

Seattle Chapter News



Seattle Chapter IPMS/USA
February 2006

PREZNOTES



Pardon me a bit if my model output is slightly diminished this month, for I have just finished reading a very engrossing book, *Shattered Sword: the Untold Story of the Battle of Midway*.

This is from the Shattered Sword website:

“Shattered Sword is a new, definitive account of the Battle of Midway, focusing primarily (but by no means exclusively) on the Japanese side of the battle. Throughout the book, the authors make extensive use of new Japanese primary and secondary sources that have not been utilized in prior studies. These include the official Japanese War History series (*Senshi Soshō*), the translated carrier air group action reports of the four Japanese carriers involved in the battle, the comprehensive Japanese casualty figures found in Sawachi Hisae’s groundbreaking volume on the battle (*Midowei Kaisen Kiroku*), and many others. The result is an account that is grounded less on first-hand personal accounts (although these are found in plenty as well), and more on concrete operational data. This shift in focus has led to many important, and potentially provocative, re-interpretations of the conventional wisdom on the battle. As befits a battle of this magnitude, *Shattered Sword* is a comprehensive book. Its 640 pages include 24 chapters and 11 appendixes, all extensively annotated (1,318 endnotes, but who’s counting). Additionally, the book contains nearly 100 photographs and illustrations, many of them brand new or never before seen in the West, all presented in a generous 7”x10” format.”

It puts the Japanese plans for the invasion in a completely different light, considering their rigid battle plan and a lack of flexibility, their thoughts as to what the US Navy would do as opposed to what they could do, and so on. It exposes a number of fallacies and myths that have grown over the last 60 plus years, including the fact

that the Aleutian “side show” was not designed as a diversion, but an entirely separate operation. The book gives a very detailed look at how the ships of Kido Butai operated, especially when it came to air operations and how difficult it was for the Japanese Navy to prepare to attack the discovered US fleet. I could go on and on (Midway is one of my favorite subjects), but I’d suggest going to Barnes and Noble and buying the book. It’s not expensive; I paid about \$35 for it. It’s a terrific read and well worth it.

This leads me back to my bench, rather indirectly. In the book, there are several mentions of the “experimental reconnaissance aircraft” carried aboard Soryu, and the fact that it actually did participate in the Battle. The aircraft was the D4Y-1, later known as the “Judy” to the Allies. Several years ago I posed a question to our resident Japanese expert, Jim Schubert, and he came up with a speculative color scheme. Other sources tend to disagree with what Jim suggested the colors and markings might be, generally leading to a problem with how the aircraft actually looked. Unfortunately, no photos of the Soryu D4Y-1 are known to exist. So be it. So, when you see my model of the Fine Molds D4Y-1, it will be entirely speculative. And that’s the way it is.

Continued on page 16

In This Issue

RS Heinkel He 112 V10	3
Always PBY	4
Pearson Air Museum Show	6
NWSM Show	6
The Desert Fox	8
Academy Curtiss SB2C	9
Hurricane Theater	10
McChord Museum Visit	11
Upcoming Shows	11
Trumpeter A-7E Corsair II	12

SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 tall11@verizon.net	Vice President: M. Keith Laird 1825 South 330th St. F-201 Federal Way, WA 98003 Ph: 206-491-0096 airboss78@comcast.net	Treasurer: Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	Editor: Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
---	--	--	--

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 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.

February 11

April 8 (Bellevue)

March 11

April 22 (Spring Show at Renton)

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

RS Models 1/72nd Scale Heinkel He 112 V10

by Jacob Russell

The Heinkel He 112 was designed by Dipl.Ing. Heinrich Hertel, in response to a 1933 RLM specification calling for a monoplane fighter design. The He 112 was one of four planes built to the requirements of this specification. The other three competitors were the Arado Ar 80, the Focke-Wulf Fw 159, and the



Messerschmitt Bf 109, which ultimately emerged as the winner of this competition. The Heinkel He 112 V10 was a prototype for a proposed export version of the He 112 series, and was to be powered by the Junkers Jumo 211A. Due to limited availability of this engine a Daimler-Benz DB 601Aa was installed instead. The V12 was the only other He 112 to be so powered. The V10 was an unarmed prototype, although earlier prototypes carried both wing mounted cannon and cowling mounted machine guns. The He 112 V10 prototype, coded D-IQMA, crashed during flight tests at the end of 1938, and was written off.

The export production version of the He 112 derived from the V10 was the He 112 B-0, of which 30 were sold to the Japanese Naval Air Force. Following delivery of the first 12 airplanes in spring of 1938, the Luftwaffe impressed the remaining 18 for service in the Sudetenland. When that

crisis had passed, 17 were returned to Heinkel. The Japanese would not then accept late delivery of the balance of their order and Heinkel sold them to the Falange Nationalists in Spain for use in their revolt against the Republican government. Heinkel built a further 30 He 112s for export sale. Rumania bought 24 of them; 13 as B-0 and 11 as B-1. Hungary bought three B-1s and the V9 prototype. Heinkel's last export sale was of the V12 to Japan.

The kit comprises 39 parts, 29 of which are limited run injection molded plastic. The rest of the parts are cast in resin, and there

is a single vacuform canopy. The plastic parts are molded in a harder plastic than one normally finds in a limited run kit. These parts have recessed panel lines,

which are particularly well done. The wheels, which are identical to those of early 109s, are "weighted," and well detailed. There is some sidewall detail molded into the fuselage halves, and the cockpit is well detailed with a floor, rear bulkhead, seat, control column, and rudder pedals. A gun sight is also provided, which makes the featureless instrument panel a disappointment.

The resin parts - propeller spinner, prop blades, oil cooler/radiator shell, exhaust stacks, and replacement nose - are well molded, finely detailed, and free of air bubbles. The resin parts are direct replacements for the kit parts, and out of the box the later V11 prototype can also be built. To use the resin parts the forward fuselage must be removed, and the instructions show where to make the necessary cuts. The instructions have a logical, albeit somewhat cluttered, build sequence, and include a numbered parts map and a color

profile with paints indexed to Agama and Humbrol paints. Federal Standard numbers are also included for those who use other brands of paint.

The decal sheet has markings for both the V10 (D-IQMA) and V11 prototypes (D-IRXS). The decals include the codes for the upper and lower wings and the fuselage sides, fuel type triangles, Heinkel logos, swastikas on white circles, and red bands sized to fit the fin and rudder. The swastikas are printed in halves, to skirt the European ban on the display of that insignia, and are to be applied on top of the red bands. The decals have a large amount of carrier film, which should probably be trimmed, prior to application, to prevent silvering. There is only one color option, for the V10 prototype, which was painted in overall RLM 63 light grey.

