

Seattle Chapter News



Seattle Chapter IPMS/USA
January 2011

PREZNOTES



I hope you all had a great holiday. Mine was relatively quiet – I took the week off between Christmas and the New Year with the hopes that I might get a little bit of time at the bench. About the only thing I accomplished there was repair of an assortment of granddaughter Chevelle's toys. Only on my last day off did I get any time to work on things plastic (or resin as it were). The Thermonuclear Rodeo model I reviewed last month finally got paint and decals on and only needs some finishing touches. I never touched my swarm of Me 109s at all and now I have to clean off my bench to start a WingNuts Wings Gotha which I've been asked to build for a review. I'm hoping to have the model in hand for the meeting this Saturday.

Don't forget to bring your checkbook or coin of the realm for dues. They remain unchanged from last year: \$15 for the online version of the newsletter and \$25 for those that still like to receive their newsletter by the venerable folks at the USPS.

And since it's been a while since we've had an election of officers, we'll throw that out to the floor this meeting as well. If you are interested all we ask is that you use no negative ads on network TV before the meeting!

We'll see you at the meeting,

Terry

2011 Meeting Dates

Here are the confirmed meeting dates for IPMS Seattle in 2011. All meetings will be at the North Bellevue Community/Senior Center, with the exception of the April Spring Show, which will be at Renton Community Center.

1/15/11
2/12/11
3/12/11
4/9/11 (Spring Show at Renton - no meeting at Bellevue this month)
5/14/11
6/11/11
7/9/11
8/13/11
9/10/11
10/8/11
11/12/11
12/10/11

In This Issue

T-6 Biplane Conversion	3
Correction	4
Put Your Stuff Away!	4
Lake Michigan's Aircraft Carriers	5
Best Fin-ish	5
Amodel II-40	6
Roden AU-23A	7
Hawker Henley Mk.IV	8
Hurricane Bookshelf: The Hurricane, Seen With an Elegant French Touch	12
Upcoming Shows	13
Hasegawa E-170 J-Air	14
2011 IPMS Seattle Renewal Form	16

SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 terryandjill@comcast.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
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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 2011 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.

January 15 (Third Saturday)
March 12

February 12
April 9 (Spring Show at Renton)

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

Converting a 1/72nd Scale T-6 into the Biplane Variant

by Stephen Tontoni

At the February Display at the Museum of Flight in Seattle, there will be a group build by NorthWest Scale Modelers (and anyone interested really) of North American T-6 Texans. This will include all variants.

In discussing the civil conversions of T-6s in the Yahoo group "CivilWings", the biplane conversion reared its ugly head. Ugly is the key concept regarding this plane. Why was it ever built? I heard it was a crop-duster, but don't know how true it is. When the guys ask me why it was done, I just say they probably did it for the same reason I did it: to see if it could be done. Either that or it was built on a dare.

I got interested, and shelved my other projects to build this one. First, I collected as many photographs as possible of this one (I've only seen pictures of the one which is displayed on this page). I was emailing Dan Hagedorn, the senior curator of the Museum of Flight, and he said that the N number doesn't belong to a T-6, but it's obviously that number in the photo.

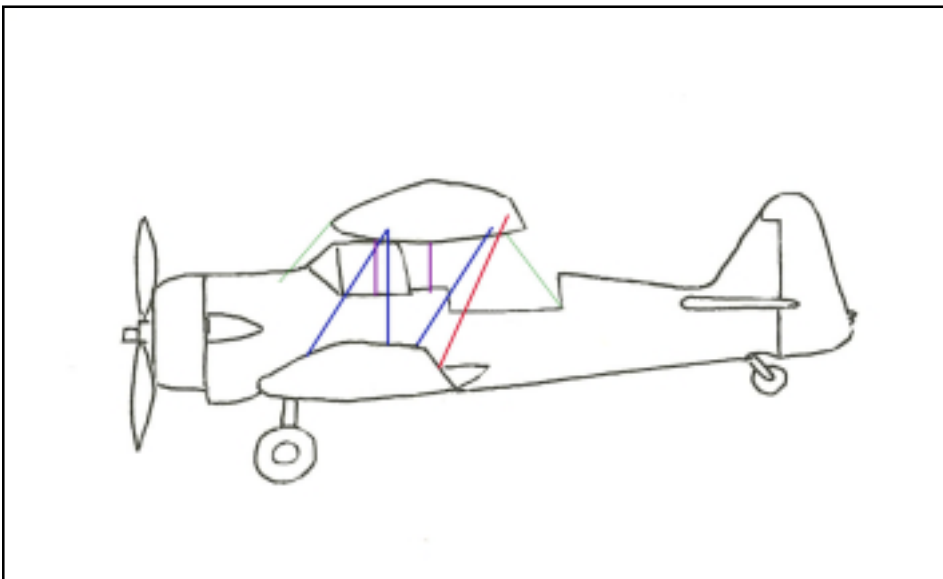


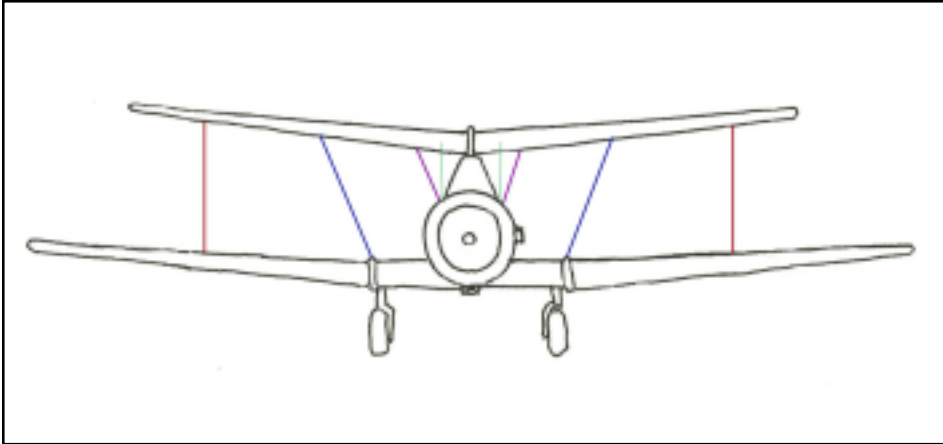
Another anomaly here. Next, it took me some time to understand what the strut configuration was; after that, it seemed like a straight-forward conversion. Frequently, understanding the configuration of things like that is the most challenging part of any project. Three-view drawings are great for helping with it, but what I usually do is study them (and/or photographs) then draw it to fully understand what it looks like.

