

seattle
chapter
quarterly

VOL I No. 2

SEPTEMBER 1970

EDITOR'S COMMENTS

IPMS - USA

One of the most often asked questions at our local IPMS meetings is how can I join IPMS - USA? The solution is to merely mail \$6.50 to P.O. Box 163, Ben Franklin Station, Washington, D.C. 20044. Although the membership poses a problem to many, in my judgment the yearly dues are worth far more than the equivalent amount of kits, paint, etc. IPMS - USA not only provides the member with the monthly magazine from England and the U.S. Quarterly Magazine, but it also opens an entire new and vast area of research, tips, reviews (of new kits, decals, etc.) and assistance in general to the model builder. Ask any member of the local Seattle Chapter and you will find your membership in IPMS - USA is an invaluable asset in your plastic model building. I recommend each plastic modeler join with modelers across the country by becoming a member of IPMS - USA.

SEPTEMBER MEETING

As discussed and agreed to by all members at our August meeting, the regular September meeting will be held on Tuesday, September 15, at the Pepsi-Cola Bottling Co. located at 2300 - 26th Ave. South (next to the ball park parking lot off Rainier Ave.). The meeting will commence about 6:30 p.m. and we may use their facilities until approximately 10:00. Although the evening meeting time will present problems for some members, our usual meeting time and place is no longer able to meet the club's needs. The use of evening hours will enable the Seattle Chapter to hold longer meetings and will permit the members more time at the meetings than we have been use to lately. If you have any pro and/or con comments about the evening meetings, talk to one of the board members or bring it up at the meeting next Tuesday evening.

DISCOUNT TO IPMS MEMBERS

Mr. and Mrs. Ward Danley, the owners of Campus Hobby Shop have announced that they will give a 10% cash discount to all members of IPMS on any purchases. Campus Hobby Shop is located at 4738 University Way N.E., in Seattle (the "U" district), their phone is LA 5-2222. On behalf of the Seattle Chapter, I wish to say "thank you" to both Fern and Ward for their continuing support of our hobby.

1970 REGIONAL IPMS MEETING

The Vancouver IPMS Chapter has announced this year's regional meeting is tentatively planned for Saturday, October 10th in Vancouver; because of scheduling problems not yet solved, the date may be changed to the 11th. We have been notified that the categories will be as follows: (1) WW I & before (2) Between the

(Con't. on page 7) 1

NOTES FROM THE SCRAPBOOKS OF J.R.H.G. ET AL

- John Gray

Although the W.W. I modellers in this club are in the minority, we believe that integration is a wonderful thing. After all, outside of the bird cage like rigging that practically all aircraft sported prior to 1936, most modelling techniques are applicable to all plastic modelling including W.W. I aircraft, modern aircraft, ships, tanks, or you name it.

The last few years have seen an influx of young modellers into our group. This Quarterly Newsletter will give the older members a broader base upon which to pass information to our younger brothers.

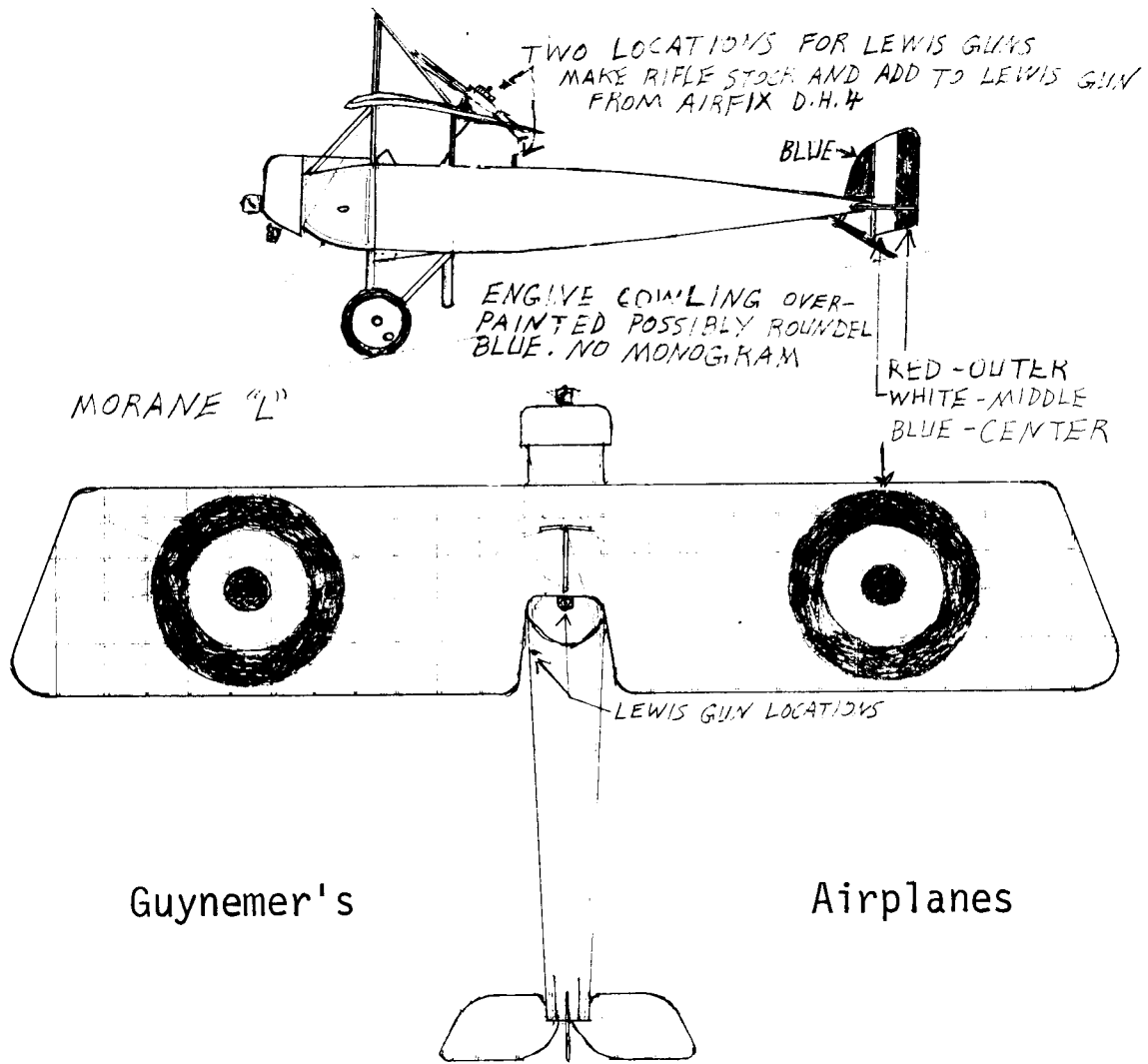
As a model builder since 1928, and a scale model builder since 1930, your writter has accumulated a few items that might be of interest. For instance, did you know that not all W.W. I aircraft flew with tires made of black rubber? Some were equipped with white side-wall tires. I remember seeing old cars, mostly out of service, sitting around garages and barnyards with tires of various colors. Some were all red, a light color that weathering would actually turn pink. Others had red tread with white walls, white tread with red walls, likewise with green and blue. Unless memory fails me, Fisk had all white or all red tires as their major advertising gimmick for a number of years in the early Twenties. While there is no way of telling the color of tires from a black & white picture, it is fairly easy to spot white side walls. At least the British, Germans, and Americans used such tires.

When Richthofen's Jasta 11 painted the bodies of their Albatross Dills red in the late spring or early summer of 1917, British Naval 8 did the same to their Sopwith Tripes. Incidentally these two units apparently respected each other to a high degree. They were often assigned to the same battle area, but there were very few victories claimed by either group over the other. Could be they were just too evenly matched to be able to reach decisions over each other.

In regard to Nungessors Nieuport 24bis, some sources have credited it with being powered with the 150 H.P. Bently engine. Close study of photos will reveal that instead it had a Clerget, possibly the 130 h.p. job. This airplane not only had red, white and blue chevrons painted on top of the top and bottom wings, they were also painted under the bottom of the bottom wing. There is a very good reason why this airplane had the same serial number as his earlier Nie. 17. The 24bis. was supposedly built especially for Nungessor, and before he flew it in combat his mechanics removed the rudder from his Nie. 17 and installed it on the 24bis.

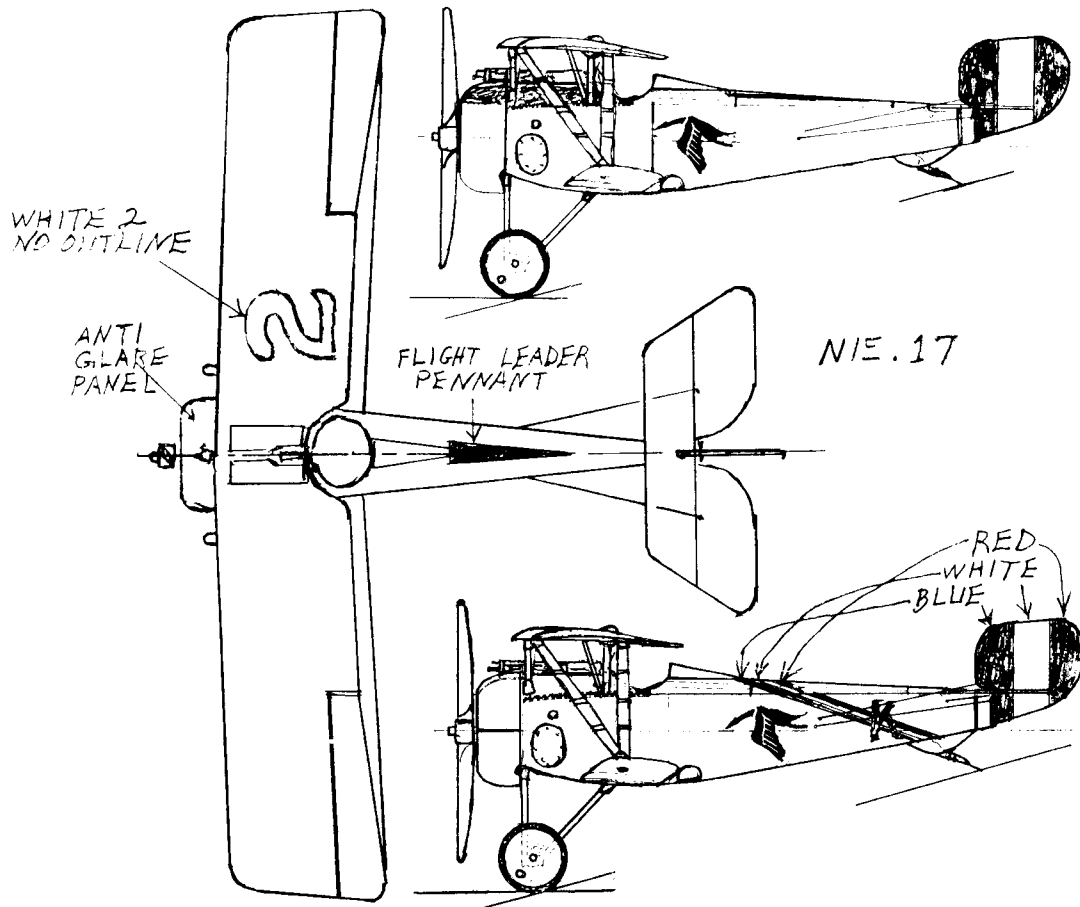
GUYNER'S COMBAT PLANES

Most of the planes flown by Guynemer had the name *Vieux Charles* (Old Charley) painted on their sides, yet he almost if not always used the planes in the colors they left the factory with. The Morane Saulnier "L" he was flying at the time of his first official victory had the factory finish, but, if we are



Guynemer's

Airplanes



to believe what we see in pictures, it had two machine guns installed on it. One picture shows a Lewis gun with ground stock and 48 round ammo drum installed on the top of the wing behind the rear spar with supports attached to the rear center section struts. Another picture shows another Lewis gun mounted behind the rear cockpit on a post. This gun also has the 48 round ammo drum. Neither picture shows both guns although the last mentioned pictures definitely shows the supports from the center section struts up to the bottom side of the wing. Could be two guns or one gun the poor observer had to move from one mount to the other.

