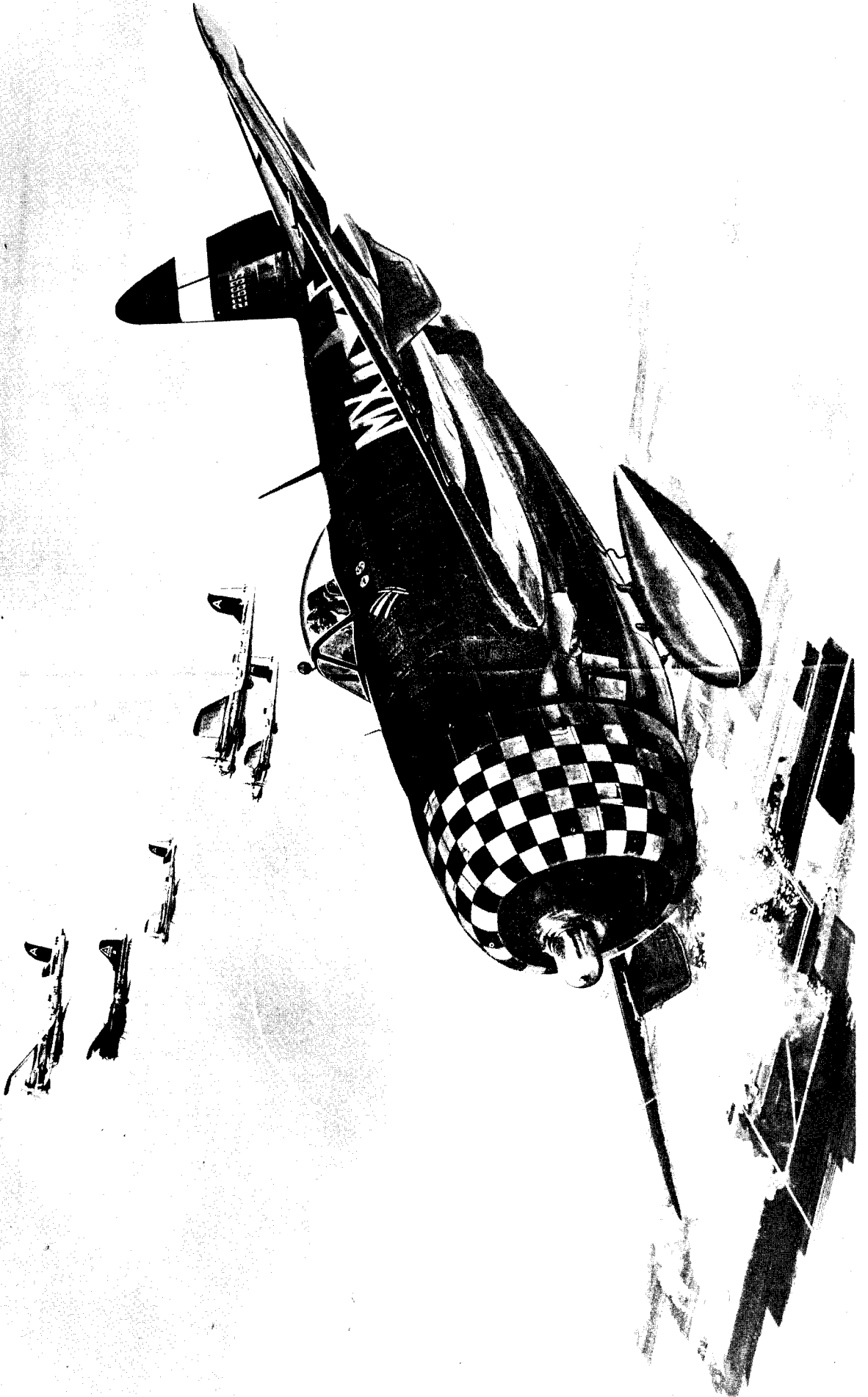


Jim Schubert

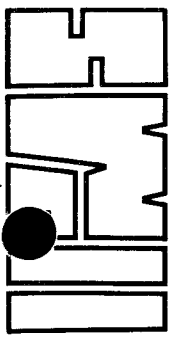
MARCH, 1971

VOL. II No. 1

seattle chapter quarterly



Return



PRESIDENT'S MESSAGE - Mike Quan

I would like to welcome our many new members for 1971. Our group has grown, and I think that this can potentially enlarge the exchange of information in our club. After all, IPMS is for improving ones models through an exchange of information and techniques.

For those of you who don't belong to IPMS National, I cannot suggest a more worthwhile investment of \$8.50 per year (please note the new dues), towards furthering one's modelling skill. You'll receive four issues of the U.S. Quarterly and 12 issues of the English monthly magazine; all containing a lot of helpful information.

I strongly encourage everyone in the club to build. This may sound silly, but I know some members who seldom if at all, bring something to the meetings. I believe that the only way to further one's skill is to actually do it!! You'll never know by talking about it. Also, by showing your model at the meeting and discussing it with other members, you may learn something that will make your next model better.

The Seattle Chapter Quarterly needs your support. We were very pleased with the December issue which, with the exception of the George Lee drawings, was composed completely of local contributions. Keep up the good work -- we can always use more articles. You can't just pay your \$2.50 per year and sit back and wait for your quarterly. The Quarterly is a medium for the EXCHANGE of information. Why don't you lay down the Green Stuff for a few minutes, drag your body out of that cloud of paint fumes and write an article. The deadline for the next Quarterly is May 30, 1971.

The Board members for this year are Steve Cozad, John Harris, Bob LaBouy, Terry Moore, Gerry Nilles, and John Schaaf. Please don't hesitate to contact the club officers or the Board members concerning any suggestions or ideas you may have.

CONTRIBUTE TO YOUR CHAPTER AND YOUR QUARTERLY

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NEW RELEASE -

CENTURION MK III - Steve Cozad

The latest release from Tamiya in their armour series is a 1/35 scale Centurion Mk. III. Like the other recent releases from Tamiya, such as the M-60, the M-42 and the Japanese Type 61 tank, this Centurion is excellent.

There are only two things I found a little disturbing about this kit. These are the poor fit of the storage bins on the side of the turret, and the lack of a handle on the inside of the commander's hatch. There is very little, if anything, that needs to be added to this model to make it complete.

The kit comes complete with a highly detailed suspension system and equally detailed tracks. You get a choice of gun mantles to use. One has a simulated canvas cover; the other has a plain metal appearance. The markings that come in the kit seem to be quite good. They are colorful and give you a choice of four different tanks to make. The main set however, is the markings for a British Centurion based in Berlin in August of 1961. This coincidentally is the same tank that is in the "Armour in Profile" publication of the Centurion Mk. V.

The kit includes a gear box and wiring for motorizing it. The motor is not included. The price of this new kit is about five dollars and is well worth it.

COVER:

This issue's cover art illustrating a P-47 escorting B-17s over Europe was contributed by John Amendola. This rendering, as well as all of John's work, clearly indicated his research into his subjects and is indicative of John's artistry. John, who lives in Bellevue with his wife and two children, not only reproduces aircraft and vintage automobiles with unmatched quality, but also flies himself. He has given the chapter permission to reproduce several of his other renderings for future covers. Our thanks John.

PB4Y-2 "PRIVATEER" - by Terry Moore

This conversion of the B24 into the PB4Y-2 makes a very interesting aircraft and there are many color schemes in which this plane can be painted. The conversion should be attempted by those who have had experience in difficult conversions and is not for the beginner.

