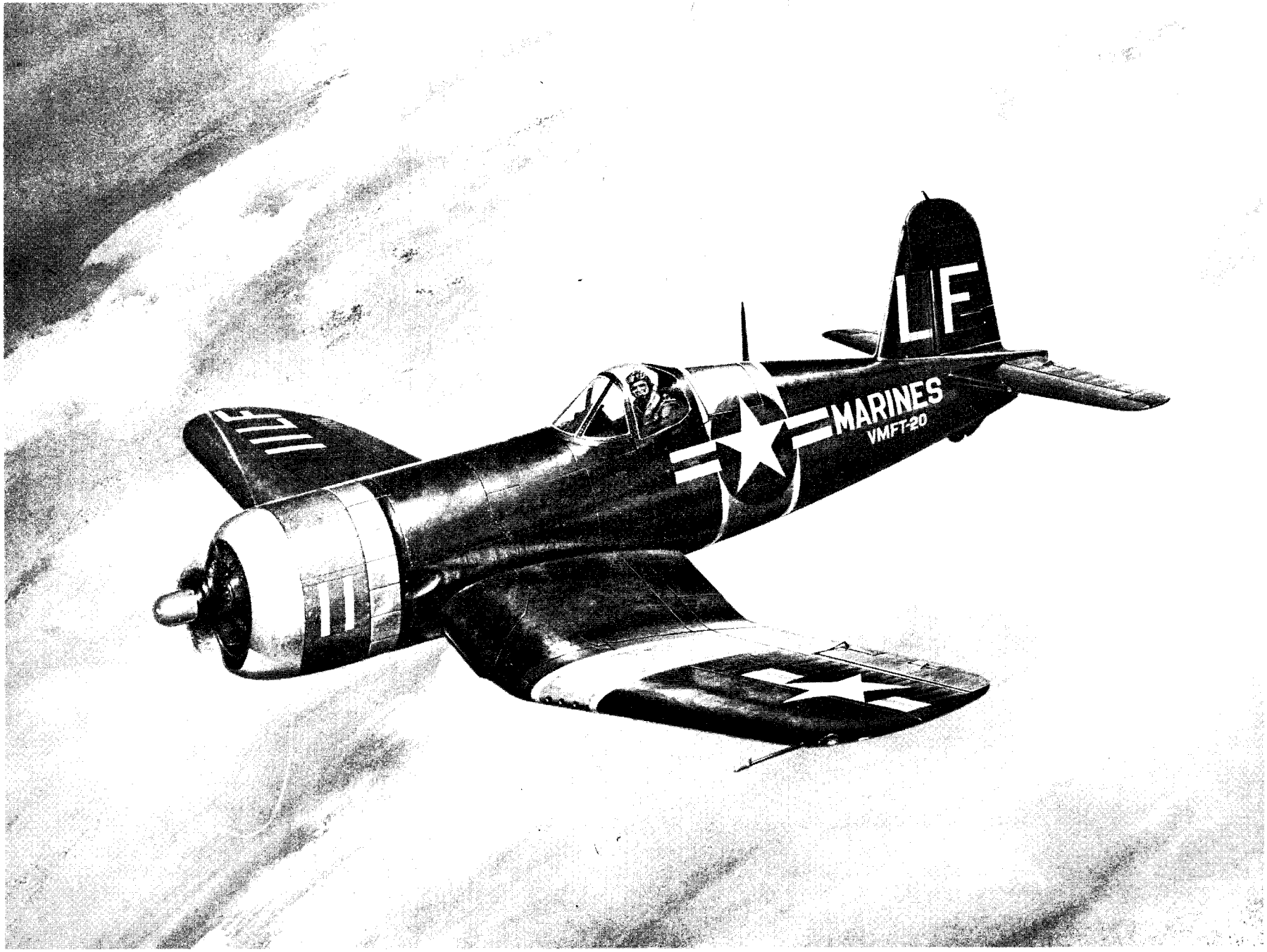

LF
MARINES
VMFT-20

Here we is again! This Seattle Chapter Quarterly has several special features. Not only have we included several reprints from other modeling journals, but we have expanded our horizons by including an introduction to painting military miniatures. Again we are attempting to arm you with sufficient background information to tackle a new kit or conversion -- but most importantly we are aiming you toward building more satisfying models.

GREENBANK CASTLE, LTD.

At our June Chapter meeting, we were treated to welcome news by John Dingle, who, along with Vic Seely, Larry Rocho and other local residents, is plunging head first into the model market. John and Vic have purchased the equipment for injection molding plastic and are planning one of the most ambitious programs of model production I have ever seen. The Greenbank Castle Ltd. plans to build kits of aircraft, ships and armour, and also accessories such as engines, wheels and props which will provide those vital parts to correct standard kit weaknesses. The aircraft kits will be modeled after Vic's highly detailed drawings, and will have rubber tires! Although still tentative, the following kits will be among the first group to be molded:

only one actually issued

1. Ryan M-1 (predecessor to Spirit of St. Louis)
2. Lockheed Orion with floats and wheels (early type)
3. Tommy Morse Scout MB-3
4. Curtiss Carrier Pigeon
5. Aeronca L-3
6. Convair B-36 (indefinite)
7. Convair PB-2Y Coronado
8. Lavochkin LA-5 and LA-7
9. other unnamed army observation and spotter aircraft.

AMENDOLA COVER AND PRINTS

Once again, John Amendola has donated this issue's cover rendering, depicting a Chance-Vought F4U-4 from VMFT-20 stationed at Cherry Point MCAS (Circa 1950); this aircraft is also the subject of a much less detailed three view in Profile No. 150. John has also advised us of his upcoming lithograph series. This series will feature four of John's renderings, will be reproduced in full color measuring approximately 16 x 12 inches and will be priced at $2-$3 each. The series is expected to be released by this fall and may eventually run to about a dozen prints. John has requested that local members indicate the subjects most desired World War II subjects for inclusion in this series; he may be contacted at SH 6-8068 or at the local meetings.

MAIL ORDER GOOD-GUYS

After having ordered model kits and accessories from several mail order firms and finding most to be of the "Warbirds" and "Model Imports" variety -- usually returning nothing for your money except an ocassional useless "credit memo" -- I have found several reliable sources. Although we have several good hobby sources and book stores in our area, for those of you living outside commuting distance let me recommend the Modeltoys Co. (models, paints and decals) and C.J. Pidler (books and magazines) both of England. I have found both firms very reliable, honest and prompt. The books from Pidler are usually less expensive than the American list price and are packaged with exceptional care using styrofoam. The addresses of these dealers are:

C.J. Pidler
Aviation Bookseller
40, St. Mildreds Road
Ramsgate, Kent
England

Modeltoys
246 Kingston Road
Portsmouth, England

McCHORD OPEN HOUSE

There will be NO open house at McChord AFB this summer due to what has unofficially been described as "political pressure" by those people promoting the Paine Field Air Show. This loss will effect those interested in contemporary aircraft.

ABBOTSFORD

According to their press release, this year's Abbotsford Flying Show is billed as "the greatest flying show ever mounted in North America". The Canadian Armed Forces display is to include 52 aircraft, of which 14 are to be on static display. They also state that the RAF are "likely" to send a Hawker-Siddeley Harrier. The USAF Thunderbirds will provide their usual fine aerial display, as will the Fornofs' Bearcats, Guilford's Corsair and Hoover's P-51 and Shrike acts. Although a most worth while air show, the static display aircraft were very limited last year and the much advertised Yak-40 did not arrive. If you are planning to attend and stay in Vancouver, make your room reservations soon, they are far and few between.

BACK ISSUES OF SEATTLE CHAPTER QUARTERLY

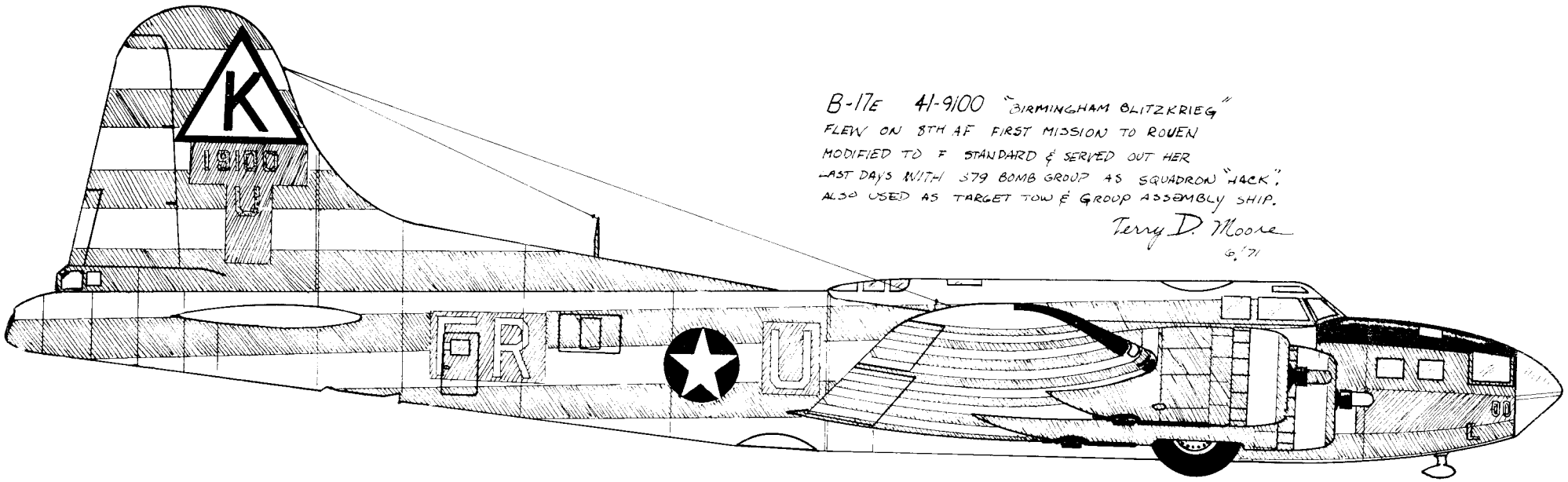
Due to the many requests we have received for the three issues of Vol I (really!) for the Seattle Chapter Quarterly, we now have reprinted those issues in a single volume. The Vol. I issue combines the original detail, drawings, lust and four letter words (i.e., glue, dope, drab, dull) in our usual explicit, full black and white. We have spared all expense and reproduced each and every lurid page faithfully (except for our meeting notices). Vol. I may be purchased ($1.25 postpaid) by writing the editor or at chapter meetings. There are a limited number of these combination issues available, so keep those cards and letters rolling in.

MODELER'S JOURNAL

With the reprinting of many of his older issues and his January 1971 issue, Jerry Smith is again writing, editing and printing his Modeler's Journal, selling for $2.00 a year. Jerry also currently has two other publications available, the U.S. Military Colors 1970 ($1.00) and U.S. Army and Marine Camouflage Colors ($3.00), both of which are excellent and are complete with actual Fed. Standard color chips. Jerry is currently planning a reference set for U.S. Aircraft colors showing both ANA and Fed. Std. 595 colors. All correspondence and requests should be mailed to Jerry at Box 2828, Oakland, California 94618.

FLOQUIL COLOR CHIPS

The Floquil Paint Co. has again reproduced their well-known and very helpful color chips and mixing chart. Although the $6.95 price is higher than the first issue, it is worth every cent of that price. The color chips (including seven nations' colors and 111 color chips) and the mixing formulas are indespensible and Floquil's book Painting Plastic Miniatures is the most valuable source of information I've ever seen on painting scale models -- whether by air brush or hand, with or without Floquil paints. Based on the availability of the 1969 edition of this guide, I wouldn't wait long to order a copy



B-17E 41-9100 "BIRMINGHAM BLITZKRIEG"
FLEW ON 8TH AF FIRST MISSION TO ROUEN
MODIFIED TO F STANDARD & SERVED OUT HER
LAST DAYS WITH 379 BOMB GROUP AS SQUADRON "HACK".
ALSO USED AS TARGET TOW & GROUP ASSEMBLY SHIP.

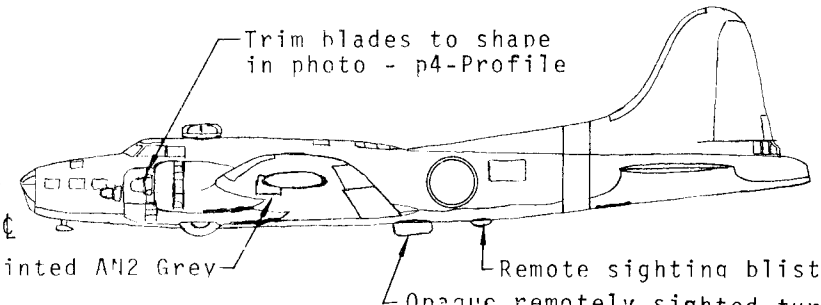
Terry D. Moore
6.'71

RED WHITE OLIVE DRAB YELLOW

JAPANESE TRAINING AIRCRAFT - Jim Schubert

BOEING B-17E FLYING FORTRESS
Ex USAAF
Captured by JAAF in Philippines, early 1942

All guns removed.



