

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2006

PREZNOTES



I'm in a mood. Perhaps it's the fact that as I write this it is 92 degrees F outside, which means it's probably about the same here in the house, even with the little window air conditioner set on "Antarctic blast". The heat is certainly not conducive to gluing bits of plastic together, either. Oh well...

Lately, I've seen a lot of discussion on various Internet boards about rivets, of all things. What in the hell is going on out there? For decades we couldn't get a model that wasn't covered from nose to tail with multitudes of overscale rivets but lately I've seen too many complaints about new releases if they don't have rivets! Give me a break. Once I got serious about this hobby, I discovered that the model looked better if the raised rivet detail was at least sanded down a bit. Probably the best example I can come up with is the Frog Shackleton, which was positively awash in rivets that stood out from the airframe a good scale 8 inches. I remember an article on the kit in some magazine where the decals on the model floated on top of the rivets, not a good thing. I used the wings on mine as sanding sticks on the fuselage to get them down to a sandable level, then using something like 80 grit to take them all the way off the model. Ahh, those were the days. But no, the new Minicraft CH-53E is molded without them and that's wrong (according to some on the 'net).

And then there's the new Trumpeter SBD. Drowning in rivet detail. Unfortunately (for some of those same complainers) the rivets are all engraved as opposed to being raised. I won't get into a discussion here of how small raised rivets need to be to be in scale with the model, but on anything other than 1/32nd scale or larger, it's a waste of the kit designer's time to include them on a model. So, my advice to the complainers out there: Get a grip, people!

Some of us have been working since the middle of the last century to keep your models rivet free! And that's all I'll say about that. I'm going to have a Thomas Kemper vanilla soda chased with a Thomas Kemper orange soda to help get me through the rest of the evening. That should cool me down a bit.

See you at the meeting,

Terry



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IPMS Seattle Web Site (Webmasters, Norm Filer & 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 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 Spencer Tom, 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.

July 8
September 9

August 12
October 14

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$25 Junior (17 years old or younger): \$12

Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

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Check out our web page: www.ipmsusa.org

Trumpeter 1/32nd Scale Douglas SBD-1/2 Dauntless

by Terry D. Moore

The Douglas SBD Dauntless was probably the most famous US Navy bomber of the Second World War. Even though obsolete by Pearl Harbor its replacement, the Curtiss SB2C Helldiver, was having considerable developmental problems and production of the SBD continued in its various derivatives until nearly the end of the war. The dash 1 variant was not considered combat ready as it had no armor protection and insufficient range. The entire production run of dash 1s were given to the US Marines. The dash 2 had an increase of range, but performance suffered to the point that one of the fuselage machine guns was usually removed. The dash 2 still did not have any armor protection. Those issues would not be corrected until the dash 3 version of the aircraft. Both versions of the aircraft were at Pearl Harbor and some saw action, including a number of aircraft that were downed by friendly fire. Some of the aircraft saw action up to the Battle of Midway, but thereafter were mostly relegated to training units as the combat ready dash 3 had entered service.

The Trumpeter 1/32nd scale SBD-1/2 Dauntless kit comes in their usual stout box and includes 277 parts on 12 sprues, plus photo etch, a film piece for the instrument panel, and rubber tires. A number of sprues including the dive flaps, canopy parts, the PE fret, and rubber tires are packaged in a box within the big box of parts. An interesting feature to the kit is that the engine cowling is molded in clear plastic, presumably to give one a look at the rather well detailed engine. Most all details are engraved, done finely so.

On my example, I noticed no flash or sinkmarks and I noticed no major ejector pin marks that will be visible once the model is assembled.

The cockpit details are there and will make a great representation out of the box. One

minor note though, is to remove the aft control stick from part 19 as it was seldom used. Alternative sets of canopy sections are provided, to give the option of closed or open canopies. They are placed in the same bag and although mine were OK, the possibility exists that the parts might get scratched.



Control surfaces are all molded as separate units and are positionable. The dive brakes/dive flaps are molded as such that they'll be in the open position, so some minor trimming to the flap actuators will be needed if you want them in any other position than open.

I found the 20-page instruction booklet a pretty straightforward affair, and it appears to be easy to follow. I haven't noticed anything (yet) to make me think I'm going to have any problems with assembly of the kit.

Decals are provided for either a pre war US Marine SBD-1 or Battle of Midway SBD-2. Unfortunately, the decals were the biggest disappointment to me. The prewar stars are too small for the blue surround and the red center is way too large. The US Marine type is of the 60 degree variety and not the 45 degree variety of the era. It should say SBD-1 on the tail decal, instead it says SBD. The stars for the SBD-2 at least have the correct proportion and even the "painted out" red centers are of the proper size. However, I would suggest replacing the decals with the Yellow Wings 32nd Dauntless sheet, 32-002 for the stars, and if you want an interesting choice of subjects, the Yellow Wings sheet 32-001, which has markings for an SBD-2 that it carried

throughout its career, a possibility of five different color schemes!

Just to be nitpicky, the Dauntless was built with raised rivets. The kit, on the other hand, has finely engraved rivets. There has been a lot of chipping of teeth on various boards about the rivets and most every time the exchanges turn into some sort of flame war. If you don't like the fact that the kit is molded with engraved details, then don't buy the kit. It's as easy as that. Personally, I've never seen a kit with raised rivets that have been molded to scale, anyway.

My other nitpick concerns the box art. It shows a VMSB 241 Dauntless diving on what appears to be the *Akagi*,

loaded with aircraft. Unfortunately, it's a piece of fiction. The Marine pilots received their SBDs only nine days before the battle and had little time to get up to speed as it were. So, their attack on the morning of June 4 was made as a glide bombing attack, which is a much shallower dive from a much lower altitude than what the Navy carrier pilots would deliver to Kido Butai later in the morning. And VMSB 241 attacked the *Hiryu*, not *Akagi*. The only planes that should be spotted on deck were the combat air patrol Zeros, as there was no time between the various American attacks to spot another Japanese attack mission. And that's about it.

The Trumpeter kit is certainly a quantum leap over the elderly Matchbox kit. It is an excellent effort and it will lend itself well to the out of the box builder as well as a super detailist. Highly recommended.

Sources:

Incredible Victory, Walter Lord
A Glorious Page In Our History, The Battle Of Midway, Stan Cohen, Robert Cressman
Shattered Sword, Jon Parshall, Anthony Tully
SBD Dauntless, In Detail And Scale, Burt Kinzey
SBD Dauntless In Action, Rob Stern
SBD Dauntless, Profile Publications

IPMS North Olympic Peninsula Modelers Society Contest

by Bill Osborn

On June 5, I bundled ten models and myself into my truck and left on a great morning to head up to Port Townsend. The drive was smooth and I only saw about four state patrol cars watching for speeders. They didn't catch me. Arriving at the Fort Warden contest site I drove around looking for a parking spot that was within walking distance. I soon found an open area on the lawn behind the building. Hoping there were no "Parking Rangers" around, I unloaded my models and made my way to the registration desk.