Items Needed

- 2 - Airfix/MPC B-24 Liberators
- 2 - Revell PB4Y Catalina waist blisters

Fuselage - Cut in half at the forward bomb bay panel line and splice in a new section cut from the second fuselage. The new section is approximately 1-1/8 inch long. This area will require much putty as the fuselage halves don't align exactly. Cut out the area shown for new nose turret (shown in the drawings). Use the kit ball turret to form the new turret. Glue turret halves together and build up the sides to the round shape shown in the drawings. Glue it to the fuselage with the clear area UP. Fill all windows not shown on the drawings. New ones will be added behind the waist blisters and under the forward top turret. Add nose antennas as shown in the drawings. Add the waist turret from the Revell PB4Y and build up each end with putty. Only the upper half is clear and each position has 2 fifty (.50) caliber machine guns. Fill the ball turret area. Use the kit tail turret for the tail position. Scratch build the new tail surfaces and glue to the fuselage. If a tab is built on to these assemblies it will make the assemblies hold better and will give the joints more strength.

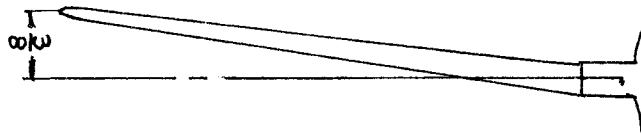
Wings - The only change to make is to rotate the engines 90 degrees. Completely remove the engine nacelles and scratch build new ones or make new ones from balsa and vac-u-form them. The landing gear will have to be epoxied in place as the locating tabs were removed with the rest of the old nacelle.

#####

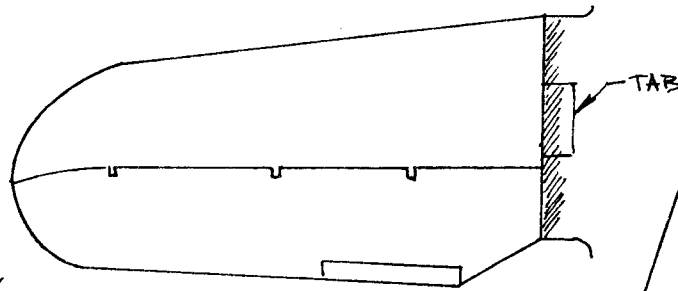
EDITOR'S NOTE:

For those modelers not quite willing to tackle a major conversion, such as Terry's PB4Y-2 (which resulted in a handsome finished scale model), the Unique Form conversion for this same aircraft will enable one to complete a similar conversion. This Unique Form conversion, in my opinion, is the best conversion to appear on the model market today. The kit, which retails for about \$2.50, provides all major necessary parts for the PB4Y-2 conversion including beautifully detailed vacu formed white plastic and excellent clear molded windows and turrets. Another asset displayed by the conversion kit, is the instructions which are well detailed and very complete. Although this conversion only requires one additional kit (Revell B-24) to complete the conversion, there will still be enough complex conversion work to tax the best modelers and the resulting PB4Y-2 Privateer will give any modeler (as will Terry's conversion) a genuine sense of accomplishment.

PB4Y-2 "PRIVATEER"