Guynemer also achieved victory number four while flying a Morane Saulnier "L". Its armament I do not know.

The plane he used for victories two, three, and five through eight was the single seat Nieuport 10. This plane had a Lewis gun with ground butt and 48 round ammo drum mounted on top of the upper wing. It also had a very large wind screen. This was probably the first of his planes named "Old Charley". Cockades were only on the undersides of the top and bottom wings. Fabric surfaces were clear doped, or appeared to be. The plywood panel under the bottom of the fuselage covered the area from the engine cowling to a spot about a foot behind the trailing edge of the lower wing. This panel was clear varnished. All metal surfaces appeared to be left natural aluminum color.

Victories nine through fourteen were in Nieuport 17's. He appears to have used at least three Nieuport 17's. The first one was camouflaged and had a large spinner on the prop; the cowling, spinner, and outer wheel-covers appeared to be white. It had a Lewis gun on the upper wing, and a Vickers gun on the fuselage. The upper wing had the transparent center section, and no cockades on top. Other details are unknown. This is the airplane that shot its prop off.

Guynemers second (?) Nic. 17 was the light uncamouflaged type shown on the Revell box top. This plane had the transparent center section, a Vickers gun on the cowl, no cockades on top of the upper wing, and another very large windscreen. For identification purposes it had the usual escadrille N3 stork on the fuselage side, a large white 2 on the upper right wing half way between the aileron and the center section cut-out. It also had a large black or red pennant painted on the turtledeck, to denote the fact that Guynemer was a section or flight leader. This plane also had the upper deck from the cockpit forward including the engine cowling, and from center section strut to center section strut. It was painted a dark color, undoubtedly for anti-glar purposes.

Pictures show Guynemer in yet another Nic. 17. This one also has the transparent center section. The stork is painted farther back on the side of the body, and it carries the red, white and blue band of a squadron, or escadrille leader around the body behind the stork. There is some number other than Guynemers usual 2, behind the stripes. About this time Guynemer was appointed Escadrille Commander, so it is possible this plane was the one normally used by the normal commander.

Victories 15 through 18 were achieved on S.P.A.D. VII number S113 which he received on September 2, 1916. He was shot down in this plane by his own artillery on September 23 after having shot down victims No. 16, 17, and 18. S113 is the S.P.A.D. VII that is pictured with the diagonal red, white and blue band around the body. This plane had *Vieux Charles*, a black stork, and a black 2 on the sides of the fuselage but nothing on top of the upper wing except the roundels. The colored band went completely around the fuselage. This was an uncamouflaged airplane.

Victories 19 through 25 were achieved with a S.P.A.D. VII, serial no. unknown. These victories were achieved in November and December of 1916, so this plane did not last Guynemer an exceptionally long time. This plane had the large 2 on the top top right wing with a mirror image 2 on the top left wing, just opposite of what was put on Guynemers next S.P.A.D. VII, No. S254 which he flew for victories 26 through 45 omitting No. 30. Victory No. 30 was achieved while flying Lt. Becquet's S.P.A.D.

S254 which he flew for victories 26 through 45 omitting number 30. Victory number 30 was achieved while flying Lt. Becquet's S.P.A.D. VII.

S.P.A.D. VII S254 was the first with the new 180 h.p. Hisso 8Ab engine with 5.3:1 compression ratio. This engine gave 204 h.p. at full throttle. Guynemer used S254 without an engine change from about January 1, 1917, until July 5 when it was put on display in Paris. No. S254 still had its factory finish at the time it was put on display. This airplane also had the pennant on the turtledeck, denoting a flight leader. The large 2 was on top of the left wing with the mirror image 2 on the top right wing. All of Guynemers S.P.A.D. VII aircraft had *Vieux Charles* on the side of the fuselage just below the aft portion of the exhaust pipes, the location varying but slightly.

Numbers ? and 254 had the 2 on the sides just forward of the tailplane, and dark storks in the usual spots.

Victories number 46, 47, 48, 53, and 54 were made while flying S.P.A.D. XIII's. Whether all with the same one we do not know. Can anyone help us out on this? The prototype first flew on April 4, 1917; this was S392. We can safely, I think, say that Guynemer had one of the first if not the first production XIII produced. As before, Guynemer's plane was as it came from the factory, with only his usual identifying marks. There are noticeable differences in the shape of the wing tips, ailerons and center section struts between the early S.P.A.D. XIII's and the later ones used by the U.S.

Victories 49 through 52 were gained while flying the S.P.A.D. XII, cannon ship. This plane was also uncamouflaged. At about this time he was again the Escadrille C.O. and his planes were sporting the tricolored band around the fuselage. In this case the band is centered on the stork. *Vieux Charles* and the 2's have been altered in style over that on his S.P.A.D. VII's. Unless someone can tell us differently, we will presume his XII and XIII were decorated alike.

In view of the foregoing information, which is not undebatable, Guynemer used at least eleven different airplanes in winning his 54 victories. How many more he used is anyone's guess. From the study of pictures of his aircraft it is obvious that Guynemer insisted on having oversize windscreens on his aircraft. Who likes drafty cockpits anyway?

If anyone can add further information about Guynemers aircraft, we would really appreciate it. We would also like any rare information you might have on Richthofen's aircraft, such as types, serial numbers and color schemes. Up to his 53rd victory the picture is not very clear; from that point on the identity of the plane he used for each victory is well documented.

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The Aces; Frederick Oughton
The Friendless Sky; Alexander McKeen
Air Aces of the 1914-1918 War; Bruce Robertson
The Fragile Knight; William E. Barrett
The Early Birds of War; Thomas R. Funderburk

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1970 IPMS CONVENTION - Terry Moore

Since I was fortunate enough to be able to attend the 1970 IPMS Convention in Wichita, it was suggested that I write something about it.

The Wichita Scale Aircraft Modelers Association (note that the word plastic is not included in the name since some of the members build wooden scale models) put on the convention and they did a very fine job of it. It was held at the Radisson Hotel in downtown Wichita, one of the finest hotels in that city.

WSAMA had on display some of their models which were of very high quality and of aircraft you will probably never see in kit form. One member's main interest is making wooden models; he had on display a Beech XA-38, a Focke-Wulf Triebflugel which was a German design for a coleopter fighter that only reached the design stage before the end of the war, an XP-60a, and a Bellanca 28-90 (a military export version of the 28-70 transatlantic racer). All of these were in 1/72 nd scale. Models by other members included an entire squadron of F4B-4's of VF-2, and a fantastic job on a Strombecker kit of a Convair XF2Y-1 Sea Dart. They displayed nearly 100 models, and, along with a display of models by the El Paso IPMS Chapter and the models in the competition, there were between 250 and 350 models displayed at the meeting.

I will try to tell you about some of the most outstanding models that were entered in the contest. The overall winner and the best of show was a 1/32 nd scale Martin T4M-1 torpedo bomber, completely scratch built. This plane was without a doubt the best model. The Pratt & Whitney engine was a complete model in itself. Another scratch built model that was second to the T4M-1 was Lloyd Jones' XPB2Y-1, the prototype of the Consolidated Coronado series. He utilized a method in that the body and wings were carved from blocks of styrofoam and covered entirely with epoxy and then smoothed down by filing and sanding. Another model was an Aurora F-111a which the builder converted to an FB-111 (actually "rebuild" is the correct terminology for this kit).

Seattle's own Jim Schubert won awards for his Supermarine S6B and his Boeing Ch-47 Chinook helicopter and although we tried, no one else who entered models from the Seattle chapter have anything to show for it.

There were about 75 armored vehicles entered, most of them were German Tigers with a few panthers built by Rick Tyson. The most interesting piece of armor was an armored railroad car in 1/35th scale, scratch built.

The winner in the diorama category was a stepped stand holding five FW-190's, in 1/4" scale, which traced the development of the aircraft.

These were only a few of the outstanding models but due to lack of space I am unable to tell you about the many models which deserve recognition.

During the course of the convention there were two tours. One was a tour of the Military Twin Division of Cessna Aircraft and the other was a visit to McConnell Air Force Base. Bob Pickett of WSAMA also works for Cessna and arranged the first tour. We saw the assembly line where A-37's were in various stages of assembly, however the main interest was centered in front of the assembly building where several aircraft were parked. They were mostly A-37's and some O-1's. One of the A-37's was in U.S. standard three-tone camouflage and another was in Pakistani markings (white and green roundels in six locations with a Pakistani flag on the tail). The nose, tail and wingtips were fluorescent orange-red. Another most interesting scheme was one completely in chromate green. The national insignia was partially obliterated in some places and large areas of paint were worn away near the wing roots. There was about three tones of chromate green. The O-1's (about six) were O.D. all over with U.S. ARMY painted in black on the fuselage sides.

The next morning we went to McConnell AFB which is a training base for F-105 pilots. (I learned that in the past two years 36 F-105's have crashed, taking some of the pilots with them. Most all of these planes were from McConnell). We were able to take photographs of four F-105's,

all camouflaged, plus one F-106 in transit, an F4C, an F4E, and a T2V Sea Star, a Navy two seat trainer. In one of the hangers there was an F-86H, two USAF Sabreliners, and three USAF Hueys in a deep blue finish. While we were there several F-100's took off, but were too far off for me to see any of their markings.

Friday evening the business meeting was held and of course the main topic of discussion was about the financial problems that came up this past year, and the proceedings brought against the treasurer who allegedly made off with the treasury of IPMS/USA. President M. S. "Jerre" Vliet, said that the treasury was still several hundred dollars short of what it used to be and the main source of income was still the donations by IPMS members.

During the meeting a new treasurer was announced. The Executive Committee chose Bob Pickett of WSAMA to take over as treasurer. It was also announced that the executive committee had chosen Atlanta, Georgia for the 1971 convention. President Vliet said something "special" was planned and that it would be announced soon.

After the meeting, Paul Turner and Lloyd Jones talked about various facets of modeling. Paul Turner told us about new kits that will be coming out. A few possible releases include; a Ta 152 by Airfix, an Me 323 also by Airfix, a 1/32 scale Fw 190 and P-12E by Hasegawa, an early He 111 by Airfix; Letraset may do a Japanese and a Finnish sheet, Microscale may do three more German aces and also three P-40 aces. These are only a few of the most interesting possible kits and decals that may be seen in the future.