For this project, I finally got it that there were regular cabane struts, absolutely bizarre interplane struts, connecting struts between the ailerons, and wire bracing from the upper wing to the fuselage. The most important connection point as far as making the model sturdy was at the fuselage pylon.

The first thing I did as part of the construction was to saw the wings off at the kink, and discard the inboard sections. I then glued the outer sections together at the flange. I preserved the dihedral of the original from the kink out. I then cut out the portion above the pilot's head; that's a square cut, so it's really simple to do. The fuselage also needs to have a square cut to open that up around the rear seat. I used the Academy kit for the lower part of the fuselage and the Heller kit for the upper wing. Since the Academy kit has recessed panel lines and the Heller raised, I rescribed the upper wing for consistency. I drilled holes to take all the struts and wire bracing; it's important to do that prior to attaching the upper wing.

Once all that was done, I simply built the fuselage as usual and went on to painting/decals of the major components. I printed the decals on my inkjet printer, and shot them with Microscale decal film. The





font I used was Arial Black but I don't recall the point that I used. I just compared the photo using my Mk V eyeball. The decaling was very frustrating. I used Microset and Microsol with no results, so stepped up to Solvaset. This really attacked the decals and I wasn't able to touch them to press them into the panel lines. As a result, they tented over the panel lines, and the edge of the carrier film is very visible. When dry, I lightly over-shot the decals with ultra-thinned silver to fade them as well as to hide some of the nastiest carrier film.

I should have painted the anti-glare panel first, masked it, then sprayed the silver (I used Floquil bright silver, by the way) but I

simply forgot to do it! I ended up shooting the OD anti-glare panel AFTER the upper wing was on, and masking the silver with Post-Its to not mar the delicate silver. Once the anti-glare panel was on, and not fully cured, I produced paint chips by scraping at the OD with a scalpel and even my fingernail.

After attaching the upper wing to the pylon, I fit and attached brass rod for the cabane struts. I worked inboard to outboard for good access. Moment of honesty: I didn't measure any of the struts. I just cut them to size by nipping off a bit at a time. For the interplane struts, I used Contrail Strutz. I didn't attach them until I had drilled holes and inserted brass rod

into the ends. That was dicey. The linkage between the ailerons is brass rod. The strut configuration is remarkably strong. When all was done, I attached the wire bracing to the upper wing using Tippet line.

That is the long and the short of it. I apologize for not taking pictures along the way, but didn't plan on writing an article. Conversions like this one, where it's a heavily weathered jerry-rigged plane, are pretty forgiving of errors. After all, the real thing is a mess!

Correction

In Andrew Birkbeck's review of the Tamiya Jagdtiger kit, included in last month's newsletter, the supplier of the kit was incorrectly identified. The kit was supplied by Emil Minerich of Skyway Model Shop. I apologise for the error.

Put Your Stuff Away!

by Scott Kruize

I'm sure all members of the Seattle Chapter of the IPMS have New Year's resolutions to clean up their messy work areas. It's futile to deny you have such: Ken Murphy has a PowerPoint presentation **crammed** with pics of your workbenches!

So at the January 15th meeting, there'll be a collection of storage boxes, bins, and carrying cases for you to take home. None are priced...but there **will** be a collection box nearby for modest contributions to the Scott Kruize 2011 Membership Dues and April Contest-and-Show Admission Fees Charity Fund!



Lake Michigan's Aircraft Carriers, **by Paul M. Somers**

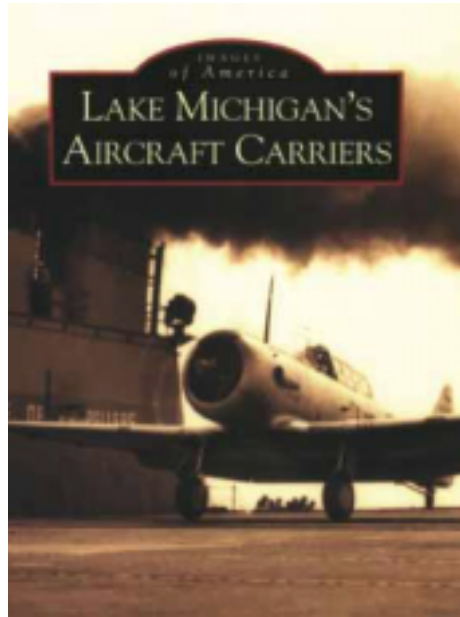
reviewed by Hal Marshman Sr

For years I've been intrigued by the stories of side-wheel aircraft carriers on Lake Michigan during World War II. At last, a picture book has been published, in the *Images of America* Series, about these little-known vessels that did so much to help the US and its allies win the Second World War.

The book begins with a capsule history of aircraft carriers in the US Navy, with pictures depicting the *USS Pittsburgh*, and Eugene Ely's first airplane take off from a ship in his Curtiss pusher. This is followed by a couple of pictures of the *USS Langley*, and the chapter closes with a photo of the *USS Lexington*. Once you've been grounded in the brief history of carriers, the book delves into first, the *SS Seandbee*, and then the *SS Greater Buffalo*. These were large lake excursion steamers, coal driven, and side-wheel propelled, multi-decked and in excess of 500 feet in length. There are a good many photos of these ships, and the elegant appointments that attracted so many folks to their cruises on Lake Michigan. There are also diagrams of these two ships, so you can see the manner in which they were set up.

