

Seattle Chapter News



Seattle Chapter IPMS/USA
June 2010

PREZNOTES



Another airline Preznotes, this time winging my way on the redeye to Louisville ("loo-a-vul", "loo-e-vil", or any of several other pronunciations en vogue) for the Wonderfest show. From there to Richmond, VA, with an opportunity to see a few of the sites before attending a sawmill/logging trade show. As I write this segment, it's been a long excruciating ride in a warm dark aluminum tube, but what a glorious sunrise!

Since I had to opt out of a trip to the Phoenix Nats in August, due to the expected arrival date of granddaughter #2 ("one on the ramp, one in the hangar"), I chose instead to go to Wonderfest which is an annual show attended by those that are interested in all things sci-fi, horror, and fantasy. This year the model contest had a record 518 entries and the quality of the models was quite outstanding. In addition to the contest there is a substantial vendors' room with copious amounts of resin and plastic available to anyone that wants to make their wallet thinner. Also in attendance were such personalities as Lou Ferrigno (the Hulk), Claudia Christian (*Babylon 5*), James Karen (*Poltergeist*, *Return of the Living Dead*) and Linnea Quigley (the original "movie scream queen"), among others. In the contest, two of my flying saucers won awards: a bronze for "dead, with duct tape" and a merit award for "the last joint strike fighter". Steve Hilby won a gold medal (very hard to come by) and a Best in Show Award, Best Spaceship (interesting, considering it doesn't leave the atmosphere!), for his Imperial Aeronef "Haifeng". He also won a merit award for one of his figures.

After Wonderfest I headed off to Richmond. I had a few days to kill so my first day there I went down to visit the Military Aircraft Museum in Virginia Beach and their associated facility, the Fighter Factory in Suffolk, to see an old girlfriend, a PBY Catalina that our company had sold

at auction back in 1987. The ol' girl looks a lot better now with turrets and a semi accurate paint scheme. She also has brand new engines and props. Unfortunately, being there on a Tuesday, I missed her flying both the previous and the following weekends. Oh well. The following day I ventured north to the Udvar Hazy facility of the National Air & Space Museum at Dulles airport. Putting it mildly, it's an incredible collection of aircraft and artifacts. It was nice to see the Dash 80 and the Boeing 307 again. The last time I saw the 307, she had just taken a salt water bath in Puget Sound. I was surprised to see the Do 335 as I had not realized that it had been returned to NASM. It's truly an incredible collection and I think I saw just about all I could see before heading back to Richmond. My brain, and camera disc, were full. Unfortunately, I did not have a chance to stop at Langley (NASA) or the US Army Transportation museum at Fort Eustis (that one closed just before I got there). The only Civil War site I was able to visit was the Confederate White House in Richmond, which houses an museum as well. It was an interesting trip, but with a lot of history left to see, I think a return trip is going to be a necessity some day. I have an assortment of photos elsewhere in this issue.

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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 \$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 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.

June 12
August 11

July 4
September 11

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

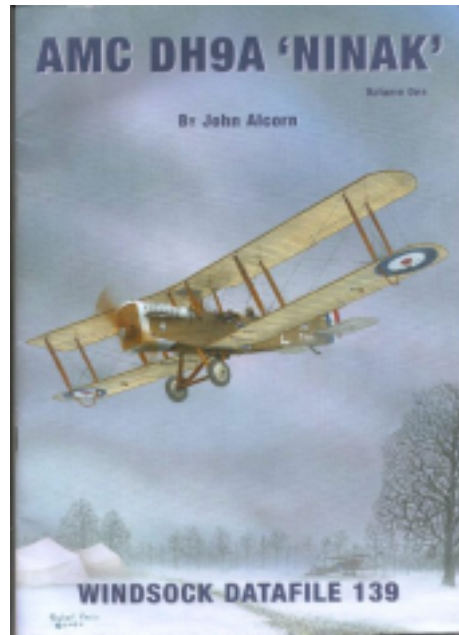
**AMC DH9A "Ninak"
Volume One, Windsock
Datafile No. 139, by John
Alcorn**

**reviewed by Brian R. Baker,
IPMS #43146**

This is the first of two volumes dealing with one of the most influential single engine biplanes of World War I and the nineteen-twenties. Although the DH.4 was a famous airplane in its own right, some of its design features, such as the cockpits separated by a fuel tank causing communications problems in the days before electronic intercoms and low power, required modification. The solution was the installation of the American-built 400 hp. Liberty 12 engine, which increased the power and allowed relocation of the cockpits. Although only small numbers of DH.9As had reached the Western Front by late 1918, some were used with effect against the Germans, but the airplane became the standard RAF day bomber after the war, and continued in service in the UK and the Middle East until they were replaced by more modern airplanes in the late twenties.