The kit dimensions state that the V10 had a wingspan of 9.1 meters (29.85 feet) and a length of 9.3 meters (30.5 feet). Jim Schubert kindly converted these dimensions into 1/72nd scale for me, giving a span of approximately 4.975 inches and a length of approximately 5.085 inches. The kit has a wingspan of slightly less than 5 inches, and a fuselage length of 5.75 inches, so if my measuring is accurate, then the kit is very close to the given dimensions. I am a firm believer in checking kit parts against scale plans when A) I have access to them and B) when those plans are accurate. I did not have access to plans this time, but the kit does capture the somewhat muscular and chunky nose of the V10 very well indeed.

RS Models' Heinkel He 112 V10 is a high quality kit, and the patient modeler will be rewarded with a fine replica of a somewhat obscure but very attractive aircraft. I definitely recommend it!

Many thanks to Robert Schneider of RS Models for providing the review sample.

REEL Planes (An Occasional Series): *Always* PBY in 1/48th Scale

by Terry Moore

Many of my favorite modeling subjects are “reel” planes - those flying machines that appear on the silver screen. Steven Spielberg opens most of his movies in a very interesting way and *Always* is no exception. The movie opens with a long shot of two fishermen in a boat on a lake. Off in the distance you see a PBY alighting on the lake, heading straight for the fishing boat. One of the fishermen sees the approaching aircraft (the other is dozing) and frantically tries to start the motor. The camera follows the PBY as it has filled its belly with water. The next shot is back to the fishing boat. It’s empty. It certainly hooked me on the desire to build the PBY!

Always is a remake of the 1943 Spencer Tracy film *A Guy Named Joe*, but instead of a setting at a WW II bomber station, the film takes place in the present day at a firebomber base in the northwestern



United States. The basic plot is about a daredevil pilot that is killed while saving his friend and returns as a ghost to help an up and coming pilot find his way. *Always* starred Richard Dreyfuss as Pete Sandich, John Goodman as Al Yackey, Holly Hunter

as Dorinda Durston, and Brad Johnson as Ted Baker. The “reel” stars of the movie are A-26 Invaders, the PB-1B, plus an assortment of other aircraft make an appearance including a C-119, Citabria (or Decathlon - I can never tell them apart), and a Cessna Skymaster. A few of the flying scenes were recreated by models, including the scenes where Pete saves Al by dropping his load of retardant on the flaming PB-1B (and his own subsequent demise), and Dorinda’s attack on the fire near the end of the movie.

With such a grand entrance, I just had to build the PB-1B, and N9505C, tanker 53, was destined to be the first of the aircraft I built from the movie. Another reason for building the model is that I have crossed paths with this aircraft twice before, once when I attended an auction of N9505C and other PB-1Bs in 1997, when it was being sold (unsuccessfully) at auction. Then, two years ago, when I was at a job site at the Ephrata airport, what should I see but the *Always* PB-1B next to the hangar I was working at. I shot numerous photos of the aircraft, enough to finally build the model.



The model is the Monogram PBY-5A, and I used the Belcher Bits corrected tail section. I cut the rudder off the Belcher Bits tail and scratch built a new, larger rudder designed for the "Super" PBY aircraft that flew with the larger R-2600 engines. The engines are directly from the Monogram B-25 and the nacelles are built up from epoxy putty. The exhausts were slightly modified from the kit exhausts. The nose section is also built up from epoxy putty.

I also had to add a window on each side under the trailing edge of the wing. The port window is part of a larger hatch which I rescribed existing panel lines to achieve. The window on the starboard side is a smaller, oval shape. Both windows were cut from clear sheet stock. I added a considerable amount of weight to the nose and I fully suspect that I'll have to replace the main gear some day, due to the amount of weight that I added, probably much more than necessary. The only other major thing I did to the model was to add brass spars to the wings to make them straighter. If you don't do this, the wings will appear to sag.

I used Tamiya gloss white, Floquil Amtrak Red, and a generic black for painting. Norm Filer did the decals for me on his ALPS printer from information I had on the markings and his own photography of the aircraft. Thanks Norm! I added some very minor exhaust streaking and since the big radials are notorious oil leakers, I added oil drips to the top and side of the fuselage. In the movie, there are two bullhorns on the spray deflectors on the bow. At press time, I have not as yet added them to the model.

A notable quote from the movie: "And I was having such a good day." Quote by Al Yackey (John Goodman) when an engine on his PBY catches fire.

Potential model subjects: (2) A-26's, PBY-5A, C-119, Citabria (Decathlon), Skymaster.

I give the overall movie 3 stars (***) and the airplane scenes, especially the opening sequence 4 stars (****).



IPMS Lieutenant Alexander Pearson Modeleers 2006 Invitational "The Joy of Modeling"

IPMS Lieutenant Alexander Pearson Modeleers will be hosting a model show on Saturday, March 11, at the Pearson Air Museum in Vancouver, Washington.

This show will feature unique judging format based on a European style of contest. Categories will be limited to a first-to-third place award with the People's Choice as the "Best of Show" Winner. There will also be club tables where clubs from the region can bring their pride and joys for all to be amazed.

9:00 AM Vendor Setup.
10:00 AM Show opens. Entrants allowed to place entries.
1:00 PM Last entries accepted.
1:30 PM Judging starts/ Raffle begins.
3:30 PM Awards Presented.

Contest Entry: Adult: \$5 for 3 models/dioramas, \$1 each for each additional; Juniors 11 -17: \$1 model/diorama entry; Juniors 10 and Under: Free.

Museum Admission: Adults: \$6; Seniors & Active Military with ID: \$5; Students ages 6-12: \$3; Members, Pre-School Age Children, and School Groups: Free.

Vendors: \$40 per table with one raffle prize item per table.

All categories with the exception of best of show will have first, second, third, and honorable mention winners for each category.

Best of Show: Peoples' Choice Voted by the public.
Best Aircraft Subject IPMS Category 100 equivalent. Includes all scales, jet, prop, glider, and helicopters.
Best Armor Subject IPMS Category 200 equivalent. Includes all scales, armored, soft-skin, armored cars, and artillery.
Best Automotive, non-military subject

IPMS Category 300 equivalent. Includes all scales and types of non-military autos.
Best Ship Subject IPMS Category 400 equivalent. Includes powered and non-powered ships.
Best Space/ Sci-Fi Subject IPMS Category 500 equivalent. Includes real and fictional crafts: air, space, and ground.
Best Figure Subject IPMS Category 600 equivalent. Includes single subject and up to five figures.
Best Diorama Subject IPMS Category 700 equivalent. Includes more than five figures and a subject.
Best Miscellaneous Subject IPMS Category 800 equivalent. Anything not covered in the previous categories with the exception of the Best of Show.
Best Junior Model Subject IPMS Category 900-950 equivalent. 14 and below only age 15 and older will have to compete in the general categories.
Best Train Subject: Includes all scales.

