



VOL. I NO. 3

DECEMBER 1970

# seattle chapter quarterly

*Jim Schubert*



## MODEL REVIEW -- FOKKER DR.I TRIPLANE - Jim Schubert

Revell 1/27: Really great, only the underside of the mid-wing/body joint needs tidying and the cowlings need thinning to get closer to scale sheet metal thickness.

Aurora 1/43: Pretty good, once you remove all of the horrible raised surface detailing; including the wheel spokes.

Airfix 1/72: Mediocre to poor, the main body is its best feature. If this is substituted for Revell's 1/72 main body the Revell 1/72 can be made into an excellent model with little effort.

Revel 1/72: Pretty good, and the best base for an excellent 1/72 model. The body cross section from the cockpit forward is hopelessly wrong. It can be filled and filed, but it's quicker to substitute the Airfix 1/72 body. Also use Revell Fokker D VII wheels to replace those misshapen unfortunates supplied in the Dr. I kit. Note that the kit depicts one specific Dr. I with mismatched aileron -- pick the one appropriate to the airplane you are modelling and correct the other aileron to match.

Bachman 1/90: Pretty good: it's ready built, but if you take it apart and use it as a kit you can build an excellent model.

References: *Profile* #55; some very useful photos, but take the color schemes with a grain of salt.

*Airfix Magazine*: July, August, and October 1969; an absolute encyclopedia

References: *Profile* #55: some very useful photos, but take the color schemes with a grain of salt.

*Airfix Magazine*: July, August and October 1969; An absolutely encyclopedic three part article, well illustrated. Note: you must read the errata at the end of the third part because there are some significant changes especially re the color separation line and the forward body surface appearance.

Those two references will do. However, if you've lots of money buy the Harleyford book, *Fokker - The Man and His Airplane*. The Revell 1/27 kit is itself a very good reference for the others.

It is unfortunate for the modeler that there are kits so bad that extensive modifications (conversions) are required to produce an accurate model. Such a kit is the Frog Mosquito Mk IV and Mk VI. Most of the modifications described below are applicable to nearly all "Mossie" variants, but this article will be solely devoted to building a Mk IV bomber, Series I. The reader is referred to the English Aero-modeller 1/72nd scale mosquito drawing for additional information and details.

As seen on the accompanying drawing, quite a few changes are called for to bring the kit up to par, the most difficult being reconfiguring the canopy, engine nacelles, and fin. Not all these changes are within the capabilities of most modelers, and it is up to the individual modeler to decide if it is worth undertaking the extensive work required.

Most of the changes to the kit are shown in the drawing and will only be mentioned in passing. I will try to describe those features which may not be clear. Not shown on the drawing is the cockpit interior floor, which must be moved forward and up to be in the correct location.

First off, the chord of the vertical fin is too narrow. The best way to fix this is to glue some plastic strip to the leading edge, and putty and sand to the new outline. Be sure to move the pitot tube! The canopy requires some change to the front half of the glass. Be very careful when sanding and repolishing the clear glass. Vacuum-forming a new canopy is not recommended because of the difficulty of getting in the side blisters, and because it is easier to build up the lower canopy sides to match the fuselage contours with putty once the canopy is glued down. What in effect you are doing here is raising the lower edge of the canopy. Again, be careful when you're working with the clear plastic.

The change to the engine nacells is still more drastic. The kit nacelle is too narrow and not deep enough. Even the landing gear struts don't fit in the narrow nacelle! Either a lot of puttying or a new scratch-built nacelle is called for. Fortunately (?) the nacelle is the right length. Frog strangely gives you a six-pipe exhaust; the "Mossie" had only five pipes. File off the forward exhaust stack, glue the exhausts in, and fill the gap ahead of the exhausts. As an alternate, exhaust shrouds (or muffs) can be scratch built and used (do not use the shrouds from the Airfix Mossie kit, as they are too short in length). The drawing shows both types of exhausts -- only one type was fitted to all four exhaust banks (with or without muffs). The carburetor intakes should also be rebuilt. Be sure to get an upper lip to the intake mouth, because the intake inlet was away from the bottom of the nacelle. Take an .010 sheet and cut it out in an oval slightly larger than the intake mouth. Scribe cross-hatched lines on one face and glue it to the intake mouth to represent the carburetor intake screen.

The spinner is O.K., but the prop blades are of the later, paddle-blade type (used mostly with the extended length Merlin, i.e. Mosquito B. Mk X). The landing gear struts lack an 'x' shaped brace located as shown between the oleo struts. The kit mudguard is too thick and too long. Scratch build new mudguards from .020 sheet as shown. The main-wheels in the Frog kit are too small in diameter and should be substituted by a larger type. I would suggest the main wheels off the Airfix "Dandley-Page Hampden". Be sure the tires you use are fat if an alternative kit tire is used.

All (and I mean ALL) the rivets on the control surfaces and below the wings and nacelles should be sanded off. Also sand flush the raised stiffener band around the fuselage half above the bomb bay. Scribe a line down the center of the bomb bay doors to show the dividing line of the two clamshell doors. Scribe the outline of the front and rear starboard fuselage hatches (molded raised on the kit), drill out and install a clear plastic window plug in the forward hatch, and sand both hatches down flush, leaving your scribed outlines to show the location of the hatches. Similarly scribe and install a camera window in the rear fuselage bottom. Also on the rear fuselage are two I.D. lights which can be indicated by dots of yellow paint. Wing tip lights can be indicated by painting with silver, or the ambitious may want to install clear plastic scrap after appropriately cutting notches in the wingtip.

COVER: The cover is a painting by Tom Wells of the USS GRAY (DE-1054). The GRAY is named in honor of Sergeant Ross Franklin Gray, United States Marine Corps Reserve, who earned the Congressional Medal of Honor in action on 21 February 1945 during the invasion of Iwo Jima. GRAY is the eighth ship of the KNOX class of destroyer escorts to be commissioned, this series of ships being specially designed to locate and destroy submarines. The ship is also equipped to perform effectively in patrol, anti-air warfare, shore bombardment, and command functions.

Tom Wells is a regional painter in the Seattle area, exhibiting frequently in local and national shows -- three of his paintings are in the permanent collection of the Seattle Art Museum. He attended Northwestern Military and Naval Academy, was graduated BFA from the School of Fine Arts, Yale University, and is a member of Pi Alpha, art honorary. He was commissioned an ensign USNR in '43 and in '44 as a lieutenant jg, served as exec and salvage officer on a Fleet Salvage Vessel ATF-111 off the Aleutians. Although his work varies, Mr. Wells' recent paintings come from the sea and his youthful experiences in the big windjammers following the sea lanes of the world.

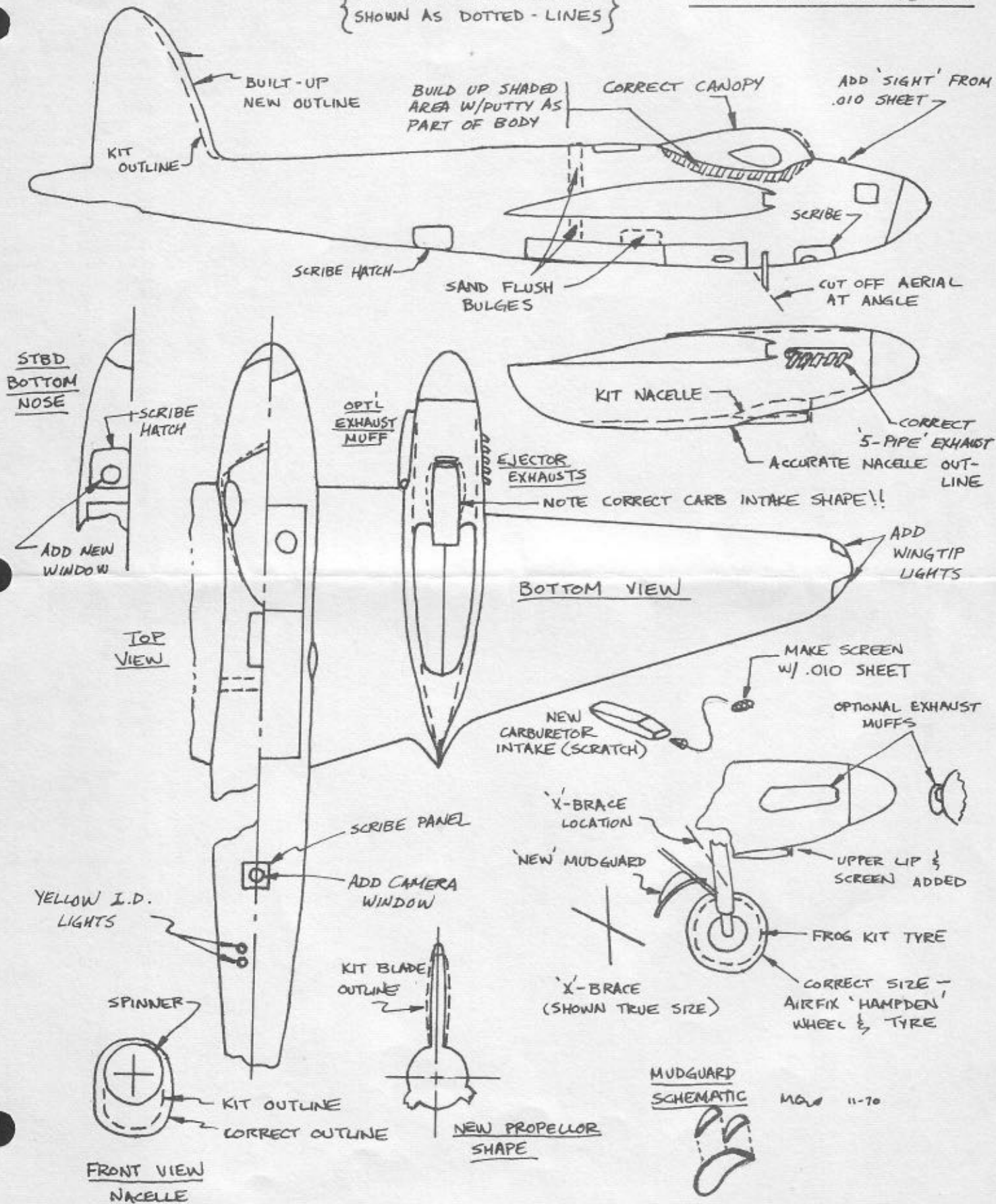
fredo + <correct name> "Oven" 2



# de Havilland Mosquito B.Mk.IV Sr.I

{ INACCURATE KIT OUTLINES  
SHOWN AS DOTTED - LINES }

DRAWN TO APPROX 1/72 SCALE



## BARE METAL VS. METAL-SKIN - Terry Moore

Having used both Bare Metal and Metal-Skin products, I found each has its good and bad points and I will list them here.

