

Seattle Chapter News



Seattle Chapter IPMS/USA
December 2009

PREZNOTES



Wow. This year sure flew by which for me, may or may not be a bad thing considering a number of events on a personal level that sure seemed to keep me away from my bench. Now that the year is winding down, things seem to be looking up as far as building anything resembling a model are concerned, as I've had more time in the last few weeks than I did all summer and into late September. Unfortunately, my annual average of 11.38 models per year has taken a major hit and I can only claim to have finished four, with a fifth on the bench that probably won't be completed until some time on New Year's Day. The last serious work I did on a model airplane was in May and that's rather unsettling.

When I finally sat down a few weeks ago to resume my favorite pastime, I had to remove the accumulated "stuff" that had nothing to do with models and then get around to organizing my tools and paints in the organized way I usually do. It's been good to be painting resin figures but it looks like I'm going to have to force myself to start that Wingnut Wings Junkers kit I got last summer. It's also been gathering dust but at least it's next to the bench. Every time I open the box though, all those hundreds of tiny plastic bits just seem to be overwhelming. I have considered building another Lindberg Pogo kit just because it has so few parts and to jumpstart my way into the Junkers build, but we'll have to see what happens there. I also have my Spring Show Modelfy 2010 subject (Merkava tank) close by and as soon as I get the germ of an idea on what I'm going to do with it, hopefully I'll be off and running for the New Year as far as getting models finished.

An informal poll here: The aforementioned Pogo is for a group build for the Spring Show. My previous effort was the Vietnam Pogo but I'm having problems narrowing down the field for my next one. Raspberry Ripple, NASA, NACA, Blue Angels, and one or three other possibilities are what I

am considering but I'm open to any and all suggestions! Talk to me on Saturday.

Don't forget that this Saturday is our annual "eating meeting" where in more cases than not, all manner of things delicious will be on the tables for all of us to enjoy, most of it guaranteed to expand our waistlines. Also, note that our December contest (Pearl Harbor aircraft) has been postponed 'til next year.

We'll see you at the meeting!

Terry



Found on the Internet. Royal Thai Navy...

In This Issue

A Piece of History	3
2010 NWSM Show	7
Hasegawa Fw 190A-8	8
Christmas Presents	10
Pearl Harbor Contest	
Postponed	11
Corrections	11
Eating Meeting	11
Hornby Ford Focus	12
Trumpeter South Dakota	13
AFV Club I-19	14
2010 Meeting Dates	15
2010 Shows	15
2010 Renewal Form	16

SEATTLE CHAPTER CONTACTS

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

IPMS Seattle Web Site (Webmasters, 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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, 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, WordPerfect, or text 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 2009/2010 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.

December 12
February 13

January 16 (Third Saturday)
March 13

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

A Piece of History

by Don Conrard

A piece of aviation history took to the skies for the first time in 72 years recently when the crew of Alaska Airlines Flight 323 carried the only remaining fragment of Amelia Earhart's lost Lockheed Electra L-10E from San Jose to Seattle.

Strapped securely in one of the flight deck jump seats, the historic artifact was transported to Seattle's Museum of Flight, where it is now part of the new "In Search of Amelia Earhart" exhibit that runs until May 2010. In addition to the scrap of metal from her aircraft, the exhibit features photographs, vintage newsreel footage, and personal items chronicling the famed aviatrix's life.

Captain Pat Fitzpatrick arranged for Alaska Airlines to transport the artifact in late October when its owner, Jon Ott, expressed reluctance to ship the valuable family heirloom via the U.S. Postal Service or FedEx.

"I picked up the package containing the part at Jon's home in San Jose and carried it to Seattle," said Captain Pat Carpenter, who worked the flight with First Officer Martin Croissant and Flight Attendants Jan Levine, Sherri Reyes, and Min-Jee Kim. "As a crew, we were honored by Jon's confidence in our ability to deliver the package to the museum safely."

In Seattle, Carpenter carried the package to the sidewalk outside the Seattle-Tacoma International Airport terminal, where they handed it to Chris Mailander, director of exhibits for the Museum of Flight.

"Inasmuch as Alaska is a company that prides itself on diversity and inclusion, it seems fitting that we were able to support the Museum of Flight's tribute to Amelia," Fitzpatrick said. "She helped break down many barriers and has served as a role model for generations of women."



Alaska Airlines Captain Pat Carpenter strapped the package containing the historic aircraft part into the flight deck jumpseat for the flight from San Jose to Seattle.

Carpenter said the crew was thrilled to have a small piece of Earhart's legacy onboard. "It felt like we were flying with Amelia," he said.

The aircraft part was salvaged from the wreckage of Earhart's Electra after it crashed during takeoff from Luke Field, Hawaii, on March 22, 1937. Earhart ground-looped the overloaded plane while attempting to lift off for the second leg of what was to be the first around-the-world flight at the equator. She and her two navigators were unharmed in the accident.

Ott's grandfather, Pvt. Dan Stringer, was among a group of Army Air Corps soldiers

detailed to clean up the wreckage of Earhart's Electra following the accident. He squirreled away a scrap of metal from the plane and sent it to a family member in California as a souvenir. Ott eventually inherited it.

