

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2008

PREZNOTES



With somewhere around 1,900 models at the Museum of Flight a few weeks ago, members of Northwest Scale Modelers, IPMS Seattle, with an assist from IPMS Vancouver, put on a truly spectacular display of the modeler's art. It's always a terrific opportunity to talk about our hobby, to show what we can do with boxes containing molded bits of plastic. A particular thrill for me is to meet someone who actually may have flown a type of aircraft I modeled. It's always interesting, especially talking with those of the greatest generation who have interesting tales to tell. One person I met was talking about a particular ship model by one of our younger modelers. He had served aboard one during the war. However, his LST was not a Landing Ship, Tank, but a: Large. Slow. Target. What an interesting person to talk to. And it was like that both days of the show.

Thanks to all those that participated, and to Tim Nelson and his encouragement of a "Maximum Effort" to make the show the annual success it has become. Also a tip of the ol' fedora to Mike Shaw of Galaxy Hobby and Emil Minerich of Skyway Model Shop who each organized a Make n' Take on each day of the show. Thanks all - it was FUN!

Our Spring Show is but a month away, so at this meeting we'll be soliciting volunteers to help at the show. Basically all we need is about an hour of your time to help with registration, help with the raffle, act as a host, or help judge the contest. Considering the show is a day long event, an hour of your time is a small consideration to make our show the success it has always been. If you have good quality models to bring to the raffle, please do so, so Eric "The Raffle King" Christiansen can collect them.

One other thing about our Spring Show. I know that a number of modelers are reluctant to bring their models to the show and put them in a contest situation, for whatever reason. I would like to encourage those of you who would rather not bring your models to the contest, to bring them anyway, and put them on the "display only" table. This will give you the opportunity to show off your models without having to worry about them being in a contest situation. There are a lot of people out there that would just like to see models, whether they are in a contest or not. And this will be an ideal venue to show your stuff!

That's it (for now). We'll see you at the meeting,

Terry

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

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 2008 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 8

April 19 (Spring Show at Renton Community Center)

April 12

May 10

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

Let's Get Carbonated!

by Alex Tula

This tale begins long ago in a galaxy far, far away. Well actually, it begins in Southern California when I was about twenty years of age, which is approaching measurable lengths of geologic time at least. Back in those days of yore, I bought my first airbrush, a Binks Wren if memory still serves. The propellant cans didn't do well and eventually I ponied up some hard won moolah for a Thomas hobby compressor, a small diaphragm job with no regulator or tank. This soldiered on admirably for decades although there were admittedly long hiatuses in my modeling endeavors. Airbrushes came and went, but all were fuelled by the Thomas. Eventually though, the constant vibration and inability to control the air pressure (not to mention moisture issues once I moved to the rain forest) caused me to want a change.

Like many, I was seduced by the small air compressors with built in tanks and regulators that you can pick up at WalMart, Schuck's, or TrueValue for seventy bucks or so. I had heard many talk of the advantages of carbon dioxide, but the cost seemed rather high. Pricing it out locally I came up to somewhere in the \$350 range which was out of my budget. Of course, there are those really high quality (and silent) hobby compressors, but those will set you back a good \$400 to \$500. So I went cheap. Now one of the changes I made when I moved into the new house was that I didn't want my hobby area to be isolated from the rest of the family. For me at least, this creates tension, isolation, reduces my inclination to go model, and gets She Who Must Be Obeyed mad at me. So I moved my modeling area into the "great room" (combo living room family room) ensconcing my work bench into a cheapo roll top imitation and a Fred Meyer curio cabinet. It looks presentable when closed up, and when opened I can work on my next Humbleypudge Gallipoli while my wife watches "Dancing With the American Idol Bachelor", or some such. Air brushing

still created some tension though since the dang compressor was pretty noisy when it cycled on (I use acrylics and have an exhaust fan, so fumes weren't the issue). Now this compressor was branded "Campbell Hausfeld" and I had bought it with some confidence because of that. I have two other "real" CH compressors for business, big hulking things which have survived the wilds of Alaskan construction sites. I say "real" because I have since seen the exact same compressor under several different labels and have come to learn that like so many things, CH has "branded out" by which I mean sold their name to be used on inferior junk tools from foreign countries (no offense meant to those who do good things).

Long and short of it is after a mere three years (remember the Thomas had run for close to 30) the CH was giving off "death rattles" whenever I fired it up, taking forever to charge the tank and making an infernal rattle in the process. Things reached a head one night when SWMBO threatened to retreat upstairs if "THAT D\$%N THING GOES OFF AGAIN". Proper answer: "Roger center, message received and understood". What to do, what to do? Well, those high quality silent hobby compressors are still an option, but now

up to \$500. What about the CO2 alternative? Doing some research, I found all the local options still pretty costly, I was quoted \$175 for a regulator alone, and a similar price for a 20 pound tank (I have heard that 20# of CO2 will last me one to two years at my production rate). As I would learn, the problem was that this was from industrial supply places. No doubt great equipment you can toss in the back of a pickup without fear, but not exactly what I need to paint model planes in my living room. So I did what I often do best at, and snooped the Internet. I found this one site in California called The Beverage Factory (www.beveragefactory.com) with astonishingly good prices. Now, they aren't marketing this stuff to modelers, it's intended for those who consume a whole lot of carbonated "adult beverages" but the basics are all there. After perusing their website and talking to them on the phone, I ordered the following:

1. A 20 pound aluminum CO2 tank for \$100: <http://www.beveragefactory.com/draftbeer/tanks/co2/C20.shtml>
2. A "primary double gauge beer regulator" for \$37 (see figure below): <http://www.beveragefactory.com/draftbeer/regulator/double/742BF.shtml>



Now let me say right here and now that I have no financial interest in this company whatsoever. But in my research they were hands down the cheapest deal. The same exact equipment from local "homebrew" companies was twice as expensive! Shipping was a modest \$14 by FedEx, and they arrived within a week. So at this juncture I'm into this 150 bucks. But I have an empty CO2 tank and a regulator that doesn't fit my airbrush. So starting with the first issue, I start calling around to fill the tank only to discover that at least in Seattle, nobody will fill your tank, they do an exchange. So I take my shiny brand spanking new tank down to Airgas in Woodinville and exchange it for a crudded up old tank for \$18 and change. But, the old tank has 20 pounds of CO2 in it which is a good thing!