This book, billed as Volume One, outlines the design development of the DH.9A, along with its operational history. This is very complete, and especially interesting is the coverage of the DH.9A's use against various groups of Iraqi and other Middle Eastern insurgents in the late 'twenties. Apparently, not much has changed in that part of the world. In addition to the very informative text, 65 excellently reproduced photos show the aircraft at various stages of its career, ten color profile views, and a selection of excellent 1/72nd and 1/48th scale drawings. In addition, 41 photos are provided showing details of the only surviving example of the type, in the RAF Museum. The story of this particular airplane is related, as it was captured by the Germans towards the end of World War I, exhibited in a German museum until late in World War II, finally winding up in

Poland after the war. It was later returned to Britain in 1977, where it was restored and placed on exhibit.



This publication was developed primarily for modelers, and gives enough detailed information for a serious modeler to super-detail a model of the DH.9A. Incidentally, several kits of the DH.9A are available, in 1/72nd and 1/32nd scale, as is a kit of the Russian version, the R-1, which is really a Russian production version of the airplane. These include vacuform, resin, and injection molded kits, so this book will prove very useful to modelers.

Highly recommended.

Thanks to Albatros Productions and John Noack for the review copy.

MSRP: £10.90 GBP
ISBN: 978-1-906798-02-4
Website:
www.windsockdatafilespecials.co.uk

[Note: Author John Alcorn is, of course, a long-time member of IPMS Seattle, and the builder of a magnificent scratchbuilt DH.9A that has won numerous awards – ED.]

Correction

In last month's summary of the IPMS Seattle Spring Show winners, three results were reported incorrectly. The correct results are as follows:

112 Aircraft - Airliners/Civil/Sport/Racing:

1st - 1914 Sopwith Tabloid - Tim Nelson

114a Aircraft - Biplanes, Vintage 1/72nd & smaller:

2nd - Curtiss Reims Racer - Tim Nelson

806 Mentored Models:

1st - Land of the Giants - Lisa Nelson

My apologies for the error.

PrezNotes

from page 1

Don't forget: This Saturday is also the model contest at Fort Worden in Port Townsend, hosted by North Olympic Peninsula Modelers Society. By all means try to make it to their show. It's a great contest, they always have terrific models and the venue is truly spectacular.

Unfortunately, I'll miss the meeting this Saturday (and the NOPMS show) but will try to put together a slide show of my travels for the July meeting.

We'll see you next month,

Terry

DML/Dragon 1/35th Scale Sherman M4 DV

by Andrew Birkbeck

Yet another addition to DML/Dragon's ever-expanding range of Sherman kits, this one an early M4 DV (direct vision), with markings for two vehicles deployed in Italy, 1944. The kit, as is the custom with DML's Sherman range, consists of multiple sprues, with only half the parts in the box being used for this particular model. Therefore the modeler is advised to carefully read the instructions and make note of which parts are to be used for this project, and which are to be put in the "spares box" to help with future projects.



Progressing through the instructions starting with Section 1: road wheels and suspension. The modeler is provided with two types of road wheels, the stamped six-spoke wheels, and the welded five-spoke version. The decal options cover welded five spoke versions. The VVSS bogies are the "mid production" version with the straight support roller bracket. The track skids are molded thinner than I have seen on earlier DML/Dragon Shermans, which shows that DML is constantly striving to improve their kits. The modeler will have to drill the four mounting holes on the fronts of the bogie units however, as these are missing on the kit parts. The tracks are the T41 rubber block version, molded in DML's "DS100" rubber material. The tracks are beautifully molded and detailed for "rubber band" tracks, and glue together using regular model cement, and paint up well. My one gripe is that they appear a



tad too long, and so the fit on the model is not as snug as I might have wished.

Section 2 covers the installation of the transmission housing, and this is the early three piece cast type. The appropriate parts have nice casting texture on them, together with what appear to be correct foundry casting numbers in the appropriate places. The bolted "flanges", parts E4 and E5, should have a subtle seam down

their middle, which the modeler should add for total accuracy.

Section 4 covers the rear of the tank, and the kit comes with the squared carburetor air cleaners, which are well detailed with five parts each. Section 5, hull front, and DML supplies the headlight guards as optional plastic or PE parts. The former are way too thick, scale wise, and need to be carefully thinned down for those who



don't like using PE (such as me!). I left my headlights off, as is often seen in period photos. The DV (direct vision) slots and hatches are very nicely done, while the front mudguards are PE parts. I had trouble getting them to mount properly and they are more trouble to assemble than would be injection molded ones, but the PE does insure very thin guards. Moving on to Sections 6 and 7, we have the building of the rear hull deck, and the installation of the vehicle tools: shovel, axe, track tensioner etc. DML supplies optional PE mounts for some of the tools. Note that the main upper hull part, Part H, has fine mold lines that need spotting and then sanding off. And note that the kit does not provide sand shield mounting points for down the sides of the upper hull.

Sections 8 and 9 cover the turret. The kit supplies you with an early low bustle turret with the M34 gun mantle, with optional rotor shields, armored and unarmored. You also get two options for the main gun tube, either flared at the tip or not. The main turret shell, part B12, has very nicely done cast texture to it, but curiously is missing any foundry markings (strange, since DML did such a nice job doing these on the transmission housing). In the area of the pistol port, there are some major molding marks which will need careful removal, and some work is required to mate part B12 to the lower half of the turret shell, part B11. The turret anti-aircraft machine gun, an early M2, is extremely well detailed, utilizing both slide molded plastic injection parts and PE parts.