In 1941, US Navy Commander Richard F Whitehead originated the idea of training carrier pilots on the Great Lakes. This would allow pilots to be trained in carrier operations, without the risk of enemy intrusion, and would ensure that the Navy's seagoing carriers would be available for the combat operations for which they were built. The Navy started searching for suitable vessels to convert to Lake Carriers, rather than building them from the keel up, a much more economical move. Eventually, they settled on the *Seandbee* and the *Greater Buffalo* as suitable for conversion. The ships were

stripped of their prewar opulence, and flight decks were built upon the hulls, with a small island built so that prospective carrier pilots would get used to that type of obstruction. As things worked out, the flight decks ended up being wider than those of our fleet carriers, a definite bonus. Once the conversion work was done, the two vessels were renamed the *USS Wolverine* and the *USS Sable* respectively.



The book then goes into a description of the actual operations. Pilots flew out to the carriers, performed their training tasks, and returned to the land base from which they originated, none overnighting onboard. There is a good selection of photos of the different airplanes that participated in training ops, from SNJ Texans to TBF Avengers. There are pictures of the crew members' berthing area, the mess facilities, and the poor seamen selected to hand shovel coal into the boilers. Interesting to see the great clouds of black smoke belching from the stacks, due to the use of coal. There were over 17,000 pilots initiated into the vagaries of carrier landings before war's end, including pilots of the Royal Navy Fleet Air Arm. There's even a close up of a certain Ensign George H. W. Bush, who was carrier qualified through this program.

Sadly, like all things, the book comes to an end with the decommissioning of the *Wolverine* and *Sable*, and their subsequent break up and scrapping, all of which is photographically depicted.

I now have four of the *Images of America* series of picture books in my library, including the title which I've just reported on. The others cover the town in which I grew up, Middleborough, MA, the town in which I now live, Weymouth, MA, and lastly, the South Weymouth Naval Air Station, a blimp base during World War II. These books are all profusely illustrated with photos of different aspects of the communities which they portray down through the years. The Naval Air Station book is probably typical of the Military Base series they publish, showing stages in the original construction, operational use, and closing histories of those bases no longer in use. I heartily recommend any of these books in which you might find interest. At a cost of roughly \$25, they prove an economical glimpse into history. Perhaps they do one on your home town, might be worth checking to see. Check your local library or town/city historical organizations.

Best Fin-ish

by Morgan Girling

Don't forget about Modelfy at the Spring Show! This year's theme is to use any '50s style car in any scale for your masterpiece. The one catch is that your creation must incorporate the fin(s) from the car(s) in some fashion (e.g., Edselsaurus Rex, land speeder, etc.).

Amodel 1/72nd Scale Ilyushin Il-40-2 "Brawny"

by **Bill Osborn**

I was cornered at the last IPMS Seattle meeting to write a build article on the Amodel 1/72nd Il-40. Probably because I was the only one to have built one and I've built more Amodel kits than anyone else in the club. So, here it is.

The kit is really very basic. Part fit is good for most parts (more on this later). After cleaning up the flash and sanding the mating surfaces comes the gluing! Starting with the nacelle assembly, there are no index locators so all body parts are butt-jointed. The top of the double nacelle pod is also the floor of the cockpit. I did not put the cockpit parts on until I had the pod completed. The aft engine face is not quite right and a cap shows up when the part is glued in. It's the same story with the forward turbine face, with gaps on the inboard side. Now that the power pod is in one piece the nose or main body can be started. Or, if you're like me and don't follow the instructions, the main body could be put together.



There are five parts to the body (if you don't count the aft gun barbette): two sides and three bulkheads. The bulkheads separate the two crew compartments. The crew must not have gotten along very well as there is about six feet between them. If you assembled the seats and other components in the cockpits, check the placement of the forward bulkhead for clearance with the seat. Now would be a good time to paint the interior parts and add any scratch items you feel are needed.

I did not attach the gun barbette until the model was completed and painted. The reason was that with all the handling still to come I didn't want to break off the gun barrel. Also, that gaping hole made a great place to insert a rod to paint the model.

Now comes the nose section. Two sides and a wheel well for the nose gear, no problem. With all these parts aligned properly and glued down, I then ran into a problem. The canopies are too large; they sit high and wide on the body. I guess I could have worked the mating surfaces down, but that would have removed the whole lower frame of both canopies. The framing is rather heavy due to the armored glass, so what I did was to make a saw cut down the top of each one almost to the clear glass. That allowed me to squeeze the canopies together with super glue and hold them in place.

After putting the canopies in place, they were better but still oversize, standing proud on the sides and tops. Then the fun began, with lots of filler and sanding. I masked the canopies with a wide strip of Tamiya tape so the sanding stick wouldn't scratch them, then spread filler with a thin sweep, sand, and repeat until it's either straight or you just want to finish the model to be rid of it.



You will notice that I did not mention the wing assembly. They are made of three parts: upper, lower, and wheel well floor. I worked down the trailing edges so that they were only a couple of scale inches thick. Stuck in the landing gear support and glued the two halves together. Not putting the wings on until the fairing of the canopies is a good idea; wish I had thought of it before I glued the wings on.

For some reason the vertical is comprised of three parts: the entire left side with the upper right side half, the lower left half, and a small chunk that must be a fairing of some kind. It all fit well, but the lower left panel lines did not match the upper panel lines. The horizontals are one part per side and have index locator pins.

After you are satisfied that everything is square, it's time to do the landing gear, unless you would rather wait until the model is painted. The gear doors just butt up to the body, so I glued a couple of tabs on each one to make a better bond. The box art shows one antenna mast, while the assembly drawings show three masts. The kit gives you the three masts and I chose that route because they look like horns. In any case I didn't use the kit parts. Any time there are any kind of small things that protrude enough to get knocked off I make them out of brass and bury them as deep in the model as I can.

After a couple of coats of primer and light sanding, I sprayed two coats of clear automotive lacquer as a base for the color coat. There are no built-in antennas shown, so the whole thing was sprayed with two light coats of Alclad II semi-matte aluminum. On with the decals, wheels, antenna wire, wing lights, paint the two recesses on each side of the nose, stick on the rear gun barbette and this ugly critter was ready for the back of the display case.