HORIZONTAL STABILIZER



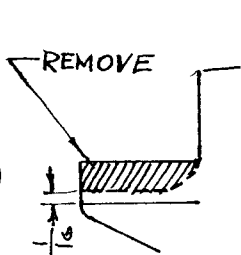
TAB

T. D. MOORE 3/71

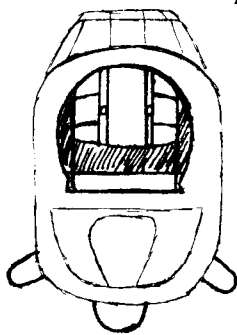
ALL DWGS. 1/22ND SCALE

ALL DIMENSIONS SHOWN FULL SIZE

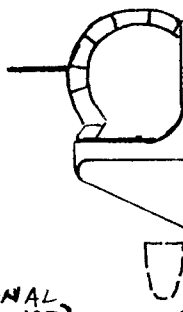
TAIL



REMOVE



FILL BLISTER



FILL PITOT TUBE HOLE

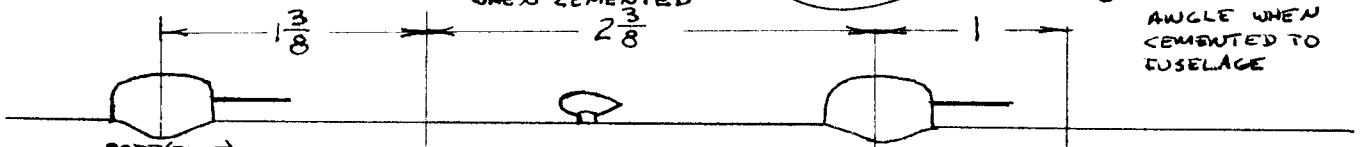
BOTH SIDES

BOTH SIDES

OPTIONAL (POST WAR) ONLY

FRONT VIEW SHOWING ANGLE WHEN CEMENTED

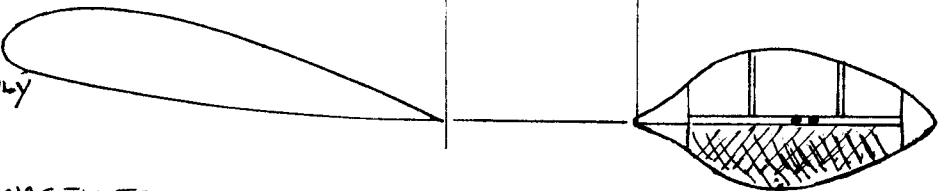
FRONT VIEW SHOWING ANGLE WHEN CEMENTED TO FUSELAGE



PORT (RIGHT) ONLY

STBD (LEFT) ONLY

BOTH SIDES

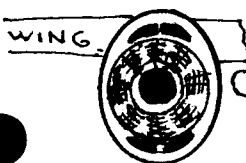


BUILT UP WITH PUTTY

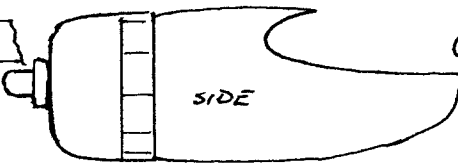
BOTH SIDES

SOLID

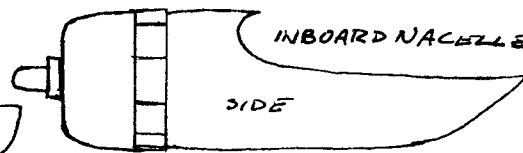
OUTBOARD NACELLES



WING

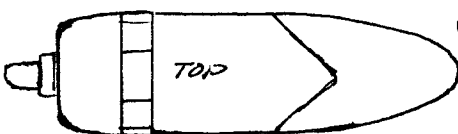


SIDE

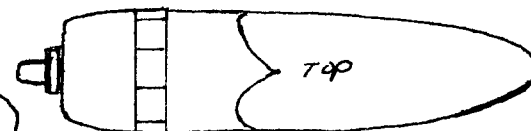


INBOARD NACELLES

SIDE



TOP



TOP

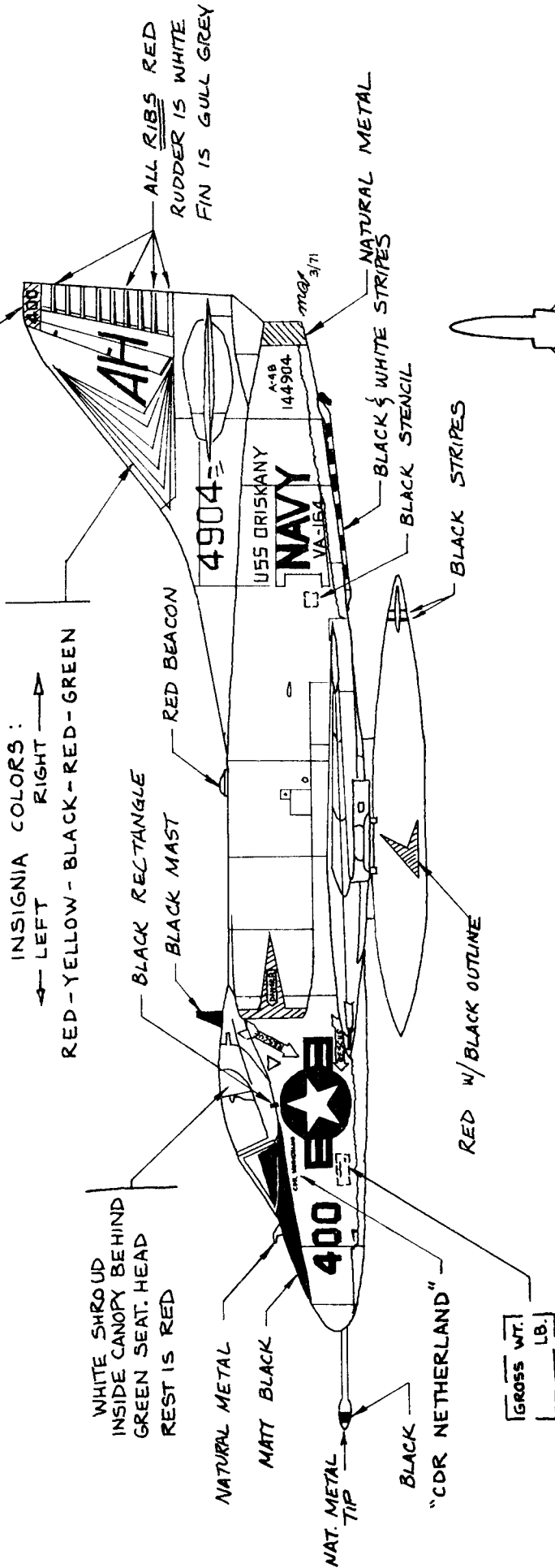
DOUGLAS A-4B SKYHAWK

COMMANDING OFFICER'S q/c OF ATTACK SQUADRON 164,
 "GHOST RIDERS", ABOARD THE USS ORISKANY, 1963.

RESCUE ARROWS ARE RED W/ WHITE OUTLINE.
 "RESCUE" IS WHITE.

"DANGER" IN JET INTAKE WARNING IS RED,
 ON WHITE BACKGROUND.

EJECTION SEAT
 TRIANGLE IS RED.



UPPER SURFACES: GULL GREY
 LOWER SURFACES,
 RUDDER, ELEVATORS,
 ALLERONS, DROP TANKS: GLOSS WHITE
 INSIDE OF FLAPS,
 DIVE BRAKES, JET
 INTAKE WARNING: GLOSS RED

ALL STENCILING, NUMBERS, &
 LETTERING ARE BLACK EXCEPT
 WHERE NOTED.

VIEW LOOKING FWD
 INTO SPLIT FLAP

TOP VIEW

CONTEST WINNERS

The contest winners at the March meeting included:

- 1) 1/72 scale aircraft -- Terry Moore's A-7D Corsair II test bed.
- 2) 1/48 scale aircraft -- Jim Schubert's Macchi-Castoldi's MC-72 seaplane racer.
- 3) 1/76 armor -- Doug Meyer's Army half-track.
- 4) 1/32 armor -- Ray Carr's Sherman Tank.
- 5) Miscellaneous -- Roger Torgeson's destroyer, U.S.S. Buchanan.

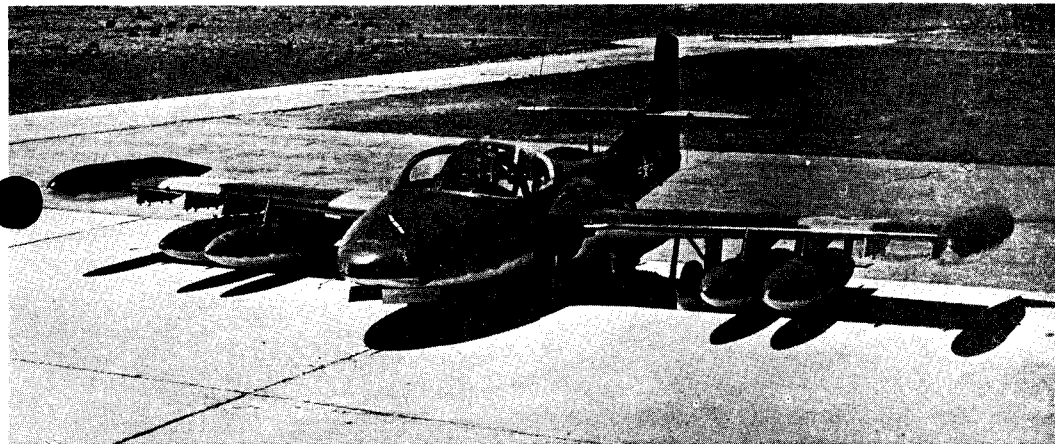
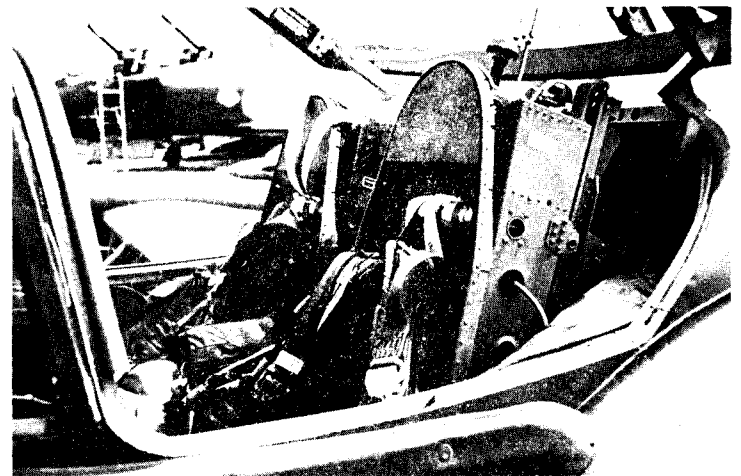
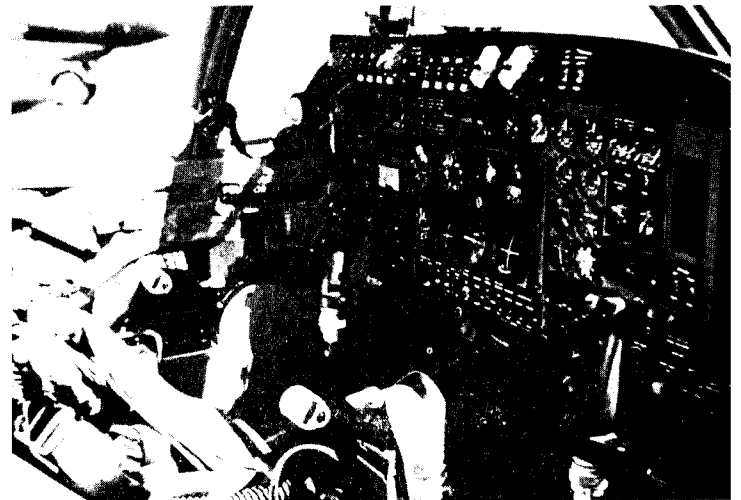
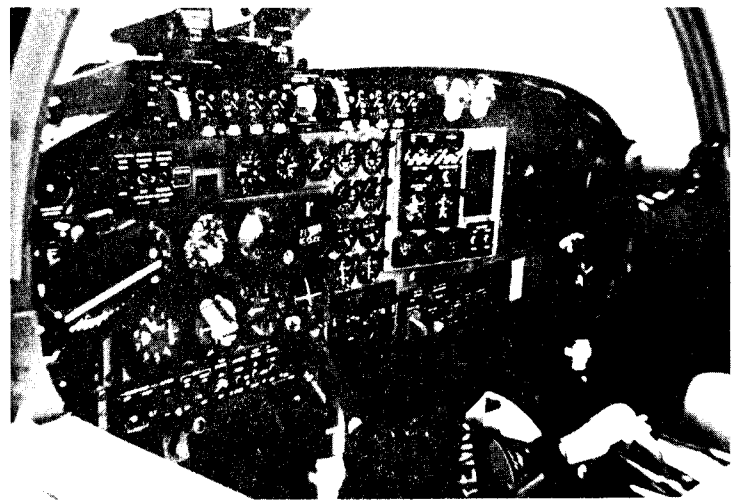
A-37 - Bob LaBouy