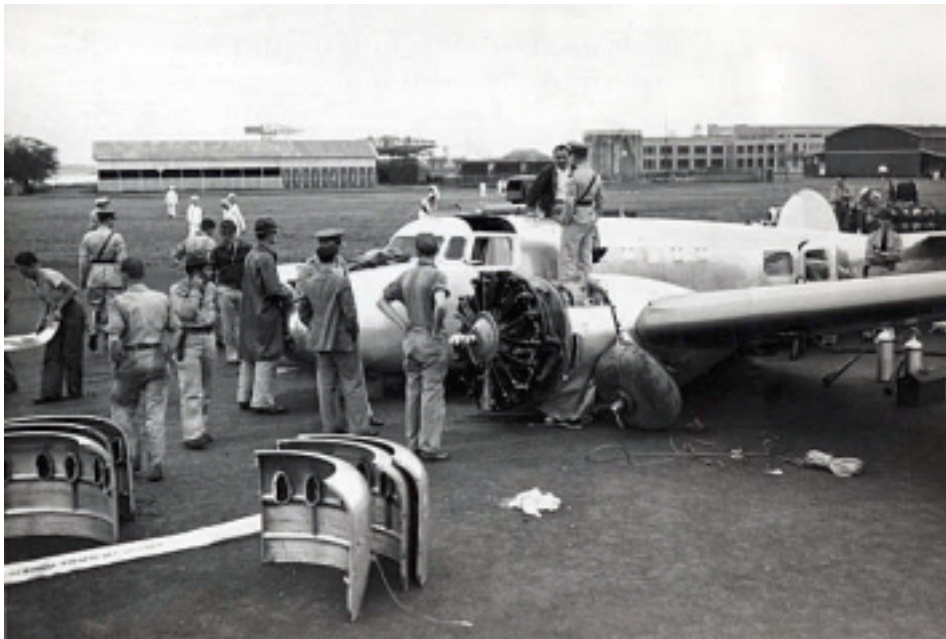
The fragment is significant because it is the only known piece from the aircraft, which was repaired and flown three months later by Earhart and navigator Fred Noonan when they vanished over the Pacific Ocean during their second attempt to fly around the world.

With nothing more than a letter from his grandfather and family lore as evidence

that the fragment was from Earhart's plane, Ott asked the PBS television series "History Detectives" to try to document his claim. After an exhaustive investigation that included examining military accident records, scientific testing and comparing it with the only surviving Lockheed Electra L-10E, the fragment was positively determined to have been part of the landing gear fender of Earhart's plane.

Following the disappearance of Earhart and Noonan, a great naval, air, and land search failed to locate them or the aircraft, sparking a mystery that has captured the world's interest to this day. Some theorize the pair ran out of fuel looking for Howland Island and had to ditch in the Pacific. Others believe they may have crash-landed on another small island or were captured by the Japanese, accused of espionage, then held as bargaining chips in the event that war erupted between the United States and Japan.

Whatever happened, Earhart continues to inspire women fliers around the world.



Soldiers clean up Earhart's crash site in Honolulu during the first failed attempt to fly around the world.

Who was Amelia Earhart?

Amelia Earhart was one of a small number of women who earned a pilot's license in the early 1920s. She was the first woman to receive the Distinguished Flying Cross, awarded for becoming the first aviatrix — and only the second person after Charles Lindbergh — to fly solo across the Atlantic Ocean. That feat earned her the title "Lady Lindy."

Earhart went on to set many other records, wrote bestselling books about her flying experiences and was instrumental in forming The Ninety-Nines, an organization for women pilots. In 1935, Earhart joined the faculty of the prestigious Purdue University Aeronautics Department as a visiting faculty member to counsel women on careers and help inspire others with her love for aviation. She was also an early supporter of the Equal Rights Amendment.

Although Earhart has been gone for nearly three quarters of a century, public fascination with her continues. A steady stream of books, Web sites, documentaries, and movies profile her life, including the newly released feature-length film, *Amelia*, starring Hillary Swank.

Notable Women in Aviation History

Lillian Todd (1906 — USA)

First woman to design and build an aircraft (which never flew)

Therese Peltier (1908 — France)

First woman to pilot an aircraft

Blanche Stuart Scott (1910 — USA)

First woman to solo an aircraft

Raymonde de Laroche (1910 — France)

First woman in the world to earn a pilot's license

Hilda Hewlett (1911 — UK)

First British woman to earn a pilot's license and owner of the first flying school in England. Later owned and ran an aircraft company, Hewlett & Blondeau, which manufactured over 800 aircraft under license during WW1.

Harriet Quimby (1911 — USA)

First U.S. woman to earn a pilot's certificate and cross the English Channel

Marjorie Stinson (1918 — USA)

First woman air mail pilot

Bessie Coleman (1921 — USA)

First African-American (male or female) to earn a pilot's license



Amelia Earhart with her Lockheed Electra L-10E.



The part is currently on display at a special exhibit at the Museum of Flight in Seattle.

Adrienne Bolland (1921 — France)
First woman to fly over the Andes

Phoebe Fairgrave Omlie (1927 — USA)
First woman to obtain an aircraft mechanics license

Bobbi Trout (1929 — USA)
First woman to perform in-flight aerial refueling

Amy Johnson (1930 — UK)
First woman to fly solo from England to Australia. Later set records for fastest flights from England to Japan, England to South Africa, and England to India. Died in 1941 ferrying an Airspeed Oxford for the ATA.