After doing the required paper work, I started putting models in the correct categories. My models went into four different categories, single engine prop, single engine jet, multi-engine prop, and multi-engine jet. All models were 1/72nd scale, and all are out-of-the-box (I do get a little lazy with my models).

After getting the entries squared away, I started looking at the rest of the show. The entries were divided into five different rooms that seemed to work out very well, but maybe just a tad on the small side. One room was filled with a large table for display only. Lots of good models of all types. On another couple of tables were two of Dan Robotom's great fort dioramas. A large room across the hall held the vendors. There were mostly armor kits and accessories. Also in the room was the raffle table, filled with various goodies to tempt the tightfisted among us.

Armor and cars seemed to be the largest categories with aircraft next; also some very well done ships were shown. There was a large turnout on the junior tables; some of these kids are good! My memory for who won the very nice plaques for the special awards is not with me any more so I can't tell yow who won what. I do,

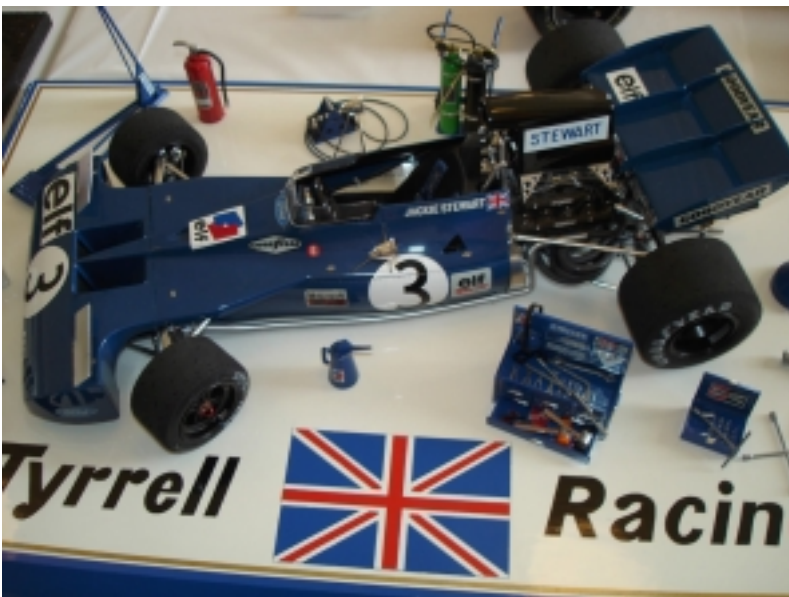
however know how I did because the very nice multi-colored certificates are on the desk in front of me as I perpetrate this article.

I received four 1sts, two 2nds, two 3rds and four OTB. Now before everybody gets all misty-eyed, let me tell you a sad tale. In the single jet there were two entries, one was mine. Single prop, four models, two of

mine. Multi jet, three only, two were mine. And now for multi prop, a grand total of five entries, all belonged to me. So you see, there is not a whole lot for me to crow about.

Did I have fun? Of course. Will I go next year? You bet! They are a great group of guys (and gals) and for a first effort, I thought it went very well.





Previous page: Two of Bill Osborn's winners - Trumpeter Jian-10 (top), and A Model Yer-2 (bottom).

This page, clockwise from top left: Les Knerr's 1/32nd scale F9F-5 Panther won Best Aircraft; Neil Ramage's USS Nassau won Best Ship; Les Knerr accepts the best diorama award from head judge Carl Broberg; Fred Fritz' spectacular Tyrrell 004 won Judges' Best of Show and Best Auto; Les' winning Predator vs. Amazon diorama (a detail of which can be seen on the cover page).

Photos courtesy of NOMPS web site.

Planet 1/72nd Scale Focke-Wulf A 16

by **Tim Nelson**

The Focke-Wulf A 16 (there is a space, not a dot, between the “A” and the “16”) was the first production airplane by that soon-to-be legendary company. Approximately 30 A 16s were built between 1924 and 1927, and they helped establish the fledgling airline industry in Germany. This kit represents what appears to be a late model A 16d, with a Mercedes D II inline engine.

Reference 2 is a charming monograph on this aircraft and is the quintessential reference on it. It is full of photographs, drawings, and history. Unfortunately for this monolingual builder, the history is in German. However, this publication exceeds all other A 16 sources combined as a resource for configuration and livery information. A striking aspect of the book is the large number of photos of stricken A 16s lying inverted on the ground. These accidents appear to be caused by the airplane nosing over during takeoff or landing, and resulted in retrofit of an unsightly “roll cage” (really more aptly described as a “pitch cage”) to protect the pilot.

References 3 and 4 are also useful to anyone contemplating a build of this kit.

Tracy Hancock provided a concise review of this 1/72 scale kit in its in-box state in Reference 1. Some issues become apparent only during the build process, and I’ll discuss those below.

After a routine cleanup of the resin parts, I was pleasantly surprised by the fit. For example, the cabin door actually fits snugly in the opening. I would be displaying the model with an open door, but still took advantage of the nice fit of the door for filling the opening during painting.

The two most significant fit problem areas were a step along the fuselage bottom join and a gap on the right wing-to-body joint.

These were dealt with by normal filling techniques. Since the wings are butt-joined to the fuselage, I beefed things up with brass rod.



There are two bigger problems for the purists out there: 1) the right wing is visibly thicker than the left wing at the root and 2) the fuselage has a subtle twist as you go aft. I chose to ignore Problem 1 and corrected Problem 2 as best I could with hot water warping and selective sanding.

The kit wheels look nice, but at 9 mm diameter, I judged them to be way too small relative to most A 16 photos and drawings. An Aeroclub 12 mm wheel set seemed a perfect replacement.

The kit cockpit consists of the basic simple elements: seat, floor, side bulkhead (really a firewall between the pilot and laterally adjacent engine compartment), stick, rudder pedals, and a flat piece for use as an instrument panel. I could find no photos of an A 16 cockpit, even in the wonderful Ref. 2, so I fashioned an instrument panel using Reheat decals and bezels to resemble other contemporary designs. The molded cockpit coaming is rough, so I sanded it off to be replaced later by a simple ring of white glue; this technique works well (at least in 1/72 scale) to suggest a wrinkled leather surface once it is painted a suitable color. Warning: the cockpit is installed in the left half of the

fuselage, and alignment of this asymmetric configuration is disorienting. After what I thought was very careful placement prior to joining the fuselage halves, I realized

late in assembly that I had installed my instrument panel at a slight angle off horizontal. It will be that way in perpetuity...

The passenger cabin is formed from floor and ceiling pieces, and fore and aft bulkhead pieces. A bit of sanding is necessary to allow for the fuselage sides to join. The cabin is quaint and begs to be visible

through the opened door, so I scratchbuilt a simple bud vase and fabricated a “carpet” design to provide some visual interest. I emulated dark plywood walls by hand brushing raw umber oil paint over the yellowish natural resin. Three passenger chairs are provided. Cabin photos from Ref. 2 were used as a painting and positioning guide. There is space between the cabin ceiling and the top of the fuselage for the brass rods I installed to reinforce the wing to body joints.

