

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2007

PREZEDITORNOTES



Due to his busy work schedule, our Prez-for-Life, Terry Moore, was unable to contribute his column for this month, so I'm filling in. I really don't have much news to talk about, except to remind everyone that our Spring Show in Renton on April 21 is only about six weeks away, so get cracking on those models! An updated list of Special Awards is printed on page 9; there have been a couple of additions since last year, so take a look and see if that model you've been so diligently working on fits into any of those categories. We also need volunteers for registration, hosting, and other day-of-show activities. If you could donate even an hour of your time, it would be very much appreciated. Jill Moore will have a sign-up sheet at the March and April meetings, so see her to put down your name.

I've been meaning for some time to share some of my favorite WW2 aviation trivia questions, and this seems as good a place as any. No prizes – the answers are at the end of the questions.

1. Which USAAF ace was credited with victories over German, Italian, Japanese, ...and American flown aircraft? What were the circumstances behind his victory over a USAAF aircraft?

2. What type of aircraft made the first Allied bombing raid on Berlin?

3. What was the last victory of WW2 (and presumably forever) credited to a biplane fighter?

4. What was the only aircraft type to serve with the RAF in both WW1 and WW2?

5. This famous fighter's first victim was a Hawker Hurricane in 1939, and its last a Supermarine Spitfire ten years later. Name this fighter.

6. Who was the highest scoring American fighter pilot in the MTO/North Africa? Be very careful with this one!

7. Which single-seat fighter was in front-line service from April 1943 to the end of the war without shooting down a single enemy aircraft?

8. Which famous fighter ace directly (but totally inadvertently) caused the death of his brother-in-law?

9. Several Major League baseball players, the best known being Ted Williams, became military pilots during WW2 (and Korea), and some saw combat. Who was the only major leaguer to become an ace by shooting down five or more enemy aircraft?

10. The first use of the Kawasaki Ki-61 Hein in action came during one of the most famous events of WW2. What was the event, and who was the pilot of the Ki-61?

Answers:

1. Lt. Louis Curdes. Curdes was flying a P-51D on February 10, 1945, during a sweep to Batan Island. He saw a P-51 pilot parachute into the sea, and Curdes circled around him to pinpoint his position to rescuers. While circling, he saw a USAAF C-47 that was preparing to land on the Japanese-held strip on Batan. Unable to veer the C-47 away, Curdes saw only two

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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 2007 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.

March 10

April 21 (Renton Spring Show)

April 14 (Bellevue)

May 12

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#)

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

Check out our web page: www.ipmsusa.org

NorthWest Scale Modelers Show

article by Jim Schubert

photos by Tim Nelson, Stephen Tontoni, Jim Schubert, and Don Conrard

Well – we did it again! We pulled off this annual event without any fights or serious arguments and everyone exhibiting or attending appeared to have a good time. Fewer models were damaged by the modelers themselves in packing and transporting their treasures than in previous years and viewers inflicted no damage at all this time. In response to organizer Tim Nelson’s constantly repeated pleas throughout the year since the last show, to “Bring all your models”, we had a final count of about 2,060; way up from the 1,229 we had last year. This is an annual show presented by the NorthWest Scale Modelers, assisted by members of IPMS-Seattle and sponsored by Seattle’s Museum Of Flight. It is held in the Great Gallery under and around the MOF’s Blackbird.

This year the theme of the show was “Model Citizens” and each modeler’s models were displayed together rather than being separated by subject or era as in past years. This arrangement was very popular with modelers and viewers. It was easier for the modelers to set up and take down and it gave viewers the opportunity to see the diversity of subjects produced by each modeler. The reduction in handling of the models probably contributed to the diminished incidence of damage. Computer artist Jon Carr Farrelly designed the stand-up placards designating each modeler’s area. These were done in the style of the cover of a modeling magazine. Airplanes predominated but there was also a heavy spicing with ships, armor, figures, cars, Sci-Fi, fantasy and even railroads.

This show is a lot of fun for modelers precisely because it is not a contest and,

because of the museum environment, no vendors. It is two days of looking at other modelers’ work, asking them how they did that and just sitting around schmoozing with modelers and answering the questions of museum goers. To draw viewers into a closer intimacy with the modelers we again set up several large tables for actual model work. Steve Gallachi drew a lot of rapt attention as he worked with his lathe making master parts for Craftworks.

The Eighth Air Force Veterans had a table full of models of their planes and answered a lot of questions about activities in WWII. There was even a “Rosie the Riveter” roaming about the museum during the show.

The presentation in the William M. Allen theatre, associated with this year’s show, was given by Dr. Bonnie Dunbar, the

President and CEO of the Museum Of Flight, about her youth growing up on a farm in eastern Washington, her education and her five Space Shuttle missions. The theatre was packed and standees overflowed out into the lobby.

Galaxy Hobby again sponsored a Make-and-Take program for kids using over 200 snap together kits. NWSM members assisted the kids.

Our good friends from IPMS-Vancouver, up in British Columbia, journeyed south again bringing over 200 models with them to enhance our show.

In the middle of February next year, join us for a couple of days of modeling Gemutlichkeit and don’t forget to “Bring all your models!”



A general view of the tables, with the Blackbird looming overhead



This page, clockwise from below: Mike Millette's contributions; a youngster looks on; a group photo with MOF CEO Dr. Bonnie Dunbar; Dr. Dunbar holding a model of the Space Shuttle; our Prez-for-Life, Terry Moore, with Rosie the Riveter



This page, clockwise from right: an excellent selection of subject matter, I believe from Warwick Wright; Warwick Wright, Will Perry, Bill Osborn, and John Cate discuss the models; Jim Schubert's table; Doug Girling, Bill Osborn and Niels Wilhelm at Mike Medrano's work table; Bill Glinski poses with his collection



DML/Dragon 1/35th Scale M2A1 Half-Track

by Bob LaBouy

Initial Kit Observations

Once again, Dragon has molded this kit with an amazing amount of surface detail, virtually replicating the original item...and



Initial Comments and Caveats

This is a definite winner! No doubt about it. I hadn't attempted an armored car model since I built the smaller 1/72nd scale Airfix kit in the late '60s and I thought it was OK. Wait until you get your hands on this recent Dragon release. There's no way to mention it other than to talk about its virtues. And from what I've read from the 'professional reviewers' on the web, it's bound to be followed by added versions. And, I know, even with my very part time modeling efforts lately, this took a lot less effort to complete than the large scale 'kit' Craig Rosner built a few years back in his garage. Like many of Dragon's recent efforts, aside from the overall quality and engineering effort, this kit may be built into one of two very different versions replicating both the early WW II Army vehicles and those seen throughout the European campaigns from 1943 through 1945. This is another kit that must be driving Tamiya crazy - it's much more detailed and considerably less expensive, not to mention a better all around kit (in my opinion).