Pearson Air Museum is located in the heart of Vancouver's National Historic Reserve at 1115 E 5th, Vancouver, WA 98661. From I-5 take Mill Plain Blvd. exit and follow aviation museum signs through Vancouver Barracks to 5th Street.

For more information, visit the show web site at:

<http://www.angelfire.com/wa3/ipmspearsonmodeleers/Annual%20Show%202006.htm>

"Maximum Effort": The 2006 Northwest Scale Modelers Show

by Tim Nelson

Last fall we reminded you to bring all your models to the NorthWest Scale Modelers (NWSM) show at Seattle's Museum of Flight (MOF) on February 18 - 19, 2006. It is fast approaching.

The primary theme for the aviation part of the 2006 show is "Manufactured By: Aircraft Constructors in Miniature", with

aircraft displayed by manufacturer. Cars, ships, sci-fi, figures, etc are equally welcome. Those bringing models to the show have free admission both days, as well as a 15% discount in the gift shop (25% if you are a member of the MOF). Those of you who are familiar with NWSM know it is a loose confederation of modelers mainly interested in having fun modeling. You need not be a "member" of NWSM to be part of this show.

Associated events on February 18 include the Galaxy Hobby "Make & Take" workshops for kids, and a presentation by aviation artist Jim Dietz.

Some have asked about the purpose of this show. It is NWSM's "payment" to the MOF for hosting the club on the premises on the first Thursday night of each month. It is a major showcase for our hobby in the Pacific Northwest and attracts large crowds to the MOF. It represents one of the significant ways that IPMS-Seattle and NWSM make themselves known to local modelers. It also happens to be tremendously fun.

Load-in may be possible to those interested on Friday evening, February 17. Otherwise, we will commence at 7:30 AM on Saturday, February 18. Please arrive early so we can complete set-up prior to MOF opening at 10:00. Stay all weekend if you can. We'll take down after 4:30 PM on Sunday, February 19.

Opposite is a tentative layout for the show. Study it. Memorize it. Then eat it. It is subject to change and adjustment, but it should help to give you a general idea for model groupings. Please note we have assigned "table captains" (names in parentheses) to help with final model placement.

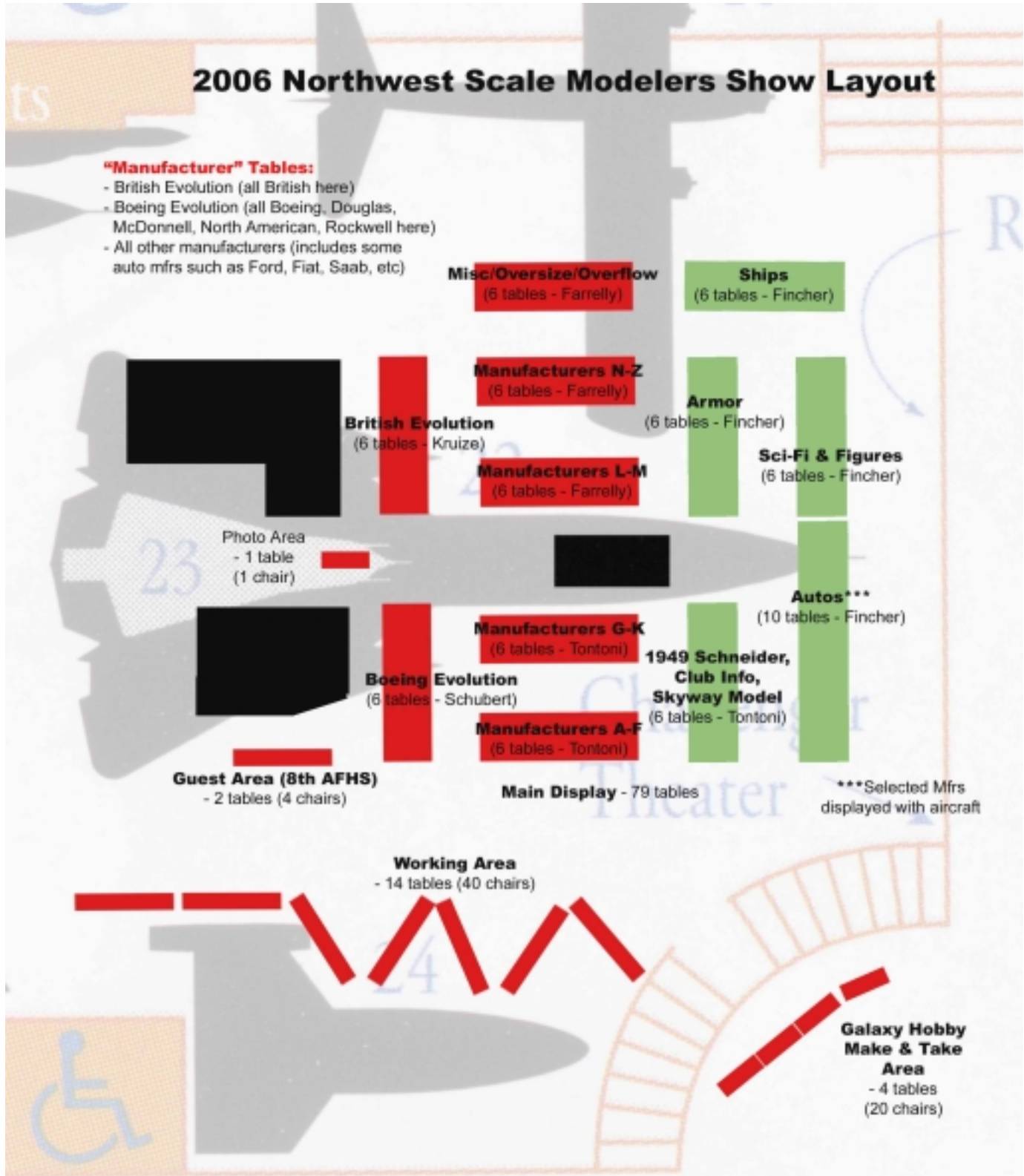
Look for more announcements at the February meeting. For questions, please contact me at the February meeting, or email me at timndebn@comcast.net.

MODELUS SUMMUS BRINGUS.
EFFORTUS MAXIMUS.

2006 Northwest Scale Modelers Show Layout

"Manufacturer" Tables:

- British Evolution (all British here)
- Boeing Evolution (all Boeing, Douglas, McDonnell, North American, Rockwell here)
- All other manufacturers (includes some auto mfrs such as Ford, Fiat, Saab, etc)



Total table count: 97
Total chair count: 65

Rev 3 - 1/16/2006

Movie Review: *The Desert Fox*

by Jon Fincher

I made the mistake after a recent Northwest Scale Modelers meeting of asking the assembled group for their recommendations for the best war movies. I got a list of about twenty different pictures, and am busy filling my Netflix (www.netflix.com) queue with them. While originally intended for my own edification (I've said it before and I'll say it again — you guys are a bad influence on this auto modeler), I have decided, at a suggestion from said group, that a regular review of the modeling-related movies I've seen is probably a better outlet for my budding interest.