For those wanting to tackle this kit, the Amodel II-40 is available from Scale Model Kits at <http://www.scale-model-kits.com/index.php>

Roden 1/48th Scale Fairchild AU-23A Peacemaker

by Gerry Nilles

Originally designed and built by the Swiss firm Pilatus as the Turbo Porter, and subsequently built, under license, by the Fairchild Company as the AU-23A Peacemaker this aircraft filled a unique need in the war in South East Asia. Capable of operating from rough as well as short jungle landing fields, so common in the

the fuselage, the horizontal stabilizer joins the tail section, and around the nose area. In addition, the clear pieces for the cockpit doors required some trimming to get them to fit properly. One other heads-up I should note is that the styrene has a tendency to be a bit brittle so be careful when removing delicate parts from the sprue trees.

Detail wise, the XM-197 tree barrel Gatling gun is quite an interesting subassembly in its own right. It has been described as a mini-kit within a kit. When completed it adds a definite point of interest to what could be said is a less than exciting



area, the Peacemaker not only acted as a light transport but also as mini gunship. Its firepower consisted mainly of the XM-197, a three barrel, lightweight, version of the M-61 Gatling gun. Used by the USAF, the CIA as well as other countries in the area, including the Royal Thai Air Force, the AU-23A was the right aircraft for the type of warfare on going at the time.

Although I would not recommend this kit for the novice, mainly because of the number of small parts, it is a relatively easy build. Overall fit is good with the exception of a little filler needed where the wings join

aircraft. However, there are a couple of things you should be aware of if you decide to use the XM-197. First, the ammunition storage container should be located on the centerline of the cargo bay floor in order to properly lineup with the gun. The instruction sheet has it positioned incorrectly. Secondly be very careful when bending the ammunition feed mechanism, as noted above the plastic is somewhat brittle and easily broken.

Deciding to go with the USAF scheme, obviously both the making and the

Continued on page 13

The Hawker Henley Mk. IV

by Craig Burke

The British Air Ministry was less than lukewarm on the whole dive bomber concept. It had approved the Blackburn Skua as a two-place fighter for the Fleet Air Arm in 1937, but even when the German Stukas proved their worth in the Spanish Civil War for hitting pinpoint targets like bridges, the Air Ministry adamantly REFUSED to consider the dive bomber for land operations. Despite additional Wehrmacht successes in Poland, the Low Countries, and France, they preferred to stick to horizontal “light bombers” like the Fairey Battle.

A few wise heads in the Admiralty thought that, if anywhere, the proper place for the dive bomber might be at sea where squirming ships are hard to hit with “level” bombers, so Blackburn was allowed to equip some Skuas with dive-bombing apparatus. The Skuas were underpowered for heavy hauling and could only lift light bombs, but were a decent “starter” aircraft to test the concept.

Sydney Camm, Chief Designer of Hawker Aircraft, saw both Japan and the US investing heavily in carrier dive bombers, and saw great promise for a British naval dive bomber. In 1937 he set up some demonstrations (using the American biplane SBC Helldiver!) convincing the Admiralty of the efficacy of dive-bombing ships. Large, armored warships were difficult to injure with bombs of 500lbs or so dropped from the low altitudes and speeds necessary for the aircraft to control the dive and to pull out successfully. What was needed was an aircraft, like the Fairey Battle, that could deliver 1000-lb bombs or bigger. The Air Ministry wanted nothing less than a “diving Battle”.

Hawker offered to build some prototypes using the new Merlin inline V-12 engine, and a small batch of what became the Henley Mk.I was ordered for the Fleet Air Arm. Most of the few advocates of the dive bomber within the Air Ministry retired



in 1938, and with them went what little enthusiasm there was for dive-bombing aircraft. The Hawker Henleys that were built were stripped of their folding wing mechanisms and arrestor gear and relegated to the mundane task of target-towing or engine experimentation, and were re-designated Henley Mk.II. When war came, and the slow, lumbering Blackburn Skuas operating from the Orkneys dive-bombed and sank the German cruiser *Konigsberg* in Norway, the Air Ministry took immediate notice and ordered Hawker to dust off its Henleys for use as naval dive bombers. As usual, an improved version was needed that had greater horsepower, speed, firepower, and bomb load capability.

The Henley filled the bill, and an improved version was already being tested by Hawker in anticipation of such need. Power and armament of the new Henley Mk.III were improved with a newly-developed engine, folding wing with armament bay, American-style perforated dive flaps, and a “powered” turret in the rear cockpit.

Air-cooled engines are preferred aboard ships, so the 12-cylinder liquid-cooled Merlin engine was replaced by a novel, air-cooled, inline, 24-cylinder Rolls-Royce Exe

engine in the Henley Mk.III. The “X” cylinder configuration of the Exe gave lots of air-space for cooling, and the novel (some say “oddball”) design was the smoothest, most trouble-free engine to come along. While both the Exe and contemporary Merlin were putting out about 1,200 horsepower, the engine selected for the production Henley was Exe’s scaled-up, big-brother Heron engine putting out nearly 2,000 hp effortlessly. There was no liquid coolant and associated radiator to add to the weight of the aircraft. Rather than the large-diameter roundness of air-cooled, radial engine housings, the Heron could fit into the same slim nacelle as did Hawker’s other projects using liquid-cooled Napier-Sabre engines (Tornado/Typhoon/Tempest). Air ducted up through a large ventral air scoop (used as the radiator housing for the other Hawker products) and exhausted outside vents was sufficient to cool the Heron. A small propeller-like fan in front of the air intake provided pressurized air if the aircraft itself was not moving. Supplemental oil coolers were incorporated into the wing roots.

Hawker had experimented with a Defiant-like turret for its Hotspur fighter. The idea might work for the Henley, but Hawker sought to reduce the weight of the overall

mechanism. The turret was simplified, and “powered” by the gunner using a bicycle-style gear arrangement for traverse, and with hand-operated elevation. Rather than four guns, two were considered sufficient, and configured over-and-under to save width. The two Lewis guns were tilted 90 degrees opposite themselves, for easier access to change the round magazines. The Heron-powered, turreted Henley became the Mk.IV.

There was no Sea Henley designation for this naval bomber. As there was never a thought of using this dive bomber for the RAF, it was simply “Henley”. There was talk of giving it a seabird name, like Shearwater or Petrel, especially because it had a “tubenose” carburetor intake, but as it was a Henley from the beginning (named in the alliterative style for the manufacturer in vogue at the time), and exclusively built for the FAA, the original name was retained. The proposed Petrel name would also conflict with the Percival Petrel communications aircraft, four of which were already in service with the FAA.