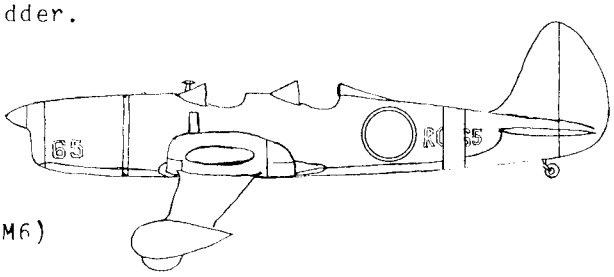
No serials, or other I.D.
Standard USAAF OD/Grey scheme
Combat stripe - white
Three windows - same size - ea. side
ADF offset to 1st stringer rt. of ℄
"U.S. ARMY" overpainted AN2 Grey
No yellow friend identification stripes on wings.

Short built up plexiglas nose-fill/file stock nose to shape as mold for Vacu-form

References: (In order of overall value)
1. Boeing Aircraft Since 1916, Peter M. Bowers, Putnam, $8.00 (General, and photo-this plane)
2. Profile 77 $.75
3. Flying Fortress, Ed. Jablonski, Doubleday (General), $6.95

RYAN STM
Ex Chinese Air Force
Captured by JAAF in 1940

Chinese version: Omit white and yellow stripes, replace Hinomarus with blue/white stars; add blue/white stripes to rudder.



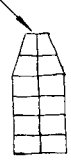
White 65 and RO-65
White combat stripe over RO-65
Upper surfaces - Dark Olive (Pactra M6)
Lower surfaces - Sky Blue
Friend identification stripes - Yellow
Walks - Flat Black
Struts & pants - dark olive

James J. Schubert 5-20-71

References: (In order of overall value)
1. Green's Floatplanes, Vol. 6, Doubleday (General) $3.50
2. Profile 158 (General) $.75
3. Historical Aviation Album, Vol. IX (Photo-this plane) $3.50

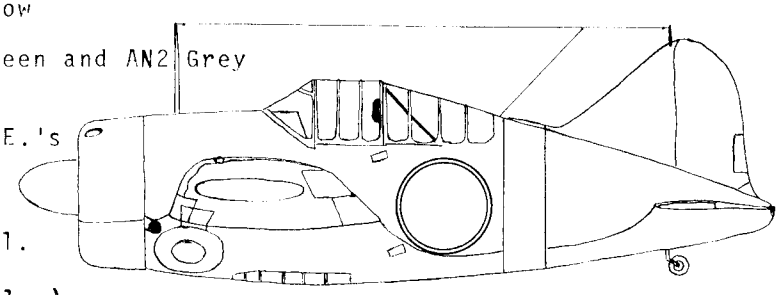
BREWSTER B-339D BUFFALO
Ex Group V, Militaire Luchvaart, Netherlands East Indies
Captured by JNAF - early 1952

1/72 pattern for belly window. Cut opening, cover with Scotch tape per Shusui article in Vol. 2, No. 1



Upper surfaces - N1 Green (Ind. spinner)
Lower surfaces - AN2 Grey (Incl. wheel "pockets"; other interior surfaces-chromate)
Combat stripe - White
Friend identification stripes - Yellow
Prop blades - Flat black
See Vol. 2, #1 for notes on N1 Green and AN2 Grey
Walks - flat black

N1 Green carried over L.E.'s

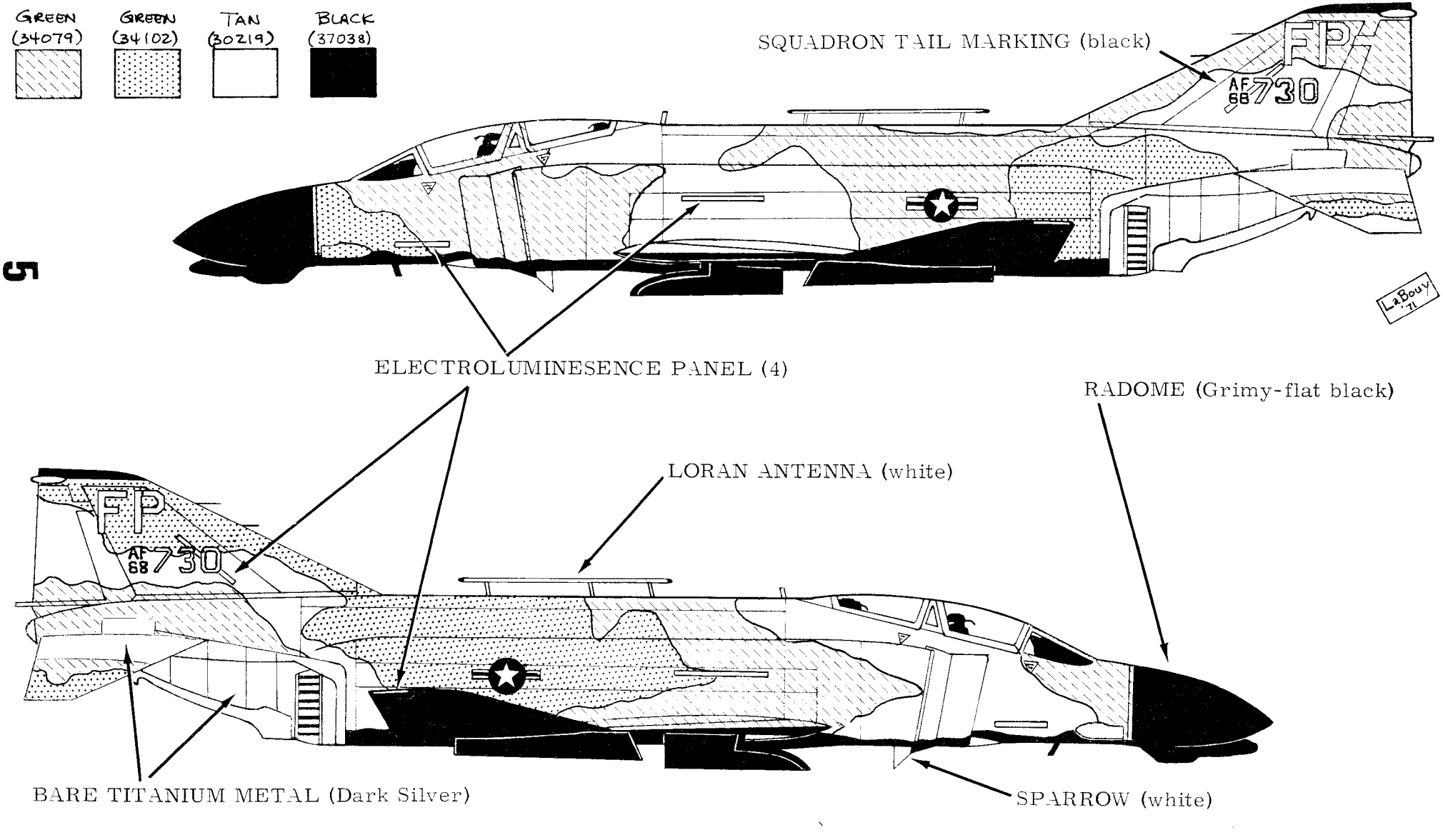


Relocate exhaust to body from cowl.

References: (In order of overall value)
1. Green's Fighters; Vol. 4 (General), Doubleday, $3.50
2. Profile 217 (General) $.75
3. Samurai, Saburo Sakai's Autobiography, Ballantine, $.75 (photo-this plane)
4. Historical Aviation Album Vol. VI (General - Excellent detail drawings) $3.50

F-4D "NIGHT OWL" - Bob LaBouy

The F-4 represented is one being flown currently by the 479th Tactical Fighter Squadron, the "Night Owls". The 479th TFS is part of the well known 8th Tactical Fighter Wing, the "Wolf Pack", which is currently operating from Ubon Royal Thai Air Force Base. This squadron's aircraft are especially equipped with LORAN navigation equipment, forward-looking infared missile guidance system (FLIR) and one of the Air Force's newest weapon systems, the laser-guided and computer-guided weapon system. Because of its numerous night missions, the aircraft have the standard F-4 camouflage color scheme, but instead of the normal grey bottom color, they are painted a matte black. These F-4s also have special electroluminescence panels on the fuselage, tail and wing tips which assist in night formations (these panels are a light green-white color). While the wing pylons and external fuel tanks are also matte black, the wheel wells and sparrow missiles are still painted white. This information and marking data was provided by Capt. Edmund J. Mihalski, USAF, who flew with the 433rd TFS/8th TFW at Ubon RTAB until January 1971.



MILITARY MINIATURES - James J. Schubert

GENERAL:

The generic term Military Miniatures covers all scale model figures -- military or otherwise -- in a large range of scales. 54mm (2-1/4") -- that's the height of a six foot man (the scale is actually 1/32) — is the standard. Tamiya with their 1/35 scale figures have muddied the water a bit. A 1/32 and 1/35 figure side-by-side are too obviously two different scales. You can, however, get away with using 1/32 figures with 1/35 tanks, etc., and vice-versa, if you don't mix in any figures of the other scale.

MATERIALS:

Most figures are of metal, but don't get caught up in the ridiculous metal vs plastic arguments. Neither is intrinsically superior to the other, and outstanding figures are available in both. My 35 finished and unfinished figures are 25 metal and 10 plastic, but you can't tell what a finished piece is unless you heft it. Prices can range from as low as 15¢ for plastic toys convertible to models all the way to several hundred dollars for custom finished, and crafted pieces. The average metal foot figure will go about $3.00; the average plastic foot figure will go about $1.75. Mounted figure averages will run about $8.00 and $3.75 respectively.

Most metal figures are of lead, or a lead based alloy. Lead is soft and very easy to work. It can be cut, filed, sanded, bent, etc. more easily than plastic. Epoxy is best used for joining -- a quick setting formula like Klenk's or Devcon.

The best cheap metal figures are Strombecker's four $1.00 sets cast in Zamac -- a Zink alloy that's almost hard as steel. The low cost is nearly offset by the labor required just to remove the mold line flash and sprues. I heartily recommend these sets for beginners because of their low price. One problem though, they are very hard to find now as they didn't sell very well when introduced.

Plastic figures run the gamut from great to awful and the varieties of plastic will drive you mad. Historex are clearly best, but with only two exceptions are all of French Napoleanic era figures. They, like Tamiya and Almark, are of the genre of styrene to which you are accustomed from airplane, car, armour, etc. kits. Airfix 54mm and 20mm figures and Timpo and Swoppet 54mm toys are in a greasy plastic like Tupper Ware bowls, and are very hard to work with. Again, however, their low price is on your side. Britians Models and their "Herald" series, both 54mm, are an in-between kind of plastic.

BASIC TECHNIQUES:

Pick a simple first figure, and one on which you have good clear references that leave no ambiguities as to detail of colors, insignia, gear, etc.

Metal:

Remove all mold line flash with a knife or file. Make sure the figure is square and true, and generally looks "right". Trial fit all the pieces and make adjustments as necessary. At this stage decide what should be painted as separate details and added later. As a general rule, complete the model as far as possible, or make as few and as large subassemblies as possible before painting — remember, if you can see it you can reach it to paint it.

Epoxy the pieces together. I use non-hardening clay for jigging whilst gluing. After the epoxy sets, file/sand the joints to blend in. Use "Green-Stuff" as necessary. Spray the figure overall flat white. This immediately lets you see the quality of your joint work. Correct as necessary, and reprime in flat white. At this stage epoxy the figure to its pre-finished base which will henceforth be your handle on it.

Plastic: (Historex, Almark, and Tamiya)

These are worked just like a model airplane -- no special techniques. As the Historex figures are already white, I don't prime these, but do prime the others.

Plastic: (Airfix, Timpo, and Swoppet)

You must use a new sharp blade and make clean precise cuts for all trimming on these. You cannot scrape, nibble, break, sand, or file them -- the plastic fuzzes up into a mess. No glue, paint, or filler really sticks to them either.

For a simple one-piece Airfix figure trim the mold lines, etc. and wash the piece in warm soapy water. I then paint these figures overall with Elmer's glue thinned with water. The Elmer's sticks to itself and encases the piece in a glove-like sheath. Give it a couple of coats like this. After the thin glue has dried, straight Elmer's can be used for light filling. Following this a couple of coats of Floquil Barrier will assure that everything hangs together. Green-Stuff etc. can be used on top of the Barrier, and this can be sanded. Now prime white as before.