Now I have to get the regulator to connect to my airbrush hose. Now let me add that it's important to pick the right regulator. Some of these beer regulators need a screwdriver to adjust the pressure (no doubt so the beertender doesn't blow him or herself through the roof), some are for multiple "keg" scenarios, etc. The one in my link is the one I bought! The supplied regulator has a "barb" fitting however. Evidently, that's how they hook up beer kegs. But it won't do for my airbrush. So I first unscrew the "nipple" fitting from my

old CH water trap, then I start unscrewing things from the regulator. Finally, I'm all the way back to the regulator body before the threads match, removing the entire "gate valve" (see figure at bottom of page). If you want to save the gate valve, you could spend a little time browsing the fittings at Airgas and probably do something more elegant. Anyway, here's what the final installation looks like (Figure 3 and 4, note the strap on the tank!). I can tell right now I'm going to love it. Air flow and pressure are rock solid stable. Absolutely

no noise or vibration. The regulator sensitivity is amazing, +/- 1 pound is achievable. It's also pretty amazing what 1,000 psi does. So I shut the main valve all the way down, leaving only the residual in the piping to the regulator, and it takes like 10 minutes to bleed off through the airbrush at 20 PSI. Guess I better go back and study the gas laws again.

And best of all SWMBO is happy with me! And the side benefit is, I can get really geared up for next year's Superbowl party And here's where the old CH ended up:





the trailer. While everything was still ‘wet’ - i.e. movable, I put the trailer onto the back of the cab fifth wheel (the way it would be in real life) and made sure everything lined up. Also - very important - I made sure all wheels touched the flat surface the Dragon Wagon was on while working on the model.

It will now take a chisel to break the ‘I-beam’/wheel assembly from the trailer frame. The other nice thing is when it’s painted, you can’t even see the small bits of sprue. There have been many models over time that I have strengthened with extra bits of sprue. The reality of small plastic models means you have to make them stronger in little ways many times.

Have fun in modeling and I’ll bring in the tank transport as soon as one of my Saturdays is free.

It’s the Little Bits

by John DeRosia

This isn’t a model review of another great little kit – the 1/72nd scale Dragon Wagon (Tank Transport) by Academy, rather - just a fun little tit-bit on how to make the trailer ‘I-beam’/wheel axles stronger.

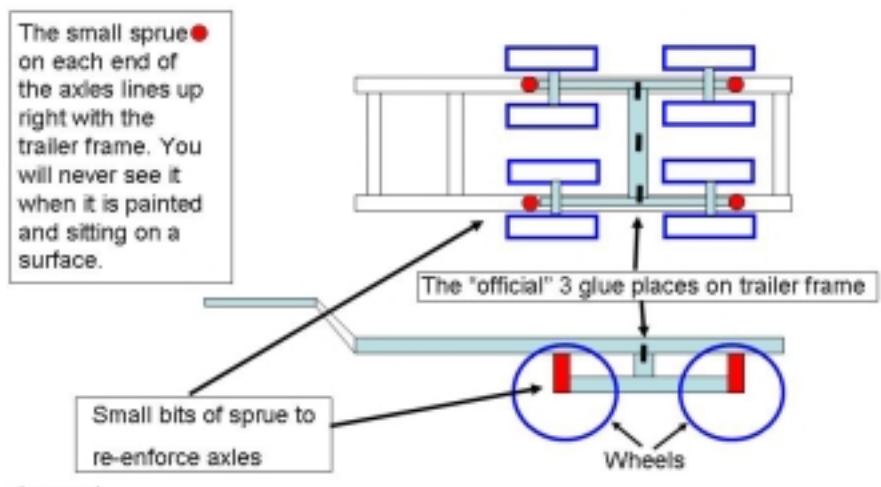
The trailer wheel axle assembly, if looked down from the sky, has an ‘I-beam’ sort of shape. At the ends of the I-beam are where the eight wheels go - two on each side. The instructions and ‘official’ glue joints are all located along three points on top of the center of the ‘I-beam’ to the underside of the trailer frame. I have never seen a real Dragon Wagon but, I’m assuming it is such in real life - except that in real life, the pivot joints are metal and strong.

Once I glued all eight wheels in place on the ‘I-Beam’ – I used extra liquid glue (so it would not dry so fast) to give me some working time to align the wheels onto the I-beam. It was then that I realized this ‘I-beam’ glue assembly would be ‘weak’ given the model would be moved many times in its life.

What I did (see illustration please) is to cut four bits of round sprue from the parts tree. They are each about 1/8 inches long. I used the eye-ball method and their length worked fine. I glued one on each end of the I-beam and then to the underframe of

1/72 Dragon Wagon Tank Transport

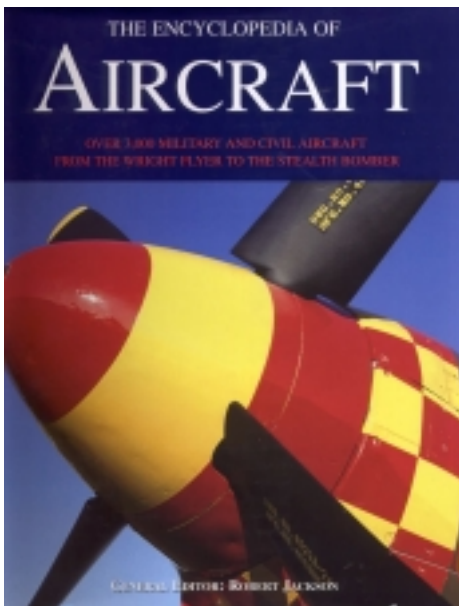
Drawing way over exaggerated. But.....I added the little bits of sprue to hold the back wheel axle better to the trailer.



Hurricane Bookshelf: All in One Convenient Place

by Scott Kruize

We each need an encyclopedia. Not just any old general-purpose encyclopedia, but one devoted exclusively to aircraft. Not just any old one devoted exclusively to aircraft, but a good modern edition, with thousands of different airplanes, each well-described with a short history, an accurate set of specifications, and a real sharp photograph or profile, preferably in color. How about *The Encyclopedia of Aircraft*? Subtitled: *Over 3000 Military and Civil Aircraft from the Wright Flyer to the Stealth Bomber*. (General Editor: Robert Jackson, with Martin W. Bowman and Ewan Partridge. Copyright 2004 by Amber Books and DeAgostini U.K. Ltd. The 2007 edition published by Barnes and Noble, Inc.)



