

# IPMS

DECEMBER 1971

VOLUME TWO

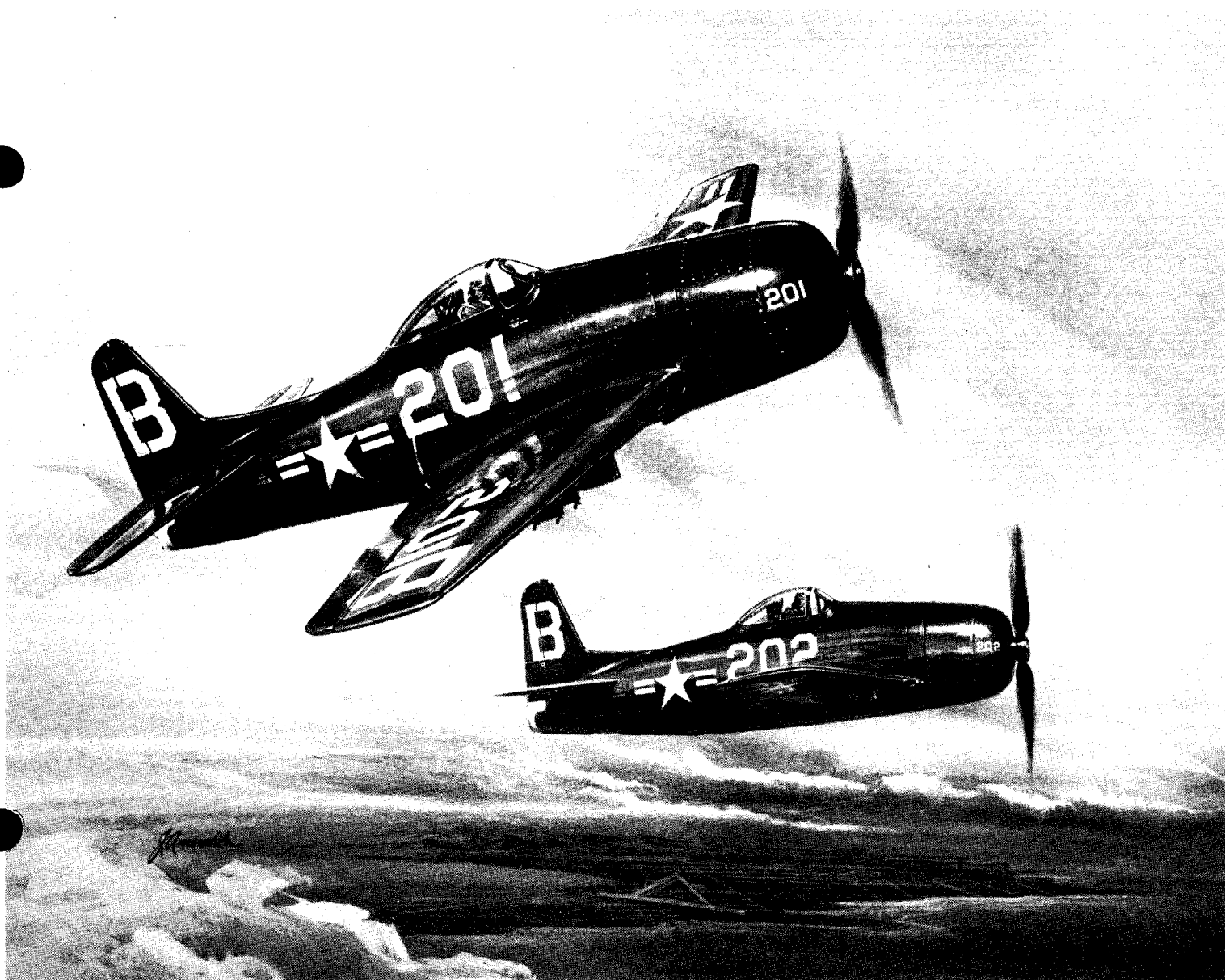
NUMBER FOUR

**seattle**

**chapter**

HOSTING 1972 IPMS-US NATIONAL CONVENTION JULY 14, 15, 16

**quarterly**



New Officers: President, John Schaaf  
Secretary, Ric Heinbaugh  
Treasurer, Mike Quan  
Convention Chairman, Terry Moore  
Editor, Jim Schubert

## EDITOR'S NOTES

Volume One Reprint: A composite reprint of the three issues of Volume One of this quarterly is available for \$1.25 postpaid anywhere in the world. Write to the address on the back cover.

Back Copies: Back copies of Volume Two, Numbers 2, 3, & 4 of this quarterly are available for \$.50 postpaid anywhere in the world. Write to the address on the back cover.

Membership/Dues/Quarterly: We have two memberships—with and without quarterly @ \$4.00 and \$1.00 respectively. Memberships are annual January through December. If one joins other than in January, back copies released to the date of joining—subject to availability—will be sent; if all are not available a refund @ \$1.00 per missing issue will be made.

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On The Cover—Rendering by John Amendola: Grumman F8F-I Bearcat, BuAer No. 95218, "Number 201" flown by LCDR. Caldwell, C.O. of VF-20A in June, 1947. This is the plane modelled by Monogram in their excellent 1/72 Kit. The box art on the kit quite accurately represents Caldwell's plane. The only suggestion I'd make is to be sure you check the photo of this plane on page 7 of Profile #107. Note the afterbody, around the tailhook, is unpainted, and also note Caldwell's name is on the canopy frame. See also IPMS-UK magazine for December, 1967 and March, 1968 for detailing the Bearcat.

Late Again! Issue Number 3 which should have been out in September was mailed in October, and this issue which should have been out in December was (hopefully) mailed in January. Things like my newness to the task (I haven't done any illustrating or typing for 15 years), family, home, job (business is picking up at Boeing, and I've been coming in early and staying late, and working Saturdays pretty regularly lately) all contribute to a late quarterly. I hope this one is enough better than my first one to have been worth waiting for.

*See you, Jim*



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Scale Models

# .....ON CONVERSIONS by Bob Steinbrunn

IPMS-EASTERN PENNSYLVANIA NEWSLETTER Vol. 4, No. 10 Oct. 1971

## Pzkw IV ausf. G

For those of you who are inclined toward "Armorsville" we offer a simple yet different AFV conversion, the many-versioned PanzerKampfwagen Mk IV.

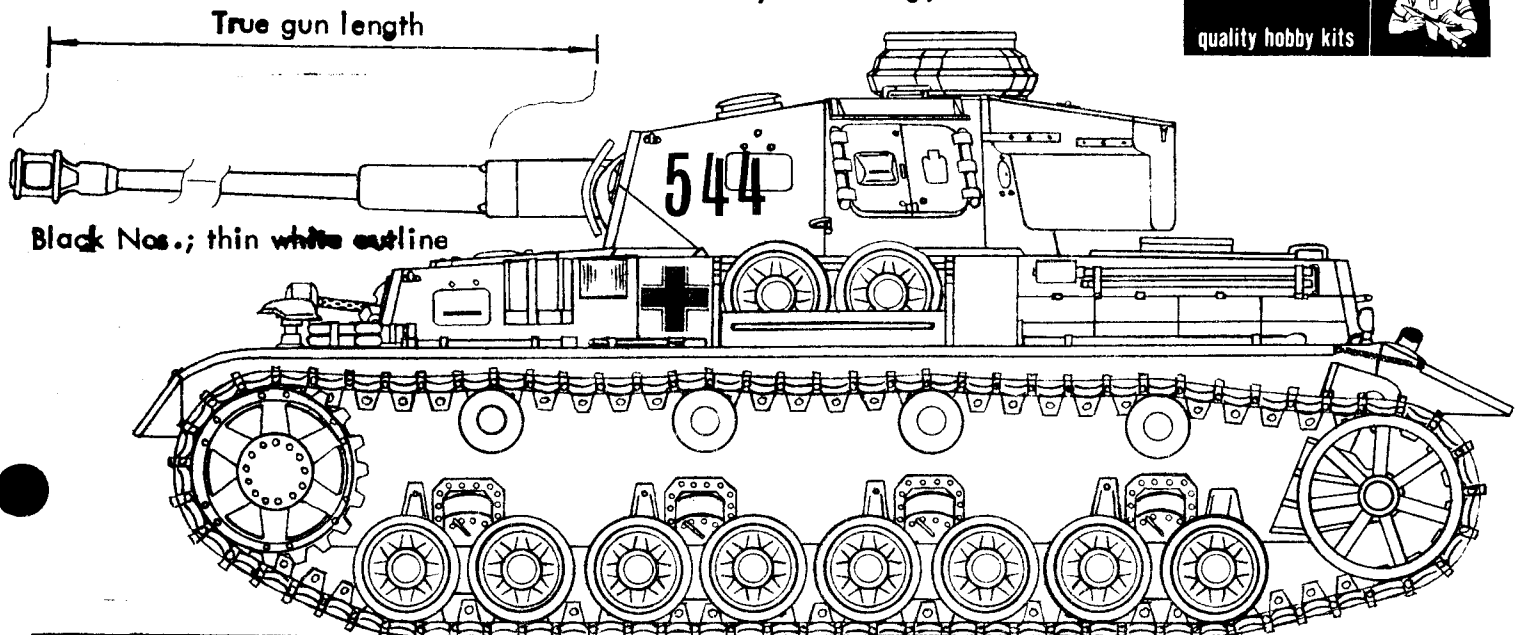
The subject of this article is the Ausfuehrung G. This version came off the production lines in 1942 and was manufactured for the most part at the Nibelungenwerke of St. Valentin in Austria. The move from Germany was necessary because of ever-increasing Allied bombing of the Krupp works.

The Ausf. H by Monogram in 1/32nd scale was used for the conversion, and strictly speaking is actually an Ausf. I. The main external difference was a semi-cylindrical housing for extra radio gear on the right side of the upper rear hull plate. This must be removed and the resulting hole filled in. (See Figure A.) This is the first step of the four required to make an Ausf. G.

The kit's return rollers are the later steel rimmed type. The scarcity of rubber was not so evident in 1942 and the G had rubber rollers. Simply turn the kit rollers around and you have the earlier rubber ones. (See figure B.)

The Ausf. H had an L/48 length barrel. Shorten this approximately 12mm to make the G's L/43 barrel. The earlier Ausf. and the G barrel were the same length, the difference being a ball-shaped muzzle brake on the F2, and a double baffle type common to most German tanks on the G. (See figure C.) At this point add four bolt heads made from sprue to the front face of the mantlet. —————→

SEE ALSO: IPMS-US Quarterly, Q6#2  
Military Modelling, December 1971



Redrawn from Bruce Culver's article, IPMS-US Q6#2

The commander's one-piece disc hatch was cut into two sections and hinges and grab handles were made from stretched sprue. (See figure D.) This completes the conversion, but the model is far from complete if you have the inclination to spend some time locked away from your fellow man in order to add additional detailing. Here's what I did:

All of the pegs and struts from the side hanging armor were removed and the holes were filled in. All of the holes and slots for motorization were filled in. This was easy on this one, but on certain Tamiya tanks you have to add the gearbox since it houses the axles. I usually dispense with the gearbox, fill in the slots, and just make new axles from brass tubing. Appearance-wise, I think it's worth the effort, especially if you leave the hull hatches open and don't have to look in on all that whirring machinery.

The left turret hatch was cut in half and cemented open. The hinges were cut off and reversed so they would show. An opening was cut into the turret side, and all scopes, grab irons, and locking handles were made from scrap.