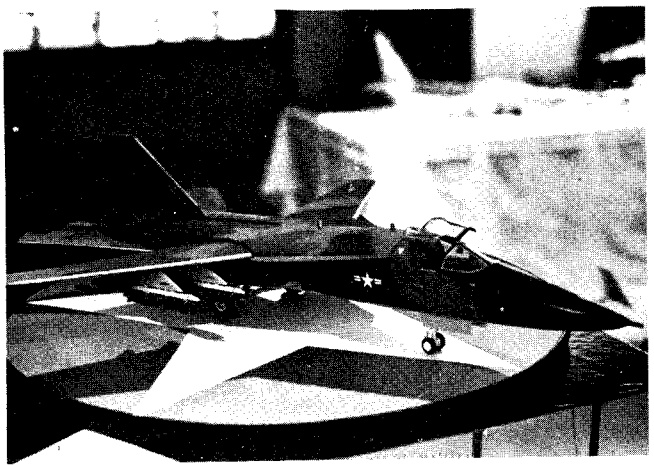
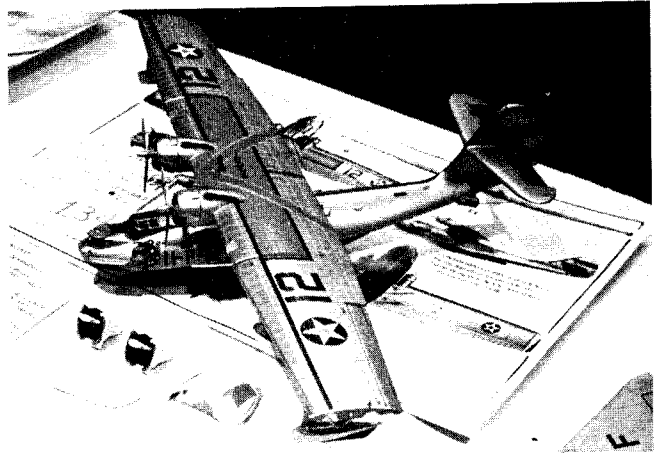
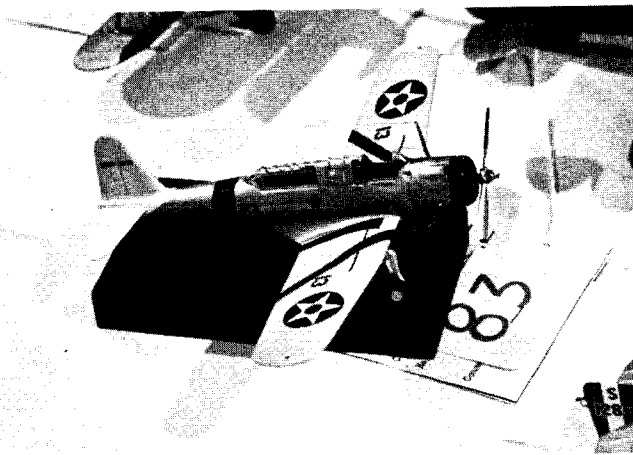
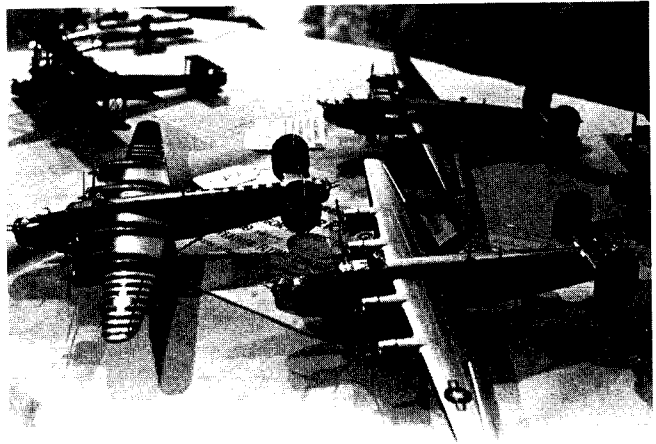
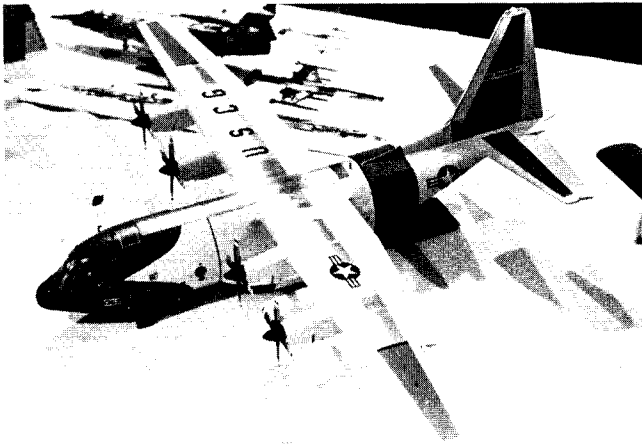
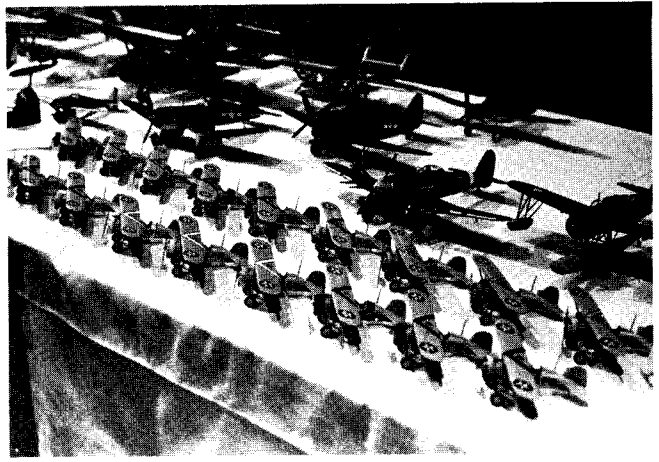
Next, Lloyd Jones of Revell answered questions submitted by members. Of course the first question was: What new kits is Revell coming out with? Jones said he was not able to answer that question, unfortunately. He also commented on the Stuka article by Rick Tyson in the latest quarterly. Every point that Tyson said was wrong with the kit, Jones said was right, i.e., the reason the swastika is not on the box art is because it is illegal to display it in Germany. Except for certain historical uses (like models) you are fined and/or jailed for showing it. Also the tail wheel is small because some models of the Stuka had small tail wheels, etc., etc., etc.

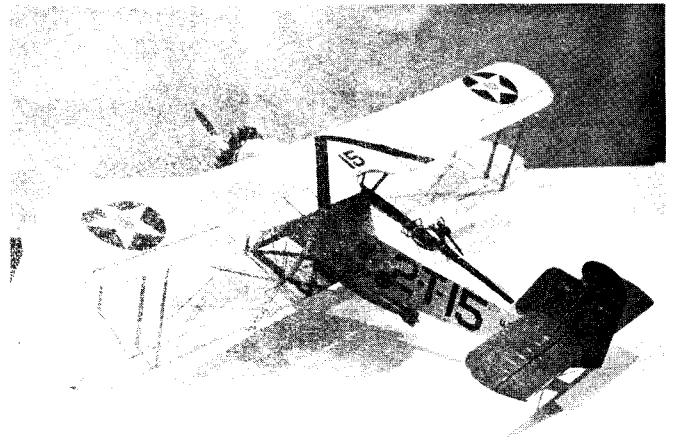
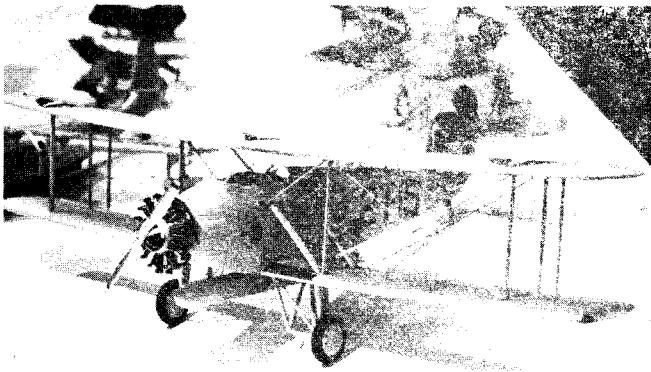
The reason the P-51b engine cowling is incorrectly shaped is because the mold maker was somewhat careless in making the mold. He also talked about the reissuing of old kits and said that it is very costly due to the different methods and higher costs of producing a model today.

Close to 200 people attended the banquet Saturday night to hear Ron Neal of Gates Lear Jet speak on "Aviation: Past, Present, and Future". He has written articles for Air Classics, and is the author of the history of the Bell P-59, done for AAHS. He is also a member of IPMS. After he spoke, the awards went to the contest winners (some of them have already been mentioned), and then drawings for door prizes were held. The following day there was a drawing for 2 Br-20's but only one was drawn. The other was given to an IPMS member who hitch-hiked all the way from Mexico City just to attend the convention, but unfortunately came in Saturday evening. How is that for dedication? In return for his efforts to make the convention we donated cash to buy him an airline ticket home.

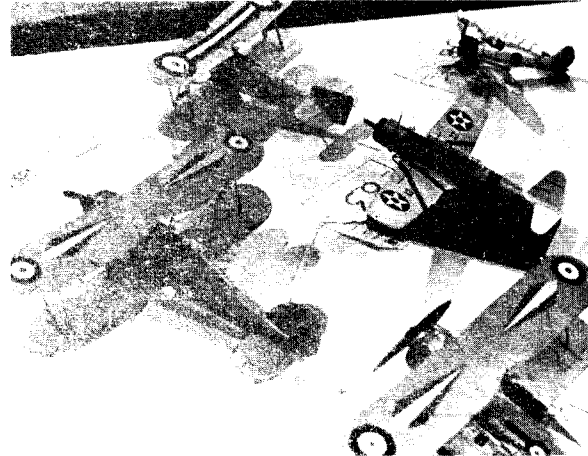
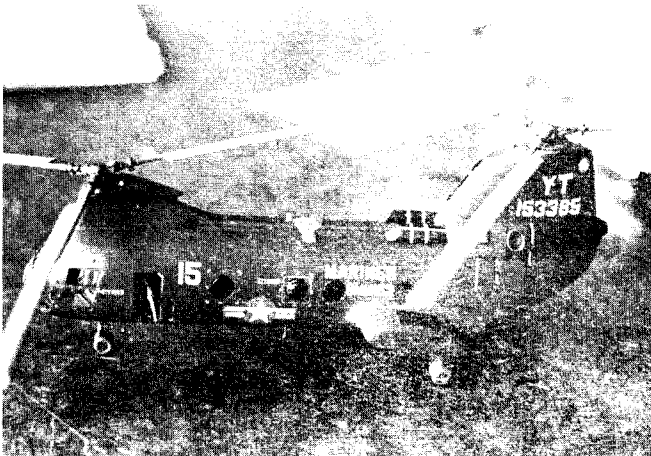
Unfortunately all good things must end and so the 1970 IPMS Convention was brought to a close. I wish I could only go deeper, since I have only scratched the surface of the events that took place in Wichita during the 1970 IPMS Convention.

