been removed and given proper military burials ashore.

You've undoubtedly examined Revell AG's new 1/72nd Type VII submarine and marvelled at its three-foot length. The *Hunley*, to the same 1/72nd scale, is not quite as big - it's only 12-3/4 inches overall; 7 inches being the vessel and 5-3/4 inches being the torpedo spar and lance. The hull with its hatch cupolas and ballast weights is a one piece resin casting of fair quality. Seventeen white metal castings of

indifferent to poor quality are included along with two pieces of aluminum tubing and four lengths of brass rod. Three pages of history and instructions, which include an exploded drawing, are included.



The main hull casting requires quite a bit of detail clean-up and local filling. Mine had bits of blue RTV mold rubber stuck in corners and crevices here and there, indicating the life of the mold is about finished. There are many irregularities in the detail where mold rubber had previously torn away. RTV molds by their nature are fairly short lived.

The hull can be worked into a very nice piece with several hours of filling, filing, sanding and priming. The same is true of the white metal parts although I think it will be quicker and better to make replacements for most of these parts from styrene, tubing, etc. The screw is a total disappointment being thick, two-dimensional and having neither twist nor leading and trailing edges; I'll carve a new one from .040" brass sheet. No painting instructions or suggestions are given; you're on your own here. I'm

inclined to paint it flat dark gray and finish this with graphite powder rubbed into it overall with lots of rust spots generously applied with pastel chalks.

It's a fun kit of an interesting and historically significant subject. It will be several years before the physical details of *Hunley* will be fully determined by the crew working on her so we are left to speculate about and imagine some of them if we build a model now. The kit, for example, has the torpedo spar mounted low on the hull with a jib boom projecting from the upper part of the hull supporting it while a contemporary painting of *Hunley*, by Conrad Wise Chapman, shows the spar cantilevered from the upper surface of the hull. I'm inclined to think the kit has it right as 135 pounds is a lot of weight to hang on the end of a 22-foot-long, unsupported, pole.

The kit cost \$29.95 directly from the manufacturer at the recent IPMS-USA Nationals in Atlanta. You can order it from Cottage Industry Models' website at <http://www.cottage-industry-models.com/>. You can also see their other products there.



Trumpeter 1/32nd Scale Messerschmitt Me 262A-1a

reviewed by Chris Banyai-Riepl

The Messerschmitt Me 262A, being the first operational jet fighter [depending on your definition of "operational" – the *Gloster Meteor* actually entered regular squadron service with the RAF before the Me 262 was issued to a regular Luftwaffe unit, and scored its first kill prior to the Me 262 – ED], has had quite a bit written about it, both on the web and in print. Rather than bore you with a short canned history of this well-documented aircraft, I will recommend you to your favorite Me 262 book (for what is likely the most thorough history of the type, I would suggest the Classic Publications four-volume set on the Me 262).

A 1/32nd Me 262, you say? Didn't Hasegawa do one of those ages ago? Well, yes, they did, and it was a very nice kit for its day. This new Trumpeter kit outshines it in just about every way, though, and it won't be long before we see those Hasegawa kits being dumped on eBay left and right. As we would expect from Trumpeter, this kit comes molded in a light gray plastic, with finely recessed panel lines throughout. There are some interesting features, such as clear engine nacelles, white metal landing gear, photoetch seatbelts, and rubber tires, making this model a multimedia construction experience. The decal sheet provides markings for a couple of aircraft and are well printed and colorful.

Starting with the cockpit, this is a well-detailed interior. Expect to spend quite a bit of time here, as not only is the cockpit tub visible from above, but it is also seen from below, through the main gear wells. The construction of this tub is interesting, being split into an upper and lower section. The lower section gets all the separate details such as the rudder pedals and seat, while the upper section sandwiches everything in place. The completed

tub is then attached to a forward and a rear bulkhead, which makes up the rest of the main gear well detail. When finished, this could almost stand on its own as a kit.

Detail is the main point of this kit, and next up is the gun bay. This is just as detailed as the cockpit, which is nice considering that the model comes with a separate hatch over the guns. The complete assembly also includes the nose wheel well, and again the detail is high enough that modelers will want to leave things open, just to show it all off. I guess this is why Trumpeter chose to provide clear engine nacelles, as the next step is to assemble the Jumo 004 engines. These are beautifully done, with the only thing missing being some of the plumbing.