again, a lot of parts. In addition to the surface texture, every apparent surface detail I can see in photographs of the real M2 is evident in the kit. There are numerous rivets, hinges, and surface details replicated in this kit. From an engineering standpoint, once again, the Chinese engineers and mold machinists have produced a well fitting and sometimes very complicated set of parts, sub-assemblies, and pieces. I still marvel that they are able to produce very detailed pieces containing both engraved and raised details (where necessary) on both sides of the same piece! While we've certainly become used to seeing detail on one side of a piece, this kit consistently shows details on both sides. When you look, for example, at the armored side walls for the bed sides, you quickly see they have replicated a great deal of detail (hinges, latches, handles, indented marks, ad-on armor strips, rivets, panel lines, and edge strengthening pieces on both sides of the side pieces!) I am very impressed with their achievement and hope the balance of the industry will follow suit, though this may say more

about the price of the engineering and die making than the company's desire or ability to produce high quality injection molds and parts. I am also in awe of the simulated metal 'skin' evident in the sides, doors and window armor panels. It wouldn't be a stretch for any careful builder to drop or lower many of these panels. The kit provides for armored observation windows with nicely done photo etched parts, allowing for them to be opened, closed or any position in between.

There is also (as has been their recent standard) a small PE sheet with various straps, the grill armor plates, and mud flaps. Though I have little familiarity with automotive vehicles in general, this kit appears to me to include each and every detail of these vehicles, including engine, radiators, drive train, axels, muffler system, and beautifully detailed front wheels (with the apparent 'squat' on the wheels bottoms carefully shown). The main track assembly and drive gear is shown in very detailed parts. For the first time in my brief armor modeling career, I have seen the tracks engineered as a single strand in hard plastic. Each side track is comprised of two halves, provides for a faithful reproduction of the continuous rubber tread; I was initially quite worried about how to get them together and the entire assembly onto the vehicle. For whatever reason, it seems to have been well thought out and actually works quite easily.

From an engineering standpoint, this kit leaves little to be desired - at least in my humble opinion. On a scale of ten, I'd give it a "10." Why? I encountered no fit problems, though some sanding is required and I used a very small amount of Apoxie clay to fill a very few small cracks. The tools (shovel, pick axe, and axe) are provided in both the ready-to-paint and glue-on condition or the tools themselves, which are best positioned using some small brass brackets (provided in the PE sheet). These details are also very good, but not as finely detailed (in my opinion again) as are the .50 cal M2 and .30 cal machine guns, mounts and ammo cans. These provide for a couple of extra guns

and easily mount to the various gun mounts or the traversing ring around the armored tub area, which is the way I chose to exhibit this kit.

I encountered no errors or omissions in the 5-page (10-sided) accordion style instruction sheet. I know I've been somewhat critical of Dragon's instruction sheets in the past and happily report that I found these to be first rate, easy to follow and understand. However, I found that I need to look at drawings very carefully – and more than once in my experience. Sometimes the small drawings do not fully replicate the fine detail on the parts themselves. While the illustrators have caught most of these small nuances, a few escaped the drawings and when I put them together, I got it 180° off. Case in point the wheel mounting prongs. Not unlike wood working, check the fit and later relationship to other nearby parts, then check it again, and only as a last resort, glue it together

Having recently completed the somewhat fictionalized WW II novel *The Rising Tide* by Jeff Shaara, I felt compelled to complete this half track in the colors and markings used by America in our first efforts against Axis powers in North Africa in 1942. Aside from being only the first of a trilogy written Shaara, this book provides a good deal of insight into our initial efforts to rout the Germans, Italians, and French in North Africa. The decals provide for markings for at least four different versions and theaters of action. They are very well done, clearly printed, in register and I like displaying the kit with its U.S. Flag (with the correct number of stars – for us 'old timers') on the side panels. They went on like a breeze and snuggle well to various cracks and contours, though I used a bit of Mr. Mark Softner to get the very tight finish I was looking for.

There are several left-over parts in this kit, as there seem to be with all of the 2-or-3-in-1 kits Dragon has released. Some, including the tools, machine guns, small brass extras, gun turret and side panels may well serve you later - I added them to my "extras" box.



References

Apart from an occasional black and white photograph in a World War II history book, I really don't have any references on armored cars and thought I'd 'be up the creek without a paddle'. Not to fear, aside from the several reference books in print (none of which I chose to purchase), I looked again the 'mighty web' and was graciously rewarded for both my lack of money and long term interest. One of my favorites is: a web shot collection of many types and variations shown by a dedicated halftrack fan at: <http://news.webshots.com/explore/halftrack>

This one site alone contains over 830 shots of various halftracks or related items! Another old time favorite is found at the Perth Military Modelling Site (which is a whole 'nuther area for anyone interested in almost any aspect of modeling to run over to and go crazy). This particular sub-site is by Chris "Toadman" Hughes and will drive detailers crazy when it comes to the M2A1 Half Track. It has wonderful photos of this critter. From what I saw, the Dragon model has to be based in large part on this particular M2A1, which is stored and displayed at the Military Vehicle Technology Foundation (MVTF) in Portola Valley, California. The available photos match up perfectly with the details found in the Dragon kit. More importantly, it



provides a great deal of insight into the colors and details for the M2 vehicle. So, if you're drooling over this kit, rush over to: <http://www.perthmilitarymodelling.com/reviews/books/toadman/tm16.htm> and you shall be rewarded for your 'surfing.' Just to avoid any further politically sensitive claims, the Toadman actually sells a color CD (along with a few more on other subjects) with several hundred shots for about \$26 or just the M2A1 for about \$10.50 (also note, these prices are based on the Australian currency and not U.S. dollars). But from my brief look at these references, I know I now really need one. If interested, go to Toadman's site at: <http://www.toadmanstankpictures.com/>

Obviously, the Toadman is 'one of us' and is certainly doing a lot to assist those interested in modeling 'targets.' He is certainly helping me. Suffice to say, there are also other web sites worth looking over. My Google search reveals about 2,600 entries for M2A1 photos alone!

And as I mentioned in earlier reviews, don't forget the box top art and bottom (and sides). I offer this reminder, realizing

that I often use the box during the building project to store parts and carry it around in. However, in this instance there are several valuable aids included. The box art shows an Army half track in a scene most likely from the 1943 Italian campaign. This artist's rendering provides not only a good presentation of the subject, but illustrates much detail about the "field condition" of this vehicle in the field. I know it's an artist's rendition of this equipment from over 60 years ago, but every little bit of information helps me. The box bottom art work is a significant aid (along the side panels of the box) providing some finishing and painting references and some great detail illustrations which can be very helpful in constructing the kit. It also offers detail I couldn't find on the instruction sheets themselves and was very useful.

