

Seattle Chapter News



Seattle Chapter IPMS/USA
November 2007

PREZNOTES



Recently, on one of the modeling forums I sometimes peruse, a person posted the question: If you had a time machine and a camera where would you go? Many of the initial responses were modeling related, like watching the Wright Brothers' first flight, or observe the Battle of Midway, or even photograph all the aircraft flown by the US Marines. Some ventured a little farther afoot to see how the pyramids were really built or to find out what color dinosaurs really were. I was really waiting for someone to answer "but I don't have enough time for that".

Unfortunately no one did so I could snap back with "silly, you have a TIME machine. You have all the time in the world!" Oh, well. The things you think about whilst waiting for putty to harden.

A few weeks ago I had a cystoscopy (look it up - it's too horrible to talk about!) and so spent the day at home recuperating. I felt well enough to spend some time at the work bench and ended up with about four hours of quality modeling time. I haven't been able to string together four hours of bench time in the last month so it felt quite good to be working on models. I decided to pull out the two Eduard Ki-115 Tsurugi's that had been languishing in a half-built state for over a year. I was able to paint the interior, assemble the fuselage and wings, assemble and paint the engine, putty the parts that needed putty, and sand the seams. I even got a coat of primer on both! The models are now ready for paint and I'm really stoked about that, but finding the time has been somewhat problematical the last week or so. Hmm, maybe I need another exa...NEVER MIND.

Elsewhere in this issue is an in-the-box review of the Trumpeter 1/32nd scale P-47D Razorback I had written for *Internet Modeler* and this newsletter. Unfortunately, I am not able to do a build review, primarily because there is so much to the model (488 parts!) that I feel I can't do a build review in a reasonable amount of

time for *Internet Modeler*. If anyone is interested in tackling this project I'll be bringing the model to the meeting. It will be strictly first come/first served. And if you can round up someone to help with the project, that's OK. There are more than enough parts in the kit for a group build!

And a question of the day: There is one ship still afloat that was at Pearl Harbor on December 7, 1941. What is the name of that ship?

We'll see you at the meeting,

Terry

Answer: the *USS Hoga* (YT-146). If you look at any pictures of Pearl Harbor after the attack, you'll probably see the *Hoga*. She helped put out fires, tried to keep the *Oglala* from capsizing, helped push the grounded *Nevada* to Waipio Point among many other duties she carried out. After WWII she served as the *City of Oakland* as a fireboat. The *Hoga/City of Oakland* was retired in 1996 and was sent to the reserve fleet. The Arkansas Inland Maritime Museum in Little Rock is currently making arrangements to have the tug barged from California to the AIMM.

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested 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.

November 10

December 8

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

DML/Dragon 1/35th Scale Sd. Kfz. 182 Kingtiger Henschel Turret w/Zimmerit

by Bob LaBouy

pieces. Again, I suggest very close attention to the instruction sheets.

If you are 'into research' on your modeling subjects, this one of those subjects that may be accompanied by a few beers or some other libation to sooth one's nerves. I was amazed to read just the many names

ever one likes...It was obviously both big and very heavy. From my brief reading, it was also was a welcome addition to the battle field where ever it was deployed and it was feared by most Allied tankers.

Kit Details/Observations

Once again, as I opened this kit Dragon has molded this kit with an amazing amount of surface detail, virtually replicating the original item. In addition to the normal excellent surface texture provided by Dragon, this is the first kit (at least that I am aware of) which provides the modeler with a full exterior of Zimmerit. Don't ask how they have done this (though they have a press release on their web site providing some of the more technical insight). Suffice to say for those of us who have always wanted to delve into the heretofore demanding area of Zimmerit, this kit provides the builder of history an opportunity to arrive at a highly realistic finish for one of Germany's last great WW II tank efforts and saves the builder a huge amount of additional work. Two added observations: for those of you who are a bit more old fashioned than even I (if that's possible) and or a bit more 'anal' you can still use one of the several earlier King Tiger kits offered over the last year or so by Dragon (or heaven forbid, a lesser manufacturer...)



This is a definite winner! There are a large number of parts (approx. 375, plus a sheet of photo-etched, several metal stamped parts, a couple of pieces of cable, some metal chain, turned aluminum barrel and brass shells, decals, and a lot of track sections!). If fact, when completed, I still had well over a hundred leftover parts, which I bag and move into my ever growing armor 'parts' collection. There is a great amount of detail for even the inside of the hatches and engine area, though there aren't any interior parts included, aside from the guns and main cannon breech. One of these days, I intend to tackle one of the DML kits which contains the full interior. From an engineering standpoint, once again, the Chinese engineers and machinists have produced a well fitting and sometimes very complicated set of parts, sub-assemblies and

this tank was known by. My initial interest was driven by the desire to capture the last major heavy tank employed by the German forces. At just a hair short of 150,000 pounds (68,000 kg), this monster clearly seems to jump out for those interested. Its operational names and titles though seem to boggle those start their reading. There are also any number of special camouflage schemes just waiting to be built and painted. Among the terms used to describe this monster are the Tiger II, Royal Tiger, the Tiger H3, Tiger Ausf. B, Panzerbehlswagen Tiger Ausf. B, Sd.Kfz. 182 Ausf. B and Sd. Kfz. 267 and 268. My favorite is the very common Königstiger (or for those of on this side of the pond) the Kingtiger. You may also be confused to see it called either the King Tiger or Kingtiger. Apparently, at over 69 tons and almost 31 feet long, one can call it what-