After the main detail assemblies are finished, the rest of the construction is quite straightforward. The wings are in three main pieces, with the lower one-piece wing maintaining the dihedral. The wing has separate control surfaces all around, including flaps and slats. The tailplanes follow suit, with separate rudder and elevators. The fuselage halves have sidewall detail stretching down the entire length, with additional accessory bits providing even more detail. The landing

gear is beefy, being white metal, and two styles of nose wheels are provided.

The decals provide markings for two aircraft, as well as a complete set of national markings and stenciling. The first aircraft is Red 4 from 10./JG 7, flown by Franz Schall in April of 1945. This plane features the red/blue bands around the rear fuselage, and a camouflage of RLM 81/82 over RLM 76. The second option is Major Walter Nowotny's White 8, from Kommando Nowotny out of Achmer in 1944. This plane, also camouflaged in RLM 81/82 over RLM 76, has yellow cowling fronts and a thin yellow fuselage band. All of the decals are well printed and have good register.

This is an outstanding kit of the famous Me 262, and it easily surpasses the old Hasegawa kit in terms of detail. My thanks to Stevens International for the review sample.

[Thanks to Chris and www.internetmodeler.com for permission to use his and Jim Schubert's articles in this issue. - ED]



Dynavector 1/48th Scale De Havilland Hornet F.3

by Graham Green, IPMS Bolton,
UK

Made from the excellent Dynavector vacform kit, the Hornet F3 is very well produced, with neat and fine panel lines. I reckon that, nowadays, these vacforms are the best on the market.

I found this an easy vacform to build as long as you keep to the sequence in the instructions. I added a little more detail in the cockpit area and to the carburetor intakes on the wing leading edges. These inlets were controlled by a tube with an elongated opening in it. This tube rotated, which allowed an increase or decrease in airflow to the carburetor. To replicate this a piece of aluminum tube with a slot the same size as the opening on the wing was placed into the leading edge.

Do construct the nacelles first, as per instructions and then attach them to the lower wing halves before the tops of wings

are glued to the bottoms, as this ensures that the nacelles help to retain the curve of the lower wing skin. I also added bulk-heads inside the front and rear of the wheel wells to blank them off.

The secret of all vacforms is not to be afraid of them and to do several 'dry-fits' to ensure that the parts fit together. Sand the mating faces of the pieces as per on the instructions and not as has been done in the past by rubbing the whole of the piece on a sheet of paper lying flat on a table. Use a flat block about 4 to 5 inches wide by about 12 inches long with about 300 wet-and-dry paper stuck to it. I can assure you that once you get the hang of it, it is much easier than the old way.

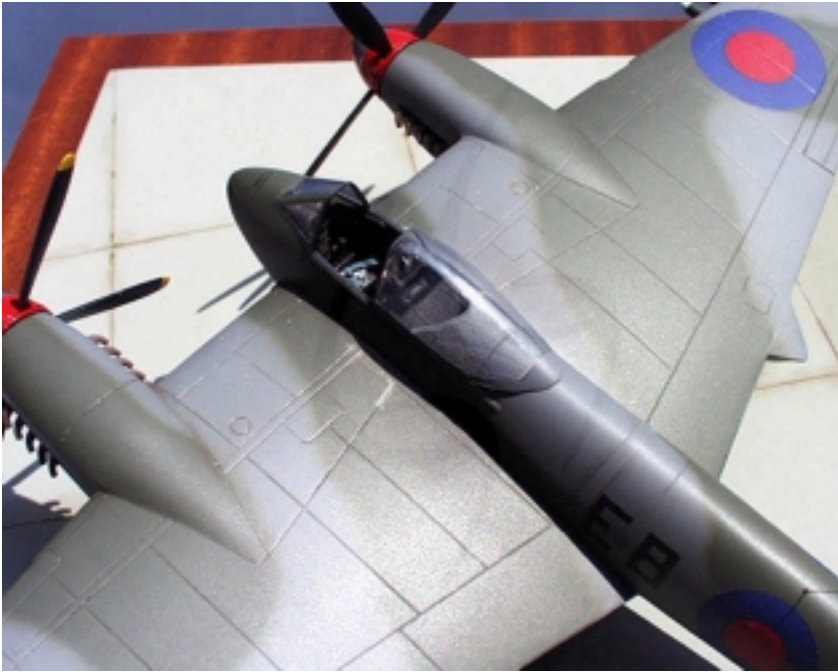
The undercarriage and wheels are from pewter and if you carefully rub the exposed section of the oleo leg with the back edge of a scalpel blade, it will turn highly polished, representing the 'Chrome' finish. The full sized aeroplane had polished spinner cones and it was just a simple matter of rubbing the pewter spinner cones with metal polish until the luster is achieved and then buffing up with a soft cloth.