Overall Evaluation

This kit is a winner - in any sense of the word. It provides the modeler with a very accurate model of one of the U.S. Army's most important pieces of armor from the WW II and Korean War efforts. I hope you'll be as pleased with this kit as I am.

Trumpeter 1/48th Scale Grumman F9F-2 Panther

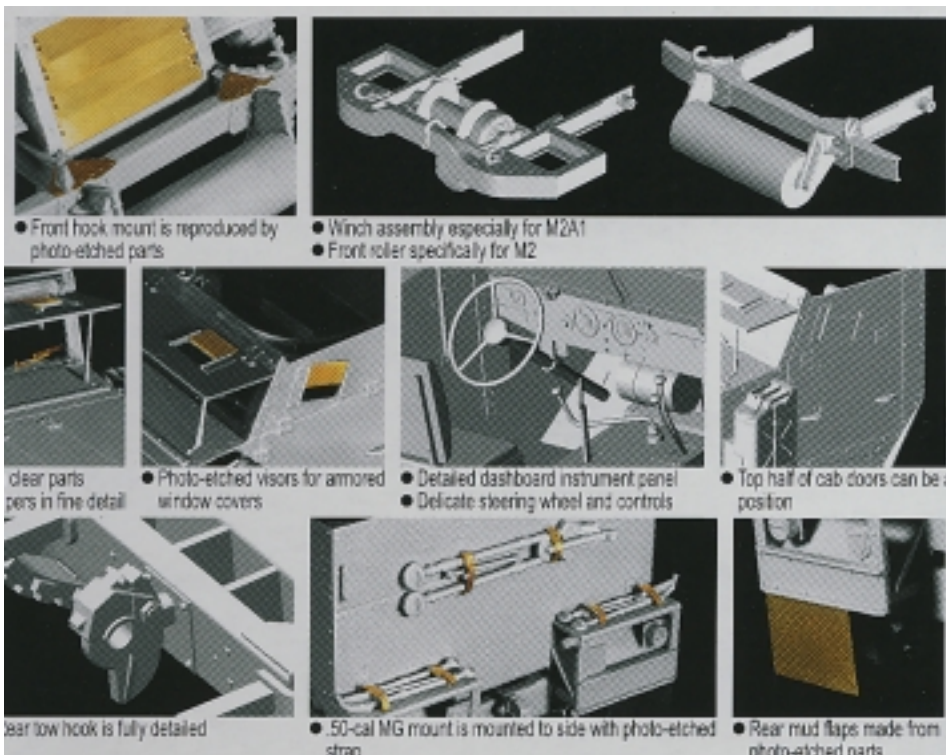
by Gerry Nilles

The Grumman F9F-2 Panther was without a doubt the best first generation, carrier-based jet fighter/bomber to go into service with the US Navy. The F9F-2 also has the distinction of being the first US Navy jet to go into combat. Needless to say the Grumman Company's record of success, when it came to providing the US Navy with combat carrier aircraft, is legendary, and the advent of the jet age did not change this status.



Initially, the US Navy's entrance into the jet age was slow, especially when compared to that of land-based jet aircraft development. The reason for this was primarily the fact that the requirements for operating from an aircraft carrier were in the beginning almost beyond the power capabilities of most early jet engines especially those being designed and developed in the US. Grumman, realizing this problem, and not wanting to go with a multiple engine aircraft design, looked elsewhere for the best power available at the time. They found it in the form of a British engine, the Rolls-Royce Nene, which fortunately was being built under license by Pratt & Whitney as the J-42.

Development of the prototype F9F began in April of 1946, with the first flight being conducted in November of 1947. Actually three prototypes were developed, including two using the Rolls-Royce licensed J-42, which were designated XF9F-2s and one, at the Navy's request, using the



lesser powerful Allison J-33 which was designated XF9F-3. After a successful flight test program both the -2 and -3 were ordered into production simultaneously, with the first flight of these production aircraft occurring in November 1948. At this point it soon became very apparent that the performance of the -2 was much superior to that of the -3. As a result, all of the initial -3 production aircraft were re-equipped with the J-42 engine and then re-designated F9F-2s. Now officially named the Panther a total of 437 F9F-2s were then delivered to the Navy. When war broke out in Korea in 1950, it was the -2 that not only was the first Navy jet to go into combat, but also the first to shoot down a MiG -15. Armed with four 20mm cannons the Panthers were never short on firepower.

The Trumpeter F9F-2 kit consists of three sprue-trees of light gray styrene and one for the clear parts. The kit also includes a photo-etch instrument panel along with a film backing for the dials. Overall the kit looks to be well done, including a nicely detailed cockpit, wheel wells, and the dive brake assembly. It should be noted that this kit comes with the ability to put the wings in either the extended or folded position and as such also includes detailed wing fold areas. As for surface detail the

model not only has the normal scribed panel lines but also includes what looks to be the aircraft's total rivet pattern which is lightly recessed. Accuracy wise the kit not only looks correct but according to the two different sets of scale drawings that I compared it with, is correct. And yes when compared to the existing 1/48th scale Monogram kit of the F9F-5, the Trumpeter F9F-2 is indeed 15 scale inches (5/16") shorter, just as it should be.

Other items of note on the kit are a very nice selection of under wing ordinance with a choice of either 500 lb and 100 lb bombs or rockets. As stated above the Panther was equipped with four 20mm cannons which are of course provided. However, you detail buffs should be advised that although the barrel sections that extend through the nose are the correct scale the rear half of the same parts, (the breech mechanisms), are considerably under scale. But this is really no problem in that once the cannons are installed the breech mechanisms can't be seen anyway, and there is no provision to show the nose cone in the open position. Lastly the kit comes with two zigzag shaped parts that plug into the noses of the wingtip fuel tanks. Now, I must admit that at first these parts had me, as well as

several other aircraft experts, scratching our collective heads. But, after a little research it was found that these are merely the handles for the plugs that are used to close the fuel vents in the noses of the tip tanks. Actually these were very rarely used and when in place should have a "remove before flight" banner on them.

The kit provides the modeler with a choice of markings for three different aircraft including two that were assigned to VF-112 and one from VF-781. The VF-112 Panthers are in markings as they appeared in the winter of 1950-51 while operating off the Korean coast from the *USS Philippine Sea* (CV-47). The VF-781 markings are for the aircraft that was flown by, Lt(jg) J. D. Middleton when he shot down a MiG-15 in November 1952 while operating from the *USS Oriskany* (CV-34).

This is a very welcome 1/48th scale kit, and Trumpeter seems to have done it correctly. The detail is very good as are the choice of markings and ordinance. I did a dry fit check and found it to be equally good. Having the ability to fold the wings is also a nice touch.