Unlike some of Dragon's recent efforts, this kit may only be built into one type of the Tiger II. At the same time there are numerous 'extra' parts, allowing for many variations in details, including sprocket (drive wheels?), turret hatches and numerous other smaller details. Since this is also billed as a 'multimedia' kit, there is a great amount of finely printed photo etched detail. There is numerous rivet, hinge and surface detail replicated in this kit. The main track assembly consists of individual track pieces. Most of these details are also provided in ejection molded kit parts as well, affording the builder the ability to build 'easy' or don the old Optivisor and work with extremely fine brass details. While I sometimes enjoy this challenge, I find the plastic pieces

offer a large amount of detail as they are molded and the very small brass pieces are both tiring to work with and easily lost — very easily lost. This is another kit that must be driving Tamiya crazy - it's much more detailed and considerably less expensive (at least in terms of what one gets in the kit box compared with the offering by the Tamiya's) not to mention a better all around kit (in my opinion). While I consider myself to be a novice 'target' builder, I am constantly amazed at the attention to detail contained in the newer DML/Dragon kits. When compared with photos of the subject, their engineers seem to take great pride in capturing every little detail and aspect of the original armor piece. With very few exceptions, this level of detail replication isn't evident in the aircraft kits I purchase. I am currently working one of Tamiya's more recent issues (considered to be a great kit) and the overall quality between the two kits is painfully obvious – to a ham-fisted guy like me.

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.

"MagicTrack"? Rather than the often encountered rubber-like, single piece, track, each of these pieces is literally pushed together (they don't seem to really snap though that maybe a better descriptive phrase). While trying to mentally construct the tread sections, I took the path of actually gluing them together in small sub-assemblies and used my favorite, Tamiya Extra Thin Cement. I was initially quite worried about how to get them together and the entire assembly onto the vehicle and encountered some small fits, but in the final analysis, I think it

looks OK. There is a bit of molding mark on each section which should be sanded off prior to finishing. Next time, #*~&#+~#@%. While tedious, they are well detailed, easy to use and look great when finished.

You may also wonder, as I did, what the heck is the difference between the Henschel and Porsche turret versions? Apparently this has to do with gun mounting the two companies were madly competing for the chicken farmer's favor in their two respective designs. The two turrets were both built by the Krupp works and differed based on the model of the famed 8.8 cm gun employed within the turret. In the final analysis, approximately 490 of these monsters were eventually turned out. In spite of the famed designer's works (especially his automobile designs...but that's another story entirely), Dr. Porsche's designs lost favor and were produced in a much smaller number.

Some of this detail is illustrated in their box bottom.

For another 'neutral' observation about this kit (at least I hope it's neutral) a very complimentary review, by an online reviewer Neville Lord on this kit may also viewed (via the Dragon portal) at : <http://www.dragon-models.com/html/6303-reviews.htm> Basically, this author, with presumably a great deal more armor knowledge than your truly possesses or is capable of, states this is the kit to buy of this subject and shares his reasoning in his review article.

References

As I have mentioned in earlier notes, the instruction sheets is one of the few weaknesses I observed. While I am very impressed with the kit itself and Dragon's overall engineering and kit quality, the same can not be said for their instructions. When following them closely, you will eventually come to the conclusion that putting the kit together with the supplied instructions is a puzzle within a puzzle (to paraphrase the old saw about "enigma"). In addition to a number of parts being not called out on the instruction sheets, one is



forced to constantly go back to the detailed drawings and photos to locate an item. I had almost completed the construction and realized I had a number of parts left over (aside from those grayed out on the instruction schematic illustrating which parts were to be employed in the kit construction). My method includes actually tick-marking each part as I go through the assembly process.

As I have mentioned previously, the glaring weakness in the DML line is their documentation. Aside from the lack of instructional hints in English (which most modelers seem to have little issue with), their instruction sheets still contain some errors, some omissions, numbers in error, or missing. While these instructions are a bit more usable (in my opinion) because they are not drawings, but primarily

photographs of the kit and parts, one still needs to look at numerous smaller drawings incorporated into these pages very carefully – more than once in my experience. Sometimes the photos or small drawings do not fully replicate the fine detail on the parts themselves and in some cases there is simply so much detail contained, I have completely looked past smaller details and parts. To illustrate this point, here are two scans from this kit's sheets, the first to illustrate a typical page and the second to give a better insight into the detail provided in a smaller portion of the sheet

Another small complaint is that while the kit guide provides nicely printed full color painting guides covering at least eight finishes (for which they also provide excellent decals), the builder is left to

guess about the right side paint scheme as only the left side is provided. I know that seems like nit-picking. From these schemes, I chose the 'yellow 113' and then attempted a very weathered white-wash finish.

