

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2011

PREZNOTES



There is still a short period of time to get in a nomination for the upcoming election of the new IPMS Seattle President and Vice-President. Please contact Robert Allen at the March meeting, or at baclightning@yahoo.com, or 425-823-4658 to make a nomination for either office.

To paraphrase young Carol Ann from the movie *Poltergeist*: It's here! Our Spring show is ONLY four weeks away. I'm going to put in a request for all of our members to volunteer ONLY one hour of your time for the show. This hour can be during setup, or during the show, or on teardown afterwards, I don't care, we'd just like your help. We'll get into more details at the meeting with what our respective departments need. Also, if you have any good surplus model kits that are extraneous to your needs, please consider donating them to the raffle.

We'll also have additional information on the election of officers, which will take place at the May meeting.

That's all I have for now. I've got a short window this evening and am finally planning to sit down with the Wingnut Wings Gotha on my bench. I'll probably not get very far, perhaps opening one of the individual bags the kit is packaged in and actually touch some of the plastic. I've thoroughly studied the instruction book, and am reading the recently released build book on the kit, which has been a great help and I think that I've decided which

one to build. All I need to do now is glue two of the 463 or so parts together and I'm on my way.

We'll see you at the meeting,

Terry

In This Issue

Trumpeter PAK43	3
Hurricane Bookshelf - March Madness: Voyage to Mars, and the Twenty-Three WWII Bombers	6
No 126 Wing RCAF	9
Honda RS250RW	10
Upcoming Shows	11
Spring Show Categories	12
Spring Show Special Awards	13
AFVs in Irish Service Since 1922	13
United States Navy Aviation Centennial 1911-2011	14
The Jamie Moyer of World War Two Aircraft	15

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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.

March 12
May 14

April 9 (Spring Show at Renton)
June 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

Trumpeter 1/35th Scale German 8.8cm Panzerjägerkanone PAK43

by Eric Christianson

Developed from Krupp's Gerät 42, this incarnation of the venerable 8.8 cm PAK43 gun used a new cruciform mount with the gun much closer to the ground, and a much stronger and more angled armor shield to provide better protection. The standard armament of the Tiger II, the KwK/PAK43 tank gun was able to penetrate about 200mm of armor at 1,000m, allowing it to defeat any contemporary tank on the battlefield.

photo-etch outer sleeve for the barrel comes in a separate bag.

The three sheets of photo-etch contain:

1. An optional gun shield (from the one provided in plastic) and various pieces that provide detail for the gun shield.
 2. A superb ammunition rack that is mounted on the inside of the gun shield (which should remain empty if the gun is mounted on its wheels).
 3. Flat, imprinted disks that go onto the ends of 16 plastic ammunition rounds provided in the kit (eight live rounds, eight empty casings). The empty casings are hollowed out at the end – very nice.
- The 12-page instruction booklet is well illustrated and easy to follow - for the most part. A separate glossy, two-sided color

There are many, many delicate parts in this kit that have other parts attached to them. In order to get everything lined up and installed right, I had to attach a few parts, wait overnight for the glue to dry rock-solid, and then attach a few more parts, etc., etc., which made for a relatively lengthy build. I could have used super-glue, but the fit of many of these parts suffered from what I call Trumpeter's 'wobble-fit' – meaning the parts fit, but not securely. There is no positive, tactile response when attaching parts and many of them must be nursed along as they dry in order for them to line up right. Under such conditions, I find super-glue too unforgiving.

Throughout the build, there are many sub-assemblies that should be built, painted and weathered separately. Some are as small as the operator's seat (four parts), some are much more complex – each of two wheeled limbers contain roughly 44 parts. In addition, all four wheels are different – be sure to keep track of each wheel separately until they are finally installed.

Based on more error than trial, I would recommend the following assembly and painting procedure:

1. Assemble the cruciform mount (Steps 1-3) and set aside.
2. Assemble the gun base (leave gun barrel off) (Steps 4-6) and set aside.
3. Assemble Gun Shields (Steps 7-10 – leave gun barrel off) and set aside.
4. Assemble four wheels and attach rubber tires (Steps 12 and 13) and set aside.
5. Assemble both limbers (Steps 14-16 – leave the wheels off) and set aside.
6. Attach both limbers to the cruciform mount.
7. Prime, paint, and weather the gun base, gun barrel, cruciform mount (with limbers attached), gun shields and the four wheels separately.
8. Attach the shields to the gun base.
9. Attach the gun base to the cruciform mount.
10. Attach the wheels to the limbers on the cruciform mount.
11. Attach the barrel to the gun base.



Trumpeter's PAK43 comes in a small, sturdy box containing seven separately bagged trees of yellow-tan plastic parts. The parts are crisp and flash-free, and effort has been made to restrict the few ejector pin marks to areas that are not visible on the finished model. The plastic is very soft and sands easily.

Also included are three sheets of photo-etch and an aluminum barrel. A delicate

Painting and Marking Guide is included and provides a late-war standard color scheme of a German Dark Yellow base. One side of the guide shows a five-view layout of the gun in its towed configuration, the other side provides the same as a fixed emplacement. These were invaluable in determining the placement of the very small parts included in the kit. The box art shows the weapon sporting a dark yellow, green, and red-brown late-war scheme.

The main gun shield restricts access to many of the (visible) main gun parts directly behind it, so it should be painted separately. Make sure that all the parts that connect the gun shield and the wheels to the main assembly are accounted for and not attached too soon as the instructions would have you do.* There are four posts, for example, that connect the gun shield to the gun. These posts have no positive connection point on the back of the gun shield, so they cannot be glued-fast until you attach the gun shield itself and know where the posts can go.

* 'Connecting' parts that I left out of the assembly sequence until later:

Step 3 – B46

Step 4 – E17, E18

Step 15 – B10, B11

Step 16 – C41 (two parts)

I assembled and painted the four wheels separately because I felt the process of stretching the rubber tires onto the wheels after assembly might cause many of the delicate parts to break off. As it turned out, this was a very good idea.

The rubber tires looked nice but proved to be a disappointment. Each wheel has two tires, and for some reason there was only one wheel out of four where both tires fit. I checked the wheel diameters and found that they were identical, as well as the outer wheel 'ring' areas where the tires are supposed to slip around. This means that there must have been some minute difference in the way the rubber tires were made. To keep the tires from rolling off the plastic wheels I used some 5-minute epoxy to make them stay. They did.

Each wheel attaches to the limber by fitting a U-shaped joint on the limber to two small holes in the wheel, and then gluing the end of the spring to another part of the wheel. The attachment points for all of this were very weak. Consequently, even though much effort is put into the design of the wheels and limbers, I had to glue each wheel fast to each end in order for them to be able to support the main gun assembly and mount.