A unique aspect of vintage civil aircraft modeling, which I am just beginning to experience, is the need to install window curtains in the passenger cabin. I made mine by laying wet tissue, pre-cut to shape, over thin wire. After laying on a glass surface, I bunched each wet tissue strip at the “waist” and then let dry. Once dry, the tissue holds this shape. Then, I airbrushed each segment in a light tan. Crude, but effective, especially in 1/72 scale. Each A 16 window had a leather pull strap, which I made from Tamiya tape strips hand painted with a leathery brown. In hindsight, I probably made my straps too wide.

The kit radiator assembly is not bad, but I removed the molded piping and replaced with appropriate gauge wire. My kit was missing the tail skid shown in the instructions, so I fabricated one from strip styrene.

A 16 photos typically show a post mounted horizontally across two rods in the pilot's line of sight. Fellow IPMS Seattle modeler Jim Schubert and I speculate that this device is some sort of an aiming rail for the pilot, however, at times I have wondered if it had any function as a handhold for the pilot to climb up the port side for cockpit access. Regardless, I fashioned this device out of thin brass wire and it is a nice detail touch beyond the basic kit.

The ailerons are delicately molded but require a bit of cleanup to remove overly rough texture. Aileron and rudder control horns are rendered rather well, but my elevators just had crude stubs. I sanded those smooth, cut small slots in the appropriate location, and installed replacement elevator control horns from strip styrene. Drooping the elevators and installing the ailerons and rudder with small deflection represent "low hanging fruit"; relatively easy to do, while providing a significant boost to realism and interest.

I used the kit prop on the model as rendered in the accompanying photos. It is a bit crude and inaccurate, and I will likely replace it in the future. I gave the prop the same sort of brush-streaked raw umber oil treatment as the cabin and cockpit walls, with special emphasis on trying to suggest lamination lines. A Copper State Models prop boss adds a needed detail touch.

German civil aircraft of the 1920s were often painted in a doped silver/gray ("silbergrau") color. After some experimentation, I chose to render this color with a mix of 70% Floquil SP Lettering Gray, 15% Floquil Old Silver, and 15% Floquil Reefer White. I think it is an effective emulation of "silbergrau", but the effect is subdued

following various clear coats, and totally lost in photographs. I will use a higher percentage of silver in future efforts to compensate for clear coating.

I mixed a very dark gray for all black surfaces, essentially the same as Floquil Grimy Black, in keeping with scale effect.

The Propagteam decals which come with the kit are crisp and very thin. However, they gave me a devil of a time because of their tendency to stick immediately upon contact with any surface. I ruined several of mine and was bailed out by Jim Schubert, who generously donated the set from his kit. I made duplicates (at least of the dark registration and logo markings) on Supercal clear film, and the combination of these sets allowed me to finish. Jim even donated a weight table decal for the rear port side of the fuselage. I buried the decals with several iterations of Duracryl clear and sanding, followed by a final coat of Duracryl/Testors Dullcote semi-gloss.

After painting, I removed masks and installed cabin curtains and windows. The big opening where the cabin door goes allows for relatively easy access to the

cabin even in the final stages of assembly. I installed the curtains, and the shelf with the bud vase, then followed with windows made from viewgraph material (the kit clear acetate stock seems way too thick, and has an unsightly yellow tint). I created a door hinge from a thin strip of styrene and mounted the door in an open position to welcome viewers into the cabin.

A segment of small diameter tubing was lifted from the spares bin to represent a simple pitot tube. Pitot tube configurations seem to vary among A 16 variants, and I did not split hairs over rendering any particular version.

A 16 photos typically show a small windscreen in front of the hapless pilot's cockpit opening. I fashioned a tiny screen from a scrap of viewgraph material and painted a very thin, dark frame around the perimeter. After some shaping over a piece of brass rod, I installed it with white glue. This windscreen is another "high value added" extra detail in the interest of both accuracy and visual interest.

Continued on page 11



It Fits Together!: Building the Italeri 1/48th Scale Spitfire Mk.IX, Part Two

by Scott Kruize

Last time, you remember, I concluded with: "That's all for now. Time to start applying glue to the parts and see if they really do fit..." and had to rush what I'd written off to the Editor.

Let me start off this installment with a minor mystery solved: an English friend-and-relation, Kevin, read the first installment, scrutinized the close-up pictures of the kit sprues, was inspired to paw through his collection of unbuilt Spitfire kits, and wrote to me that this Italeri "...model is in fact a re-boxing of the Occidental kit..." So this review isn't really of a new kit, just of a new boxing. Kevin cited a prior review in his message, and I found a second myself; there might be more yet. Nevertheless, here's my take:

I have applied glue, and I have put the parts together, and the good news is that the fit is generally as good as it looked to me when I was merely dry-fitting the parts. The main pieces - namely the fuselage halves, and the lower and upper wing panels - fit so well I just tightly taped them together, then ran liquid cement down the seams.

The cockpit assembly is made up from fore-and-aft bulkheads, the former with the instrument panel, and the latter with seat armor and headrest. There's a separate seat, control pedals, control column, throttle quadrant, gunsight, etc. It all fit right into the fuselage space without requiring any scraping or sanding of the bulkheads or floorboard.

Joining the wing and fuselage subassemblies together: the dreaded upper wing panel to fuselage fillet joint was next-to-perfect on the right side. On the left, however, it was not quite so good. I did a modest amount of dry-fitting and scraping,

making sure there were no tiny edges of flash between the two subassemblies, and slightly scraping down the lower edge of the left wing fillet. Finally, when they looked right, they were liquid-glued together, but it's possible to see a degree of imperfection on the left side. Perhaps a little more time, or a more skilled hand on the X-Acto knife, would have compensated perfectly.