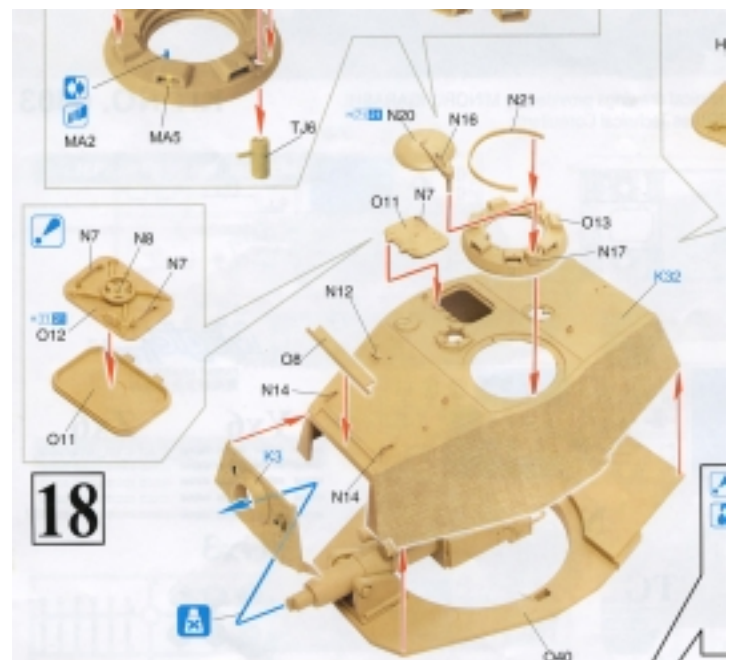
While I know I thoroughly enjoy the Internet's insight into almost any modeling subject, I thought I should also mention a couple of the insanely popular You Tube sites which will provide those of you so inclined, with 'motion picture' views of the Königstiger. They are great, though I urge those of you (like myself) who are 'bothered' by 'modern music' (which seems to actually defy human definition), you'll want to turn off your volume setting for the second of these two sites:

<http://www.youtube.com/watch?v=ia1YXqei3ks>

<http://www.youtube.com/watch?v=iV9v2StXWPE&NR=1>

If you're becoming a Zimmerit person, I recommend reviewing these great sites. I had no idea about the amount of information available about this one aspect of German armor was available, much of which is very interesting. I had no idea, for example, that this anti-magnetic coating was named for the company which invented it, the Zimmer AG company nor that there were at least eleven distinctive patterns in which the this chemical paste was applied.

continued on page 16



IPMS Vancouver Show

by Robert Allen

photos by Tim Nelson and Andrew Bertschi

IPMS Vancouver’s annual show, held this year on October 6 at their usual venue of Bonsor Community Center in Burnaby, proved to be another excellent show. From an American point of view, the good news was that the expected long waits at the border didn’t materialize; the bad news was that the state of the US versus the Canadian dollar made for less bargains in the vendor room.

There were 456 models entered by 132 modelers, a small drop from last year. One puzzling factor was the lack of ship models – only seven in all, and no submarines or sailing ships. There was also a lack of the familiar aircraft subjects one usually sees at a Canadian show – only two Mustangs, one Spitfire, and no Hurricanes!

On the other hand, there was a plethora of armor models, and the quality of everything was very high. Here are the IPMS Seattle winners, and trophy winners. Thanks to Warwick Wright for the info.

IPMS Seattle Winners

Place	Category	Model	Modeler
1 st	OOB aircraft	Bf 109G	Mike Millette
2 nd	OOB aircraft	Reggiane R.20005	Mike Millette
1 st	Biplanes	Fokker Dr.I	Mike Medrano
2 nd	Biplanes	Hanriot HD.1	Mike Medrano
3 rd	Axis single prop, 1/48	Bv 141	Terry Moore
1 st	Allied single prop, 1/72	MiG-3	Jim Schubert
2 nd	Allied single prop, 1/72	F4F	Bill Johnson
1 st	Axis single prop, 1/72	Bf 109E	Bill Johnson
3 rd	Axis single prop, 1/72	Ki-27	Bill Johnson
1 st	Axis multi prop, 1/48	Ki-46	Ken Murphy
3 rd	Multi-prop, 1/72	D.H.Hornet	Bill Osborn
1 st	Single jet, 1/72	A-4	Dan Carey
2 nd	Single jet, 1/72	A-4	Dan Carey
3 rd	Single jet, 1/72	F9F	Dan Carey
1 st	Jet, >1/73	Mirage	Mike Millette

2 nd	Twin jet, 1/72	F-18C	Dan Carey
3 rd	Twin jet, 1/72	Meteor	Bill Osborn
1 st	Multi jet, 1/72	Vulcan	Bill Osborn
2 nd	Multi jet, 1/72	Valiant	Bill Osborn
2 nd	Airliner	Stranraer	Tim Nelson
1 st	Civilian aircraft	Ryan NYP	Jim Schubert
2 nd	Civilian aircraft	F6F	Terry Moore
3 rd	Civilian aircraft	Macchi	Jim Schubert
1 st	Closed AFV, >1/36	Cromwell	Andrew Birkbeck
2 nd	Closed AFV, >1/36	Sherman	Mike Medrano
1 st	Open AFV, >1/36	Krupp Protze	Mike Medrano
2 nd	Soft skin, >1/36	Krupp Protze	Andrew Birkbeck
3 rd	Lt. commercial auto	Police car	Carl Kietzke
2 nd	Racing, closed wheel	Opel GT	Carl Kietzke
1 st	Auto, small scale	Canter	Carl Kietzke
2 nd	Auto, small scale	Bus	Carl Kietzke
1 st	Space fact	Sputnik	Tim Nelson
3 rd	Space fiction	Angel Interceptor	Doug Girling
2 nd	Ship, <1/600	Esso Tanker	Doug Girling
1 st	What-if aircraft	DH Caproni	Stephen Tontoni
2 nd	What-if aircraft	Triple Triplane	Ken Murphy
3 rd	What-if aircraft	DHC-4	Doug Girling
2 nd	What-if auto	Bus	Carl Kietzke



Trophy

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

Sponsor

Maples Trophies
 IPMS Vancouver
 Auto Builders of Greater Vancouver
 Racing Miniatures
 Oregon Historical Modelers Soc
 Monster Attack Team Canada
 Mike Grant Decals
 IPMS Vancouver
 Whiskey Jack Decals
 Internet Modeler
 Neil Ramage
 IPMS Seattle
 IPMS Fraser Valley
 Finescale Hobbies
 Imperial Hobbies
 Burnaby Hobbies