The kit jack was replaced with a more detailed Tamiya one, and notches were cut into the ratcheting strut. The solid exhaust pipe on the muffler was cut away and was replaced with a better appearing one made from brass tubing.

At this point a kit innaccuracy was corrected. The hull and turret lifting hook plates were shown in the directions installed upside down. They were placed properly and the hooks were carved out of solid peg. (See figure E.)

The kit's hull machine gun was replaced with a nicer looking Tamiya gun. Separate grab handles were cut into the top of the Jerry cans with a hobby tool, and round filler caps were made from scrap. (See figure F.)

The round turret roof vent was cut off and shimmed in order to produce a venting slot around it's perimeter, (figure G) and holes were drilled in all spare track link teeth for accuracy. (See figure H.)

The radio aerial was made from stretched sprue, and a Schmeisser machine-pistol was placed in front of the commander on the turret roof.

Holes were drilled in both front towing pintles, locking handles made from sprue were added, and as a grand finale (big deal) I hung on some towing chain which is connected to both pintles. (See figure I.)

The tank is finished in panzer gray with irregular white blotching as might be found in the early spring of 1942 on the southern sector of the Russian front. It represents the 4th vehicle, 4th Zug, (platoon) of the 5th Kompanie of Panzer Division "Grossdeutschland". The crew are wearing Army camouflage uniforms of tan, brown, and green, and could as easily be still wearing the winter uniform.

As invaluable references I used "Panzer IV Variants" by Bruce Culver, which appeared in Volume 6, No. 2 of the I P M S Quarterly, (and is more comprehensive than this article on other variants) and "PzKw IV" by Uwe Feist.

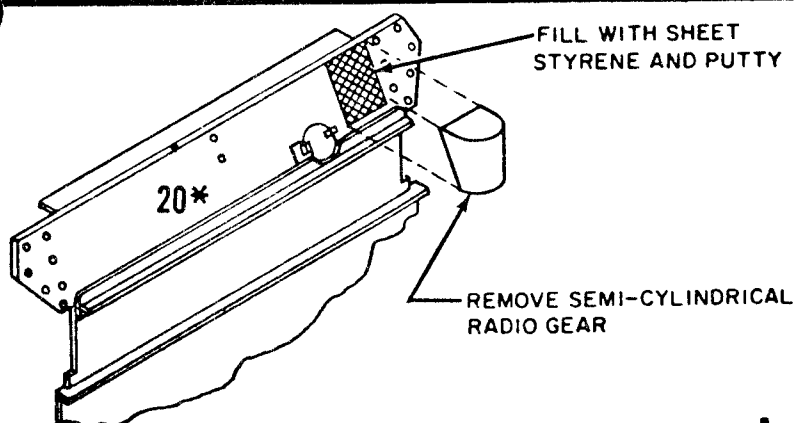
I hope you have as much fun on yours as I did on mine.

# .....ON CONVERSIONS

ART BY REGGIE ROGERS

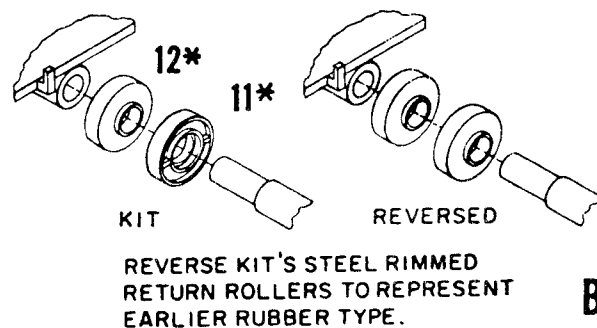
Pzkw IV ausf. G

(\*) ASTERISK BESIDE NUMBER DENOTES MONOGRAM'S KIT PART NUMBER.



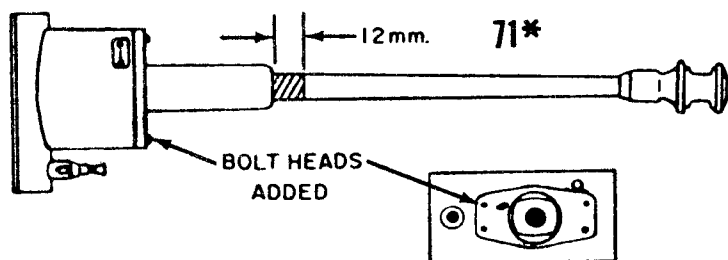
UPPER REAR HULL PLATE

A



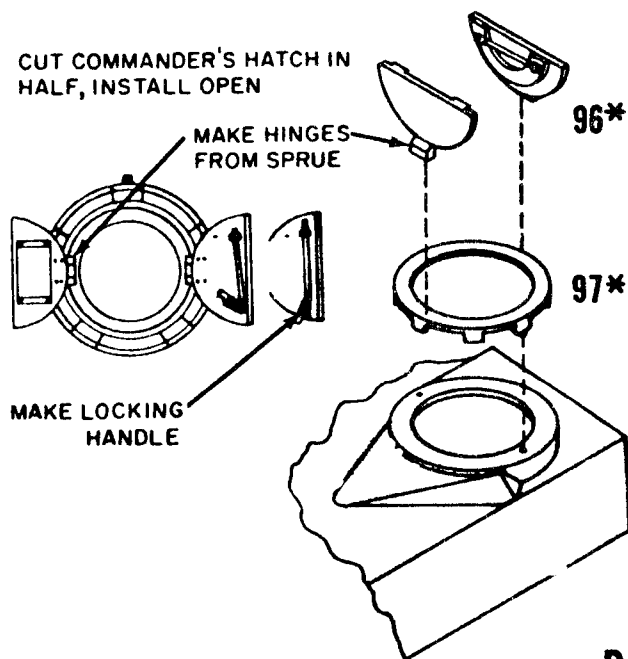
B

"G" MODEL BARREL AFTER TAKING APPROX. 12mm. OUT AT THIS POINT



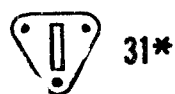
C

CUT COMMANDER'S HATCH IN HALF, INSTALL OPEN

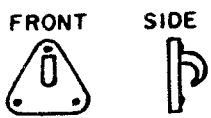


D

TURRET AND HULL LIFTING PLATES.



AS SHOWN ON DIRECTIONS



CORRECT, AND WITH HOOK CARVED OUT

E

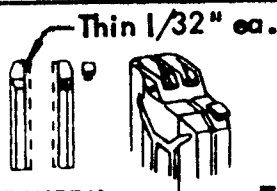
JERRY CANS - TOP VIEW



KIT'S



AFTER CUTTING HANDLES



74\*75\*

F

TURRET ROOF VENT.



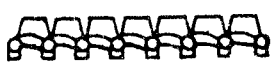
BEFORE

AFTER

G

SPARE TRACK

TEETH' OLES TO BE DRILLED OUT.



BEFORE

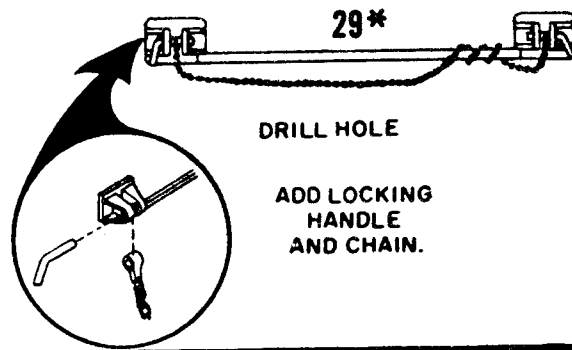


AFTER

34 35 36 37\*

H

FRONT TOWING PINTLES



I

# FOKKER DR. I TRIPLANE

Lieut. Kirschstein

JASTA 6

**GENERAL:** I have laid this scheme out fully in the three scales for which decent kits are available: Revell 1/27, Aurora 1/43, and Airfix/Revell 1/72. The sketches provide full size layouts in all three scales only for the horizontal tail. The body layout shown is for the 1/27 Revell, and illustrates the method for all. The wing layout example is to no scale, but illustrates the method for all three wings, and the spreader bar in all three scales.

Only those kit corrections that have a substantial effect on the color scheme are noted here.

Before starting work you need to make a cardboard triangle as shown in Figure 1.

**HORIZONTAL TAIL:** Lay your tail on the appropriate sketch in Figure 2 and transfer the striping to both sides. Note that the outboard-most line must pass through the crotch of the body-mounting-notch at the point marked "START".

**BODY SIDES:** Lay a body half on a clean piece of paper and trace a close outline like Figure 3. If you're building the big Revell, just use Figure 3 directly. Locate the point marked "START". Pick dimension A off your horizontal tail; transfer it at regular intervals along the body "Datum Line" fore and aft of "START". Using your cardboard triangle draw a line through each point marked on the datum line, at angle  $\Theta$  with the datum line. Repeat for the other side.

**BODY TOP:** Tape the body halves together. Lay the horizontal tail in place. The edges of the outboard black chevrons should coincide with the body side stripes, if not your layout is off. Having determined that your layout is ok, extend the outboard tail chevron onto the body. Mark dimension A at regular intervals forward along the body spine starting with the point of the extended outboard tail chevron. Draw lines on the body top connecting the points thus marked with the ends of the body stripes along the datum line.

**BODY BOTTOM:** Using your cardboard triangle, extend a line forward from any of the body stripe lines to intersect the body center line at angle  $\Theta$ . Mark dimension A at regular intervals fore and aft from the point thus found on the center line, and connect these points with lines to the ends of the bodyside stripes.

**WINGS/SPREADER BAR:** Locate the longitudinal center lines of these surfaces, and mark same. Pick dimension B off your horizontal tail, and mark it at regular intervals from the centerline and draw stripe outlines at angle  $\Theta$  to the centerline, through these points along the span, as shown in Figure 4.

**COWL, WHEELS, STRUTS, RUDDER:** These parts are all white.

**INSIGNIA:** Using the "Iron cross" decals from the kit as templates trace outlines in the appropriate places. Erase the black stripe outlines adjacent to the insignia, and mark in parallel outlines as shown in Figure 5.

**PAINTING:** Lightly scribe the plastic over all the lines you've drawn before assembling the basic body, wings, horizontal tail, struts, and spreader bar.

Spray overall white. Mask out the white areas using the scribed lines as guides (this is a lot more laborious than those few words would seem to imply—in fact—you'll spend a couple of evenings at it). Spray overall black. The reason we included the insignias was to have them the same sheen and texture as the rest of the black on the plane.

Finish assembly and detailing. If large size and a flashy finish is what wins contests (as many of us suspect) how can you loose with this scheme on a Revell 1/27th model?