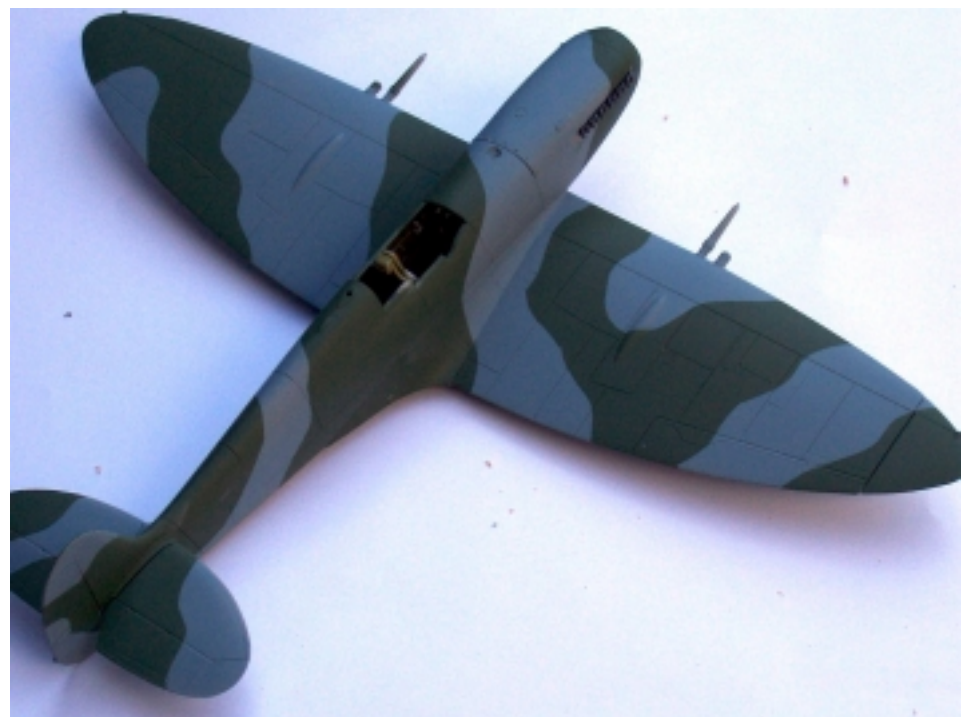
There were five areas of detail installations which weren't bad, but not quite as good as on the real airplane. (Even on my "Hurricane Bookshelf", there are some specifically about Spitfires, such as Alfred Price's *Spitfire: A Complete Fighting History* and *Spitfire: Flying Legend* by John Dibbs and Tony Holmes. Both have a lot of photos - the latter's in color, and often close-up - and I've been studying them since I started this project. They show immaculate metalwork even in awkward areas.)

So: the two horizontal stabilizer halves, fitted into their fuselage slots, left small seams, as did the separate wing tips. Under the wing, the radiator housings, with wide flanges, were molded to fit on

perfectly flat surfaces, but the underside of the wing is slightly curved. I tried holding them down to the surface while the glue set, but they're not quite right; I should've sanded slight matching curves into them first, instead. The carburetor air scoop fits reasonably well but could do with some putty and sanding to make its sides "flow into" the underside of the wing and nose better. Around the cannon protrusions, I used a tiny amount of 'white-out' to blend them into the leading edge of the wing, where slight gaps would otherwise show.

I conclude that you contest aspirants will want to spend more time with putty, sanding, and replacement of detail lines around such areas, to duplicate the elegant metalwork of the real Mark IXs. I didn't do so much here, and not just because I'm hack builder. I felt that this build was more a test of the kit itself than of my building skills. Basically, I'm trying to show you here as good an assembly job as the kit itself permits, without resorting to post-assembly 'surgery'...

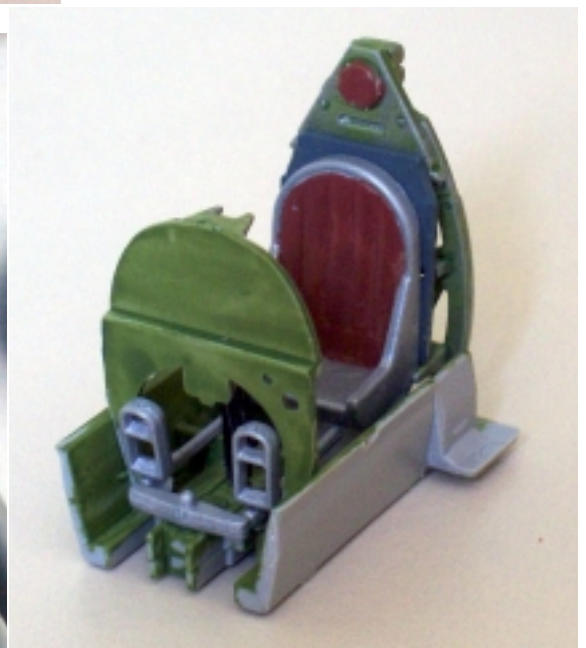
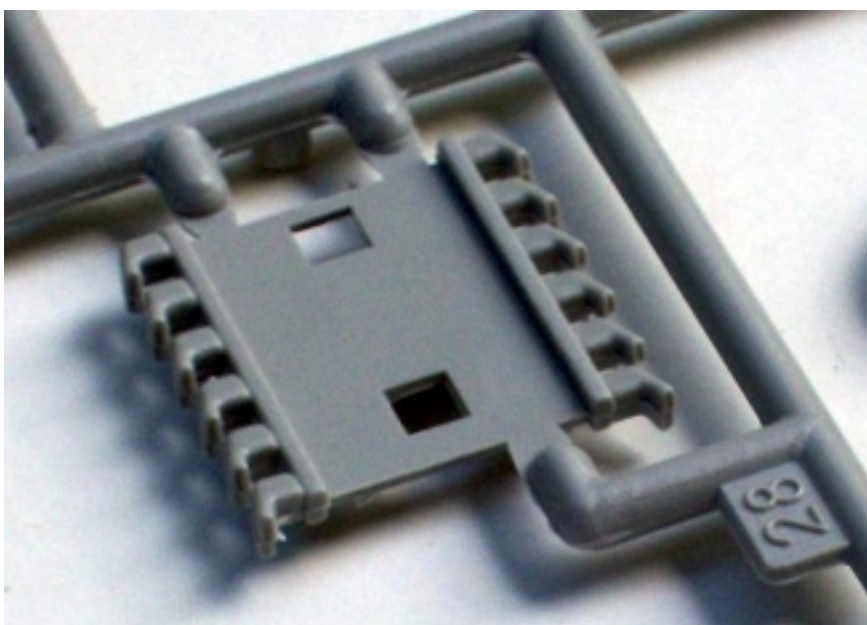
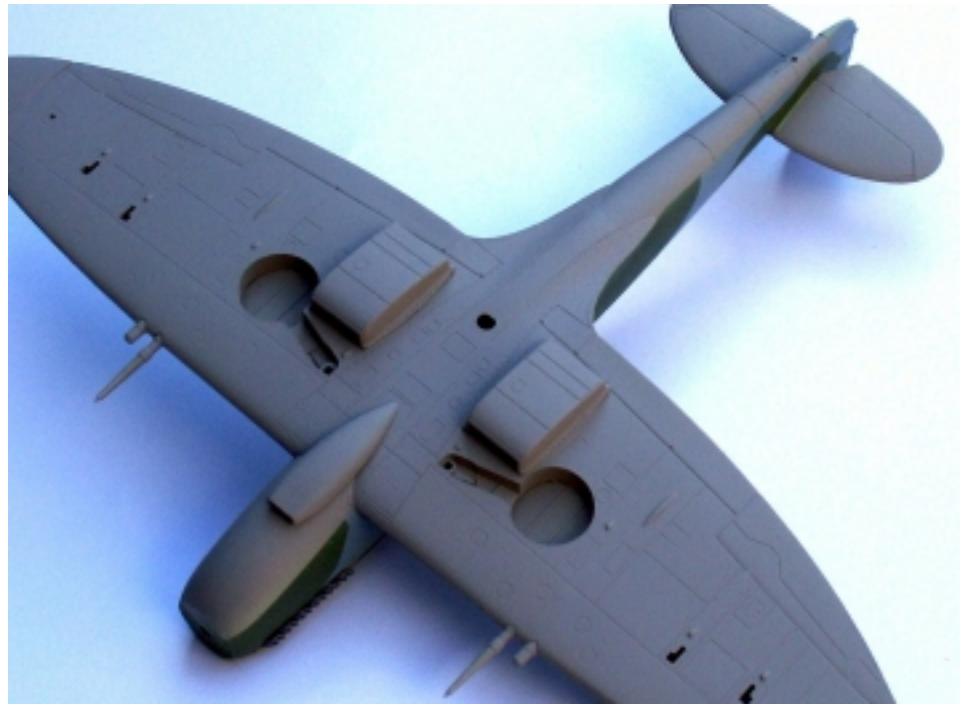
You eagle-eyes out there will detect an anomaly: those exhaust manifolds aren't right. The kit's were molded as one piece,