Both products include instructions which are quite good and are really helpful. To use Metal-Skin, all detail has to be sanded off before use. Bare Metal goes over all detail including dust particles if the model is not cleaned before use. Metal-Skin is paper with silver backing and is thick whereas Bare Metal is glue-backed metal foil which is thin. In my opinion, more adhesive could be used on the Bare Metal as it requires a little work to get it to stick; the Metal-Skin adhesive is very adequate. Bare Metal requires no special tools, but a burnishing tool (rounded dowel or reasonable facsimile) is needed for Metal-Skin. Both need a soft cloth for polishing after application. Metal-Skin comes in two tones, gloss and matte, but baremetal is one shade (it can be toned by airbrushing darker or lighter tones but it has a slight tendency to rub off when applying). As far as price goes, Metal-Skin is a little less expensive (\$1.00 for 120 sq. inches,) Bare Metal is \$1.00 for 72 sq. inches. Bare Metal is available from El Dorado Foil Co. 19419 Ingram, Livonia, Michigan, 48152. Metal-Skin is available at Squadron Shop, 23500 John Road, Hazel Park, Michigan, 48030.

For those modelers who have trouble with silver paint, I recommend trying both products.

## WHAT DID THE PILOT WEAR? - Doug Beagley

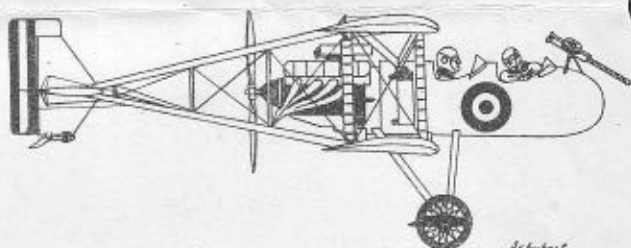
I have wondered for some time why we have not read a comprehensive article on the subject of the clothing of aircrews. Everyone inside the Society, and many outside, work diligently to produce extremely accurate reproductions of aeroplanes complete with authentic colours, markings, and details. However, many times the crew members, if included, show a lack of the same sort of information that went into the rest of the model. The assistance that has been forthcoming from the kit manufacturers has not been overwhelming, in fact, the oft repeated instructions "Paint the pilot brown, with flesh face" leave a little to be desired. With few exceptions the figures, as received, show the gentleman to be wearing full flying clothes, with Mae West if of the WW II period, or with helmet if of more recent time. Is this the only two variations that are to be found? I would like to see a project started to collect information to fill the void in the modelling hobby. I do not have all the necessary data, but in an effort to get something started I am glad to cover the period and service that I knew, and recall.

At the outbreak of WW II and throughout the conflict, leather flying clothes were issued to R.A.F. crews, but they were not always worn. Also long gauntlet gloves and flying boots were available. Later the flying boots were changed so that the fleecy lined upper parts could be cut away and leave a strong walking shoe. Walking had proved a little difficult with the old soft unsupported flying boot. This full equipment was used if cold high flights were to be undertaken, so this type of dress would be appropriate for the aircraft of Bomber Command engaged in night operations over Germany. However, it would look a little odd for the pilot of a Battle of Britain Spitfire or Hurricane. During this period the pilots were wearing their blue uniforms, with collar and tie, or scarf. The latter was favoured by many. Later the battle dress replaced the uniform. If the operation would take them across the Channel to the continent, then the Mae West would be worn, but on local flights it would be left behind. Goggles were usually worn and pushed up on the helmet, and were only pulled down over the eyes in an emergency, the plexiglass (perspex) being shattered. Standard to all crews in operational aircraft was the flying helmet, this was brown in colour with black earphones, and face mask. This face mask was black rubber with wash leather lining, and was usually clipped to the left side of the helmet and pulled over the face to transmit through the microphone until 10,000 feet when oxygen was supposed to be used. At this point the mask was clipped to the right side of the helmet. The parachute harness was off white, and the harness was a light gray. It will be obvious that there were many variations, men would fly in the shirt sleeves, with

turtlenecked sweaters, and occasionally a pilot would be seen going out early in the morning with parts of his uniform pulled over his pyjamas. This sort of thing depended upon attitudes of the Flight Commanders and unit C.O.

Flying in the middle east and Mediterranean brought entirely different uniforms, as tropical kit was the issue. The shirts and slacks (shorts optional and most frequently were a light khaki or tan. In time this washed out to a white to such an extent it was possible to wear white shirts and get away with it. Socks to the knee were tan and shoes were worn frequently black, but suede was quite "the thing" with the Desert Air Force. Here again if over water flights were in prospect the Mae West was apparent in its off yellow. The overseas issue helmet was linen and light tan in shade with black earphones and face mask. As the temperatures rose there was a natural tendency to discard all the clothing and equipment possible so frequently the pilots would fly without shirts and I have personally seen them take off with neither the parachute nor the harness buckled. This is understandable when the temperature in the shade reaches 132-136 degrees. An added detail seen upon occasions on the light bomber squadrons, when going in a low level in heavy flack, was the use of the steel helmet. The pilot and other crew members would take their issue steel helmet with them and upon reaching the target area would screw it down tightly on their head over their flying helmet.

To the best of my knowledge the uniform described in the previous paragraph also applies to the R.A.F. in the far east, but as I was fortunate enough to avoid this area, I cannot say with certainty. I do hope however, that others will come forward and add to the basic information. I have written and found material upon the Luftwaffe uniforms, but I would like to hear from an ex-member to know generally what variations there were. I have no idea what the Japanese wore and would like to find out, can anyone help?



"I think these wire wheels are so sporty!"

### NEWS FLASH FROM AMERICAN EAGLES!!

We are celebrating our first birthday with a model contest and assorted models are on sale at greatly reduced prices. Information on the contest is available at our store:

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For information on models or on construction you can call me anytime at the store (SU 2-8448) or at my home at a decent hour (not after 10 p.m.) SU 3-0919.

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## ARMOUR, AT LAST!! - Steve Cozad

Like the title suggests, finally an article on tanks. I have never written an article of any sort before this, so please forgive any mistakes or incomplete areas in this feeble first attempt. There are undoubtedly going to be questions on why I didn't go deeper into the subject of "super-detailing". When it comes to armour modeling, I think there is just too much to put into words concerning the detailing of them. So if there are any questions about the subject, I'd be more than glad to answer them personally at the monthly club meetings. At any rate, here we go.

The following is an article on the conversion of an Airfix 1/76 scale Stu.G. III (SdKfz 142) assault gun to an Stu.H.42, L/28.3, (SdKfz 142/2). The only difference in these two is that the 142 has only a 7.5 cm gun, and the 142/2 has a much larger 10.5 cm assault howitzer. Side armour skirts were also usually added on the latter type vehicle for further protection against infantry recoilless weapons.

For the most part, the building of this tank is more or less straight forward from the kit. The model is built complete except for the gun and gun housing. The conversion begins at this point.

I started by taking the breach block that comes in the kit and cutting the forward section off (see drawing A in the illustrations). Next, take the rear section of the breach and snap it into the gun housing, so that it elevates freely (see drawing B). Then take this gun housing assembly and cement it into the underside of the hull top, like it shows in the kits instructions.