Early in 1942 the first operational squadron of Henleys (803) went aboard the fast and powerful Royal Navy aircraft carrier *Excalibur* (sister ship to the *Ark Royal*). The squadron called itself “The Regatta”, in part because in their midst were several Henley-on-Thames residents who either belonged to the Yacht or Rowing clubs there. Even the Italians grudgingly respected the name, being derived from Italian, after all.

With Malta besieged and battered, and nearly at the point of surrender for lack of basic supplies for its populace, a massive relief convoy was organized in Gibraltar, called “Operation Pedestal”. In the largest British carrier assemblage to date in the war, and fearing the appearance of the new Italian fleet carrier *Aquila*, several aircraft carriers, battleships, and cruisers accompanied the convoy should the Italians and/or Germans try to intercept. ULTRA intelligence intercepts indicated a force of Italian cruisers were on their way from Taranto to cut off the convoy.



Henleys from *Excalibur* attacked the aerodromes of Pantelleria late in the day to disrupt any aerial interception of the approaching force. One of the “Regatta”, JT 565 (side-codes “A 8 @ H”) was attacked by two Reggianes but both were shot down by the rear gunner. Then, its engine suddenly quit, and the pilot kicked the door off in preparation to bail out. In the nick of time, he realized that he had neglected to switch fuel supply after using up the drop tanks. A few primer pumps later, the engine started up again and all was well except for the terrific wind in the cockpit. Back aboard the *Excalibur*, a replacement door, supplied not by Hawker but by Canadian Car and Foundry, had been painted an opposite pattern and color.

The next attack, beyond return range, was launched a few hours before dawn but not before the ground crew drew two fasces kill marks under the turret. With luck the attack group would catch the Italian cruisers at first light in the Malta Channel, then land at Malta to continue to provide air support, rejoining the *Excalibur* on the next sortie.

Henley dive-bombers and Fairey Marlin torpedo bombers surprised the Italian

cruisers at dawn without air cover, and sank two, damaging the others at least slightly. Italian fighters had been on their way, however, and raced to pursue the British. Originally all aircraft in this Operation were to have yellow empennage and wing-leading-edge bars because the opposing Italian He 113M fighters had a head-on silhouette similar to the Henleys. Yellow side codes as well as a yellow spinner were included. Near Malta, the Italian He 113 fighters tore into the bombers and JT 565 received several dozen bullets, most notably in the oil coolers, dooming the Henley to a seized engine momentarily as the oil drained out. Within sight of Malta, the Henley prepared to ditch in the Mediterranean.

The force of the water landing had sheared off the main wings, leaving the tail shredded but still there, and the weakened engine bearers had snapped, sending the heavy engine plunging to the bottom. The remaining fuselage and tail were relatively intact, and the built-in flotation and the near-empty fuselage gas tank gave enough buoyancy to allow the craft to remain afloat.

As luck would have it, the pilot and gunner were local Pairs Champions from

the Henley Rowing Club, Henley-on-Thames, and kept their own oars, oarlocks, and Club Pennant on board their aircraft. (When visiting FAA stations, they would ask for the local rowing club and borrow a skull for an outing). Wordlessly thinking the same thing as the Mediterranean sloshed around them, the crew broke out their oars. They each had a few bullet holes and nicks in them, but were otherwise sound. Standing up in the cockpit, the crewmembers paddled the fuselage canoe-style, tail first, towards Malta in the near distance. As an Air/Sea Rescue craft approached, the crew hailed them and said, "The Henley Rowing Club is paying you a visit". It was all caught on film, and caused quite a bit of morale-building amusement throughout the Empire as the film was copied and distributed.

The other main Henley action was a massive, polyglot sea battle in the Indian Ocean, where a split Anglo-Allied force met up with a split Saxo-Nipponese striking force, converging like a big "X" off Mauritius. A carrier-supported Japanese fleet was heading west for a raid on Madagascar and to join up with the massive Japanese battleship *Kii*, sailing around the Cape from European escapades with the Germans. The Greek battleship *Salamis* (4x2 14"), off Durban, had unsuccessfully tangled with the monstrous ship (4x2 18"), and sounded the alarm. The British Task Force 57 was trying to intercept and steaming northward while the *Excalibur* group was steaming south from Aden, hoping to meet up off Mauritius.

The *Excalibur's* aircraft made first contact with the *Kii* and it was here that the Henley's large payload paid off. The tough armor of the *Kii* defeated some bombs, but two penetrated into the engine rooms and exploded, knocking out power and causing the *Kii* to drift, unable to join the Japanese striking force now only dozens of miles away. The British decided to ignore her for the present, and turned their attention to the large carrier force.



The unfortunate similarity of looks and markings to Japanese planes made the Henleys of 803 Squadron the target of several friendly-fire incidents. Because the *Excalibur* task force was part of the Mediterranean Fleet (Northern prong of the attack), it had not gotten the memo distributed to the East Indian Command (Eastern prong of the attack) to eliminate the red centers from all aircraft insignia (prompted by confusion with the Japanese red disc insignia). In addition, all aircraft from the recent Operation Pedestal still had yellow bars on the wing leading edges, similar to Japanese naval planes. *Excalibur's* actions against the main Japanese fleet saw the Henleys mistaken by ships' lookouts for returning Japanese "Kate" torpedo planes and were thus unmolested until well into their dives. Hapless carrier *Kasagi* was set afire and put out of action. Likewise, when the Henleys orbited the Allied fleet waiting to land, they got jumped by Allied fighters despite IFF signals.

The Eastern Fleet had received American Curtiss SB2C Helldivers for commonality with the Americans in the Pacific, and rather than support both types, further

Henley production was curtailed as the FAA re-equipped. Most seaborne Henleys were transferred to FAA shore stations. As a final exclamation point to the Henley's career, Henleys from FAA Hatson (Orkneys) sank a German light cruiser in Bergen harbor, four years after the original mission led to the adoption of Henleys for FAA service.