The attachment of the main gun shield to the gun assembly went relatively smoothly. I had to open up some of the attachment points and proceed slowly, letting each part dry before starting on another. I attached the large ammunition case after the shield was in place since it sits directly adjacent to one of the delicate rods that hold the shield to the gun, and I needed complete access to that rod in order to fit the shield on and hold it. Once the shield was firmly attached to the gun, I attached the gun to the cruciform mount.

Trumpeter included three sheets of photo-etch with the kit. You get a beautifully-rendered alternative to the plastic gun shield which, if you choose to use it, must be augmented with many very small rivets, plates and other bits, front and back. I thought that the plastic shields were thin enough for use, and Trumpeter thoughtfully provided a back plate to the shield

that effectively covers the sink marks found there.

Another PE sheet provided contains 16 disks that attach to the ends of the 8.8cm ammunition rounds – beautiful. But since I wanted to build the gun with its transportation limbers attached, the ammunition rack would be empty, so the PE and accompanying rounds will be saved for another build. That left me with precious little of the wonderful PE to use on the build. But I'm not complaining too much!

Once you finish the sub-assemblies and have accounted for all the parts, the kit comes together quickly. With a little effort, I think the final result looks pretty good and crazy-complex – which is the look I was after.

I painted the two gun shields and wheels separately. With so much Testors glue on

the model I started with an even primer coat of Gunze Mr. Surfacer 1200. I followed this with a base coat of Tamiya NATO Black. Both of these layers are very thin and (I feel) did not detract from the look of all the delicate parts making up the gun.

Next I airbrushed everything with Tamiya Dark Yellow, followed by a dusting of a mixture of Tamiya Dark Yellow and Tamiya Deck Tan to lighten up the upper surfaces of the larger parts. I tried my best to leave a little NATO Black showing through. I then gave everything a coat of Future to prepare the surface for washes and filters.

Once the Future dried for two days, I applied (first) a very thin filter of Mig Dark Brown. I use Mona Lisa White Spirits to thin my oil paints. Mona Lisa is about as mellow as paint thinner can get while still actually thinning the paint. Once that was thoroughly dry, I applied a pin wash, mixing Winsor Newton Burnt Umber and Ivory Black oils with Mona Lisa. The last step was to (very carefully) touch up everything with Mig P231 Metallic Gun Metal pigment using my finger to give these parts a proper metallic 'glint'.

The build took me about 15 hours to complete, most of the time spent on the two transportation limbers and fit problems.

The number of small parts and complexity of the assembly made building this kit a challenge even for an experienced modeler. I don't blame Trumpeter for the complexity – the design of the gun and two transportation limbers appears to have risen more from crazy German over-engineering than anything else. The attachment points for many of the parts in the kit, however, could have been better-designed. Many such points were simply non-existent.

On the positive side, however, the completed kit conveys the sinister look of a high-caliber anti-tank weapon and I think it will look perfect behind a halftrack on a muddy road somewhere on the Eastern front.

I would recommend this kit to modelers experienced in solving problems. That said, however, the kit builds into a very nice and unique representation. I'd like to

thank Steven's International for providing the review sample, and *Internet Modeler* for giving me the opportunity to build the kit.



Hurricane Bookshelf - March Madness: Voyage to Mars, and the Twenty- Three WWII Bombers

by Scott Kruize and Ken Murphy

'March Madness' has set in...

Ken Murphy clobbered me with an e-mail message demanding that I list the 'twenty-three most famous bombers of World War II'.

This may have been retaliation for an e-mail I'd sent him and some other friends not long previously, enclosing a 'Calvin and Hobbes' trivia quiz based on the collection *Weirdos from Another Planet*.



Let me emphasize that Bill Watterson's book is required reading for modelers everywhere. Sci-fi fans can catch Space-man Spiff in action in his 'saucer', and the dinosaur modelers can have close encounters with the King of the Thunder Lizards. Modern jet fighter buffs get action shots of the F-15 Strike Eagle taking out the target that is nemesis to all young boys. Diorama builders should follow Calvin's aerial transit of the midwestern United States while he hung from a toy balloon; weapons and speculative technology modelers must see the device that got him back again. And of course, the most

famous sequence of all, from our point of view: the afternoon spent building a Phantom jet model.

But the cover's story needs consideration; 'Rocket Man' and you other space fans, take note. The current transitory display at



the Museum of Flight is 'Manned Space Travel'. I contributed to it and am distressed that it contains no models of the first manned expedition to Mars. This still hasn't occurred, and all we ever hear about it are excuses: it's going to take a decade of preparation, sharply push the cutting edge of technology, and once launched, the mission will take over a year to fly, at great hazard to the crew members. And all this will cost jillions of our tax dollars.

What's with all that? This book depicts Calvin's and Hobbes's approach. They set off after only a brief discussion: 'We're outta here. I refuse to inherit a spoiled planet...' 'How about Mars?' 'Yeah: if we go NOW, we can claim it and keep everyone else off...' So they pack Dad's best briefcase with survival essentials: comic books, candy bars, tuna cans and a can opener. Existing technology—the wagon—takes them there to a safe landing. In the event, they decide 'Weirdos from Another Planet' are best left

where they belong. The whole expedition, round-trip transit time included, takes but an afternoon.

Why can't our Government get on the ball with this? Don't tell me it's because they can't conceive of the idea: they know all about it from the Jet Propulsion Laboratory. Calvin's and Hobbes's expedition happened to touch down near the old Viking spacecraft from the '70s, and they made boogaboo faces into the cameras. Of course, the Government would never publicize these pictures, or even admit to having them...recall that's the same Government that vigorously denied the existence of Area 51 and the F-117 Stealth Fighter. That's not March Madness; it's their 'Business As Usual'!

If you'd like a copy of the trivia quiz, e-mail me and I'll send you one. ('scotkruize' – one 't'—at yahoo dot com) You probably still have time to beat Ken at responding.

But let's get back to his quiz demand. I sat right down and listed 23 bombers without consulting anything on the Hurricane Bookshelf. For criteria, I asked myself 'What bombers would I name while explaining in reasonable detail, to an ordinary educated audience, their importance in the use of air power during the Second World War?' (Of course this is different from the enormous amount of aviation trivia that you current readers hold...)

Ken provided two other 'clues' besides the number 23: any number of engines, six nations represented. Here are my nominees:

For the U.S., our deadly duo of mediums: the North American B-25 Mitchell and its stablemate, the dreaded (both by our fledgling pilots AND by the enemy!) Martin B-26 Marauder. Our even more destructive duo of heavies: Boeing B-17 Flying Fortress and Consolidated B-24 Liberator. In naval warfare, the Douglas SBD Dauntless and Grumman/General Motors Avenger. Finally, the superweapon that finally ended the war, pointing into the

future of strategic airpower: the B-29 Superfortress.