You need an encyclopedia to look up the facts of a particular airplane, when you stumble across a reference to it in some book or on some Website. You need to have something to page through idly, when you're sick of modeling magazines, dry historical accounts, and potboiler novels supposedly based on the latter.

You need a source of inspiration for the next great modeling project...to establish your brilliance at the next model club get-together...to have a basis for argument when someone prattles on and on about some particular airplane, like that guy who writes about Hawker Hurricanes all the time. You need the means to tackle the "Six Questions" challenge at the next Museum of Flight meeting...and an inside track to victory in aviation trivia contests, such as the Schneider '49 Trophy Race Board Game!



This book will help. It's over 540 pages long, with large 8 1/2 x 11 inch pages, with an average of roughly one airplane per page. How then, does it claim to describe three thousand? All, or at least almost all, of the aircraft that have at least some significance to history? The book has a clever informational and formatting idea. Along the rightmost margin of each right-hand page is a narrow column, about two inches wide by nine inches tall, on which lesser-known airplanes are described in brief. If you stumble across a reference to the Grumman American AA-1, for example,

you can look on page 245 and find out that it "was a single-engined two-seat light aircraft originating as the BD-1". (So that's what happened to it!) Or by scanning page 275, you'll finally know that the Ilyushin Il-20 was a one-off prototype Shturmovik design, and "the ugliest aircraft ever produced by the Ilyushin Design Bureau". How have you managed to live in such ignorance up until now, not knowing that? You can't keep calling Jim Schubert for enlightenment all the time!

This was a Christmas present from my No. 2 stepdaughter. I don't think she has the slightest interest in, or even understanding of, aviation or my hobby of modeling it, but she likes to give nice gifts, and this is her third really solid 'hit' with me. It's a bit too early to tell if she's content to merely bask in the glow of good gift giving, or is planning for the future and ingratiating herself to me against the day she can plan trips to Italy or the Bahamas, saying to Alex and Charlie: "Time to go visit your grandma, and Grampa Scott and all his airplane stuff...you'll have a wonderful time!"

Whatever the reason, I very much admire this book. The publishing standards are quite high. The paper is bright white, of high quality, and an excellent base for the photographs, most of which are in color, and very nicely rendered. A few have color profiles, and these are sharp and excellently done. I don't recall previously seeing profiles with shading and even a touch of weathering and wear sometimes. Many of these images are good enough to serve, all by themselves, as the basis for a fine modeling effort. (Graham Curd is the designer, with most of the photographs and artwork credited to Aerospace/Art-Tech.)

It never ceases to amaze me that even after being interested in airplanes all these years, I can still pick up a book like this one and see types that I know next-to-nothing about, and a few I've never even heard of. Our hobby is like that: it can't

Continued on page 13

Blackburn Skua & Roc, **by Matthew Willis**

reviewed by Robert Allen

The Blackburn Skua dive bomber/fighter is not an easy aircraft to sum up. Often regarded as an example of the type of obsolescent aircraft that Britain's Fleet Air Arm was handicapped with at the start of World War Two, it actually has several significant accomplishments to its credit. It was the first British fighter to destroy a German aircraft in the war; the FAA's first ace of the war, Lt. Bill Lacy, scored all his kills flying the type; and the Skua's sinking of the German cruiser *Königsberg* during the Norwegian campaign marked the first major warship to be sunk by dive bombing. As Matthew Willis points out in his superb book, "...the Skua's story is one of unrecognized achievements, a machine that was greater than the sum of its parts."

Blackburn Skua & Roc is divided into four distinct sections. The first tells the development story of the Skua, and its stablemate, the far less successful Roc turret fighter. The second gives the complete operational history of both types, drawing both on contemporary documents, and modern day interviews with surviving Skua and Roc aircrew. The third is a magnificent collection of detail photos and drawings, many taken from the manufacturer's archives. The final part is a 32-page color section containing photos of the Skua wreck in the FAA Museum, color stills from a Norwegian WW2 home movie detailing a crash-landed example, and 33 profiles drawn by Kjetil Åkra.

Willis's text is informative and well-written, not at all dry like so many books of this type, and the personal recollections of Skua and Roc crew make interesting reading. He goes into detail about the decisions taken that left a two-seat dive bomber with inferior performance to land-based fighters as the FAA's prime fighter (in a nutshell, it was believed they would never be forced to fight land-based

fighters), and corrects several long-held assumptions about both types, often naming the books in which the faulty information appeared. In particular, he shows that the Roc did indeed see combat action, both in Norway and over Dunkirk, where one shot down a Ju 88 for the type's only kill.



For a modeler wishing to build a Skua or Roc, there is an amazing amount of detail included here. There are 1/72nd scale drawings of both aircraft, including those of a Roc on floats, a sight hideous enough to scare anyone. The detail drawings and photos give enough information for the cockpit and gun mount to be fastidiously modeled. One minor complaint is that the color profiles, while well drawn, appear a bit washed out. The Trainer Yellow on the Skua target tug, for example, is far

too close to lemon yellow rather than the deeper, brighter hue it actually was. Nevertheless, the profiles show just how many different color schemes these aircraft appeared in during their careers. Perhaps the most interesting is the Roc in Finnish markings – 33 were earmarked to be sent to Finland in 1940, and were actually painted in Finnish colors, but the Winter War ended before they could be dispatched, and Britain ended up keeping them. There are also two rare photos of the Finnish aircraft.

It's hard to see how this book could have been done any better. It provides a huge amount of information about a neglected but important aircraft, and the writing and photos are first rate. If you want to build a Skua or Roc, or just read about them, this is the only book you'll need.

My thanks to Mushroom Model Publications for the sample copy.

Mushroom Model Publications, Redbourn, UK
ISBN: 978-83-89450-44-9
160 pages
UK Price: £13.00



American Fighters Over Europe

reviewed by Paul Ludwig

FineScale Modeler and Kalmbach Books have published *American Fighters Over Europe*, and it sells for \$21.95; it is the sort of book I buy without much hesitation, which I did. The book states that it was originally published in Japan by Model Art, and an American translated it for Kalmbach. Therein lies the problem. The translator is not a historian.