My movie selection criteria are simple — it must be a war movie, or something with military historical interest. Which war? Which military? Which interest? Doesn't matter — from the Battle of Agincourt to Operation Enduring Freedom, all military- or war-related subjects are good fodder. My review criteria? First, when I can determine it, historical accuracy — military modelers are nothing if not sticklers for accuracy. Second, compelling storylines — if I'm not interested in the plot, why am I watching the movie? Third, the Guy Factor® — the male readers know what I'm talking about. If a movie would possibly appear on Lifetime, it's ranked low. Standard star rankings on a scale of one to five will be used for each of these, with an overall ranking and recommendation given at the end.

So, with that in mind, let me get on to the first movie, one I recently watched titled *The Desert Fox*, released in 1951, and starring James Mason. Mason impressively captures the essence of Erwin Rommel, Feldmarschall of the Afrika Corps, despite the physical differences between the men.

The movie is not a complete biography, but recounts important parts of Rommel's life from his activity in Africa through to his untimely and unfortunate execution by the Nazis in 1944, including his alleged involvement in one of the attempts on Hitler's life. Based on a book of the same name by Desmond Young, the movie does a good job of portraying the character and personality of Rommel during these turbulent years.



James Mason portrays Rommel with class and authenticity — Rommel himself was, first and foremost, a professional soldier with a kind of chivalrous attitude and respect for his enemies not often seen in modern combat. Mason exudes this soldierly aspect of Rommel, covering his obvious physical differences by slipping on the persona of Rommel like a well-made suit. Rommel's reputation as a forceful, opinionated, and quick to act leader is captured well by Mason in scenes surrounding his command of the coastal defenses of France prior to D-Day and his actions in North Africa. The private side of Rommel is also well portrayed in interactions with friends and family, especially his wife, played effectively by Jessica Tandy.

Young's book, on which the movie is based, is an excellent primary research vehicle, relying on Young's own involvement in WWII in Africa as well as his first-person interviews with Rommel's family, friends, commanders, colleagues, and subordinates after the war. Young's book is not a military history in the classic sense — it does not recount endless tales of battles, troop movements, or shifting battle lines, but instead focuses on primary evidence in the form of records and logs, and secondary evidence from anecdotes and interviews, to recount the story of Rommel, the man. In the book, Young recounts his first brief meeting with Rommel, which is faithfully portrayed on the screen as well. The story of Rommel's right-eye scar is recounted as well with a fairly convincing Spitfire attack on Rommel's command car. Young's accounts of Rommel's initial respect and admiration for Hitler, and the slow slide into disillusionment culminating in Rommel's eventual execution, are similarly well-done, convincing, and this subplot keeps the movie moving forward.

The entire film is shot in black and white, lending, to my young eyes (which grew up on color TV), a more accurate and convincing air to the film. Battle scenes are few (my only complaint so far, but given Young's book as the basis, it's not surprising), but well done. Although I still cannot tell a Spitfire from a Mustang in the air (unless it's two sports cars falling over a cliff), the vehicles used appeared accurate.

All in all, the movie did a very good job of taking a complex man in a complex time and distilling the essence into a well-done and easy to watch movie. Mason portrays Rommel as the arrogant, capable, focused man that he was, and highlights the vast differences between a true warrior and the high command of Nazi Germany.

- **Historical Accuracy**
Four Stars, mostly for the research of Young's book and the fidelity the movie kept with it.

- **Compelling Storyline**
Four Stars, for tracking Rommel's life via multiple related subplots.

- **The "Guy" Factor**
Three Stars, for scant but well done battle scenes

Overall: Four Stars — this was a great primer on the war in Africa for me, and I recommend it highly.

For the record, although I won't review them here, here are some previous films I've seen and their overall ratings and summaries, under the title of "Mini-Review: Also Rans":

- ***The Desert Rats***: Three Stars.
James Mason reprises his role as Rommel with a few cameos (speaking German this time), but takes a back seat to Richard Burton in a "sequel" that had me wondering why the French instead of the Italians get a bad rap as soldiers.

- ***Midway***: Two Stars.
The story of the turning of the war in the Pacific, also titled "How to make a bad Charlton Heston movie". Maudlin writing, hokey "live action" scenes (how many times is that Zero going to splash down?), and a chick-flick ending make this a stinker.

- ***The Bridge At Remagen***: Two Stars.
One of many "Bridge" movies, George Segal is tasked with destroying a bridge to stop the German retreat. While the action scenes were well done, the story and the writing had me yawning, and the cast, although good, talked way too much and didn't seem to click.

Next Month: *The Devil's Brigade*, plus some more mini-reviews.

Academy 1/72nd Scale Curtiss SB2C-4 Helldiver

by Norm Filer

The SB2C Helldiver probably would have to rank pretty high on any 'most maligned' aircraft list. Yet, in spite of a very rocky start, the "Beast" went on to become a significant contributor to the later stages of the U.S. Navy's carrier campaign in the Second World War.



To list or write about all the problems and tribulations, bumps and ditches, bad management, and just plain unfortunate happenings that plagued this aircraft's development would take far more space than we have here, but one would have to wonder how much it contributed to Curtiss' eventual sale to North American shortly after WWII.

OK, so what has Academy done with this thing? There are two sprues of the usual medium Gray plastic and the single one of clear parts. No flash, no flaws, nothing but just very nicely detailed parts. The first positive impressions that caught my eye were the rocket stubs molded right on the bottom of the wings, very nicely done scribing everywhere, structural details on the inside of doors and a lot of interior parts and details. This last one is important

because all the greenhouse glass makes a good interior very important on this bird. Not much room or need for any aftermarket interior here. Academy has given you about everything that could be seen. The clear parts are notably clear, thin, and in sections so you can open some parts. Masking all the frames will be fun.

Other points worth noting are some of the smaller stuff that shows Academy did their homework. Fabric on just the undersides of the ailerons, open slats on the outboard leading edges, and a very complete bomb bay interior. The ceiling of the bomb bay part is accurately curved to represent the top wing surface and also accurately serves as the cockpit floor. One other nice touch is that the four-bladed prop has a separate spinner. Getting to a post war SB2C-5 would be a major chore, but at least the prop would help.