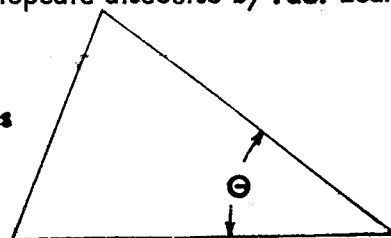
## REFERENCES:

- a.) Airfix magazine for July, August, and October, 1969. An encyclopedic discourse by Paul Leaman.
- b.) Profile 55



Triangle for marking stripes

Figure 1



*Jim Schubert*

"BODY DATUM LINE"

Figure 3

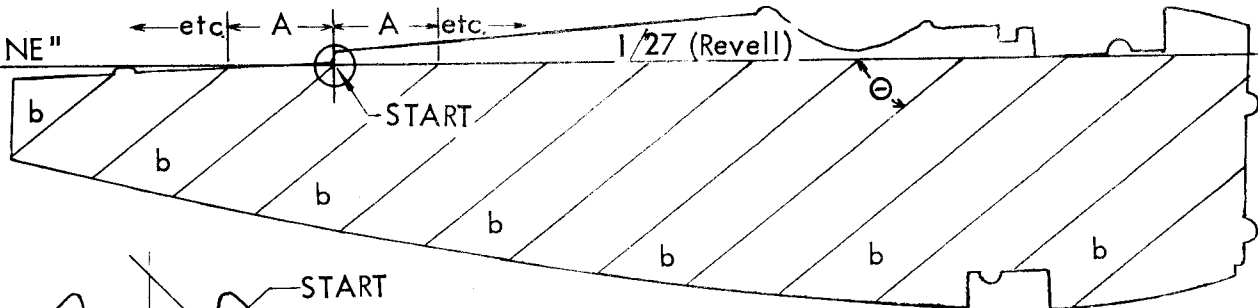


Figure 2

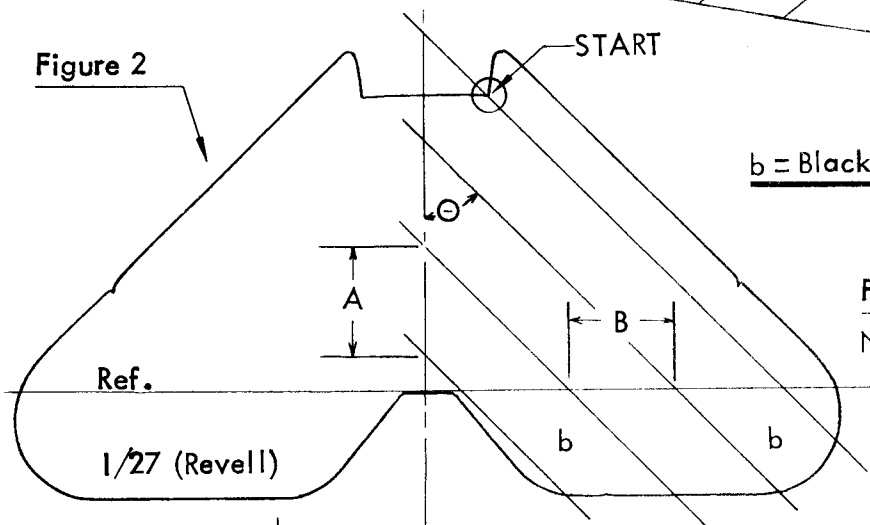
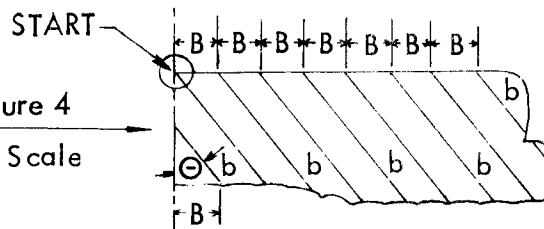


Figure 4

No Scale



Fokker Dr. I Triplane

Lieut Kirschstein

Jasta 6

Black and White Stripes

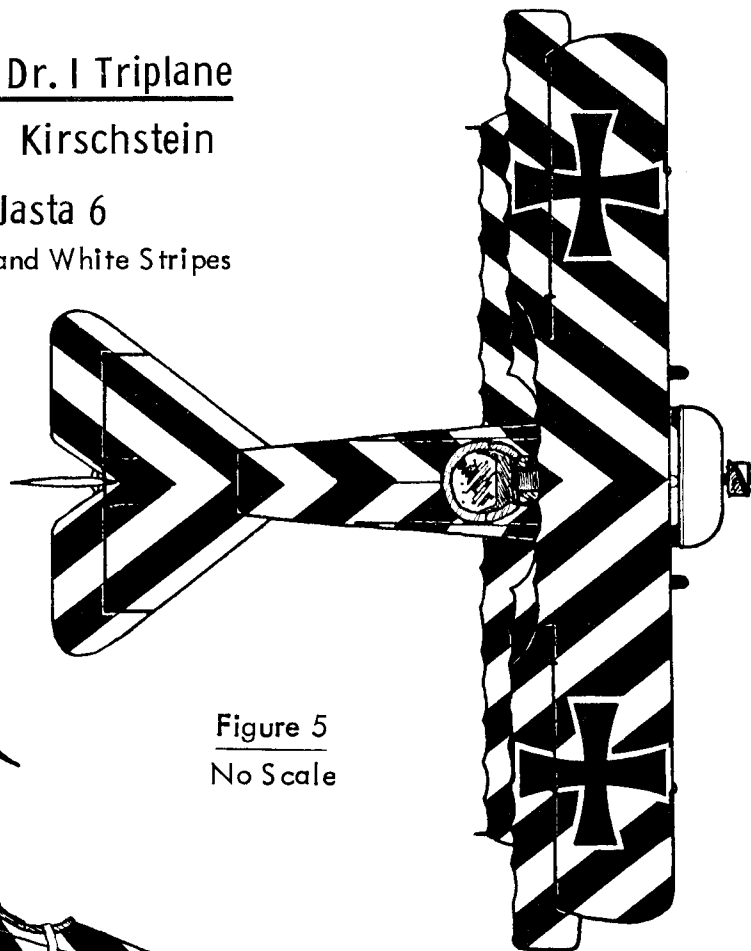
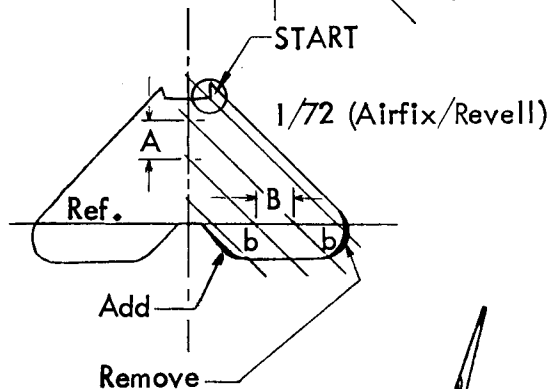
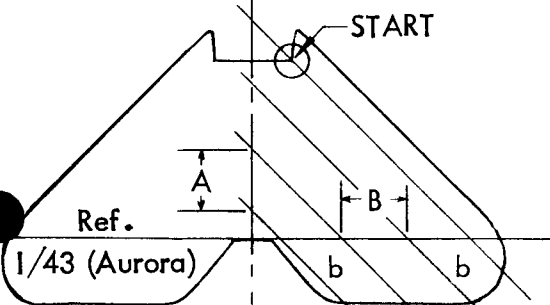
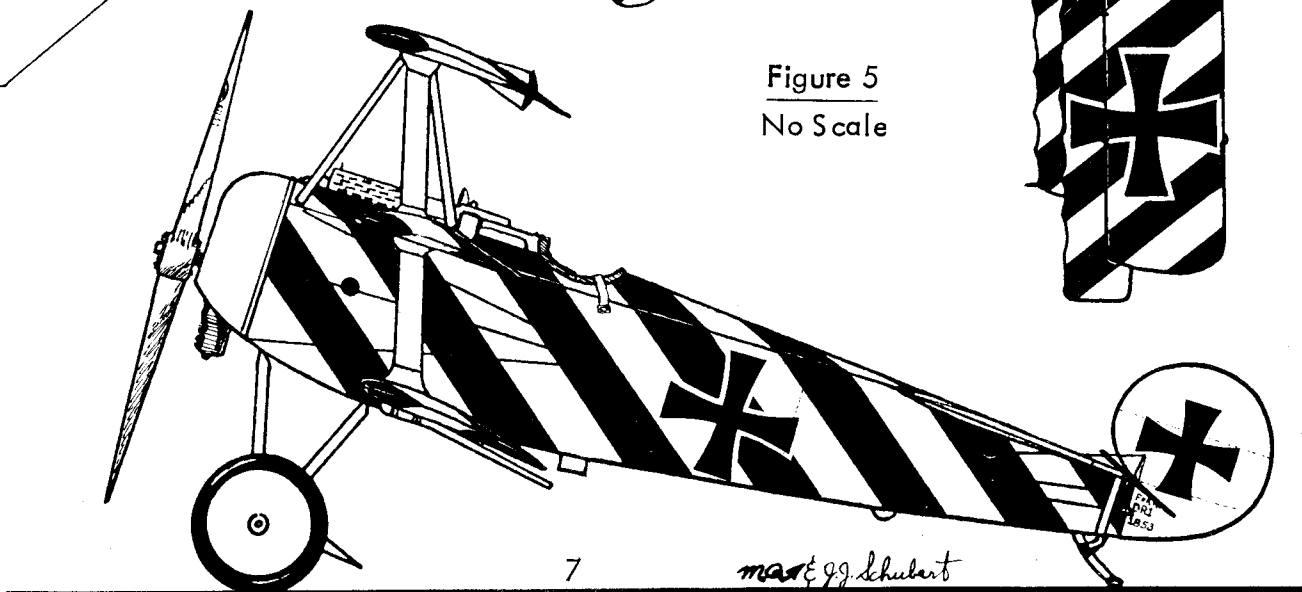


Figure 5

No Scale



SECRETARY/TREASURER'S REPORT  
by Larry Buettner

The November business meeting brought about several changes to club policy. They are given below for those of you who were unable to make the meeting.

1. It was decided to raise dues to \$4.00 per year.
2. It was decided that the \$4.00 could be paid in one payment or two (\$2.00 each) payable in January and June.
3. It was decided that the standard \$1.00 per year dues would be retained.
4. It was decided that to defray the hall rental fee, we would begin charging an admission of 25¢ per person beginning in January. This admission charge is to be dropped should we find a place for which we are not charged.
5. It was decided that we would hold drawings for models to be given away at the meetings. Funding for this activity would come from the admission fees. Any funds collected in excess of the hall rental fee would go toward the purchase of kits to be given away at the following meeting.
6. It was decided that Mike Edwards would place a box in American Eagles so that members would have the choice of taking their 10% discount or placing it in the box for the club treasury.
7. It was decided that separate offices of secretary and treasurer would be created.

As of December 6, 1971 our total chapter membership is 166.

American Eagles, Combat Hobbies of Atlanta, and Art's Hobby Shop in Jacksonville also buy our Quarterly for resale in their stores.