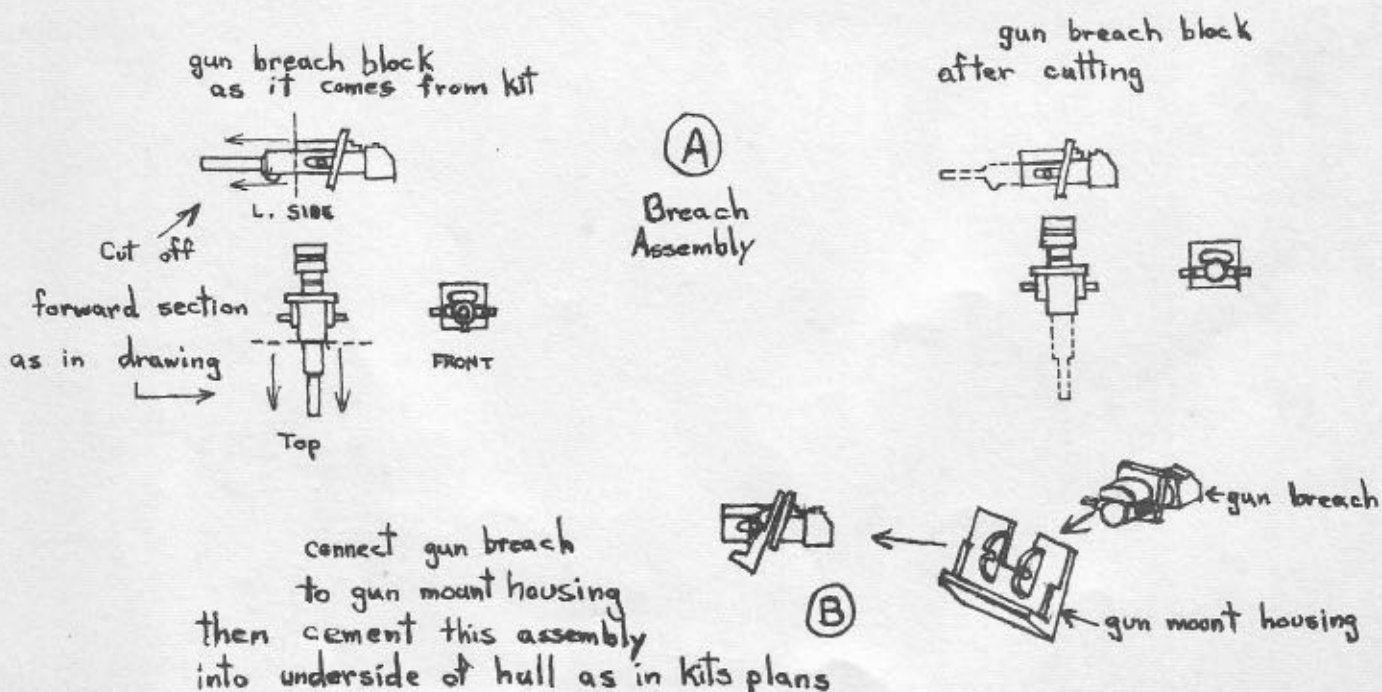
The next step in the conversion is to make a new gun shroud, which is a relatively simple task if you have the right material. I used redwood because it is easy to work with and

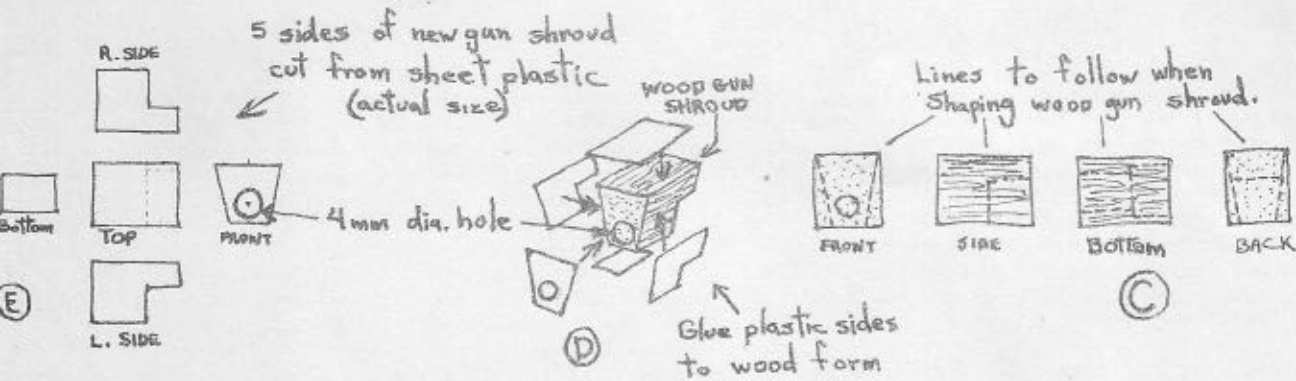
not as soft as balsa. Going by drawing E for dimensions, check with drawing C for the shaping of the shroud. When the wood shroud is done, going by drawing C again, cut out the five pieces for the top, bottom, front, left and right sides of the shroud. These five sides should be cut out of .010 sheet plastic. In the front piece of plastic, and in the same place on the front of the wood gun shroud, drill a 4 mm hole. This is to glue the barrel into when it gets done. When all the sides are cut out you can start cementing them into place on the wood block (see drawing D). Be sure to use tube glue for this, because it's kind of obvious that liquid glue wouldn't hold very well. After all sides are glued into place and dry, sand all edges smooth so that very little seam shows. Be sure all these edges stay sharp, do not round them.

The next step in the conversion is the gun barrel. You can start with a barrel from an A.H.M. Hunting Tiger Mini-tank. Looking at drawing F, cut the barrel off so that it is 1-5/16 inches long from the muzzle brake to the rear.

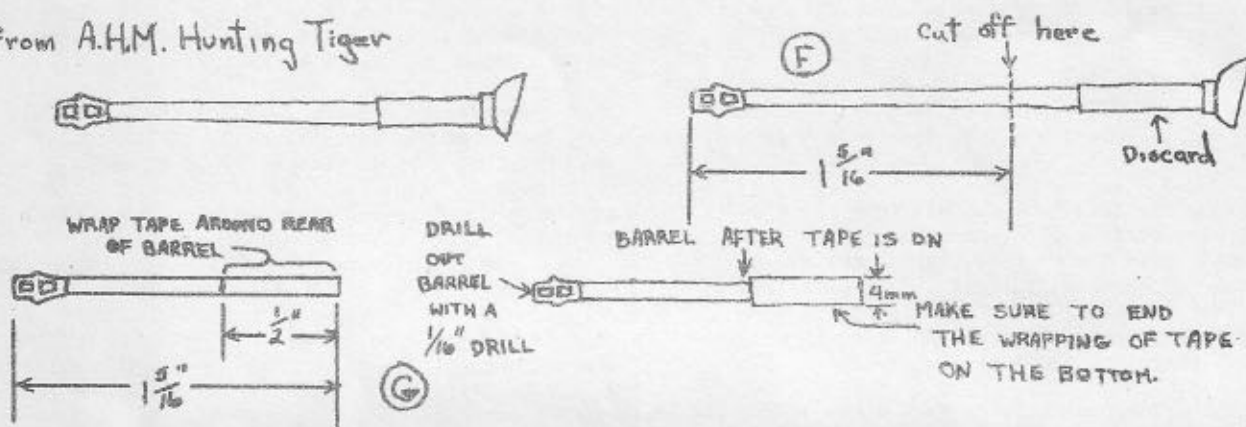
Next, referring to drawing G, cut a strip of scotch tape about 1/2 inch wide and start wrapping it around the rear part of the barrel so that it gets built up to about 4 mm diameter. When wrapping the tape, make sure to end it on the underside of the barrel to keep the seam out of sight. After the wrapping is done, drill out the muzzle brake using a 1/16 inch bit. Now glue the barrel to the newly made gun shroud. Make sure it dries straight! The next thing to do is to cement the barrel and gun shroud assembly to the already cut off breach in the gun housing (see drawing H). Now cut out a small piece of kleenex and get it wet so that it will drape realistically, like canvas, over the back portion of the gun shroud. When all of this is done, the actual conversion is complete.

### Armour , conversion

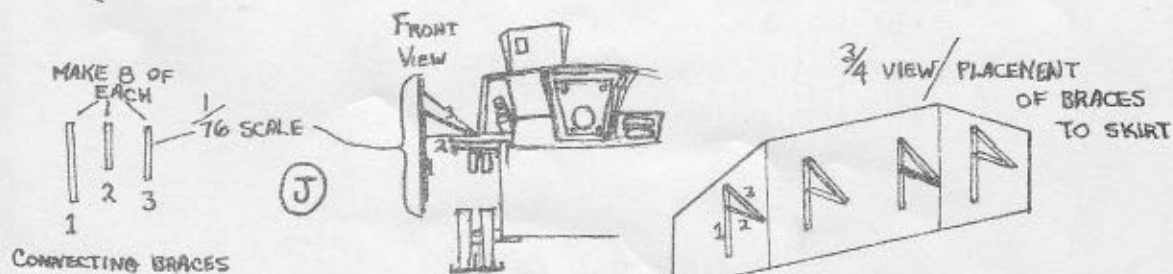
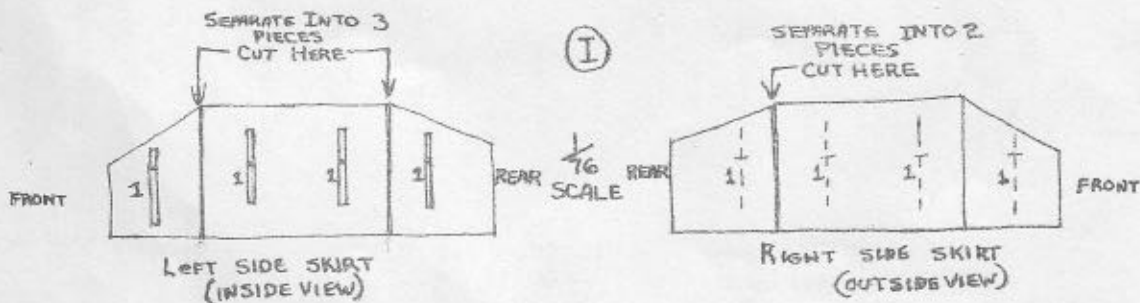
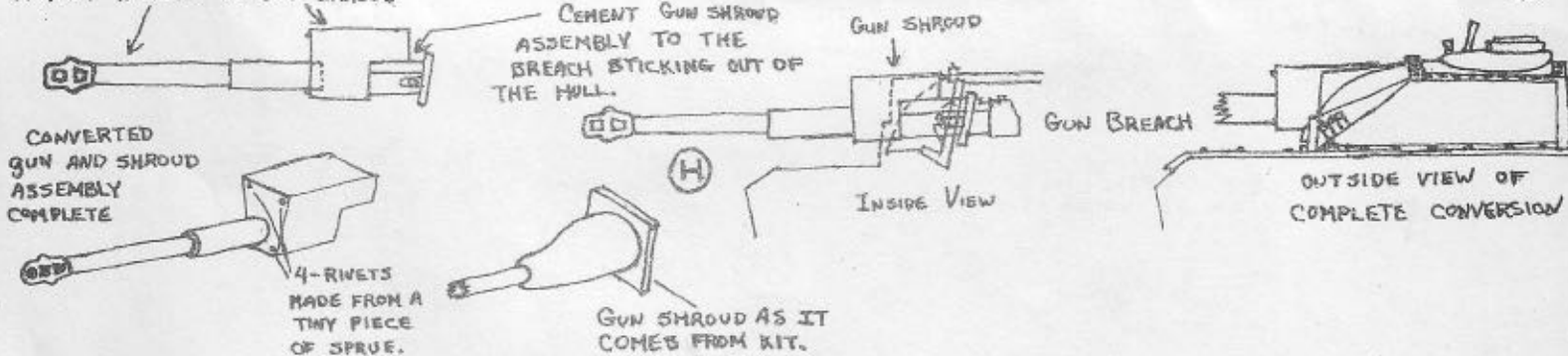