Negatives? Not many but a couple of significant ones for me. The biggest may be the open bomb bay. If you only want one Helldiver, then the open and well-detailed one in this kit might be just what you want, but should you desire to do several models of the Beast in different markings, then the always open bay is a bit of a pain. The doors are molded integral with the bomb bay sides, so it might be a challenge to figure out how to cut them off and make them fit. The second major disappointment for me was the lack of any provision for the open dive brakes. Academy did a very good job of scribing in the very complex hole pattern for the closed dive brakes, but for me a big part of the Helldiver's appeal are the huge and very impressive flaps and upper dive brakes. To be fair, I realize that it was not likely Academy was going to go to the extra expense of providing what probably

Continued on page 16

Hurricane Bookshelf Theater

by Scott Kruize



“Kiddie movie” coming up?

Out of the midwinter gloom, bombers emerge: Heinkel He 111H-3s in dark grays and greens, set off by stark black-and-white Balkankruetzen. They distend into view, bristling with weaponry. Perhaps, as aviation buffs like us know, they’re too big, slow, and poorly armed to stand against stalwart Hurricanes in the daytime. But it’s night. There’s no aerial opposition to be found, and the formation comes on like a Juggernaut: monstrous, merciless, inexorable, filling the dark sky and screen of the theater. What feeble resistance there is comes from the city below: toylike, shabby, fragile, frantic with fear, it desperately fights back. Anti-aircraft artillery fire bursts amid the dark, racing, sinister shapes, and one flares up and plunges out of formation. But the rest of the bombers come on relentlessly, wave after wave, and their bomb-bay doors open. Huge 250-kilogram bombs topple free, first a few, then multitudes. They fall with the stricken bomber into the buildings below.

Suddenly our viewpoint changes, and we’re down there in one of those buildings, a poor private home. Above, the sky above flashes worse than any electrical storm; below, the earth shakes worse than in any earthquake. A frightened lady is

trying desperately to gather her four children together and finally, as the battle rages around and above them, the house shaking and windows shattering, they fling themselves into a tiny makeshift shelter.

Bad enough that the city is a front-line battleground in a world where despotic leaders have goaded whole helpless populations into taking up arms and hurling themselves on other helpless populations. Bad enough that rage and greed, hatred and cruelty, blind ambition and the most cynical treachery, have reduced every adult into just one more combatant. Soldier and civilians alike fight and bleed, suffer and die. It’s hard to even identify the foe: no one can be trusted; family members even turn on each other to support one side or the other, or seek some personal gain from the sufferings of others. Danger is everywhere; the forces of evil are run amok, the forces of good

seem all too inadequate to even hold them at bay, much less defeat them. Everything is coming apart, and hope is almost gone. Can’t the children, at least, be gotten away from all this?

So these four children, having at least survived the night raid, are hustled off to Victoria Station and put into a railway car crowded with other children. It’s the great late 1940 evacuation of London. The train chugs out into the quiet countryside, where their worst adversaries will be only a crotchety housekeeper and a quirky, reclusive professor...their most strenuous activity, a game of hide-and-seek...their most agonizing moral dilemma: whether to own up to breaking a window with a cricket ball, or run away and hide in an old closet.

These opening scenes are, of course, from *The Chronicles of Narnia: the Lion, the Witch, and the Wardrobe*. What a great yarn! C. S. Lewis said he wrote it mainly to be the kind of story he wished to read as a child, and it’s filled with mythical figures: elves, unicorns, and centaurs. The landscape is the wild Northland of Viking legends: snowy forests, frozen rivers, and the Ice Castle of the Witch Queen. But these settings and characters stage more than just exciting stories.

Lewis fought in the insanely sordid, bloody trenches of the First World War, and in the Second, delivered lectures over the BBC about the great issues of man and morality, good and evil, God and Creation. These fundamental matters seem to be almost ignored in peacetime, but are all too raw and unavoidable in wartime. Even children can’t evade them, and their not-so-innocent fears and desires, their youthful attempts to grapple with the world and understand and relate to each other, replicate the struggles of humanity as a whole.

Events in Narnia aren’t just idle amusement, not wholly escapist fantasy. The children are swept into a power struggle, and must learn to distinguish good rulers from bad, find their own strengths and

strive against their own weaknesses, test their love and devotion to each other, come down on the right side of right and wrong. It's all entertainment, as Lewis intended, and it's all lessons, as he could not help but write.

Disney Studios and their collaborators have spared no effort or expense to bring all this to the silver screen. Fans of the *Harry Potter* series and the *Lord of the Rings* trilogy will recognize lots of similarities in production values, scenery, even (I think) a few of the characters. The special effects are exceptionally well done. Where aviation is involved, I'm hyper-critical, but I was impressed with the opening scenes of the aerial assault. Later, I got into the story so much, and the CGI effects were so well done, that I just accepted the images, realizing once, with a start, that I'd been perfectly at ease with a satyr, walking around on furry legs with cloven hooves!

So go see *Narnia*, and be entertained. Take a child with you, if you feel the need for an excuse to go. But don't take a six-year-old...there are lessons here, some very hard to take. Confronting evil is not easy, and fighting in Narnia reaches the same level of violence as the raid on London or any other battle raging in the Outside World in the early 1940s. Sacrifices must be made: back in London, the children crave a picture of their father who's gone away and might never come back. In Narnia, they witness someone else they care about voluntarily sacrifice himself to try to save them. No mistake: there's intense suffering and pain in this movie. But there's goodness and light, too. And if things work out in Narnia, in the end, perhaps there's hope for all of us out here.

What amazing things to find in a wardrobe!

McChord Air Museum Visit

The McChord Air Museum, at McChord AFB in Tacoma, has an interesting selection of aircraft and exhibits. Unfortunately for civilian visitors, since the events of 9/11 access to the base has been restricted. Due to McChord AFB Security restrictions, all vehicles entering McChord Air Force Base must contain at least one person with a Military I.D. card. Personnel with a Military I.D. (Active duty, Reserve, Air Guard, or Retired) may escort visitors to the McChord Air Museum. The museum is open Wednesday through Saturday from 12 noon to 4 PM.

Several IPMS Seattle members have expressed a desire to visit the museum, but would need a person with appropriate military I.D. to accompany them. I'm sure that other members would be interested in going if an IPMS Seattle visit was set up. Is there anyone in the club who has the appropriate credentials, and would be willing to escort a group?

If you could escort a group, or would be interested in being part of a group of visitors, please e-mail the editor at baclightning@yahoo.com, or call him at 425-823-4658, so that we can see if it's possible to get a group together. Since we would need a person with credentials for each vehicle, it would probably be a good idea to arrange to use the largest vehicle possible. Depending on the amount of interest, and time available, it may be possible to also visit the Fort Lewis Military Museum, which has similar restrictions and operating hours.