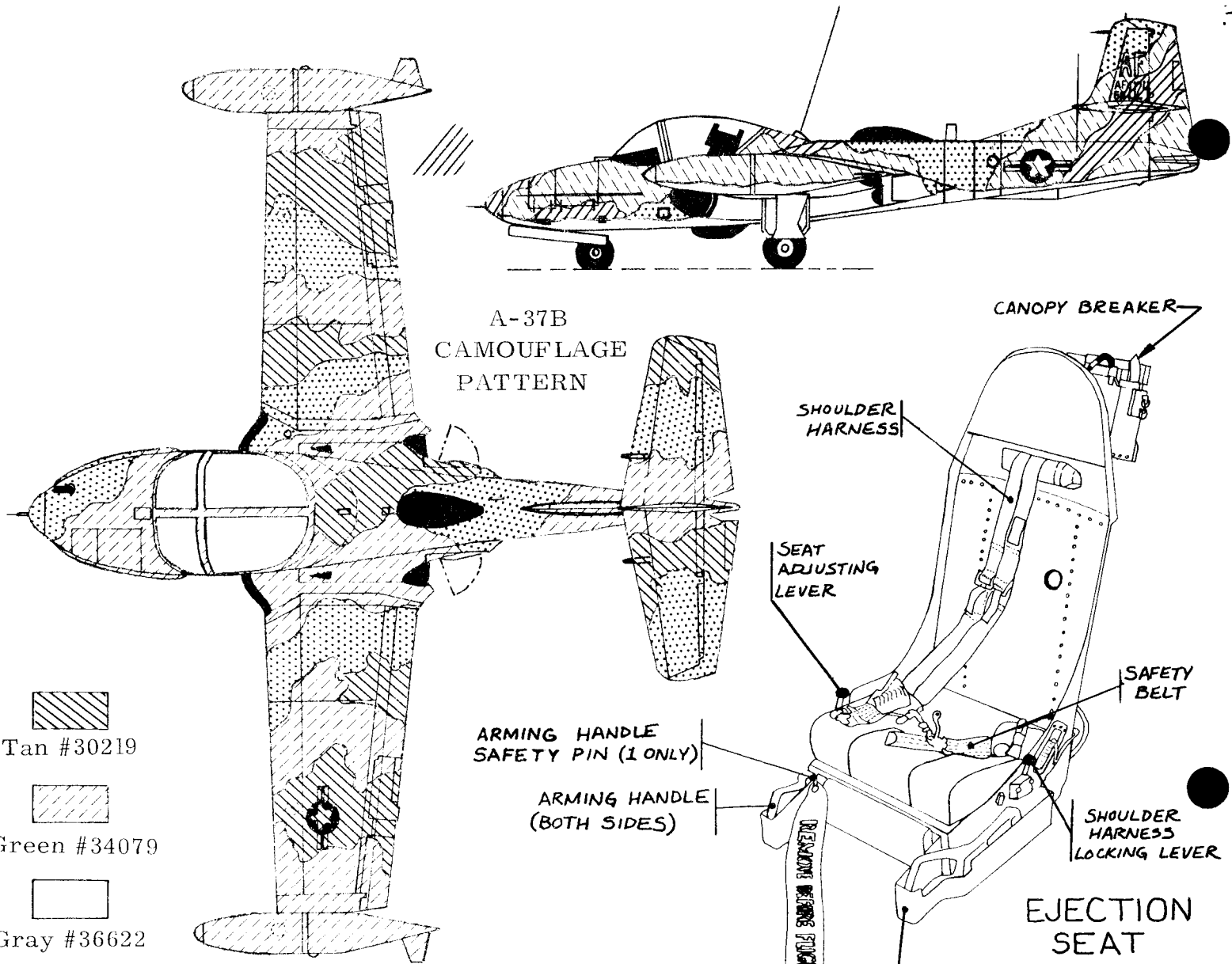
Have you wanted to build a contemporary aircraft lately and been plagued with indecision as to which one to start on? With the current abundance of modern jet and propeller aircraft available from both domestic and foreign producers, this choice can sometimes be bewildering. The Hasegawa A-37 kit is one of the finest kits moulded lately, from a company which (in my judgment) consistently produces the finest plastic kits available. As is the case with most of the newer Hasegawa kits, the outline is accurate, the panel lines are accurate and the canopy is clear and fits the fuselage well. Although the resulting model is small when completed, it is a compliment to any builder's collection of aircraft.





I would suggest several areas of note in building the Hasegawa A-37. If you are using the MiniCRAFT version (U.S. importer for Hasegawa), the instructions contain an error in printing; the electric trim tab is on the port stabilizer, not the starboard as pictured in the instructions. The kit does not include the VHF blade antenna, which may be cut and sanded to shape from a .080 thickness of sheet styrene and positioned as shown on the attached diagram. There are also three additional antennae to be added. The large VHF whip antenna may be mounted on the small box behind the canopy (this antenna is to be positioned in the swept position as shown in the diagram. This is the antenna's static position as well as in flight). The additional two shorter whip antennae are to be mounted in the two small antenna probes on the leading edges of the stabilizers. Both ends of each antenna should be painted yellow, and may be easily made from stretched sprue and mounted through small holes in the probes, drilled with a No. 80 drill. These antennae probes are coated with a porcelain finish which may be duplicated by gloss black paint.