Before I get to the problem, I will say that I love the book. It has excellent color profiles, some rare photos, information on paint schemes, color swatches, information on markings, pre-war history of colors and markings, unit markings, and a section on details which is valuable. I really like the book.

With that said, I was appalled by numerous and obvious mistakes in captions for photos. Kalmbach used the services of a translator who has no knowledge of the names of famous and not-so-famous American fighter pilots and he has no knowledge of aircraft. Model Art did the book and the translator got it wrong. Kalmbach could have paid an aviation historian to get things right but did not. I made some mistakes in my books and admit it, and I admit I am not a historian - I am an enthusiast who wrote books. But when I saw the mistake in the photo caption on page 20, I began to look for more mistakes and found them. The caption gives the name of the pilot as "Zaine." Anyone who has read history of the 31st FG knows the pilot's name is (Harrison) Thyng and he was a famous ace in two wars, who shot down prop and jet type enemy aircraft. I wrote to Kalmbach and got into an e-mail discussion in which I listed errors and was told in the Second Printing the errors will be corrected.

When I flew trips to Japan and flew home, our manifest always had my name misspelled every time, every trip. I happened

to have extra time in Osaka one night before flying home and I was in the office when the girls were preparing the manifest; I saw my name spelled "Ludwing" again and I brought it to a girl's attention and she changed it without making an apology. It is my contention that it must have taken two girls to prepare the manifest and one must have dictated names to the other. When one said, "Ludwing" the other wrote it down. Many Japanese cannot pronounce "-wig". It comes out "-wing" and that is probably what happened to Kalmbach - when the Japanese person tried to say "Thyng" it came out "Zaine" and the translator used it.



I won't go through giving another list of errors of names but here are a few. Page 17's caption at the top says Gentile's first name was Donald. Wrong. It was Dominic Salvatore Gentile. On page 25, Robert "Batke's" last name should be Bottke; "Riddick's" name should be Righetti. On page 36, the top ace of the 31st FG was Leland Molland but the translator came up with "Leyland Moorland." Lastly, on page 104 the caption describes the version of the P-38 that had a bombardier and bomb-sight in the nose as having a "droop snoot" nose, when in fact the nickname of

that type of plane was called the Droop Snoot and the nose was not drooped.

Kalmbach promises to publish a similar book about American fighters over the Pacific. I hope the next book gets the names right.

If those who buy the book do not care as much about correct captions as they do about color profiles, this book is for them. On the other hand, if a book purports to name names, the numerous errors would appall someone who appreciates knowing the true names of fighter pilots.

A Message From the New IPMS-USA Region 7 Coordinator

by Larry Randel

I just wanted to send out a personal hello to everyone in Region 7. I am amazed I was chosen and I will do my best to serve the needs of the Region, the Chapters, and every IPMS modeler in the region.

My name is Larry Randel and I live in Portland, Oregon. I am a technical writer for Rockwell Collins, an aviation manufacturing firm. I grew up in Arizona and spent several years in the Air Force after finishing college. Since the Air Force I have worked for several different high tech firms before landing my current job at Rockwell Collins in 2000.

I have been building models since as long as I can remember. I build primarily 1/48th scale aircraft, but I have built some armor, sci-fi, and ship kits. I also am a regular lurker on Hyperscale and like to buy and sell models on eBay. I have been an officer in the Oregon Historical Modelers Society for the past 10 years.

There are two easy ways to reach me: my phone number is (503) 997-5109. My e-mail is ldrandel@hotmail.com. Feel free to contact me as you see fit.

Hobby Boss 1/72nd Scale Grumman F4F-4 Wildcat

by Chris Banyai-Riepl

The Grumman Wildcat was the main USN fighter at the beginning of the Second World War, and while the F4F-3 was a decent aircraft, the follow-on F4F-4 was the main version used in the opening months of the war. The changes made between the -3 and the 4 were significant, including an increase in the number of guns (but not an increase in ammunition carried) and the addition of folding wings. These changes had a negative effect on maneuverability, though, and many a Wildcat fell to more maneuverable Japanese aircraft. Still, many Navy aces got their start in the Wildcat, and in the right hands it could be a formidable fighter.



This is another one of those simple Hobby Boss kits, with few parts and easy construction. The black plastic tray holds the handful of parts snugly, and the small decal sheet provides markings for two aircraft. Like others in this series, the fuselage is one piece, as is the wing, and some of the details are simplified, but then again, this is not a model for superdetailers. The surface detail is quite nice, with recessed panel lines throughout, and the finer details such as the landing gear are suitably petite.

Construction is a bit different from a traditional model, as much of the work is already done. Simply glue the wing piece to the fuselage piece and you are almost 50% done with assembly. The cockpit is

molded in the fuselage piece, so there is no work there in assembly. There is a gun sight piece, and a headrest piece, but the rest is already there, including the control stick. The kit comes with two canopies, one open and one closed, and the clear windows on the lower fuselage are molded with a section of the fuselage, making it simple to blend these in.

The remaining assembly will take little time, as the cowling has the engine molded in place, the tailplanes are solid, and the landing gear is only two pieces (not counting the wheels). All in all, assembly could easily be done in about half an hour, including any cleanup and filling needed. This quick assembly makes these kits ideal to try out different paint schemes, as painting is the only real time-consuming step here.

The decal sheet provides markings for a couple of Wildcats, both finished in the same blue gray over medium gray. One option is Joe Foss' White 50, and the second is White 2. The latter also carries a large scoreboard under the canopy. This aircraft was not one which historians have connected to a specific ace, but, according to Barrett Tillman's *Wildcat Aces of World War 2*, was painted while on Guadalcanal for a visit from press photographers. The decals themselves are very well printed and include stenciling and other small details in addition to the national insignia and individual markings.

While some may dismiss these as being too simplistic, they really are not that far off more complex model kits. If you have a large collection of aftermarket decals that you need to use up, these kits could be just what you need, as you can focus on painting and weathering. In the end, you will have a good looking Wildcat that will fit in with more expensive and more complex models.