My thanks to Stevens International for the sample review copy.

IPMS Seattle Spring Show Special Awards

Here is an up-to-date list of special awards to be presented at the April 21 Spring Show:

- Best Finish/Ted Holowchuk Award** sponsored by IPMS Seattle
 - Best British Subject** sponsored by Robert Allen, Andrew Birkbeck, and Keith Laird
 - Best Canadian Subject** sponsored by IPMS Vancouver BC
 - Best Civil Auto/Motorcycle** sponsored by Jon Fincher
 - Best Airliner** sponsored by Norm Filer
 - Best Submarine** sponsored by Oregon Historical Modelers's Society
 - Best Bare Metal Finish** sponsored by IPMS/Tacoma Green Dragon/Les Sundt Memorial Group
 - Best Small Air Forces** sponsored by Jim Schubert and John Alcorn
 - Best 1942 Pacific Theater** sponsored by Tracy White
 - Best Fire Fighting Aircraft** sponsored by Dan Farnham/Scale Firebombers
 - Best What If?** sponsored by Jon Carr Farrelly
 - Best Italian Subject** sponsored by Stephen Tontoni and Will Perry
 - Best NATO Aircraft** sponsored by Internet Modeler
 - Best Fire/Life Safety Vehicle, Land or Sea Based** sponsored by Seaside Fire Service
 - Best 1/32nd Scale Aircraft** sponsored by Shawn McEvoy
 - Best Street Rod/Custom** sponsored by IPMS/PSAMA
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Czech Master Resin 1/72nd Scale Hawker Typhoon Mk. IB

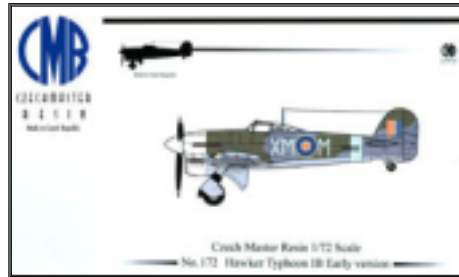
by Jim Schubert

Back in 1937, when I was four years old and struggling with my first Comet "Dime Model" and before the first production Hurricane had flown, Hawker were already designing its successor. In 1938 they adapted their preliminary design to comply with air Ministry Specification F 18/37, Type N and Type R using, respectively, the experimental Napier Sabre H-24 and Rolls-Royce Vulture X-24 engines. The Sabre was, essentially, two horizontally opposed flat 12s mated one atop the other and geared together; the Vulture was, essentially, four in-line sixes arranged at 90 degree intervals around a common six-throw, seven main-bearing, crank. Both had mechanically driven superchargers. The Sabre had rotating sleeve valves and the Vulture used conventional poppet valves. The Type R plane was named the Tornado and the Type N plane, the Typhoon. Development of the Vulture was slow and it, and the Tornado, were shelved after two prototype and one "production" airplanes were built. All emphasis then shifted to the Typhoon. The first prototype, P5212, became a developmental workhorse and went through many physical changes, as well as changes in colors and markings before it was destroyed.

Full series production of the Typhoon began with the Mk. IB. Early Mk. IBs had a "car door" on either side of the cockpit into which the side windows could be wound down. Later production series IBs lost the car door and acquired a full bubble canopy along with a slightly larger tailplane. Later on the Typhoon was given a thin wing and enlarged fin to segue into the Tempest.

CMR provide parts, decals and instructions for three airframes in the early Mk. IB series. These are the pre-bubble, "car-door" Typhoons. The three are:

1. R7698, coded Z-Z, of Wing Commander Dennis E. Gilliam of 609 Squadron at Duxford in September 1942,
2. R7752, coded PR-G, of Wing Commander "Bea" Beamont of 609 Squadron at Duxford in November 1942, and
3. R8893, coded XM-M, of 182 Squadron, late in 1942.



All three are finished in the standard Dark Green, Ocean Grey, and Medium Sea Grey that was standard at that time.

All three also have the early "small" tailplane. CMR provide optional cannon barrels for the wing; one set has the external recoil springs. They also provide a comprehensive suite of eight each of two different kinds of rockets, two each 1,000, 500 and 250 pound bombs along with optional 90 gallon drop tanks and 44 gallon long range tanks. The separate "car-doors" are molded in clear resin, which really is! These may be fitted open or closed. Consult your references to be sure you get all the details correct if you opt for open doors. Be aware the top central hood panel also opens on a hinge along a bar between the windscreen and the rear hood on the left side. You can also cut the windows out of the doors if you want a really open cockpit as the windows wound down into the doors as on a P-39.

The kit components are engineered in the conventional plastic kit manner. There are: 89 parts cast in CMR's standard cream-colored resin; Four landing gear parts cast in extra strength white resin; Two canopies vac formed in clear styrene; Three decal sheets; Two pages of exploded isometric-drawing assembly instructions; Two pages

of color and markings instruction drawings and two pages of reference photos.

This is another great kit of a popular subject very well done by Czech Master Resin. Any modeler can build a fine representation of the Typhoon from this kit. I suspect it won't be long before we see a bubble canopied Typhoon from CMR.

Our thanks to Czech Master Resin for the review sample. At the time of writing I have no idea of the price of this kit.

References

1. *Famous Fighters of the Second World War, Volume One*: William Green, Doubleday, New York, 1967.
2. *Profile No 81*: Francis K. Mason, Profile Publications, UK, 1966.
3. *Camouflage & Markings, Hawker Tornado, Typhoon & Tempest, RAF Northern Europe 1936-45*: R. C. Jones & R. L. Ward, Ducimus Books, UK.
4. *Famous Airplane of the World, Hawker Typhoon/Tempest, No. 63*: Bunrindo Co., Japan, March 1997, ISBN 4-89319-060-1.
5. *Typhoon/Tempest In Action, No. 102*: Jerry Scutts, Squadron Signal Publications, USA, 1990, ISBN 0-89747-232-2.
6. *The Hawker Typhoon and Tempest*: Francis K. Mason, Aston Publications, UK, 1989, ISBN 0-946627-19-3.
7. *British Aviation Colours of World War Two*: John Tanner, Arms and Armour Press, UK, 1986, ISBN 0-85368-271-2.
8. *Scale Models* magazine, November 1975, "Hawker Typhoon Described" and drawn by Arthur L. Bentley – these are the best drawings you'll find.