Aircraft currently on display or under restoration at the McChord Air Museum include: Fairchild-Republic A-10A Thunderbolt II; Douglas B-18A Bolo; Douglas B-23A Dragon; Douglas C-47C Skytrain; Fairchild C-82A Packet; Douglas C-124C Globemaster; Lockheed C-141B StarLifter; McDonnell F-4C Phantom II; McDonnell-Douglas F-15A Eagle; North American F-86D Sabre; McDonnell CF-101F Voodoo; Convair F-102A Delta Dagger; Convair F-106A Delta Dart; Consolidated SA-10A Catalina; Lockheed T-33A Shooting Star.

Upcoming Model Shows

Saturday-Sunday, February 18-19 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 page 6 for more details, or contact Tim Nelson at timndebn@comcast.net

Saturday, March 11
IPMS Lieutenant Alexander Pearson Modeleers 2006 Invitational "The Joy of Modeling". Pearson Air Museum, 1115 E 5th, Vancouver, WA. See page 6 for more details.

Saturday, April 22
IPMS Seattle Spring Show. Renton Community Center. Updated list of Special Awards:

Best British Subject sponsored by Robert Allen, Keith Laird, & Andrew Birkbeck
Best Canadian Subject sponsored by IPMS Vancouver BC
Best Civil Auto/Motorcycle sponsored by Jon Fincher
Best Finish / Ted Holowchuk Award sponsored by IPMS Seattle
Best Post-WW II U. S. Aircraft sponsored by Norm Filer
Best Fire Service Land Based sponsored by Emerald City II Buffcon
Best Small Air Forces sponsored by Jim Schubert & John Alcorn
Best WWII Pacific Theatre sponsored by Tracy White
Best Fire Fighting Aircraft sponsored by Dan Farnham Scale Firebombers
Best Aircraft from the First Twenty Years (1903-1923) sponsored by Pearson Modeleers
Best French Subject sponsored by Stephen Tontoni and Will Perry
Best NATO Aircraft sponsored by Internet Modeler
Best Fire Service Sea Based sponsored by Seaside Fire Service

Trumpeter 1/32nd Scale USS A-7E Corsair II

by Bob LaBouy

Caveat Emptor.....

You've heard and experienced this Latin phrase before – literally “let the buyer beware.” Obviously as a modeler and buyer, we have come to realize there is no implied warranty or quality of the goods we buy. Often our purchases are “dear” (as my British friends observe) and we (or at least I) accept the notion that I may have just purchased something that is less than I hoped for or at the very least, less than the box art would lead me to believe is contained in the box. As I built this kit, I was constantly reminded of this nifty little legal principal. Allow me to expand on this central thought. I am painfully aware (for several reasons as you will, or may not) read below.

This will be a “mixed review” in some sense in that I've not previously constructed nor completed a Trumpeter kit of an aircraft, though I've heard many good things and read the glowing reviews by others. I have bought a couple of them and am impressed with their aggressive approach to the numerous subjects they have kitted thus far, even though the subjects are often only of passing interest to me. At the same time, this kit doesn't just fall together as one pours it from the box and there are a few wrinkles. These review comments are also more lengthy than I'd like, but felt in light of its size, complexity and cost, the added observations are warranted.

I have already seen several on-line reviews of this kit and assume they must have some commercial connection with the manufacturer or U.S. distributor. I say this, because their experiences and observations are unlike mine - or those kits weren't molded like mine. In these days when I often see that “we thank” some company

or distributor. I feel it's significant to mention I have no allegiance to someone who gave me the kit; I paid for it, built it, and am more concerned with the integrity of my observations and comments. My concern is for you as a fellow modeler, rather than some person or company whose primary interest is to sell us a kit and to make money.

First one must consider the Trumpeter company itself. The Chinese company has done a couple of remarkable things (in my opinion) including coming into existence at all during a time when many modelers thought we'd seen all the industry had to offer.



Then there's their subjects. Not content with just producing models, Trumpeter has tackled an aspect of the injection molded models which surprised me including some subjects I questioned (Soviet ships and aircraft) and very large kits, including many desirable subjects – both World War II and modern. On top of that they are modeling in the more traditional, Godly scale (1/72nd for those of us who were brought up in this scale) and most importantly, the very large 1/24th, and every other known scale. They have simply moved from a totally unknown upstart company to a major force in the market-

place in a very short period of time. They have for the most part, responded very quickly to the several major kit “wanted” lists with kits I for one never thought I'd see. In their ship, armor, and aircraft modeling subjects it is almost impossible to view all of their issues over the last few years without being in awe of this upstart company from deep within the world's most populous nation. From my perspective, I've noticed a very sharp increase in their level of quality and adherence to detail in this same short time. This kit is an excellent example of much of what I feel about Trumpeter and here is why I say this.

What you see first and first impressions -

The very first impression most of us have of any kit is the simply the box, its artwork, and the “feel” of the kit. This is where the mixed review comes into play. One has to look past the kit's portrayal of this a/c as the “USS” which stands for “United States Ship” and is most appropriately applied to the name of a U.S. Navy ship, not an aircraft. There a few other relatively small examples of this type of error, again illustrating the tendency of far eastern manufacturers to misread or not understand all the words and terminology from

the West when they are translating them into their instructions; it's not really a big issue.

When you first just see the kit you say "aaah" since it is almost two feet long (21.5" x 13.5" wide x 4 inches deep), and it's heavy. The kit measures over 17" long, as compared to the 1/72nd version at roughly 7.5." Opening the box is another sensory overload. The box contains over 20 injection molded trees of parts, over 600 individual parts, a photo-etched sheet of details, several pieces of clear parts, molded rubber tires, cast lead parts for the main gear struts (which are also available in the plastic parts as well), and film instrument details. What you want to avoid is immediately searching out the price tag for this Corsair. It almost hurts. Another nice touch is the doubled sided full color reference sheet, illustrating both aircraft and entire weapons collection and the appropriate pylons and racks. I should also mention, that unlike most other manufacturers, Trumpeter's kit includes a very wide range of "dumb," "guided" and "smart" weapons for the Corsair (along with the six-barreled 20mm "Gatling" for the interior weapon). While these weapons don't provide every weapon authorized for the A-7, they do cover much of the Corsair's operational payloads for its 25-plus year operational life. The MSLP is \$139.95 and with some searching one can find it commonly in the \$95 to \$110 range at numerous Internet sources and slightly higher locally. Considering what you get, the size, and overall accuracy, I still consider this kit a very good buy. It's probably just my age, memory, and inherent stinginess that clouds my price vision. By the time you consider adding any aftermarket parts or decals though, you'll be "pushing the envelope" well past \$200! I suspect we'll see a number of such add-on items, with this kit's size and the opportunity to produce a large scale model of a popular subject.