Upcoming Model Shows

March 15

Joy of Modeling 3, Vancouver WA

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

Times:

8 AM Vendor Setup

9 AM IPMS Member Only early entry to Vendor Room (Not an IPMS member? Sign Up inside!)

10AM Show Opens. Entrants may start placing their fruits of labor

11AM Raffle Begins

12 PM Last entry taken. Judging begins

3 PM Awards Presented

Contest Fees:

Contest Entry: Adult: \$5 for 3 models/dioramas, \$1 each for each additional model/diorama

Juniors 11 -17: \$1 model/diorama entry - Juniors 10 and Under: Free

Museum Admission:

\$5 adults, \$4 seniors, \$3 ages 13-18, \$2 ages 6-12, children under 6 free. If you are just coming to see the show, there is no charge for the contest.

For more information:

<http://ipmspearsonmodeleers.weebly.com/2008-invitational.html>

March 22

Model Car Mecca, Surrey BC

April 5

Galaxy Hobby Show, Lynnwood WA

April 19

IPMS Seattle Spring Show, Renton WA

Khee-Kha Art Products 1/72nd Scale Waco YKS

by Jim Schubert

In late 1918 itinerant airplane mechanics Clayton J. Brukner and Elwood J. "Sam" Junkin met up with barnstormers George E. "Buck" Weaver and Charles W. Meyer in Lorain, Ohio and formed Weaver Aircraft Company – Waco. They pronounced the name "wah-co" to distinguish it from the city in Texas that pronounces the same four letters as "way-co". Their initial task was the repair of the barnstormers' Jennies. The first airplane they built was the Waco "Cootie" a single-place parasol powered by a 30 hp Lawrence two-cylinder engine. In early 1923 Weaver left to become pilot for a Chicago businessman, Meyer having left earlier to pursue barnstorming. Later in 1923 Brukner and Junkin changed the company name to Advance Aircraft Company of Troy, Ohio but they retained the name Waco for their airplanes. Sam Junkin died of heart problems in late 1926 leaving the company to be run by Clayton Brukner. After establishing the company as a respected manufacturer of airplanes Brukner changed the name of the company to Waco Aircraft Company. The chief designer for Waco after 1931 was ex-Handley Page engineer, Englishman A. Francis Arcier.

The YKS, subject of this kit, was introduced in 1934 as the YKC-S and changed to YKS-6 in 1936. It is very similar to many other models in the S and C series of cabin biplanes. Modelers can use this kit as the basis for many different Wacos in these series as only details varied. Beware of Waco's model designation series; it an alphabet soup horror of latent confusion.


Here are the particulars of the YKS-6:

- Length 25' 3"
- Span 33' 3"
- Engine 225 hp Jacobs L-4MB
- Max. Speed 144 mph
- Cruise 135 mph
- Landing speed 55 mph

Range 518 miles
Service ceiling 12,500'
Useful load 767 pounds

This is a typical (we can say "typical" now that they have four kits in the market) Khee-Kha kit. Twenty-three principal parts are vacformed in .030" white polystyrene plastic. Lars Opland, owner/craftsman of Khee-Kha, does an excellent job of getting the right degree of sharpness and subtlety in the ribbing of the wings of his kits; they are really good looking.


The stringering of the fuselage on this kit is, however, not quite up to the fineness of the ribbing on the wings, being a bit uneven and vague. This is nothing that an experienced, AMS-afflicted modeler can't deal with. Outlines for the interplane "N" struts, the floor, bulkheads, seats and spars are marked on the sheet containing the vacformed parts. The balance of the kit is made up with two vac windscreens, a beautifully detailed engine, optional propellers, an instrument panel, and tailwheel cast in resin. The instructions in Khee-Kha kits are exceptional in that they

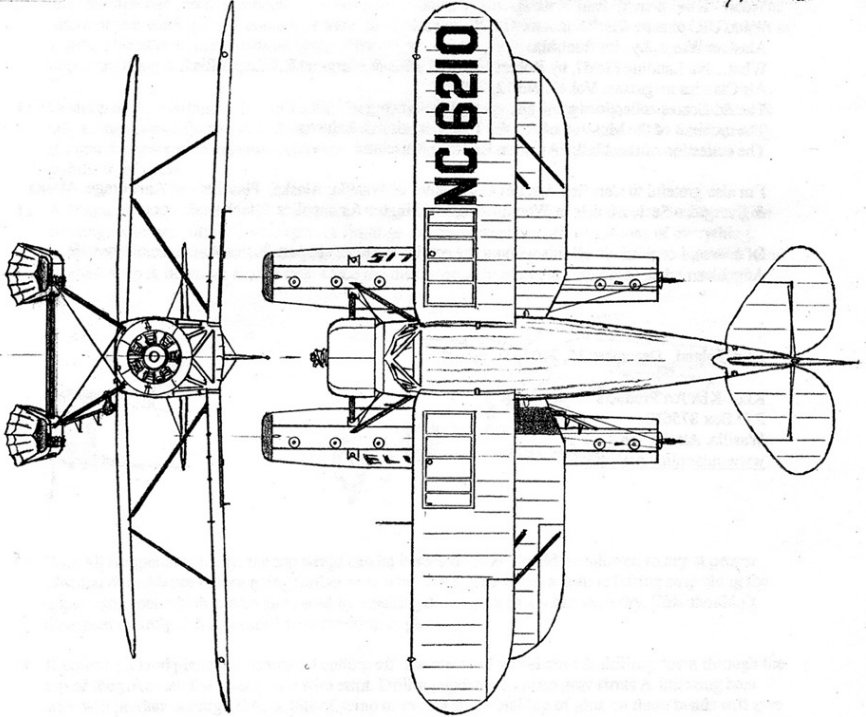


MADE IN ALASKA

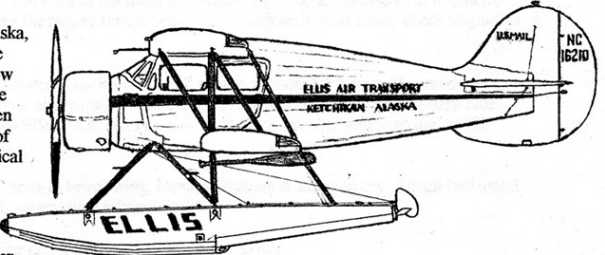
Khee-Kha Art Products

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Waco YKS NC16210 was brought to Alaska, fresh from the factory, by Bob Ellis in the summer of 1936. 16210 was overall yellow with blue trim, struts & lettering. The blue cheat line had narrow silver borders. When new, the cheat line extended to the front of the cowl with a diamond pattern identical to Haakon's NC2335. Floats were the standard aluminum paint.