EditorNotes*from page 1*

possibilities - first that it was a Japanese plane using US markings (the DC-3 was made under license in Japan,) or it was a US plane truly lost. He therefore carefully shot out both engines, causing the plane to land in the sea. All 13 people on board the C-47 were rescued - and they were indeed Americans, including several nurses, one of whom was a girlfriend of Curdes! The plane had lost its way, and had tried to land in error on the Japanese-held island. Curdes' quick thinking averted the Americans' capture. He later adorned the victory scoreboard on his P-51 with seven German swastikas, one Italian fasces, one Japanese rising sun, and one American flag!

2. A Centre (Farman) NC 223.4 named "Jules Verne" of the French Navy bombed Berlin on the night of June 7/8, 1940, becoming the first Allied plane to bomb Berlin.

3. On September 2, 1944, during the Slovak National Uprising, Frantisek Cyprich, flying an Avia B-534 from Tri-Duby airfield, far behind the enemy lines, shot down a Hungarian Air Force Junkers Ju 52.

4. The Avro 504, three of which were impressed into the RAF during WW2 and used as target-tugs.

5. The Supermarine Spitfire! The first Spitfire "victory" came on September 6, 1939, when Spitfires were tragically vectored onto a formation of RAF Hurricanes due to a radar fault. Two Hurricanes were shot down, with one pilot being killed, before the mistake was recognized. This incident, known as the "Battle of Barking Creek," had one positive consequence - it speeded up the fitting of IFF (Identification Friend or Foe) signals to all RAF aircraft. The last Spitfire victory came on January 7, 1949, when two Israeli Spitfire 9s shot down three RAF Spitfire 18s in an incident that still has not been satisfactorily explained.

6. Wing Commander Lance Wade, an American serving with the RAF who was known as "The Arizona Wildcat", was the leading American ace in the MTO/North Africa, with 22 solo and 2 shared kills. Wade was a double ace in both the Hurricane and Spitfire. He was killed in Italy in early 1944, in the crash of a light plane. The leading USAAF ace in the MTO was John Voll, who had 21 victories.

7. The Commonwealth Boomerang, Australia's only indigenous fighter, served from April 1943 until the end of the war without recording a kill. The Boomerang was quite successful in the ground support and convoy escort roles, and was a sturdy and reliable aircraft, but rarely encountered Japanese aircraft in the air. The closest the aircraft came was on May 16, 1943, when two Boomerangs intercepted three Mitsubishi G4M bombers near Merauke, New Guinea. One Boomerang fired at the bombers, but the other Boomerang's guns failed to fire, and the Japanese aircraft were able to escape into the clouds.

8. RAF ace Robert Stanford Tuck. In August 1940, Tuck was with 92 Squadron, stationed at Pembrey, in South Wales. Tuck intercepted a lone Ju 88, and was only able to get close enough to fire a shot from ineffectual range. He did make the Ju 88 jettison its bombs, however.

The next day, Tuck got a phone call from his family, telling him that his brother-in-law had been killed. Tuck realized that his sister's husband, John Spark, was stationed in the Army somewhere in South Wales, and began to have horrible thoughts. Tuck was able to confirm that his contact with the Ju 88 was the only air action over that part of the country on that day, and that one British soldier had been killed when the Ju 88 dropped its bombs - Tuck's own brother-in-law.

Tuck attended the funeral, and managed to keep the truth from his sister.

9. First baseman Jake Jones is unique among major-league baseball players.

Although several baseball players were combat pilots in World War Two and the Korean War (including Ted Williams, Buddy Lewis, Jerry Coleman, Lloyd Merriman, and Elmer Gedeon), Jones is the only one who became an ace, by shooting down five or more enemy aircraft.

Jones joined the US Navy on June 30, 1942. He became a naval aviator, and was commissioned as an Ensign on August 1, 1943. Assigned to VF-3 in November 1943, he served with the unit on USS Yorktown, flying Grumman F6F-5 Hellcat fighters.

Jones scored his first victory on November 14, 1944, downing a Japanese Mitsubishi A6M Zero over the Philippines. On February 1, 1945, he was transferred to VBF-3, continuing to fly Grumman F6F-5s.

His final score was seven destroyed, 0.5 probable, and one damaged. Jones was awarded the Silver Star, two Distinguished Flying Crosses, two Air Medals, and two strike/flight Air Medals.

Jones returned to the major leagues in 1946, and had his finest season in 1947, hitting 19 home runs and driving in 96 runs, for the White Sox and Red Sox. After his return from the war, Jones played the rest of his career wearing the uniform number "3", which was also the numerical designation of his US Navy units.

10. The Ki-61's first combat was over Japan when a test model flown by Lt. Umekawa happened to be flying on April 18, 1942 during the Doolittle Raid. He attempted to engage the B-25B flown by "Brick" Holman, but had to break off his pursuit because of lack of fuel and gun stoppages. The B-25's crew reported the sighting, and this was mistakenly interpreted as evidence that the Japanese were importing or producing copies of the Messerschmitt Bf 109. Lt. Umekawa was flying one of 11 pre-production Kawasaki Ki-61s supplied to the JAAF for test purposes.

Robert

Luftwaffe Ground Crew Work Uniforms

by Hal Marshman Sr.

All the way from club meetings, to the Nationals, I really enjoy looking at dioramas. Airplane dioramas are pretty much my favorites. As those of you who delve into this venue know, the appearance of the figures can make or break a well done diorama. What I'm talking about in this case, is not how beautifully they're painted, but how accurately they're rendered. Now, set aside the splendidly decorated pilot and visiting officer figures of a typical Luftwaffe diorama, and take a good look at the mechanics and other ground crewman, such as fuelers, armorers, and laborers. It is most likely that they are not wearing Luftwaffe Grey field or dress uniforms, but the specially designed Luftwaffe work uniform.

A simple coverall type garment, rather loosely fitted, was the main article. I have also seen a two-piece version of this uniform worn. In any case, it was a rather simple garment, made out of a black denim material, the color chosen to disguise grease and dirt smears.

There was a matching cloth belt with open buckle intended for wear with this uniform, but quite often the leather field belt with Luftwaffe insignia was worn. I've seen a great many pictures where no belt of any sort was in evidence. There was a black denim overseas style cap intended for wear with his uniform. I have found no evidence of an M-43 style cap produced for wear, and naturally the visored dress cap was not worn. In certain situations, the regular steel helmet could be worn.

The insignia worn for all ranks was limited to the Luftwaffe eagle in white or grey on the cap, but not on the uniform breast. There was no cockade on the cap. Medals and specialty decorations were not worn. Rank was limited to the normal lozenge or chevron sleeve insignia on the left sleeve.

Collar tabs and shoulder straps were not worn. NCO ranks wore a single band of tresse down the front of the collar, and around the base. Tresse was a flat braid type of material, with the Luftwaffe having a different weave than the Heer or SS. The tresse was one centimeter wide, and light grey in color. In addition, the sergeant grades had tresse rings around the cuffs of both sleeves, as follows:

Feldwebel – one ring about four inches above the cuff.