FINANCIAL STATEMENT

Balance in Vol. 2 # 2	\$262.95
Total income (May 28 to December 6)	<u>369.14</u>
	\$632.09
Total expenses	<u>-417.14</u>
Year end balance	\$214.95
Itemized Expenses:	
Vol. 2 # 2 printing costs	\$ 35.65
Vol. 2 # 3 printing costs	109.73
Regional Convention Expenses (Hall rental \$78.75)	
(Refreshments 67.32)	146.07
Postage	24.94
Post cards for meeting notices	39.00
National convention expense	8.95
Name tag holders	3.15
Purchase 5 reams of paper for Quarterly	7.79
Envelopes - standard letter and 8" x 10" sizes	1.36
Repurchase of unsold Quarterlies	4.50
Rental on PO Box 24427 until July 1972	<u>36.00</u>
	\$417.14

By the time you read this, my term as secretary/treasurer will have expired. I have been appointed the Regional Coordinator for this region and am here to help you with any problems you might have with the national. If you have a problem, write or call me first. My job is to work out those problems. My address and phone follow: 3245 S. Ferdinand St.  
Seattle, Wash. 98118 phone 723-6822

HAPPY HOLIDAYS  
8 Larry

**THREE**

color schemes

**FOR**

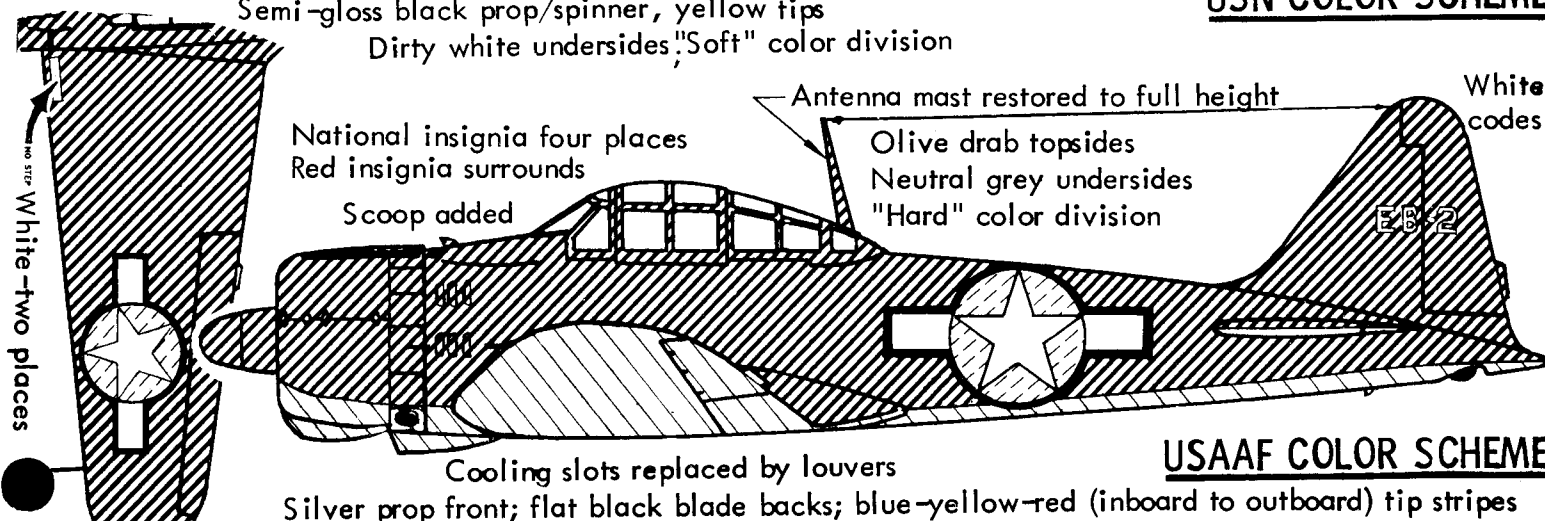
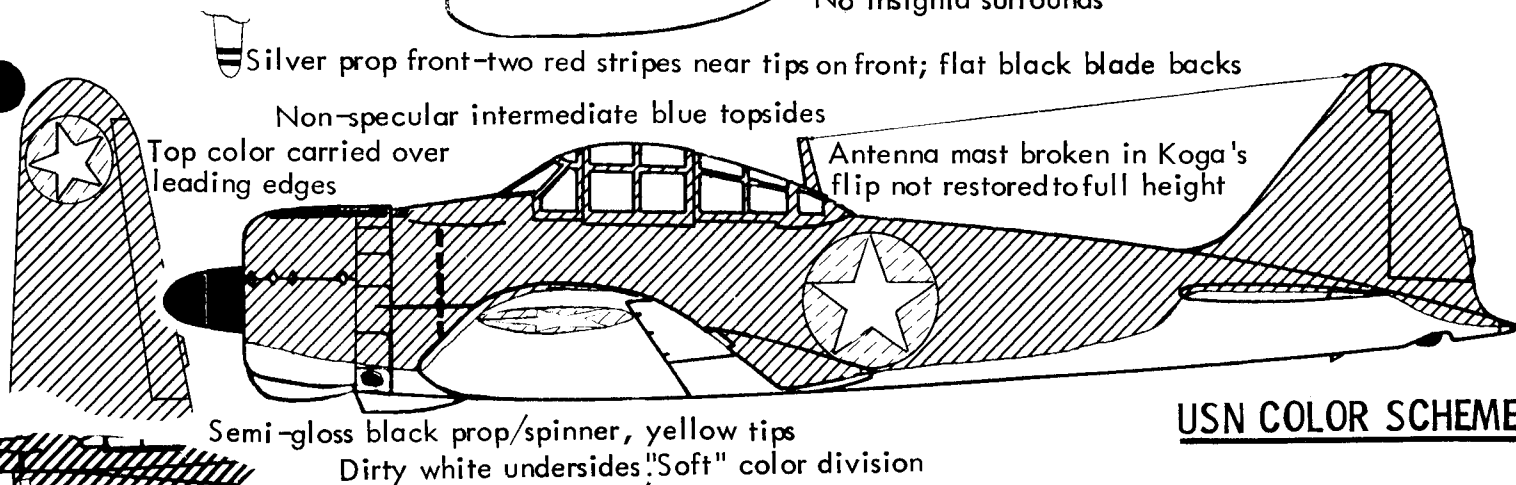
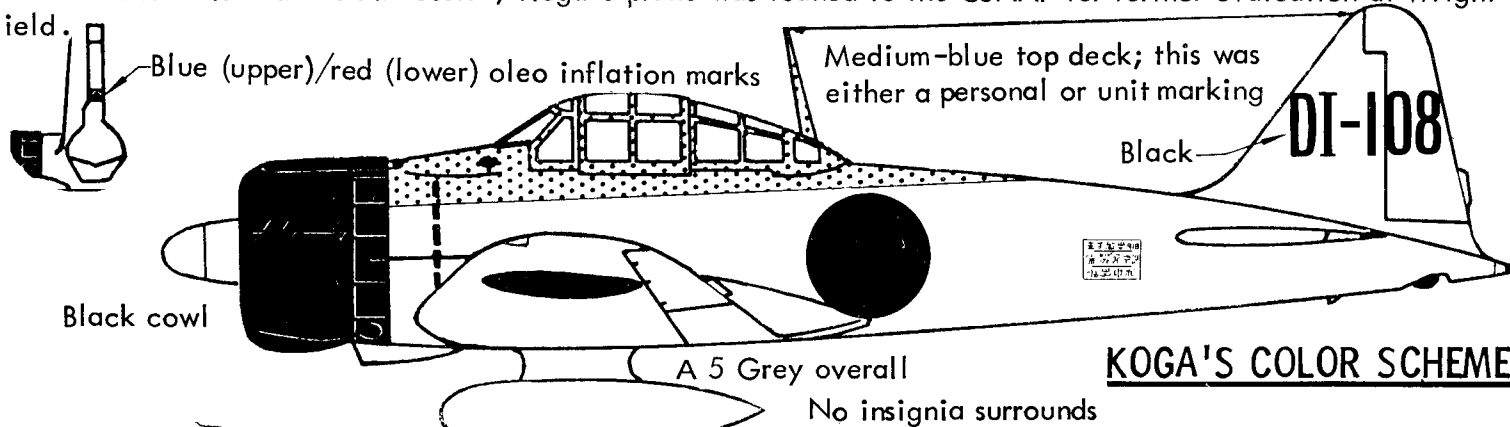
**ONE**

"ZEKE"

By **TERRY D. MOORE**  
& *Jim Schubert*

Petty Officer Tadayoshi Koga opened the canopy, cranked up the seat, for a clear view over the engine, and tended the undercarriage and flaps on his four month old Mitsubishi A6M2 Model 21 Reisen to essay a dead-stick landing on what looked to be an emergency American airfield on Akutan Island. A single bullet from a Catalina on defensive patrol had opened a leak in his fuel system through which all his fuel was pumped over-board. Unable to regain his ship, the IJN aircraft carrier "RYUJO" during this first raid of the Aleutians invasion, June 3-4, 1942, Koga was forced to land in enemy territory. The "emergency airfield" he had chosen, was in fact a bog. The "ZEKE" flipped on touchdown breaking Koga's neck.

His lightly damaged plane—the first captured intact—recovered a few weeks later by U.S. forces, was sent to the O&R shops at Naval Air Station-North Island, in San Diego for rebuild. Following extensive USN evaluation at North Island and Anacostia, Koga's plane was loaned to the USAAF for further evaluation at Wright Field.



**COLOR REFERENCES:**

1.) ARCO-Aircam Aviation Series No. 18 (Vol. I), R.M. Bueschel, Arco; \$2.95. Great photos of all three schemes; color profile, and shaded plan of Koga's scheme.

2.) PROFILE NO. 129.