Markings are provided for two vehicles, one listed as being 3rd Armored Division, Gustav Line in Italy, 1944, while the other is from the 753rd Tank Battalion, also the Gustav Line, 1944. Only problem is that according to my research, the 3rd Armored Div. couldn't have been in Italy at this time period, so perhaps it is mistyped, and they mean 3rd Infantry Division, which was? The decals are however extremely well printed, being produced by Cartograph of Italy, and went onto my model without any issues whatsoever (I did the 753rd TB scheme).

Overall then, this is a very nice kit from DML Dragon that assembled without any major headaches. Detail is very good, and the only real issue I had was the lack of foundry markings on the turret, and giving the modeler only the PE option for the front mud guards. The latter is my personal issue however, and forced to use the PE parts, they did perform fairly well after some initial fiddling about. I enjoyed the

build immensely, and would like to thank DragonUSA for providing IPMS/USA with the review sample. If you are a Shermanaholic like me, I highly recommend this kit be added to your collection.

MSRP: \$47.50

Website:

<http://www.dragonmodelsusa.com/>



Peninsula Model Show and Contest 2010

5th Annual 2010 Show & Contest sponsored by IPMS North Olympic Peninsula Modelers Society

Saturday, June 12, 2010
Fort Worden, Port Townsend, WA
Fort Worden State Park
Building 204

Show Schedule:

Doors Open: 9:30 AM
 Registration: 9:30 AM - 1:00 PM
 Judging: 1:30 - 3:30 PM
 Awards: 4:15 PM
 Show Close: 4:30 PM

Admission:

Adults: \$5 (includes State parking fee)
 Model entry fee: \$1 per entry up to five entries - additional entries are free

Junior (Age 17 and younger): \$3
 Model entry fee - \$1 for any number of entries

Note: Admission allows entry to nearby Coastal Artillery Museum for half-price.

Special Awards:

2010 Show Theme:
 "The Sensational Sixties ~ 1960-1969"
 Theme Award: The Sensational Sixties.
 Models depicting objects, events, or people from 1960 through 1969. Sponsored by Peninsula Awards and Trophies.

WWII Eastern Front. Equipment or figures related to the European Eastern Front. Sponsored by R&J Enterprises.

Best Navy Jet. Navy or Marine jet aircraft - any nation. Sponsored by the Olympic Squadron, Association of Naval Aviation.

Best Female Military Subject. Sponsored by Patti Walden.

Best Canadian Subject. Sponsored by Pacific Rim Hobby, Port Angeles.

Best Natural Metal Finish. Any subject with a natural metal finish. Sponsored by the Green Dragons of Tacoma, WA.

People's Choice Award. Sponsored by First Federal.



Categories for "Best Of" Awards

Aircraft
 Ships
 Military Vehicles
 Automotive
 Railroad
 Figures
 Dioramas
 Space and Science Fiction
 Miscellaneous
 Juniors

Driving Directions:

Fort Worden is located in the Victorian Seaport of Port Townsend, Washington.

Travelers' Alert! From Points North of Seattle, including Mt. Vernon, Bellingham, and Vancouver B.C.:

The Port Townsend/Keystone Ferry Route is operating a small, inside passage ferry, which is cancelled at the slightest notice of foul weather and is on reservation only basis (www.wsdot.wa.gov/ferries).

NOPMS recommends that you use the Edmonds to Kingston ferry, and travel over the Hood Canal Bridge.

Other Routes:

From South Seattle, Tacoma and Points South:

Take the Tacoma Narrows Bridge (Hwy. 16) northwest to Bremerton, and Hwy. 3 north to the Hood Canal Bridge. Cross the bridge and take Hwy. 19 (about five miles, turn right) north through Chimacum to Port Townsend. With normal traffic, it is 1 1/2 hours driving from the Tacoma Narrows bridge to Fort Worden State Park. There is no fee to cross the bridge heading west. There is a fee when you return to the bridge, crossing eastbound to Tacoma.

From Seattle or Everett:

Take the Seattle/Bainbridge Island or Edmonds/Kingston ferry, and travel to the Hood Canal Bridge. Cross the Hood Canal Bridge and in about five miles take Hwy. 19 north (to the right) through Chimacum to Port Townsend. With normal traffic, it is about 90 minutes from Bainbridge to Port Townsend and one hour from Kingston to Fort Worden State Park (unless the bridge closes marine traffic, which can take an additional 20-40 minutes).

From Olympia and South:

Either use the South Seattle/Tacoma directions, or follow the scenic route up Hood Canal on Hwy. 101. From Olympia, the travel time either way, depending on traffic, is about two hours.