Anne Morrow Lindbergh (1931 — USA)
First U.S. woman glider pilot

Helen Richey (1934 — USA)
First woman hired as a pilot for a U.S. commercial airline (Central Airlines)

Elsie MacGill (1934 — Canada)
Became Chief Aeronautical Engineer at Canadian Car and Foundry (CC&F), becoming the first woman in the world to hold such a position. At CC&F she designed and tested a training aircraft, the Maple Leaf Trainer II.

Jean Batten (1935 — NZ)
Won first of three consecutive Harmon Trophies for her long-distance solo flights

Beryl Markham (1936 — UK)
First woman to fly Atlantic solo from east to west, later writing classic book *West With the Night*

Hanna Reitsch (1938 — Germany)
First woman to fly helicopter. Only woman to be awarded the Iron Cross and Luftwaffe Diamond Clasp for her test work during WW2, including flying the Me 163 rocket fighter and Me 262 jet.

Pauline Gower (1939 — UK)
Organized women's branch of the Air Transport Auxiliary, flying military aircraft on ferry duties in the UK

Marina Raskova (1941 — USSR)

Pre-war setter of distance records who organized the three Soviet regiments of female combat pilots, which served with great distinction in the VVS

Mary Van Scoyoc (1942 — USA)

First woman air traffic controller

Nancy Harkness Love (1942 — USA)

Commanded the Women Auxiliary Ferrying Squadron (WAFS) during WWII Women Airforce Service pilots (1942 — USA)
First U.S. women to fly military aircraft

Lilya Litvyak (1943 — USSR)

Became leading female fighter ace of all-time, scoring 12 solo victories and two shared while flying Yak fighters

Janet Waterford Bragg (1943 — USA)

First African-American woman to earn a commercial pilot's license

Ellen Shaw Carter (1947 — USA)

First woman to receive a helicopter pilot rating

Jacqueline Auriol (1950 — France)

First accredited female military jet test pilot. Won three Harmon Trophies.

Jacqueline Cochran (1953 — USA)

First woman to break the sound barrier (with Chuck Yeager on her wing); first woman to fly twice the speed of sound; first woman to take off and land from an aircraft carrier; first woman to fly a jet across the ocean; and first woman to fly a bomber across the Atlantic.

Considered the most gifted air race pilot of her generation, Cochran was also the first woman to compete in the prestigious Bendix Trans-Continental Race. She won five Harmon Trophies as the outstanding woman pilot in the world.

As director of the Women Airforce Service Pilots (WASPS) during World War II, Cochran supervised the training of hundreds of women pilots to ferry military aircraft from factories in the United States to war zones around the world. For her wartime efforts, she received the Distinguished Flying Cross.

Although Cochran died in 1980, she still holds more speed, distance or altitude records in aviation history than any other pilot — man or woman.

Valentina Tereshkova (1963 — USSR)

First woman in space

Geraldine Mock (1964 — USA)

First woman to successfully fly around the world

Sheila Scott (1971 — UK)

First pilot to fly over North Pole in single-engined aircraft. Set over 100 aviation records in her career.

Emily Howell Warner (1973 — USA)

First woman hired as an air transport pilot by a modern, jet-equipped schedule airline (Frontier)

Barbara Allen Rainey (1974 — USA)

First woman pilot in U.S. military

Betty Stewart (1980, '82 — USA)

First and only U.S. woman to win the World Aerobatic Championships (WAC) and first person to win the WAC for two consecutive years

Sally Ride (1983 — USA)

First U.S. woman in space

Jeana Yeager (1986 — USA)

Copilot of first around-the-world non-stop, non-refueled flight (Voyager)

Patty Wagstaff (1991-93 — USA)

First woman to win the title of U.S. National Aerobatic Champion

Mae Jemison (1992 — USA)

First African-American woman in space

Barbara Harmer (1993 — UK)

First woman to fly supersonic scheduled airline operations as British Airways Concorde pilot

Sheila Widnall (1995-97 — USA)

First woman secretary of the United States Air Force

Shannon Lucid (1996 — USA)

American in space for the longest period of time and American woman with most missions in space

Lt. Col. Eileen Collins (1999 — USA)

First woman Space Shuttle commander



Jackie Cochran

History in Miniature

2010 NorthWest Scale Modelers Show



February 13-14, 2010 ■ 10 a.m. - 4:30 p.m.
The Museum of Flight

• **MODEL DISPLAY:** See hundreds of detailed scale model aircraft, cars, tanks, trucks, spacecraft and more at the largest model show in the Pacific Northwest.

• **HISTORY IN MINIATURE:** This year's show will feature a walk through world history with everything from models of dinosaurs and cavemen to sailing ships, early aircraft, vintage cars, modern tanks and futuristic space vehicles.

• **"MAKE AND TAKE":** Children age 6 and up are invited to learn the art of modeling during free "Make & Take" model building workshops sponsored by Galaxy Hobby on Saturday, Feb. 13, and the Skyway Model Shop on Sunday, Feb. 14. Experts from the NorthWest Scale Modelers will be on hand to help children build a scale aircraft model to take home. Workshops are first-come, first-serve. Each child should have an adult helper.

Event free with museum admission



Skyway Model Shop

12616 Renton Ave S Seattle WA 98178 (206) 772-1211

www.skywaymodel.com

GALAXY HOBBY

We Take Your Fun Seriously!