For Great Britain, its mainstay during the first half of the war: the Vickers-Armstrong Wellington. Its two heavies in the merciless war against Germany: the Avro Lancaster and Handley Page Halifax. Lastly, its astonishing better-than-everybody-else's all-singing, all-dancing performance superstar: the De Havilland Mosquito.

For Japan, its early mainstay, the Mitsubishi Ki.21 'Sally' and the later Mitsubishi G4M 'Betty'. [Here's where a perusal of the Hurricane Bookshelf would've improved my answer. Mitsubishi designed THREE important twin-engined bombers, sharing production with Nakajima. The third was the G3M 'Nell', the Navy's early-war long-range weapon, and the destroyer of the *Prince of Wales* and the *Repulse*. The sinking of these two well-equipped, expertly-manned, fully-operational capital ships on the high seas is believed by many naval warfare analysts to be more significant than the harbor attacks that wrecked the Italian battleships at Taranto and the American at Pearl Harbor. – So I should've list twenty-FOUR on my list...or left some other off...]. In carrier-based warfare, the Nakajima B5N 'Kate' torpedo- and level bomber, and the deadly Aichi D3A 'Val', which destroyed the most Allied ships during the Pacific War.

For Italy, just the ubiquitous Savoia-Marchetti S.M.79 Sparviero, land and torpedo bomber.

For the U.S.S.R., the Petlyakov Pe-2 light bomber, used everywhere with more than 11,400 made, and the most-produced combat plane of ALL time, the Ilyushin Stormovik bomber/attack plane.

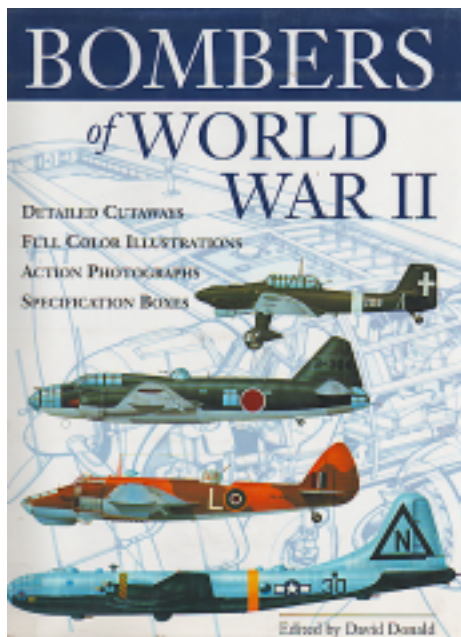
For Nazi Germany, the Junkers Ju 87 and Ju 88, Heinkel 111, and Dornier 217, plus the Focke-Wulf 200 Condor. The only one I hesitated over including was the Condor, since so few were made; only about 250. But its effect on the War was all out of

proportion to its numbers: destroying nearly FOUR HUNDRED THOUSAND tons of Allied shipping, plus giving recon info to the U-boats. It well deserves its title 'Scourge of the Atlantic'.

It turns out the reason Ken demanded this list was that he was holding a book purporting to include the 'twenty-three most famous bombers of World War II'. I stand by my choices (given my note about Japan's bombers)...but let him pick up the story from here...

...My part of the story started innocently enough with a trip to the Grand Opening of the impressive new neighborhood University Place Public Library. After a tour of the facilities, I landed in the Military History section and found a promising book to check out: *Bombers of World War II* edited by David Donald (Copyright 1998 Orbis Publishing Ltd. ISSN: 1-56799-683-3). The jacket notes describe "This highly illustrated and comprehensive book examines the development and service records of *the most important bombers of World War II*" (emphasis mine). As the cover promises, it does include detailed cutaways (illustrated by the excellent John Weal of Aviagraphica), most if not all of which you have seen in numerous other publications. It also includes full color three-views, color profiles, color and black-and-white photos and specification listings. So the information on each bomber represented is pretty comprehensive, and an excellent reference in that regard. As I stood in line to get help in checking out this book in the automated self-checkout library of the future, I noticed that the cover illustration had profiles of some famous bombers: a Ju 87 (in Italian markings?), a Betty and B-29, and between them a Bristol Blenheim? OK, that's a little odd, but I figure that's the kind of thing you'd expect from any Anglo-centric publication. They always like to make a fuss over some of their more mediocre types. When I got home and actually started to dig into the book, I realized something was amiss, which prompted the query I sent to Scott. This book lists 23 bombers – the 23 most

important bombers of World War II. If you were editing a book to address that statement, what would you choose? With a little thought, I wrote down my own list. My criteria was simply – if that plane didn't exist, what would the impact have been? Could some other bomber have done the job just as well? If not, then it truly was important. Anyway, my list ended up being virtually identical to Scott's (I didn't include the Sally, but I do think that was a good choice, so I'm going with his list).



Now for the book: going down the table of contents and comparing lists, we notice some similarities. The editor includes (and I will note that there seems to be no order what-so-ever to the contents; not historical time line, alphabetically or by country): Junkers Ju 88, Boeing B-29, Douglas SBD, Avro Lancaster, Heinkel He 111, Savoia-Marchetti S.M.79, Vickers Wellington, Mitsubishi G4M "Betty," De Havilland Mosquito, Petlyakov Pe-2, Junkers Ju 87, Handley Page Halifax, Focke Wulf Condor, and B-24 Liberator. That's it - 14 out of 23 the author and I agree on. Nine spaces left. Is there anything missing from your list? Certainly a few from mine, like maybe the B-17. How can you have a book about the most important bombers – heck, any book about bombers and not mention the B-

17?!?! So what nine planes beat out the B-17 in this editor's opinion? Well, let's take a look. As you might guess, some of them are Brits, starting off with that curious love affair they have with ugly, ancient when it was new, "String Bag," the Fairey Swordfish. Famous for two, count 'em two missions, its value was simply that it was the only plane available and it flew in the absence of any fighter opposition. But due to the insane attachment they have for this crate and the fact that the editor of this newsletter is a Brit, I'll let this one slip in, besides, we have eight more spots to go...

Since the editor chose only one Japanese plane, the Betty, and one Italian, the S.M.79, let's look at the Soviet contingent. There are two and yes, the Pe-2 is there, but the other? Not the Il-2?!? How 'bout the Tupolev Tu-2? A great plane by any measure, but it did not see combat until 1944 and only a comparative handful were made. Still, I'm kinda partial to the Il-2...