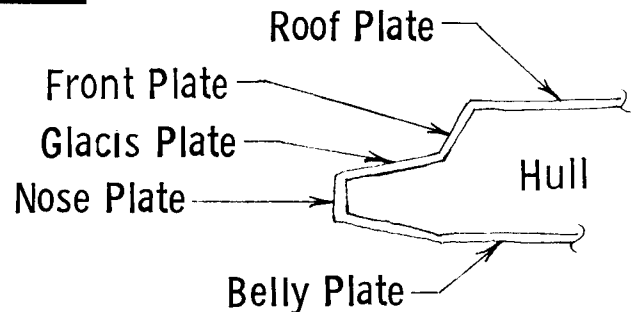
# TANK NOMENCLATURE

BY

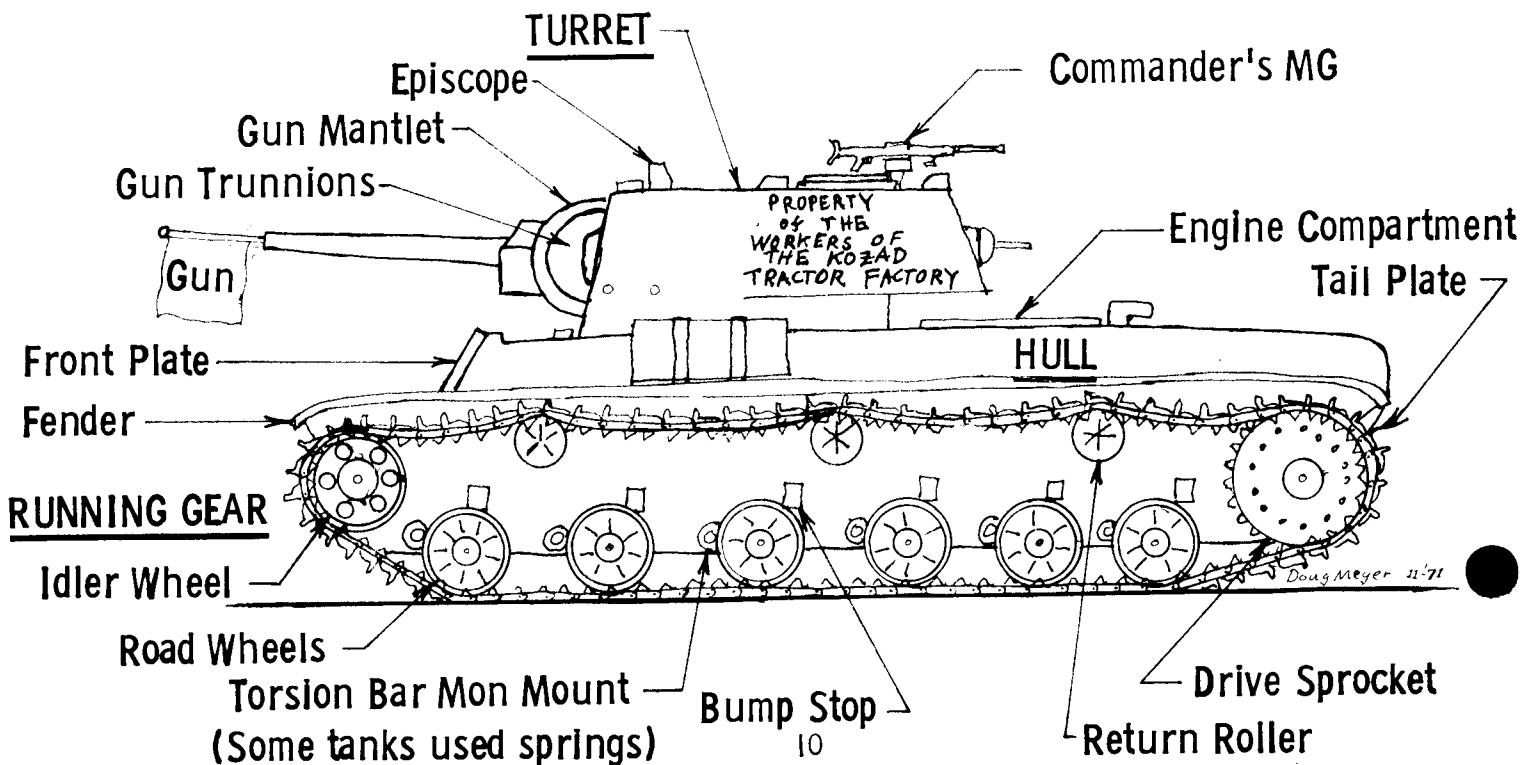
Doug Meyer

The following system of nomenclature is the one in widespread use among military historians, tank designers, military personnel connected with armor, and others. It is applicable to all types of tanks, except the World War I rhomboidal types. It can also be used with other types of armored vehicles, including armored cars, self-propelled guns, and armored personnel carriers. The basis for the system lies in the division of the tank into three areas: The Running Gear, on which the tank rides (including the suspension); The Hull, which is the main body of the tank; and The Turret, which carries the gun. "Turret" is the word used even when it is non-rotating. On a turretless vehicle, or one with limited traverse, the gun trunnions will not be clear of the top line of the hull.

## FRONTAL ARMOR :



## GENERAL NOMENCLATURE



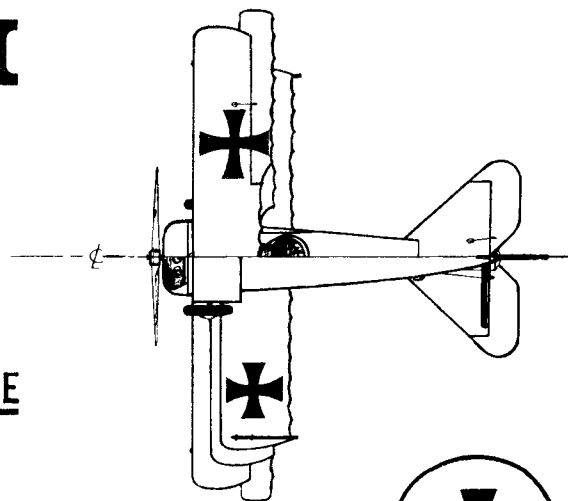
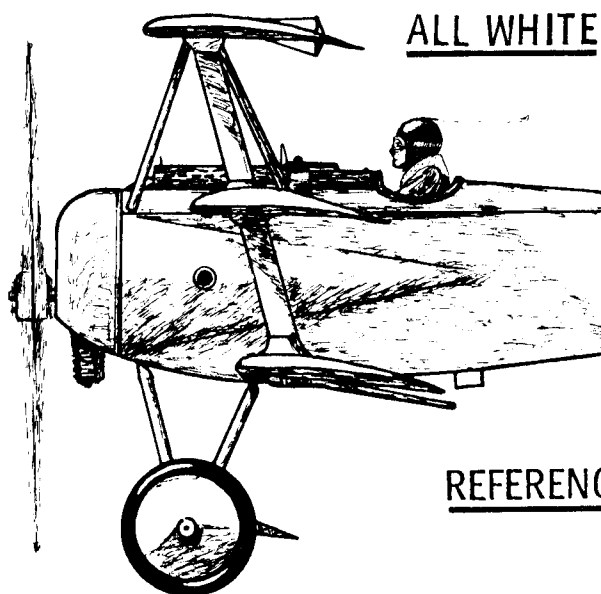
# FOKKER DR. I

## ● TRIPLANE (Another?)

Dr. I 545/17

Lieut. Weiss

Jasta II

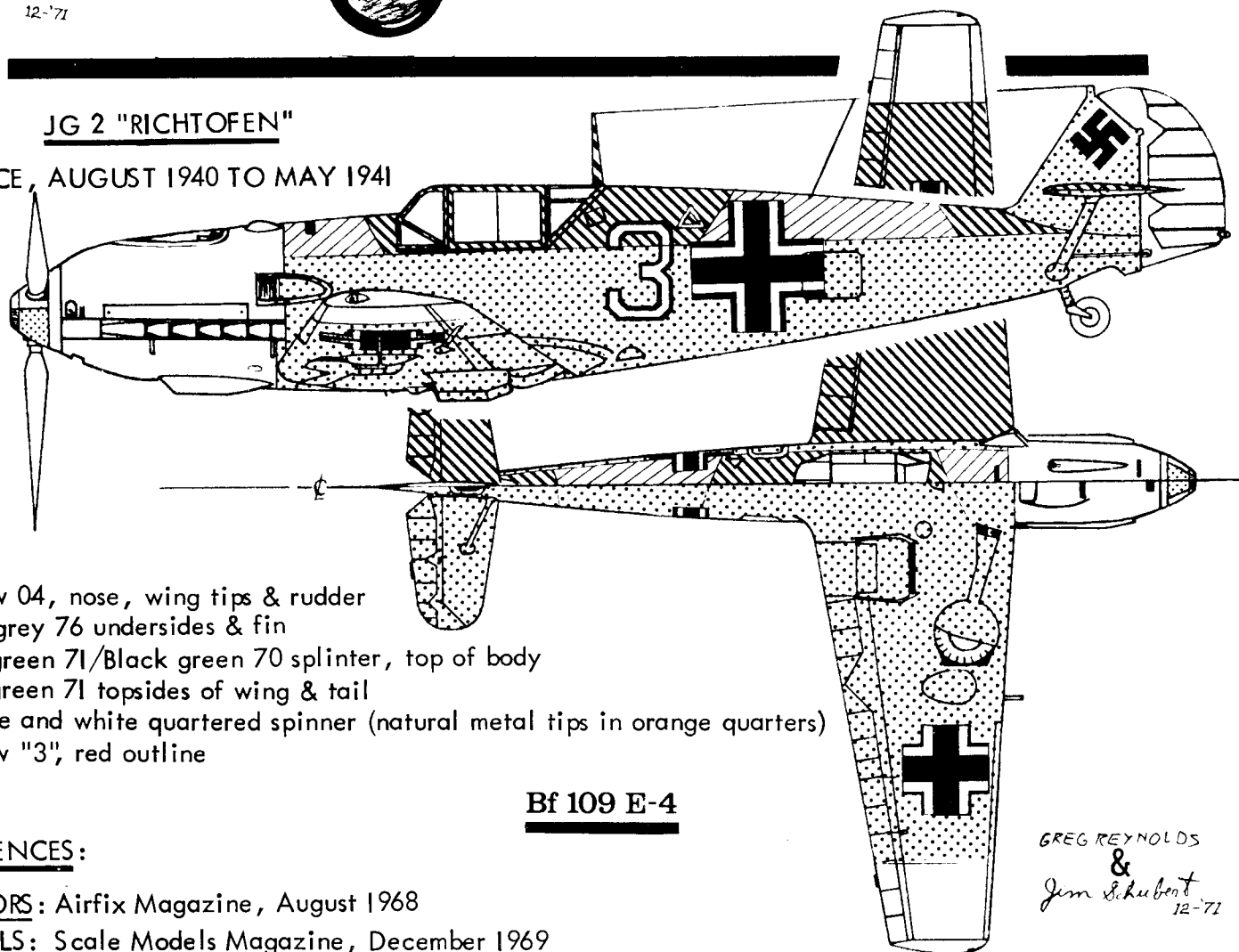


REFERENCE: Airfix magazine for October, 1969.

*max 898*  
12-'71

JG 2 "RICHTOFEN"

FRANCE, AUGUST 1940 TO MAY 1941



Yellow 04, nose, wing tips & rudder  
Light grey 76 undersides & fin  
Dark green 71/Black green 70 splinter, top of body  
Dark green 71 topsides of wing & tail  
Orange and white quartered spinner (natural metal tips in orange quarters)  
Yellow "3", red outline

Bf 109 E-4

REFERENCES:

COLORS: Airfix Magazine, August 1968

DETAILS: Scale Models Magazine, December 1969

GREG REYNOLDS  
&  
Jim Schubert  
12-'71

# Grumman F-14A

## TOMCAT

ERRATA: First prototype had missile racks on first flight.  
(See Vol. 2, No. 3 this newsletter)

### SKETCHBOOK (Part Two)\*

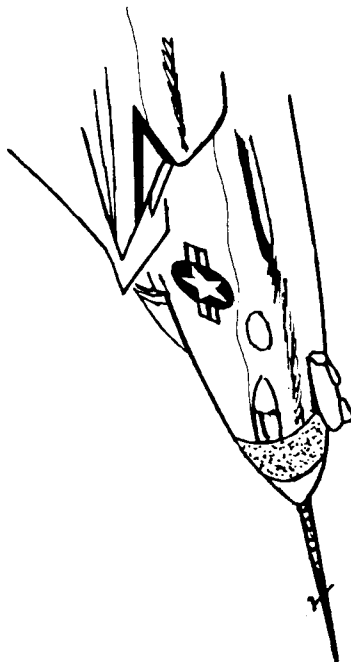
*Terry D. Moore*  
11/21/71

Repaint / Remarking of Number 2 prototype, as noted. Balance of color scheme and markings as shown in Part One of this article.