(425) 670-0454 - www.galaxyhobby.com

For information about the show and Northwest Scale Modelers
visit <http://groups.yahoo.com/groups/northwestscalemodelers>.

Questions? Contact Tim Nelson (timndebn@comcast.net)
or Stephen Tontoni (tontoni@comcast.net)



The Museum of Flight

Exit 158 off I-5 • Free parking

9404 East Marginal Way, Seattle, Wash. • (206) 764-5720

Open daily 10 a.m. - 5 p.m. • www.museumofflight.org

Hasegawa 1/48th Scale Focke Wulf Fw 190A-8

by Hal Marshman, Sr

I consider the Fw 190A one of the prettiest of the World War II fighters, particularly in flight. With that ungainly landing gear, on the ground she looks like a swan out of water. In any case, from that shiny black Aurora offering in the days of yore, through the Monogram, Fujimi, Otaki, DML, Eduard, Tamiya, and now Hasegawa, I've attempted them all. The Hasegawa A-8 is new mold from their earlier A-3/4 pressings, which were adapted from the DML kit. I'm happy to relate that it is a definite improvement over the earlier kit. Their A-5, and -6 also are new mold.

The kit goes together well, with a somewhat easier to assemble cowling. The only place that I found difficult was the leading edge of the wing fileet. Assembly is just a wee bit more ticklish than the Tamiya, with just a few more bits here and there, such as the drop tank sway braces. The glass parts are nice and crisp, and distortion free. I found no dimples or press marks anywhere, with all the moldings matching the clear parts in quality. The surface detail is represented by engraved panel lines, and here is my chief gripe with the kit. They were too shallow for my particular panel line treatment. The Decal sheet caters nicely to three different birds. I have no difficulty recommending this kit to all builders except perhaps the very young.

Flash back to Christmas, 2008. My daughter presented me with the 21st Century built-up and pre-painted 1/32nd Fw 190A-8 in JG 1 markings. Very pretty with its red tail band, yellow with black outlined 11 and 3rd Gruppe dash, topped off with the blatant JG 1 insignia. Looking through my own decal supply, I found an EagleCals sheet with those markings so I just had to duplicate this handsome bird in 1/48th. I also had the new Hasegawa -8 kit in my stash. No excuse, gotta build it!

My end product, pictured here, is painted with Model Master Enamels, RLM shade



numbers 74/75/76 applied with my Paasche H single action airbrush. I did add my own scratch-built seat belts and buckles. I added brake lines with craft wire. I drilled out .025 holes where the visual gear indicators would protrude on the upper wing surfaces, where the ventral antenna would go on the rear belly, and finally where the insulator for the antenna cable drop line entered the fuselage. I used

Evergreen .025 rod, cut to the proper length for these accessories. The antenna cable is Stren monofilament 2 lb test fishing line, the insulators being applied with thick paint and a tooth pick. I must say I enjoyed this build very much, and my daughter was happy that I liked the gift well enough to duplicate it in my own scale!





Christmas Presents: Past and Present

by Scott Kruize



Along about this time of year back Then, all I could think about was what I'd get for Christmas. I'd have had nothing to build. Six months would have passed since I'd assembled everything I'd gotten for my birthday. And after Thanksgiving, I couldn't afford even one 39¢ Hawk or Airfix kit: I had two parents and three siblings to buy Christmas presents for!

Still, not having anything to build was tempered by other enjoyable holiday preparations. Early on, Mother taught me how to wrap presents, and I'd help her wrap for other family members. (She and Father took great care to conceal anything bought for me, though. Only once did they slip up: exposing for a moment a kit box for a 'Korean War Jet Fighter'. This drove me nuts for a month till Christmas morning, as I wondered if it would be a Sabre or a MiG..)

The luxury of having a stay-at-home mom also included homemade Christmas cookies, and I helped here. Not that I did much selecting or measuring of ingredients, but I could mix on demand, then lick off the spoons and beaters before putting them into dishwater. Also, I coated stuffed dates and shortbread nut balls with sugar, applied sprinkles to cookie-gun extrusions, and colorfully frosted flat cookie-cutter Santas, reindeer, and Christmas trees. That didn't require great artistic talent, but recall

I would've had precious little practice painting my model airplanes. Back Then, all I ever did was put a bit of brown on the pilot's suit, silver on landing gear and other fittings, and black for wheels, guns, exhausts, prop blades, and anti-glare panels. The most 'artistic' decorations were maybe painting wing tips and tail feathers with red or orange.

But if only I could hold out, following these diversions, Christmas would produce the yearly high point of my model kit acquisitions. Between parents, Santa, (yes, I did understand the relationship) and grandparents, I might look forward to acquiring as many as half-a-dozen kits. There's a whole WEEK of solid building right there!



Now, at Christmastime, at most I can expect one kit, and that would be from Ken Murphy, who I met way back Then and again shares this hobby, since we emerged from the Dark Ages nine years ago. He knows my kit stash, as I know his. He never misses an opportunity to put in a dig about how ridiculously large my collection is. (Nearly 400, while his is "only" about half.) "Let's see. At a build rate of roughly one per month, you're going to run your kit stash out along about April of 2042..." Nevertheless, he adds to it! He occasionally comes up with something I'd like but somehow hadn't acquired, like the year before last when he gave me a Chinese kit

of the Chinese Nancheng A-5 attack jet. There's no possibility that anyone less familiar with the current state of my hobby could possibly find anything appropriate, and I've told my wife to not even try. She provides other nice things I want...