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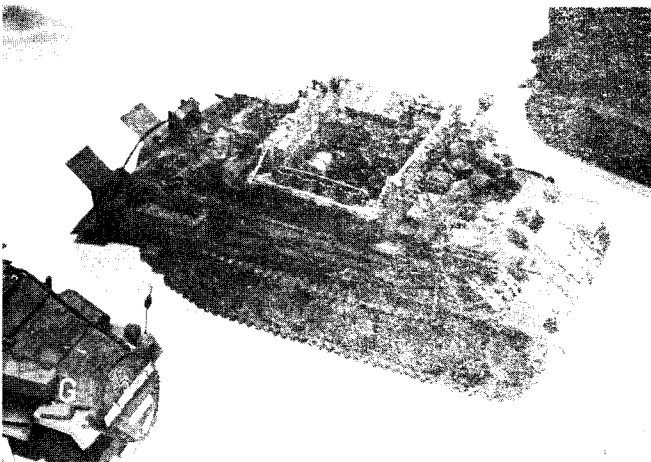
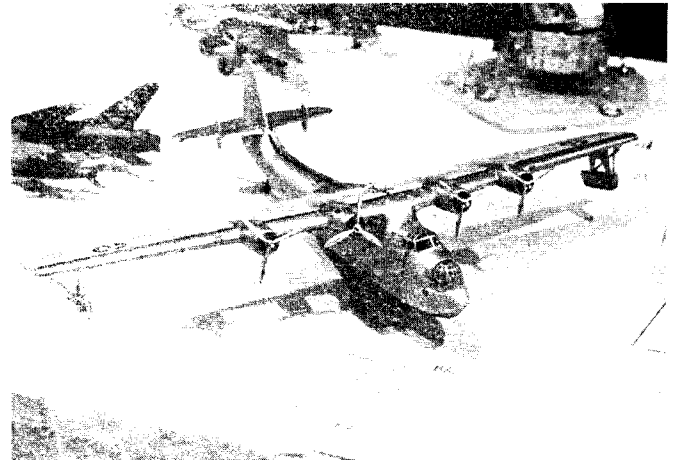
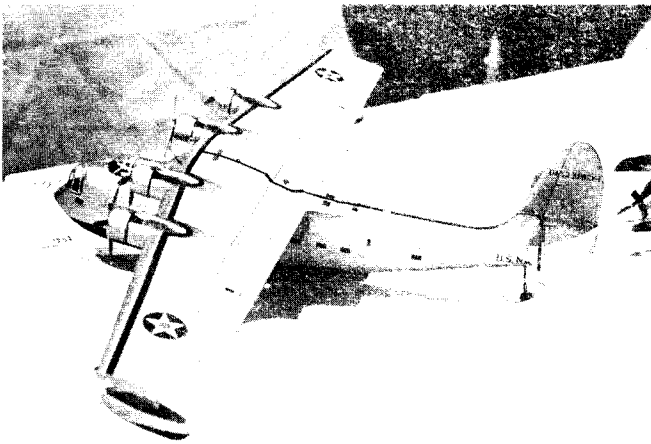




1st in class.
Mine



← Mine
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2nd in
class in
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(continued from page 1)

wars (3) WW II (1939 - 45) (4) Post war (5) Viet Nam & Korea. There will be scale divisions for 1/72, 1/48, 1/32 and others. There may also be further sub divisions for single, twin and multi engine aircraft in the WW II category. Full details, categories, prizes, etc. will be announced to the Seattle Chapter as soon as they are received. For those of you who have not attended one of the regional meetings, this will be the fourth such meeting. From the results of last year's meeting in Seattle, where about 110 members (and their families and friends), over 200 models, movies, good food (of course - Ed.) and lots of shop talk were all part of the meeting, this year's meeting in Vancouver promises to be a good time for all hands.

AIRFRAME KITS

As announced at the last meeting, John Tarvin (of the Vancouver Chapter) has begun production of a series of vacu-formed kits; which are available locally through Scale Craft. There are currently several kits available and John is planning on an expanded list this fall. The kits are quite well done with good instructions provided; they appear to be as good if not better than the Rare Planes. Those currently available are (1) Fokker D VIII, (2) Bristol M-1c, (3) Bachem BA 314A Natter, (4) Fokker D XAIII, (5) D.F.S. 230A, (6) Martin Baker MB5 (the first three retailing at \$1.50 each and the latter at \$2.00 each.

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OTHER IPMS CHAPTERS

NORTHERN CALIFORNIA CHAPTER - The IPMS NorCal News is available to all interested members for \$2.50 a year; subscriptions should be made to Tom Young, Editor, IPMS NorCal News, 30 Princess Street, Sausalito, California, 94965.

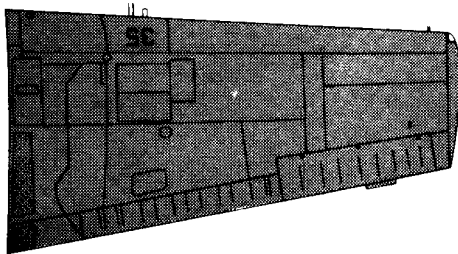
IPMS PIEDMONT - As indicated at this years national convention in Wichita, the Piedmont Propwash, is making its debut, under the able leadership of Jeff Briner. Although no details are known about the price or frequency, interested members should address their inquiries to Jeff Briner, IPMS Piedmont, Rt. 1, Box 260, Hickory, North Carolina, 28601.

NORTHERN DELAWARE - The Nor Del Modeler is being published under the guidance of LeRoy A. Wagner and Ralph Forehand. Although no price details are known, their chapter has published three editions thus far, all of which are most worth while, (See detail drawings of Isreali A-4J included in this issue). All inquiries to: Ralph Forehand (Business Mgr.), 1017 Gravl'n Road, Wilmington, Delaware, 19803.

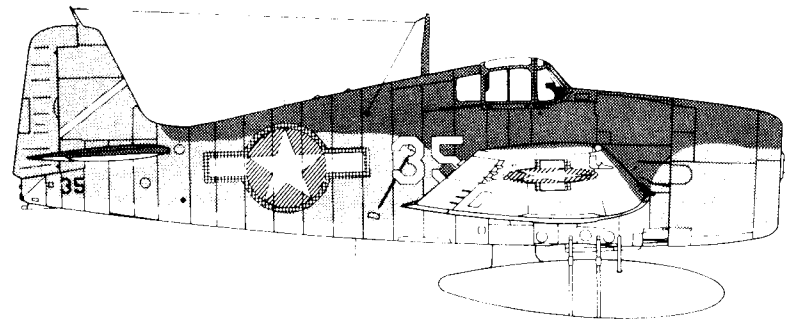
EASTERN PENNSYLVANIA - The EP-IPMS Newsletter is available to all by a subscription of \$3.00/year or 30¢ for a sample copy by writing to the chapter treasurer, Joseph J. Hopkins, at 2958 Kaness Road, Willow Grove, Pa. 19090.

RICHARD BONG CHAPTER - The chapter from Milwaukee, Wisconsin has, as a chapter project, undertaken the printing and sale of a new book (paper) by Richard Hill, entitled "Chronology of Camouflage and Markings for U.S. Naval Combat Aircraft, World War II". The \$1.50 (post paid) is well worth every penny, as can be seen the attached sample taken from the book. The book can be obtained from Del Miller, 4285 So. 20th St., Milwaukee, Wisc. 53221. Richard Hill was also the author of a Kookaburo publication about similar markings and is a former naval aviator.

* "CHRONOLOGY OF CAMOUFLAGE AND MARKINGS FOR U.S. NAVAL COMBAT AIRCRAFT,
WORLD WAR II" BY RICHARD HILL

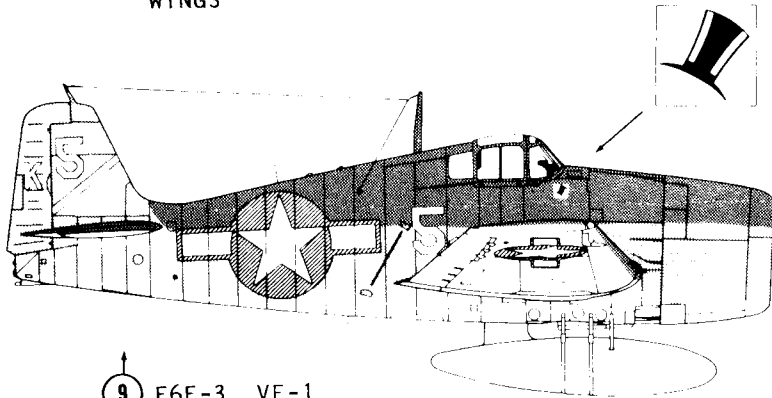


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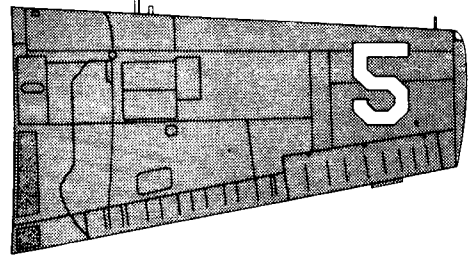
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GREEN

8 F6F-3, VF-5
YORKTOWN (CV-10)
AUG., 1943 - APRIL, 1944

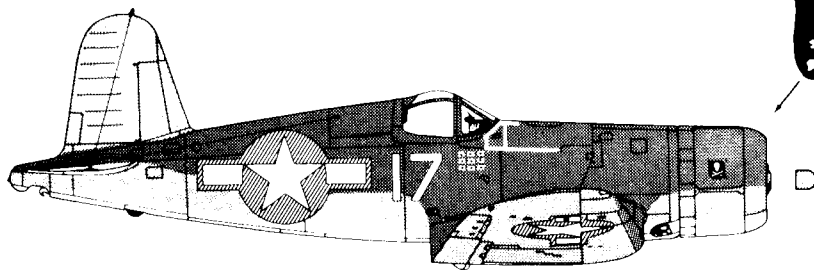


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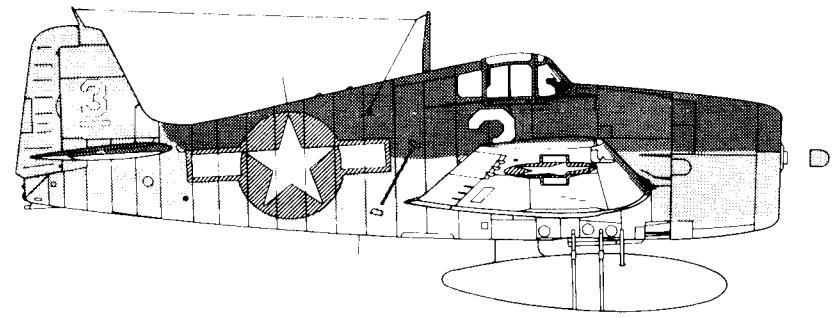
9 F6F-3, VF-1
YORKTOWN (CV-10)
JUNE/JULY, 1944



NUMBER ALSO ON
UNDERSIDE OF LEFT
WING, IN BLACK

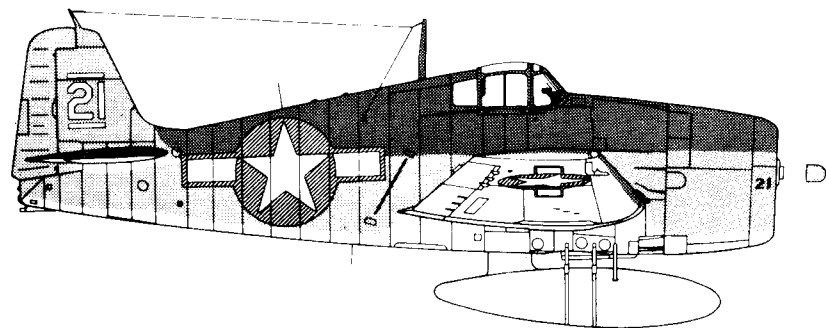


10 F4U-1A, VF-17
BOUGAINVILLE
JAN./FEB., 1944



12 F6F-3, VF-8
BUNKER HILL (CV-17)
MAR.-OCT., 1944

11 F6F-3, VF-6
INTREPID (CV-11)
FEB., 1944



The latest conversion kits from Airmodel in Germany consist of the Do-17P-1 and Do-217K-1. The kits basically consist of a clear forward fuselage, molded in halves. What's more, a complete set of decals which are very good, is included with each.