Back in Henley-on-Thames after the war, a new tradition was started. Using a war-surplus target-tug Henley fuselage from a local aerodrome, a watertight replica of JT 565 was made. It was built with three seats, two having oarlocks. It was duly painted in FAA colors, had the mis-matched door, kill markings, and the yellow tail for "Operation Pedestal". All official oars had to have two bullet holes and one half-round nick. Upon installation as President of the Club, the new leader would take his place in the "front" seat while the most recent "Pairs Champions" rowed him in a ceremonial circuit of the marina.

About the model: The ancient 1/72nd Formaplane vacuform Hawker Henley (a real aircraft) is the basis for this model, but more as a template to compare and use

similar injection-molded parts instead. This Henley is a blend of Heller and Revell Tempests, Hurricane outer wings, RAF Rescue Craft turret, bomb crutch made from a Halifax landing gear(!), 1/48th Fw 190 horizontal stabilizer, Brewster Buccaneer dive brakes, and others. Only the vertical stabilizer, underbelly fairing, and cockpit canopy came from the original vacuform Henley. The Henley resembled an enlarged Hurricane, and I wanted the Hawker Tornado (in between Hurricane and Typhoon) look of dual side exhausts and dorsal carb intake. "A 8 @ H" was one of the 803 Squadron Skuas that helped sink the *Konigsberg*, so I used its codes as a tribute. Markings include a special home-made badge for *HMS Excalibur* (fictional carrier of *Ark Royal* class). Camouflage is meant to be typical British style, with an additional Mediterranean Blue squiggle in the Medium Sea Gray as an expedient to increase blue as the *Excalibur* moved from the Med to the Indian Ocean. Azure Blue undersides.



Hurricane Bookshelf: The Hurricane, Seen With an Elegant French Touch

by Scott Kruize

As a Hawker Hurricane admirer and modeler, I've thought that my publications collection was quite comprehensive. It includes the usual 'staples': Profile Publications, the Squadron 'In Action' series, the ARCO-AIRCAM 'Aviation Series', and one of Osprey's 'Aircraft of The Aces' series. I even own Richard A. Franks' *Hawker Hurricane: A Comprehensive Guide for the Modeler*, only the second volume in the 'Modellers Datafile' series from SAM Publications. My brother Chris gave me the very first volume in Tempus Publishing LTD's 'Classic WWII Aviation' series, by Edward Shacklady. I'm sure you all recognize these covers.

Users of the Hurricane'. Many of the black-and-white photographs illustrating these chapters were ones I'd seen before, but by no means all.



born Belgian joined the RAF after his country capitulated. Incorporated into No. 43 Squadron, he participated in part of the Battle of Britain and was sent to North Africa with his unit in September 1942. He finished the war as Wing Commander with three kills to his credit. (see opposite page, top)

Hawker Hurricane Mark IIC (Z2909) from No. 1 Squadron, Redhill, England, May 1941. Lt. Jean Demozay obtained his third kill with this entirely black plane shooting down a He-111 during the night of 10-11 May 1941. Three days later he was promoted to Command 'B' flight of No. 1 Squadron. 'Morelaix' (Demozay's code name in the FAFL - Free French Forces) ended the war with 18 confirmed kills and two probables which made him the third French WW2 ace. (see opposite page, below)

Four such profiles are on each color plate page, and the overall total for the book is one hundred eighty-four.



Hurricanes had a mixed history as far as France is concerned. Early on, they were sent to help defend France, where nearly 400 were lost to the Nazi German juggernaut. Later, they fought Vichy France's forces in Syria and North Africa. For the invasion of French North Africa, Hurricanes were marked with American-looking stars in the hope of mollifying French resistance. From the fall of France, through to its liberation, and right to the end of the war, Free French pilots flying Hurricanes made a significant contribution to the Allied war effort.

I didn't think much more new would come along about the Hurricane, but at a recent meeting of the NorthWest Scale Modelers, the publisher of *Internet Modeler*, Chris Banyai-Riepl, handed me this. It's volume 14 of the 'Planes and Pilots' series put out by Histoire & Collections of Paris, France, copyright 2010. *Hawker Hurricane From 1935-1945* is authored by Dominique Breffort, with color illustrations by Nicolas Gohin.

What really sets this book apart is that from page 13 on, there's one color profile after another after another! Illustrated are two typical examples. I know my scans don't do them justice; the detail work is excellent, and the color reproduction standards are very high.

Each caption gives a brief but exact history of the aircraft at the time it showed such markings.

It's a slender volume of just 82 pages. But that's sufficient room for a very well-written, compact history that starts with 'From the Monoplane Interceptor to the Hurricane', concluding with 'The Foreign

Hawker Hurricane Mark IIC (BN230) from No. 43 Squadron, Tangmere, England, August 1942. Pilot: squadron leader Daniel "Danny" Le Roy du Vivier. This Dutch-

The last few pages are occupied with common finish and markings illustrations. The exact layout of the Hurricane's famous 'Temperate Land Scheme' of 1938 to 1941, is done in Dark Green and Dark Earth in both Type 'A' and Type 'B' (mirror-image) patterns. Then there's the 'Day Fighter Scheme' from August 1941, Ocean Gray and Dark Green, and the 'Desert' or 'Middle East' scheme in Middle Stone and Dark Earth. The following two pages show various undersurface paint schemes, including examples of the black-and-white



undersides used particularly for identification from below by the Observer Corps until about June of 1940, and graphics of the different kinds of roundels used on the Hurricane and other British aircraft, including the variants of the types A, B, and C, and the blue-on-blue of the Southeast Asian theater: no red in the insignia to confuse Allied gunners looking out sharply for Japanese hinomarus ('Rising Sun' disks).

There are finely-drawn side views depicting the physical differences among the different Marks, including the Sea Hurricanes. Lastly, there's a list of Hurricane squadron codes, with code letter combinations and squadron numbers both for the Royal Air Force and the Royal Navy's Fleet Air Arm.

Depicting all this variation in colors and markings was necessary, since Hurricanes served all over the world, over every conceivable kind and color of terrain, in a wide variety of roles, and was flown by pilots of many nationalities. Libraries would be needed to document them all, but this slender paperback (only about seven and three-quarters by nine and a half inches...or should I say, since it was made in France: 24 centimeters by 27) contains a good portion. The hundred and eighty-four profiles in this book ought to keep Hurricane modelers busy with paint and decals for a while!