As Then, I still have much to do with Christmas preparations, and model building pretty much grinds to a halt. I have those same three siblings and two parents, and though we no longer exchange the great volume of presents we did back Then, whatever 'slack' there might have been is eaten up on new relations. I have two nephews and two nieces, and I found a way to accumulate a whole bunch of other relatives: just "marry well"! Since I married Sandra, her three daughters have also married and now I

find myself with eight grandchildren. That ought to keep Grandpa Scott busy for a few decades!

So Now, as back Then, I'm not doing any building right now. What's different is I can't bemoan having nothing to build. My stash sits neglected but is still pretty impressive. From it, a remarkably large number have already been started.

Even if I didn't have those, I'd still have a kit Now that's going to have to wait a bit. It's a 'gift', but certainly not from a Magi. Matt Bittner of *Internet Modeler* gave it to me in his quest for another kit review.



Back Then, the best kit I was ever got for Christmas was a one-quarter-inch scale Hawk Lockheed Starfighter, the coolest jet fighter that EVER was. Now I have to build what some people, particularly a certain English expatriate I know, and other Anglophiles, assert is the coolest: the English Electric Lightning. The Hawk kit back Then was already finished with “Authentic Chrome Plating”. This Eduard kit cries out for Alclad: more work that I can only hope turns out well.

claiming your smaller kit stash somehow makes you more frugally virtuous than your friends...or even refusing to admit the Starfighter’s ordained place in aviation history as the coolest jet fighter that EVER was...On the other hand, writers whose only calling is to Higher Truth are automatically marked ‘Nice’ ...). If doing Santa’s Helper work is keeping you from building at the moment, look forward to the day after Epiphany, when the Season is over and we can resume our philosophy of



Each in our way are trying to get on Santa’s ‘Nice’ list. Surely you readers are. (You might want to carefully consider what Santa must think about “giving” kits to satisfy ulterior motives...putting on airs

“Build what you want, the way you want to, and above all have fun!”

Pearl Harbor Contest Postponed

The Pearl Harbor model contest which was originally scheduled for the December meeting has been postponed to a later date. A make-up date has not been decided, but information will appear in the newsletter when it is available.

IPMS Vancouver Results Correction

In the article last month which listed IPMS Seattle winners at the IPMS Vancouver show in October, two IPMS Seattle members were inadvertently left out. They were:

Aircraft

- Out of the Box, All Scales
2nd A6M3 Zero Ed Pinnell
- Multi-engined Prop, 1/48th
2nd Hs 129B-1 Dave Piehl

Nautical

- Submersibles, All Scales
2nd Japanese 2-man Sub Ed Pinnell

My apologies for the omissions.

Eating Meeting

Remember, the December meeting is the one IPMS Seattle meeting each year that features goodies to eat and drink. So remember to bring cookies, snacks, and (non-alcoholic) beverages!

Hornby 1/32nd Scale Ford Focus WRC

by Jon Fincher

Almost as soon as the first cars were built, people began racing them. While road and off-road racing had existed for decades, it wasn't until 1973 that the FIA organized and sanctioned the World Rally Championship. Based on production cars with turbocharged 2.0 liter engines and four wheel drive, and featuring a paired driver and co-driver (in the role of navigator), the WRC has manufacturers from all around the globe throwing their cars around mixed surface tracks from Europe to Africa.

Ford entered the WRC fray at its inception, winning the driver's titles in 1979 and 1981, as well as the manufacturer's title in 1979 with the Ford Escort. Since 1999, however, Ford has competed with version of the Ford Focus, winning their second and third manufacturer's titles with it in 2006 and 2007. The Hornby model is not dated, but the marking and style appear to be of an RS WRC 01 or 02 raced in the Uddeholm Swedish Rally sometime around 2003 or 2004.

Hornby's kit comes packaged well - a plastic tray holds three separate bags filled with parts: windscreen, body and interior, and chassis and wheels. The box also contains a single sheet of instructions and decals. Everything fits well and the parts will sustain a pre-build fondle, then return to the box without issue.

The parts provided are sparse (this is a curbside kit with no engine) but well molded and generally clean. None of the parts are on sprues and attachment points are small and tough to find. With the exception of the clear parts (windscreen, headlights, and front running lights) and the tires, everything is molded in white styrene.

The lack of interior detail in the kit is evident when the parts are removed from



the bag. Aside from two very plain racing seats, a tiny steering wheel, an interior roll cage assembly, and the rally-required spare tire, there is little else to add detail. The interior bucket is, as expected with a racing car, very plain and sparse, and ripe for some additional detail, such as racing harnesses, accelerator, brake, clutch, emergency brake, and fire extinguisher (none are provided in the kit). The seats fit well into the bucket, but have a hole in the middle that allows you to look through to the inside of the chassis.

The chassis and wheels are also very simple, consisting of a simple chassis tray with pins mimicking axles. The underside has a rear differential crudely molded in, as well as an engine skid plate, but is otherwise unremarkable and even confusing - it appears that the muffler and rear diff are connected by a tube structure (in other words, don't display this model on a mirror). The tires are soft rubber with no markings and a simple tread pattern implying a smooth track setup. They stretch over the wheels easily, and the wheels snap on and off the "axles" very well, allowing the model to roll.