Oberfeldwebel – two rings.

Hauptwebel/Oberfeldwebel – three rings
Stabsfeldwebel – three rings topped with a lozenge.

Officer ranks wore the same field sleeve insignia as Fallschermjaeger (paratroops).

This article basically pertains to Luftwaffe ground crew, but this uniform could also be seen worn by Luftwaffe fire personnel and Luftwaffe Flak personnel, to include Hitler Youth Flak Helpers and Female Flak helpers (Hilferen and Hilferinnen). In addition to the black denims, I have pictures of Luftwaffe personnel of Flak units, and other personnel unloading bombs from trucks, wearing both one and two-piece uniforms made of an off-white material. In this case, they seem to be wearing normal Luftwaffe headgear. I've not seen mechanics wearing this garment.

I hope this summary of Luftwaffe ground crew uniforms may have been of assistance of those who might be contemplating including mechanics, fuelers, or armorers with their airplane dioramas.

Bibliography: this article was prepared using information found in *Vol. 2, Uniforms and Insignia of the Luftwaffe, 1940-1945*, by Brian L. Davis, published by Arms and Armour Press, London, UK, 1995.

Muroc Models 1/144th and 1/72nd Scale M2F1 Lifting Body

by Chris Banyai-Riepl

When NASA went down the road towards human spaceflight, two concepts of returning to earth were tossed around. The first fifteen years were dominated by the splashdown approach, but another group, consisting mainly of test pilots, preferred returning in an airplane-like manner. This approach was ultimately implemented in the successful Space Shuttle design, but there were many test platforms before that which explored the concept. The lifting bodies were some of those test platforms,



with the M2F1 being the first. In 1963, the M2F1 first took to the air behind a Pontiac Bonneville (suitably modified by Mickey Thompson). Later it was towed aloft by one of NASA's R4Ds, and the aircraft managed 80 air tows and 385 car tows before the program ended in 1966. In 1997, the M2F1 was beautifully restored and has been returned to Dryden Flight Research Center for future display.

For those not familiar with Muroc Model kits, these are resin kits, with vacuformed clear pieces and often small pieces of plastic and metal for details. Such is the case here, with the majority of the parts cast in tan resin. Taped to the instructions are several pieces of metal rod, and completing the kits are small decal sheets

with a surprising amount of detail markings.

The castings are some of the best I have seen, even for the small parts. The research is incredibly thorough, leaving little out. The end result is a model that, while requiring some skill with multimedia assembly, will go together quickly and smoothly.

The basic assembly for both kits is pretty much the same, with the main body split into an upper and lower piece. For the 1/144th kit, the lower piece is a clear vacuform shell, which will make fitting the clear sections easy (just mask them off before painting). While the 1/72nd kit has detailed ribbing molded into the lower hull, the 1/144th kit replicates this with a decal. In this small scale, through the small window openings, this will look more than adequate. The seat assembly is likewise well detailed in both kits, and the painting instructions are very thorough.

With the interior finished, the remaining steps are straightforward. This is a smooth aircraft, so once you fit the top piece on, be sure to smooth out all the seams and polish the kit in preparation for the overall white scheme. For markings, there is not much in the way of excitement, with the aircraft being white with some red trim. Throughout its life it had minor modifications to the scheme, and a couple of variations are included on the decal sheet. The decals are quite thin and should go down beautifully on the gloss white model.

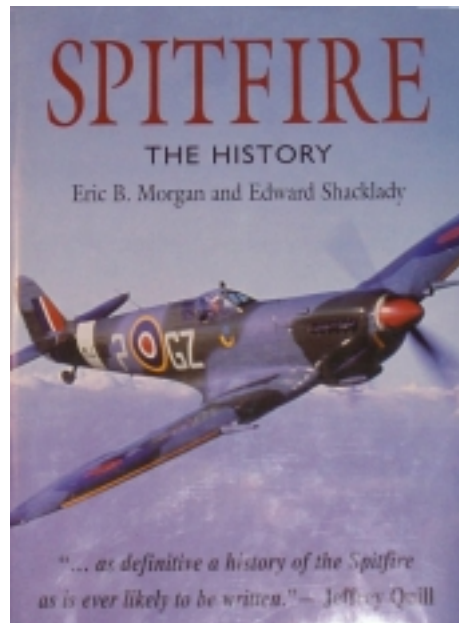
This is a great little model, in both scales, and one well worth tracking down if you are interested in these unique aircraft. With this available in both 1/144th and 1/72nd, it would make for an excellent display item next to a corresponding Space Shuttle model. My thanks to Muroc Models for the review sample.

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

Spitfire Bookshelf

by Scott Kruize

Ha, ha! - Fooled you! You thought that my 'Spitfire Bookshelf' column last month was a 'one-off', done just as a sop to Jacob Russell. And so it would have been, with this month seeing a return to the regular 'Hurricane Bookshelf', but for two reasons: a detailed description of Jacob's Group Build idea wasn't ready for last month's newsletter...and Jim Schubert decided to step in to supplement my Spitfire education with this largish volume from his library. *Spitfire: The History* is by Eric B. Morgan and Edward Shacklady, copyright 1987, and printed by Key Books, Ltd. of Lincolnshire in the U.K. It cost £39.99 for its 650 pages, with fourteen hundred illustrations, in forty-three chapters following a Forward and a Prologue, concluded by ten appendices, an Index, and an Epilogue. This is the Spitfire reference book to end all Spitfire reference books!



The Prologue is "Birth of a Legend" and discusses British fighter plane history, in greater detail than I've ever seen before. Besides the Spitfire's well-known prede-

cessors, you modelers of obscure types will be amazed at the many others that never got beyond the paper study, mock-up, or experimental stages.

As you would expect, the sequence of chapters goes through all the different variants. An amazingly large and comprehensive twelve chapters chronicle the Seafire naval interceptor, which was never an enormous success, but did serve from the middle of World War II (after navalizing the Hurricane showed that such adaptations were possible) past the end of the Korean War. In between are short historical side-histories of 'odd jobs' and other manufacturers' contributions to aerodynamic progress and the war effort, supported by drawing after drawing, photo after photo, and a listing of - wait for it! - every single Spitfire serial number ever issued.

A philosophical question suggests itself: Is it possible for a book to contain too much information on a particular subject? I don't feel sophisticated or morally strong enough to even consider this question in its entirety...so I'm returning the book to Jim Schubert, and if you have a chance to visit his library [or mine - ED], you can peruse this volume and decide for yourself. Or, of course, find a copy of your own...wonder if it's more than thirty-nine pounds ninety-nine pence nowadays?