Gun from A.H.M. Hunting Tiger

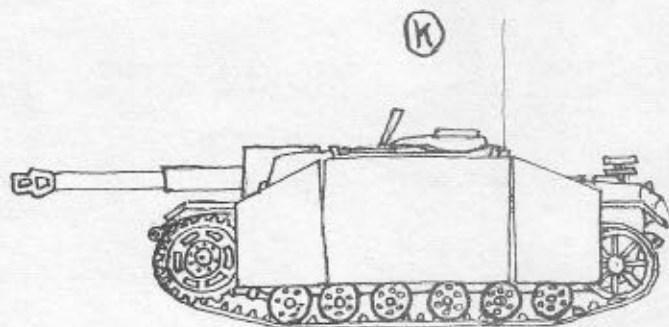
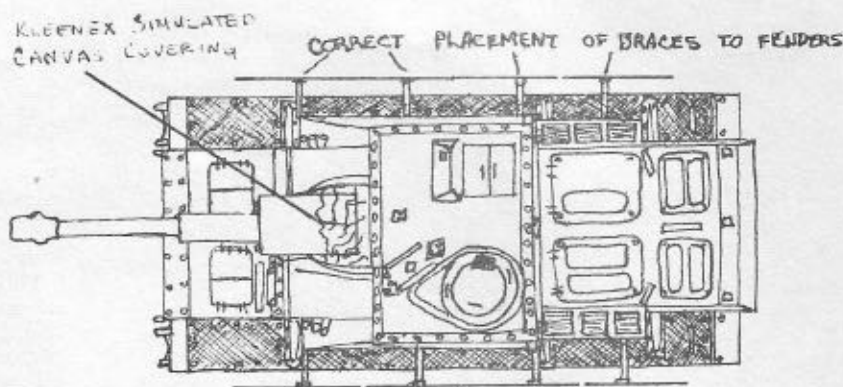


CEMENT BARREL TO GUN SHROUD



The addition of side skirts to the tank is of course optional, but they make a more interesting piece of armour. To do these side skirts, your best bet would be to use sheet plastic of the .010 size. Start by using a straight edge and the pattern shown in the illustrations; draw out the same pattern on the sheet plastic. Using a razor knife, or scissors cut out the skirts. When they are cut out in one piece and stuck on the tank they look rather monotonous, so to break up this look, they can be cut into several sections (refer to drawing I). On the right side they can be cut into two sections, and on the left they can be cut into three sections, or anyway that might look appealing. This way when they are put on the model it looks as though they are beat-up and old.

The next step is to connect the skirts to the tank. The best way to accomplish this is to cut a series of strips of plastic and use them to connect the skirt to the tank. Looking at drawing J, you can see the basic way to fashion and connect these strips between the skirt and tank. Drawings I and J of the skirts and braces are approximately 1/76 scale.



PLACEMENT OF SIDE SKIRTS  
NOTE THAT THEY ARE TWISTED  
TO SHOW WEAR AND TEAR

When the following is complete, the main detailing is done. All that is left to do is to add the smaller details such as, smoke launchers, spare track, spare bogies, boxes, helmets, crew, and of course the paint job. Smoke launchers can be made of brass tubing or can be made of drilled out lengths of plastic. As for the other details, boxes can be carved from wood with tape strips for reinforcers. The spare tracks come from the kit. The helmets are from the crew out of the Airfix German armoured car. A flag can be made of a rectangular shaped piece of tissue paper -- the stuff found in shoe boxes -- and painted to the desired effect. The paint job is up to the individual modeler.

References for this conversion come from: B.T. White's, *German Tanks 1914 - 1945*, and *AFV News*, March 1968, Vol. 3 No. 2.





Here is my try at remedying the shortage of A.F.V. (Armoured Fighting Vehicle) articles in our local newsletter. You will have to excuse me for all the mistakes in grammar and all as if I would write in Hungarian it would be hard to understand for all you foreigners!!

Armour kits are fairly new to model builders but they can give you an excellent variety of scales -- 1/87 Minitanks; 1/76 Airfix and Midory; 1/48 Aurora, Tamiya; 1/35 Tamiya, Nichimo, Nitto etc.; 1/25 Tamiya, Nitto, etc.

To start a collection you will have to make a decision first depending on room available, number of vehicles, and in most cases the little important thing called money!

Now before we start building a model we have to know a lot of details of the different camouflage and markings. There is basically no real pattern for coloring an armoured vehicle, but you have to have some ideas on different countries.

United States Army: O.D. (olive drab) overall finish on all vehicles is standard. Possible winter color; white wash over O.D. was used on some of the tanks in Europe, W.W. II. The best effect is achieved by using white tempera paint (water base) washed over the model with a lot of water. In the desert (Operation Torch) at times they oversprayed with light earth spots.

U.S.S.R. (Russia): Forest green overall finish on all vehicles, except in early cases, no paint at all was used, as tanks went from the factory right to the front. Winter colors are the same as U.S.

United Kingdom: All vehicles' basic color is Artillery Olive; in some cases with dark earth overspray. Desert colors, (Eighth Army) yellow in some cases light green or dark earth irregular overspray. Winter camouflage; white wash over original colors.

Germany: 1938 to 1940 Europe; Panzer Gray overall. 1941 Eastern Front and Africa; light earth or desert yellow. 1943 to 1945; camouflage used was decided by the commander in the field, as all vehicles at the factories were painted either Panzer Gray or Light Earth.

Examples: Eastern Front summer: light earth with dark or light green overspray. Spring and fall colors were light earth with brown or dark earth overspray. Winter white wash over existing colors. Western Front: Panzer gray was used as basic color in the summer oversprayed with light or dark green. In the winter it was oversprayed with white or very light gray.

Japan: All Japanese vehicles were Mustard Yellow with irregular green or yellow lines oversprayed. Japanese armour was never used in large numbers consequently camouflage was up to the crew of the certain vehicle.

In the next issue, I will write about the proper paints to be used on your vehicles and the building techniques.

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#### MASKING CIRCLES - Don MacBean

Here is a method for the masking of circles which is particularly useful for painting wheel hubs which can be most frustrating if no wheel rim is provided. I have been using a simple but effective method for several months which some might find quite helpful.

The tool required is a "drop compass" (used for making small accurate circles and is available at drafting supply stores). For masking material I use "Dullseal" or "Mac-Tack" (both of which are available also at bigger stationary or art supply stores).

The drop compass pencil lead must be replaced with a metal point which you will have to rework to a rounded knife edge, similar to a guillotine. A good sharp edge must be made, otherwise the thin dullseal will rip with a jagged edge rather than a sharp cut edge.

Although I haven't tried it for masking roundels, this method should work perfectly.

Hasegawa's P-12E in 1/32nd scale is now out, and it is up to their usual high standards. The fuselage detail and the cockpit

Hasegawa's P-12E in 1/32nd scale is now out, and it is up to their usual high standards. The fuselage detail, the cockpit, corrugated tail surfaces, as well as the engine, are all beautifully reproduced; the wing fabric is also well done. Apart from the lower wing, the fit of the parts is also very good. In order to get a good fit of the the lower wing to the fuselage, file the rib on the lower wing half off.

An interesting feature is that the interplane struts are moulded as one piece, which helps the upper wing alignment a great deal. This is a similar feature to the Monogram "Fighters of the '30s" series; the F4B-4, P-6E, F-11C in 1/72 nd scale. Although the decals are thick-looking on the sheet they are quite the opposite, as they matte down over every detail including the wing fabric. There are decals for seven (7) different aircraft, and all colors are accurate and on register. For those who might convert it to an F4B-3 or -4, a Felix the Cat insignia is also included. One final note: Although the P-12E was originally fitted with a tail skid, tailwheels were retrofitted to all aircraft and markings went unchanged. The kit comes with the tailwheel.

#### A QUICK REFERENCE GUIDE TO PHANTOM CONVERSIONS

- Larry Buettner

Have you ever wanted to build the entire line of F-4s, or just one that doesn't exist in kit form? I have, and it may be a lot easier than you think.

At present the U.S. inventory has included the: F-4A, F-4B, F-4C, RF-4C, F-4D, F-4E, F-4G, and F-4J. We have the following kits to work from: Airfix and Revell F-4B, IMC RF-4B/C, Revell F-4C, and Hasegawa F-4J. I work only in 1/72 scale, so I am not familiar with the larger scale kits available.