Model

Stalinetz Tractor
 Ferdinand
 British Bomber Jaguar
 '29 Vintage Racer
 Zircuss Glider
 Bub, The Zombie
 MiG 15
 Bf 109G-6
 Ryan NYP
 HMS Reknown
 HMCS Kootnay
 German NCO
 2067 Vette
 Avenger
 Ferrari F-430
 Stalinetz Tractor

Winner

Lee Lloyd
 Lee Lloyd
 Chris Binnett
 Seymour Douglas
 Chris Binnett
 Todd Lawley
 Mike Mikolasek
 William Lawlor
 Jim Schubert
 Anthony Chu
 Ryan Cameron
 Talino Bruno
 Chris Binnett
 Joseph Brown
 Kelvin Lam
 Lee Lloyd



Hurricane Bookshelf: Old Stuff

by Scott Kruize

I'm happy with the wide variety of books and magazines on the Hurricane bookshelf. It must be admitted, however, that most are written fairly recently, and amount to summaries of distillations of compilations of analyses of reams of historical documents. Or compilations of analyses of summaries of distillations of reams of historical documents. –Something like that.

Shouldn't students of history occasionally take a glance at some of the historical documents, themselves? The ones written at the times these historical events were taking place?



I had a chance to do so recently. With several other members of our Chapter, I went north to see our cousins' venue, the yearly Vancouver IPMS Contest and Show. Of course I raided the Vendors' Room, and there combined my lust for reading material with making a charitable contribution.

One of the tables had a wide variety of printed matter: drawings, files, photo albums, and old periodicals. A now-

deceased member accumulated them over the years, and any size donations were accepted, for the benefit of cancer research. I snapped up that offer and made off with a small arm load of stuff.

Recognition of friendly and enemy equipment has always been a problem, which hasn't yet been solved even in our modern Computer Age, and may never be. The issue was serious enough during the Second World War that our own War and Navy departments worked together to put out a substantial monthly magazine about nothing else. A cover is shown here. Interesting to look at all these pictures, taken while the war was being fought. For example, here's an aircraft serving with the armed forces of the Commonwealth of Nations in such numbers, and in so many theaters of operation, that it was important for our own armed forces to recognize it instantly. All of you: study these descriptions and illustrations. There will be a quiz.

Another airplane some of you seem to think inordinately about—particularly Jacob Russell—is on the cover of the April 1944 issue of *Skyways* magazine, from the Henry Publishing Co. of Madison Avenue,

New York. This Special Edition has a number of interesting and informative articles geared to American audiences,



such as a tracing of the evolution of the Lockheed Lightning, the exploits of Airacobras over New Guinea, and the role of the Pacific Northwest as source of a supply route leading over the top of the

globe to Russia. But so there's no confusion, there's a complete set of annotated pictures of "Britain's War Planes".

Incidentally, not everything published from 1939 to 1945 was blood-and-thunder. It was possible to foresee the day that the Second World War would finally be over. So this same issue has three articles



that look forward into the future. One is 'Towards A Post-Emergency Rubber Policy', another about the upcoming sale of 50,000 surplus airplanes—and don't all you modelers wish you could get in line now, with a few grand in cash, to snap some of them up!—and lastly, one called 'Shopping A La Helicopter'. It clearly describes how we'll all get around to work and play and those pressing domestic chores in our rotorcraft, which will replace the automobile shortly after the end of hostilities, when factories re-tool to make those consumer goods we really want and need! I can't wait!

Now here's a true North-of-the-border publication, by Thompson and Page. It contains what you need to know to understand the Royal Canadian Air Force. There's a full-color chart of comparative ranks in the Navy, Army, and RCAF, and their insignia, plus another of awards and decorations which can be awarded to members of the armed forces of the British Empire. There's a thorough explanation of



the Commonwealth Air Training Plan, providing a flood of trained aircrew for the greatly-expanding Allied air forces. There are several pages of black-and-white and color artists' impressions of the major equipment Canadian fliers were operating. The cost of printing all this is offset by a large, full-page color ad on the inside cover, by RCA Victor, "The Symbol of Air Supremacy!"



Lastly, I don't begrudge Spitfire fans the fun of taking your 1-to-1-scale examples up and around for a quick circuit-and-bump, but you might first see Issue No. 182 of *The Daily Telegraph Magazine* of London. In 1968, they went back to find a lucky survivor of

one of such short flight. Turn past the two-page color spread of British "Aircraft That Are Part of History", including such immortals as the Westland Wapiti and Handley Page Heyford. See the article entitled "Three Great Fighters", about the English Electric Lighting, the Bristol Fighter, and Supermarine Spitfire. (I hope, Jacob, and especially our esteemed Editor Robert, that you find this all satisfactory!) Finally you'll get to page 25 and its portrait of a Spitfire passenger, Margaret Horton.

It's impossible for me to keep on the Hurricane bookshelf every single bit of aviation history and reference that I've run across...not even those mostly concerned with the Hurricane. There's never going to be enough bookshelf space in my modest house for that, even if I overcame my wife's idea that some space should be preserved for other domestic needs. So come next meeting, you can see some of these materials for yourself, and perhaps take some home; I'll share. Till then, catch a clue from Ms. Horton: whilst taking a Spitfire out for a flight, don't ride on the tailplane!