For now, the most attractive part - which I was very careful not to drool over - was a large section of color profiles by Richard Ward. They're printed to much higher quality standards than in the old Profile Publications, and I cannot imagine any of our members who could look at all these colorful schemes, and not be inspired to fire up an airbrush, and put a three-dimensional, 1/72nd scale version of one or another on the Jacob Russell Seattle IPMS Group Build display table this coming December!

Italeri 1/35th Scale Elco 80 Foot PT Boat

by Gerry Nilles

History

You might say that the birth of the American PT boat, in the late 1930s, was a difficult one. Officially designated a Motor Torpedo Boat (MTB), much of the US Navy's pre-war top brass had, at best, an ambivalent attitude toward developing this class of small combatants. It was only at the very strong backing of President Franklin Roosevelt, and Chief of Naval Operations Admiral Frank Leahy that the Navy Board was convinced to implement a program to develop and deploy these small "expendable" boats. Surprisingly, CNO Leahy's support was in great part due to the influence of his good friend and former Army Chief of Staff General Douglas MacArthur. MacArthur, who was at the time commander of all United States forces in the Philippines, realized early on that the Japanese military expansion in the Pacific posed a very real threat. He also knew that the Navy's ability to provide sea protection, in the form of capital ships, was limited. Being a bit of a visionary he saw the potential of a large force of PT boats, consisting of 80 to 100 units, to make up for the lack of other naval protection. Unfortunately, at the time of the outbreak of the Second World War only six PT boats of Squadron (Ron) 3 had been assigned to the Philippines. Yet, despite their small number, and the fact that they knew they were fighting a losing battle, they were extremely effective during those first few critical months of the war. As such, they more than proved the value of the PT boat as a combat class. Ironically when President Roosevelt ordered MacArthur's withdrawal, MacArthur and his immediate staff made the initial and most dangerous part of the trip, on the four remaining Squadron 3 boats. As a footnote, the story of MacArthur's departure from the Philippines along with the other exploits of these boats is depicted in the book *They Were Expend-*



able. Likewise the 1946 Hollywood film version, (of the same title and starring Robert Montgomery and John Wayne), gives a flavor of the story, but typical of that era is a bit more romanticized and propagandized. Interestingly, the six Squadron 3 boats were in actuality 77 footers, which was an earlier Elco design, but at the time the movie was made only the Elco 80 footer and the lesser known 78 ft Huckins (not to be confused with the 78 ft Higgins) were available for use by Hollywood. But, be that as it may, this black-and-white film contains a lot of great footage of early production Elco 80 footers.

The first attempts to develop an American Patrol Torpedo Boat began in the fall of 1938. At that time the Navy had initiated a design competition and subsequently selected a 54 ft and a 70 ft design for further development. These two winning designs along with a third, that was a Navy variation of the 70 ft boat, were then distributed to three individual boat builders for construction. These builders, including the Miami Ship building Company, the Fisher Boat Works of Detroit, and the Higgins Company of New Orleans, would then build two copies of the design assigned to them. These boats, not surprisingly, were given the designation of PT 1 thru PT 6. Two additional boats, PT 7 and PT 8, were both designed and built by the Navy itself. Disappointingly, none of these first eight boats exhibited satisfac-

tory performance. Fortunately the US Navy's previous lack of interest in the MTB had not been shared by a number of the major European powers. The British especially had continued torpedo boat development after the end of the First World War. Not surprisingly their designs were years ahead of the efforts currently underway in the US. As such the Navy Board thought it might be prudent to "check" their designs against that of the British. However because of both political and conflict of interest concerns, the acquisition of a British PT Boat, directly by the US Navy, was discouraged. Without going into detail about behind the scenes activities regarding military contractors and the US Government I will just note that at this point the Elco Naval Division of the Electric Boat Company of Bayonne New Jersey was approached and strongly urged to enter the PT boat competition.

Why Elco, you might ask? The Electric Boat Company is without a doubt best known for building much of the US Navy's submarine fleet, both past and present. But what is lesser known about the company, which was established in 1892, is their equally rich and even longer history in building small boats and patrol craft. Not only were they responsible for many innovative designs but they also revolutionized the concept of mass production in the boat building industry. During WWI they were able to deliver an order for five hundred 80 ft patrol boats to the British in

less than 500 days. Needless to say Elco's patrol boat building experience coupled equally with their good relationship with both the US Navy and the British Admiralty made them the natural choice to "quietly" acquire a British-built PT boat. So, in early 1939, again at the urging of both the Navy Department and White House, two top Elco executives traveled to England, at their own expense no less, to select and purchase a British-built boat. At the time there were three major boat building companies being considered including Vosper, Thornycroft, and the British Power Boat Company. The Elco executives selected and purchased a 70 ft boat that was built by British Power Boat and designed by Hurbert Scott-Paine. In another bit of irony the boat, (now designated PT 9), was then shipped back to the United States on the freighter *SS Roosevelt*.

The Scott-Paine design seemed to be what the Navy was looking for and as a side benefit it provided Elco with a good starting point. Initially ten additional PT 9 copies (PT 10-19) were ordered by the Navy for evaluation purposes. As a result of these evaluations it was determined that not only did the design need to be lengthened seven feet, but it also needed some major structural modifications. A total of forty-nine of these new 77 ft boats (PT 20-PT 69) were then ordered. Although almost a completely new boat the 77 footers retained much of the same exterior appearance of the original 70 ft design. At the time of the attack on Pearl Harbor twenty-nine had been completed and were in service. As noted above six of these were deployed to the Philippines, with another twelve being stationed at Pearl Harbor. As a side note it has been claimed, but not confirmed, that it was one of the Pearl Harbor boats that was responsible for shooting down the very first Japanese aircraft on that fateful December 7th morning.

Although the Navy was satisfied with the British design-based Elco 77 footer they felt that there was still room for improvement. With this in mind they conducted another PT boat competition in July of

1941. This competition, nicknamed the "Plywood Derby", involved a number of second generation PT boat prototypes including an all new 80 ft design by Elco. In the end three were selected for production. These included the PT 71 class, a 78 ft boat built by Higgins, the PT 95 class which was also 78 ft and built by the Jacksonville Florida based Huckins Company, and of course the PT 103 class which is the Elco 80 footer and the subject of the review. It should be noted here that early on in production the Navy decided to standardize with just two designs, the 80 ft Elco and the 78 ft Higgins. Subsequently the Huckins contract was terminated after the delivery of eighteen boats.