I have used the following references: Almarks - *The F-4 Phantom* - Richard E. Gardner; Profile 208 - *McDonnell Douglas F-4 Phantom* - Paul St. John Turner; Morgan's Aviation Hall of Fame - *The F-4 Phantom, Douglas DC-3, and P-47 Thunderbolt*; Green - *The World's Fighting Planes* - pages 191 - 195; *Green-World Guide to Combat Planes* - Vol. 2 pages 100 - 103; *IPMS/UK Magazine* - October 1969, pages 8-13; *Airfix Magazine* - April 1970, Cover and pages 374-377.

The Morgan book is also available singly in soft cover for \$3. The one I have is a composite of three books and sells for \$15 in hard cover. The single edition will have the same pictures only the page numbers will be different. I would suggest that you have the Almarks book on hand for any F-4 model you build. This article is not meant to be a bible on the F-4; its only purpose is to speed your research.

F-4A (Early)-- This will be the hardest conversion. It requires an extensively reworked fuselage from the wing leading edge forward (see 1/72 drawing in Almarks). The radar antenna was much smaller and the cockpits were located lower in the fuselage resulting in a slimmer nose. The prototypes had Wright J65 engines with "faired-in" intakes. From the leading edge aft, it is identical to the F-4B with the exception of perforated spoilers on the upper wing surfaces. See photos in Morgan pages 4 and 51, and Profile Page 72.

F-4A (Late) -- Flight tests brought about many changes. Increased radar scanner size and addition of the infra-red sensor brought about the "F-4B nose". Vision and headroom requirements required raising the cockpits and reshaping the canopies. The installation of J79 engines required redesigned intakes with variable geometry plates added. For modeling purposes, from the 48th aircraft on, the F-4A was identical to the F-4B. See photos in Morgan pages 11, 12, 13, 39, and 40.

Con't



F-4B -- No conversion. It is the base for the RF-4B, F-4C, and RF-4C.

RF-4B and RF-4C -- These aircraft have an elongated recon. nose. The IMC kit is accurate in outline except for the camera installation. It is quite simple to correct this error. I have done conversion and it makes into a pleasing model. For model- the only differences between the -4B and C are in the rear cockpit. The RF-4C has a second pilot's station in the rear cockpit, the RF-4B has no flight instrumentation or controls in the aft cockpit. Until the Viet Nam camouflage was introduced in 1964, RF-4C and F-4C aircraft were painted in standard Navy color scheme with FJ buzz numbers. IPMS/UK page 11 has a drawing illustrating this scheme. IPMS/UK and Green's Combat Planes Vol. 2 illustrate the correct nose configuration very nicely. Also see Profile pages 65 and 78, Morgan pages 45 and 46.

F-4D -- The major external difference between the -4C and -4D is the radome. The -4D is externally identical to the F-4J except it has F-4B/C exhaust nozzles and six leading edge slats. I would suggest using the Hasegawa kit. Scribe the inboard slats on each wing and add the exhaust nozzles from the Revell kit. See Profile page 72 and Airfix magazine.

F-4E -- It has an elongated nose very similar to the RF series. A 20 mm. Vulcan M-61A1 cannon is mounted in a fairing under the nose. Previous models, except the F-4J, (the -4E is actually the latest model of the series) have had six leading edge slats. The -4E and -4J have the inboard slats (#3 and 4) deleted. Both models are fitted with fixed, inverted leading edge slats on the horizontal stabilizers. The E's exhaust nozzles are similar to the J's but are longer. The stabilizer slats don't appear on the F-4J kit. Judging from the photos I have seen, they may be too small to appear in scale.

I have been contemplating the conversion recently. I would use the IMC RF-4B kit with Revell F-4B/C wings. The RF wings have no missile wells. The -4B/C wings mate perfectly, but you will have to fill in the inboard slat lines. You will have to cut the exhaust nozzles from the F-4J and extend them (the Marks book has 1/72 drawings of the -E and -J). I have a friend who tells me the way to proceed is to cut the noses off both kits and graft the RF nose onto the F-4J fuselage. I will let you decide which method you prefer. The nose gear door may be a problem. IPMS/UK page 11 shows the exact shape. See photos in Profile pages 66 and 73, and Morgan pages 41 and 42. It may be of interest to note that the prototype F-4E was a converted RF-4C.

F-4G -- It is externally identical to, and was converted from, the F-4B. It differed only in internal electronic gear. Only 12 were produced, and were operated only by VF-213 aboard the USS Kitty Hawk. The cover on Morgan gives a color drawing of an aircraft of VF-213. Also see Profile page 69.

F-4J -- It is accurately represented in kit form. No conversion required.

#### Phantom Marking and Color Notes

You will find the following IPMS publications useful: IPMS/UK Magazine May 1968 pages 6, 7, and 11; and October 1969 pages 8-13. IPMS/USA Quarterly Vol. 4 #1, pages 4 and 5; Vol. 4 #2, page 20; Vol. 4 #4, page 22 and Vol. 5 #1 and 2, page 24.

The following notes are important, therefore I am repeating them verbatim from the Almarks book.

From Table 2 page 24:

Navy: Note: Nose radome may be natural fiberglass, black, white, or painted gull gray-white. Flat insignia on gloss surfaces and gloss insignia on flat surfaces. National insignia above port and below starboard wing.

USAF: Note: National ministars above port and below starboard wing. Marking below starboard wing is the only one with blue outline to bars.

From Table 3 page 24:

Cockpit - light gray sides, scratched light gray floor showing bare metal where rubbed by crew's feet. Matte black and light gray instrument consoles. Matte black ejector seat, gray strap orange or green cushions.

Wheel wells - gloss white

Insides of opening panels and flap edges (only visible in open position) - gloss red.

There are many more publications available with good information in them. Remember, good research is one of the most important aspects of accurate modeling. If you find something in your research that doesn't agree with what I have said, please disregard my information. This is only a summary and is not meant to be a hard reference.

I hope I have shed some light on the various Phantoms and where to find information on them.

#### MONOGRAM P-51B TO P51D - Terry Moore

Unfortunately there is no good kit of a P-51D. To get a good representation of one you have to use the monogram P-51B and convert it to a P-51D. To begin with, remove the rear deck from the monogram kit as shown (see the conversion drawings). Take the rear deck from one of the existing kits or make it out of plastic sheet. The deck immediately behind the pilot is hollow and the radio equipment rests on a platform of thin sheet styrene (see drawing). The top of the fuselage from the engine to the fin follows one continuous line. Note that this is an early variant of the P-51D (i.e., the absence of a fin strake). On the Monogram kit, the tailwheel is too far back - move it to the middle of the tailwheel door as shown.

The Frog P-38 windscreen is ideal for the P-51. For use on this conversion however, the sides will have to be sanded down and polished to fit. The bubble canopy is from the Hasegawa F-86 with a rear view mirror added. The seat has to be scratch built. The armor plate is made out of sheet styrene with a built up headrest; the bucket seat is made easiest with index card (3" x 5"). A canvas covering is built up around the base of the control stick with putty and rudder pedals are added.

Remove the wing lights from the top and bottom of the wings and replace them with lights on the ends of the wings. Fill the gun ports and shell ejector chutes and, using the diagram, drill new ejector chutes and build up new machine guns.

## SCALE CRAFT

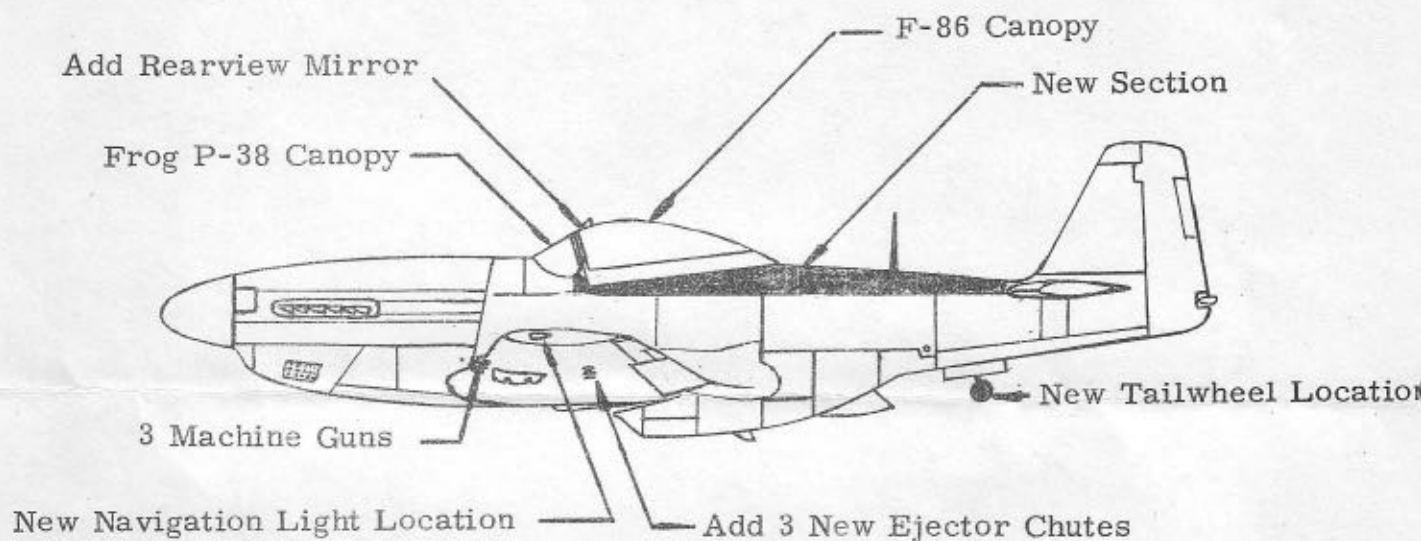
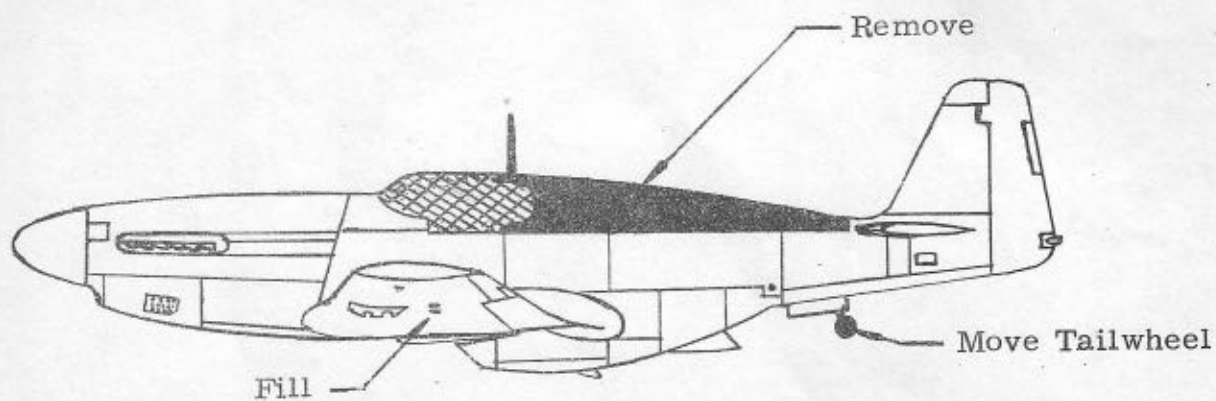
### VE 9-7091