For more info, contact Larry Speelman at **360-681-5266** or by e-mail at larry234@olypen.com

or go to the NOPMS show web site at

<http://www.nopms.net/2010-Show-Contest-Information.html>

Trumpeter 1/350th Scale USS Forrest Sherman DDG-98

by Chris Banyai-Riepl

Overview

This is the latest Trumpeter 1/350th *Arleigh Burke* Class destroyer, and will likely be the last as it reflects the latest fitting arrangement for the class. This is a Flight IIA ship with the 5"/62 gun and no CIWS. That said, the midships CIWS is being retrofitted to the late Flight IIA ships, as delays in the Improved Sea Sparrow has left these vessels somewhat vulnerable. So this kit will actually reflect a late Flight IIA ship within a certain date range, as Navy plans have all of these later *Arleigh Burke* destroyers retrofitted with that CIWS by 2013.

The Kit

Trumpeter has released several *Arleigh Burke* destroyers over the years, such as the *USS Lassen*, which represents a mid-Flight IIA *Arleigh Burke* Class destroyer. The majority of the parts are the same between these two kits, so I'll just cover the differences in this review.

As this is a late Flight IIA ship, the primary visual difference is contained in the superstructure, namely in the ship's exhausts. On the earlier *Arleigh Burke* Class destroyers, the stacks stood proud of the superstructure. On these later variants, these exhaust stacks are flush, providing a flat top when viewed from the side. Trumpeter has captured this well, with new superstructure pieces. In addition to this obvious difference, there are several subtle differences to the superstructure, all of which is faithfully captured in this kit. Trumpeter has definitely done its homework on this.

The remainder of the kit is pretty much identical to the earlier releases, with the



exception of the CIWS, which are not included here. The overall level of detail is quite high, and the kit even includes photoetch railings. Two SH-60 helicopters, molded in clear, are included, along with a full hangar bay. The bridge windows are also molded in clear, and the decal sheet provides all the markings needed for finishing the kit as the *USS Forrest Sherman* (with extra numbers for those who want to build a different ship, although there are no other ship's names provided).

Conclusion

This is the best *Arleigh Burke* destroyer kit currently available, which is not to say

it is flawless. But with some care in assembly and some small changes (the most prominent being the hull strakes, which should be straight rather than sharply curved as in this kit), this model will build up into a beautiful representation of a late Flight IIA *Arleigh Burke* Class destroyer.

My thanks to Stevens International for the review sample.

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



Airfix 1/72nd Scale Supermarine Spitfire Mk.IXc

by Robert Allen

The Supermarine Spitfire Mk.IX was essentially an improvisation, despite over 5,000 being eventually produced. The Focke-Wulf Fw 190A appeared in 1941 and immediately outclassed the Spitfire Mk.V, the primary plane then used by RAF Fighter Command. Fortunately, a solution was already in the works, a Spitfire variant with a Merlin engine fitted with a two-stage supercharger, which developed 300 horsepower more than the single-stage Merlin at altitude. However, this version of the Spit - the Mk.VIII - was a significant redesign of the type, and the RAF could not afford the time needed to place it into production without something to use as a stopgap. Therefore, the new Merlin 61, with a four-blade prop, was basically grafted onto the Mk.V, despite the airframe not being stressed for the more powerful engine (and being heavier than the Mk.VIII to boot), and the Mk.IX was born. The Mk.IX, despite its inauspicious origin, was more than a match for the Fw 190A, and more were built than of the superior Mk.VIII. Although it has nothing to do with the operational career of the aircraft, the Spitfire Mk.IX is often considered the most attractive version of this most attractive fighter.

Airfix's previous 1/72nd Spitfire Mk.IX is one of those kits that seemed to have been around forever. For most of us, it has. Airfix issued the kit in 1955 and it was their first original aircraft kit. Prior to this they issued a Spitfire directly downsized (either with permission or not; no-one quite knows at this late date) from the inaccurate 1/48th scale Aurora kit. The tooling was slightly revised in 1960 and it has remained in the catalogue for the succeeding half-century. With only 22 parts, a one-piece wing (with far too shallow wheel wells), no cockpit detail, and the famous Airfix rivets,



it has been obsolete for at least half that time. It's no surprise that Airfix felt the need for an all-new Mk.IX kit.

The new kit consists of 38 parts, 36 of them on three medium gray sprues, with the other two being the clear canopy and gun sight (the clear sprue is packaged in its own bag, something all manufacturers should do). There is an eight-page instruction booklet (four pages of which actually make up the instructions), a large decal sheet, and a very nice color sheet with four-view drawings of the two decal options.

Unlike the Revell Mk.V of several years back, the distinctive gull wing profile where the lower wing meets the fuselage is present. Unfortunately, the subtle curve of the upper engine cowling seems to have been missed! The sprue gates on the fuselage are huge, the type one associates with limited run kits, so they will require careful separation. That the gates are on the upper fuselage doesn't help, either. The engraved panel lines are done fairly subtly, and there are no rivets. There is an attempt to replicate the fabric on the rudder, but for some reason the forward part of the port rudder doesn't get the treatment.