Overall parts fit appears to be snug with some notable exceptions. A front clip-like piece fits under the molded-in hood and behind the grill opening. On the other end, windshield wipers extend behind the hood,

and the dashboard on interior bucket fits behind it. There will be some fiddling with these parts to make them fit properly, especially since the rear of the interior bucket shows a gap when the front is fitted properly. This is similar to the interior bucket to body fit problem of Lindberg's 1953 Ford Victoria. Chassis to body fit is cleverly done, although rear wheel clearance in the wells will need adjustment.

The decals are well protected by cellophane, but that's probably the best thing to be said about them on first glance. The carrier film is thick enough to catch a fingernail, and extends well beyond the color in most cases. There are a number of white and yellow decals which are almost impossible to see on the white paper - you have to look for the sheen of the carrier to know they're there at all.

The instruction sheet is very sparse on details, spending more space on warnings in ten languages and parts inventory than on assembly instructions. Thanks in part to the small parts count and sparse detail, the instructions are readable by experienced modelers. However, Hornby has completely omitted critical items from their instruction sheet, like historical and background information, painting guidance, and even decal placement instructions.

And this leads to the biggest problem with this model: the decals. Decals are provided for a series of blue wedge markings, which lead from the rear wheel well along the side of the car to the front headlight. Another set of wedge markings extends on the roof and the hood, enclosing red and dark blue colors between them. The thickness of the decals may lead to problems applying them over a curved car body with proper alignment and without wrinkles. However, even if they lay down well, the lack of painting instructions is still very problematic. Picking the correct color to match colors on the decals, and then deciding where to actually put it on the model so the decals line up properly, becomes a real issue. Lastly, some of the hard-to-find white and yellow decals need to be placed on top of the dark blue color on the rear of the car. I have not seen any white decals which, when applied over a dark color, actually still appear white, although the thickness of these decals may actually help here.

What appears to be a well-made model at the outset - individually bagged parts, no sprues, crisp molding - begins to fall apart as you dig deeper. The challenges start simply enough - add some interior details, finding proper references, research the historical information, correct some fit issues. But when the time comes to paint the body, the real problems are exposed. What colors do I use? Where do I put them? Will these decals set properly? Will these white decals cover properly? If you absolutely, positively, have to have a 1/32nd model of a Ford Focus RS WRC 02 for your collection, these problems are not insurmountable, but they will be challenging. Otherwise, I'd stick with the 1/24th scale Tamiya kit.

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

Trumpeter 1/700th Scale USS South Dakota BB-57

by Chris Banyai-Riepl

The *South Dakota* was the lead ship of the last of the Washington Treaty battleships. This treaty limited the size of battleships to 35,000 tons, and the *South Dakota* class strained to keep under this limit. With nine 16-inch guns in three turrets and a top speed of over 27 knots, the *South Dakota* class battleships proved to be a solid interim design until the larger *Iowa* class took to the seas.



The *South Dakota* did two tours in the Pacific, separated by a short operation alongside the British in Scapa Flow. During her first tour in the Pacific, the *South Dakota* supported the invasion of Guadalcanal, while the second Pacific tour saw the *South Dakota* off the shores of the Gilbert Islands and the Mariana Islands. As the war progressed, the *South Dakota* routinely found herself under attack by Japanese aircraft, taking many hits but surviving them all. At the end of the war, the *South Dakota* anchored in Tokyo Bay in August 1945 before sailing to the west coast of the United States.

One of the more interesting side histories of the *South Dakota* is that she was the ship that saw the service of the youngest person to serve in the US Navy. Calvin Graham lied about his age and enlisted in the Navy right after the attack on Pearl Harbor, at the age of 12. While fighting alongside his crewmates at the Battle of Guadalcanal, Graham was wounded by

shrapnel. His actions resulted in the Bronze Star and the Purple Heart, but his mother revealed his age and Graham was sent to the brig. A dishonorable discharge followed and his medals revoked. Graham later enlisted in the Marines at the age of 17, from which he received an honorable discharge, but constantly struggled for his veteran's benefits for the rest of his life.

Trumpeter's latest 1/700th battleship follows their existing line, comprising both a full hull and waterline hull, molded in gray and red plastic, with a clear sprue for the aircraft. Having produced models of both of the *North Carolina* class battle-

ships and all of those of the *Iowa* class, it is little surprise that they have turned their attention to those ships in between the two. As the lead-off ship of the class, the *South Dakota* is a bit different than the later ships, and it appears that Trumpeter captured these differences correctly. These include two less 5-inch twin turrets than the later ships in the series. This was because the *South Dakota* had a larger conning tower, commiserate with her role as a flagship. The *South Dakota* was also the only one of the class that had 1.1in and .50cal anti-aircraft gun mounts.

Construction is as one would expect for a battleship. The upper hull and lower hull options are separate pieces (allowing for full hull or waterline), with a separate main deck. The 16-inch turrets have individual guns that, with a bit of extra work, could be made to elevate at different levels. The #2 and #3 turrets have additional gun tubs mounted on the rear of the turret, and these are separate parts (along with the

plethora of individual guns, get your tweezers ready!).