If you are converting one of these pieces making joints is difficult, and you must either pin and glue the joint or entrap the joint with glue, or both. I use Duco, Elmer's, or epoxy, or a combination. This is strictly an art -- no science -- so you have to practice and experiment. I practiced and experimented and swore at those damned Timpo pieces for two months before I got the hang of working with this "greasy" plastic.

Now epoxy the figure to its prefinished base, making sure that the epoxy completely covers the small base molded to the figure's feet to entrap it.

Plastic: (Britains Models and Britains Models Herald Series)

These two are midway between the previously noted plastics. They are easier to cut, can be filed and sanded, and take paint and Green-Stuff directly, but they too don't glue too well.

DETAILING:

Don't be a purist; use lead sheet, plastic sheet, paper, balsa, aluminum, brass, Green-Stuff, all kinds of wire, tubing, tape, tissue paper, etc., whatever will do what you want it to regardless of whether your figure is metal or plastic. Historex plastic kits, for example, give you some useless cloth ribbon for straps and belts. Throw it away; use lead sheet instead. I use lead from wine bottle necks. Different brands use different guages of sheet; I've never actually bought a bottle of wine just for its lead sheet, but given a choice of several bottles of what I want I will take the one with the least marred lead. Other sources are toothpaste tubes, ointment tubes, etc.; some pharmacies stock unfilled tubes and would probably sell you a few.

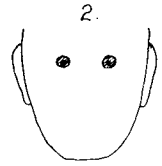
Sheet lead is also good for helmet and hat straps to replace cast on straps, and for officer's bars, non-com's chevrons, and other minor insignia. It works well to make rifle slings, and horse harnesses. Because it can be easily cold-formed into compound curves, folds, creases, and so on, I prefer sheet lead to heated sheet plastic.

Heavily textured canvas belts and webbing can be simulated with cleanly cut masking tape. Similarly Scotch tape can be used for smooth belts. Bare-Metal, Metal-Skin, etc. adhesive foils for airplanes are good for personal armour circa 900-1700.

PAINTING:

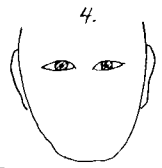
You primed your figure white as a sanding guide and to provide a good base for all further colors. Do the face and other skin first. My personal preference is for Floquil's Polly "S" water colors for the skin. Place blobs of flesh, medium brown, white, pink, and black on a suitable palette (use old business cards), and proceed as follows.

1. Apply dots of light blue, medium green, medium grey or medium brown on white of face in eye sockets for irises.



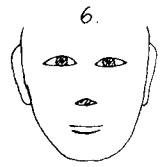
2. Apply tiny dots of black india ink with a fine pen for pupils.

3. Outline whites of eyes with medium brown. The inside is what counts here; don't leave too much white showing, or your figure will look extremely startled. The brown should make deep tangents with the color of the irises -- look at your own eyes in a mirror.

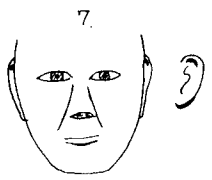


4. Paint almost up to the whites with flesh, leaving almost no brown showing to outline the eyes. Failure to do this will leave your figure looking like he's made up for the Vampire part in a horror show. Cover the face with flesh.

5. Shade the underside of the nose with the medium brown.

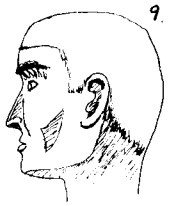


6. Place very thin lines of medium brown in the lip line, and under the bottom lip.



7. Place very thin lines of medium brown along either side of the nose almost to the corners of the mouth, under the bottom of the ear lobe, and inside the fold at the top of the ear.

8. Draw the blobs of flesh and medium brown on your palette into one another, and painter-style mix a puddle between them ranging from the pure colors at either end to a full mixture in the middle. From this mess select a not-too-light brown and shade from the upper eyelid to the eyebrow line. Paint the eyebrows, with a nearly dry brush, the same color you are going to make the hair. Shade the cheeks, the jaw line, and the hairline. Using lighter and darker shades from your palette, and thinner, blend these shadings and lines until they look right to you.



9. Mix flesh and white, as above, and draw off a light shade of flesh to highlight down the center of the nose, the tops of the cheeks, the tops of the ears, knuckles, fingernails, etc.

10. Mix flesh and pink, and draw off a shade of flesh just tinged with pink; apply this carefully to the bottom lip only. Don't overdo the color, or the area covered, or your fighting he-man will look a bit twee.

11. After painting the hands an overall flesh, shade between the fingers with a darkish brown. Highlight knuckles and fingernails as noted above. Shade most of the palm a medium to dark brown except for the ball of the thumb.

12. Paint the hair area overall but not quite out to the hairline with a shade darker than the hair is to be. When this has dried, paint in the hair with a nearly dry brush the desired shade. With the same nearly dry brush, carefully work out the hairline -- this is a softer line in the back than in the front, and is also soft at the temples.

13. If you are doing an American Indian, an Indian, a Japanese, a Chinese, or an African, blend up a suitable flesh color as a base and otherwise generally proceed as above. Color photos from sources like National Geographic are good for reference in selecting skin hues and values.

For the clothing and gear, proceed as follows:

Paint belts, webbing, straps first if they are to be flat. If they are to be white, just leave them in primer. Now brush on the basic uniform color(s) starting right next to the belts, so as to create a very sharp line. Continue around the figure outlining the belting this way, then fill in the rest of the uniform color area. Finish all uniform and gear details that are to be flat, do not do the metallics or leathers yet -- anything gloss or semi-gloss.

Shade the uniform as follows: Place an appropriate blob of darkening color next to a blob of each basic uniform color on your palette, and draw them together as before. Paint in the creases and folds darker than the basic color, and darker toward the bottom of the crease or fold. Remember you're accentuating the fall of a general overhead light (sunlight -- direct or diffused) onto your figure.

Having done with the darker coloring in creases and folds apply "edge shadows" under buttons, belts, cuffs, etc. to establish the hard dark line under an object standing slightly proud of its background. On white or other light surfaces I use a sharp #3 lead pencil for this. Don't overdo this by letting your edge shadows get too wide or your figure will look like something from a little kid's coloring book.

White is the hardest color to shade; I use a wee spot of black or grey, immediately spread with a brush dipped in clean thinner. This takes a bit of practice to establish control.

The other side of shading is highlighting. Place blobs of lightening colors on your palette next to their respective basic colors and draw them together as before. The top side of a sharp crease or fold should be highlighted with a lighter shade drawn from your palette. Elbows, shoulders, knees, edges of cuffs, collars, lapels, etc. can also receive some very discreet highlighting.

Flatting:

Having done the skin and the cloth, mask off the skin and the base and spray the whole figure with Pactra Clear Flat. This is much coarser than any other flat, and gives a cloth like texture to the uniform. This is especially important if you've brushed Floquil for some of your uniform colors, for although Floquil sprays flat, it brushes semi-gloss to gloss.

Glosses and Metallics:

As Floquil brushes semi-gloss, it is generally good for leathers. Black india ink brushed over flat black probably gives the best black leather. Gloss paint just won't do -- it's too glossy.

For bright shiny silver use fresh Testor chrome silver; highlight it with just a wee spot of gloss white for glare spots. For not so shiny silver mix some Testor or Pactra flat white with the testor chrome. (Note: I have never had trouble mixing Pactra and Testor paints, they seem to be the same formula, except that Pactra glosses dry very slowly -- but hard -- while Testor glosses dry fast but never seem to ever get hard enough to handle freely.) Slightly different textures of bright silver can be obtained for differencing purposes (as on a knight's armour) by using Pactra chrome silver, and Floquil aluminum as well as the Testor's to get three minor variations on the same theme. Pactra flat aluminum is very good for dull silver. Shiny brass and gold are best done with Testor gold. Floquil brass is good for differencing. For other metallics mix your own to suit -- a bit of blue, silver, black, gold, white, etc.

Give figures a try, they're great fun, and if approached carefully need not be prohibitively expensive.

MINI REVIEW

The F-14a Tomcat by Monogram - Terry Moore

After a wait of two and one half years, Monogram has finally released an aircraft for the serious modeler. The subject is a most unusual one -- the Grumman F-14a Tomcat.

The first impression one receives upon opening the kit is that it is molded by Frog. The panel lines and surface detail resemble a Frog kit very much. The petiteness of Monogram's earlier kits is gone. The plastic is very thick in places, and areas like the intakes have very blunt leading edges. The trailing edges of the main control surfaces are somewhat thick also. The kit gives two completely inaccurate sparrow missiles and omits the other two, as the F-14a carries four sparrows. Although the interior is the most there has ever been on a Monogram 1/72 kit, it is lacking in accuracy. The canopy is very good, being extremely clear with little distortion. The landing gear is quite nice also.

The kit as a whole is quite accurate in outline but is modeled after the mockup and has to be slightly modified to make it one of the flying prototypes. The bogus markings are for an aircraft of the VF-83 of the USS Constellation but are of usual Monogram quality.

In an upcoming issue I will show how to change the kit to one of the flying prototypes.

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JAPANESE ARMY BOMBS -

CONSTRUCTION, COLOR CODES AND MARKINGS

- Rick Goldsberry, Jacksonville Chapter

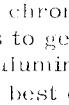
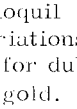
Standard high explosive bombs utilize three piece construction; tailcone, body and nose. All army bombs except those carried in containers are suspended by a single hinged rectangular lug located at the center of gravity.

High explosive bombs are painted BLACK overall. A RED band around the tip of the nose indicates that the explosive is loaded in the bomb case only and not in the tail cone as well. Most of the Japanese Army bombs were loaded with explosive in the tail cone so this marking is rare. A WHITE band forward of the suspension lug indicates that the bomb case is made of high-grade steel. A YELLOW band forward of the WHITE band denotes a high explosive filler.

Incendiary bombs with a solid filler are painted with a GOLD primer on the body only, then painted BLACK overall with a WHITE band forward of the suspension lug. The symbol for incendiary bombs is stenciled on the bomb in WHITE.

All liquid filled incendiary bombs are painted GRAY overall. The same WHITE band denoting an incendiary bomb, forward of the suspension lug is found on this bomb as well.

Liquid filled smoke bombs are GRAY with a RED nose band and no body band. They are marked with the symbol for smoke in WHITE

Incendiary symbol -  Smoke symbol - 

Gas bombs are GRAY overall with a RED nose band. It is supposed that the different color bands around the body indicate the type of gas filler.

Small hand thrown parachute flares are BLUE overall. These may be found in racks mounted inside the cockpits of various Japanese planes. Other parachute flares are either painted BLACK or DULL RED overall.

NOTE: The bands mentioned above are approximately 1" wide.

* * * * * * * * * * * * * * *

+ + + PARTS EXCHANGE + + +

NEEDS:

Steve Dye -- tail rotor assembly from Monogram AH-1 Cobra gunship.
Mike Quan -- two Sunderland props
John Greer -- two 1/48th Monogram F6F props and one 1/48th Monogram Kingfisher cowling
Terry Moore -- Vol I, No. 1 Scale Modeler
Bob LaBouy -- Vol II, No. 1 Scale Modeler
Carl Kietzke -- two Allison engines from 1/32nd P-40E
Steve Elmes -- one Airfix P-51D prop
Ross O'Neill -- nose landing gear assembly from Revell P-39
Larry Buettner -- one Monogram A-1E prop and one Tamiya remote control from tank kit.
Doug Meyer -- Airfix JU-52 canopy - URGENT!!!
Terry Moore again -- two KI67 (Peggy) props
Steve Gallacci -- two 30 mm cannon off 1/32 FW 190
Jim Harms -- one 1/48 Kingfisher prop

DISPOSAL:
Terry Moore -- B-52 bombs
Bob LaBouy -- Hawk U-2 kit (silver plate)
Mike Quan -- IMC U.S. Navy blimp