The instructions are easy to follow, and complete color schemes and drawings are included. The Do-217K-1 kit has the large, bulbous cockpit nose which is grafted to an Airfix Do-217E kit. The markings are for the commander's aircraft of /KG 2 in mottled grey upper and black lower colors. The Do-17P-1 kit represents a night reconnaissance bird used in Russia, in an unusual scheme of white upper and black lower. The basis kit is the Monogram Do-17Z. The squadron emblem on the decal sheet deserves an award as it is one of the most beautifully detailed Luftwaffe insignia I've ever seen.

The forward fuselage halves in the conversions are molded to a rather extreme thickness, and the fact that the fuselage seam runs through the clear nose windows doesn't help the finished appearance. The width of the Do-217K-1 nose is also too narrow. In spite of these drawbacks, these conversions offer the Luftwaffe modeler an unlimited number of Dornier conversions.

* * * * *

Bf109 MARKINGS - Eden Harriss

The following was copied from a U.S.A.A.F. Intelligence report on captured aircraft.

"Bf109G-6 (North Africa) Werk No. 10306. Black 6 outlined in white ahead of cross with black and white squiggle behind; spinner - white, wing tips white. Cowl bottom yellow, under-surfaces pale blue."

"Bf109G-14 (France 1944) Werk No. 413601. Light and dark gray upper, lower in light blue, sides of body mottled in gray and green. Black 7 with yellow outling."

"Bf110G-4/R-3 (France 1944) Werk No. 11047. C9 + BK - gray B outlined in red, red B on nose; upper surfaces, sky blue mottled with gray; sky blue undersurfaces. 4 Fug. 220 radar antennas on nose; spacing 54" horizontal and 59-1/2" vertical. Antennas measured 45-1/2" from tip to tip, 21" in length to insulated section and are 23-5/8" apart."

Admittedly these leave a few questions unanswered but I am sure that a wide awake modeller can work it out.

* * * * *

FROG P-51A KIT REVIEW - mike quan

Ever wonder what a Fron version of Monogram's 1/72nd scale P-51B Mustang would be like? Well, you can stop guessing because Fron's P-51A Mustang is out. Construction is almost identical to Monogram. In all honesty, it is unfair to compare the two. Judged by itself, Frog's Mustang is quite a good kit. The fit is improved over Frog's Tomahawk (reviewed two issues ago), especially the good wing-fuselage joint. The canopy is typically Frog -- slightly thick, but the Monogram canopy fits with some filing of the fuselage.

The two most glaring errors of the kit are the huge DZUS fasteners on the cowling, and the incorrect belly radiator scoop. The former can be remedied by some sanding, and to fix the latter, the upper lip of the airscoop should be carefully removed and the sides of the scoop flaired into the wing with putty. On Allison-Mustange, the upper lip of the belly scoop was the underside of the wing.

The landing gear covers and pilot seat are virtually Monogram twins and they represent a new high in detail for Frog. The decals as usual look beautiful, and they're for a P-51A flown by Phil Cochran in the CBI theater, and a British Mustang Mk II in D-Day markings. For extra realism, drill out the wing guns, drill out shell ejector chutes, and scratch the radiator exhaust door. Now if someone will come up with a decent P-51D.

* * * * *

One of the most frustrating situations facing the fancier of rare or "one-off" aircraft is the almost complete lack of kits from first generation jets also

One of the most frustrating situations facing the fancier of rare or "one-off" aircraft is the almost complete lack of kits from which to choose. Modellers interested in in between-the-wars and first generation jets also run into this problem, since there are few kits available in these areas. A recent issue of the British magazine, Scale Models (no relation to the American Scale Modeller) came up with an intriguing method of scratch building an otherwise unavailable plane. Since I am somewhat of a "rare bird" nut, I decided to look into the possibility of producing my own plans for this sort of model. The result was the 1/48 plan of the Bell XP-77 shown here.

This method of scratch-building, to some degree, follows the old "stick model" idea, especially in the fuselage. It is definitely not for the beginning modeller; but it can, I hope, result in a decent model of a unique subject. I use the term "hope", as I have not had the time as yet to try out the plans, although I expect to by the time this quarterly is published.

The plans can be drawn to the scale of your choice using any of several methods. I used the old expanded graph idea to get the basic side and plan views of the fuselage and the general outline of the wing and tail. Location of fuselage formers is simply a matter of judgment as to the various curvatures and angles involved. The wing is a folded affair with spars for stiffeners, and the tail surfaces are solid sheet plastic. The landing gear, canopy, and various details can be built up from scratch, vacu-formed, or gleaned from the ever present spares box.

As far as construction is concerned, I can only make a few wild guesses, but I would suggest glueing the formers to the vertical keel and adding the plan view keel by pieces. In fact, on a small 1/72 scale model, I wonder if the plan view keel is even necessary. When this is completed the entire fuselage should be covered with areas of 20 thou. plastic sheet, then filled and sanded as necessary. The wing spars, like the fuselage keels and formers, should be cut from 60 thou. sheet and covered with 20 thou. sheet plastic. The Scale Models article suggests folding the wing over the edge of a ruler, which should give the proper bluntness to the leading edge. One final suggestion might be the possibility of completing the wings first and connecting them to the uncovered but otherwise completed fuselage. This might make covering the fuselage a little more difficult, but it should also make setting the wings straight and getting the correct dihedral much easier.

If you do try this model, or if you have a favorite "rare bird" of your own, take the next step and draw your own plans; or you can check with me through the quarterly for others that I have done, including the Curtiss S03C, Ikarus IK-3, and SAAB-21.

SCALE CRAFT
VE 9-7091

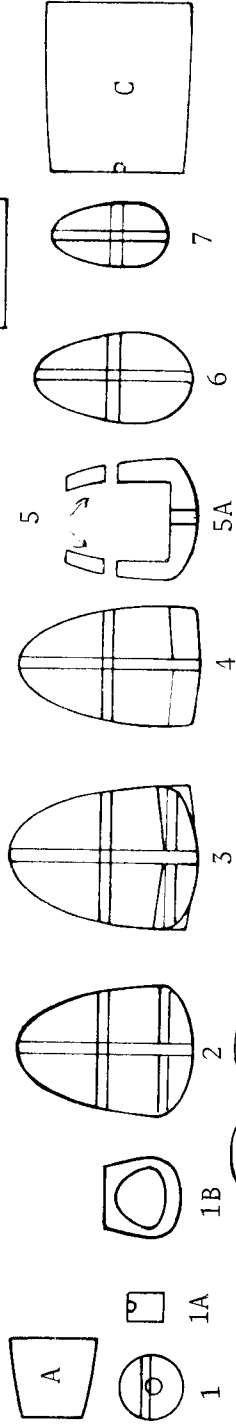
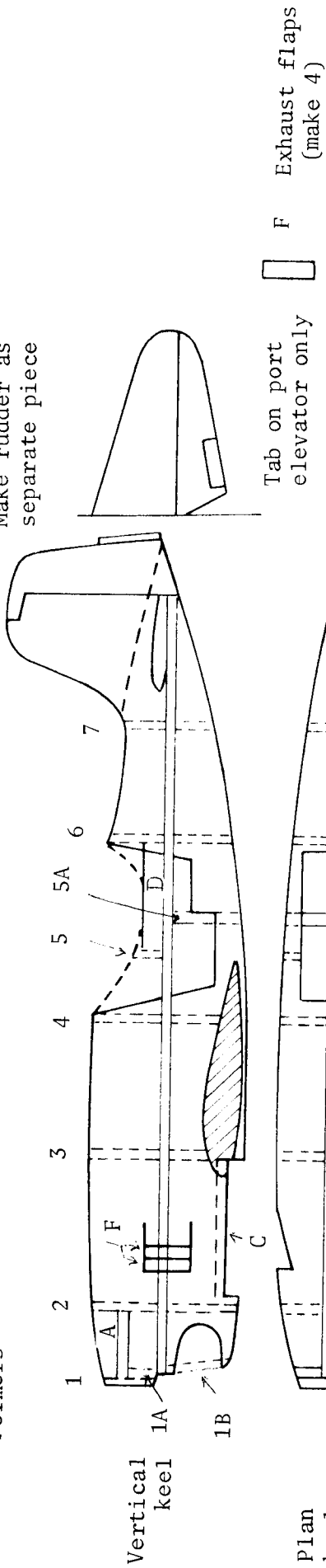
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|------------------------|------------------------|
| AIR FRAME KITS | Scale AFV series |
| Vacuform | construction plans: |
| 1. Fokker D-8 --\$1.50 | By: R. J. Tyson |
| 2. Bristol M1C - 1.50 | |
| 3. B349A Natter- 1.50 | Series 1A, 1/32 & 1/35 |
| 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