AIR FRAME KITS	Scale AFV series
Vacuform	construction plans:
1. Fokker D-8 -- \$1.50	By: R. J. Tyson
2. Bristol M1C - 1.50	
3. B349A Natter- 1.50	Series 1A, 1/32 & 1/35
4. Fokker D23 -- 2.00	2 pages - \$1.75
5. D.F.S. 230A - 2.00	Series 1B, 1/76 & 1/48
6. MB-5 ----- 2.00	1 page - \$1.75

PLANES - ARMOR - SHIPS

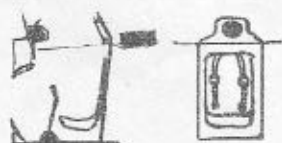
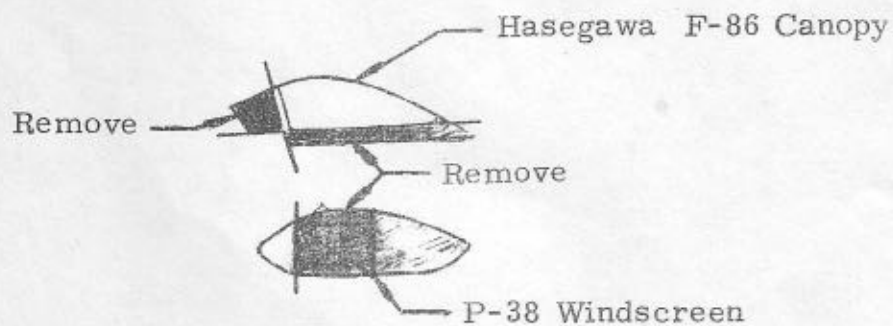
PLANS - DECALS

# MONOGRAM P-51B TO P-51D

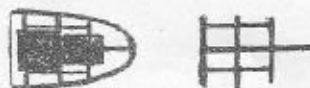


T. Moore '70

1"=6'-0" (1/72nd scale)

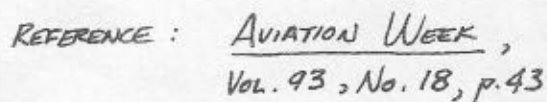


Radio Compartment





MG1A1 20 mm GATLING GUN INSTALLED  
ON AN F-106A. EXTENDABLE RAM AIR  
SCOOP PROVIDES COOLING AIR TO GUN WHEN  
FIRING & FOR 30 SEC. AFTER STOPPING. NO  
SQUADRON MARKINGS. AIRCRAFT SHOWN AS  
SEEN AUTUMN, 1970 AT AIR DEFENSE WEA-  
PONS CENTER.



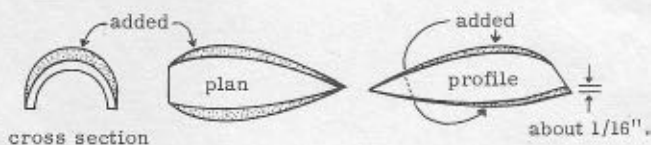
1. Do your homework! Before starting work on a kit, ~~model~~, know what model and mark you want to do. Decide which airplane, of which unit, flown by what pilot you want to do. Know that you have the tools and skills to apply the finish and markings needed. If your bird has a personal or other marking not available from a decal sheet, figure out how you are going to do it. A lot of guys have come to me and asked me to paint a name, word, or emblem for them after they've finished a model save for that one little bit. **PLAN AHEAD.**

2. More homework! Check the dimensional/proportional accuracy of your kit before you start; figure out how you are going to correct dimensional overages or shortages, inaccuracies of outline and placement. For example: the Hasegawa SOC-3 Seagull kit is actually of an SOC-4 of which only three were built. The -4 has flaps on both wings; the -3 only on the top - so you have to fill in the flap outlines on the lower wing. Also, the lower wing doesn't fit quite square on the body, and, as the top wing aligns with the bottom, you'll wind up with both wings out of square unless you fudge the fit of the lower wing to square it up. To continue with the Seagull, the assymetric prop provided is wrong and should be replaced with a symmetrical prop (as from a Monogram F4B-4 or FLC). Further, the tires (on the landplane) are too skinny, and the hubcaps are wrong. The two wheel pants are also mishapen; Aurora 747 wheels used inside out can be adapted to suit here very nicely, and the pants can be filled and filed to correct shape. The wind-screen portion of the canopy is also mishapen and needs to be filed and polished for correction.

Have I made my point? Do your homework!

3. Canopies: On the Seagull example, correction is easy - all you need to do is to file the two side panels of the wind-screen into flat planes from the compound curves provided. To do this (or similar conversions) first file the canopy to the desired shape - mark off areas you don't want to mar with a couple, or more, thicknesses of masking tape. Dress with a finer file; finish with progressively finer sandpaper down to the finest wet-or-dry you've got. Now rub each panel for at least one minute with auto rubbing compound. Clean. Rub each panel for a minute with auto cleaner. Clean. Rub each panel for a minute with a plastic window polish. Clean, and there you are - back to beautiful crystal clarity. If not, repeat the applications of plastic polish. I use Johnson's rubbing compound and cleaner and Meguires plastic polish. The plastic polish is sold in auto parts stores such as Schucks for cleaning the rear windows of convertibles and at aircraft parts houses - like Spencer Aircraft - for cleaning airplane windows. I use these two brands simply because they are what I already had, other brands will certainly work as well.

If the kit's canopy is too bad, as the canopy on the Airfix MIG-15, use it merely as a base upon which to build a male mold for vacuum forming. First, fill the canopy completely with Green Stuff, or equivalent. This strengthens it for handling, makes it easier to see what you're doing, and acts as a heat sink for the vacuum forming process. Now determine the correct profile, plan and cross section of an accurate canopy. Add Green Stuff or equivalent to make up shortages, and file away any overages. On the MIG-15 for example:



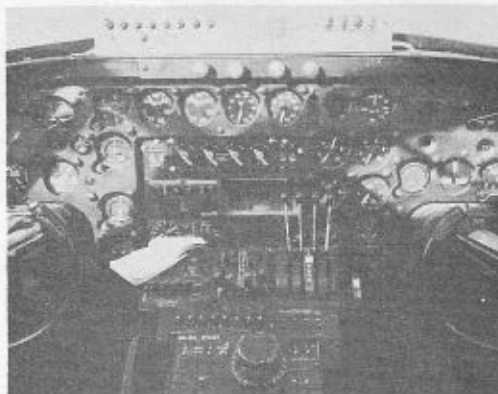
Dress and polish this down to a nice smooth finish, and carefully pencil on the canopy framing as a painting guide for later. Support this male mold about a 1/4" to 1/2" above the deck of a Mattel Vac-U-Form or equivalent so that the plastic sheet being formed can pull down snugly all around the mold. (Ed: the Mattel Vac-U-Forms are again on the retail market and available in this year's Sears Christmas Catalogue, priced at about \$7.00.)

Note:

Jim's article on building 'ready to build' kits will be con't. in the March '71 Newsletter and will supply additional hints and tips for all you pithcanthropus all-fingers types out there.

## COCKPIT INTERIOR - PB4Y-2 'PRIVATEER' & B-24

(ARTICLE ON PRIVATEER CONVERSION IN NEXT ISSUE)

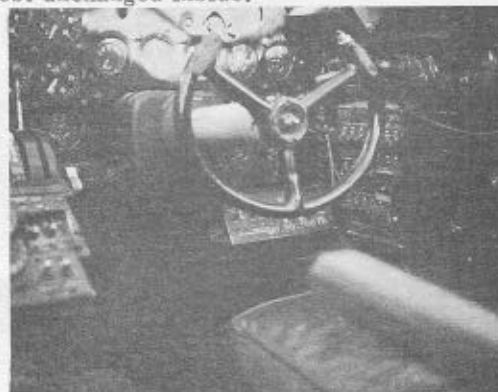


PB4Y-2 Instrument panel black dials with yellow numbers, white panel at top not on wartime aircraft. Bright Green feathering buttons at top.



Pilots side: Seat same as copilots.

This plane is being converted to a fire-fighting bomber and is almost unchanged inside.



Copilots side: black seat, red armrests.