A much greater problem is the complete lack of cockpit detail. Aside from the previously mentioned gun sight, cockpit

detail is limited to a cockpit floor (which Spitfires didn't really have), a seat that looks more at home in a furniture store than in any aircraft, the seat armor, and a pilot, with poseable arms. Having such arms on the pilot is nice, but I suspect it would be considerably down the average modeler's wish list. Missing are the control stick, instrument panel, and rudder pedals, omissions that are more glaring because of their inclusion in Airfix's recent Spitfire Mk.XIX kit in the same scale, which also featured a seat recognizable as a Spitfire seat.

In fact, this kit is most notable for its omissions than anything else. The Spitfire Mk.IX's long production run meant that it was built with many variations. From a modeler's standpoint, the most obvious external differences would include regular and clipped wings; rounded or pointed rudder; regular or bubble canopy; long or short air filters; and several variations of exhaust stacks. The single difference catered to in the kit is the air filters. The modeler is therefore limited to a Mk.IX with regular wings, rounded rudder, flaired exhaust stacks, and regular canopy.

The wing is set up as a "C" wing, but the armament is separate. You could switch the location of the cannon and model it as an "E" wing, hoping that no-one notices that the cannon and wing blister aren't lined up.

Another move that reeks of cost-cutting (although this was present on the Mk.XIX, also), is the molding of the main landing gear leg together with the wheel cover. While it does solve alignment problems, painting it will require a deft touch.

The decals are probably the best part of the kit. The first option is a desert Mk.IX of No. 145 Squadron flown by Stanislaw Skalski, in Middle Stone, Dark Earth, and Azure Blue (although only Humbrol paint numbers are provided). The second decal option is one of Johnnie Johnson's mounts, JE-J in Dark Green, Ocean Grey, and Medium Sea Grey. However, this isn't EN398, which had been featured in the old kit, but MK392. MK 392 featured invasion stripes which are included on the sheet. The decals look nicely printed, are in register, and contain sufficient stencils for this scale. The Sky rear fuselage band, yellow leading edge stripes, and wing walkways are also included on the sheet.

Despite my fairly negative remarks, this kit isn't a total disaster. On the whole, it looks like a Spitfire Mk.IX, and it's certainly an improvement on the old Airfix kit. It's inexpensive, and if you just want to build a bunch of Spit IXs in their various color schemes, it's about half the price of the Hasegawa kit, the benchmark for Mk.IXs in this scale. But it could have been so much better, and the lack of cockpit detail, especially given the cockpit of the Mk.XIX, is inexcusable. Airfix had the right idea by releasing this kit, but it falls short of the mark. The review kit came from Skyway Model Shop.

Pavla 1/72nd Scale Spitfire Mk.IXc Detail and Correction Sets

by Jacob Russell

Once the excitement over the release of Airfix's new 1/72nd scale Spitfire Mk.IXc wore off, most modelers realized the kit

lacked both detail and refinement, and that it needed all the aftermarket help it could get. Pavla of the Czech Republic comes to the rescue, with no less than six detail sets or replacement items to improve the Airfix kit. Each is reviewed below.

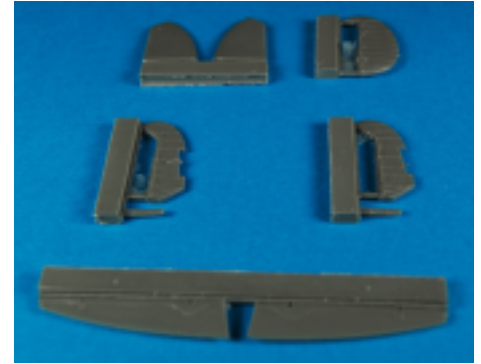


The first is item number U72-114, an external detail set. This set is comprised of 17 finely cast resin pieces. These pieces include mainwheels, "fishtail" exhausts, wide and narrow upper wing cannon blisters, propeller and spinner, new lower wing radiators, and cannon barrels. Additional smaller items include a canopy mounted mirror and three small bulges for both sides of the cowling.



Next is C 72089, a new cockpit. This set completely replaces the kit parts. It includes a 12-part cockpit and vacuform canopy. You get a new instrument panel, sidewalls, seat, seat armor, compass, rudder pedals, gun sight, compass, and access door with separate crowbar. The detail on all of these items is very good.

U 72-115 is a set of early control surfaces. This seven-piece set includes new ailerons, narrow chord rudder, and new tailplanes with separate horn-balanced stabilizers.



U 72-116 is a set of late control surfaces. The parts count is identical to the previous set. This time you get the broad-chord late rudder, and late stabilizers with the enlarged horn balances. The ailerons are identical to those in 72-115.

The last two items are S 72057, a replacement pilot's seat, and V 72-74, a vacuform canopy. Both of these items are included in C 72089, the cockpit detail set reviewed above.