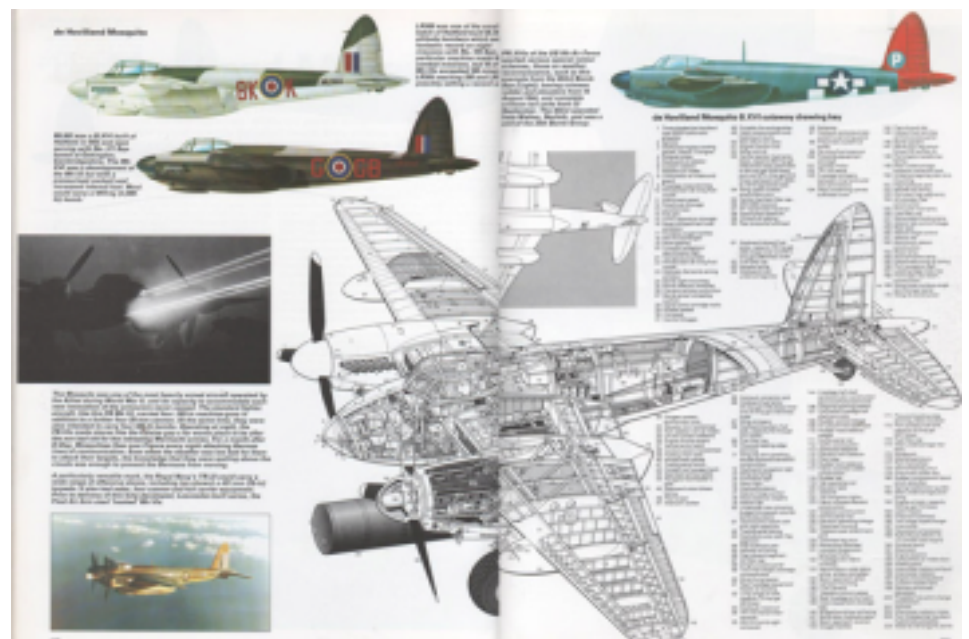
Now we're down to seven. So what do we have for the Germans? All the ones we agreed on (Ju 88, He 111, Ju 87, Condor) and two more. No, not the Dornier, but instead, how about the Heinkel He 177 Greif? That would lead a list of aircraft that gave their builders the most grief, but here? Good grief! But we're not done with

Heinkels. The last most important German bomber is (wait for it...) the Heinkel He 115! Oh, not familiar with that one? It was a twin-engine, twin-float seaplane! Perhaps its greatest claim to fame (I'm not making this up – this is directly from the text) is that it managed to serve with Germany, Britain, and neutral Sweden. Now if an Axis plane serving with Britain doesn't make it important, nothing does...

But speaking of seaplanes, we're not done. There's another on this list, none other than the Short Sunderland. That's a British plane, right? At least it had a more important career than the He 115, but seaplanes in a bomber book? Really?

Now we're down to four. So what other American planes beat out the B-17 in the editor's opinion? Why, not one, but two! The first being the imposing Lockheed Hudson (say, didn't a lot of those fly with the British?), the other being the equally beloved Curtiss SB2C Helldiver. At least you could say it saw some serious front line action, even if the crews referred to it as the "Sonofa Bitch 2nd Class." Still, are either more important than the B-17? I just don't know...

Just two spots left and I guess it's no surprise that they are both British. The



first being the one pictured on the cover – the Bristol Blenheim. Here the text honestly states “Sadly it failed to live up to expectations...it was meat for the hungry German fighters.” I guess that makes it an important bomber - for the Germans!

Now, with only one spot left on the list and with the B-17 still languishing alone and ignored, the winner is none other than (drum roll please...) the Avro Anson (!!!?!?!?!?!?!). I don't know what to say...

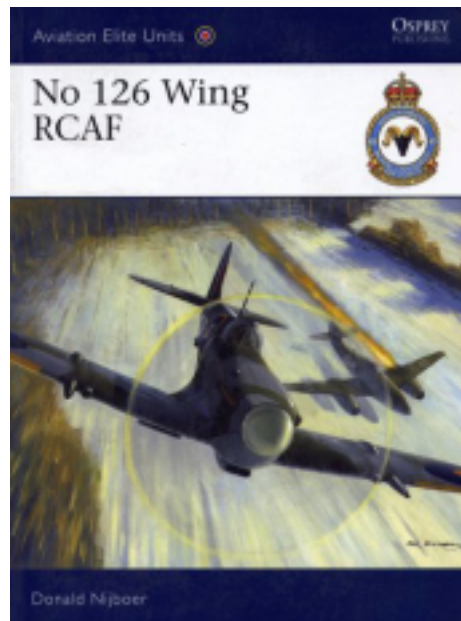
Reading the history, I guess I could put it on a list of coastal patrol planes, trainers, and squadron hacks (even the three-view depicts a post war Fighter Command Communication Squadron plane). The text does mention one (1) engagement with a U-boat. I'm sure there must have been more, but by 1940 they were withdrawn from front line coastal patrols (replaced by Hudsons), making for a pretty short “bomber” career.

In the end, I guess the best I can say about this book is that if you have an interest in some of these aircraft, you'll find some useful info here. The text does not try to justify the planes' mention in this list. The whole book reeks of having been thrown together from existing materials. Mr. Donald is either careless or ignorant or both (I won't even go into the other careless errors, like listing the F4U Corsair on page 183, only to find the Grief there). Heck, if the title had been *A Random Selection of Aircraft from World War II, Some of Which Were Bombers*, I think I could have forgiven the whole jumbled mess, but claiming it's a comprehensive list of the most important ones is just flat wrong. Of course, we as modelers and historians are always looking to get the story right, since there are so few opportunities to educate the public about this important aspect of the war. I'd hate to think of some mildly interested reader with a limited knowledge of WWII taking this book at face value. I could just imagine that person envisioning mass formations of Ansons darkening the skies over Berlin...

Aviation Elite Units - No 126 Wing RCAF by Donald Nijboer

reviewed by Jacob Russell

This exciting book is one of the latest releases in Osprey's Aviation Elite Units series. I was initially drawn to it because my friend Chris Cowx of Surrey, British Columbia knew No 126 Squadron pilot Flight Lieutenant Rod Smith, who amassed 13 kills during the course of World War Two.



Author Donald Nijboer details the differences in tactics between the RAF and the Luftwaffe and describes how the British were forced to change tactics to suit the realities both on the ground in the air. They were forced to abandon their doctrine of sending unaccompanied bombers over France in the face of terrible losses.

Nijboer describes in great detail the Wing's exploits. No 126 Wing was the top scoring wing within the Second Tactical Air Force with 87 victories. During the course of Operation Market Garden (described on pages 46-51) No 126 pilots shot down 22 of the 45 German fighters destroyed that day,

a remarkable achievement. This wing was the first within the RAF/RCAF to shoot down a jet propelled plane on October 5, 1944. No 126 also shot down 24 planes in the counterstrike to the German Operation Bodenplatte attacks against Allied airfields on January 1st, 1945, which was a new record for a single day of air combat. In total No 126 Wing destroyed 333 aircraft (on the ground and in the air) during World War Two and had 26 pilots with six or more victories.