Formers

Make rudder as separate piece

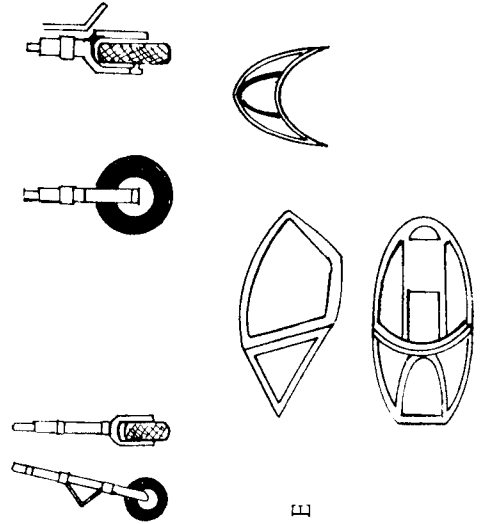


Nose Gear Doors

Spar 1

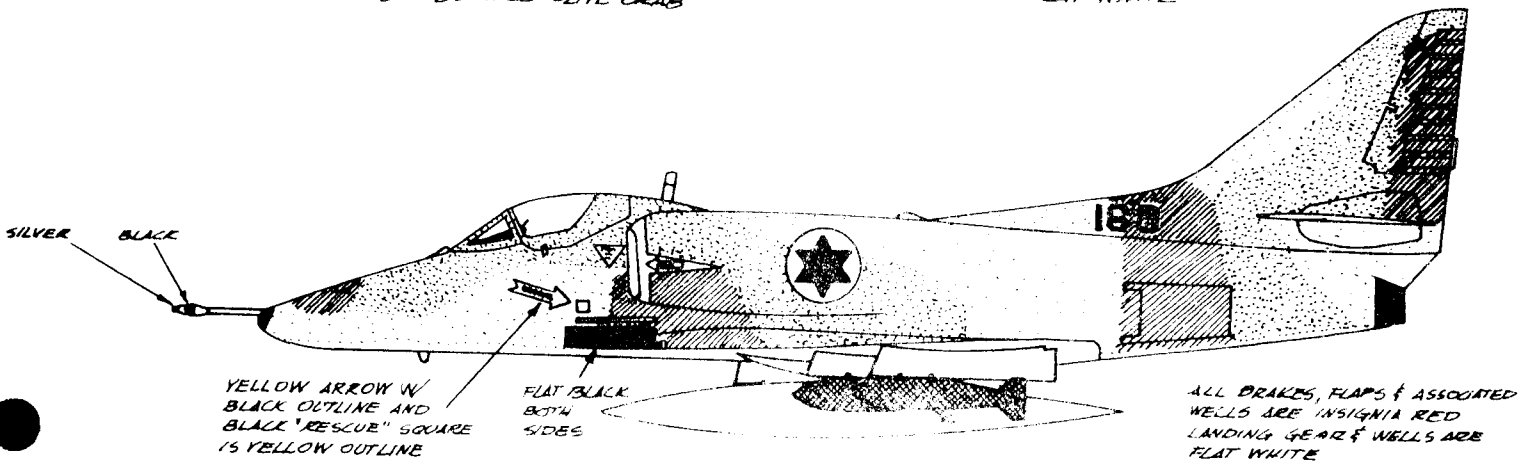
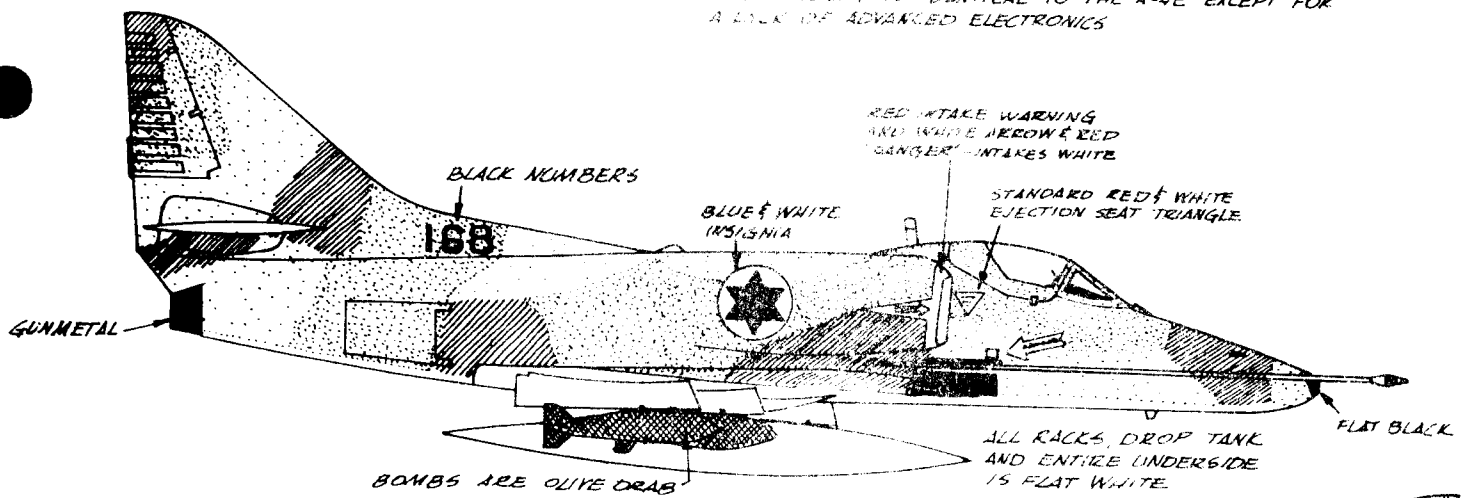
Spar 2

Dihedral 3/8"



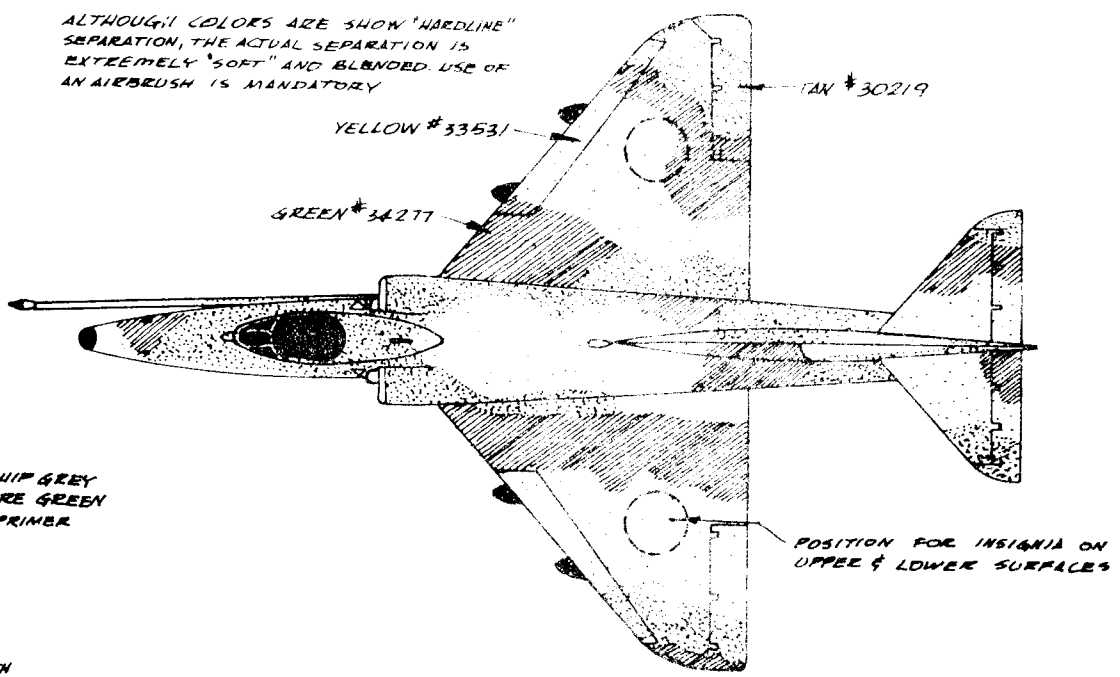
A-4J OF THE ISRALIE A.F. *

THIS AIRCRAFT IS IDENTICAL TO THE A-4E EXCEPT FOR A LACK OF ADVANCED ELECTRONICS



JR BEAMAN '70

ALTHOUGH I COLORS ARE SHOWN "HARDLINE" SEPARATION, THE ACTUAL SEPARATION IS EXTREMELY "SOFT" AND BLENDED. USE OF AN AIRBRUSH IS MANDATORY



PALTRA COLORS

- GREEN # 34277
- 13 PARTS BATTLESHIP GREY
- 5 " ANTI-GLARE GREEN
- 5 " HOT ROD PRIMER
- 5 " WHITE

YELLOW # 33531

- 6 PARTS KAKHI
- 2 " WHITE

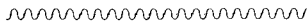
TAN # 30219

- 1 PARTS LIGHT EARTH
- 1 " TERRA COTTA
- 1 " BLACK
- 4 " WHITE
- 4 " KAKHI

ALL PALTRA COLORS LISTED ARE THE NEW SERIES

GREEN WHAT? - Mike Quan

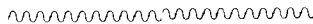
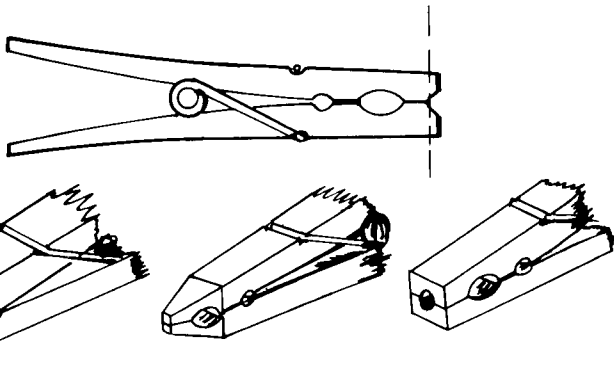
Contrary to what some people believe, there is a difference between "Green Stuff" and "Green Magic". They are basically the same type of Toluol-based auto putty, but "Magic" contains more Toluol. Toluol evaporates and attacks plastic while curing the putty. "Green Magic" then, with more Toluol, dries faster, shrinks more, and is more prone to crack when applied in large amounts, necessitating a second filling. It also adheres to plastic better than "Green Stuff", since it "melts" the plastic more. It seems that "Green Stuff" is weaker structurally than "Green Magic" and is consequently easier to sand. "Green Magic" seems to give a smoother finished surface, although both are pretty much the same. Summarizing, both putties have their advantages and disadvantages, and it is up to the modeler to decide himself which he prefers to use.



SPRING ACTION CLOTHES PINS -- LARRY BUETTNER

Spring action clothespins are a cheap, efficient way of holding things. Shape the ends to suit your needs. I use the large ends to hold large areas, e.g. wing halves and large drop tanks while gluing and painting. The smaller ones hold smaller objects like landing gear, stabilizer halves on fighters. If you put opposing "V" notches in them they will hold round objects, like small drop tanks and bombs. If you drill holes in the arms of the pins, you can hang them up, which is especially useful when drying paint on parts.

The only how-to-make info I can give is to (1) take it apart so you have three pieces, (2) cut the top section off so the end is blunt, (3) cut desired shape on tip, (4) re-assemble. Shown here are some of the shapes I have found most useful. If these don't suit your needs, design your own. I hope they help you as much as they have me.



CONTEST JUDGING - John Greer

Oh, the life of the judges! Ever since we began the new system of contest judging and scoring, we have had innumerable questions, comments, advice, assistance, etc. Much of this has been friendly, some has been helpful; but some has been critical, and perhaps a bit has been "sour grapes".

In an effort to clear the air and let everyone know just what we, as judges, are looking for in the contests, we sat down and came up with the following.

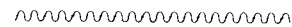
Judging is done on four basic areas. First -- Construction. Are all seams filled, or are they still visible? Is all flash properly cleaned off the parts? Are the parts aligned properly -- dihedral, etc? Are sink-holes, die punch marks, etc. filled, and is the filler sanded down properly? In other words, was the model carefully and correctly assembled, was it slapped together or is it somewhere in between? This area receives 30 points. Second -- Finish. Is the color scheme authentic; within reason? We don't argue too

much about this as there are infinite variations, but if you have something unusual, verification by photo or published drawing is helpful. Is the color applied properly? If you hand paint, are there brush marks; if you air brush, how about over spray? Are color separations, be they sharp or blended, done properly? Third -- Markings and Extra Finish. Look at your decals. Does excess decal film show around the edges of your markings? Certainly this can't be helped on intricate markings, but it can be eliminated on large and simple decals. How tightly do your decals adhere to your model? Can surface detail be seen through them? If not, they're not down tight enough. Are your markings authentic? It looks pretty funny to see stars and bars with a red stripe on an F4F-3. Again, if you have something unusual, use a photo for verification. Hand painted markings and non-kit decals are considered extra finish. Fourth -- Enhancement. This area involves added detail that isn't present in the kit as it comes from the box. Cockpit detail, rigging antennas, and any scratch built detail comes into this category. We must be notified of this type detail, which brings us to one of our biggest problems.

Each model entered in the contest must, repeat MUST, be accompanied by a 3 x 5 or larger standard size note card telling what the model is; what extra work, if any, went into it; and any other pertinent information relating to it. Also, the age of the modeller; that is junior or adult, should be on the front of the card. The name of the modeller should not be on the front of the card, but should be on the reverse side. With this information available, it becomes unnecessary, and undesirable, for modellers to follow the judges around giving advice at a time when it really cannot be accepted without possibly showing partiality to some modellers.