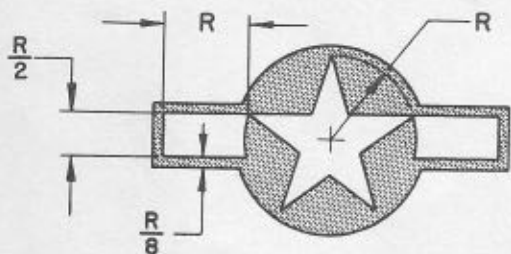
Photos courtesy Steve Wagner, Lovell, Wyoming  
via Terry Moore



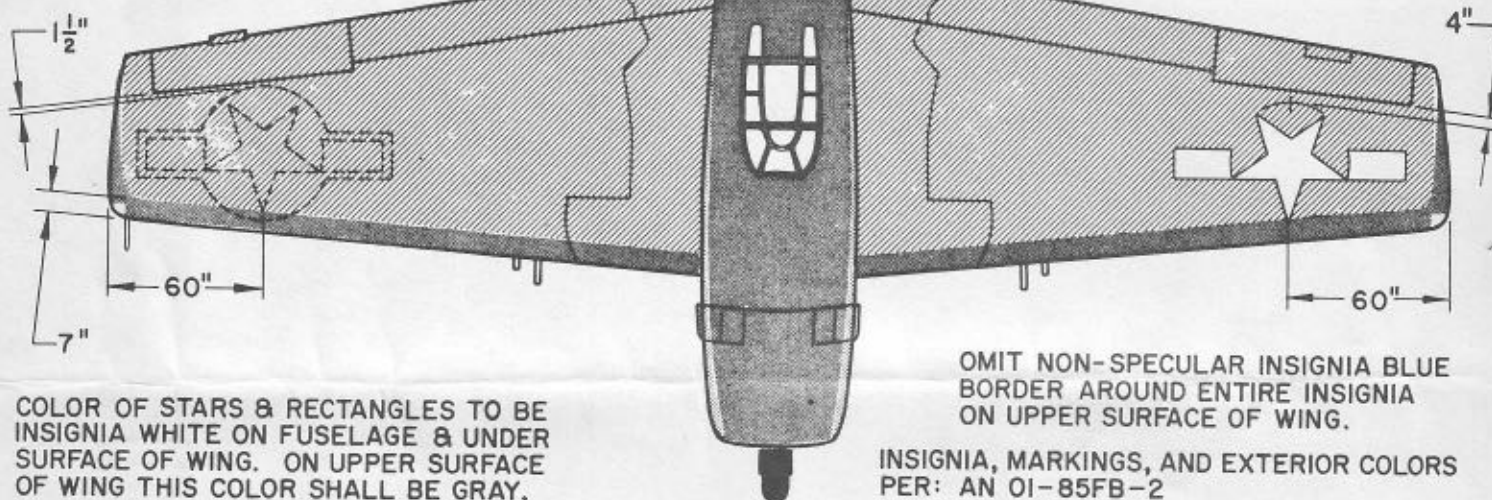
# U.S. NAVY F6F COLORS

AND MARKINGS PER SPEC. SR-2

DIM.	PART	
	FUS.	WING
R	25"	22 $\frac{1}{2}$ "
$\frac{R}{2}$	12 $\frac{1}{2}$ "	11 $\frac{1}{4}$ "
$\frac{R}{8}$	3 $\frac{1}{8}$ "	2 $\frac{13}{16}$ "



- ANA NO. 607 SEA BLUE NON-SPECULAR
- ANA NO. 606 SEA BLUE SEMI-GLOSS
- ANA NO. 608 INTERMEDIATE BLUE NON-SPECULAR
- ANA NO. 605 INSIGNIA BLUE NON-SPECULAR
- ANA NO. 601 INSIGNIA WHITE NON-SPECULAR

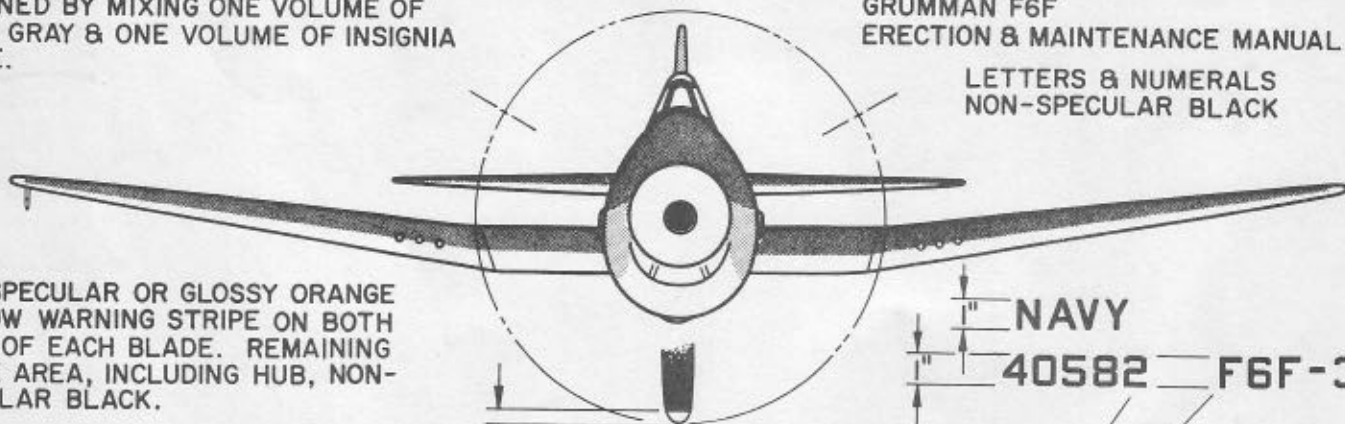


COLOR OF STARS & RECTANGLES TO BE INSIGNIA WHITE ON FUSELAGE & UNDER SURFACE OF WING. ON UPPER SURFACE OF WING THIS COLOR SHALL BE GRAY, OBTAINED BY MIXING ONE VOLUME OF LIGHT GRAY & ONE VOLUME OF INSIGNIA WHITE.

OMIT NON-SPECULAR INSIGNIA BLUE BORDER AROUND ENTIRE INSIGNIA ON UPPER SURFACE OF WING.

INSIGNIA, MARKINGS, AND EXTERIOR COLORS PER: AN 01-85FB-2  
GRUMMAN F6F  
ERECTION & MAINTENANCE MANUAL

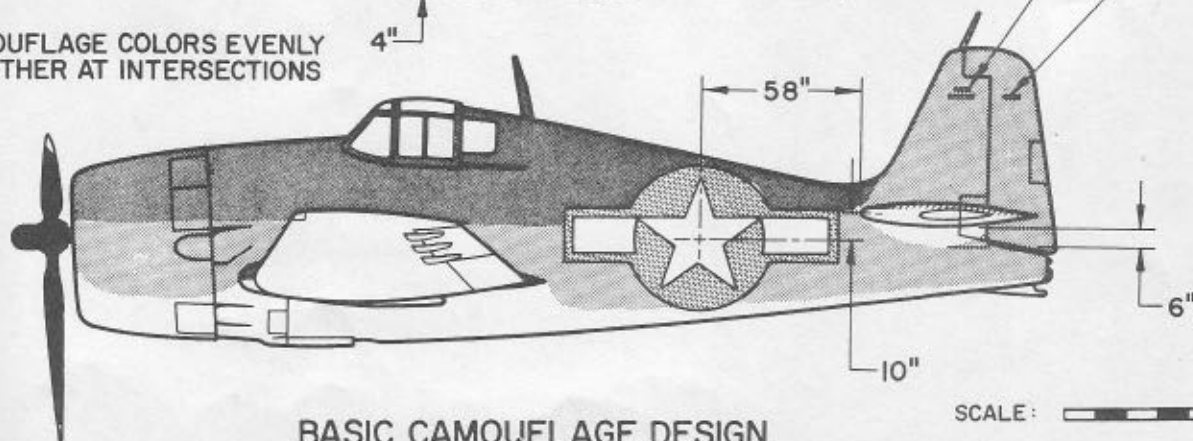
LETTERS & NUMERALS  
NON-SPECULAR BLACK



NON-SPECULAR OR GLOSSY ORANGE YELLOW WARNING STRIPE ON BOTH SIDES OF EACH BLADE. REMAINING BLADE AREA, INCLUDING HUB, NON-SPECULAR BLACK.

BLEND CAMOUFLAGE COLORS EVENLY INTO EACH OTHER AT INTERSECTIONS

NAVY  
40582 F6F-3

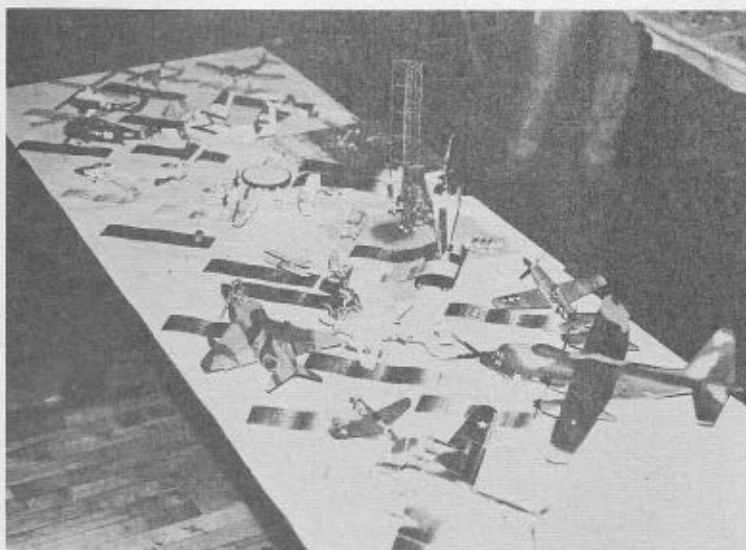


## BASIC CAMOUFLAGE DESIGN

COUNTER-SHADING & COUNTER-SHADOWING COLOR SCHEME

SCALE:

GLEP.