to fit under the cowl hood. Mine showed a few stubs where plastic obviously didn't quite manage to fill up the mold. The one area where I intended to get clever with scrap plastic stock, Squadron 'Green', and my miniature files - but then the part vanished into hiding. The manifolds in the picture are from my spares box, tacked in temporarily so I could finish the build, for now.

With those things done, I got the base paint color scheme applied. There's a little more painting to do on the basic structure, such as the yellow orange leading edge identification marks, plus a few detail pickups, before it's time to cut into that decal sheet I practically drooled over in the first part of this review. Then it's time for fiddly-bit installation, and final touches such as weathering, exhaust - and gunsmoke stains, etc. I don't intend over to overdo the latter...

But that's where I stop, for now. You'll have to wait a bit for news about whether the decals work as good as they look...to see how well the 'fiddly bits' finally go on...to see a gallery of the completed model. Time once again for me to placate the Editor by submitting what I have. As I said last month, watch this space for developments!



Berlin

by Paul Ludwig

Last year for the first time I visited Europe. Like others, as a boy during World War Two I read newspapers and listened to the radio and was fascinated by the drama and threat to world domination posed by the Nazis, Japanese, and Italians. As a man I know that the war was mankind's most terrible black mark upon itself. No despotic regime in all of human history matches the evil perpetrated by Hitler and his Nazis. Stalin's Russia is the only contender but we did not fight the Russians. I wanted to go to Germany and I did.

Putting aside volumes of explanation for which there is not room, I want to tell you about a small portion of Berlin. I had several reasons to go to Europe and visit cities formerly under the iron hand of the Nazis and Communists. The biggest reason is that I love travel, I love big important cities, especially old ones, where the flow and excitement of people on the move, life itself, and great buildings, make a huge city grand.

I wanted to see for myself that, particularly, Germans have put their ruinous past behind them as much as possible and that they live lives similar to ours. I needed to know that they enjoy life since 1989 and the removal of the wall and the fall of communism and the end of the hated Stasi in what was East Germany. Americans have never known suffering under a terroristic regime, lived in a city whose buildings and homes were brought down by war, and have never had their families overrun by victorious enemy forces or their lives threatened by their own government and by invading forces. No American city - until 9/11 - has been bombed. It has been only since 1989 that Germans know their own country as it may have been, relatively speaking, in the peaceful days around the 1910s before the fall. I am German enough to have wanted to see what I had time for. My trip was not all about Nazis.

My interest in architecture and culture also prompted me to search in the few days I allotted to myself those glorious features many of us know about but are not familiar with. Berlin is a beautiful city again and its sights take one's breath away. Berlin is a great city. Today it is said to be the most bohemian in the world.

Lastly, I wanted to walk the streets where Nazis once ruled; streets where ordinary men and women feared to be seen. For this short version of my travelogue, I keep to what I saw of where Nazis ruled. It was enough just to be drawn to where mankind's most evil center once lay.

I chose Berlin to be my first stop. William L. Shirer wrote books telling of his firsthand knowledge of Berlin and of the Nazis with whom he rubbed elbows before he fled the country. He wrote about men such as Hitler. Among other places, at the Adlon, Shirer saw Hitler face to face. Shirer saw Nazis go in and out of the Adlon and other places as you and I would enter or leave Nordstrom or the Olympic hotel. The Adlon was destroyed and it has been rebuilt. I made reservations to stay there to try to feel what it must have been like to be in the social, political and military center of old Berlin prior to 1939. A hotel is a home away from home.

The magnificent Adlon is a hundred yards from Germany's most famous edifice - the Brandenburg Gate. Every important Nazi march and rally and show of force from 1923 began on the Pariser Platz at the Brandenburg Gate. I saw that scene every morning at breakfast and was glad the Nazis are gone. Pariser Platz is quiet on a warm afternoon. Families and hundreds of sightseers walk through the Platz and the gate to the Tiergarten for their fun and relaxation. I had martinis outdoors at a table outside the hotel on the Pariser Platz watching people having fun. There was no sign of the troubled past, only enjoyment.

Like all capital cities Berlin's political, economic, and governmental centers are clustered near some hub, some center, some landmark. From the center rulers lead citizens. I wanted to know about that

center before I arrived, and books about the war showed me the center in which were the former locations of buildings from which the Nazis ruled. I unpacked immediately and within a few minutes was walking on the streets with the most feared and despised names in all of World War Two.

Vosstrasse is an east/west street about a block south of the Adlon off Wilhelmstrasse and Hitler's Chancellery once lined the entire north side of Vosstrasse. No trace of the Chancellery was allowed to remain and there are expensive condominiums or apartment buildings on the site where Hitler once made national rulers and VIP guests tremble. Behind the condos is a parking lot under which Hitler's bunker's remains lay.

A street once known as Prinz Albrecht Strasse is down another block and it was re-named Niederkirchnerstrasse. It was in the basement of Number Eight Prinz Albrecht Strasse that Himmler's SS tortured people. Those who survived were sent to death camps from Number Eight. Few taken into the building by force lived.

Next door at Number Nine, Himmler ran the Gestapo. Around the corner at Wilhelmstrasse 102, Reinhard Heydrich ran the infamous SD. Roehm ran the SA from Wilhelmstrasse 106. Goring's Luftwaffenministerium was and is on Wilhelmstrasse a block from the Adlon. It was untouched by bombing and is now the finance ministry. A mural on one wall painted by communists praising its system has been allowed to remain on Goring's former palace. It is a benign scene. Nearby was Goebbles' Propaganda Ministry.