Credit must also be given to the aircrews of No 126, who worked so quickly as to allow 81 sorties to be flown in 10 hours on one particular day. The aircrews also maintained very high levels of serviceability, with numbers in the mid to high 80 percentile. This is a remarkable achievement when one considers that most if not all maintenance was done outdoors, regardless of the weather.

The transformation of the Spitfire from short-range interceptor to fighter-bomber - a role for which it was not designed - is discussed, as is the development of RAF fighter-bomber tactics. The importance of PSP - Perforated Steel Planking - in the creation of "instant" forward airfields is also explained. And the importance of the new GM2 gyroscopic gun sight, which helped No 411 Squadron's Flight Lieutenant Dick Audet become an ace in a single sortie on December 29, 1944, is discussed. Many aces who had mastered the art of deflection shooting were not impressed with the GM2, which was larger than its predecessor and restricted forward visibility. But it doubled the effectiveness of the average pilot's gunnery. Not only did Dick Audet shoot down five planes, he did so in a matter of minutes, and these were his first victories of the War. He had not even seen an enemy plane before the afternoon of the 28th!

And those modelers obsessed with painting D-Day Invasion stripes on their Typhoons, Tempests, Spitfires and the like

Continued on page 11

Hasegawa 1/12th Scale Honda RS250RW 2009 WGP 250 Racing Champion

by Jon Fincher

I'll admit it: I'm not a huge racing fan. However, that said, whenever I can, I love to watch World Grand Prix motorcycle racing. There's something visceral and compelling about seeing racers leaned over in a turn, dragging their knees over the candy canes through a turn only to have them open the throttle on the exit and go from 50 mph to 150 mph in a few seconds. No roll cages, no advanced crumple zones, and nothing between them and the road but a hockey puck and some leather. I've modeled a few race bikes in the past from another model maker (Alex Criville's 500cc Repsol Hondas from 1998 and 1999, and Kenny Roberts 500cc Yamaha from the 1980s), so it was with great anticipation I opened the box on Hasegawa's entry into the race bike market.

In years past, WGP racing was divided into distinct classes, divided by engine capacity. From 1990 through 2009, the 250cc class was the stepping stone to greatness, and the place where champions were born – riders such as Valentino Rossi, Jorge Lorenzo, and Max Biaggi were champions at 250cc before making their mark on the 500cc circuits. For the 2010 season, WGP removed the 250cc class replacing it with the new Moto2 class, which specifies a 600cc four-stroke engine to replace the two-stroke 250cc engine used previously. This kit represents the 2009 bike run by Hiroshi Aoyama, who won the 250cc championship that season.

http://en.wikipedia.org/wiki/Moto_gp

Opening the box reveals some interesting choices. Two grey sprues and one white sprue contain the bulk of the parts for the bike. Two clear sprues were given for



windshields. Two separate bags contained hoses, springs, and screws; two rubber tires were provided as well. As an interesting touch, body panels were provided in both white and clear plastic – more on that later.

Most interesting for this writer was what was lacking in the kit – chrome. There are no chrome parts given at all. The frame and front forks (what would normally be chromed on a race bike) were molded in white and grey plastic, with instructions to paint them “Shine Silver”. I think I like this approach – most chrome is too shiny to be realistic. While painting natural metal finishes can be tricky, the intricacies of the frame pieces make this an easier task than, say, an airplane wing or automobile hood.

As expected from Hasegawa, all the parts were very well done and finely engraved, with no sink holes or ejector pin marks on any of the parts. Looking through the parts, there were some things I was very glad to see.

The bike frame has molded-in weld lines with detail so fine, I couldn't see it immediately – I had to run my finger nail along it to feel it. Once painted, a fine black wash over this will add instant depth and realism to the welded frame pieces.

The dual front brake rotors had vents holes molded open – no drilling out rotors for this kit. Like all race bikes, this bike is a water-bagger (liquid cooled), and the radiator provided has very fine detail on it with no scars or issues at all. Rubber tires are provided as well.

The engine is highly detailed, with 17 of the 145 parts of the kit going to it, and will be greatly enhanced by careful detail painting. The additional detail provided by the coolant lines will add to the realism in the engine once installed in the frame. And this is why the clear body panels are a welcome addition – rather than cover the superb detailing of the engine in opaque body panels, the modeler can opt to show them off with clear plastic. I wish I had this on some of my previous kits.

As with other race bike kits, the wheels are held on by screws, and a real spring is given for the rear suspension. Also in the bag with these parts was the last surprise this kit had for me – a thin piece of stiff wire. Scanning the instructions, I finally discovered that it's a hard line representing the stroke sensor that runs from the top of the right front brake cylinder up to the dashboard.

The instructions provided are very complete and detailed. As with all Japa-

nese kits I've done, most of the text is in Japanese, with the most important text duplicated in English, German, French, Spanish, and Italian. Illustrations provided are very good, but in some places can be tough to read – for example, for the stroke sensor mentioned above, there's no clear depiction of where the top of it terminates.

Paint colors provided are in GSI Creos and Mr. Color numbers. I would suggest using http://www.ipmsstockholm.org/colorcharts/stuff_eng_colorcharts_gunze.htm for color conversions to other systems. The painting instructions given throughout the kit are very well done, and the final painting suggestions (for Hiroshi Aoyama's 2009 season bike) are extremely detailed and complete, but appear easy to follow.

The decals are superb – very thin, with no extra carrier film where it isn't necessary. Carbon fiber decals are provided for certain parts, such as wrapped around the

mufflers. The decals also contain the only bit of kit provided chrome, for the Scot logos on the front cowl – sorry for lying earlier. As with most race bike kits, the decals can be the most challenging part of the build, as they are numerous and need to conform to compound curves.

This is an extremely well-engineered kit. The parts are highly detailed and are executed with near perfection. The removal of chrome sprues is not missed, and the addition of other details (such as hard lines, carbon fiber details, and clear body panels) adds to the uniqueness of Hasegawa's offering here. As WGP moves into the 21st century and changes formats, this last GP250 championship motorcycle is an important subject in WGP racing history, and Hasegawa has executed it with precision and expertise. I simply cannot wait to build this.

My heartfelt thanks to Hasegawa USA for this review sample.

No 126 Wing RCAF

from page 9

with laser straight lines should take a good look at the stripes being applied to a Spitfire Mk.IX on the title page: they are QUITE messy!

This is a very informative book which I read from cover to cover and thoroughly enjoyed. I highly recommend it and I would like to thank Osprey Publishing for providing the review sample.