In 1941, Ellis, already a Naval Reserve officer, was activated & for 3 months after Pearl Harbor he flew this Waco on antisubmarine patrol out of Ketchikan. A hole was cut in the floor through which a 100 lb. bomb could be dropped & one rifle was also carried.

Kit #004

Waco YKS cabin biplane
1/72 scale, resin detail parts included.

8

are detailed and lead the builder through the process of building a vac kit. The eight pages of instructions in this kit are up to Khee-Kha's usual high standards. These instructions also give you four color schemes appropriate to the type. Lamentably, there are no decals, so you're on your own for markings.

The YKS, and many of its brethren Wacos, were frequently used on floats and Khee-Kha has the appropriate Edo Model K-4650 floats available in resin for separate purchase.

For further graphic guidance on building vac kits go to <http://www.mtaonline.net/~zdk/build.htm>

This is a fine kit of a subject that will appeal to any modeler who likes Golden Age biplanes and/or who is tired of the endless stream of kits of Messerspitwulfstangs. I paid \$20 plus \$5 for shipping for my kit directly from Khee-Kha. They accept cash, check or PayPal. Go to the very interesting and easy to navigate Khee-Kha web site at <http://www.mtaonline.net/~zdk/> for full information on their line of kits and accessories, including floats.

References I used:

Waco, "Ask Any Pilot": Raymond H. Brandly, Privately published, USA, 1979, ISBN 0-9602734-0-9.

The Waco Aircraft Company Troy, Ohio, USA – The Versatile Cabin Series: Raymon H. Brandly, Privately published, USA, 1981, ISBN 0-9602734-2-5.

The Waco Aircraft Company Troy, Ohio, USA – The Famous F Series: Raymond H. Brandly, Privately Published, USA, 1982, ISBN 0-960-2734-3-3.

References cited by the kit manufacturer:

Air Trails magazine, Vol. 2, Nos. 2 & 3, summer and fall, 1977.

YKS-6 drawings; Paul Matt.

Alaskan Wings; Jim Ruotsala book.

What...No Landing Field?; Bob and Peg Ellis, book.

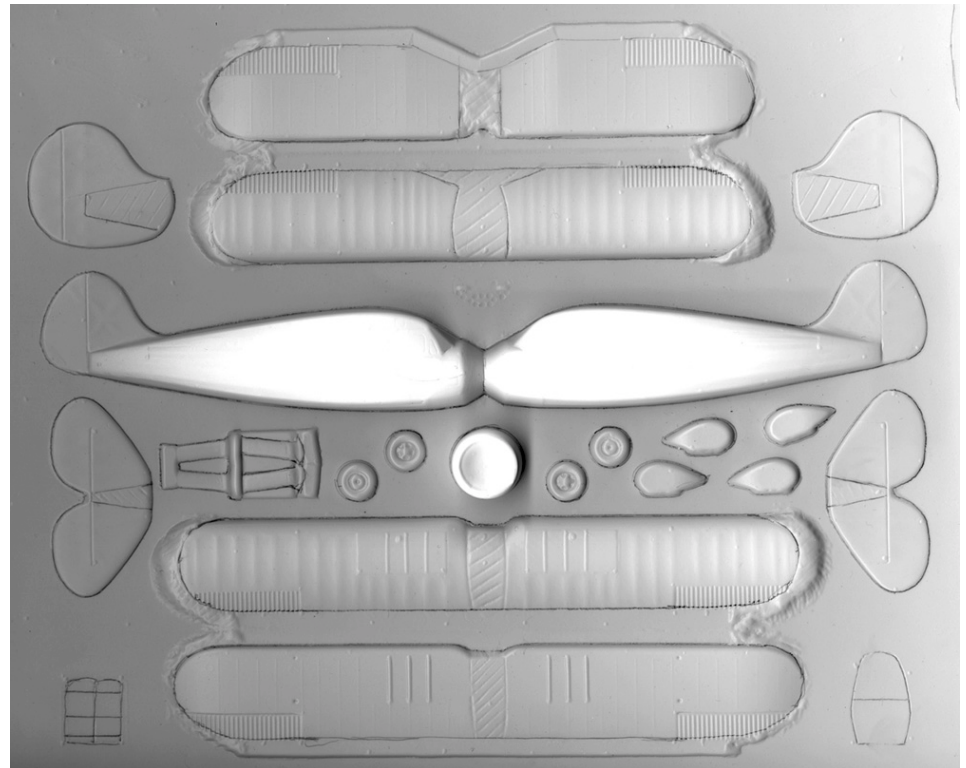
Air Classics magazine, Vol. 43, No. 12, 2007.

Ed Coates Collection

Archives of Museum of Alaska Transportation & Industry.

Collection of Alaska Heritage Museum.

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



1/48th Scale Hasegawa Phantom FG. Mk. 1

by Philip Jones, IPMS Avon, England

This is a Royal Navy Phantom FG. Mk 1 completed in the markings of 767 Naval Air Squadron, RNAS Yeovilton c.1970. Cancellation of the Hawker P.1154 led to the procurement of the F-4K for the Royal Navy. This was a modified version of the Phantom to include Rolls-Royce Spey engines, and other UK-built components. To enable operation from RN aircraft carriers, the Phantom also had an extendable nose gear leg for catapult launches, and a 180 degree folding nose cone to enable the aircraft to fit on deck lifts.

The series of 1/48th scale Phantom kits by Hasegawa has been well documented and so a detailed discussion will not be repeated. Suffice to say that they build up into very attractive, detailed models and there are plenty of after-market accessories for people wanting that little bit extra. British Phantoms can be built with either the FG.1 or FGR.2 kits and as this was going to be a RN example, I started with the former.



Starting with the cockpit, the construction is relatively smooth. The kit cockpit was used, painting the base color first and then white over the details that would eventually be painted black. Once black has been applied over the white, a sharp blade was used to scrape over the raised detail, thus revealing the white underneath.