Ribbon winners from Seattle Chapter IPMS



H-43B Huskie (#59-1556) George AFB (11-18-70)



Ron Vornbrock's JU88 H-4/FW 190A-8 - "Best In Show"



OV-10A Bronco (#155397), VMO-8 (NAS Los Alamitos) visiting NAS Seattle (4-17-70)



John Greer's B349A Natter - "Best Vacuform Kit In Show"



F-111A (#67-036), 442nd TFS/57th FTR WPNS WG, Nellis AFB (9-3-70)



# Regional Coordinators

There has been a resurgence of interest by the national officers in the post of Regional Coordinator. It is envisioned that the Regional Coordinator will represent the members and chapters of his region to the Executive Board, act as a liaison to the regional members and chapters, coordinate IPMS activities in his region, and encourage new members and chapters. All members interested are urged to write to Ralph Forehand, IPMS/USA 1st Vice President, 1017 Graylyn Road, Wilmington, Delaware 19803, by February 1, 1971.

## 1971 National IPMS Convention -- Atlanta

Plans appear to be well under way for the IPMS 1971 convention scheduled to be held from July 9 - 11 in Atlanta, Georgia (good news for those of you who thought Rhett Butler was alive and living in Mukilteo!). Any members wishing details, please contact Bob Cummings, 6596 Scottsvalley Road N.W., Atlanta, Georgia 30328.

## SEATTLE CHAPTER NEWS

### Dues

The 1971 chapter dues of \$2.50 should now be paid to the Secretary-Treasurer. Although the chapter receives a limited amount of financial support from advertisers, the dues have been raised to cover the cost of our Chapter Newsletter. Members not wishing to receive the newsletter may maintain their membership status by payment of \$1.00, which will cover the usual post card meeting notice. All dues should be paid at the December meeting or mailed to John Greer, 30229 - 8th South; Federal Way, Washington 98002. Members whose dues are not paid by January 1, will not receive additional meeting notices or newsletters.

### December Meeting - December 15

The December Chapter meeting will be held at the Boeing Scientific Research Laboratory (BSRL) in the South Park area on Tuesday, December 15th, from 7:30 to 10:00 p.m. (see the following map for location). Refreshments will be provided and a 25¢ "donation" will be requested to cover the cost of our refreshments. The evening will be highlighted by a slide presentation of aircraft. The BSRL has been provided through the efforts of Jim Morrow. Families are welcome.

### Election of 1971 Chapter Officers

At the November meeting, Terry Moore, Mike Quan and Roger Torgeson were nominated for the Chapter presidency and there were no nominations for Secretary-Treasurer. The election of the Chapter's 1971 officers will be held at the December meeting, and those officers will assume their offices the first of the new year.

### Newsletters

Any and all interested may subscribe to the Seattle Chapter Newsletter for \$2.50 for the four quarterly issues. Foreign subscriptions will be entered at \$3.50 (U.S.).

### Bon Marche Display

As many members and non-members alike have noticed, the current Chapter display of aircraft at the downtown Bon Marche hobby shop is receiving a great deal of public notice. The display is currently exhibiting about a dozen models built by several assorted characters (with the emphasis on the character) from the Chapter. Our thanks to Bill Herman, manager of the hobby shop, for his continual support.

### 1970 Regional IPMS Meeting

For the fourth year in a row, a joint Vancouver-Seattle IPMS meeting was held. The Vancouver, British Columbia Chapter hosted this year's northwest meeting on Saturday, October 17 at the United Scottish Societies Hall in Vancouver. The

meeting was very successful, with several hundred models exhibited in many categories. During the meeting, refreshments were served, movies shown and a good time enjoyed by the members of both chapters. As usual the joint meeting gave those from Seattle an opportunity to exchange techniques and tips with the excellent modelers from Vancouver. Those of us from Seattle who attended the Vancouver meeting wish to extend our congratulations and thanks to John Tarvin, President of the Vancouver Chapter for his work and preparation -- not to mention the hospitality. As indicated in the pictures preceeding, there were many excellent models displayed and the contest competition was very stiff, although the Seattle Chapter seemed to bring home a large share of this year's ribbons.

One of the highlights of this year's joint meeting was Ron Vornbrock's fantastic model of the "Fuhrungmaschine" in 1/72nd scale, which is a highly modified Ju88 H-4 with an FW 190 A-8 attached to its top surface. The aircraft was painted a late war dark green and grey camouflage and Ron achieved a semi-gloss egg shell finish by hand rubbing baby oil into his painted finish. Ron's efforts were rewarded when his model was chosen the best model in show.

Excellent models (prize winning) were submitted by Terry Moore, Jerry Nilles, Charlie Schaaf, Mike Quan, John Greer, Steve Cozad, John Frazier and Brent McCullough of the Seattle Chapter.

## EDITORIAL COMMENTS

Well, as you can see, the Seattle Chapter has succeeded in again putting together another collection of ideas, hints, suggestions and assorted memorabilia -- most of which are concerned with the art of plastic modeling. Although a great deal of effort must be volunteered by the Chapter members before each issue of the quarterly becomes a reality, it has been a rewarding experience, not only for those who provided the effort and material you have enjoyed (hopefully), but also for the Chapter as a whole. This year has witnessed the Chapter's growth in several ways; first being the membership growth to nearly one hundred members (even a few female members). With our increased numbers the Chapter has also experienced the problems inherent in such a large membership. As the old adage goes, "necessity is the mother of ..." -- the Seattle Chapter has found that the growth in membership has created the need for better chapter organization, administration, fiscal planning and communication. Not only has the Chapter had to find another place in which to hold its meetings, but the chapter officers and board members meet periodically to resolve problems facing the Chapter and try to consider various courses of action and policy for the Chapter. I remember when we had less people at a Chapter meeting than we now have at a board meeting. But I really don't wish to drag all of our problems into the Chapter Newsletter.

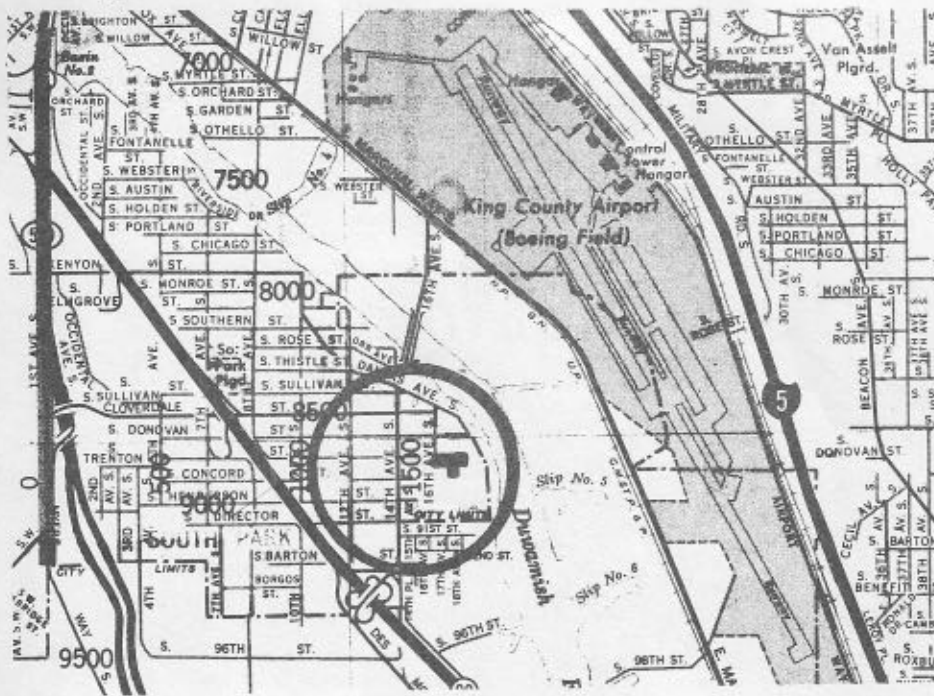
Why then recount these things? I want to remind each member of what the Chapter is really for and why we do meet. Some members come to the Chapter meeting because of the opportunity to buy the latest kits, to learn the latest trade secrets or to otherwise improve only their own lot. In my judgment there is much more to IPMS. Belonging to either IPMS-USA or the Seattle Chapter is more than just paying the dues and coming to the meetings and reading the publications only for ones own benefit. I feel that the most beneficial aspect of IPMS is the free exchange of information of mutual interest to other members. Although I enjoy having someone ask about or praise one of my models, I obtain more personal satisfaction from the knowledge that I may be helping some other modeler. The purpose of IPMS has always been to further the hobby of plastic modeling and one of its most important objectives is to encourage and assist each member.

It is in the spirit of assisting all members, especially those who are trying to improve their techniques and skills, that the Chapter has initiated this Newsletter -- if you like what you have seen thus far and feel the Seattle Chapter Newsletter is beneficial to all the Chapter members, please contribute your ideas, skills, notes, photos, hints, etc in order that others might profit from your experience.

\*\*\*\*\*

BEST WISHES FOR THE HOLIDAY SEASON

Map showing location of BSRL (Boeing Scientific Research Lab.)  
(approximate address: 1420 So. Trenton Street)



Please remember to bring your girlfriend or wife (but not both, please), sons and daughters, friends and models to the December meeting.....and etc's. (for those of you who didn't have any last year for the Christmas meeting).



**seattle  
chapter  
quarterly**

2606 Fourth North  
Seattle, Washington  
98109



JAMES SCHUBERT  
15621 SE. 24TH  
BELLEVUE, WA 98004