Publisher: Osprey Publishing

ISBN: 978-1-84603-483-1

Binding: Softcover

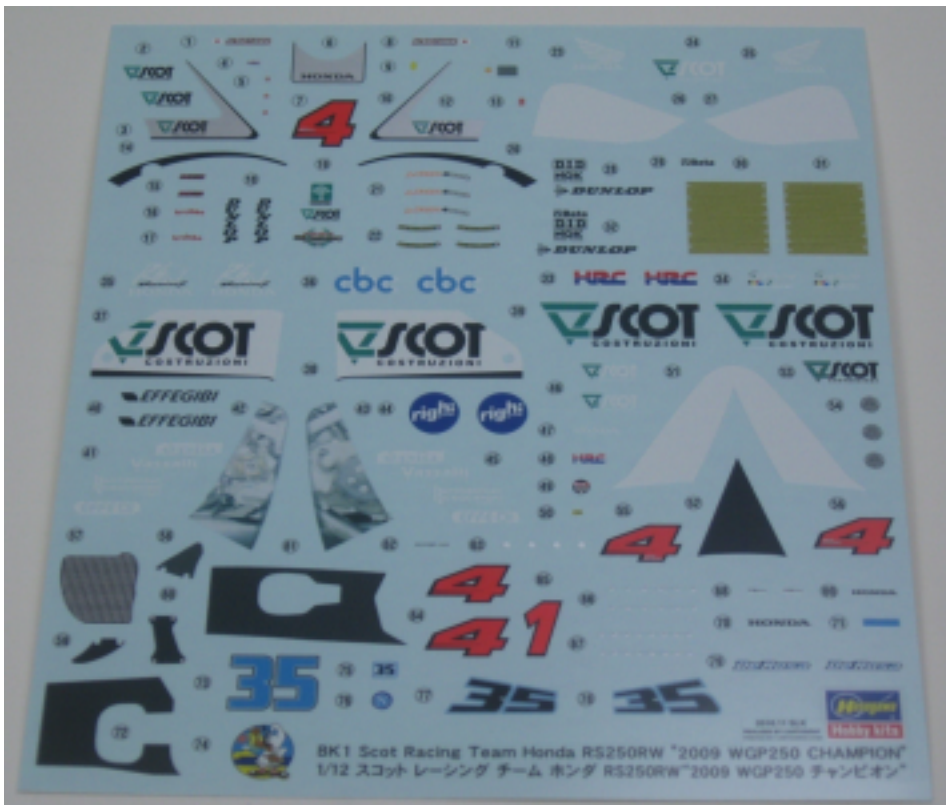
Pages: 128

Upcoming Shows

Here are the known shows and events for 2011:

- 3/12 Vancouver WA Pearson
- 3/12 Coburg LAMA
- 4/2 Lynnwood Galaxy
- 4/9 Renton IPMS Seattle
- 4/10 NNL Portland
- 5/1 Puyallup MCS 22
- 6/11 Fort Worden NOPMS 6
- 7/22-24 Puyallup Good Guys
- 8/3-6 Omaha IPMS Nationals
- 9/17 McMinnville OHMS
- 9/24 Lynnwood Galaxy Sci-Fan
- ??????? Silvana 5th Annual
- 10/1 Moscow ID Bring out Good Stuff
- 10/8 Burnaby IPMS Vancouver

Thanks to Chellie Lynn.



2011 IPMS Seattle Spring Show Categories

Here is an updated list of the categories for this year's Spring Show.

Note: * Indicates categories eligible for Out of Box award

JUNIOR:

(Ages through 17. At their discretion juniors may enter senior classes)

- 001. Aircraft *
- 002. Armor *
- 003. Automotive *
- 004. Space Fact/Experimental/Future Technologies/Sci-Fi. *
- 005. Prefinished (any subject. must have some modification from out of the box)
- 006. Miscellaneous (incl. figures, dinosaurs, naval) *

BEST JUNIOR AWARD

AIRCRAFT:

- 101. 1/73rd and smaller; all subjects *
- 102. 1/72nd single prop, turbo prop and gliders *
- 103. 1/48th single prop, turbo prop and gliders *
- A. Axis *
- B. Allied *
- 104. 1/72nd multi prop, turbo prop *
- 105. 1/48th multi prop, turbo prop *
- 106. 1/32nd and larger prop, turbo prop and gliders *
- 107. 1/72nd single jet *
- 108. 1/48th single jet *
- 109. 1/72nd multi jet *
- 110. 1/48th multi jet *
- 111. 1/32nd and larger jet *
- 112. Airliners, civil, sport, racing, airships; all scales *
- 113. Rotary wing *
- 114. Biplanes/Vintage Types *
- A. 1/72nd and Smaller *
- B. 1/71st and Larger *
- 115. Miscellaneous; scratchbuilts, vacs and conversion.

BEST AIRCRAFT AWARD

MILITARY VEHICLES and WEAPONS:

- 201. 1/35th and larger, closed top through 1945 *
 - A. Axis *
 - B. Allied *
 - 202. 1/35th and larger, closed top after 1945 *
 - 203. 1/35th and larger open top AFV, half-tracks and self-propelled guns *
 - 204. 1/36th and smaller, all eras and subjects *
 - A. 1/36th and smaller (except 1/48th), all eras and subjects *
 - B. 1/48th all eras and subjects *
 - 205. Soft-skinned, all eras and scales *
 - 206. Towed artillery and missiles, all eras and scales *
 - 207. Miscellaneous; scratchbuilts, and conversions
- ### BEST MILITARY VEHICLE/WEAPONS AWARD

FIGURES:

(Horse and rider, mounted or dismounted are a single figure. Two figures on base are a diorama.)

- 301. Smaller than 54mm (excluding 1/35th)
 - 302. 54mm (including 1/35th)
 - 303. Larger than 54mm
 - 304. Sci-fi, Fantasy Figures and Creatures, Real Space
- ### BEST FIGURE AWARD

SHIPS:

- 401. Powered - 1/700th and smaller *
 - 402. Powered - 1/699th to 1/350th *
 - 403. Powered - 1/349th and larger *
 - 404. Unpowered, all scales *
 - 405. Submarines *
 - A. 1/73rd and smaller *
 - B. 1/72nd and larger *
- ### BEST SHIP AWARD

AUTOMOTIVE:

(All scales; non-military)

- 501. Factory Stock *
- 502. Hot Rods *
- 503. Custom *
- 504. Pick-up trucks *
- 505. Commercial Truck, Van, Fire and Rescue, Misc *
- 506. Competition - Closed Wheel *
- 507. Competition - Open Wheel *

- 508. Large scale autos/trucks, all subjects, 1/19th and larger *

- 509. Motorcycle *

BEST AUTOMOTIVE AWARD

SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES

(all scales)

- 601. Space Fact *
- 602. Aerospace Testbeds and Record Breakers *
- 603. Sci-fi, Vehicles *

BEST SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES AWARD

DIORAMA / VIGNETTE:

(all scales) A diorama is two or more models relating to tell a story.