Trumpeter 1/32nd Scale Republic P-47D Razorback

by Terry D. Moore

My first reaction upon opening the box to the Trumpeter P-47 was that there sure are lotsa parts. The last model to clear my bench had only nine. This one has 488...



I'll dispense with the history of the P-47 as there are more than enough written words and random electrons floating around on the 'net to provide enough history for this aircraft.

The last 1/32nd scale P-47 Razorback kit was the Revell kit, released 30 or so years ago and compared to the Trumpeter offering, it was the essence of simplicity. I remember the Revell model fondly as my dad built one as a precursor to a large scale flying model, which unfortunately he never built.

As I mentioned earlier, the kit has 488 parts which are contained on 17 sprues, a photo-etch fret, and rubber tires. The engine cowling is molded in clear, the reasons for which will be explained a bit later. The model is loaded with finely engraved rivets along with engraved panel lines, as they have done on most of their 1/32nd scale releases. Yes, it's not accurate, and the anti-rivet modelers will grouse and complain to no end, but I feel it adds a layer of depth to the model when it's finished. A layer of primer and paint will render them somewhat less visible anyway. All control surfaces are molded as separate

items and are positionable to some extent. The guns and gun bays are completely detailed with the guns and ammunition belts. The cockpit is well detailed but I would suspect that someone will eventually release a resin cockpit for this model even though it doesn't really need it. The majority of parts in this model have to do with the engine, the engine mount, ducting to the turbosupercharger and the supercharger itself. Talk about a plethora of parts! Ten steps are required to complete the entire assembly and then the only thing you can really see is the engine itself, if you choose not to paint the clear molded cowling.

Accuracy-wise it "looks" ok but the parts are still on the sprue as I write this and I won't comment about that until the actual build is started.

At a retail price of \$124.95 it's considerably more expensive than the recent 1/32nd scale Hasegawa bubbletop P-47, but there really is no comparison. If you want a highly detailed kit that stands on its own merits, then you will want this kit. Besides, with all the extra props, drop tanks, and weapons, sell the bits you don't use! It'll certainly lessen the impact on your wallet.

Valuable print resources:

Thunderbolt, Seversky to Victory, Warren Bodie

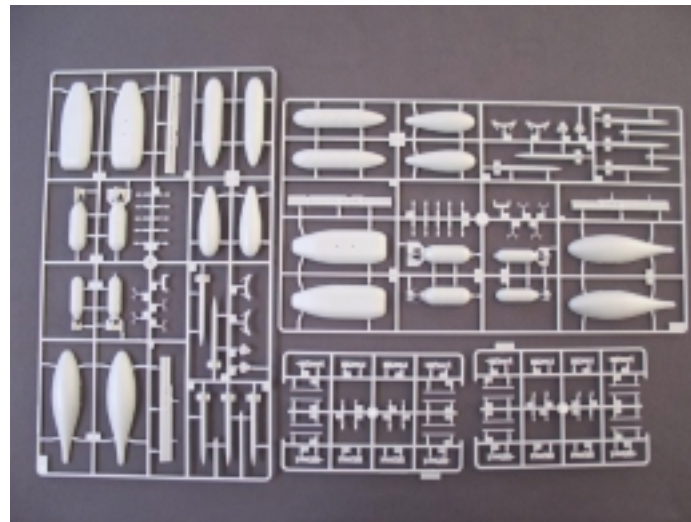
Profile Publications #7, P-47

FAOW #122, P-47

P-47 Walkaround

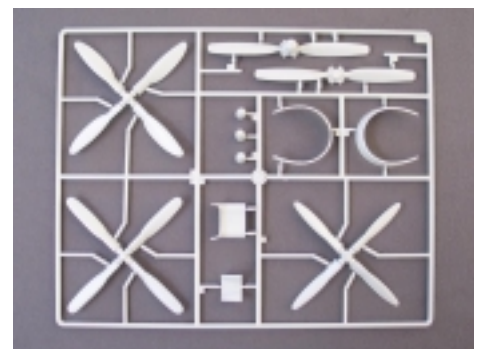
P-47 in Detail & Scale

Kookaburra Publications P-47 (books 1 and 2)



Where this kit really stands out is the weapons fit. Not only do you get 500 and 250 lb bombs, but you get the three-tube bazooka rockets, and 5" rockets. In addition to that, you get every type of external fuel tank ever carried by the P-47. And it gets even better. Trumpeter has seen fit to include four (!) different props that pulled the Jug through the air, including the Hamilton Standard and the Curtiss Electric wide paddle blade, not usually seen on this version of the P-47. The decals are the usual Trumpeter offering. Right away I noticed that the US national insignia were out of proportion. I'm sure the decal makers have already got replacements in the works.

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



Pavla 1/72nd Scale Supermarine S.6B/S.6A

by Jim Schubert

For brevity I must assume that you already know quite a bit about the story of the Schneider Trophy International Contest for Seaplanes. The first contest was held in 1913 at Monaco and was won by a Deperdussin monoplane at a speed of 46 MPH. The event was then held, with breaks for the Great War and - on occasion - by mutual agreement of the competing nations, through 1931 when Britain retired the trophy by winning three consecutive events in 1927, 1929, and 1931. Britain had also scored wins in 1914 and 1922.

Reginald J. Mitchell's Supermarine Sea Lion II Biplane flying boat was the first of his designs to win for Britain. His monoplane, twin-float racers won in 1927, 1929,

being the same as to amount to nothing for the modeler.