+ + + + + + + + + + +

" THE BIG MOTHER" -- SH-3A Doug M. Remington and Nick Waters

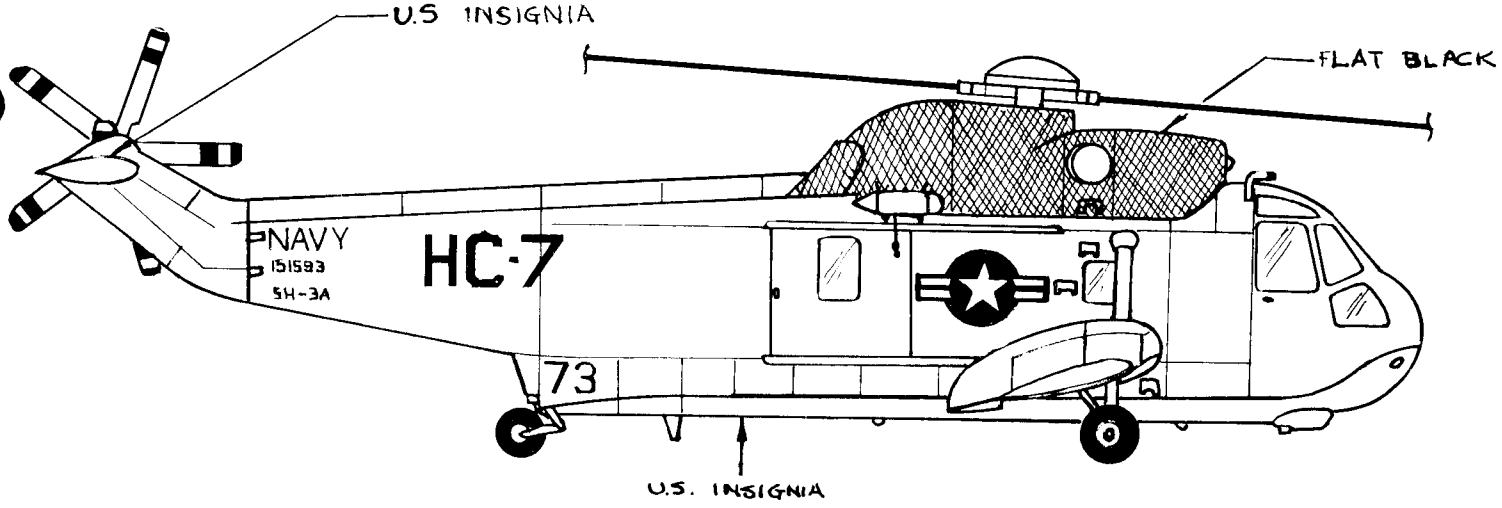
I do not know if that term is a reverent one or not, but in any case the people on board the USS Ranger who maintain them and fly them, call the SH-3A "The Big Mother"

This is one of the SH-3As of HC-7 Detachment aboard the USS Ranger (CVA-61) in the Tonkin Gulf in March 1971, and is used for search and rescue missions. For in-country rescue work these whirlybirds are armed with one 7.62 mm Minigun in the main doorway and one 7.62 mm Machinegun in the crew door (see detailed drawing).

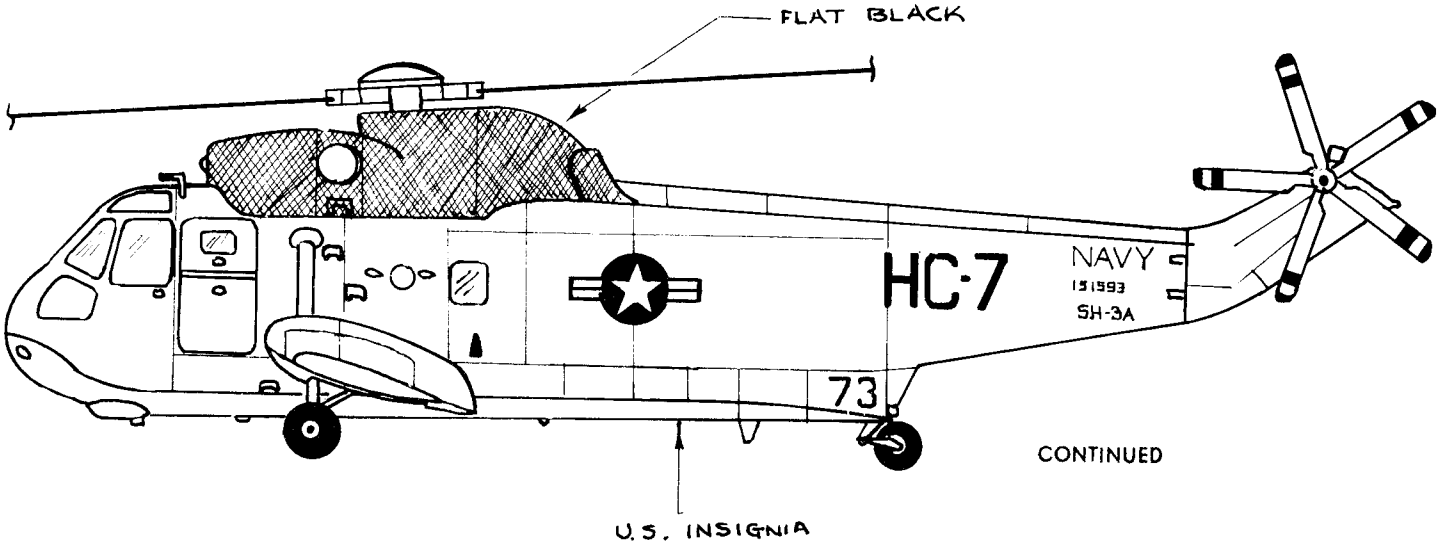
What is so fascinating about these birds on board the USS Ranger is their color scheme -- odd and strange and, as far as can be determined, unique for the present. The paint scheme is home grown so no federal standard number is available.

Overall color is a very dark grey. Mix Pactra's Navy grey and an almost equal amount of flat black and that should do it. The shaded areas in the drawings are flat black. All lettering is carried in block style and is flat black. There are no warning panels or rescue arrows carried. U.S. star markings are South Vietnam size and are dark blue and white only — carried in four positions. Main rotor blade tips are yellow and the blades themselves are natural metal. Tail rotor blade tips are red-white-red, and the blades themselves are flat black.

The Aircraft number is in flat black on the nose and is centered above the hull line.

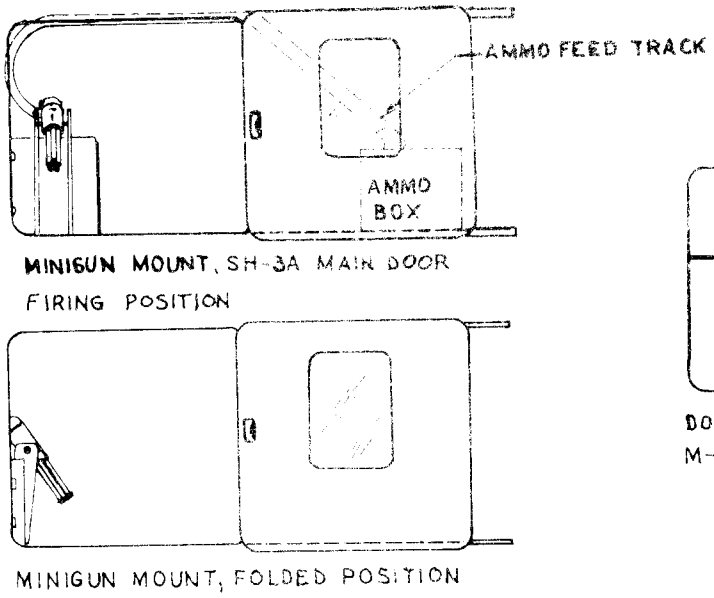


drawing by Terry Moore



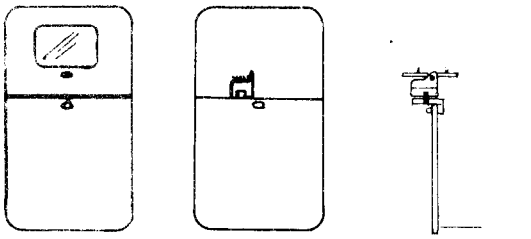
CONTINUED

" THE BIG MOTHER" -- SH-3A



MINIGUN MOUNT, SH-3A MAIN DOOR
FIRING POSITION

MINIGUN MOUNT, FOLDED POSITION



DOOR CLOSED DOOR OPEN SIDE VIEW
M-60 MG MOUNT - CREW DOOR

M 9/71

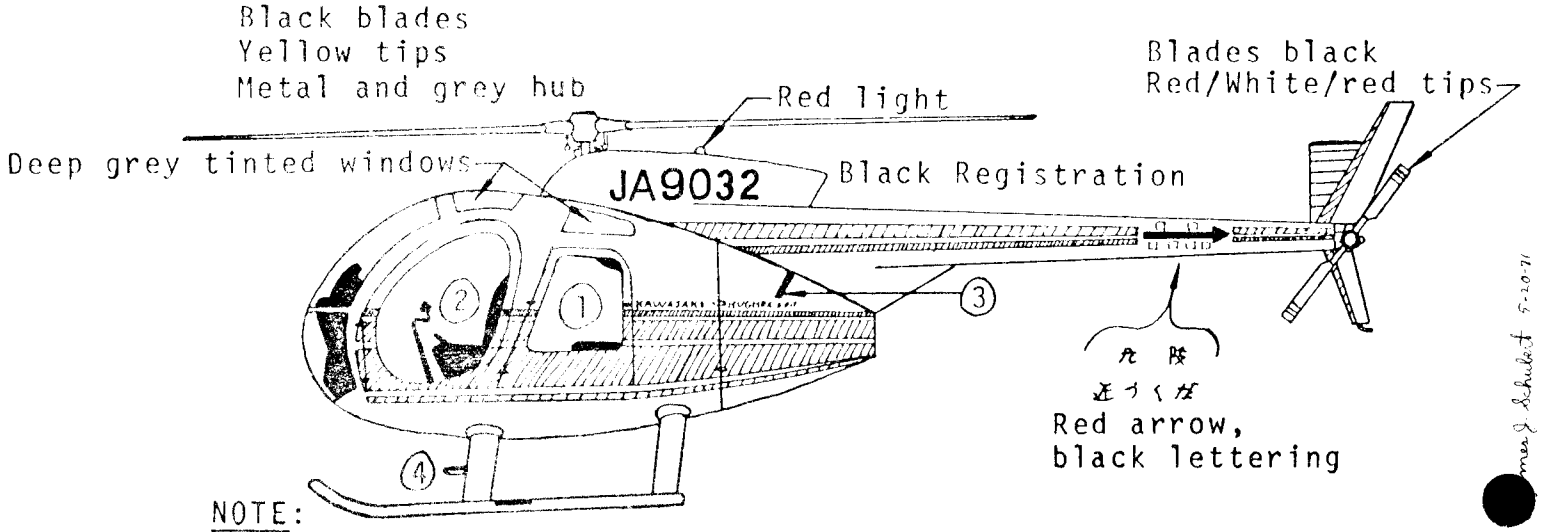
##

KAWASAKI HUGHES 500 - Jim Schubert
(Revell 1/32 Hughes OH-6A Cayuse-LOH)

NOTES:

1. Windows in rear doors larger than standard LOH.
2. Use commercial interior. Medium grey.
3. Red turbine warning both sides
4. Add steps on forward struts. Black step surfaces.

White overall
Insignia red
Medium blue (Pactra flat insignia blue)



NOTE:

As the UH-1 has become known as the "Huey" by troops in the field, so the LOH is known as the "Loach".

References: Hughes Tool Co., Aircraft Div., ad photos
Kawasaki Heavy Industries, Ltd., 1970 Annual Report

MAKING THE MOST OF THE HORNET

john beaman

One of the most persistant questions that serious modelers ask is: "Why can't they (Model Manufacturers) make an accurate kit?" The reasons are many, but 2 stand out:

1. Poor, inaccurate base drawings for the designers to work with (and a failure to compare possibly bad drawings with photos to catch this).

2. -- and perhaps most important, the tool and die makers simply do not follow the master drawings. This is sometimes due to a simple lack of ability or technology, in manufacturing, but more often it is due to carelessness, error, or a "don't give a damn" attitude. At this point the manufacturer must ask himself if its worth the cost of correcting an inaccurate mold or starting over. All too often, the answer is no -- justifying this attitude by reasoning that although the 3 or 4000 serious modelers will know the difference, the vast majority of the 1000's of kit buyers they must sell to will not-ergo, why do it over? Before someone thinks I'm taking manufacturers to task too severely, let me say that what has been done in the kit field in the last decade is nothing short of fantastic. Who would have ever thought, in 1961, that there would be a kit of a BV141, or a Ca313, or a Hornet? -- not many I dare say. So, I am appreciative of what the industry has done.

But, some manufacturers have proved that accurate kits can be done, if one is willing to take the time to do research and then see it through -- notably Monogram, Hasegawa and Tamiya.

With all this in mind, it is a shame what Frog did to the Hornet. Few will disagree with the premise that it was the world's most beautiful piston-engined aircraft. It is a shame, then, that Frog did not take that little bit of extra time that separates the average kit and the first-rate kit. As a kit, it does look great and if one had never seen a Hornet, he would be happy with it as is. But for those of us who have looked wistfully at photos, the kit presents many little nagging errors that unless corrected, spoil that beautiful shape.