The two-square block area south of my hotel was the center of which I speak. Inside it every building except one lays in ruins still, sixty years after the bombings. There is a fence around the two blocks and behind the fence is a wall of trees and behind the trees are mounds of rubble which are the remains of buildings from which Himmler, Heydrich, Roehm and others ruled. Everything has been overrun with weeds and grass and the trees hide it all. In recent years there is talk of building

an exhibit in those two square blocks to show the world what the Nazis did to humankind. Building a fine arts museum might be a better choice. Art is long, life is short.

The only entry onto the two square block area is through a locked gate admitting viewers paying to see the "Topographie des Terrors" which is a temporary exhibit of photos and maps and descriptions in German of Nazi rule and atrocities. The Germans have avoided glossing over any aspect of Nazi rule. The exhibit is mounted against unearthened back walls of basement rooms once used for torture.

If you who read this find you want more, I can tell you a little bit about Dachau and Nurnberg and Dresden. Let me know.

Upcoming Model Shows and Events

Saturday, July 22

Emerald City II Buffcon Fire & Life Safety Model Contest. 10 AM - 2 PM. Seattle Fire Department Training Center, 9401 Myers Way S., Seattle. See the May newsletter for category listing. For further information, contact Carl D. Kietzke at cfyre29@yahoo.com

Saturday, September 16

IPMS Region 7 Convention at Evergreen Aviation Museum 2006, sponsored by Oregon Historical Modelers Society and Evergreen Aviation Museum. 500 NE Michael King Smith Way, McMinnville, Oregon. For more information, visit the web site at www.geocities.com/oregonshow, or contact Brian Yee at 503-309-6137.

Saturday, October 7

IPMS Vancouver 36th Annual Fall Model Show and Swap Meet. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more info, contact: Warwick Wright, phone : 604-274-5513, e-mail, jawright@telus.net, or visit the show web site at [www: http://members.tripod.com/~ipms](http://members.tripod.com/~ipms)

Focke Wulf A 16

from page 7

The final phase of the project was installation of 10 runs of control rigging for ailerons, elevators, and rudder. I used 2 lb monofilament line on my first try, but lost tension on most of the runs before getting the CA glue to set. After setting it aside for a couple of weeks, I stripped the monofilament off (carefully!) and installed 0.005 thou steel wire, which is a vast improvement.

A final enhancement to the basic kit would be the pilot's protective "pitch cage". Most A 16s seemed to eventually get these devices, but they were quite ugly and totally ruin the look of the airplane to my eye. I omitted it for aesthetic reasons, and the savings of a couple of hours of scratchbuilding was a nice bonus.

This was a pleasant build of a delightful and charming subject. Anyone interested in this genre of aviation who has a little experience with resin will enjoy it. My A 16 was fortunate to place 3rd in the recently completed inaugural "Wings of Peace" contest. The Wings of Peace Internet discussion group and web site is an invaluable and highly recommended

resource for those interested in civil aviation in the inter-war years.

A special thanks to Jim Schubert for his counsel, and his generous donation of parts and decals in support of this project. Almost every after-market part noted above came from him, and the project literally could not have been completed without his kind assistance.

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Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Tim's and Terry's articles in this issue - ED



Book/Decal Report: *Kagero Aircraft Aces Nr. 2*

by Hal Marshman Sr.

I guess I may have started something with my first book report on the Squadron/Signal *Walk Around* on the Bf 109E. Well, this is a book report too, but one with a slightly different twist. Allow me to digress some. At the recent Noreastcon, Dave Hamel, an inveterate Luftwaffe builder, came to me, showing me a little booklet he'd just bought in the dealer's room, from Spare Times Shop's table. It was Vol 1 of the Kagero series of *Aircraft Aces*.

Flipping it open, he brought my attention to a pocket inside the front cover. There nestled a decal sheet covering several Bf 109 aces. Dave knew I have an interest in the aircraft of Josef "Pips" Priller. Matter of fact I had my representation of Priller's Bf-109E-3 on display (lucky enough to take a third place). I had told Dave that I was interested in doing Priller's Fw 190A-3 and A-8, but was having difficulties locating the proper markings. He took me to the dealer's room, and showed me Vol.2, which was still on hand. After a quick thumb through, I gladly laid out my \$14.95, and took possession of it. Now, what exactly did I get?

Do you remember the Squadron/Signal series of *Mini In Action* books? I believe they turned out six, including the Grumman Duck, Ryan Fireball, and the Seversky P-35. The idea seems to have not caught on, as there have been no subsequent titles. In any case, the Kagero book is the same basic size. You will find that it's printed in Polish and English. The English translations are pretty decent, using proper grammar, basically good spelling, and the correct syntax. No archaic wording. There are 28 pages, dealing with three aces and their aircraft. We have Priller naturally, Hans Waldmann, and Wolfgang Spate. Kagero starts the section on each ace with a rendition of one of their most well known missions. Priller's is the counter invasion flight on 6 June, 1944; Waldmann's an Eastern Front victory; and Spate's, the first

operational flight in the all red Me 163. The mission stories are followed by a short biography of the ace involved. Several black and white photos are distributed throughout the book, including portrait shots of the individuals themselves. The book is also liberally sprinkled with color profiles of their aircraft. Waldmann's are both sides of a JG 52 Bf 109G-2 and a left side profile of his III/JG 7 Me 262. For "Pips", they give us a four-view rendering of his Fw 190A-8 (center fold). On the rear cover are representations of both sides of his Fw 190A-3. For Spate, all they present is a left side view of his Komet. Now, Kagero doesn't leave you to figure out the colors presented, oh no! The last print page lists all the birds covered in the book, and in both languages, the pertinent RLM colors. In and of itself, the book should be worth \$9.95 on today's market, but it doesn't stop there, it includes a decal sheet ensconced in the little pocket inside the front cover.

The decal sheet, though only about 4" by 6", is quite comprehensive. There are decals for both Priller's aircraft, both of Waldmann's birds, and Spate's -163. Normal German National markings are not included, so must be taken either from the kit, or another after market source. Now,

here's the kicker, each plane is represented in seventy-second, forty-eighth, and thirty-second scales, thereby catering to the major aircraft scales, and a good purchase for devotees of each. The decals are in good register, and really thin. Now, having used the 1/48th markings for "Pip's" 190A-3, I can tell you that a good precaution is to give the decals two coats of Microscale Liquid Decal Film. The decals are so thin, and adhere so very quickly, that they're difficult to move, and tear easily. The decal film gives them a little body, making them easier to apply. Another precaution is to use only mild decal setting solutions. Solve a Set is strictly verboten, as it'll shrivel them up quickly and permanently. "Forewarned is forearmed".

I would gladly buy more of the Kagero products, if they were intended for airplanes in which I have interest. The books are comprehensive and quite well illustrated for their size, and the decals are terrific if proper precautions are taken. It is worth noting that I consider the asking price most reasonable.