One last comment relates to dioramas. The layout of a diorama is judged as enhancement, with the basic criteria being realism and consistency of scale.

Now, having hopefully cleared up many of the misconceptions and misunderstandings that have occurred, all we can say is -- go ye hence and build like mad.



TO JUDGE OR NOT TO JUDGE? - Mike Quan

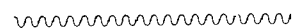
In recent meetings the Seattle Chapter has held contest judging of models in various categories. While the intent of contests is to give direction to our club's activities, I feel that, rather than helping, it has possibly hindered our objective of the betterment of our club.

Being a judge I am intensely aware of the difficulties and frustrations the club faces in holding a contest, and I have overheard members expressing their dissatisfaction with our monthly contests.

The board members envisioned raising our club's standard of modelling with a contest every month. Members hopefully would bring in better models each month as a result of discussions of techniques used by the winning entries. Instead, I feel our models have declined in quality. I was shocked to see models entered with gaping unfilled seams! It seems as if the judges were judging the members' worst models.

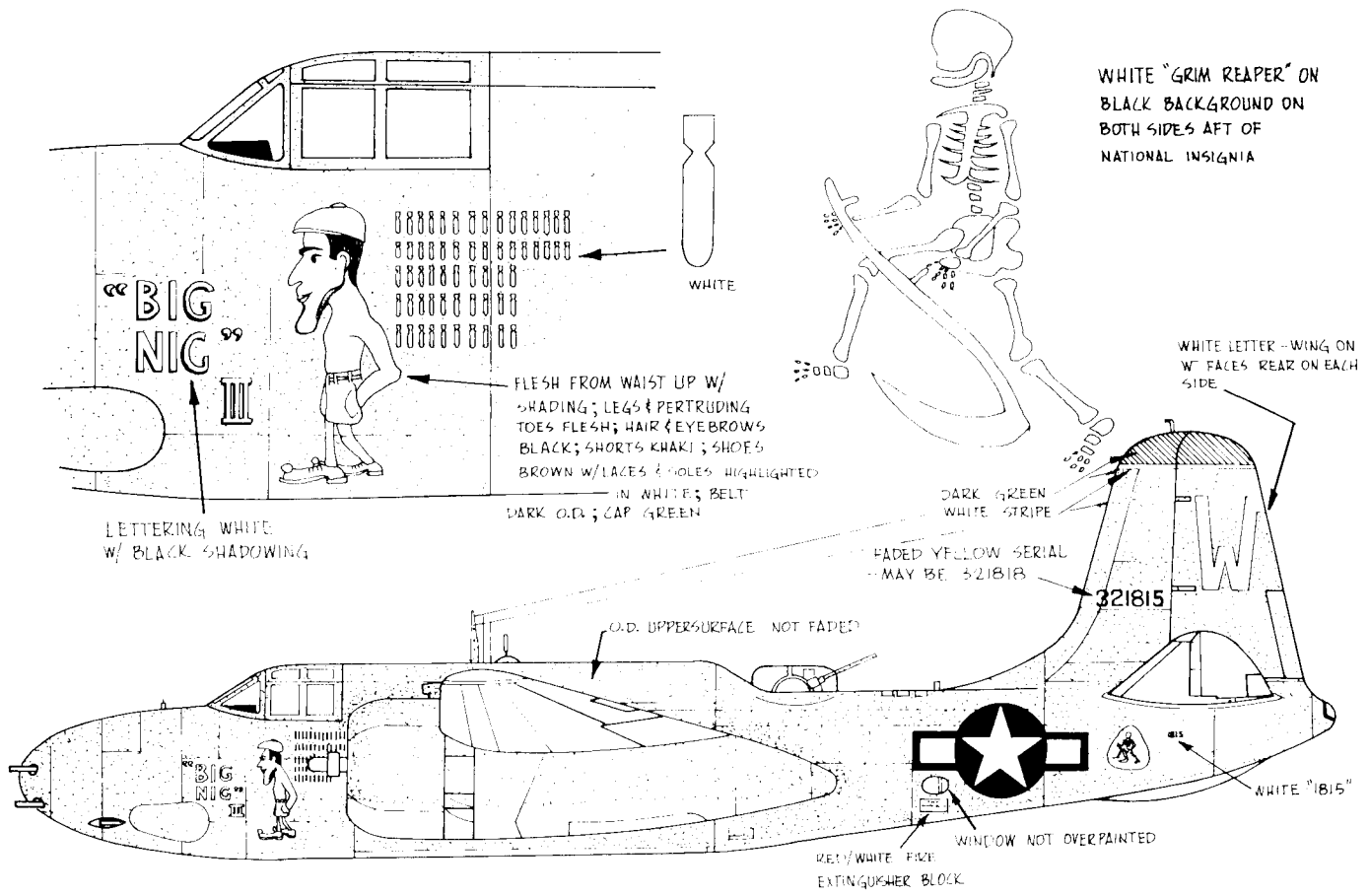
The task of judging isn't all peaches and cream either. How do you judge cars on "markings and extra finish"? How do you judge a model when the builder is looking over your shoulder and telling you all about his model? That is why we have the 3 x 5 cards. The 3 x 5 standard card and 1:30 deadline rules for entering have also not been observed, with the consequence of belaboring the judges chores and consuming extra time in judging. This can only lead to wasting time of our allotted two hours, therefore depriving the club of time to discuss methods used in the winning models. Perhaps we should elect judges. I don't think judges can be experts at everything, but a judge shouldn't be told that he is wrong by bystanders while he is judging.

Perhaps the board has overextended our club's capabilities by holding contests. What do you members think? Is our contest every month helping our club? Please let me know what you think. To judge or not to Judge? -- That is the question!

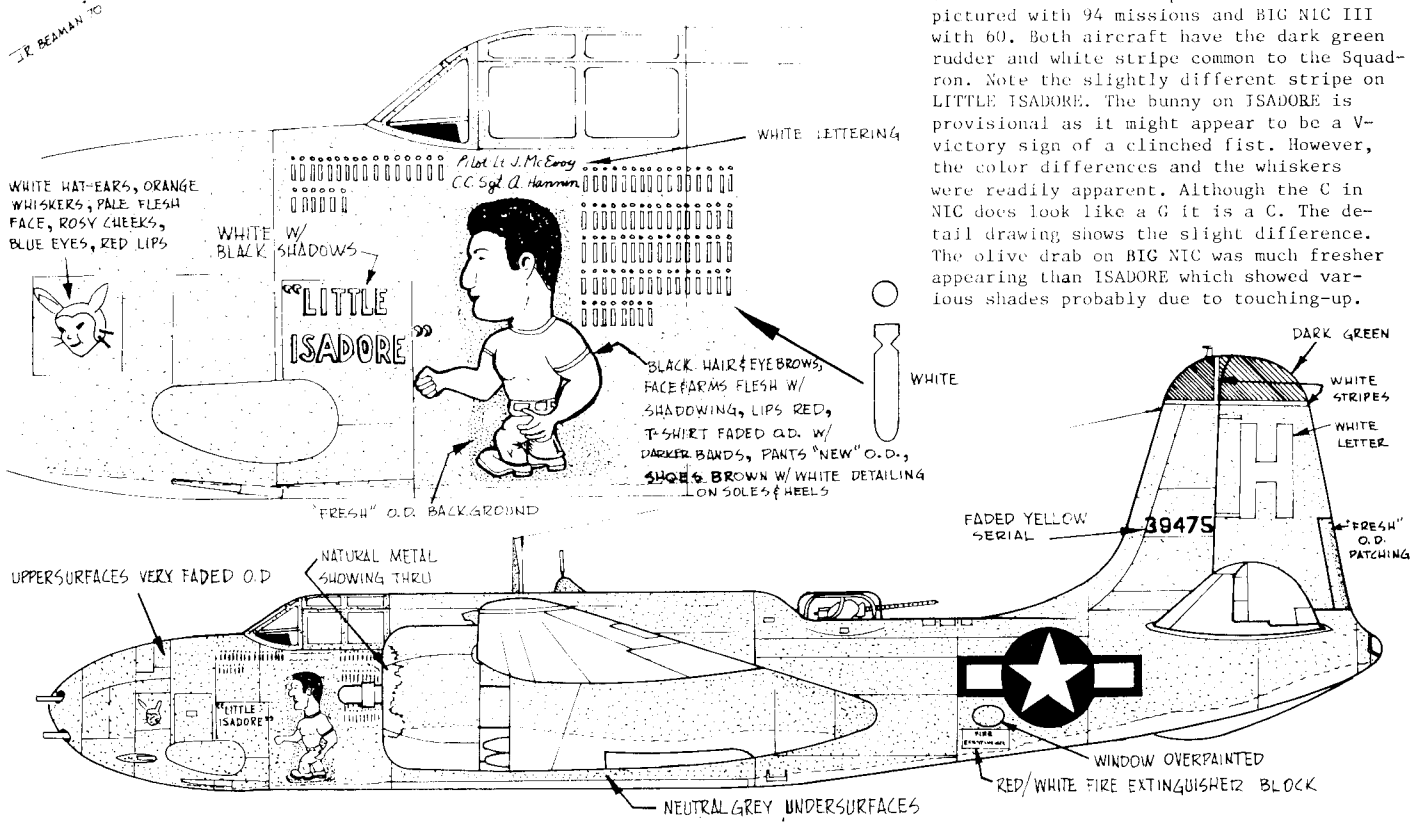


3rd ATTACK GROUP

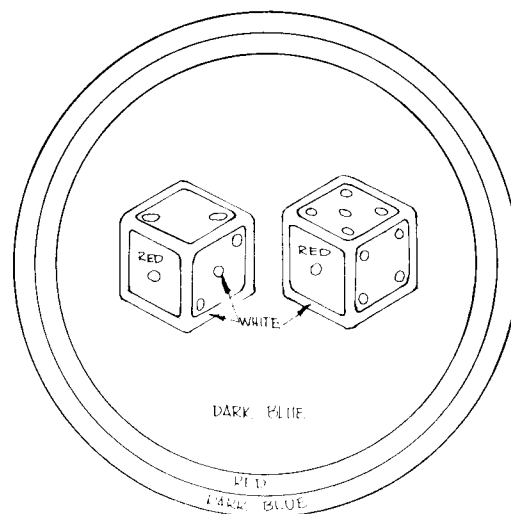
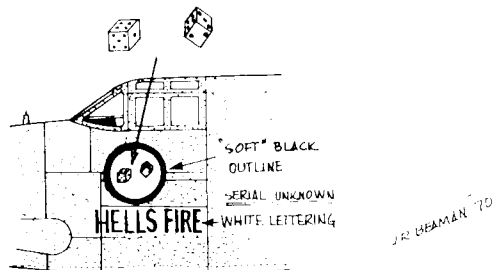
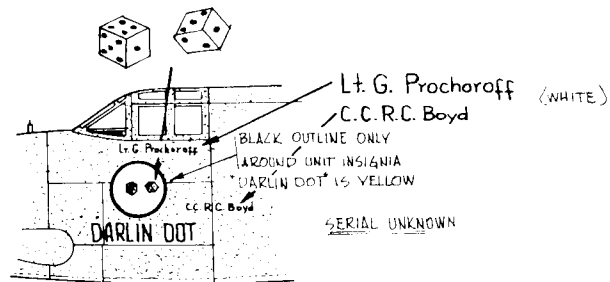
Southwest Pacific Area



Both aircraft are from the 89th Squadron of the 3rd Attack Group. LITTLE ISADORE is pictured with 94 missions and BIG NIC with 60. Both aircraft have the dark green rudder and white stripe common to the Squadron. Note the slightly different stripe on LITTLE ISADORE. The bunny on ISADORE is provisional as it might appear to be a V-victory sign of a clinched fist. However, the color differences and the whiskers were readily apparent. Although the C in NIC does look like a G it is a C. The detail drawing shows the slight difference. The olive drab on BIG NIC was much fresher appearing than ISADORE which showed various shades probably due to touching-up.