Decals –

The decal sheet is mostly well done and allows for reasonably complete markings for two aircraft. These sheets provide two large, well done decal sheets allowing for the two a/c and every conceivable marking for the weapons pack. The decals for either the VA-82 "Marauders" (early *USS Nimitz* markings) or VA-192 "Dragons" (or as they were known in the attack community, the "World Famous Yellow Worms" – a bit more later on this group) from their colorful CAG 11 (Vietnam era) period aboard the *USS Kitty Hawk*.

I think you need to very carefully check your references and the decal guides provided. I have some cautionary notes: It is hard to tell the exact time period and cruise markings, even though the instructions point out the years 1978 and 1972 respectively. For example, they illustrate the large squadron identification for the



'192 a/c as being placed on the under the port wing? The Navy's BuWeps instructions for such identification for that period clearly point out that such markings be applied to the upper surface of the right (starboard) wing. I also wonder about the CAG (carrier air group commander) name on the cockpit panel, "Kaminsky;" I've been unable to locate any such name and the CVW Commander was Huntington Hardisty. This specific aircraft (BuNo 157530) has been photographed a number of times and shown in side-view rendering in the recent Osprey *A-7 Units Of the Vietnam War* book (page 59) with a

dissimilar CAG name shown, though not readable. I also have at least one good color shot of two VA-192 a/c flying an "iron hand" mission over Vietnam; one with the "circled arrows" under its wings and the other nothing. I also question the VA-82 name placard showing a "Col." as the practice of having USAF exchange officers was normally only for junior officers and I have a great deal of difficulty imagining the possible billeting of a USMC colonel as the CAG on any carrier. Marine aviation officers serving aboard carriers are reasonably rare, except with their entire squadron is deployed and when this happened (at least to my knowledge) there has always been a Navy commander or captain assigned as the CAG or Deputy CAG, never a USAF or Marine officer. I can't be sure, but my suspicions are heightened. Some of the ordnance markings, for example, clearly display USAF nomenclature. On one of the missiles I used, the AGM-45, the decals are

not correct per the many color photos I have, and the reference numbers are incorrect (when compared with their own color instruction guide), nor are the appropriate color bands provided for this missile.

I did however, find these decals to be quite thin, lay down easily and when dry adhere to surface detail quite well, even without the use of any "sol" or decal setting products.

While I enjoyed the instruction sheet for the most part (all 24 pages), they have

some shortcomings which again, I would hope not to see in a \$150 kit. Noticeably, they do not call out the colors, except to recommend what they feel are the appropriate Gunze Sangyo Mr. Colors. For the rest of us, who model with a variety of other common paints (notably Model Master), you are left to interpret the colors as best you can. I was most bothered however by the omissions from the instruction sheets. This includes both some parts included on the trees and not covered in the call out details, and parts not included anywhere in the instructions. Examples include such items as the mounting pylons for the AGM 45 Shrike (nor the AGM 12, AGM 84E, AGM 88, AGM 62A) missiles, whose assembly is covered on page 22, but nothing as to how they are placed on the aircraft itself. The same holds true for what I believe to be the chaff/flare dispensers mounted just aft of the tail hook; they are not really shown on the kit's molding, but are provided for in the PE sheet and are not called out in the instruction sheets at all. Even the assembly of a few of the weapons is left up to the modeler with no references to them or their placement. Possibly these are for a follow-on Air Force version of the A-7? As are several other unknown parts included on the sprue trees, it would have been nice to have shaded-out or somehow indicated that the builder doesn't have to worry about these parts. Lastly, their weapons schematic doesn't quite jive with either those shown in the *Detail & Scale Volume 22* (which is a pretty good reference should you wish to build an accurate A-7E or D) nor the Navy's NATOPS manual for this a/c. My best advice is the age old "buyer beware" when relying on the Trumpeter instructions.

Kit quality and accuracy –

This is the next and most critical (in my opinion) side of the equation to analyze and the basis of my most critical observations. From any objective view, the kit fully and accurately captures not only the A-7E's dimensions, but also the "appearance" of the SLUF. The shapes of the A-7 are not always easy to accurately capture

in a kit. One of those obvious hurdles is the nose shape; as evidenced in 1/72nd where the Airfix kit is not even close to the real a/c shape. From both LTV period drawings and photos, I believe they have accurately captured the real a/c. The panel lines and surface detail are great in my opinion. Not to say perfect, since I seem to always find some small detail which catches my eye.

This kit for example still demonstrates that the kit designer and engineers for the most part are working from some else's impressions, not their own. It seems that the design engineer sees something in either a photo (or more likely, a drawing) and they design the kit surface according. Two examples: the first is on the starboard side of this kit, where the air starter access panel is raised above the surrounding surface, whereas the surface on the actual aircraft doesn't match this – it's entirely a smooth, level surface. Of greater significance, and more obvious though, is the loran antenna pattern which is shown on the vertical tail. Yes, it is visible on the real USAF aircraft but is not the raised surface "sigma" pattern shown on the kit's tail. Aside from one shot I have of a Navy A-7 going through a repair and paint processing, where that antenna is noticeable, I have never seen any Navy A-7 where that pattern is visible and certainly not the raised surface as depicted in this kit. I decided I couldn't live with this error and filed and sanded it down so it more accurately reflected the actual aircraft's tail. But these are reasonably small when one looks at the tremendous amount of accurate, faithful surface detail provided in this kit.

Speaking of surface detail also brings me to the surfaces on my kit. These are clearly not Tamiya in overall finish and quality. I ran into several areas where the surface is "bumpy" indicating less than full attention to the final molds. Most often this wasn't a critical factor, though the one such problem was an area about the size of a dime on the upper forward fuselage immediately behind the canopy – requiring added sanding and rescribing of surface

panel lines. There are also a few areas where the otherwise good engraved panel lines need to be carefully rescribed and the lines "chased" (notably along the seam lines on both the fuselage top and bottom). In summary though, this kit is certainly on par with the efforts of Hasegawa and probably better than Monogram (as is the overall fit), but yet less than we expect from Tamiya.

I have a couple of other items which I have worked around in my kit construction, but I would caution others about and suggest that you watch your references closely. The first is that the canopy has a mold seam right down the center! With some very careful sanding, polishing and waxing, I think its impact has been lessened to an acceptable degree. But why across the center of the canopy?