Whilst working on the major steps of construction, one should pay close attention to getting the correct alignment of the engine intake pieces and the main fuselage (can be done by making additional alignment tabs), and filling any gaps left after mating the fuselage and wing construction. To keep the gap filling neat and tidy, I masked off the gap before applying Humbrol filler. Once dry, I then wiped the excess away with a cotton bud dipped in nail varnish remover.

The paint scheme that (nearly) all RN Phantoms were seen in was Extra Dark Sea Grey upper surfaces and white lower surfaces. Humbrol 123 and 130 were used for this, applied with an airbrush.

Once the white was applied, I found that it had managed to seep through my kitchen towel masking. Two more coats of EDSG then had to be applied to the upper surfaces. Lesson learned!

I used the 1/48 F-4K sheet produced by Almark Decals for this scheme which were kindly given to me by a member of IPMS



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NWSM Show

The annual NorthWest Scale Modelers show was held the weekend of February 16-17 at the Museum of Flight in Seattle. The model count was 1,840, with 64 modelers participating. A big thank you goes out to Tim Nelson for organizing the show (and for the photos). In case you're wondering, Jim Schubert is flat on his back photographing an aircraft that is hanging from the ceiling in the MoF's Great Gallery!



Hurricane Bookshelf

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help but be an ongoing source of education. Upshot is that even with the kits I have (which the Great Jim Schubert Kit Stash Survey revealed to be far larger than I thought it had grown), I couldn't begin to model everything in this book. But it's certainly an inspiration and a pleasure to turn page after page, and think, "I should build that!"

Deutsches Afrika Korps Uniforms

by Hal Marshman, Sr

Ray Rosario of the Bay Colony IPMS Chapter contacted me a couple of days back, with questions about Afrika Korps uniforms. In light of what I see at every show where someone attempts to do DAK subjects, there seems to be great misunderstanding regarding this very esoteric subject. In addition to having owned several genuine DAK pieces, and having inspected items in other folks' collections, I also possess several books on the subject, including the Roger J. Bender book, *Uniforms, Organization, and History of the Afrikakorps*. Such being the case, I feel well qualified to write on the subject. In this case, I am only going to discourse on the tropical uniforms worn by the German Army. Luftwaffe tropical wear is another kettle of fish altogether, as was the small amount of Kriegsmarine and SS tropical wear.

Looking at basics first, the Afrika Korps issue uniforms were not tan! They were a medium olive cotton twill material, tunic, trousers, shirts, ties, and caps. Now, due to the weather conditions in North Africa and southern Italy, these uniforms did fade to a pale tannish color, but it still retained just a touch of the olive tint. In the case of the famous "Afrika Korps" cap, the normal headwear of the troops when not wearing the steel helmet, this pale color was considered "salty", and as such, much desired. The troops would actually bleach these caps out using their anti-gas tablets.

Getting to the insignia worn on the tropical uniform, we'll start with the ubiquitous cap. First, the turn-up around the lower portion of the cap, was a simulated turn-up, and did not fold down, as did the continental M-43 cap. It had no buttons in the front. The eagle worn at the front of the crown was medium blue gray embroidered on a copperish brown background. On the front of the "turn-up" was the

cockade of the German national colors: black outside, ring white inside, with a red center. In most cases, an inverted Vee of the branch of service color (Waffenfarbe) would extend from the visor edge, to the top of the turn-up, with the cockade centered inside. In Africa, there was very little ground pounder infantry, thus a white Vee would be rare. Most infantry was mechanized, and wore grass green Waffenfarben. Artillery would be red, Panzer pink, signals lemon yellow, and mechanized cavalry golden yellow. The last DAK cap I owned was light blue, for transport troops. Medical would be cornflower blue, propaganda troops medium gray, and chaplains violet. The cap worn by officers was basically the same as that worn by the troops, with the exception of aluminum piping around the crown (gold for general officers). I know I spent quite a lot of time with something as basic as the tropical cap, but it was a distinguishing and popular item, and the Waffenfarben information applies elsewhere as well. German troops could and did wear a cap similar to the above item, but without the visor. Insignia would be the same. Although quite practical, this cap did not enjoy the same popularity as the visored field cap.

Now, let's look at the jacket. This was a skirted affair, quite similar to the regular German uniform, in that it had patch pockets with flaps and pleats on both the breast and skirt. It was open lapped, but I have seen an Oberleutnant's tunic that had the same rise and fall collar of the continental tunic. The buttons were painted olive, but of course much of that would wear off in use, exposing the aluminum of which they were made. In the rear, at waist level, were two removable hooks, which supported the belt. (These were also present on continental uniforms, so when you see movies where the holster or bayonet is dragging the belt down, you'll know the costume department failed to complete their homework.) Getting to the insignia, starting at the top, the collar tabs were medium blue gray on a copper colored background, as was the breast eagle.

The shoulder straps could be uniform color, or in some cases a medium brown. Naturally, they were bordered with Waffenfarben depicting the arm of service of the wearer. No, the Waffenfarben did not extend across the seam at the shoulder. For NCOs, the shoulder strap would be surrounded with copper brown colored tresse, as would the collar. In the case of officers, the shoulder straps were worked on a base of the Waffenfarben color, pretty much as worn on the continent.



Officers could elect to wear continental style officer's collar tabs, and even the silver (gold for generals) on green European styled breast eagle. General's buttons by the way, were in a golden color. A man's basic medals were worn on this uniform, just as they were on the continent. Around the left sleeve of the Afrika Korps troops and officers, was an olive green cuff title, with the words "Afrika Korps" embroidered in pale gray or white. As an aside, if you see an olive cuff title lettered "Afrika" with palm trees at either end, and a dull silver border top

and bottom, this was a theater decoration, and was awarded for length of service in Africa. This was a universal decoration, and could be awarded to other than DAK troops, also Luftwaffe personnel, and etc. Should Kriegsmarine personnel serve the appropriate amount of time in Africa, they also would be eligible. As a decoration, this title was worn on the left sleeve, just above the cuff.

The issue trousers were almost a semi-riding breeches style, made of the self same color material as the tunic. There were also quite baggy pants issued to be worn with shoes lower than the standard tropical boots, which were never in sufficient supply.