Orange-red (not Dayglow)

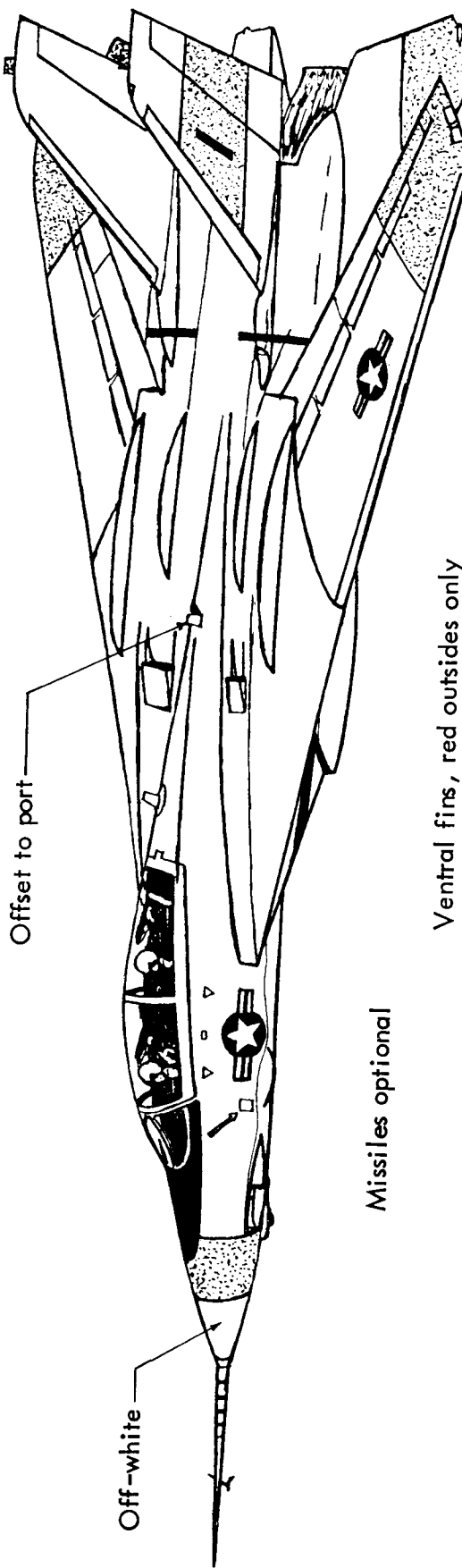
F-14A  
Style of serial No. under stabilizer.  
**157991**



Detail of I-R scanner

Fin/rudders, red outsides only

Spoilers too are white  
Black "1" - both tails



Missiles optional

Ventral fins, red outsides only

\* Part One in Volume 2, Number 3

SPECIFIC REFERENCES: Aviation Week & Space Technology for December 6, 1971  
Aviation Week & Space Technology for September 13, 1971  
Aviation Week & Space Technology for December 20, 1971

# A BIT O' LACE

by Accurizing the Airfix B-17G

Terry D. Moore

## PART ONE

B17G "A Bit O' Lace" started life as a B-17G-40-VE (Block #40, 9th production batch built by Vega) USAAF Serial 42-97976. Assigned to 709th Bomb Sqdrn.; 447th Bomb Group at Rattlesden, Suffolk. She flew 83 missions during her life. Post-war she was flown to Kingman, Arizona and broken up for scrap.

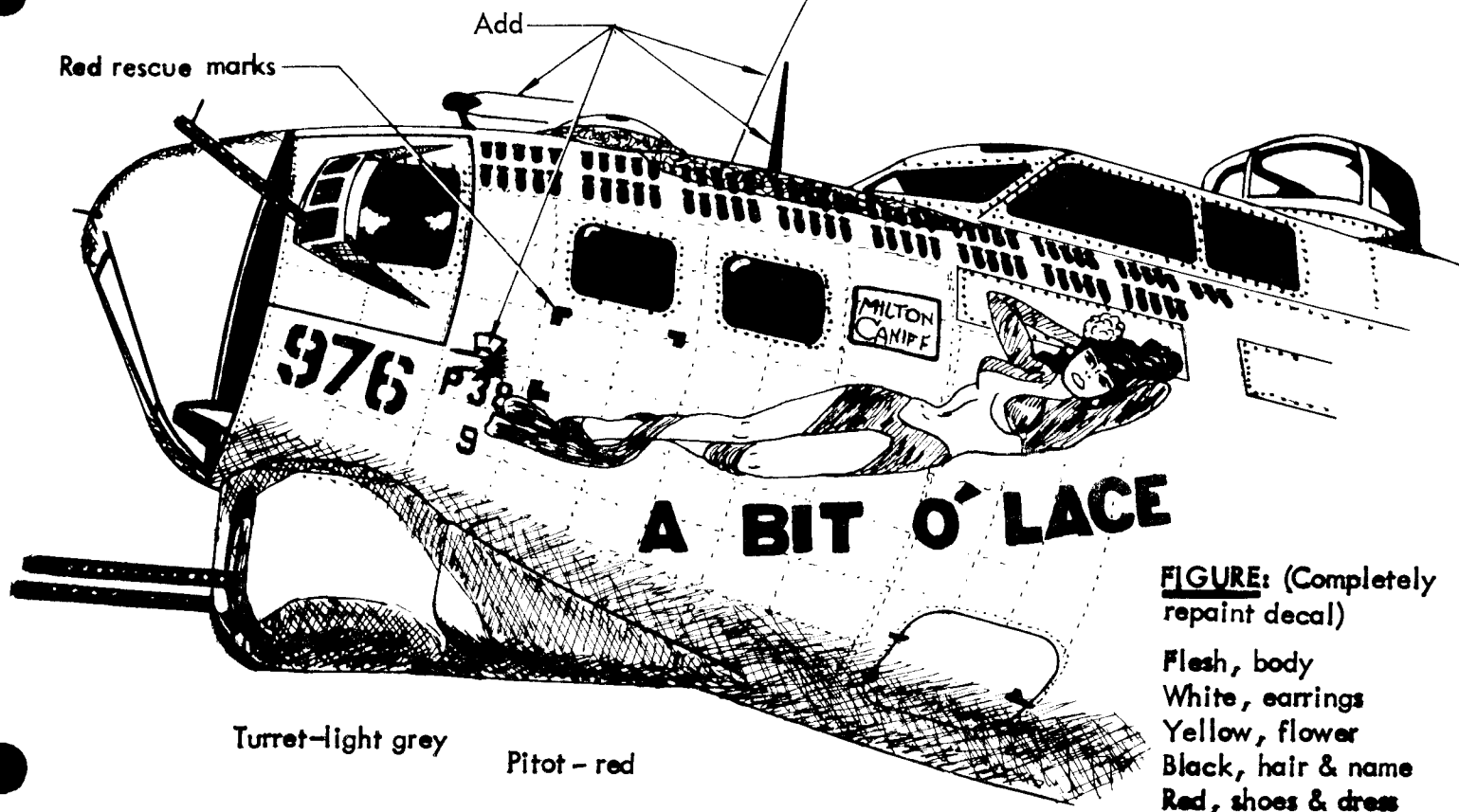
The kit is basically ok, but some correction is needed.

The chin turret fairing must be filed to a more symmetrical shape. Add a pitot tube to the port nose. Add the various antennae on top of the nose. The ADF antenna should be offset one panel line to port. Rescribe the ventral hatch and bomb doors. The hatch is square with round corners. The "Cheyenne" tail turret has the guns enclosed by a spheric mantlet instead of the large opening given by the kit. Reduce the size of the three bumps on the dorsal fin. Fill gun slots with Elmer's glue. When dry it shrinks into a good simulation of the canvas bags over the slots. Rescribe life raft bays. Since the body was not flush rivetted, do not sand off the rivets. Do sand the rivets off the wing as it was flush rivetted. Rescribe wing flap detail on underside of wings. Fill the stbd. trim tab as the 17 only had a tab on the port aileron. Cut out individual cowl flaps.

The Airfix and MPC box art is way off on some items, so see the sketches for correct details. Use some other decals for the national insignia as the kit's are incorrect.

As the plane is shown after 83 missions, she should be aged with exhaust stains, and lots of dust and grime. Heavily stain the cowl flaps, cowl joint lines and nacelles. Prop leading edges and tips should be abraded bare. Areas behind the wheels should be muddy. A final touch would be to flatten the tires a bit.

### Next Issue- Interior Details



All lettering & numbers are black

# "A BIT O' LACE"

Natural metal overall  
O.D. anti-glare panels

Yellow fin/stablizer

O.D. upper,  
Neutral grey under

Bare spot

Yellow splotches fore  
and aft of port stab.

Exhaust stains on stab. too

Rescue marks under 3rd window—stbd nose

Black radio masts

Dark grey exhaust stain

Red rescue marks (both sides)

See wing details

See cowl details

Life raft bay

Cowl flaps natural metal

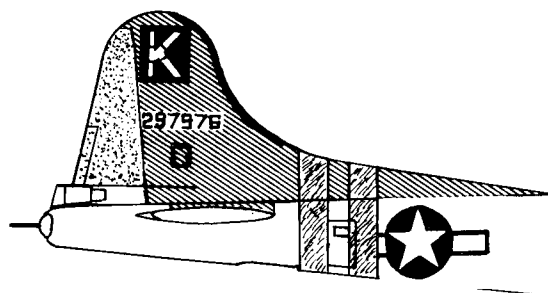
Dirty white cowls with splotches  
of clean white

Port hubs natural metal

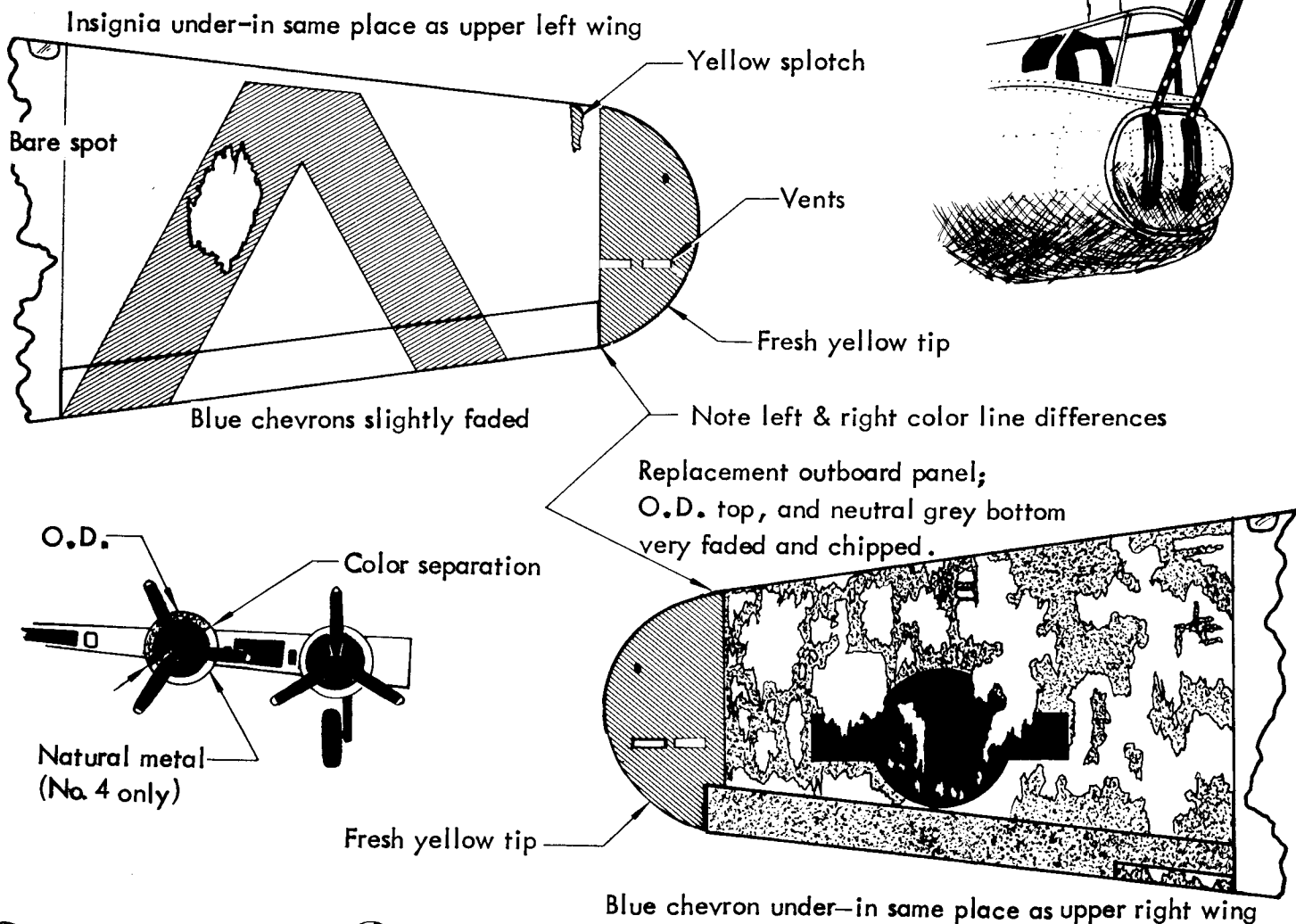
Stbd. hubs  
black

**AIRFIX**

Terry D. Moore  
11-71



Green stripe over insignia



- Dark Blue-Floquil RR50. Green-Pactra Flt. Green.
- Faded O.D.-Polly S Desert Brown, or Floquil Mud. O.D. Yellow-Floquil RR31.