In August 1931 when the RAF High Speed Flight gathered at Calshot Spit on Southampton Water for training and practice they had at their disposal six Supermarine Schneider racers:

S.5, N-219, second at Venice in 1927,
S.5, N-220, won at Venice in 1927,
S.6, N-247, won at Calshot in 1929,
S.6, N-248, disqualified at Calshot in 1929,
S.6B, S-1595, new and untested and
S.6B, S-1596, new and untested.

The British plan for the contest was that S-1595 would fly the course alone and if its speed was not high enough, or it failed, then N-248 would fly the course. N-247 was to be held in reserve for use if both S-1595 and N-248 failed. S-1596 was then to attempt the World Air Speed Record. During training N-247 was destroyed in a fatal take off accident.



and 1931. The "S", incidentally, stood for "Schneider". The last of the series, the S.6B, was developed from the S.6. During development of the S.6B both S.6s of 1929 were upgraded to essentially S.6B standards and redesignated S.6A. Although appearing very similar to the Bs, the As are different in most details. The external dimensions, and appearance, of the two types, are nonetheless close enough to

British mainland, at an average speed of 340 MPH. There were no competitors as neither the French nor the Italians were ready and the host Royal Aero Club had denied their requests for a delay of the contest. Later that day Flight Lieutenant George H. Stainforth flew S-1596 to a new World Air Speed Record of 379 MPH. On September 29 he raised that mark to 408 MPH with the same plane.

The race winning S.6B, S-1595 survives, unrestored, unmaintained and rotting in the Science Museum in south Kensington, London. S.6A, N-248 survives, recently restored, in the Solent Sky Museum at Southampton. I don't know the fate of S.6B, S-1596 and would like to hear from any reader who does. I suppose it was broken up for scrap.

Disclosure: I consulted, gratis, with Pavla Models on the preparation of this kit. I also made a significant mistake in my input to them by citing N-247 as the surviving S.6A. The survivor is, as noted above, actually N-248. My error is, unfortunately, enshrined in the decal sheet and in the colors and markings instructions for this kit. I apologize to all for the effects of my mistake.

Engineering of the kit is quite conventional as can be seen in the picture of the parts and is typical of what we have come to expect from the Pavla Models family of kits. The only tricky bit in assembling the model will be aligning and fitting the floats to the airplane. I suggest you use the cradle of the beaching dolly as a temporary assembly jig to simplify this task. The complete beaching gear, including saw-horses, is included amongst the resin parts in the kit. I especially applaud Pavla for including this as without beaching gear I think a model of a seaplane looks awkward; like a fish out of water. AMSers will probably want to replace the resin beaching gear wheels with aftermarket photo-etched wire wheels of appropriate size. The decals are very well printed and include Fairey logos for the propeller and cradle alignment stripes for the floats as well as the aiming stripe atop the left wing.

The decals and the colors and markings instructions provide for three airplanes but you can actually build four different planes from the kit:

- S.6B, S-1595, Race number 1,
- S.6B, S-1596, Race number 7,
- S.6A, N-247, No race number; use kit s/n decal,

Continued on page 16

Gathering of Legends/ USAF Museum

by Hal Marshman, Sr

At 0500 on the 26th of September, my son Karl and I departed by car for Columbus, Ohio. We arrived early in the evening, had dinner, and retired. It had rained, and was damp and cool. Friday morning, in a pouring rain, we drove the eighty or so miles further west to the USAF Museum. I had been there a few times before, but it was Karl's first visit. He's a USAF veteran, so had more than a passing interest. We spent about six hours there, before heading back to Columbus in glorious sunshine. Since my last visit, the third large building had been built, and most exhibits were now finished. I took a lot of pictures, but the lighting is weird, and many of them came out very dark. The airplanes themselves are posed for maximum in person visibility, but not good for photographic purposes. Each display also has a hip high fence around it, preventing folks from getting too close.

Some of the exhibits are set into simple dioramas, accompanied by manikins in

period costume, posed realistically around the planes. One memorable diorama depicts a training unit BT-9 nosed over, with a couple of mechs, and an instructor chewing out the hapless pilot. There's a Bf 109G-10, with a couple of mechanics in conversation in front of the left wing. Jimmy Doolittle is talking to the pilot of a B-25 preparing to take off from the Hornet. One whole building is dedicated to military aviation during the Cold War, and the last building highlights the Space Race, and the latest aviation landmarks, including the F-22 Raptor, and a brief description on how it performs. This info came in handy for me in the next few days. We didn't get to the cafeteria, so I cannot comment on it. The souvenir shop features model kits, a large book shop, diecast models, library, selection of aviation and WWII era CDs and DVDs.



There is a good selection of sweatshirts, ball caps, reproduction leather jackets and aircrew caps (You know, like Sefton wore in *Stalag 17*), jewelry, unit crests, decals, and patches.

Next morning, we got up to a beautiful day, ideal for our main purpose for the trip: our first day at the Gathering of Legends Air Show. The next two days were the actual show, while Friday was for arrivals, and practicing. This was the best day for photography of individual planes, as the crowd was smaller. What a sight, a double row of P-51s tail to tail for at least a quarter of a mile. All kinds of color schemes, some very authentic schemes, a few good schemes applied to the wrong version of P-51, some very bogus schemes, the all-yellow Hoover -51, and an all-silver racer with wee cockpit canopy, and contra rotating props. Down the end, a touch of class, an Allison engined P-51 (no sub designation). Two B-17s, one OD and the other NMF. Two B-25s, one C-47, two late-model P-47Ds, a *Tora Tora Tora* Zero, P-40E, P-40K, P-63 Kingcobra, a gorgeous Waco biplane (turns out it is a modern reproduction, that you can purchase), AT-6s (SNJs?), Stearman PT-17s, and one of the last two surviving airworthy Lancasters. At one time or another, pretty nearly all these planes performed. There were, count 'em, 76 P-51s on display. Twenty flew in formation, forming the characters "51". Vintage bombers performed simulated low level bombing runs,