The first Elco 80 footer, PT 103, went into the water in May of 1942. Of the three designs selected the Elcos were the largest. Not only were they longer, but they were also slightly wider and much heavier. Despite displacing 38 tons, which significantly out-weighed either of the other two classes, their speed of a little over 40 knots, (about 45 mph) was the same. The Elcos were also a stable riding boat, or as it is said, they had good sea keeping ability. This quality not only made them an excellent gunboat platform, which as the war progressed became an increasingly important factor, but also made for a dryer and more comfortable crew. A total of 356 Elco 80 footers were built in a period of almost exactly three years to the day. During that time the only real changes to the basic structure of the boats were some increases in the height of the deck cabins and the size of the engine ventilation intakes. However, changes in armament during this same time period is another story. Initially the boats were configured with anti-shipping in mind. They came armed with two twin .50 caliber machine gun turrets, that were stagger mounted, port and starboard off the deck cabins, a single 20mm cannon mounted on the aft deck and four 21 inch torpedo launching tubes (two per side) that were capable of firing the Navy's Mark VIII torpedo. But as the war changed, especially in the campaign to take the Pacific islands, the mission also changed. In the beginning many of the upgrades in firepower were

made in the field by the individual boat crews. I should note here that requests for PT boat duty was very sought after, and that the supply of candidates far exceeded available openings. So not surprisingly those selected to serve on a PT boat were among the best of the best as far as being both aggressive and resourceful. As such it was not at all unusual, especially early in the war, for PT boat crews to go out and scavenge anything they could strap to the deck to increase both their hitting power and range. Particular favorites were the 37mm nose cannon from discarded USAAF Bell P-39s Airacobras. Smaller Army field artillery pieces such as anti-tank weapons and mortars were also used regularly. Even larger weapons such as the Army's mobile 40mm anti-aircraft battery were adapted. Eventually, many of these field mods, as well as other updates such as newer radars, the replacement of the heavy torpedo tube launchers with the much lighter roll off racks and special built (swing out) multiple rocket launching systems were incorporated directly at the factory. Without a doubt, when it came to increased firepower, late war boats, such as PT 596, represents the ultimate Elco 80 footer configuration.

Now, I think it can be safely said that the Elco 80 footer became synonymous with the term PT boat. Neither of the other two classes came close to the Elco production numbers, especially the Huckins. Although close to 200 Higgins 78 footers were built, they were, with the exception of a squadron that went to the Aleutians, almost exclusively deployed to the Atlantic and Mediterranean theaters of operations. Conversely the majority of the Elco 80 footers went to the Pacific, which not only was predominately an American war but also both a naval and island fighting war for which the PT boat was ideally suited.

In conclusion the Patrol Torpedo boats tour of duty in WWII lasted just a little over three years. Actually, when looking back at the total history of US Navy PT boat types, for all practical purposes advancing technology had rendered them obsolete after only six years, (1939 to 1945). Since then the US Navy has not

seriously developed or fielded a comparable type with the possible, and remote, exception of the Vietnam War era PBRs and Swift River patrol boats. However, I don't think the mystique of the American PT boat will ever be forgotten. Probably the American Revolutionary War ship captain John Paul Jones said it best: "Give me a fast ship, a good crew, and I intend to go in harm's way", and that is exactly what WWII PT boats did.

The Kit

As I looked at the kit several things struck me immediately. First, aside from being such a nice large scale that didn't have many tiny parts, with the possible exception of some of the photo-etch, it also looks to be a fairly easy kit to construct. Secondly the majority if not all of the kit looks like it can be built as a group of easier to handle and paint subassemblies and then attached during final assembly with little if any filling or touch-up needed. After all that's how the real boats were built. By the way, attention all you R/C types, the main deck is screwed on, not glued on.

As for the kit itself, it is mixed media consisting of five large sprue trees, along with the main deck and hull, which are all cast in medium gray styrene. Also included are a sheet of pre-punched clear acetate for the windows and deck lights, a large sheet of photo-etch containing a number of details parts for various subassemblies, two (optional) turned aluminum gun barrels for use with the 40mm and 37mm deck guns, some plastic mesh screening to be use on the engine room ventilation intake, and various-sized wire to be used as safety lines, anchor cable, etc. As for printed items the kit includes two booklets. The first is a very easy to follow 33-page assembly instruction guide that is exceedingly well illustrated. The second is a 47-page combination history document, walkaround, and color profiles. The walkaround section is especially interesting in that it shows one of the few remaining Elco 80 footers that has been rescued and beautifully restored and is now on display at the PT Boat Museum in Battleship Cove, Fall River, Massachusetts.

Overall both the accuracy and quality of all of the castings is excellent, with no sink or

ejector pin marks. Likewise overall attention to detail is equally excellent right down to the .50 cal machine guns and ammunition belts, the correct thickness of the various railings, and any number of the other weapons or details such as the radar antenna assembly, just to mention a few.

Needless to say PT boats did not have a lot of markings. However the kit does include the boats' numbers, several detail decals including the engine instruments dials, and an American flag. All are of good quality.

Conclusion

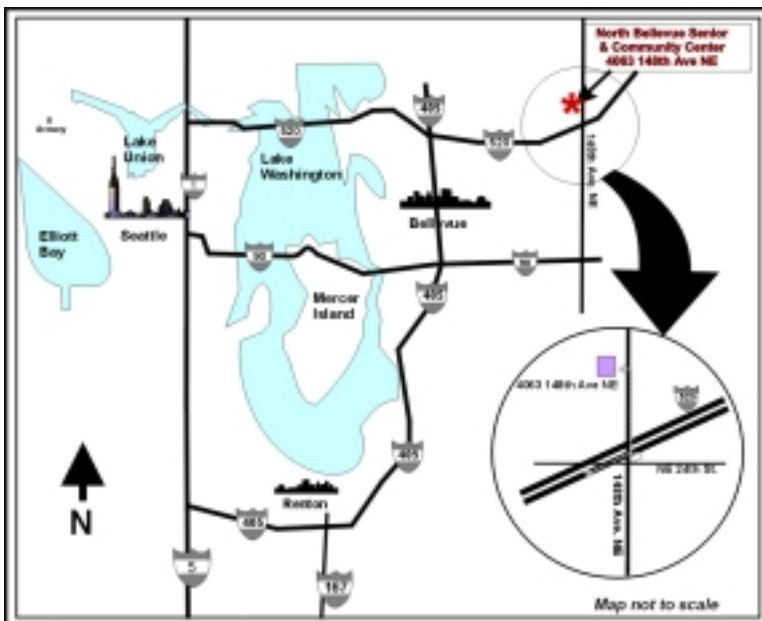
From a first look standpoint this kit appears to be an excellent model. Its larger scale (1/35th) certainly lends to a very high level of detail, which Italeri has taken much care to include. But, on the other hand, this doesn't seem to be an overly complicated model to construct. Don't get me wrong; if done right this will not be a fast build, just not a complicated one.

My thanks to Italeri for the sample review copy.

Meeting Reminder

March 10

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.