Roden AU-23A

from page 7

painting is very straightforward. For paint, I went with Tamiya's TS-28 Olive Drab 2 lacquer. The kit decals went on well. However, they require an extra dose of Walther Solve-A-Set decal solution after they had dried in order to get rid of the silvering. The photos here show the model before I did that second dose, and so show some of the silvering.



Upcoming Shows

Here are the known shows and events for the first half of 2011:

- 2/19-20 Museum of Flight Small Worlds
- 2/27 Mt Vernon 16th Annual
- 3/12 Vancouver WA Pearson
- 3/26 NNL Portland
- 4/?? Lynnwood Galaxy
- 4/9 Renton IPMS Seattle
- 5/1 Puyallup MCS 22
- 6/11 Fort Worden NOPMS 6

Thanks to Chellie Lynn

This is an easy kit to build if you have some experience. When finished it looks good with well-done details, especially if you add the mini-Gatling gun. My thanks to Roden for the review sample.

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

Hasegawa 1/144th Scale Embraer E-170 J-Air

by Chris Banyai-Riepl

Embraer has made a name for itself in the realm of regional jet airliners, with their highly successful ERJ line found around the world. Building on that success, Embraer developed a larger line of aircraft, starting with the E170. This plane, with an oval fuselage cross section that allows for greater room inside, has a conventional layout, with its two engines slung under the wings. Advanced materials and a highly modern cockpit makes the E170/175 an economical choice for airlines, and the larger E190/195, with its refined wing, is starting to take on the big manufacturers at the low end of their single-aisle aircraft.



Hasegawa's airliners have long been in 1/200th scale, which worked out quite well for larger types such as the 747. After their initial production of a wide range of airliners in that scale, we haven't seen much in the way of new kits from Hasegawa, although they did produce a 1/144th YS-11. Now they have returned to airliners, and luckily have chosen 1/144th for their scale, as the Embraer is a small plane. The kit comes molded in white and gray plastic, with fine recessed panel lines throughout and a complete decal sheet covering all the J-Air E170s.

Construction starts with the fuselage, and right off we see a novel bit that is somewhat common in Hasegawa airliner kits. There is a large metal screw provided, along with a matching bulkhead with a hole for said screw. After screwing that in place, the kit now has the proper nose weight securely attached, eliminating the need for weighing things out. This is a very nice touch, and helps counter the other problems with the fuselage, of which there are two. Both of these problems deal with the windows.

First up, the cabin windows, provided in decal form, have absolutely no locating information on the fuselage. This wouldn't be a problem had the decals been printed with some kind of alignment device, such as molding them with a door outline. Sadly, this is not the case, so that means that the

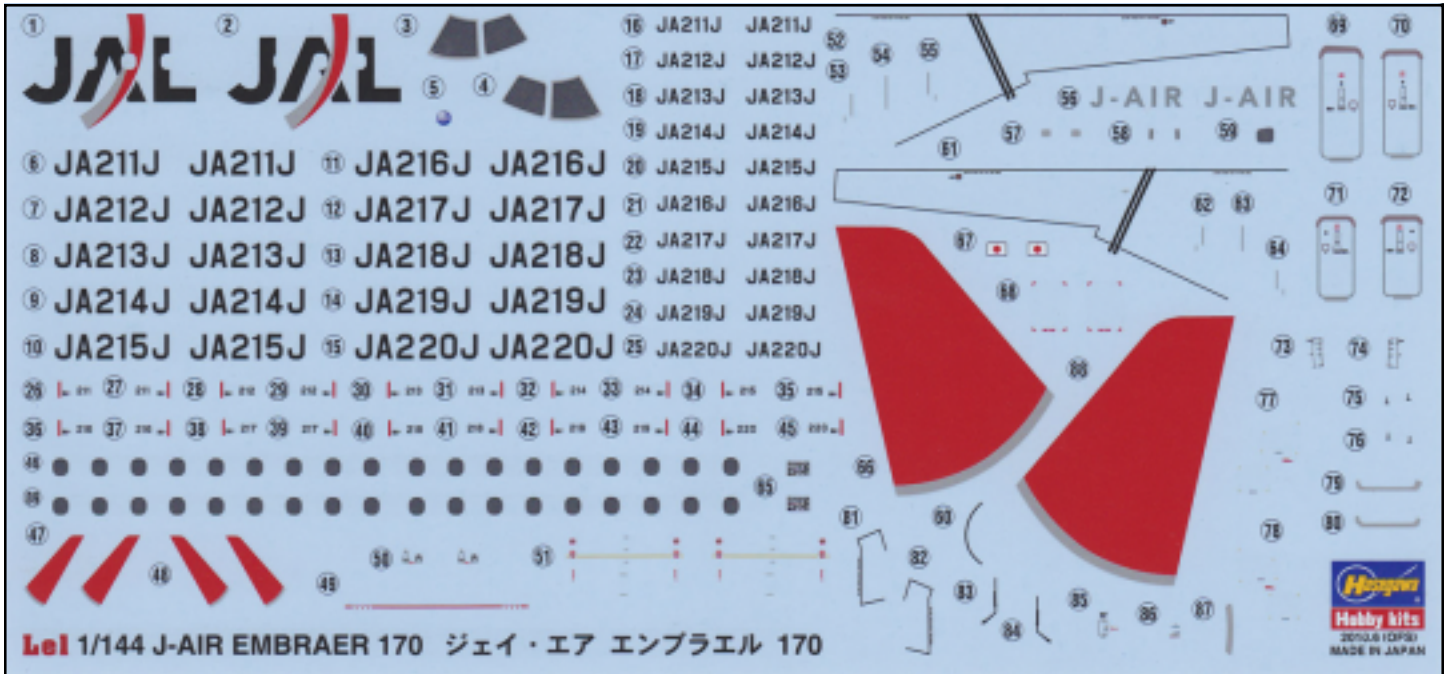
modeler will have to figure out not only horizontal placement but vertical as well, all while also working to ensure the windows are straight along the long strip. With no panel lines on the fuselage, the only way to achieve this is to create some sort of temporary alignment jig. Luckily, Hasegawa has provided information on how much reduced their instruction drawings are (80% in this case), so by scaling those back up to 1/144th, one can cut out an alignment jig, working from the door outlines. For future releases, I really hope that Hasegawa will adjust their decal printing to include the door outlines with

the window decals, which would eliminate all of this extra work.