and on the ground explosions simulated with flame and black smoke, the detonation of the bombs. Impressive as all get out. Now all of this against the backdrop of C-5As and Galaxies. The USAF contributed demonstrations of the F-15, escorted by a '51, an F-16 accompanied by two Mustangs, plus as a piece de resistance, an F-22 Raptor. This miracle airplane put on a display of incredible maneuverability, the like of which I've never seen before. This damn thing can invert itself from a climb to a dive in less space than a Pitts Special. It can climb to a peak, and then slide down again, backwards. Oh and did I say noisy? The B-2 made an appearance, but did two flybys and gone. The USAF did its best to salute its 65 year old vets, both airplanes and men, as it possibly could.

Did I say men? I did meet Joe Peterburs, who shot down an Me 262 flown by Walter Schuck, Ritterkreuz mit Eichen Laube. Schuck survived the war, and the two have become friends. I met and shook hands with three of the Tuskegee Airmen, who had a large tent dedicated to them and their accomplishments. This tent was shared by a display in honor of Capt. Eddie V. Rickenbacker, WWI ace, race car driver, former owner of the Indy Speedway, and President and CEO of Eastern Air Lines. (Thus becoming my ultimate boss as I joined EAL while he was still "the Man"). I had great conversations with the man who is the curator of the Rickenbacker Museum, part of Mott's Military Museum. This museum presented a terrific display of half tracks, Sherman tanks, Artillery, jeeps, and one lonely fully restored Schwimmwagen. Met Mr. Mott, and was most unhappy that time didn't permit a visit. There were tents galore with all sorts of souvenirs and memorabilia for sale. Virginia Bader even had a tent, selling prints. Talked to her, and got the wonderful news that although he passed through a bad time last year, Bud Mahurin, P-47 ace extraordinary, has greatly improved. She spoke glowingly about her friendship with this great man. Met Gil Cohen, the artist who painted my *Spirit of Atlantic City* print with Mahurin shaking his crew chief's hand upon his return from a mission.

Did I tell you I had a great time? That would be a gross understatement. My attendance at this event marks one of the greatest events of my life. Too soon, it was late Sunday afternoon, and we were leaving the field. Back to the hotel, quick supper, and into the rack for an early Monday AM departure for home. I've

shared as much with you as is practical. I've had to leave out events and impressions I'm sure you'd enjoy, but hopefully your editor will find space for this report, and a few of the pics I'm sending with it. Yeah, even amongst such august company, the two Jugs were still impressive.



Announcing the IPMS/Seattle Spitfire Contest

DECEMBER 8TH, 2007

(The December IPMS/Seattle Meeting)



Image courtesy of Tim Nelson

**MODEL
AIRCRAFT**
MONTHLY

Sponsored By

Skyway Model Shop

*This contest was created to foster competition within the IPMS/Seattle
and Northwest Scale Modelers Clubs.*

The contest rules are very simple:

- A) Build ANY 1/72nd scale Spitfire kit*
- B) Any decals, any accessories*
- C) Kit must be built in 2007*
- D) Contest is only open to IPMS and NWSM members*

*Grand Prize: One Year's Subscription to **Model Aircraft Monthly**
1st, 2nd, and 3rd Place prizes from **Skyway Model Shop***

FURTHER DETAILS TO FOLLOW!



Get Those Spitfire Contest Entries Finished!

by Jacob Russell

By the time you read this, there will be less than one month until the last IPMS/Seattle meeting of the year, and the Spitfire Contest. This Contest will be the last one (hopefully) in a very busy year for modeling in general, and contests in particular.

How are the entries coming along? Jon Fincher brought his to the last meeting, and he is at the painting stage with his pair of Spitfires, and so is Jim Schubert. Even though I think Jon and I started our entries at about the same time, I am not nearly so far along with my own entry: I still need to prime my Mk.VIII, let alone paint it!

The grand prize is a one-year's subscription to *Model Aircraft Monthly*, and First, Second, and Third prizes will come from Skyway Model Shop. The winner of the grand prize will have the privilege of choosing the subject for the following December's contest. I would like to retain a magazine subscription as the Grand Prize, but next year it could be a different magazine, such as *Fine Scale Modeler* or *Tamiya Magazine*. If anyone has ideas about the Grand Prize, please let me know, I'd like to hear them.

So get those Spitfires done, and we all look forward to seeing them at the meeting!

Creative Intelligence

by Robert Genn

[Charlie Sorensen passed along this piece by a fellow artist because of the parallels between painting and our hobby. It is reprinted here with permission from the author. - ED]

After stumbling around in this inbox for half a day, I realize there are two main kinds of artists. Those who think it's all about technique, methodology and process, and those who think all you have to do is "wing it." The latter, sort of like skydivers without benefit of parachutes, are all over the place these days. Attitudes of "anything goes," "anybody can do it," and "I can do what I want as long as it has 'heart'" prevail. While I'm a first-line advocate for intuition, just to make things difficult I have to tell you there's something else we need to think about. It's called "Creative Intelligence."

In our game, this brand of intelligence is as valuable as IQ is to Ph.D. "CI" represents another kind of "knowing". Not surprisingly, artists with a high CI know when to use their intuition. Knowing when to jump may be the highest calling.