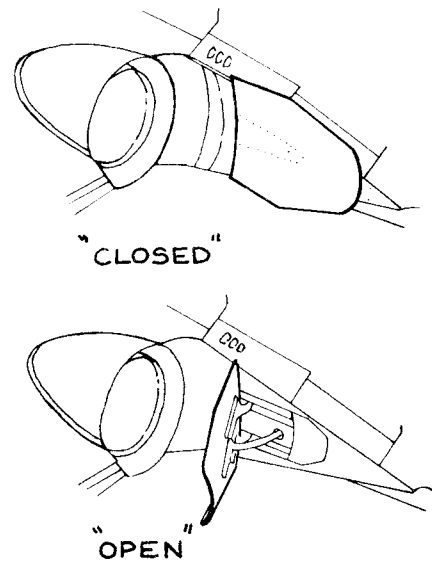
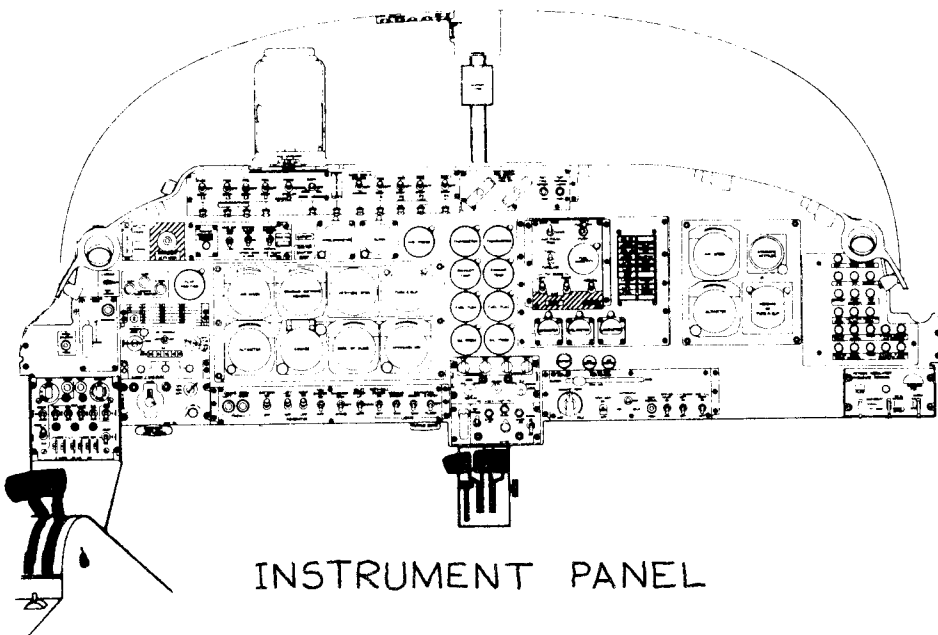
I found that the large clear canopy enables one to detail the A-37's interior to any extent you desire. There are several sketches attached which will give additional data as to the basic dash composition, gun sight location and ejection seat detail. The interior area is generally gray, with black instruments and the headrests are red with white shoulder straps and seat belts. (See diagram for layout.)

The current camouflage pattern used on A-37s is different from that pictured on the Hasegawa instruction sheet. There is no color guide on the MiniCRAFT sheet, but the box art will serve as a useful guide to the colors used on the A-37. The federal standard numbers and general pattern shown here are from Air Force Technical Order 1-1-4, revised in May 1970.





-  Tan #30219
-  Green #34079
-  Gray #36622
-  Green #34102



THRUST ATTENUATORS

APRIL MEETING

The Seattle Chapter's April meeting will be held at the Glaser's Bottling Co. plant on TUESDAY, APRIL 20th, at 6:00 PM.

NORTHWEST AIRSHOWS - 1971

Do you enjoy the smell of aviation fuel, the roar of F-4s passing overhead at 1200 mph, and the ability to observe, photograph and study vintage and contemporary aircraft? If you love good flying demonstrations and static displays, this year's regional air shows offer a better than usual opportunity to view several of North America's best air shows. Although there may be some changes, the shows nearby are scheduled as follows:

<u>Event</u>	<u>Date</u>	<u>Cost</u>
Fairchild AFB (Thunderbirds)	May 8	Free
McChord AFB (tentatively)	May 15	Free
Paine Field (Thunderbirds)	July 17-18	\$1.00 per person
Abbotsford Airshow	August 14-15	\$5.00 per car
NAS Whidbey (Blue Angels)	September 18-19	Free

WORLD WAR I SCRAPBOOK - John Gray

Sorry we missed the last issue; will have to admit it was a very good issue even without us. Just goes to show that no one is ever indispensable. Now down to business.

A few more words about the British Naval Eight's "Sop" Triplanes. We have sketches in this issue of Triplanes flown by two of Naval Eight's illustrious pilots, Robin Little and Jenner-Parsons. When buying your kit or kits to reproduce these planes you may just as well get a half dozen or so. You see, the Sop Triplane fuselage can be used with very little modification for the following planes; Sop Pup, naturally; Sop Baby, a little extra work on the nose and a new cowl; Beardmore W.B.111, a folding wing shipboard version of the Sop Pup; Alcock A.I., probably the worlds only homebuilt fighter plane (by homebuilt we mean a plane that was designed and built by people as a kind of hobby); and the Hanroit H.D.I. I have never seen a model of Coppens' plane yet. 1/72 and or 1/48 drawings of all of these planes are available. If you would like to have us publish conversion information and drawings on any of these, let us know.

Pfalz DVIII

Our model of the month this time is Paul Baumer's Pfalz DVIII. This was one of about 50 or so that were produced and of course one of the 20 or so that saw front line

service. While Paul Baumer had a victory total of 43, he had a pause in victories from March 23rd to Sept. 5th.

Baumer crashed in his Pfalz D.VIII on May 29th. The April 30 list of planes "at the front" shows no Pfalz D.VIII's, while on June 30, 14 were listed, and on August 31, 19 are listed.

In light of this, I do not believe that Baumer had any victories while flying this particular plane. The plans are of Baumer's machine only, and if you should happen to want some other pilots airplane we suggest some research and use of pictures if possible. While the D.VIII's that saw service were basically alike, airframe wise, there were differences in the props and cowlings. Some had spinners although Baumer's plane did not. The crosses also varied from plane to plane.

Your author firmly believes that too many models on the market are actually hybrids of the various Marks of a particular type plane, because the artists who drew the originally published plans put too many versions on one drawing. For instance both the 1/48 Aurora and the 1/72 Renwal Pfalz D.VIII have the gun location and exhaust pipe configuration of the later D.IIIa version.

Vacu-formed body halves and cowlings will be available for the Pfalz Triplane, D.VIII or D.VII. The wings of our model are made from Sop. Camel wings.

SPAD XIII

The drawings for the Spad XIII are of the first production airplanes, most of which emerged from the factory with the light yellowish finish as described in an earlier issue for Guynemer's Spad VII's. The 1/48 Hawk XIII is almost this version; it needs a little more rounding of the wing tips and giving the ailerons a straight taper plus thinning the front cabane brace to a little less than half of its present size. This brace should also be round. This model also has a few more points that can be improved. (1) Give it a pair of Vickers guns in place of its two thin little dowels. (2) Make new inter-plane struts of the correct configuration. (3) The flat body sides need filling out. Lay some light string in the etched stringers along each side of the body then cover the sides with tissue paper. When glueing the paper, put the glue only along the top and bottom longerons and stretch the paper tight after the glue has set. Spray the paper with Model Dope (lightly). Trim the excess paper all around and use just enough liquid cement to fix the front and back edges of the tissue. After 24 to 48 hours, do your usual excellent paint job.

The 1/48 Aurora and 1/72 Revell and Eldon kits do not need so much body and strut work, but the wings will need more filing or cutting to round off the wing platform.

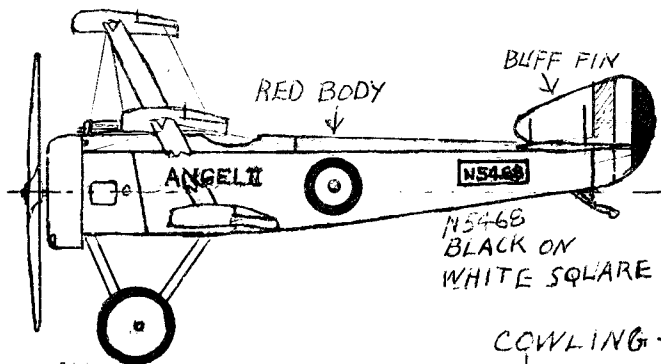
For Guynemer's plane, decorate it the same as shown in Aircam Vol. 9 (picture of Guynemer's Spad XIII). Fonck also flew this version and Major Francesco Barraca was flying this version at the time he was shot down.

Next issue look for the following; Alberts Ball's S.E.5, Mickey Mannoek's S.E.5a (I expect some arguments on this), and W.F.J. Harvey's Bristol Fighter.