First, the kit is oversize. This is based on the published dimensions in Profile #174. In fact, all these remarks are based on this Profile. Whilst Profiles Publications are far from error free, in this case the photos bear them out. If Frog was working with another set of drawings, they must be in error. There is not a great deal one can do with an oversized kit, but accept it. The drawings below are to fit the kit, and consequently not to 1/72 scale.

The first thing to do is take off all the raised panel lines. The Hornet (like the Mosquito) was all wood (except for the tailplane) and what panel lines there were were very closely fitted and slightly recessed -- look at the photo on page 5 of the Profile. Frog's grossly raised lines are just not appropriate for 1/72. Now to the shape:

1. Frog's rendition of the very distinctive Hornet canopy is not even in the ball park--especially the rear of the sliding portion, and the side framework. There is nothing you can do about this except make a new canopy from scratch to vacuform. If you try to cut down the rear of the kit canopy, you break thru. In addition, the kit canopy does not have the bulges on the sides (if they can do a fairly decent bulge on the TA152, why not the Hornet?). When redoing the canopy you have to remove the inaccurate blob on the kit at the canopy rear and re-do it with that distinctive curved-point.

2. The nose is too short and too deep at the bottom. Strictly speaking, you will be making the kit more oversized by adding to the nose, but it looks far better. See the March, 1971 IPMS Mag for a close-up photo. Remove the excess depth under the nose and drill out the cannon ports.

3. The curve at the leading edge of the verticle stabilizer is concave instead of convex. This needs to be built up and a point added to the top of the rudder as shown. Also

looking at the verticle stabilizer and rudder in plan, they are far too thick. Sand this down by at least a third, including the fin strake.

4. The rear fuselage fairing needs to be built up on top. This is tricky and can easily get too large, so watch what you're doing.

5. A glance at a side-view or photo of a Hornet cowling will show a smooth, unbroken, continuous curve. Frog has a peculiar hump on the cowl that breaks this line. This needs to be removed.

6. The wings, especially out board of the nacelles are far too thick with an incorrect blunt leading edge. It's hard to say how much to remove -- just do it until it looks right. The over thickness can be sanded off the exterior of the wing as well as from between the wing halves. Don't forget to make the leading edge very pointed. The intake in the leading edge of the outer wing needs to have rounded edges in its opening instead of sharp like the kit. The photo (at the bottom of page 4) illustrates this. The radiators on the inner wing leading edge are all right, but do need to have the edges rounded. Looking from head on the section of wing housing the radiators does have steeper angle on the bottom than the rest of the wing. This gives an optical illusion that the wing has a break, but the top should be dead straight. To avoid getting confused when checking the wing halves for warpage, sight down the trailing edge of the upper half -- it should be straight with no curves, any warpage can be corrected by heating the half under running hot water (or soaking) and gently bending it. Other little points:

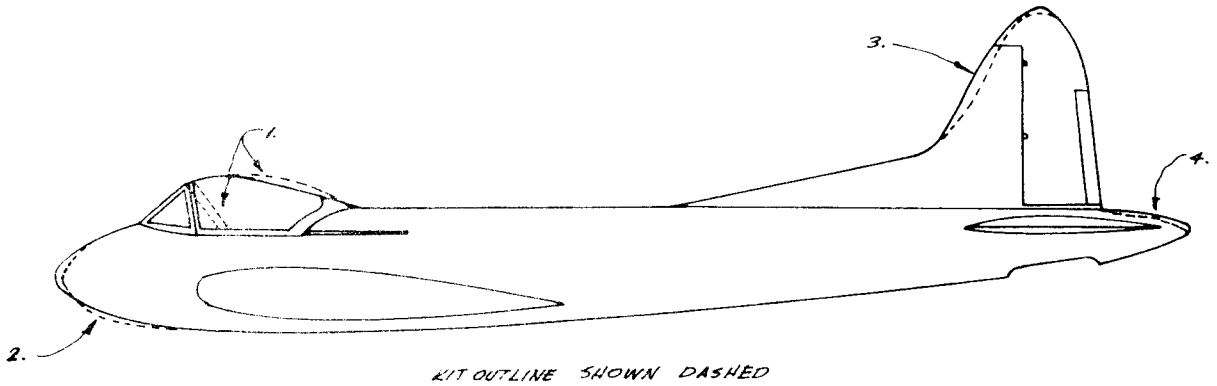
A. The exhaust do not run together as in the kit and are distinctly separate. See the photo on page 4 of the Profile (lower left). Separate these with a thin razor saw and drill out the stubbs.

B. The landing gear housing method is not real slick -- that platform looks rather stupid, but there's not much you can do with it.

C. The blue and red on the roundels on the decal sheet are the correct shades. Postwar colors were brighter than war-time.

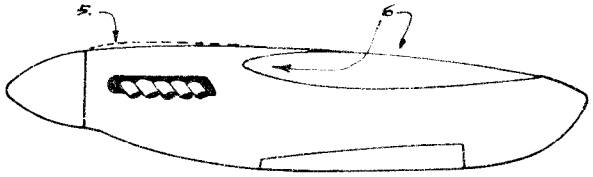
D. Don't forget the small whip antenna as shown in the photo on page 5. Not all had it but most did. The censor probably accounts for the lack of it in most other photos.

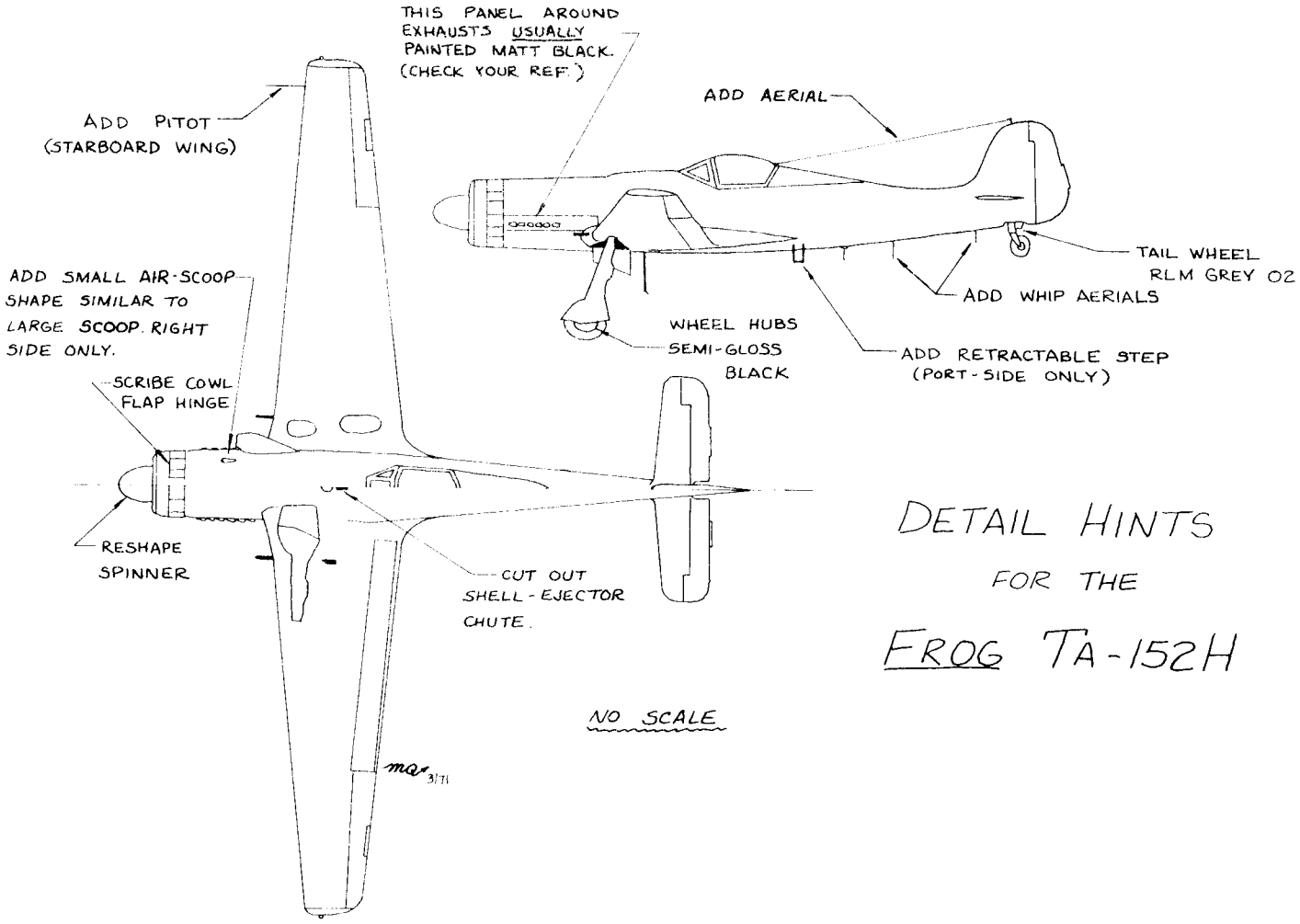
Well, that's about it. It may seem like a lot of trouble, but without these, the kit just doesn't come off. Like a beautiful woman, the real Hornet has that distinctive something that must be there to be right.



KIT OUTLINE SHOWN DASHED

J R BEAMAN 71





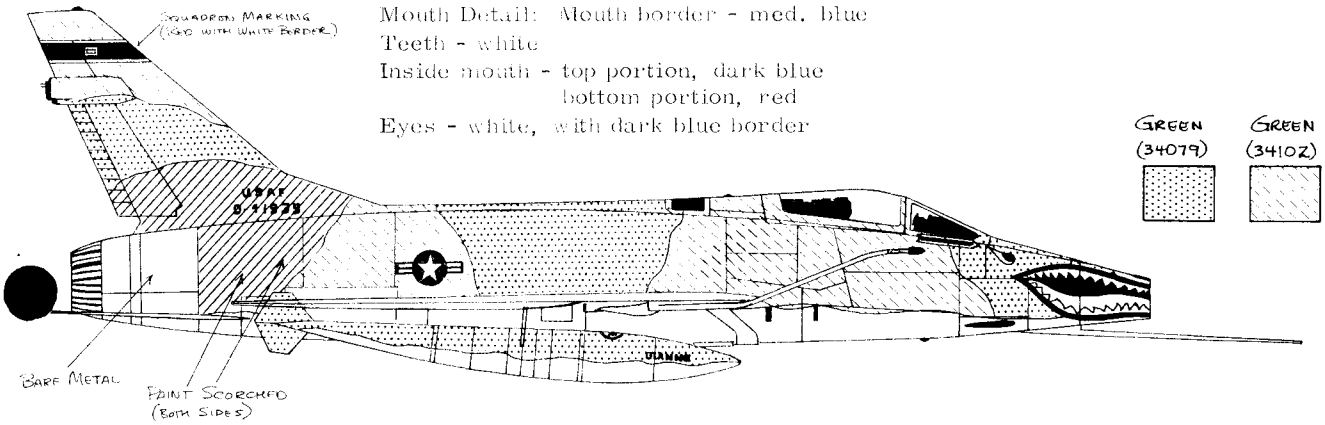
DETAIL HINTS FOR THE FROG TA-152H

NO SCALE

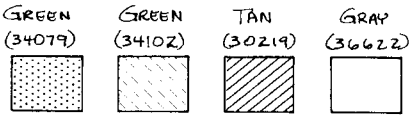
TIGER MOUTH F-100

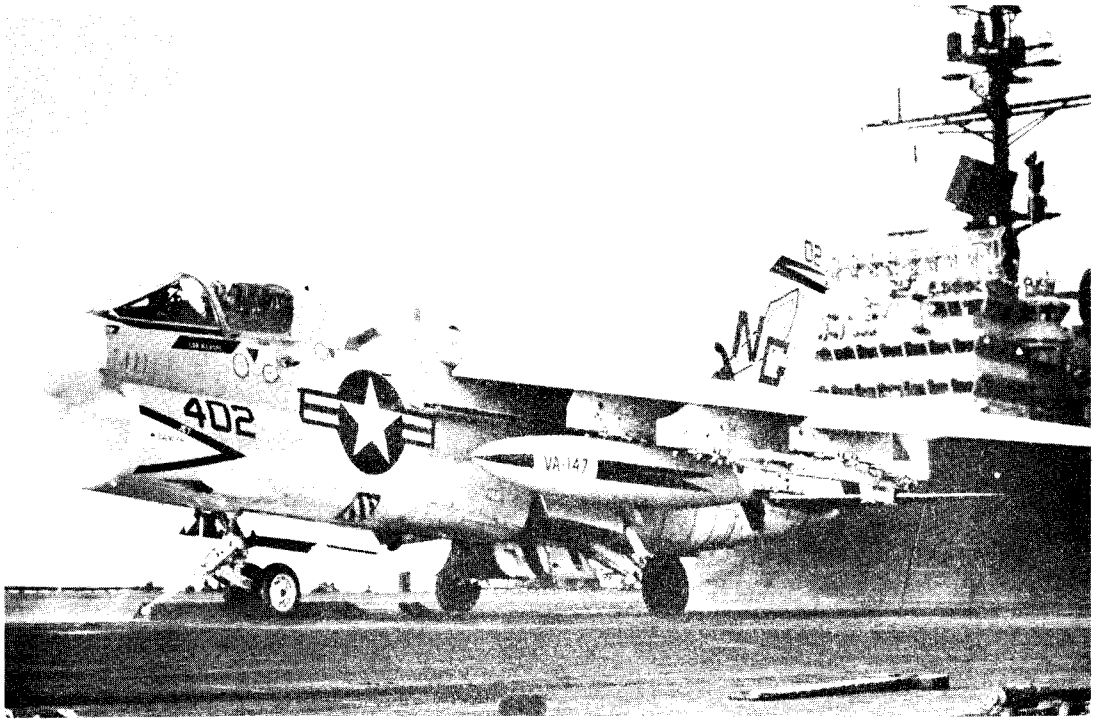
The F-100C drawn here is depicting an aircraft flown by the 184th Tactical Fighter Group, Kansas Air National Guard. This sketch was drawn from photographs taken by Bob Pickett at McConnell AFB in Wichita, Kansas in September 1969. The 184th TFG was one of the ANG units deployed to Southeastern Asia and Korea during the summer of 1969.