The issue boots were made of a non-desiccating denim-like material, and laced up the front almost to the knee. The toe and heel caps were medium brown leather while the denim portions were the same olive color as the uniform. As mentioned, lower quarter brogan style shoes were issued, and quite a few later arriving troops found themselves wearing continental issue jack boots.

The uniform belt was cotton webbing, with a buckle styled the same as the regular "Gott Mitt Uns" (God with us) item of the continental German soldier, but painted olive. Later arrivals often found themselves wearing that self same continental leather belt, due to shortage of supplies, which was a chronic African problem. As mentioned above, the shirt and tie (when worn) were the same basic olive color as the tunic. Such accoutrements as the "Y" straps infantry harness were also made of the same cotton webbing material, as were such items as the bayonet frog, and the straps surrounding the water bottle, gas mask tin, and etc. The odd tannish colored bread bag when worn, was the same as the continental issue. The bayonet scabbard, mess tin, and gas mask tin were all sprayed a desert tan yellow color, similar to that used for the vehicles. Steel helmets might also be so sprayed, or even hand-done in an endless variety of tan over issue field gray styles. On many, an effort was made

to preserve the national color and national eagle decals on the sides of the helmet, but many were just plain painted over. I once owned one that had been painted tan, and while still wet, had been rolled in sand. Very effective, but heavy as all get out. From time to time, you may see pictures of desert personnel wearing a pith helmet. The early ones were made of a pale khaki cotton material, while later ones were a dark brownish olive felt. Mounted on the right side was an aluminum shield bearing the national colors on the left, a shield bearing the Army style national eagle. These items, romantic as they looked, were not worn in combat, and front line troops usually discarded them early, not the least because of their bulk. Everyone seemed to prefer the rakish "Devil may care" look of the famed cap described in my opening. One other thing of note: many officers, including Rommel himself, preferred to wear their continental style visored cap. There was not a visored cap designed to be worn with the tropical uniform, and in the light of what you may see in movies, I cannot stress that enough. Rommel even wore his woolen riding breeches, complete with scarlet side stripes. As an aside, the goggles famously worn by Rommel on his hat, were British issue, taken from a supply dump left behind when the Germans captured Tobruk.

There's more that could be said, but this is a fairly complete essay regarding German Army tropical and Deutsches Afrika Korps uniforms. I hope you find this information useful when populating your armored vehicles, building dioramas, or even painting single figures.

Building the Avro Lancaster in 1/72 Scale

Anyone planning to build the new Revell Lancaster kit, or indeed the Hasegawa or Airfix Lancasters, should download this excellent 24-page guide from Hyperscale. Brett Green and Chris Wauchop build all three kits, and discuss their good and bad points. The free PDF can be downloaded at <http://downloads.hyperscale.com/>

Phantom FG1

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Avon (I have since bought another copy of this sheet). The sheet has several options for RN Phantoms. As previously mentioned, my chosen subject was a 767 NAS example, XT867. The decals require care in application as when they are wet, a white residue lifts off the paper. To ensure a clean finish, I first attempted to rinse off the residue from under the decal by half sliding it off the paper and wiping it gently with a wet finger. This seemed to work well and with a coat of Klear/Future under and over the decal a good result was achieved.

Another area of note during the decal phase was the application of the large serial numbers on the lower surfaces of the wings. This is perhaps one of my favorite aspects of RN Phantoms. I had to dry fit the main undercarriage doors in order to apply the serial number decals. Once the decal had dried, I sliced it along the line of the doors with a sharp blade.

The weathering was done using the chalk pastel wash method. I concentrate on one area of the model at a time - applying the wash and wiping away the excess.

This was a very enjoyable project from start to finish. After being inspired by a visit to the Fleet Air Arm Museum at Yeovilton, the very place this aircraft operated from, I knew I had to have a RN Phantom on my shelf. The kit, whilst not being an absolute "shake and bake" goes together nicely. The Almark decals were very good value for money, and with some care they can produce excellent results. I added a pair of Verlinden seats which, while not being strictly accurate, add provide extra level of detail to the cockpit. Having just bought the Revell re-boxing of this kit, I am planning to do the 56 Squadron, RAF, "Firebirds" as my next British Phantom.

**British Secret Projects:
Hypersonics, Ramjets and
Missiles, by Chris Gibson
and Tony Buttler**

reviewed by Chris Banyai-Riepl

The newest subject in the British Secret Projects series covers some really interesting aircraft: hypersonics, ramjets, and missiles. While much attention has been given to the piloted aircraft, the weapons they carried (or, in this case, hoped to carry) generally are ignored or lightly covered. This book reverses that trend, with detailed examinations on many different kinds of missiles. Coupled with the high-speed aircraft included, this book expands nicely on the existing titles in this series.

The book begins with a brief overview of the background of British guided weapons and test vehicles, and then dives into the missiles. Seven chapters cover different types of missiles, making up the majority of this book. The projects covered include the Red Top, the Red Duster and Blue Envoy, and Blue Boar and Green Cheese. Not only are the projects themselves

interesting, their names are sometimes rather humorous as well.

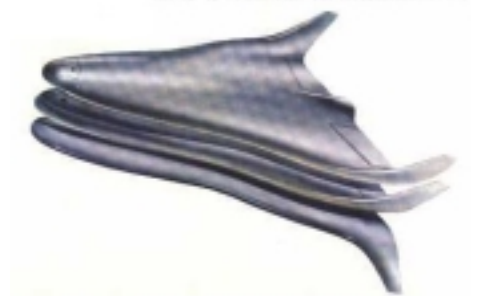


types of propulsion are quite thorough. Not only do they describe British-specific projects, they also explain in detail just how these propulsion systems work.

While the ‘Secret Project’ title suggests that there are only paper projects included in these pages, many of these paper projects evolved into production weapons (such as the Red Duster and Blue Envoy, which turned into the Bloodhound missile). This is a nice continuation of the British Secret Project series. My thanks to Specialty Press for the review copy.

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ISBN 978-1-85780-258-0
Hardbound, 208 Pages
Available from Specialty Press for \$44.95

The remainder of the book deals with the hypersonic and ramjet aircraft. Both of these subjects were at the forefront of research in many countries, including the US and the USSR, in addition to Britain. To keep pace, Britain pursued these two fields as well, and the sections on these two



Meeting Reminder

March 8

10 AM - 1 PM

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

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