Bibliography

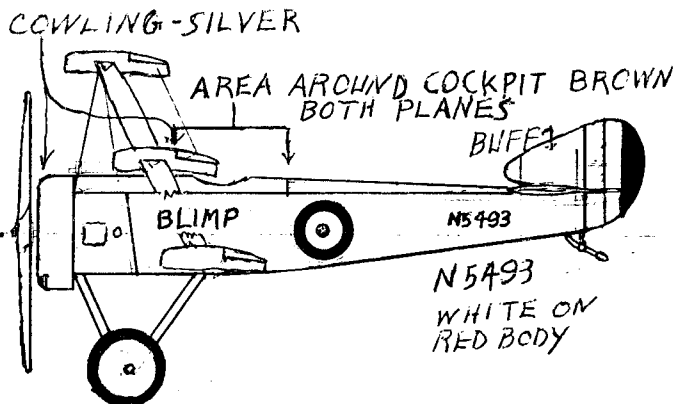
German Aircraft of the First World War, Gray and Thetford
Eisernes Kreuz and Balken Kreuz (Nowarra)
Cross and Cockade Vol. #4
Aircam Vol. #9

SOPWITH TRIPLANES OF NAVAL EIGHT

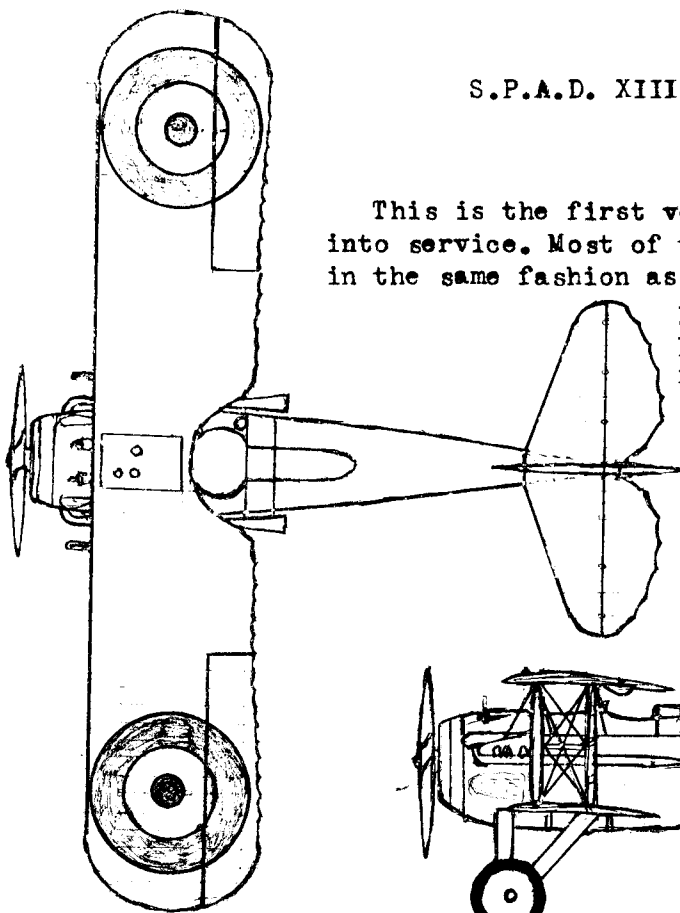


"ANGEL II" Flown by
Lt. Jenner-Parsons.

The names ANGEL II and BLIMP were both in white. The wings and stabilizer were both painted in the normal colors and the interplane struts were in natural wood finish. The wheel centers were finished the same as wing undersurfaces. The only discernable differences in these two planes is in the names and in the fashion the serial number is applied.

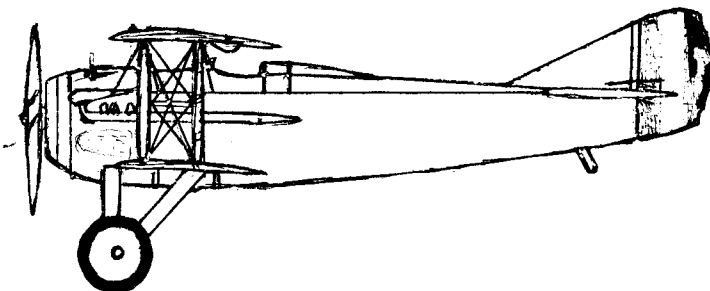


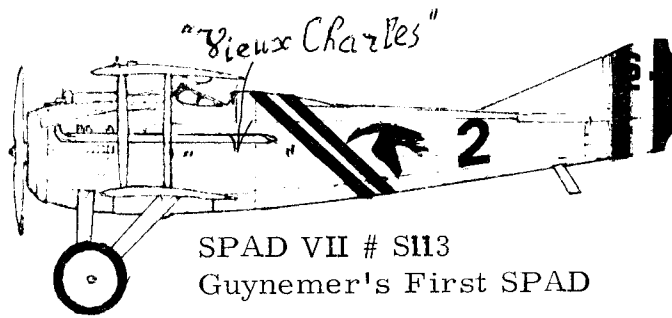
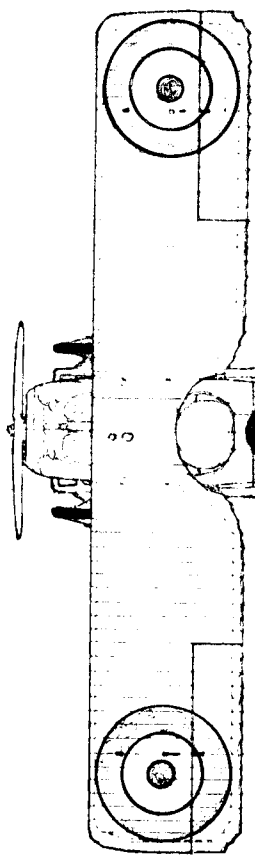
"BLIMP" Flown by Lt. R.A. Little.



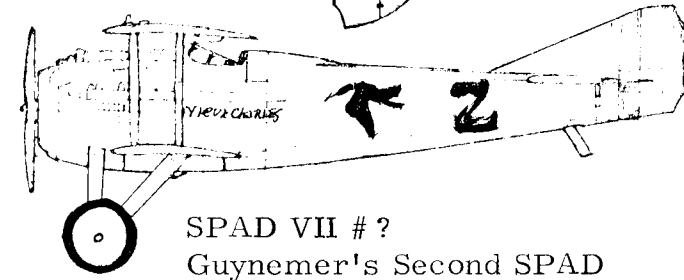
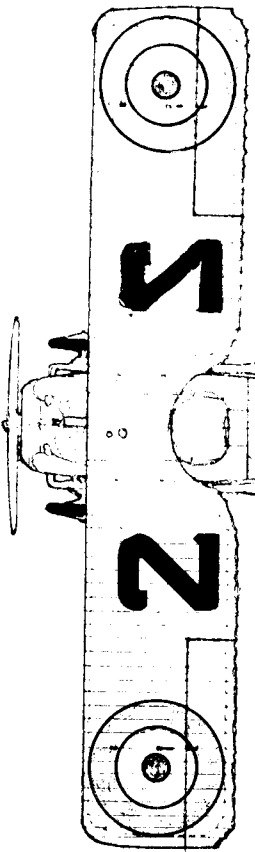
S.P.A.D. XIII Early model.

This is the first version of this airplane to go into service. Most of the early models were finished in the same fashion as the early VII's, i.e. light yellow or clear doped. Guynemers plane was this type. It was also flown by Fonck and Barraca.