Name Plates: Red with white border, ground crew names on bomb marking in white letters; aircraft pilot name on arrow marking below canopy in white lettering.



Mouth Detail: Mouth border - med. blue
Teeth - white
Inside mouth - top portion, dark blue
bottom portion, red
Eyes - white, with dark blue border





"Launch Time"

The A-7E Corsair II pictured above was taken as the aircraft was about to be launched. This A-7E belonging to VF-147 (the "Argonauts") was caught in the act aboard the USS America (CVA-66) by Lt. John Vivoli, USN in December 1970.

MODELDECAL

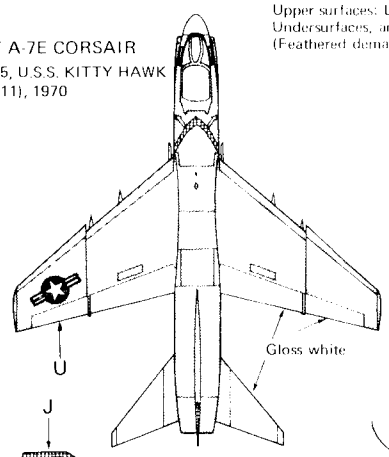
set no **9** 1:72 scale

UNITED STATES NAVY

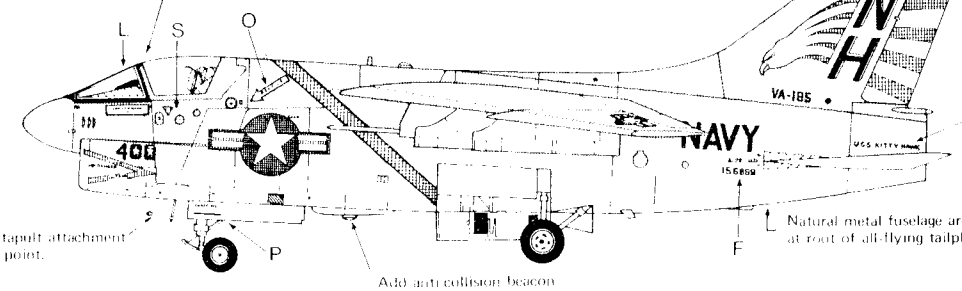
A-1J Skyraider, A-7E Corsair and SH-3A Sea King

2. L-T-V A-7E CORSAIR
VA 195, U.S.S. KITTY HAWK
(CVW-11), 1970

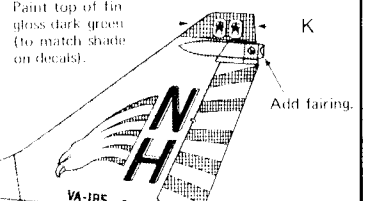
Upper surfaces: Lusterless (Matt) Light Gull Gray (FS595: 36440).
Undersurfaces, and other areas shown on drawings: Gloss Insignia White (FS595: 17875)
(Feathered demarcations between two colours).

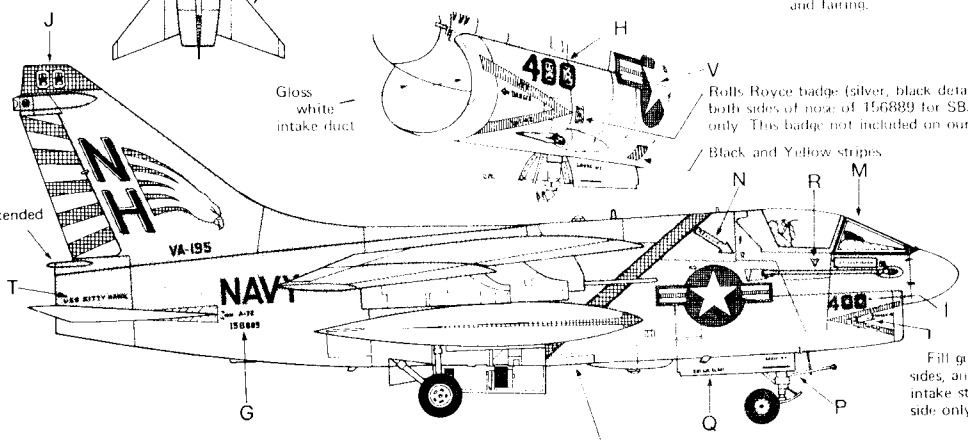


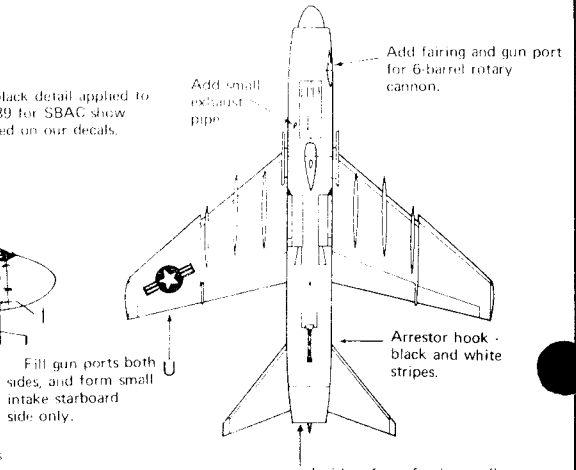
For instrument panel, see inset above.



Paint top of fin gloss dark green (to match shade on decals).







Recommended kit: Revell A-7A or A-7D.
Important Note! Certain of the decals, especially the rudder stripes, have been designed to fit the Revell kit. If other kits are used (e.g. Frog/Hasegawa), you may have to adapt these decals to give the required fit.

Underwing stores can be added as required. Fuel tanks (not included in Revell kit, but can be obtained from Frog/Hasegawa kit) are gloss white with dark green flash. (This flash is not included on our decal sheet).

Insides of rear fuselage wall — yellow-green zinc chromate primer.

TREASURE'S REPORT - Larry Buettner

The following is from the Chapter Newsletter #12. I have taken out parts that I thought would be of interest to the members.

[redacted]ard Bong Chapter, Milwaukee, Wisc., reports that the [redacted] Museum has nearly completed the restoration of a P-39. There is also a Ki-43 Oscar on display there. (I visited the museum while we lived in Chicago. At that time, it was primarily famous homebuilts and civil aircraft. It was small but very interesting. The museum is at Hales Corners, Wisc. just south of Milwaukee. LB)

This is primarily for your info in case you want to set up a newsletter exchange. The Capt. James McKinstry Chapter of Chicago had a visit from Don Bradley of Monogram at their March meeting. He brought along a sample of their forthcoming F-14 kit. The chapter is now publishing a monthly newsletter. The address is: Walt Fink, 241 Wellington Drive, Crystal Lake, Ill. 60014.

IPMS N. Central Texas reports that they have back issues of their publication available. Address: Tom Mitchell, Back Issue IPMS Publications, 439 Holly, Grapevine, Texas. No price was mentioned. Chromalone - rebottled - a rip off!

IPMS S. Nevada - Dick Vaughan reports the response for "metal paint", a realistic natural aluminum finish, has been such that they no longer are able to furnish bottles. So PLEASE include bottles when making requests for the paint. The price remains at 30¢/1/2 oz. post paid. Dick's address is: 868 French Circle, Las Vegas, Nevada 89101. Enclose 20¢ for a newsletter. The April issue repeats the directions for applying "metal paint".

[redacted]ou wish to reproduce tire treads on your aircraft models, [redacted]this: NETCRAFT CO., 3101 Sylvania, Toledo, Ohio 43613, a fishing tackle company, has scale mask netting used to imitate fish scales on lures. (Price: #1B-7RID is 39¢ for 120 sq. in.) Using this product, first paint the tire flat black, then hold the netting over the tire and spray the surface that would come in contact with the ground, a lighter color, such as Pactra's Hot Rod Primer. This will not only give you the tread but will closely resemble an actual weathered tire.

Have an airbrush and can't afford a compressor? Try using a spare tire. Most auto suppliers have tire fittings that will adapt to the tip and your airbrush. A tire filled with 35 pounds of air will do a 1/72 single engined model.

FINANCIAL STATEMENT

(as of May 23, 1971)

Balance in last Quarterly	$221.09
Total income, March 15 to May 23	73.00
	$294.09
Total expenditures	31.14
Present balance	$262.95

Itemized INCOME	
Dues (local)	$21.50
Dues (out of town)	20.00
Quarterly ad's	10.00
Sale of newsletters & Quarterlies	21.50
	$73.00

Itemized EXPENSES	
For Quarterly	$28.76
Mailing envelopes to mail back issues of Q. to out of town members	.26
Postage for above	.02
Dry transfer letters for name tags	2.10
	$31.14

The Editor-in-Chief of this publication was Bob LaBouy; the typist and printer was his charming but modest wife Pat. In charge of cutting and pasting were Terry Moore and Mike Quan. The business manager did not show up for this issue. The Quarterly supporters were:

Scissors by Wilkinson Sword
Glue by Shakey's Pizza
Mistakes by Everyone
Rental Cars by Hertz
Hotel Accommodations by Holiday Inn
Better Ideas by Ford
Center-fold by Playboy
Costumes by Athletic Supply
Electroluminescence Panels taken from Top Secret Government Documents
. . . . . and a cast of thousands.

IM DUETSCHLAND GEMACHT (Made in Germany)

- Terry Moore

"Although it has been replaced by the Me 109f in the Luftwaffe, the Me 109e is one of Japan's best fighters." This statement from an aircraft spotters handbook printed during World War II led many people to believe that Germany was supplying Japan with aircraft. Many combat reports stated that some German types "had been met in action". Some thought that Stukas participated in the Pearl Harbor attack. Only when wreckage was recovered from the depths of Pearl Harbor was this proven not to be the case. The "Stukas" were actually Aichi Type 99 "Vals".

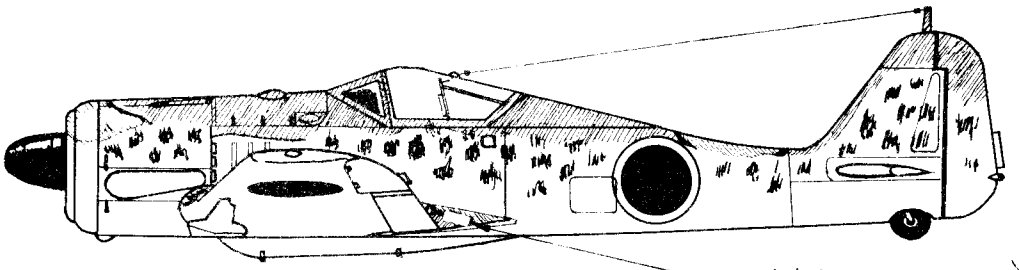
Although no German aircraft were ever used in combat by the Japanese, they imported several types for testing including the following: Fw 190A5, Ju 87A, Ju 88A5, Bf 109E4, Me 210. The Fw 190 was tested by the JAAF in the summer of 1943. The only example retained the original splinter camoflage and the mottling on the fuselage sides and Hinomarus in six locations. As with all Japanese Army planes before 1944, there were no yellow ID bands on the leading edge of the wings. No armament was carried and all gun positions were faired over. The Allied code name was "Fred".

The Army also imported one Ju 87A in 1940 and later that year was placed on display at Tokorozawa Airbase. This plane received the Allied code name "Irene" because it was thought this plane would be met in action.