The rockets provided were slightly modified by drilling the rear end to simulate the rocket motor tube and cutting off the fins and replacing them with some from 5 thou. plasticard.

The model was given a coat of grey primer, always a good idea, to check for irregularities at joins and on the surface as a whole. When satisfied with the overall look of the main airframe it was given the underside color of PRU Blue commensurate with the scheme of the chosen 41 Squadron aircraft. After masking the lower surfaces the top colors of Dark Green and Ocean Grey were applied using Xtracolor paints. Roundels were from an Xtradecal post-war RAF roundel sheet and all the other markings were home made, printed onto clear decal sheet via a Laser printer.

The kit is well thought out part wise, and does require a little more time than the usual injection molded kit to build, but makes up into a great representation of the Hornet – it makes a good comparison with its predecessor, the Mosquito.





Antonov's Jet Twins: Red Stars Volume 21, by Yefim Gordon & Dmitriy Komissarov

reviewed by Chris Banyai-Riepl

The excellent Red Star line continues with this volume covering an intriguing but not well known subject, the Antonov An-72/74 family. These jet transports came about from the desire to update and replace the ageing Antonov An-26 turboprop aircraft. By placing the engines above and in front of the wing, the exhaust could increase lift and give the aircraft better short field performance. First taking to the air in 1977, full scale production began in the mid-1980s, and since then many variants have rolled off the assembly line, including a flying hospital and an AEW platform.

This title, like others in the Red Star series, does an outstanding job of detailing the history of the Antonov An-72/74 family.



From the initial design impetus to engineering to construction, nothing is left out. The authors clearly know their subject area and provide an easy-to-read text that is both informative and interesting. Complementing the text are dozens and dozens of photos, both in black and white and in color. In its military guises the An-72/74 carried some interesting camouflages, many of which are shown here. Rounding out the book are a series of scale drawings

identifying many of the variants created by Antonov.

This is an excellent addition to any Russian aviation reference library, and a solid continuation of the Red Star line. My sincere thanks to Specialty Press for the review copy. Visit their website for ordering information on this and other titles in the Red Star series.

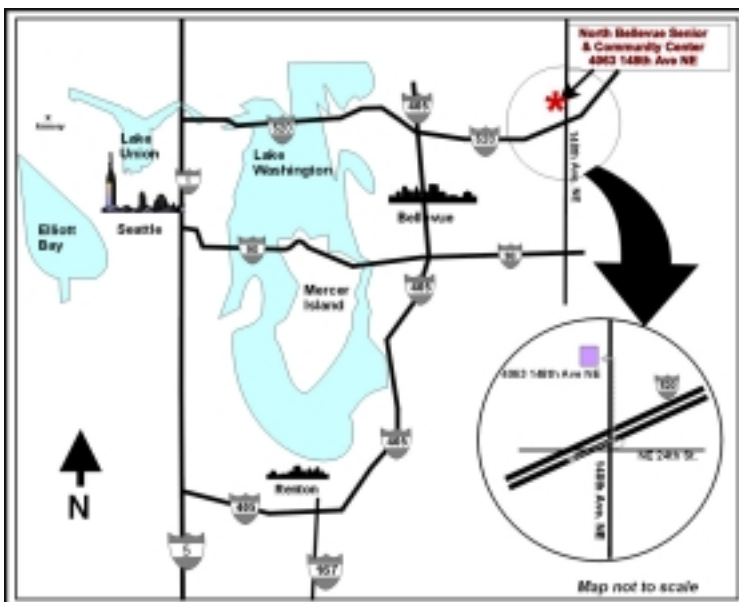
Midland Publishing, ©2005
 ISBN 1-85780-199-7
 Softbound, 128 Pages
 Available from Specialty Press for \$36.95

Help Needed

References needed! I have "Detailing the USS Skipjack (part 1)." from *Scale Ship Modeler* Vol.7, No.8, November 1994, and need a copy of part 2. Contact Doug Girling at floatplane@comcast.net.

Meeting Reminder

October 15
10 AM - 1 PM



North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue
Crafts Room

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.