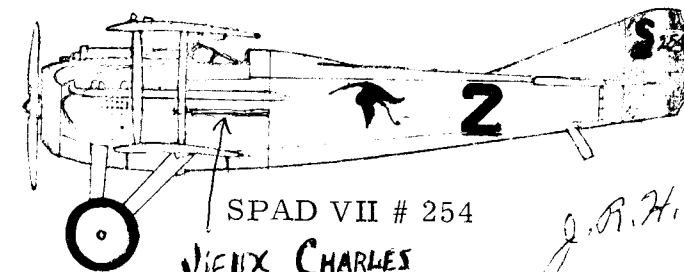
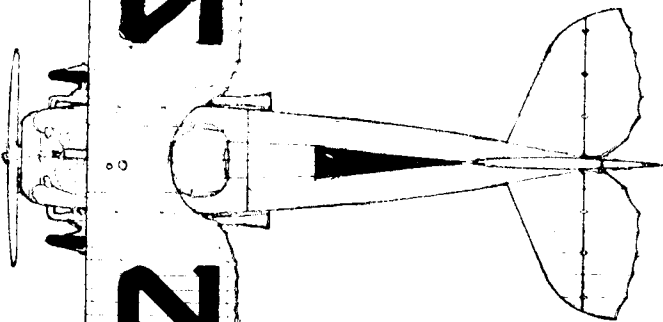




SPAD VII # S113
Guynemer's First SPAD



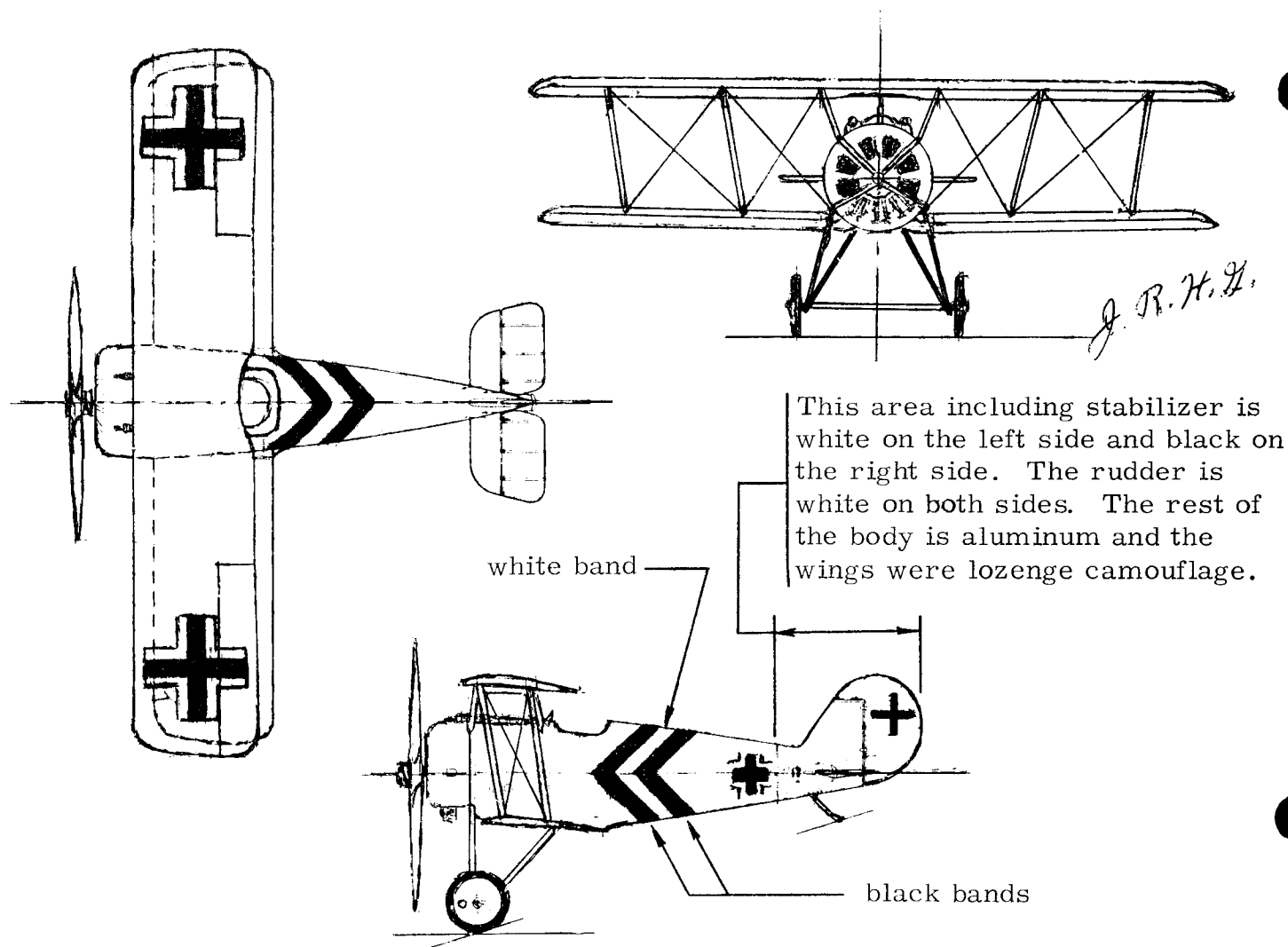
SPAD VII # ?
Guynemer's Second SPAD



SPAD VII # 254
VIEUX CHARLES

J. R. H. Z.

See Vol. I No. 2 for color notes and other information on these aircraft.



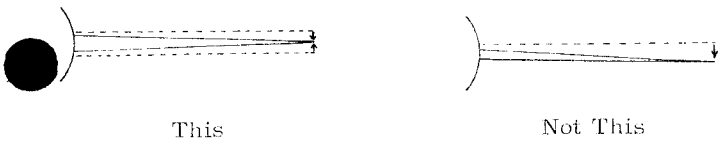
MORE TIPS - Jim Schubert (Article continued from December 1970 Issue)

4. More on "Plan Ahead": As part of checking dimension, porportion, outlines, etc., tape the main parts of your kit together, or stick them together with clay to see how the model will look as a finished whole. Photos of stock built models in the various magazines are also very helpful in this regard. Some examples: most kit built Spitfires don't sit right unless you fiddle around with the undercarriage; some kits have legs too short, or legs too long, doors likewise, tires too fat, or tires too skinny. Take the Hasegawa F4-J Phantom II for example. The undercarriage legs are molded with the oleos fully extended in the flight position which makes the model sit about a scale two feet too high (check photos). Also compare the Hawk and Monogram 1/48 Mustangs on this point. The Hawk kit is molded with the oleos extended so the model sits about a scale foot too high. In this same vein, pay special attention to the dihedral of the wings, particularly straight wings. The most glaring examples are the Revell 1-16, Fokker DVII, the Airfix SM-79, and all three of Monograms little "bipes". On the 1-16 and the SM-79 the wings are straight, which means they taper up as much as they taper down. Both kits, however, if built stock will give you all the taper down so that the bottom of the wings are flat, which is wrong (see Green's books, or the Profile books). The DVII and Monogram's three "bipes", due to molding quirks, all have their top wings bowed up into a ridiculous amount of dihedral. Straighten them in the jet of steam issuing from a boiling teakettle (wear your wife's oven mitts whilst doing this to avoid parboiled fingers). This also works for straightening those inevitably wavy helicopter blades. Also check prop blades -- most kits have the backs as rounded as the fronts when in fact the backs should really be flat to slightly concave. (On another whole subject, Revell's 1-16 has so many other serious faults that building a good stock model requires more converting than most conversions.)