The Japanese Navy imported one example of the Ju 88A5 but it crashed on its first flight. It was camoflaged in Standard German Splinter of 70 and 71 green with light blue undersides. Behind the wing there was a white band around the fuselage. There were also yellow ID bands on the leading edge of the wings. The Hinomarus were in six locations. No armament was carried. Because of combat sightings of a similar type aircraft the Allies gave this plane the code name "Janice", although the actual existance of this particular plane was unknown.

Another fighter tested by the Japanese Army was the Bf 109E4. Three were bought in 1941. Also retaining German camoflage, the only markings were the six Hinomarus and a red stripe outlined in white around the rear of the fuselage. All guns were removed. In anticipation of use in combat by the Japanese, the code name "Mike" was assigned.

An Me 210/410 was also tested, although how many and which service tested it is not known. It also was in German camoflage with Hinomarus in six locations.



Fw 190 A5 (FRED) — 1 ½ † (BOTH SIDES COLOR : WHITE)

UPPER SURFACE - 70-71 SPLINTER.
UNDERSIDES & FUSELAGE SIDES -
65 WITH 70 & 71 MOTTLING BLENDING
INTO UPPER SURFACE COLORS
BOTH a/c HAVE BLACK SPINNERS
& NO YELLOW I.D. BANDS ON
WINGS

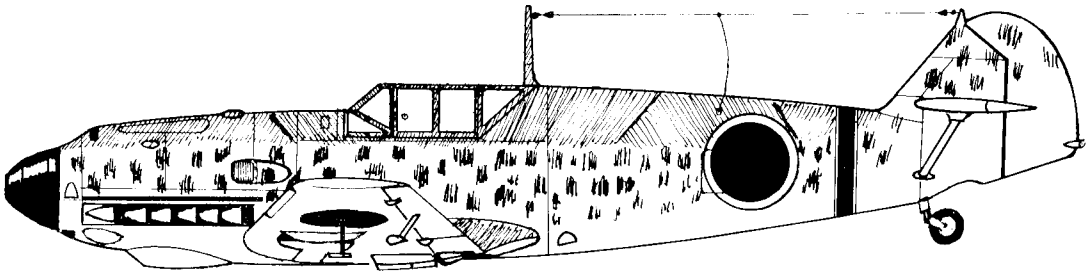
TM
6/71

71 DK. GREEN | 70 BLACK GREEN | 70-71 MOTTLE | 65 LIGHT BLUE

ALL GUNS REMOVED
& LOCATIONS COVERED.
(GUN TROUGHS, SHELL EJECTOR
CHUTES, ETC.)

"MIKE" HAS RED FUSELAGE
BAND OUTLINED IN WHITE

Bf 109 E4 (MIKE)



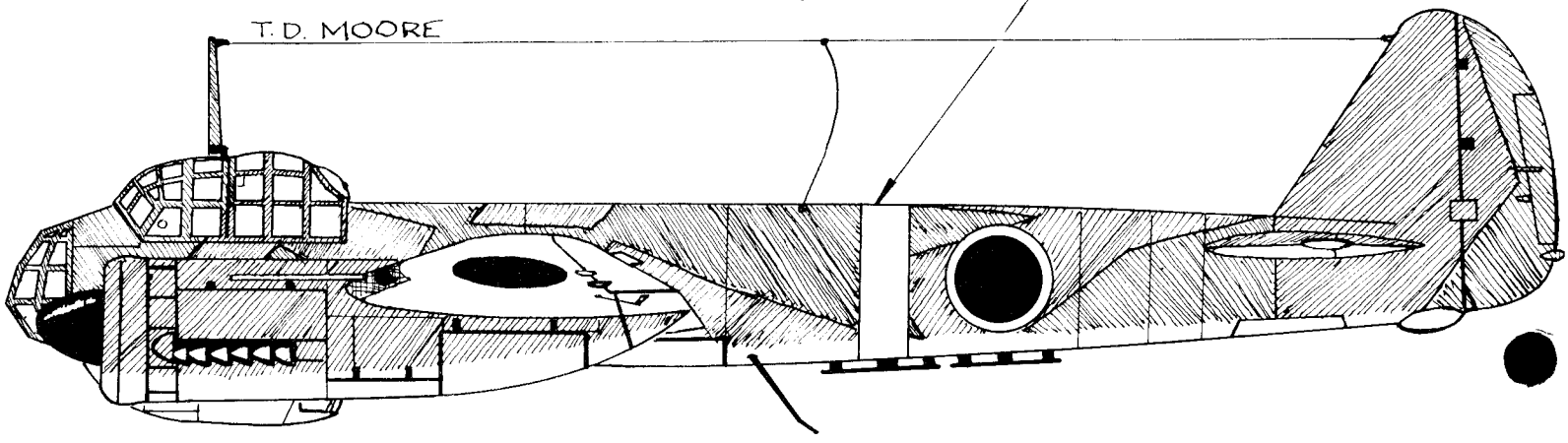
UPPER SURFACE 70-71
SPLINTER. UNDERSIDE
65 LIGHT BLUE. NOTE
YELLOW ID. PANEL ON
WING & BLACK SPINNERS

70 BLACK GREEN | A/N4 YELLOW | 71 DARK GREEN | 65 LIGHT BLUE

Ju 88A5 (JANICE)

WHITE STRIPE

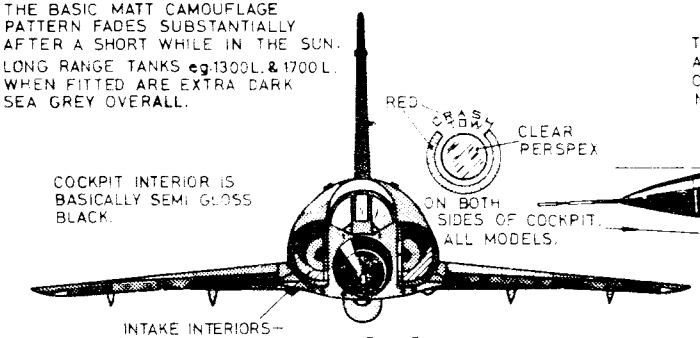
T.D. MOORE

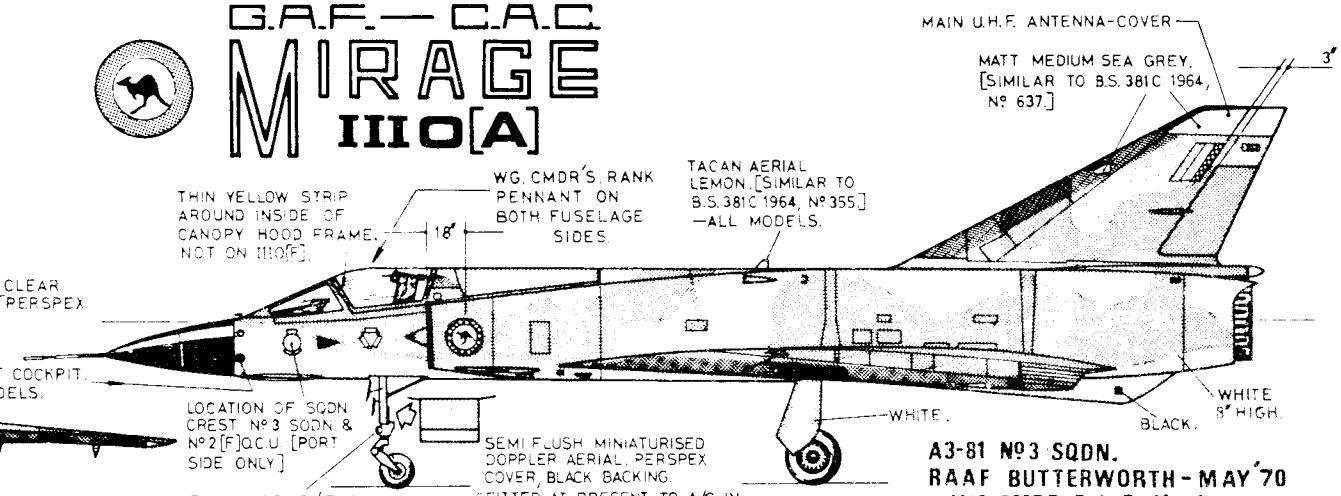


TM
6/71

G.A.F. — C.A.C. MIRAGE IIIO[A]

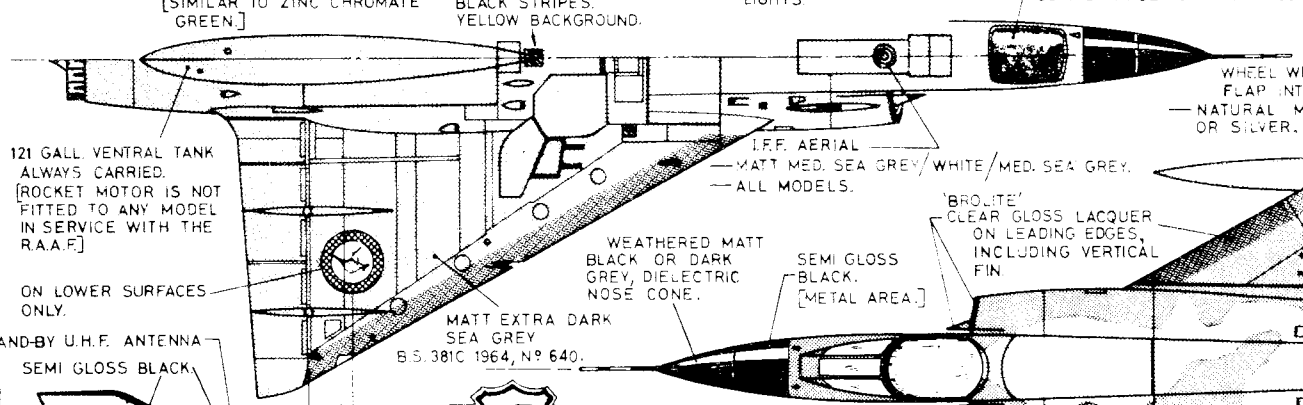
NOTE:
ROUNDELS; FIN FLASHES; SQDN. CRESTS; SERIALS; STENCILLING; EJECTOR SEAT WARNING. —ALL FULL GLOSS WHEN FACTORY FRESH.
THE BASIC MATT CAMOUFLAGE PATTERN FADES SUBSTANTIALLY AFTER A SHORT WHILE IN THE SUN.
LONG RANGE TANKS eg:1300L. & 1700L. WHEN FITTED ARE EXTRA DARK SEA GREY OVERALL.

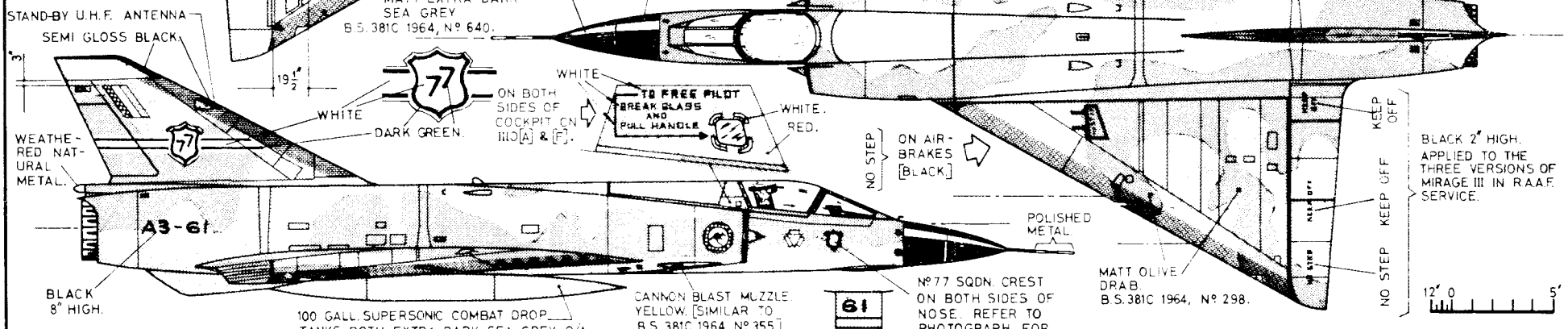




A3-81 Nº3 SQDN. RAAF BUTTERWORTH - MAY '70 - WG. CMDR. E. A. Radford.