## References:

- a.) Flight International Magazine (unknown Issue) Color photo—this plane.
- b.) The Mighty Eighth, by Roger Freeman; Group history.
- c.) Arco AIRCAM No. 15, Photos and a drawing.
- d.) Hell's Angels, by Steve Birdsall; Photo this plane
- e.) Koku-Fan; "Wide color" 008-B17; Drawing of this plane.
- f.) Flying Fortress; by Martin Caidin; General info.
- g.) Boeing Aircraft Since 1916; by Pete Bowers; General info.
- h.) Profiles 77 and 205
- i.) Flying Fortress; by Ed, Jablonski; General info.
- j.) B-17; by Steve Birdsall; General info.

Terry D. Moore  
11-71

# KAWANISHI TYPE 94 FLOATPLANES E7K1 "ALF" I & E7K2 "ALF" II

By *James J. Schubert*

## ALF I

Build him straight from the box, except correct the body side fabric per the sketch. The rear pit can also be closed per the sketch, if you are too lazy to detail it. If you leave it open, fit the Lewis gun from the Airfix Swordfish.

If you build BI-I per IPMS-UK magazine for Aug. 1971 delete the side windows per the sketch.

The sketch adds a fifth color scheme to the one in the kit, and the three in the IPMS-UK magazine

The bomb modification shown in the sketch is applicable to both Alf I and Alf II.

## ALF II

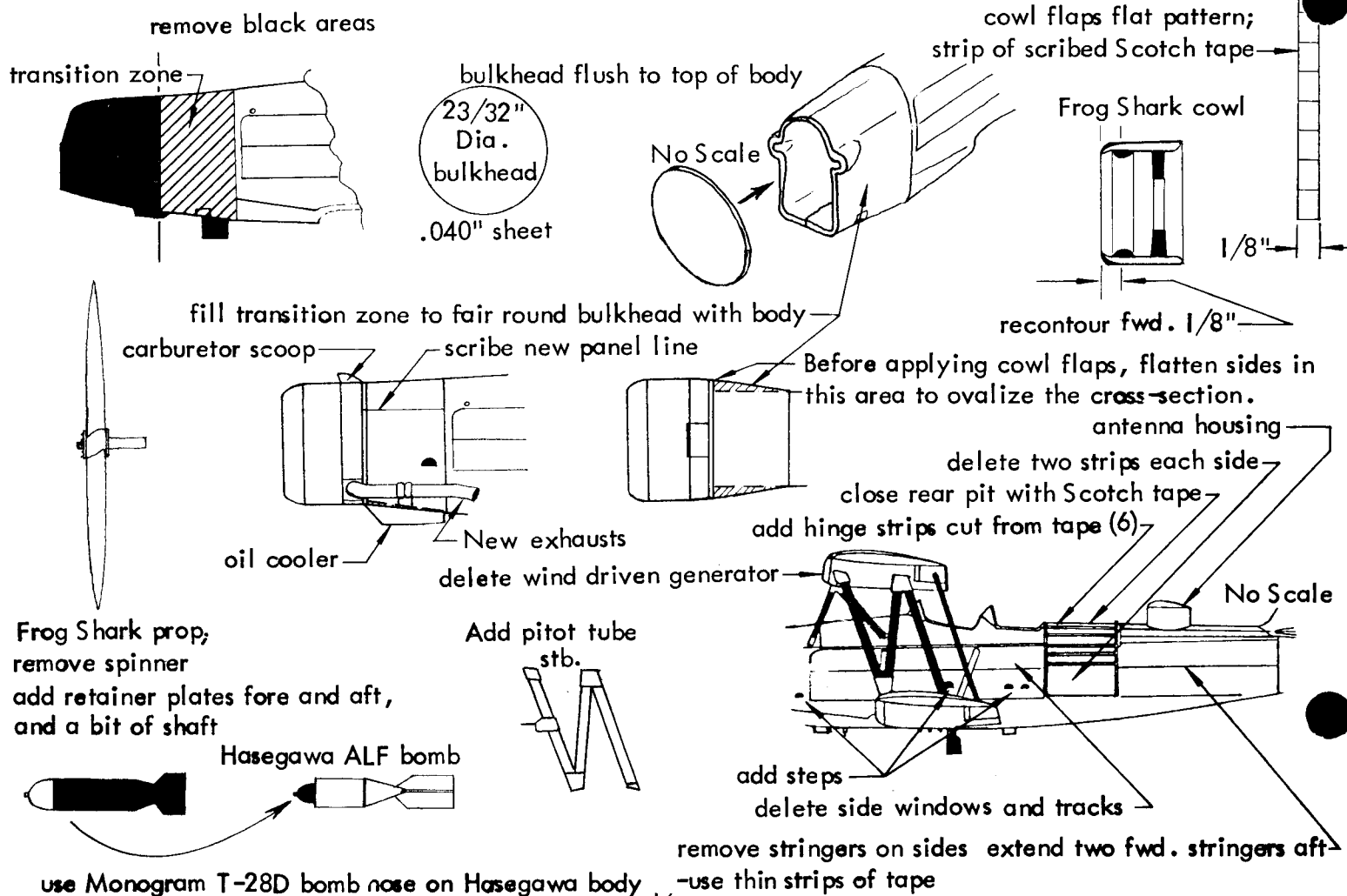
Except for deletion of the wind driven generator, all of the Alf II mods are on the body. Follow the details on the sketches.

**PARTS REQUIRED:** Frog, Blackburn Shark-Cowling  
-Prop  
Revell, Curtiss P-36 -Engine

**PARTS OPTIONAL:** Monogram T-28D -Bombs  
Airfix, Fairey Swordfish-Lewis Gun

## CONVERSION DETAILS

1/72 Scale (except as noted)

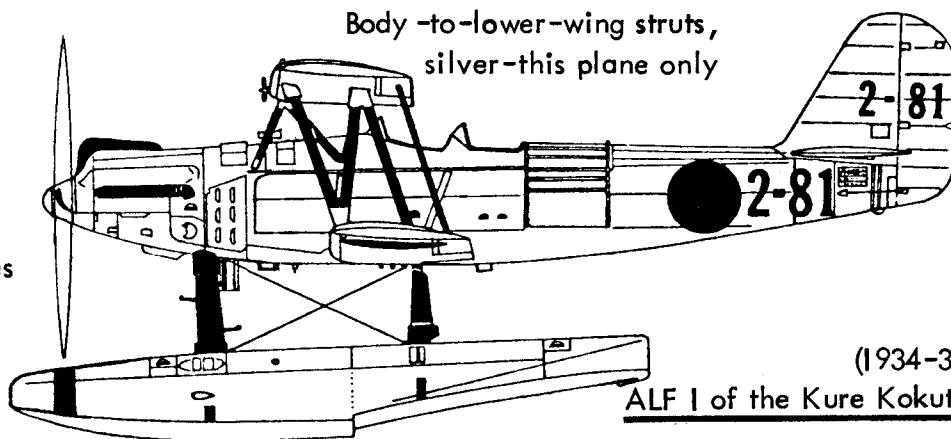


# KAWANISHI TYPE 94-1 & -2



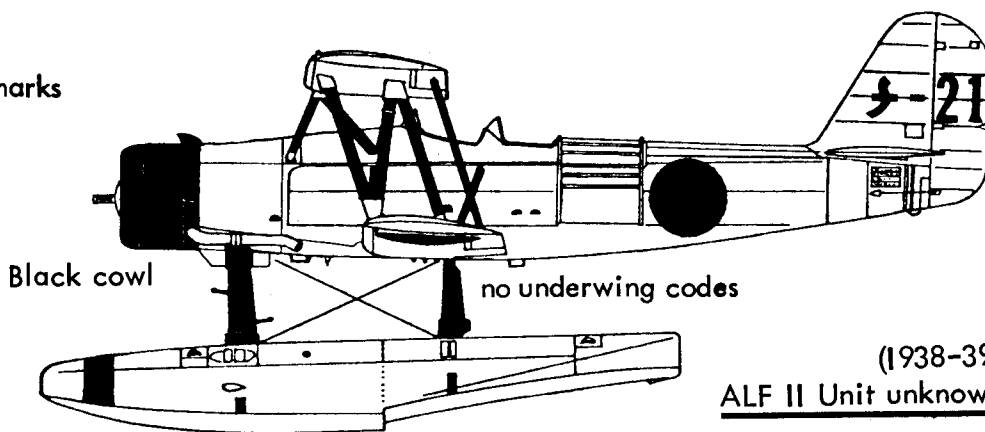
Underside-lower stbd. wing  
serial reads from aft-both sides  
Underwing insignia, typical  
-except for QI-2

Silver dope overall  
Black struts  
Black codes  
No insignia surrounds  
Red prop warning bands & cradle marks



(1934-39)

ALF I of the Kure Kokutai

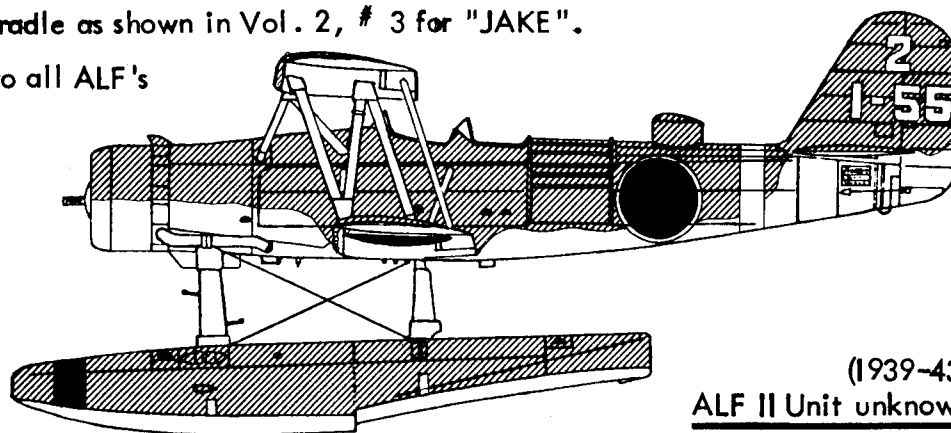


(1938-39)