Author: Marek J. Murawski

Illustration: Arkadiusz Wróbel

Translation: Peter Argyropoulos



Czech Master 1/72nd Scale Hawker-Siddeley Buccaneer S.Mk.2A

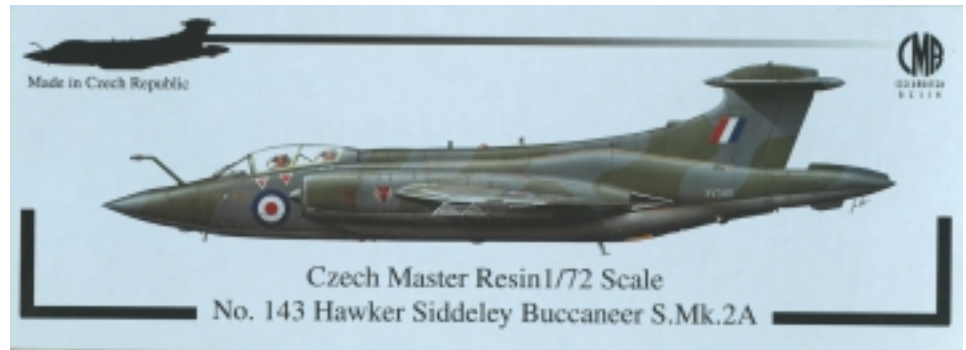
by Robert Allen and Jim Schubert

The Buccaneer was the last in a long line of Blackburn aircraft designed for the British Admiralty, a line that began with the ungainly twin-fuselage T.B. of 1915. Not only was it the last, it was probably the best; remaining in service for 33 years, and ending its operational career as a valued asset of a service that had tried its hardest to reject it on several occasions.

The genesis of the Buccaneer can be found in a specification issued in August 1952 that required a high sub-sonic speed, low-level naval bomber capable of penetrating enemy airspace below the defensive radar curtain of the enemy. More than a dozen firms competed for the order, and several of the submissions showed ingenuity: the Hawker design, for example, had six engines! The Blackburn design, after much revision, was accepted in July 1955, when an order was placed for 20 pre-production aircraft.

Often referred to as the N.A.39, after the specification number (as a look at the first Airfix packaging of its Buccaneer kit will confirm), the project was given the in-house designation of B-103. The Buccaneer design, as accepted, had two key features. The first was a relatively small high-speed, thin section, swept wing that used a boundary layer control system, originally developed by NACA, which blew hot air from the engines through slits along the leading edges of the wing and tailplane, as well as rearwards over all control and flap surfaces. This nearly doubled the lift on the approach with flaps and ailerons drooped, and reduced the carrier approach speed by 12 knots while retaining full lateral control. The second was a large, area-rule, bulge in the rear fuselage that gave the aircraft its distinct profile.

The first pre-production aircraft flew on July 9, 1958, and deck-landing trials were completed in January 1960. In August 1960, the name Buccaneer was adopted, and the first S. Mk. 1 production aircraft were delivered to a trials squadron, No. 700Z Flight, in March 1961. The Buccaneer entered full operational service with No. 801 Squadron in July 1962.



Only 40 Buccaneer S.Mk.1s were built before production switched to the more capable S.Mk.2. The S.Mk.1s with De Havilland Gyron Junior engines were underpowered, to the extent that they could not take off from a carrier with both maximum fuel and weapons, requiring air-to-air refueling virtually after it left the deck. The Rolls-Royce Speys that powered the S.Mk. 2 version had a whopping 55% more thrust than the Gyron Junior, transforming the aircraft's performance, and increasing its range. The wingspan was slightly increased, and given boundary layer slits on the inner wing. The engine intakes were changed from round to oval and enlarged to provide more air to the larger engines. The S.Mk.2 first flew in May 1963, and entered service in April 1965, by which time Blackburn had been absorbed into the Hawker-Siddeley group. The S.Mk.2 remained in Fleet Air Arm (FAA) service until December 1978, when *Ark Royal*, the last full-deck carrier in Royal Navy service, was retired. That was not, however, the end for the Buccaneer – most of the Navy's aircraft were converted to RAF standards, and passed on to that service. Total production of the Buccaneer came to 211.

Blackburn had pitched the aircraft to the RAF for many years, up-to and including the time when the RAF was procuring the TSR.2. At one time a supersonic version of the aircraft was proposed, but it was never built. Although the Buccaneer could not have satisfied the requirements of the TSR.2 specification, that didn't stop Lord Mountbatten from vehemently opposing

the BAC aircraft. He had a set of cards with six Buccaneers and one TSR.2 made up, which he would slap on a table and say, "Six of these for the price of one of those..."

Following the cancellation of the both the TSR.2 and the F-111K, the RAF had a gaping hole in its inventory, and was left with virtually no option but to order a variant of the Buccaneer as a stop-gap measure. The S.Mk.2B was a land-version of the S.Mk.2, with RAF avionics and weapons. The major visual change was a bulged weapons bay, which included a 425-gallon fuel tank to increase internal fuel capacity. The aircraft inherited from the Royal Navy and brought up to RAF standard were designated S.2A. (Note: The S.Mk.2B is marketed as CMR Kit No. 156.)

The S.Mk.2A entered RAF service in October 1969, and the S.Mk.2B followed in October 1970. They served both with home-based squadrons, and with RAF-Germany.

The stress of flying low and fast over land proved greater than flying over the sea, and the RAF Buccaneer fleet was grounded in February 1980 when one

broke up in the air while participating in a “Red Flag” exercise in Nevada. Fatigue cracks were found in the wing, indicating that they were being subjected to greater loads than for which they had been designed. All Buccaneers in service were examined; those, which could be, were repaired and those that could not be were scrapped.

By 1991, the Buccaneer’s career was winding down, with only two operational squadrons retaining the type. In January 1991, however, Operation Desert Storm, the Allied response to the Iraqi invasion of Kuwait, gave the Buccaneer a chance to see combat in British hands. The Buccaneers were not among the RAF aircraft originally ordered to the Middle East, but a week into the war 12 Buccaneers were sent to the Gulf to act as laser designators for Tornado GR.1s. The Buccaneers completed 216 sorties with no losses, designating targets for 169 Tornado attacks, and dropping 48 laser-guided bombs themselves. These Buccaneers were a welcome sight for modelers, not only bristling with interesting weapons systems, including Sidewinder missiles, but also sporting extensive nose art; most relating to various brands of Scotch, scantily clad women, or both!

The Buccaneer was finally retired from RAF service in 1994. Three years earlier it had been retired by South Africa, the only other country that had used it. Having failed to interest West Germany in the Buccaneer, Hawker-Siddeley succeeded in selling 16, with options for another 14, to South Africa in October 1962. South Africa’s S. Mk.50 was a land-based version of the S.Mk.2, without the hydraulic wing-fold mechanism. The first S.Mk.50 flew in January 1965, but a month later the newly elected Labour government announced it would allow delivery of only the initial 16 aircraft. One of these crashed on its delivery flight, but the other 15 served with the SAAF for over 25 years, seeing service in the border war with Angola.