But folks in the high CI category also know when to go for the nuts and bolts. It's been my observation that CI comes easily to some - they seem to be born with it. Others have to work hard to get it. Creative intelligence knows:

- When to pause and rethink
- When to dream different dreams
- When to learn more about a subject
- When to reject and restart
- When to take a rest or shut down

The high CI artist also knows:

- How to prime the pump
- How to search and find
- How to control the medium
- How to let the medium control the art
- How to accomplish specialized maneuvers
- How to coax ideas into crossbreeding

CI actually requires a long list that is custom made and held close to the chest of the individual artist. Furthermore, there's no known method of administering a CI test - except perhaps realizing the outcome of self-anointed "professionalism." But even that's too narrow. Peer approval might be a more reasonable test. Or peer admiration. If there ever was a test, covert peer admiration might just do the trick.

"It's all those years of cognitive learning and study that lead to what many refer to as 'intuitive' painting, but they forget the intellectual process that got them to the point where painting became a fluid, natural act." (Coulter Watt)

Esoterica: Creative intelligence also involves the simultaneous use of mind and spirit. Whether mind before spirit or spirit before mind, retrofitting and deconstructing spirit is the habit of our age. Perhaps the evolved CI guy is best at thinking it out first, then making the leap of faith, then covering tracks. "I throw a spear into the darkness. That is intuition. Then I must send an army into the darkness to find the spear. That is intellect." (Ingmar Bergman)

Coming Up at the Museum of Flight

American Fighter Aces Association Panel
Saturday, November 10, 2pm

Veterans' Day Programs
Sunday, November 11, 2pm

The B-47: A Revolution in Aviation
Saturday, December 8, 2pm

Kingtiger

from page 5

<http://www.panzerworld.net/zimmerit.html>

http://everything2.com/index.pl?node_id=1337011

<http://en.wikipedia.org/wiki/Zimmerit>

As I mentioned in earlier reviews, don't forget the box top art (bottom and sides). 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 really isn't critical for us to run out and buy a number of research tools, books or magazines. In addition to the great research tools sitting as close as your (or the library's) computer, this manufacturer has given us some very useful and usable building aids.

Summary Evaluation:

Interested in WW II German armor, you have to buy and build this kit. Aside from its importance in the study of the German

armor efforts during that period, it's a beautifully detailed kit and builds into a very nice model. Again, though my wife will never understand my comment, this is another of those "have to have" kits – I know some of you'll understand me, right? Buy it and built it, I think you'll be pleased with your finished efforts. This kit is another winner from those crazy guys in China who continue to turn out great armor kits at reasonable prices. I recommend it.

Pavla Supermarine S.6B

from page 11

- S.6A, N-248, Race number 4; you'll have to provide the "8" for the s/n from your decal spares.

Nitpicks

As usual with this genre of kit, there are no sockets or tabs to guide assembly; everything is butt-jointed. I recommend use of short metal pins to make the assembly less fiddly.

As shown in the box art, the digits of the black s/n that fall onto the red and blue tail stripes should have a thin white outline. A

way to accomplish this is to apply those digits individually to plain white decal stock. When dry trim the white background close to the digit to create the outline and apply to the model as a normal decal.

The interior color should be aluminum not "Interior Grey-Green".

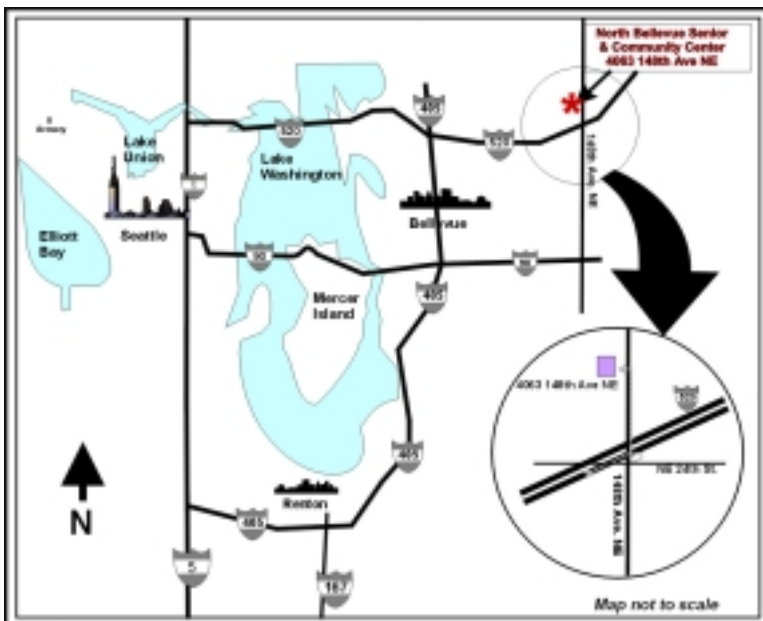
My error apart, this is a delightful, well produced kit of a historically significant subject. It is certainly a lot better than the ancient Airfix and Frog (now Novo) kits in 1/72 scale. You may have noticed the box art shows the next two types coming in this new line of subjects – the Curtiss CR-3 and the Macchi-Castoldi M.C.72. I believe there will also be a kit of the Supermarine S.6 with the options of a pair of short floats or a pair of floats of different lengths as it was raced in 1929.

Hannants offer the kit for export at £14.04 and within the EU at £16.50; I've not seen it offered yet elsewhere but it should be widely available by the time you read this.

My thanks to Ms. Pavla Smyrova and her team for providing the kit for this review.

Meeting Reminder

November 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.