- 701. Aircraft
 - 702. Automotive
 - 703. Armor
 - 704. Space facts/ Future Technologies/ Fantasy (Including dinosaurs)
 - 705. Naval
 - 706. Figure
- ### BEST DIORAMA / VIGNETTE AWARD

OTHER CLASSES:

- 801. Collections (5 or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Animals/Dinosaurs
- 804. Group Builds
- 805. Miscellaneous (anything not covered above)
- 806. Mentored (Built by one adult and one Junior)
- 807. Modelfy, "Best Fin-ish" Any 1950s style car with fins built as something different than a car. The fins from the car must be included.

Spring Show Special Awards

These are the 2011 Special Awards sponsored by an individual or company. Some, like "Best Finish" are presented by IPMS-Seattle.

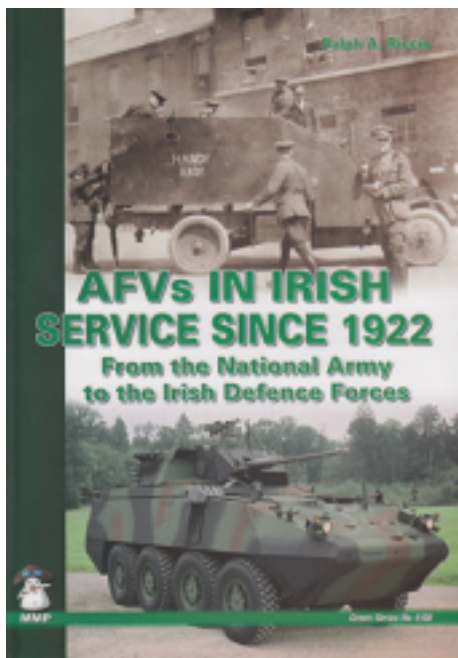
Best Finish/Ted Holowchuk Award sponsored by IPMS Seattle
 Best British/Commonwealth Subject sponsored by Robert Allen and Andrew Birkbeck
 Best Canadian Subject sponsored by IPMS Vancouver BC
 Best Submarine sponsored by Oregon Historical Modelers's Society
 Best Bare Metal Finish sponsored by IPMS/Tacoma Green Dragon/Les Sundt Memorial Chapter
 Best Small Air Forces sponsored by Mike Millette and Mike Medrano
 Best Pacific Theater sponsored by Tracy White
 Best American Subject sponsored by Norm Filer
 Best Fire/Life Safety sponsored by Seaside Fire Service
 Best 1/32nd Scale Aircraft sponsored by Craftworks
 Best Street Rod/Custom sponsored by IPMS/PSAMA
 Best Sci-Fi Subject sponsored by Galaxy Hobbies
 Best WWII Artillery in memorium Dale Moes
 Best French sponsored by Djordje Nikolic and Jacob Russell
 Best German sponsored by Morgan Girling and Jon Fincher
 Best Italian sponsored by Stephen Tontoni and Will Perry
 Best Japanese sponsored by Tim Nelson
 Powderpuff Award sponsored by Sabrina Fincher and Jill Moore

AFVs in Irish Service Since 1922: From the National Army to the Irish Defence Forces, by **Ralph A. Riccio**

reviewed by **Chris Banyai-Riepl**

When one thinks of armored fighting vehicles, the focus generally shifts to a handful of nations such as the United States, Germany, or Russia. Quite a few other nations have a long history with AFVs, though, and this latest title from Mushroom Model Publications examines the history of AFVs in Irish service. While the Irish armed forces have never been a large force, they have used an interesting conglomeration of tanks and armored cars over the years from 1922 to present day.

The book begins with a short section on the origins of armor in Ireland and the use of armor during the Civil War in 1922. Following this is a very detailed list of Irish armored units, split into three sections: cavalry organization, World War II



organization, and post-WW2 organization. Each of these sections has separate sections for each of the individual units, with a separate section on Irish peacekeeping contingents.

The majority of the book, though, focuses on the individual vehicles. Given the wide variety of vehicles operated by Irish forces over the years, this section is quite large. Subjects range from Rolls Royce armored cars to Churchill tanks and everything in between. In addition to the descriptive text, there are plenty of photos documenting the camouflage and markings of Irish AFVs. There are also a handful of side view drawings of some of the more common subjects.

If you're looking for something a bit different in armor subjects, this book definitely provides that. My thanks to Mushroom Model Publications for the review copy.

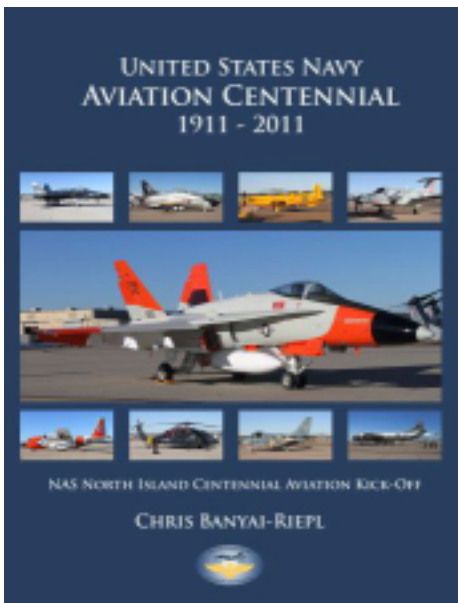
Publisher: Mushroom Model Publications
 ISBN: 978-83-61421-19-1
 Binding: Softcover
 Pages: 224

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

United States Navy Aviation Centennial 1911-2011, by Chris Banyai-Riepl

reviewed by Matt Bittner

As far as I know, this is the first book released on the US Navy's centennial celebration that occurred in San Diego, CA, February 11 and 12, 2011. This event was the first time that all aircraft painted especially for the centennial were at the same place, at the same time.



The United States Navy decided they were going to paint up some of their modern aircraft, in prior-year schemes. They started with the first paint scheme for US Navy aircraft, back in 1911, which really wasn't a paint "scheme". Instead, the aircraft were left in their "natural state", which basically was just Clear Doped Linen. Because of that, the US Navy painted their first special scheme – a helicopter – in a tan that is to represent a Clear Doped Linen. The Navy went through their paint schemes from throughout time and painted one aircraft in their older schemes. So you have an EA-6B painted in intermediate blue and gray, for

example, from 1941. The other years are also represented on other aircraft.

The author, an IPMS Seattle member, was able to attend the event as part of the media. This meant he had access to the aircraft – up close – prior to the rest of the crowds attending the multi-day event. Using his credentials he was able to take plenty of photographs of these freshly painted aircraft with either hardly anyone around – or no one around at all. This means most photos are uncluttered and you're able to see all aspects of the aircraft. Photos are printed in large format and the colors are spectacular.

In addition to the photos on the ground, there is a section towards the back of the book on the actual air show – not only the specially painted and marked aircraft flying, but others flying as well.