The build-up of the superstructure is complex, with each level comprising of separate sides, fronts, and decks. The result is very nice detailing on the parts (due to molding essentially flat pieces rather than complex shapes), but the potential for unsightly seams is higher. I recommend going slow here, with lots of test fitting and careful sanding to try and minimize or eliminate any need for filler. A rough count, not including any of the gun mounts or antennae, has over forty parts going into this superstructure.

For the gun mounts, well, there's a lot here. The 5-inch turrets are decent, with separate gun barrels and a two-piece turret. The smaller guns are individually cast, and with some careful cleanup should do quite nicely. The crane and catapults on the fantail are basic, as it is impossible to capture the complexity of their shape in injection plastic. I am sure we will see a photoetch set for this ship soon, though, and that is one area that will greatly benefit from photoetch. The aircraft, two Vought OS2U Kingfishers, are molded in clear plastic, so you can mask off the canopy before painting. For those doing a full hull model, the four screws accurately capture the 5-blade outer and 3-blade inner screws.

Painting of the *South Dakota* is simple, as it wore the simple Measure 21 color scheme throughout her life. So there is no complex masking required on this build (if you want that, pick up the *Massachusetts* kit and build it as the *Indiana* in a Measure 32 camouflage scheme, or the *Alabama* in its blotchy Measure 12 camouflage scheme). For more information on the camouflage schemes of the *South Dakota* class battleships, a good reference is the Measure 31, 32, 33 page at the US Navy Historical website. The small decal sheet provides basic markings, namely flags and markings for the Kingfishers.

This is a great addition to Trumpeter's growing 1/700th battleship line, and with it we can now build all the USN battleships of World War Two. My thanks to Stevens International for the review sample.

AFV Club 1/350th Scale Japanese Navy I-19 Submarine

by Chris Banyai-Riepl

One of the lesser known offensives against the United States by Japan was the incendiary attacks on the west coast. The



Japanese believed that if massive fires were started in the forests in Washington, Oregon, and California, the Americans would have to draw considerable resources away from the war effort to protect natural resources and industries. Initially these attacks were done by balloon, taking advantage of the prevailing winds over the Pacific. These were highly ineffectual, though, as there was no guidance and no way to cluster enough together to start a large blaze.

For a more targeted attempt, Japan turned to an aerial assault, using aircraft launched from a submarine. Using the large Type B1 submarine with its Yokosuka E14Y1 floatplane, the I-25 carried out a small attack in Oregon, when the plane dropped its two bombs on the forest. Unfortunately for the Japanese, no fires resulted, but it did mark the only time submarine-launched aircraft bombed the United States. It is interesting to note that one of the requirements to cause a rapid spread of a forest fire is wind, and for the wind to be strong enough to do that, it would also be too strong for the E14Y1 to fly.

There were other attacks by the Type B1 submarine on the West Coast. The I-17 managed to shell the California coast at Santa Barbara, targeting an oil field. I-25, on its third patrol, shelled the gun batteries at Fort Stevens near the mouth of the Columbia. I-26 shelled the lighthouse and radio direction finder off the coast of British Columbia, resulting in a severe disruption of shipping, as other light-

houses shut down to prevent their targeting by other submarines.

The I-19 was one of the most successful Type B1 submarines. Its first patrol was in support of the planned second Pearl Harbor attack, Operation K-1. On February 23, 1942, the I-19's E14Y1 flew nighttime reconnaissance flights over Pearl Harbor. The submarine then retreated to the French Frigate Shoals and operated as a radio beacon for the Kawanishi H8K flying boats that were to bomb Pearl Harbor. This attack was canceled before the aircraft arrived at the I-19, though.

The most successful attack by the I-19 happened on September 15, 1942. Operating south of the Solomon Islands in support of the Guadalcanal campaign, the I-19 came across CV-7 *USS Wasp* and its escorts. The submarine fired six torpedoes, three of which hit the *Wasp*. The other three hit BB-55 *USS North Carolina* and DD-415 *USS O'Brien*. The *Wasp*'s crew tried to control the resultant fires but could not, and the carrier was scuttled after the crew abandoned ship. The *North Carolina* had minimal damage, making her way back

to Pearl Harbor for repairs that kept her in dock until mid-November 1942. The *O'Brien*, although superficially appearing salvageable, suffered severe internal structural failures which resulted in the ship sinking a month later.

The I-19 did not survive the war, though. On November 25, 1943, DD-446 *USS Radford*, using its radar, detected the I-19 on the surface. Although the I-19 submerged, the *Radford* attacked with depth charges and the submarine went down with all hands.

This has been a submarine many naval modelers have been wanting for some time. For those not familiar with AFV Club's submarines, these are beautifully done kits, with solid engineering and petite detail. The kit is molded mostly in light gray plastic, with the lower hull in red and the diminutive E14Y1 molded in clear. There is a fret of photoetch providing some essential details such as railings and struts. The decal sheet covers the minimal markings you would find on the I-19 and her aircraft.

Starting with the construction, it does not take long to recognize the effort AFV Club has put into the engineering of this kit. There are quite a few internal details that would be invisible when built out of the box, for example. But for those modelers who decide to open up all the vent holes, that internal hull would then become very visible. The option of extended or retracted forward dive planes is another nice touch, as the retracted ones would still be visible through the openings. Small details like this shows that AFV Club really goes the extra step to accommodate all modelers.