Pavla has a knack for identifying kits that need "help", in both 1/72nd and 1/48th scales, that other aftermarket companies overlook. These detail sets are excellent and greatly enhance the 1/72nd Airfix Mk.IXc kit. The only negative comments I have are that A) the seat lacks the shoulder Sutton harness and B) the kit really needs new landing gear with separate gear doors. Oh well - raid your spares box! My sincere thanks to Pavla for the review samples.

Hurricane Bookshelf: *Bad Kitty* Not Children's Fiction to NorthWest Scale Modelers

by Scott Kruize

Is it mere coincidence that I came across the book *Bad Kitty* a few days before emails started pouring in about Bad Kitties?

Or do the Fates conspire? And if so, is it to keep us alert and 'on our toes' to better cope with the vagaries of Life? Or from sheer malevolence towards mortals, such as us modelers?

Book stores have always lured me. For the last eight years, however, I haven't been able to shop exclusively for additions to the 'Hurricane Bookshelf'. I must use some of my available time to search out books suitable for my niece and eight grandchildren-by-marriage...

Which is how, on the most recent book shop visit, I bought *Bad Kitty*, by Nick Bruel. (Copyright 2005 and 2007, Roaring Brook Press of Milford, Connecticut.) It's the Revised Edition with actual chew-gouges to demonstrate in tactile 3-D just what a bad kitty Bruel's kitty had been. She 'Ate - Bit through - Chewed' ...and so on, through to 'Zapped' "my brand new book. What a bad kitty!" But then he explains that "She wasn't always a bad kitty."

I had scarcely read it when I started learning, last week, of some bad kitties in the homes of our fellow modelers. Stephen Tontoni reported first:

Had three long seal-lite boxes on top of my display case with most of my models stored there after the February display. That's what I did last year too; never took them out all year long.

Well, tonight I hear a very loud crash and went to see what happened. My very



clumsy cat has jumped on top and knocked the whole shebang onto the floor, turning them all upside down in the process. Nearly all the models were damaged to some extent, but the larger models in the bottom box were damaged worst. Right: the most prized ones. DB-7, Beaufighter, my only 1/48 WWI planes I have left -- Fokker E.III and Star Strutter, 1/48 P-40, and a whole lot more.

I just threw away a LOT of models...I only do minor repairs; major fixes aren't worth it in my book. Yelled at the cat and she ran outside. I remember when cats used to be nimble and never knock things off shelves, stuff like that. This cat is always knocking stuff off shelves; she's incredibly clumsy.

I was sympathetic, telling our little newsgroup:

Back when I was starting modeling at age 11, I was given a pair of Guillow's stick-and-tissue models: a Hurricane and a Zero. Smokey had ignored my few plastic kit builds, but one day when I got home from school, it became all to clear that soft, tear-able tissue and delicate, crunchy balsa stringers were just too much of a temptation...

Neil Makar couldn't wait to join the traumatic reminiscences long enough to find a computer. He shot back quickly from his iPhone:

I have a cat that seems to be anti-Japan. She would walk around models on display on a table, and only broke one model, my Mitsubishi T-2. Unfortunately she broke it four times! I am now missing some landing gear and doors.

Charlie Sorensen was next:

Mine is a sad story of a nice little 1/48th IR 80 I was lovingly trying to work into a little masterpiece. Will had given me a bunch of good info and I'd collected some other books and photos relating to it. Was really excited; I think it's a fine looking machine, and you never see them at a show. Sad.

I had two cats at the time, one female and one male; they came as a pair, rescue kind of thing. The male was pretty skittery and the female was just a waste of oxygen, near as I could gauge her mental capacity. Plus she was kind of mean. I called her "Crab Bait", everyone else called her Simone. Now, I've always been a cat person. The things will follow me all over, no matter where I am. I really do like cats and they seem to like me for the most part.

Anyway, she decided to jump up on my drafting/modeling table to have a look around one evening while I was out and managed to knock over a full bottle of c/a on the fuselage and cockpit area. It dried. I put it in a box (the model). The coyotes got the cat. I don't really miss her. Now I'm just a dog person.

I'll get back to the IR 80 sometime but it's down the list now.

PS. I have the last great cat born to this world on my library mantile: Waldo the Cat. He was perfect, absolutely; a hard act to follow. I miss him. Hana the Shiba Inu is up there, too. Many of you met her. I imagine Jenny will have me up there with them some day...

John Newcome entered the fray:

OK, folks, here's my cat story:

I learned this lesson the hard way. Never rig a biplane model with a cat around.

A few years ago, in my early endeavors to return to model airplanes I was installing the rigging on a 1/72 Nieuport-17 when feline disaster struck. Using invisible thread as my rigging material, my technique was to drill a small hold through both wings with a #80 drill and then feed the invisible thread through the holes securing both ends with a small drop of CA.