The second problem is much more challenging to fix, and that deals with the cockpit windows. These are molded solid, and are depicted via decals. While this is a viable option with something that has small cockpit windows, such as a DC-4, the Embraer E170 has very large cockpit windows that reveal quite a bit of interior detail. Hasegawa provided a basic interior and clear windows in their YS-11, so to not have the same layout here is rather disappointing. Fixing this would be difficult, as it would require cutting out the kit windows, vacuforming a replacement, and scratchbuilding a basic interior. The kit does come with that bulkhead, though, which will help greatly in affixing a scratched interior, so that is one plus.

Moving on to the wings, these are in five main pieces, a somewhat complex wing assembly for such a small model. The upper wings are solid right and left halves, with the winglets molded in place. This is quite nice, as it ensures that the winglets are at the right angle. A couple of swipes with some sandpaper to thin those down a bit is all that is needed here. On the underside, the center fuselage incorporating the main gear wells has the lower wing section inboard of the engine pylon, while a separate piece provides the lower wing section outboard of the pylon to about two-thirds span. Because the engine pylon forms the end joint for those pieces, the only seam to worry about is the one at two-thirds span, which is not an issue at all. So while it seems complex at first, it actually is quite logical and should pose no problems in assembly. The engines are well engineered, with single-piece intake rings and exhaust sections, eliminating any possibility of seams in tough areas. The main engine body is split into right and left halves, and incorporates the engine pylon.

Decision time, though, as at this stage you will want to decide whether to build your plane in flight mode or on its landing gear. The kit comes with a stand, which will



require drilling out a hole in the lower fuselage section. Likewise, there is a single-piece insert for the main gear wells that has the gear doors and wheels all set up for in-flight mode. The nose gear bay also has a single-piece insert for the gear doors. For the gear down option, there are basic wheel wells for both the nose and main gear, and sturdy landing gear provided. The wheels are very nicely done, with beautiful hub detailing. The landing gear is simple, yet petite, providing a great base for those who want to really detail the gear out with the various plumbing found on these planes.

Like most airliner kits, this one comes with all sorts of antennae molded in place on the fuselage. For some of these, molded into the fuselage sides, this is not a problem, but for those found along the top and bottom seams, it can be quite challenging to clean up the seam without destroying these antennae. My usual method here is to very carefully remove those antennae and save them for re-attachment after taking care of the seam. Sometimes this works, sometimes not, and about half the time I have to scratch new antennae from plastic card or brass sheet.

Hasegawa, though, recognizes the fragility of these antennae, and while they have them molded in place on the fuselage, they also provide replacements on the sprues. So you can work the seams as normal, and if you preserve the antennae, all is well. If you happen to knock one off, just replace it with the kit part and you're back in business. This is a great way to handle these fine parts, and Hasegawa should be commended for thinking this one through like this.

The decals are quite thorough, providing all the livery markings for the JAL J-Air scheme as well as individual registrations for ten aircraft. These registrations include both fuselage and wing registrations, as well as the nose gear door markings. In addition to the basic livery decals, this sheet includes a fair bit of stenciling and detail decals. There are wing outlines, engine warning stripes, elevator angle markings, and cargo door details. While the basic livery decals provide color, it is these small details that greatly enhance the realism of the finished model, so it is great to see them on the kit decal sheet. The quality of decals is quite good, although they feel a bit thick. Under a good clear

coat, though, this should not be much of an issue.

Despite the window issues, this is a great little kit of the Embraer 170, and I am sure it will not take long for the aftermarket companies to come out with plenty of livery options. It would be nice to have some resin plugs to stretch this to an E175 as well (the changes to an E190/195 would require a new kit, though). As Embraer continues to move into more and more markets, the E170 will become a common sight at many airports, so it is great to have a high quality model of the plane in this scale. My thanks to Hasegawa USA for the review sample.

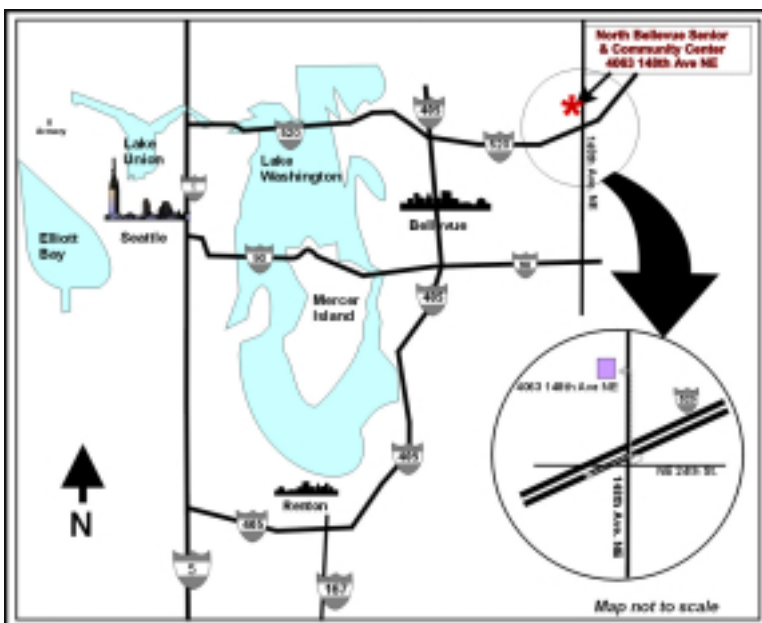
IPMS Seattle Renewal Form

Your 2011 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 January 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.

<i>IPMS Seattle 2011 Dues Form</i>		Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115
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<input type="checkbox"/> E-mail delivery of the newsletter (\$15). <input type="checkbox"/> Regular mail delivery of the newsletter (\$25).		
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Meeting Reminder

January 15 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.