The Buccaneer’s looks can best be described as purposeful, rather than beautiful. But it served, and served well,

for over three decades, and fully deserves its prominent place among low-level strike jets.



CMR has made a momentous business decision. Henceforward all kits will be packaged in proper boxes. Our Buccaneer arrived in a very stout 12 ½” x 9” x 2” (40.5cm x 22.9cm x 5.1cm) lidded box. Said lid proudly displays the impressive CGI profile, rendered by Jan Mace. Inside the box the parts are packed, as usual, in many heat sealed plastic bag compartments for protection. Here’s what the box contains:

- 156 parts beautifully cast in cream-colored resin.
- 2 vac canopies and 2 vac under-canopy windscreens.
- 1 photo-etched stainless steel fret containing 15 parts including the rarely modeled detonating cord for inside the canopy hoods and the windscreen wiper.

- 1 Die-cut set of self-adhesive masks for use in painting the canopy framing.
- 2 Decal sheets, very finely printed in

perfect register, containing the markings for seven different planes plus full stenciling.

- 26 pages (!) of instructions and additional information. These comprise 14 pages of instructions on assembly, options and color and markings plus 3 pages of supplemental color data, 3 pages regarding possible external loads and 6 pages of detail photos.

This kit is complete!

I don’t believe I’ve ever seen a small-scale static model kit with as many parts before. The options provided by the parts include, but are not limited to:

- Wings extended or folded; with full wing-fold detail.
- Speed brake – open or closed.
- Radome – open or closed.
- Two finely detailed rotary bomb bays – open or closed - with or without weapons.

One is the bulged long-

range fuel tank bomb bay.

- Two different tailplanes-cum-bullet fairing assemblies.
- A near infinite – or so it seems – variety of external loads is possible with all the weapons, stores, tanks, pylons, &c. provided. There are so many that CMR has had to provide three pages of advice on how to use them.
- Inboard flaps – up or down. The instructions do not so note but with the flaps down the ailerons should also be drooped.
- Although not provided for by either the configuration of the kit parts or the instructions, it is a simple matter to open the canopy hood to better reveal all the fine cockpit detail. The hood slides

straight back over the fuselage spine. The open hood is well shown in five of the detail photos included with the instructions.

As with most resin kits a lot of careful, but simple, clean up of the castings is required before assembly begins. Care should also be exercised in cleaning the surface of the model before painting to ensure good paint adherence.

The assembled model, wings extended, will span about 7 1/2" (~19cm) and be about 10 1/2" (~26.7cm) long. This is a fair bit bigger overall than an F-4 Phantom II.

In the box, this looks like a truly great kit and is clearly representative of a major undertaking on the part of CMR. I am anxious to see Robert's built-up, finished model. Everything I've read about it so far – from both sides of the Atlantic – has been good. The kit is a bit pricey at about 72 Euros (~\$90) but it looks to be well worth it. There are already a large number of specialist decal sheets available for S.Mk.2A and S.Mk.2B Buccaneers giving the modeler a large choice of markings and I'm sure there will be more as these kits penetrate the world market.

Thanks to Czech Master Resin for providing the review kit.

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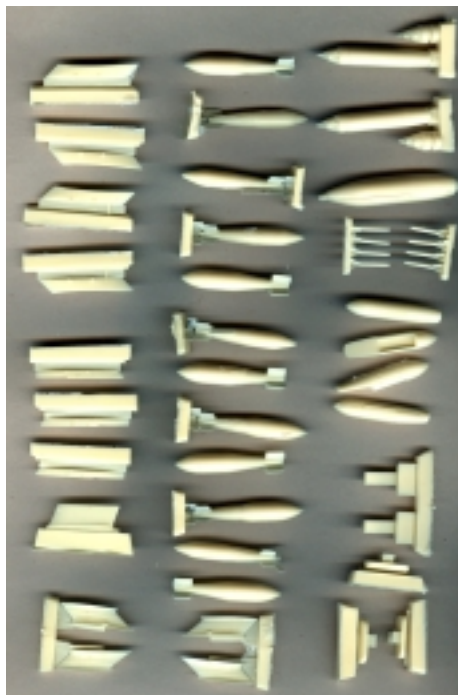
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Fire Engine Museum

by Paul Ludwig

The article about the La France fire engine model written by Gerry Niles in the June *Chapter News* prompted me to want to tell everyone that Seattle has a fire engine museum in Ballard. I did not know it and maybe others do not know. I found it quite by accident when doing business at a shop next door to the museum.

I came outside to my car with the shop owner and saw three old model fire engines across the street which I had not noticed when arriving. I asked the shop owner about them. He pointed to the big, non-descript building next door. I went to it and through a hangar-type door open a crack I saw a warehouse full of old engines parked so close together it would be difficult to walk between them and a viewer would be unable to stand back and take in a single fire engine in the full. I was told a private meeting was going on but that I could return at a later date.

The man, a former firefighter, with whom I spoke gave me the details. The Last Resort

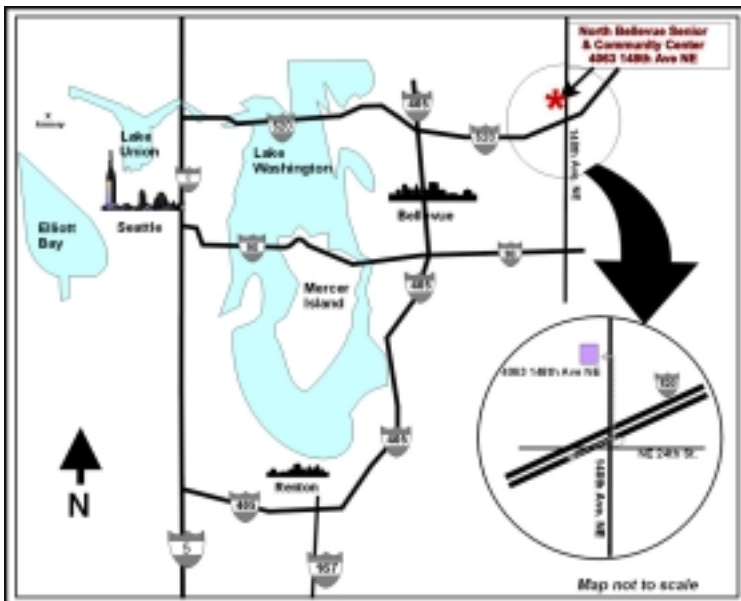
Fire Department is located at 1433 N.W. 51st St., Seattle, 98107, and the phone is (206) 783-4474. The note handed to me says fire engines are available for “a birthday, wedding or similar event” but a phone call will most likely result in any viewer being given an appointment to be given a tour.

A word of caution: do not try to enter 51st St. from 15th Ave. N.W. when heading south. It is a dangerous entry. The best entry is to go east on Market to a turn south onto 14th Ave. N.W. then a right turn west on 51st St. N.W.



Meeting Reminder

July 8 **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.