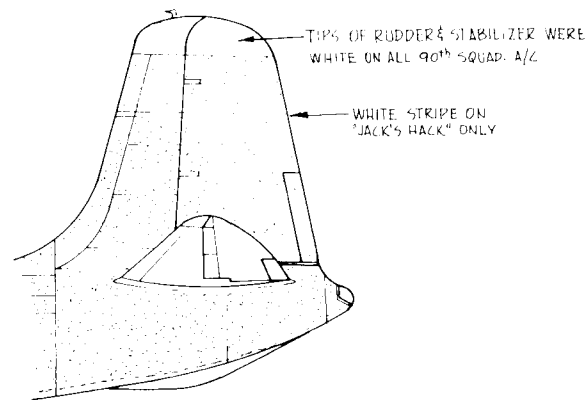
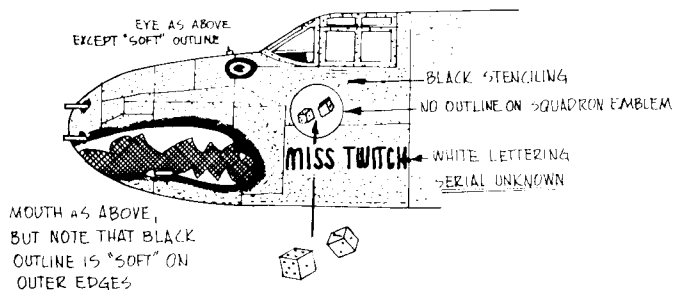
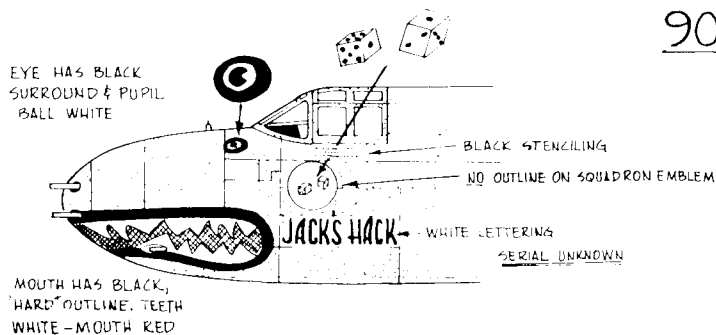


data by LT. BOB MILLS, JR., USAF



SQUADRON EMBLEM
NOTE VARIATIONS
ON AIRCRAFT
ILLUSTRATED
ALL EMBLEMS SHOWN
HAVE DARK BLUE
BACKGROUND

90th SQUADRON



TYPICAL RUDDER FOR 90th SQUADRON

The four squadrons comprising the 3rd Attack Group were the 8th, 13th, 89th and 90th. They are among the oldest and most colorful squadrons in the Air Force. The group flew in ground support operations of forces in New Guinea as well as attacking Japanese supply lines and shipping. In keeping with their heritage, the A-20s assigned to the Group were extensively adorned with squadron and personal markings. Some of the 89th and 90th Squadron aircraft are illustrated here. Others in the four squadrons were:

8th--MISS POSSUM, DUNK'S JUNK, PEGGY, BOB'S BROTHER and KATHLEEN. Yellow was the identification color for the Squadron.

13th--PLAY-BOY, STINKY, SCOTCH-SODA and TAX PAYER'S PRIDE. Red was the 13th's ID color.

89th--JUDGE GOLDFOBBER, IZZY CHEESECAKE, LIVER LIPS III, BIG BUTCH, JOE THE JOKER and KENTUCKY were stablemates to LITTLE ISADORE and BIG NIC III. All the 89th's aircraft had caricatures similar to ISADORE and NIC. Green was the squadron's ID color.

90th--Most aircraft had the sharks mouth design similar to those illustrated. Others in the Squadron were MARK'S HOPE and OLD THUNDERMUS.

Note that the nose panel lines on the aircraft vary tremendously. This is probably due to the fact that many of these aircraft were fitted in the field with the "solid" noses. They used a variety of materials including metal and wood. Some just overpainted the plexiglass. The aircraft are thought to be early A-20Gs and were fitted in the field with turrets. The type of turret shown is correct. Note that all aircraft shown have the external gunsight except ISADORE. BIG NIC does not have the extra brace on the windscreen.

Unfortunately, there are no serial numbers available for the 90th Squadron. The dice emblem appeared on all aircraft in the Squadron. The position of the dice varied, but a total of 7 was always shown (i.e. 1+6, 2+5, 3+4, etc.) Mission markers do not seem to have been used in the 90th and most aircraft seemed to have a "fresh" paint job in contrast to those in other squadrons, many of which were rather faded and patchy.

All colors are provisional as they are based on black and white photographs in the Reaper's Harvest. This is a Group history published in Sydney in 1945 and edited by Lt. Col. Charles P. Martin. Thanks go to Greg Gatewood for the loan of this history. Further information on the 3rd Attack Group will be greatly appreciated.

A-20-G (BOSTON MK IV) CONVERSION

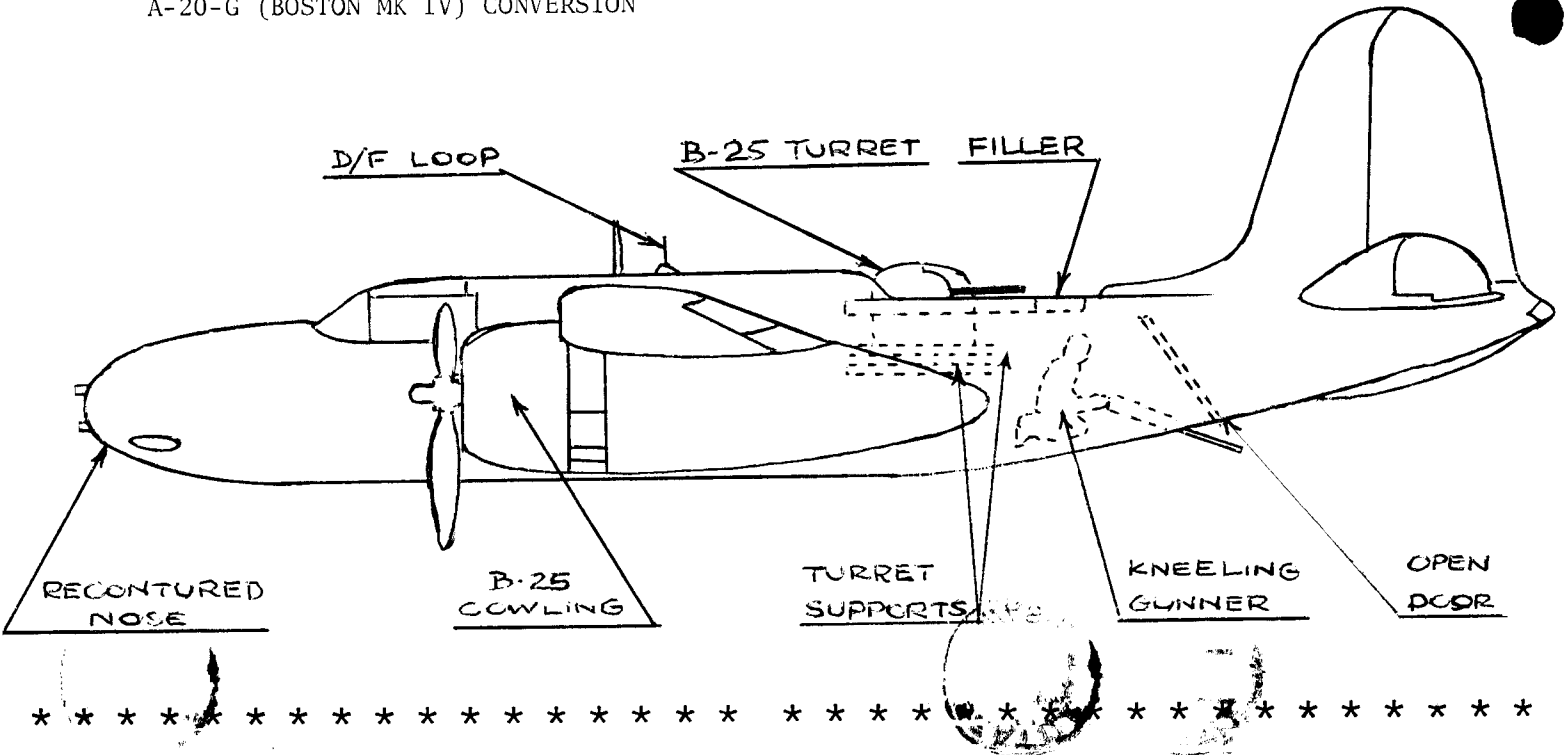
- Doug Beagley

Parts used. Revell A-20-C (Boston Mk III) Kit
Frog B-25-C
Parts from the scrap box.

1. Remove four supports for the rear turret from inside the B-25 fuselage.
2. Glue supports into A-20 fuselage, turret top should be slightly above the level of the forward fuselage, and as far forward as possible.
3. Paint inside of fuselage and internal parts.
4. Detail fuselage inside. I abandoned the B-25 guns and seat arrangements using .50 calibre machine guns from the Revell B-26 kit and arranging gunner to turn with the turret. Cut out rear door and arrange a kneeling gunner with a .50 machine gun, poking gun down and to the rear. Glue the door open, hinged at the rear.
5. File and sand off the exhaust stacks.
6. Assemble fuselage, wings, and nacelles.
7. Trim front engine cylinderheads to fit into B-25 cowlings.
8. Mount engines into nacelles.
9. Using A-20 cowls as template, cut B-25 cowls to fit under the wings. Inside diameter must be increased slightly. Attach when fitted.
10. Mount fuselage filler piece immediately aft of turret, fill area aft with scrap, file and sand.
11. Fill area ahead of the turret to correct profile
12. Complete nose area, fill holes for the gun blister mountings (these are not used). For A-20-G build up nose to correct profile, eliminating bomb aiming panels.
13. Detail as necessary, adding a D/F loop aft of the aerial, etc.
14. Paint. Olive drab 41 above neutral gray 43 below. Black props and yellow tips. Note. R.A.F. aircraft were not camouflaged in the usual schemes but were flown as above, markings, codes, etc. added. Wheel discs were frequently brightly coloured
R.A.F. markings-Roundels in four positions, fin flashes, as normal.
18 Squadron R.A.F. Single pale blue letter on fin (not rudder) May-June 1944 Marcienise (Caserta) Italy appropriate letters R and K
114 Squadron same period had red letters

Note. For A-20-D, J, H, and K models (Boston MkV) Sand off the nose transparency repolish and paint in new framing.

A-20-G (BOSTON MK IV) CONVERSION



seattle
chapter
quarterly

2606 Fourth North
Seattle, Washington
98109

SEATTLE
WASH.

EISENHOWER • USA 6c

JIM SCHUBERT
15621 S.E. 24TH
BELLEVUE, WA
98004