Another is the added wiring fairing or runs (the small, long raised panel like things added to the sides of the a/c), as they are/were not on all A-7E a/c. They started to come to the fleet in the early '70s and were apparently later added to most Corsairs in the fleet. My reference photos do not show them present in the early '70s and I do not believe they were present on the Viet Nam conflict a/c and probably not on the Navy's A-7s until the early '80s. The a/c's two chaff/flare dispenser panels immediately to the aft of the tail hook are unfortunately not depicted in the kit except as two small raised panels, which is totally uncharacteristic of these panels. Neither the gun gas exhaust (part F48) nor the strike camera housing (# F5), both shown on instruction call out #11, page 9, are very accurately portrayed. The camera housing, for example is a very prominent raised fixture with clear glass facing both forward and rearward) to capture the a/c's weapons effect. Lastly, the two wing tanks provided might be right for some a/c, but are way too long for the A-7E. Take a look at any decent side view photo and you'll quickly notice the ends do not stick out as far forward or rearward as these do when mounted to the pylons and wings. These tanks are much too long for this a/c and approximately 12-15 inches too long. I

know that doesn't sound like much but when you've assembled them, you'll quickly notice how long they are and how far beyond the wing they appear on your model (especially when compared against photos of the a/c). Once again, one has to wonder which drawings the kit engineers used for their references?

Fit of parts –

Generally I found the parts to fit O.K., though some added trimming, filing and sanding is required for good fit for many of the smaller parts.

Interior –

Again, I'd like to take a small side trip about the interior. The kit provides a "pretty good" interior, both in its overall appearance and attention to detail. Comparing the side wall panels reflects that someone looked at a few photos, but they didn't apparently attempt to get it right as the "Echo" version, but provide more of an impression. It's O.K. and I suspect with a few bits of added detail, it would look even better. The instrument panel is very close and is comprised of a clear plastic overlay (with holes where the major display CRTs and dials are located and through which they intend the film details to show through). I've not attempted this technique though I suspect if done well, it will produce a very attractive instrument panel. There is also a pretty decent ejection seat, which loosely resembles the Douglas ESCAPAC used throughout the Corsair II family and a decent anti-glare panel (onto which they provide a photo etched HUD mount and clear plastic screen for the HUD display).

Not content to just use any 'ol interior, I opted for the Blackbox Studios A-7E interior (product CS32032). Ca-ching! Add about \$36 more. I think it does a much better job of reflecting the compact and busy SLUF interior. That said, there are some weaknesses in this product as well and very careful comparison with A-7E interior shots will quickly bring those to your attention. I also feel there were some

educated guesses taken with this aftermarket interior and to some degree it appears to have A-7D features (and the Navy "Echo" and Air Force "Delta" differ significantly especially in the cockpit). I finished mine with what painting and dry brushing skill I have and it's O.K., but far from the quality I know several of our local members are known for.

Painting and Finishing –

I finished my Corsair in a condition (used and cleaned, but not "showroom" condition) I've often seen on A-7 a/c, either at sea or ashore. Painted almost entirely with Model Master enamels, using the suggested base gray color, oversprayed with my clear coating of choice - Duracryl Clear finish (D 468) and lacquer thinner (DTL 876) and weathered with washes of artist oils and highlighted detail picked out using both Humbrol and Model Master enamels blends (both darker and lighter than the surrounding details). The entire model was oversprayed again with much thinned Dullcoat.

Summary –

Like I said earlier, caveat emptor. This is a kit I lusted after, and enjoy looking at the final product. But there's a lot of work behind the finished product. With a few notes, I closely estimate the build time for this critter at about 115-120 hours! This is a pretty good, not great, kit. Straight from the box, an accurate, detailed scale model of a significant piece of military and naval history.

I recommend this kit to any experienced while warning about the numerous pitfalls attached to this build. I think I'll plan to wait a bit before I tackle another Trumpeter kit.



Academy SB2C-4

from page 9

would have to have been a rather large etched metal sheet for open dive brakes, but what a difference it would have made! I hope Eduard or someone takes on the challenge.

Another "I wish" thing is the rear gunner's cockpit. They made no provision for the interesting accordion fold turtle deck to fold down to expose the rear guns. Again, probably not a big deal, but another one of the signature items for the Helldiver. Another minor gripe is the top scoop in the front of the engine cowling is just an indent. It would have looked better as an open scoop.

The assembly instructions are a welcome departure from the usual line drawings. This time they used very well done shadowed and highlighted assembly drawings that are much improved over what we are used to seeing. The relationship of parts and where things actually go just seems clearer and easier to understand.

The markings choices are two all-Sea Blue birds from the *USS Shangri-La*, a single three tone camouflage one from the *Yorktown*, and a very welcome Sea Search white and Gray Atlantic bird. The decal sheet is very well done, and includes a lot of stencil and maintenance markings as well as welcome stuff like wing walks and even the yellow stripes for the two bombs.

This is another beautiful Academy effort. The negatives I mentioned above are clearly personal choices of things I would have liked to see. They in no way should be considered flaws. What you will get is in my opinion the definitive Helldiver kit in 1/72nd. The Helldiver is probably the last of the major U.S. Navy World War Two carrier birds to be done well in 1/72nd.

Our thanks to MRC for providing the review sample.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Terry, Jacob, and Norm's articles. - ED]

PrezNotes

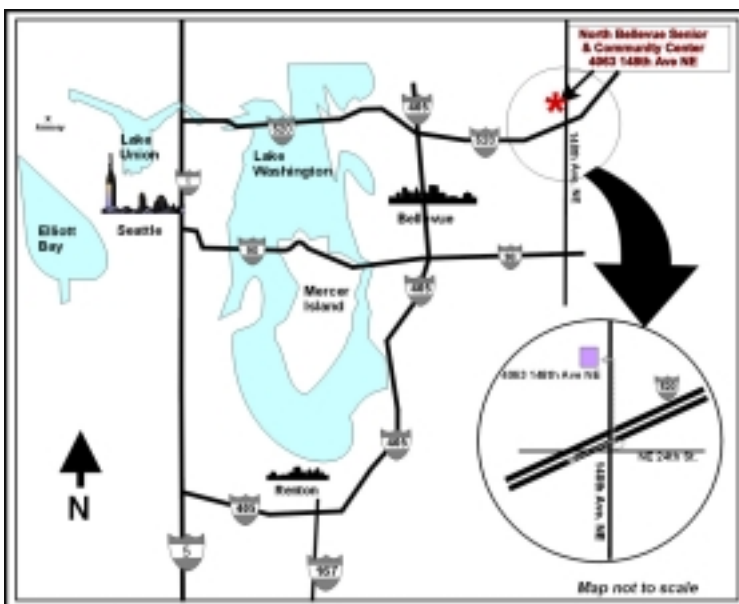
from page 1

Next weekend is the display at the Museum of Flight, both Saturday and Sunday. Doors will be open early for us to set up our models. If you bring models to display, there is no entry charge either day. So, bring all your models! There will be table space for you to work on something as well, just short of airbrushing. Remember that this is only a display, a chance to show off your work, and to talk to people about how fun your hobby is, especially to non modelers. There is no contest atmosphere to worry about and no one to comment that the yellow tips of your propeller blades are the wrong shade!

See you at the meeting,

Terry

Meeting Reminder



February 11
10 AM - 1 PM

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

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.