The actual construction is very straightforward. Once the crane masts are put in place and the other interior details fitted, the upper and lower hull pieces can be attached. The seam is very tight, and with some careful gluing the only requirement here would be just a slight bit of sanding. External hull details are extensive. For example, the propeller shaft assembly is made up of a separate shaft, propeller, and

rear support. This will make prepping these parts much easier.

The plane is also nicely done, with the trailing edge separate control surfaces delicately molded in place, with a gap present. The floats are separate, with a large flat strut piece that can be replaced by the more delicate and more realistic photoetch struts. Also provided in photoetch is the propeller (a quick jig to twist those blades will really enhance this piece), wing and tailplane bracing struts, and the catapult attachment harness. As this is molded in clear, the modeler can mask off the canopy for more realism.

The sail is simple, yet detailed. All of the various periscopes and antennae are provided, and are petite and to scale. Railings are provided in both plastic and photoetch. The forward hangar bay has interior detail, for those who wish to modify the front hatch to display this area open (major kudos to the modeler who decides to build the E14Y1 folded up and in that hangar!). The catapult is made up from several pieces and will look good with that aircraft perched on top.

When it comes to colors and markings, these are pretty straightforward. The decks are identified as wood brown, the lower hull as hull red, and the rest as dark gray. The E14Y1 is finished in dark green. The decals provide hinomarus for the aircraft and the sail number and flag for the submarine.

This is really a great addition to any 1/350th submarine collection, and I would highly recommend anyone interested in German U-boats to pick up one of these. Why? Because it does an amazing job of showing how very different the Japanese submarines were to their German counterparts. Just holding this one next to the Type IX U-boat I finished recently really drives home how big this boat is, as lined up, the Type IX ends right about at the aft gun on the I-19. Impressive indeed. My thanks to Merit International for the review sample.

IPMS Seattle Meeting Dates for 2010

Here are the scheduled IPMS Seattle meeting dates for 2010. All are in the main room at North Bellevue Community/Senior Center. All are on the second Saturday of the month except for the January meeting, which is on the third Saturday of that month.

1/16/10 (third Saturday)
2/13/10
3/13/10
4/10/10
5/8/10
6/12/10
7/10/10
8/14/10
9/11/10
10/9/10
11/13/10
12/11/10

2010 Shows

Here are the dates, as currently known, for 2010 shows. More information will be given when it's available:

2/13-14/10 Seattle Museum of Flight
NWSM Show
2/21/10 Mt Vernon 15th Annual
4/??/10 Lynnwood Galaxy
4/17/10 Renton IPMS Seattle
5/2/10 Puyallup MCS 21
6/12/10 Fort Worden NOPMS 5
7/23-25/10 Puyallup Good Guys
8/4-7/10 Phoenix IPMS Nationals
9/18/10 McMinnville OHMS
10/??/10 Lynnwood Sci-Fan
??/??/10 Silvana 5th Annual
10/2/10 Moscow ID Bring out Good Stuff
10/9/10 Burnaby IPMS Vancouver
??/??/10 Clackamas OSSM

Thanks to Carl Kietzke.

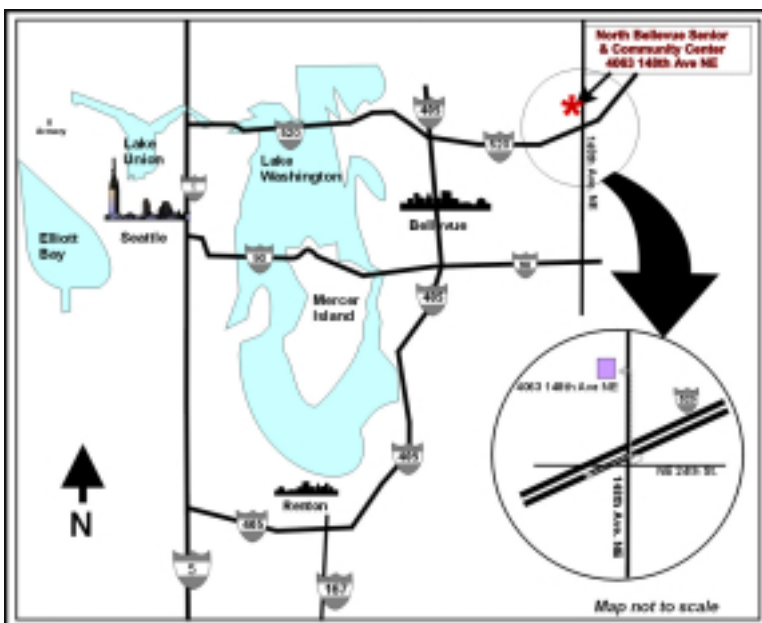
IPMS Seattle Renewal Form

Your 2010 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via email. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the December meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

<p>IPMS Seattle 2010 Dues Form</p> <p>Full Name _____</p> <p>Mailing Address _____</p> <p>City _____ State _____ Zip Code _____</p> <p>Telephone (Area Code) (_____) _____</p> <p>E-mail address _____</p> <p><input type="checkbox"/> E-mail delivery of the newsletter (\$15). <input type="checkbox"/> Regular mail delivery of the newsletter (\$25).</p> <p><input type="checkbox"/> Please do NOT release my e-mail and phone information for distributed club rosters.</p>	<p>Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115</p>
---	---

Meeting Reminder

December 12 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.