On this particular occasion, I was rigging one of flying wires and had fed the thread through the top wing hole and had secured the thread with CA in the bottom wing. I had just pulled the thread taut and was securing the thread in the top wing when our cat, Lucy, started playing with the spool which was still attached to the thread I was trying to glue. Somehow the thread got wrapped around her paw and she started batting her paw to get it off. She then jumped down off of the table and with it pulled the spool of thread and my Nieuport. She ran away dragging the spool of invisible thread and my Nieuport with her. When I finally caught up with

her, she had run under the sofa with tread everywhere and my Nieuport in pieces. After I untangled her, the invisible thread was rewound on the spool. The Nieuport was never finished and was given a proper modeling burial. To this day, Lucy does not come near me when I'm working on a model.

Stephen came back in:

I've had cats most of my life, more or less, and Mona's the only one who's been clumsy enough to wreck models unintentionally.

When I was a kid though, we had a Siamese cat, Hu-Shi, that was exploring on a table one day. She wasn't supposed to be on tables and my brother spanked her butt in passing. She ran directly to his bedroom, jumped on his dresser, leapt to his bureau where he had a long flight line of 1/72 models and deftly knocked every single one of them to the floor. None on the dresser or anywhere else. She then jumped off the bureau, to the dresser, ran downstairs and out the door, and wasn't seen the rest of the day right into the evening.

It was absolutely premeditated. Unlike Mona, Hu-Shi was extremely agile and could have run the whole course just as quickly without touching a thing.

That ought to settle all arguments about cat intelligence and potential for malevolent mayhem...

Anyway, Mr. Bruel's (unnamed) cat's antics need four trips through the alphabet to describe. These include some justification for her original bad behavior: a household that, while she was hungry, ran empty of everything but the most unappetizing 'health foods', from 'Asparagus' to 'Zucchini'. Only when a hasty shopping expedition brings back some really fine edibles, from 'An Assortment of Anchovies' to 'baked Zebra Ziti' does she show her good side.

The NorthWest Scale Modelers clearly run afoul of the Fates sometimes. No doubt they, and the IPMS membership, could tell many more stories. But clearly some are due to Bad Kitties, and we urge Mr. Bruel to illustrate this in his book's next Revised Edition!



Good kitty Jeremy: utterly ignores my modeling activities

2010 Shows

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

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
 9/25/10 Lynnwood Galaxy 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.

Tamiya 1/48th Scale Vought F4U-1 Corsair

by Hal Marshman, Sr

I've launched myself into a collection of 1/48th scale Corsairs. The Tamiya kit is the best available, so that's the kit I'm using. It's available as a -1, -1A, and -1D, with the -1 doubling as the basis for the -2 night fighter. My plans call for me to do all four versions, which would pretty much fill out a collection of three-bladed prop Corsairs.

Okay, let's look at the F4U-1, or Birdcage kit. For those not in the know, "Birdcage" refers to the heavily framed cockpit enclosure. Later marks had a semi bubble canopy with a more sparsely framed windscreen. To the rear of the canopy are tear drop shaped windows revealing a concave fuselage area beneath. This allowed the pilot a glimpse to his rear, though there was certainly still a large blind spot. While I'm on the subject of this area, let me state that it was a part of the fuselage exterior, not an interior surface. Such being the case, it was painted in the same color as the exterior, as rolled out of the factory. On field repaints, it was easier to mask over the glass, than remove it, thus a repainted bird might still sport USN



Blue/Gray beneath that glass. Later on, some units in combat areas painted the glass over, and in some cases plated it over with aluminum sheeting. Why, I can only guess. Perhaps the glass broke or was punctured, and no replacements were available. Sixty-five years later, one can only try to guess logically. In any case, the kit provides two sliding canopy portions. One is straight topped, the other has a slight bulge at the top. My references said that the airplane I wished to reproduce had the slightly bulged canopy. Tamiya offers

you the option of open or closed cooling gills. For my build, I selected the closed option. Tamiya provides flaps in the extended position. I wanted mine closed on this bird, so ordered a set of closed flaps from Ultracast. To adapt the kit flaps in the closed position would require a good deal of work, were it to be done properly. While we're discussing the flaps, questions always seem to arise regarding painting them. I refer to the leading edge of the flap, exposed when the flaps are deployed. This area was simply the same color as the outer areas, top and bottom. Some also question the underwing area exposed when the flaps are extended. This is not considered an interior area, thus it's the same color as the airplane's bottom.



One of the major options in this kit is the ability to pose the wings either extended or folded. The Corsair I'm working from was a USMC island-bound fighter, so I selected the extended wing option. I've built this kit in one form or another, several times in the past, and "Once burnt, twice learnt" fits quite well. It's quite tricky mounting the outer wings correctly when choosing the extended wing option. I've found it expedient to cement strips of thin sheet styrene onto the inner lip of the outer wings, to give the cement something to grab onto, and guide the wings into a fairly smooth joint with the inner wing section. Believe me, it's worth the time and effort.

You are provided with several parts that you'll not need for an extended wing -1 type U-bird. There are the main spar segments intended for the folded wing, a tall tail wheel, useful on the -1D version, a radome for the -2 bird, along with a machine gun port cover for that bird, the famous wing spoiler used on later examples to counteract torque when landing, an actuator rod connecting the outer flap with the inner wing, visible when the wings are folded, and the brace installed between the fuselage and wing, when the wing was folded. External stores are provided along with the Brewster-designed bomb rack. I had no need of those for my model, as it likely never carried them. I do believe that's the extent of the options and extras.