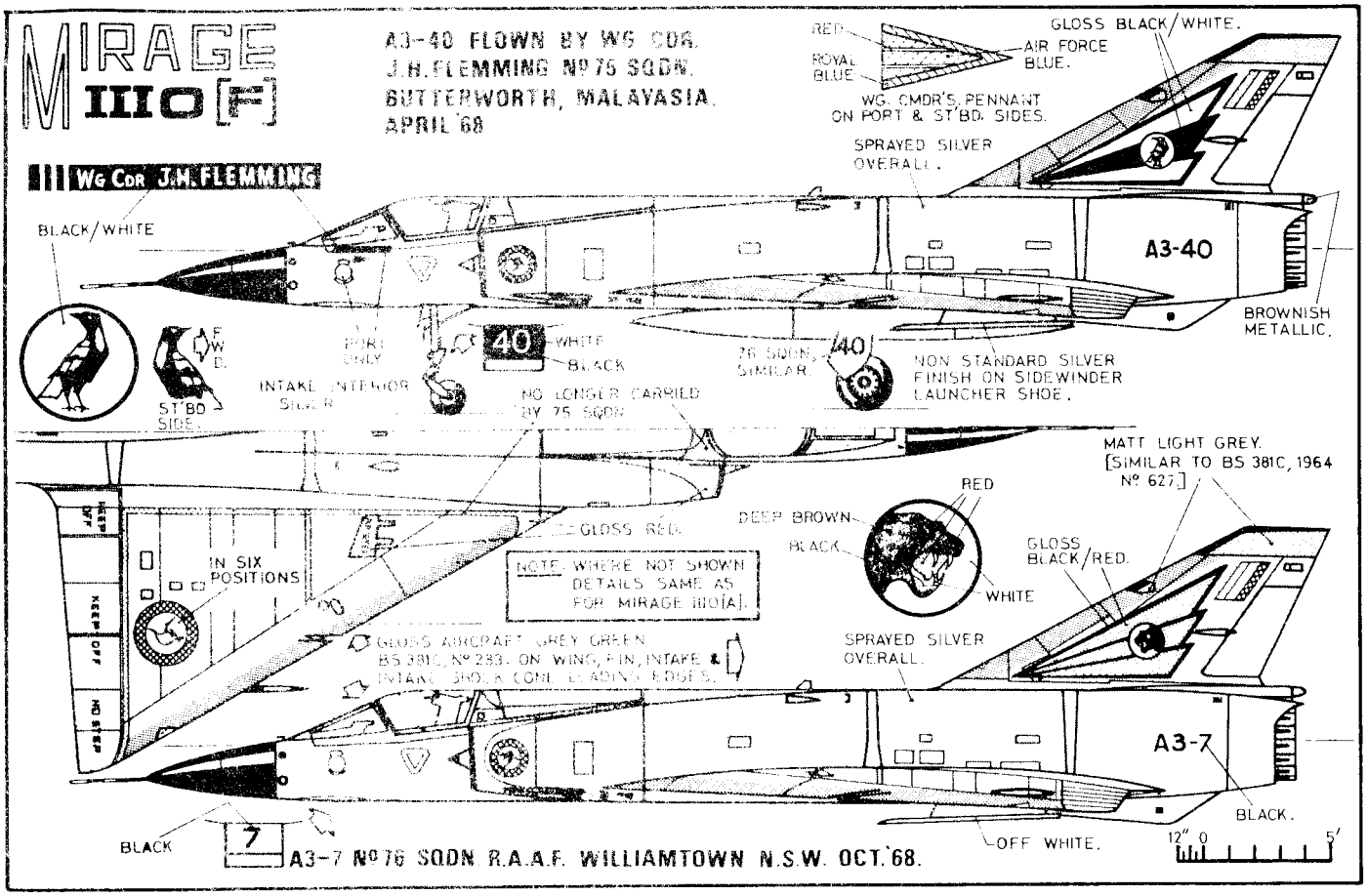
NOTE:
THE VARIATION IN THE CAMOUFLAGE PATTERN FROM ONE A/C TO ANOTHER IS VERY SLIGHT.





A3-61 Nº77 SQDN. RAAF WILLIAMTOWN - NOV '70.

J.A. VELLA A.M.I.D. AUST. 1970



RAAF Colour	Humrol No.	Fed. 595	B.S. 381C	Comments
Extra Dark Sea Grey	HB 7	36118	640)	Two camouflage
Matt Olive Drab	HU 7	34079	298)	colours
Tetrax	-	13655	355	
Matt Medium Sea Grey	HB 6	36440	637	
Aircraft Grey Green	-	24159	283	
Golden Yellow	8	13538	356	Unit Emblem Colour
Green	-	14062	226	" " "
Red	32	-	-	" " "
Red	HM 9	-	537	Air Intake Trim

Final Assembly

Paint the "Matra & Sidewinders" as per the drawings. Use small letra-set for Matra lettering details.

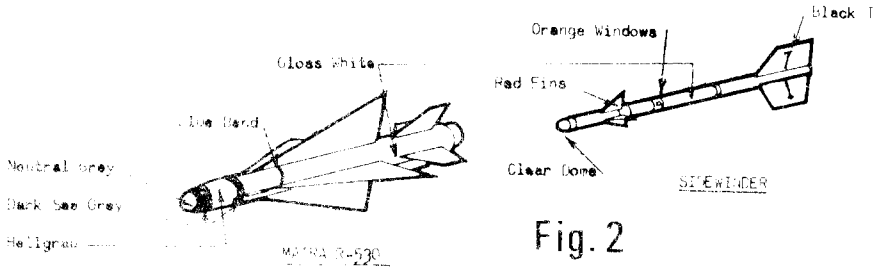


Fig. 2

Affix the missiles to their respective pylons. This completes assembly of the model and it should now be ready for decal application.

DECALS

[illegible] obtainable "Data Sheet No. 706" in Black & White, respectively is Precise.

"Tail-flairs" especially if black is involved, can be made by cutting to size sheet of "A.B.T." anti-glare panel decal No.29. This can also be repainted as desired.

Kangaroo roundels, in decal form, are available locally. (Overseas members wishing to obtain these should write direct to the author. They cost 10 cents per sheet, which includes fin flash)

For any other embellishments on your model, you are on your own, you must 'handpaint squadron badges, emblems etc.

Footnote

The author has drawn on his experience in modelling two Mirage III O's for succeeding C.O.'s of 75 sq. as the basis of this article.

HOT WIRE CUTTER FOR STYRENE AND STYROFOAM

- Larry Buettner

I built mine from instructions in the April 1969 issue of the IPMS/UK Magazine, page 14, by Lee A. Shortt, IPMS/USA. [illegible] design didn't quite meet my requirements, so I modified [illegible] "L" frame, deleted the rheostat, and added the switch.

The parts are readily obtainable from all lumber yards, hardware stores, and some discount stores. I always use aircraft wiring, connectors, screws, etc. because of their extremely high quality. Spencer Aircraft Supply, 8410 Dallas S., used to sell surplus Boeing materials. That is where I bought the material I used in the construction of mine. That was over 18 months ago and I don't know if the surplus is still available.

ASSEMBLY:

Cut the 1" x 4" to desired lengths. The sizes I used are in the "Bill of Materials" at the end of this article. If that doesn't fit your needs, adjust the dimensions accordingly. Glue and nail these together. You may want to cut out the holes for the switch and rheostat before assembly. You should do so before you put the top on.

Cut the peg board to size. At this point I attached my center piece of 3/4" square to the bottom of the peg board. Choose a row of holes near the center of the peg board and attach the wood slightly off center to the rear (the purpose is to put the wire as close to the center of the hole as possible). A second piece, 6" long, was attached in the center. The lower terminal screw for the cutter wire is attached to this piece. This was added so I could have enough room to turn a wing nut.

Choose a hole near the center of the brace and drill a #10 hole under the center of it. I used #10 screws at B, C, and D. [illegible] can use smaller screws if desired. The top is complete [illegible] it on.

Using a tri-square, draw a line from the center of the wire hole to the rear face and another vertically on the rear face. These are the alignment marks for your "L" frame and care must be taken to assure that the wire will be perpendicular to the top. A little extra care at this stage will save a lot of sanding later on because you will be able to cut closer to the outline on your styrofoam

Make your "L" frame now. The distance above the top is up to you, mine is 5". I allowed another 2-1/2" below the top for attachment to the base. To make the joint: cut the edges with a saw and remove the center with saw and file. A tight fit is essential to keep the wire taut. Glue, nail, and set aside to dry. Install the "L" frame along the alignment marks with machine screws. I used the upper screw to carry current in the secondary circuit.

Refer to the bottom view on drawings. This shows placement of components and wire routing. The wires touching the sides indicate the wires are secured to the sides there to prevent them from flopping around. Drill a 5/16" hole at E for the cord.

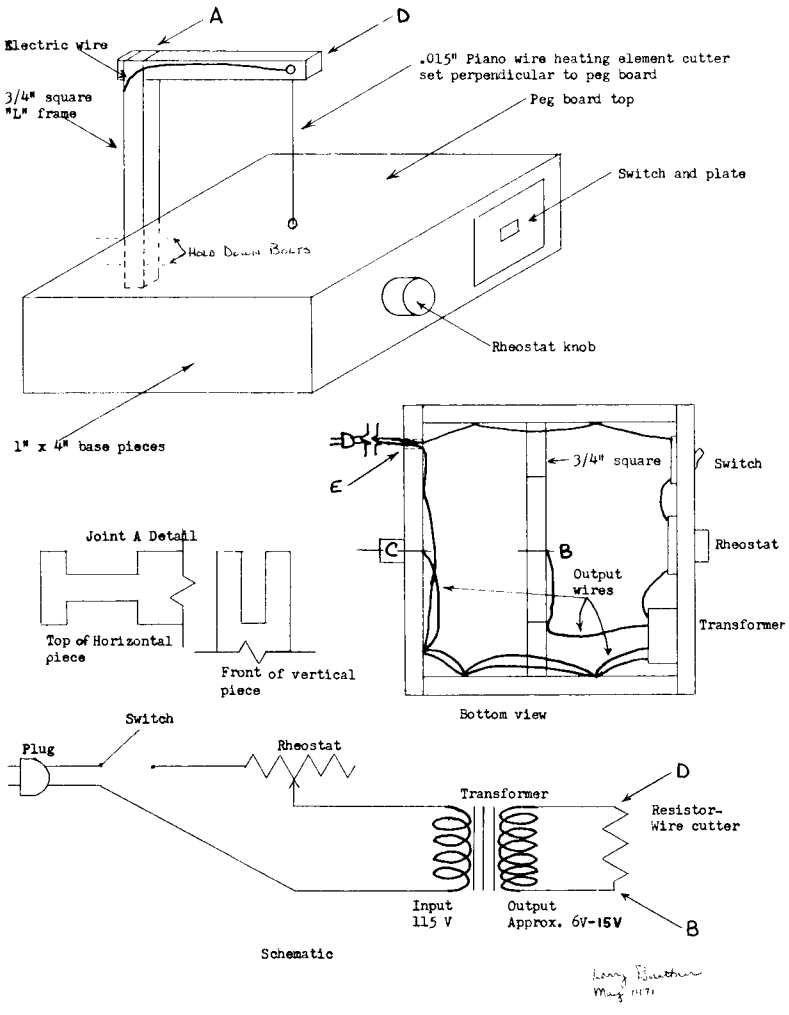
The rheostat is the volume control from an old radio. The transformer came from the same radio, but you could use a door bell bransformer. An electric train transformer could be used also; it has a built in rheostat.

[illegible]stall units and wire per drawing using #16 or #18 wire in the primary (input) circuit and #20 or #22 in the secondary (output) circuit.

I used a wing nut at D also. To make the cutter wire taut, anchor at lower end, press frame downward and tighten the nut. Lee Shortt says to use .05" Nichrome or stainless steel wire for the cutter. I used .015" piano wire that I found at the Burien Hobby Shop.

BILL OF MATERIALS:

No.	Material	Length
2	1" x 4" pine or fur (makes front and back of base)	12"
2	1" x 4" pine or fur (makes sides of base)	10-1/2"
1	Peg board (top	12" x 12"
1	3/4" square pine or fur (vertical piece of "L" frame)	8-1/4"
1	3/4" square pine or fur (horizontal piece of "L" frame)	6-3/4"
1	3/4" square pine or fur (goes on underside of top)	10-1/2"
1	3/4" square pine or fur (attaches to above piece)	6"
1	Standard light switch (optional)	
1	Rheostat (optional)	
1	Step down transformer, from 115v to 6v-15v	
	#16 or #18 stranded wire (for primary circuit)	5' - 6'
	#20 or #22 stranded wire (for secondary circuit)	3' - 4'
	#16 or #18 standard electric cord with plug	about 5'
	.015" piano wire, for cutter (comes in 3' lengths)	cut to fit
	Assorted screws, washers, nuts, nails, electrical fittings, and glue in your choice of sizes.	



Larry Buettner
May 1971

fun . . . and so easy too!

IPMS seattle chapter quarterly

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-- PRINTED MATTER --