If as a modeler you're searching for the best reference to build your model in these Centennial markings, this book is a must. If you're looking for a good "coffee table reference" to have something with "pretty pictures" of these aircraft, then you need this book. All in all this is an excellent book where the format really complements the photographs provided. One thing this book is not, is an up-close, detail photo

book showing items such as landing gear and/or cockpits. That's beyond the scope of the book and you'll have to look elsewhere if you want that type of information.

All-in-all an excellent reference for the specially painted aircraft taking part in the US Navy's Centennial celebration.

My thanks to Alga Publishing for providing a copy of the book to review.

Publisher: Alga Publishing
<http://stores.lulu.com/algapublishing>
 Binding: Softcover
 Pages: 60



The Jamie Moyer of World War Two Aircraft

by Robert Allen

Seattle Mariners baseball fans will always have a soft spot in their hearts for left-handed pitcher Jamie Moyer. Moyer was a mainstay of the Mariners pitching staff in the late 1990s and early 2000s, twice winning twenty or more games in a season for the team before moving on to the Philadelphia Phillies, whom he helped to the 2008 World Series championship. His 267 career wins is first among all active pitchers, and ranks 36th on the all-time list.



But that's not what's amazing about Moyer's career. Moyer throws the ball more slowly than any other pitcher in the major leagues. His average fastball registers 80 mph, a full 25 mph slower than that

of Cincinnati Reds flamethrower Aroldis Chapman, who was clocked at 105.1 mph in a game this past season. Moyer's success lies in his baffling collection of curves and off-speed pitches, thrown with impeccable control. He may be the slowest pitcher in baseball, but no-one is better at disrupting a batter's timing.

But there's one more amazing fact about Moyer. Most baseball players are usually at their best in their 20s, entering a decline phase once they head into their 30s. Great players like Ichiro can go on for longer than average players, but they're rare. Even rarer is a player who is better in his 30s (and 40s!) than he was in his 20s. Moyer didn't become an effective pitcher until after he passed the age of 30. Of Moyer's 267 wins, 233 have come since he turned 30; 103 have come since he turned 40. He was still an effective pitcher last season at age 47, when he became the

oldest pitcher ever to throw a shutout. He hurt his arm pitching in winter ball, and had surgery that will keep him out all of 2011. He has plans to pitch in 2012, at age 49. I wouldn't bet against it.

Moyer's career defies all conventional wisdom. With the speed that he throws the ball, and his age, it's inconceivable that his accomplishments are as impressive as they are. There's no analogue in the history of baseball. But there is one comparable career – in aviation history.

An aircraft that was old, slow, and had accomplishments greater than every other aircraft in its category? There was one – the Fairey Swordfish torpedo bomber. The Swordfish was an open cockpit, fixed landing gear biplane, first flown in 1934. It had a top speed of 139 mph. It looked like no-one's idea of a World War Two combat aircraft. But its accomplishments defied its looks.

Here are a few quotes about the aircraft:

"Incredible as it may seem, the ancient Stringbag was ultimately responsible for the destruction of a greater tonnage of hostile shipping than any other type of Allied aircraft."

- *The Fairey Swordfish Mk. I-IV*, by Ian G. Stott

"Future historians are likely to find it difficult to justify the reputation of the Fairey Swordfish and to explain the reasons for its overall operational success. Here was what would later have been described as a strike aircraft of a design based largely on a specification which had been issued in 1930, and was virtually obsolescent before it went into service – yet was still in successful use nearly ten years later and after more than five years of highly competitive warfare between technologically advanced nations. This relic of the biplane era – an anachronism even before the outbreak of war in September 1939 – continued to operate successfully in a wide variety of roles until May 1945, and outlived, in Fleet Air Arm

service, its intended replacement, the Fairey Albacore. The Swordfish was responsible, so the records say, for the destruction of a greater tonnage of hostile shipping than any other aircraft used by the Allied forces."

- *Fairey Aircraft Since 1915*, by H.A. Taylor

"The Top Torpedo-Bomber of World War II

1. Fairey Swordfish
2. Grumman Avenger
3. Nakajima Kate
4. Nakajima Jill

"The Swordfish was responsible for history's first successful air attack against a capital ship, and it virtually crippled the Italian fleet at Taranto in an epic night attack in late 1940, thus altering the balance of sea power in the Mediterranean. It also hunted and destroyed the German battleship *Bismarck*. But it was as an antisubmarine hunter-killer in the crucial Battle of Atlantic that the Swordfish excelled, operating from escort carriers and MACs day and night, in foul weather and fair, year after long year..."

"...I did a lot of thinking before placing the obsolete Swordfish biplane before the more modern Avenger monoplane. Analysis of the facts shows that the Swordfish, in action well before the Avenger, obtained better torpedo results, and suffered fewer losses."

- *Duels in the Sky - World War II Naval Aircraft in Combat*, by Capt. Eric Brown

The Swordfish had the good fortune of rarely facing modern fighters, but that aspect of its success has been far over-rated. The fact is that *any* torpedo bomber of WW2, including the much more modern Grumman TBF and Nakajima B5N, had a maximum speed of about 100 mph less than that of contemporary fighters, and a torpedo bomber keeping a steady course on its firing run would be easy prey. While the Swordfish was slow, its handling

qualities were second to none, and that was a key factor to its success, especially its ability to take-off and land from small ships such as the escort carriers and MAC ships that were so crucial in winning the Battle of the Atlantic.

Taranto and the *Bismarck* attack were the high water marks of the Swordfish's career, but it was used in a huge variety of roles, and in many places, from the heat of the Middle East to the frigid cold of the Arctic convoys. 830 Squadron, FAA, operating from Malta in 1940/41, destroyed 450,000 tons of Axis shipping in nine months, with the high total being 98,000 tons in one month. That's one squadron - no more than 27 aircraft. The Swordfish, after being equipped with radar, became the first aircraft to sink a submarine at night. Fitted with rockets, it became the first to sink an enemy submarine using that weapon. In May 1944, Swordfish operating from *HMS Fencer* sunk three U-Boats within 48 hours. In September 1944, Swordfish from *HMS Vindex* sunk four U-Boats in one voyage. During the war, the Swordfish served with 25 first-line FAA squadrons, 22 second-line squadrons, and 11 catapult flights. In addition, two RAF squadrons used them for mine-laying and even level bombing.



The list could go on-and-on. Chronicling all of the Swordfish's achievements could take up the entire newsletter. But my conclusion is that despite its antiquated looks, the Swordfish's accomplishments exceeded that of any other WW2 torpedo bomber, operated by any nation.

I'm not sure if carrier-borne torpedo bombers should be classified with land-

based level bombers at all. They did completely different tasks. But if they are going to be included in a hypothetical list of the greatest bombers of the war, the Swordfish not only easily makes, say, the top two dozen, IMO, it, along with the SBD Dauntless, is one of just two naval aircraft that makes the top 10...

Meeting Reminder

March 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.