The area behind the cockpit is a two piece insert. It works best if each half is cemented into its own fuselage half before the fuselage halves are cemented together. Another thing to install before the fuselage halves are assembled are the tail gear doors. Trying to cement them in after

fuselage assembly is difficult. Trying to do so after the tail gear is installed is even more so.

I scratchbuilt the seat belts and buckles, made the brake lines from art wire, and wired the big P&W R-2800.

This airplane was flown by USMC Lt James Cupp in 1943 in the Solomon Islands. It flew in the original USN Blue/Gray over USN Light Gray scheme. I chose Model Master Blue/Gray for the topsides, and their Medium Sea Gray for the undersides. You'll hear many who opt for Light Gull Gray for the bottoms, but I find that shade to have a brownish tint that the specified color did not have. Once painted, I recalled that this bird had been in action in tropic areas for a while, so was more than likely faded out some, and also probably somewhat beat. I



did the panel seams with lead pencil, and then worked in eye shadow make-up to subtly represent the fading, spilled fuel stains, exhaust and gun carbon stains. I chipped a little paint around some of the areas where work might be performed, with a silver pencil. I kept the chip work to a minimum, merely indicating a little here and there. With paint chipping, a little goes a long way, as far as I'm concerned. For interiors, landing gear colors, and wheel bays, I relied heavily on the work of William Reese. I installed MV railroad lenses wherever lights were called for, except the white light on the spine, and the wing tip navigation lights, which I duplicated with paint.

This leaves markings. The national insignia are Yellow Wings Decals. The 15 on the front gear covers were adapted from the kit. May I take this opportunity to state that I had very bad luck with the kit supplied decals, either splitting into pieces, or curling at the edges once installed. I had four kit sheets to work with, and none of them were any good for me. The white fuselage 15s were Woodland Scenics rub-ons, as were the black warning strips on the wings. The wing walks themselves were painted. The *Daphne 'C'* noseart was hand done, in an attempt to replicate the rough style of the original. The kill marks came from the spares box.

These excellent quality Tamiya kits are still available, and in most cases priced around twenty five bucks, and a very good deal at that price, these days.



Wonderfest, Military Aircraft Museum, and Udvar Hazy Photos

photos by Terry Moore, except as indicated



This page clockwise from top left: Wonderfest - Just a portion of the models on display; One of the Gold winners, La Morte Noir; another general view; Local boy wins Gold! And a best in show. Steve Hilby's award winner.





This page clockwise from top left: Military Aircraft Museum - De Havilland Dragon Rapide ready to fly. Photo by Lynn Ritger; My "old girlfriend" PBY. I last saw her in 1987. Photo by Lynn Ritger; Grumman TBM Avenger; P-26 full scale replica; I was really surprised to see this Hawker Fury. One of the most beautiful biplane fighters ever built.



Overleaf clockwise from top left: Udvar Hazy - Boeing 307 - She looks all nice and shiny again. None the worse for wear from her bath in Seattle a few years ago; Enola Gay. The display allowed photos from many different angles; Halberstadt - Here's one for John Alcorn; Seiran - This is the airplane that Tamiya used to design their Seiran kits.

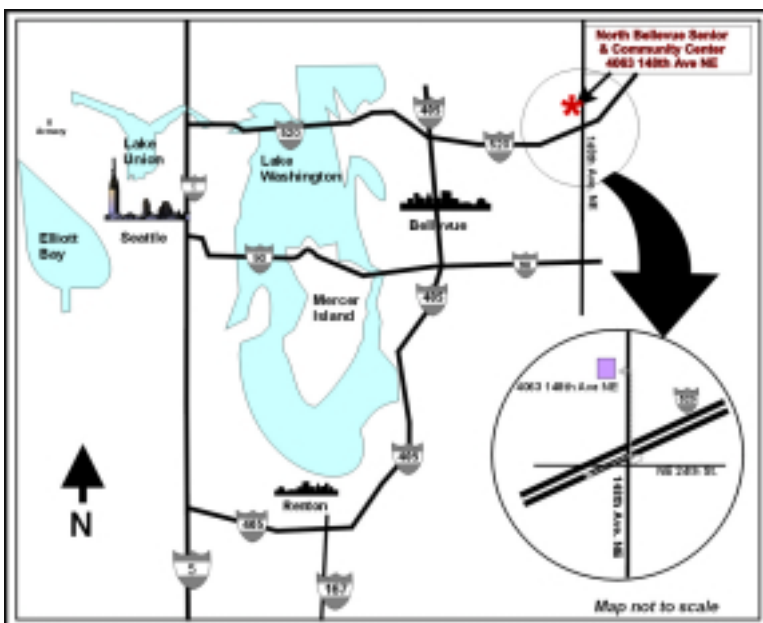




Meeting Reminder

June 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.