ALF II Unit unknown

Wood props, All ALF's

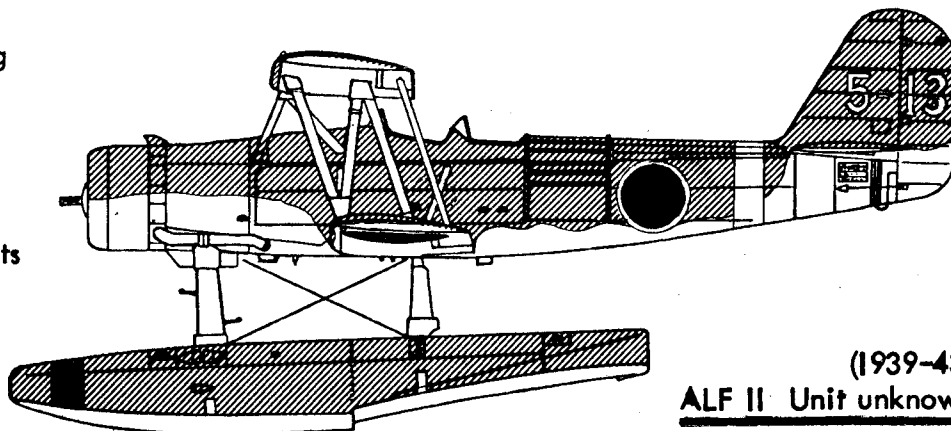
For both ALF I & II use a beaching cradle as shown in Vol. 2, # 3 for "JAKE".  
add maker's data plate (both sides) to all ALF's



(1939-43)

ALF II Unit unknown

N I Green topsides  
A/N 2 Grey undersides  
White band  
White codes on tail, none underwing  
Upper insignia only have surrounds  
Red prop warning bands  
White cradle marks  
Grey struts  
"Soft" color division, except on floats

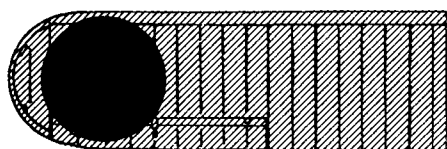


(1939-43)

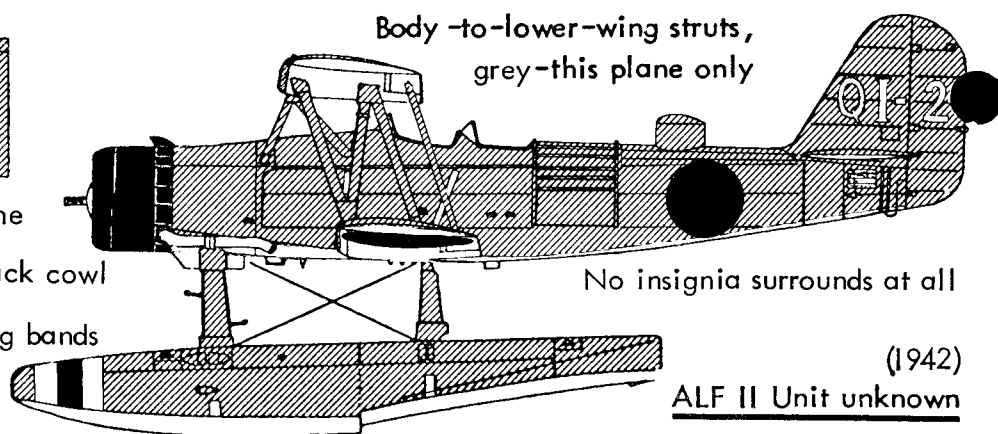
ALF II Unit unknown

Redrawn from IPMS-UK for 8-71  
J.J.S. 11-26-71

# KAWANISHI TYPE 94-2



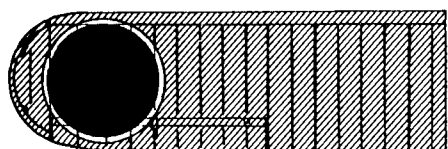
Over and underwing insignia-this plane



(1942)

ALF II Unit unknown

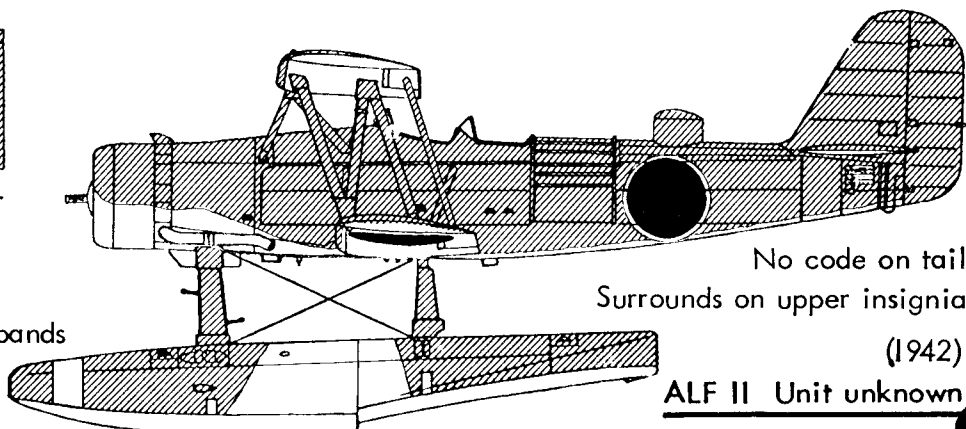
Aboard Heavy Cruiser Chokai



Overwing insignia, typical-except for QI-2 & UI-1



White prop warning bands



No code on tail

Surrounds on upper insignia

(1942)

ALF II Unit unknown

N 1 Green topsides

A/N 2 Grey undersides

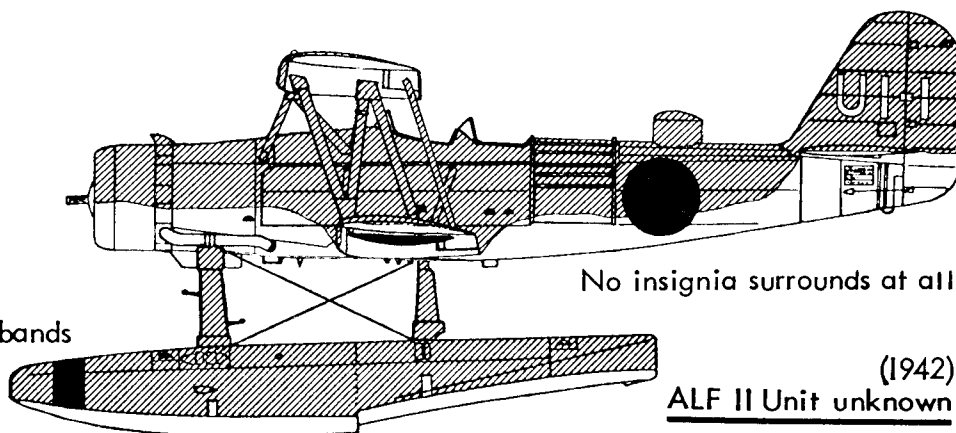
"Soft" color division, except on floats

Green struts

White codes

White cradle marks

No underwing codes



Red prop warning bands

No insignia surrounds at all

(1942)

ALF II Unit unknown

Aboard Light Cruiser Kashii

Redrawn from IPMS-UK fa 8-71  
g.f.d. 1-2-72

These three planes from cruisers based at Seletar on North shore of Singapore, 1942.

## REFERENCES:

- Floatplanes, Volume Six, War Planes of the Second World War; William Green, Doubleday; \$3.50 (Photo of BI-1, and 5-13; also E7K2 three-view)
- Japanese Aircraft of the Pacific War; R.J. Francillon, Putnam; \$18.00 (Photo of 2-81, 5-21, and 1-55; also E7K2 Three-view)
- IPMS-UK Magazine; August, 1971 (Sketches of 3-115, Z-55, and BI-1)
- The Koku-Fan, Great photos cut from unrecorded issues by Brent McCullough; these three planes

## TIPS

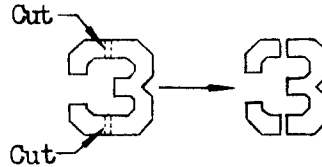
### PAINTING CANOPY FRAMES:

Do you have trouble painting canopy frames? Try this...Cut strips of tape the width of the canopy ribs, and place them on the ribs. Then apply Magic-Masker over the open areas up to the tape. Remove the tape before the Magic-Masker dries. This will leave a straight line ready to be painted without any trouble. Your canopy can be put on the body before painting, filled and masked so it can be painted with the rest of the plane. Dave Dodge

### STENCILLED MARKINGS:

Make your own! After the appropriate decal letters or numbers have been applied and have dried thoroughly, cut away the areas that should not be there with a sharp knife. Take care not to tear the decal, or you will have a mess.

Dave Dodge



### SMALL CLEAR AREAS:

For small windows, nav. lights, etc. use Elmer's, or a similar white glue; it dries almost clear. It can also be used to fill small holes before painting. After painting, just push the glue out of the hole. Terry Moore

### GUN TURRETS & WINDSCREEN SLOTS:

Since injection molded turrets and windscreens have to be slotted to pass over the guns or telescopic sights, they look unreal. Fill these slots with Elmer's as noted above. Terry Moore

### MASKING:

Use Scotch-brand Magic-Mending tape rather than masking tape as it gives a sharper line than does regular masking tape. Terry Moore

### EXTENDING THE MTBR\* OF X-ACTO BLADES:

Use your newest blade for decals and the like, as it dulls, downgrade it to plastic-only use, as it dulls in that duty, downgrade it still further to wood and the like, and finally use it only for cutting the flash of hard metal castings, then...Throw it away! Terry Moore

\*Mean Time Between Removals-that's airplane talk, you-all.

### FREAKING OUT WITHOUT HYPO-NEEDLES:

Since hypo-needles are so hard to get nowadays, use the plastic insulation from small gauge single strand wire. Remove the insulation-actually a fine tube- from the wire and cut into suitable lengths for gun barrels, pitot tubes, drains etc. If you use much of a length, don't pull the wire out of the tube, just pull it back a bit so that the remainder provides some strength. Terry Moore

### NAVIGATION LIGHTS:

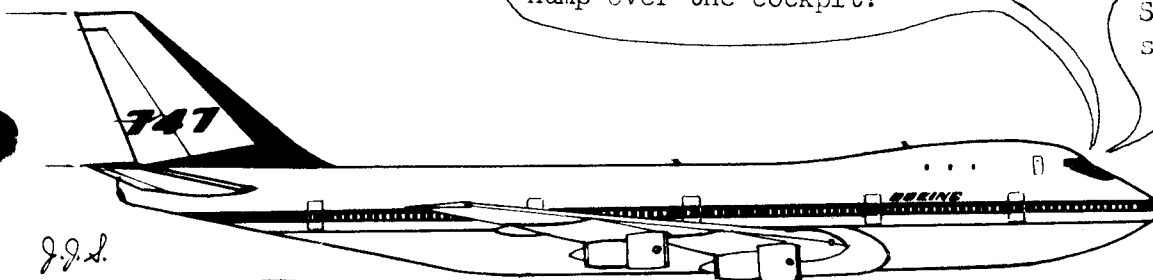
Use Pactra gloss insignia red, and Testor's #31 green for wing tip navigation lights; they are an exact match for the colors of these lights. Terry Moore

### HELP!

The editor of this quarterly will print an article on any subject(s) you desire. All you have to do is thoroughly research, write, and illustrate it. Having done this deliver it to the editor, and he'll print it with your name on it, right up there on top for every one to see.

Why does the 747 have a hump over the cockpit?

So the pilots can sit on their wallets!



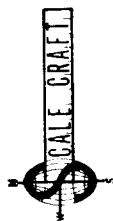
J.J.L.

1-9-72

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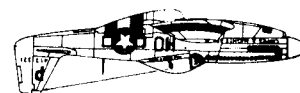
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