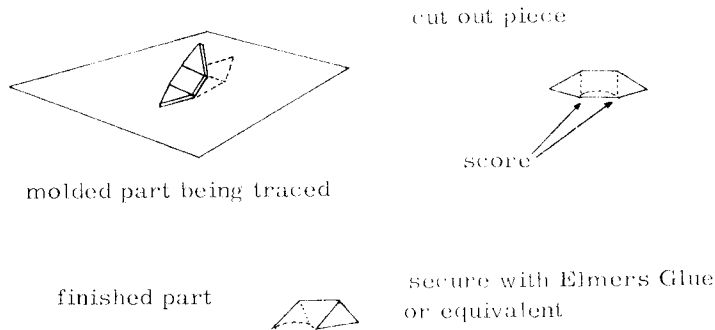
continued

Continued

Example:



5. Windscreens: Throw away the scale 6" thick molded windscreen provided in open cockpit kits and make one of thin clear plastic stock -- celluloid for example. You can probably use the molded screen as a pattern. Cut the new one in one piece and score it to bend to shape.



6. Buy a Razor Saw: That's one of the best tips you'll ever get!

Buy a box of round toothpicks: Use them to stir and mix paint; to mix and apply epoxy cement (sharpen the end you'll use first); to apply Green Stuff (or whatever you use); to hold wheels or other parts with holes in them (propellers for example) while painting them.

8. Buy some children's non-hardening modeling clay: Use it to jig parts together for trial fit; to jig for gluing; stick small parts into or onto a lump of it for holding while painting; as a nose weight for tricycle gear models; as a fillet material in areas that will never be touched -- it works to final configuration with fingers, toothpicks, etc., and can be spray or brush painted -- make interior details from it and paint them.

9. Buy some double-stick Scotch Tape: Stick a piece to some card-board and array all your small parts on it for brush or spray painting.

10. Buy some emery boards: These manicure tools make nice disposable files.

11. Glue: I use Testors Liquid Plastic Cement applied with a 15¢ disposable hypodermic syringe (purchase of these may become illegal in this state shortly) for joining sheet and small parts. Pactra, Comet, or Testors tube plastic cement for most purposes. Duco, Comet, Testors, etc. for wood, paper and other low/medium strength mixed material joining. I use Devcon two-part epoxy for high strength dissimilar material joining. I also use this for small contact joints requiring high strength (as undercarriage legs into their sockets in a wheel well). Devcon is available for \$1.00 at Hometown Hardware Store (it may be available elsewhere too, but I don't know). The big beauty of Devcon is that it sets hard in under five minutes. I use old business cards as mixing palettes and sharpened toothpicks as mixer/applicators. I use Elmer's Glue for light low/medium

strength joining of dissimilar materials and as a filler. Elmer's can be thinned with water and brushed on as a surface sealer before painting. It is good for joining well-fitting canopies -- as on Monogram kits -- because it won't run, it won't craze the clear plastic, and excesses can be wiped off with a wet toothpick. Caution: once set you can't sand or cut Elmer's. If you try to it comes off in big chips.

One last tip for now ---

12. Silver Paint: I have had best results --really outstanding -- with Testors's Butyrate Aluminum Dope, thinned with ordinary lacquer thinner or the special Testors's butyrate dope thinner (the lacquer thinner is cheaper; about 25¢ for a pint at the hardware store). Thin the dope so that when you dip in a clean toothpick, it comes out clean! That's real thin. You have to airbrush it, and for the first half dozen or so passes you'll think you're not getting anything, but it's thin so it takes a while -- keep spraying. No surface sealing or preparation is necessary. The dope dries instantly, does not craze the plastic, and will not fingerprint. It cannot however be masked, or drawn upon with either a pencil or a pen. So if you're using other colors too, put them on first and mask with one of the new liquid masks. For panel shading and differencing, mix up a "straight" batch of aluminum dope, another to which some white has been added for lightening, and another to which some black has been added for darkening. You may want to try a bit of blue, yellow, etc. Caution: this stuff coats so thinly that any surface imperfection glares right through the paint, so you must clean up all of your work with very fine wet or dry sandpaper and then polish the plastic, but the results are worth the effort.

Next time we'll talk about paints, tools, working conditions, references, etc. Stay tuned.

P.S. I may have a hot flash for you all on a small inexpensive high pressure compressor.

J.S.

FINANCIAL STATEMENT - March 1971

Balance as of 1/31/71	\$138.05
Dues Received During 1971	<u>113.50</u>
	\$251.55
Expenses	<u>30.46</u>
Present Balance	\$221.09

Itemized Expenses:

Office supplies and name tag holders	\$ 5.72
Post Cards	22.50
Postage	<u>2.24</u>
	\$ 30.46

A note from the printer:

In the last issue there was an excellent article on "Building a De Havilland Midquito Bomber in 1/72" that mistakenly got Terry Moore's name on it instead of Mike Quan's. My apologies Mike. While I'm correcting goofs. . . . for those of you who have noticed the occasional use of the work Fron, what I really mean is Frop.

HAND PAINTING SHARKMOUTHS

Terry Moore

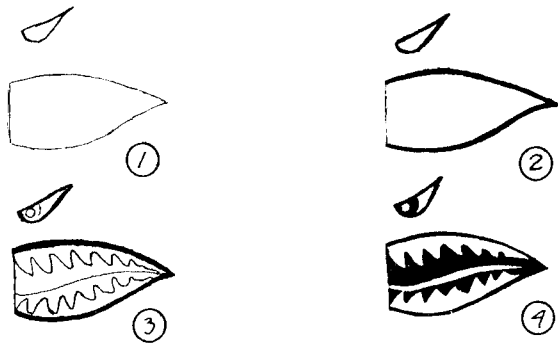
Although there are many decals on the market with sharkmouths; the majority of them would not fit an aircraft model other than a P-40 as the majority of decals are for that plane. There are no sharkmouth decals for an A-7D "Corsair II", Blenheim IV, or HS 129, and many other aircraft. The only thing left to do is to hand paint one. Here is a basic idea of one way to do the job.

Step 1. Lay out the design on a piece of tape -- Scotch magic mending tape works well. Cut out the shape of the eye and the mouth and place the stencil on the model. (It is best to do it after the model has been painted.) Spray the area with white (Floquil white is good for this). After it has dried, remove the tape.

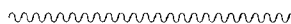
Step 2. If the sharkmouth requires it, paint an outline around it in the color required. Do the same with the eye. Use a very small brush and work slowly.

Step 3. With a draftsman's 6H pencil or another hard lead pencil, outline the shape of the teeth, the tongue and the eyeball on the painted area.

Step 4. Carefully paint the colors in the mouth and eyes, red first then the other color. Do the same with the eyeball. If the two colors are separated by a white line, cut out a thin piece of tape and apply it over the white area before painting the mouth colors.



T.D. MOORE 3/71



E.S.C.I. DECALS

The following is a list of E.S.C.I. Decals to be released by Floquil Products in the following months, each sheet to retail for \$1.29, and may be obtained through several local retail hobby shops.

Country	Type	Description
Germany	Bombers	Focke-Wulf FW 200 Condor
U.S.A.	Fighters	F4-U Corsair - F4-F Wildcat
G.B. & Comm	Fighters	Westland Whirlwing - Fairey Battle
U.S.A.	Fighters	TBM Avenger - Curtiss SB2C Hell-Diver
Germany	Fighters	ME 262 - MD 163 - HE 162
Russia	Fighters	Yak 9 - Lavochin LA 5/7
U.S.A.	Fighters	Northrop P-61 Black Widow - Douglas SBD Dauntless
France	----	National Insignia and Victories Gained
U.S.A.	Fighters	Vought Kingfisher - Grumann J2F-6 Duck
Belgium & Holland	----	National Insignia and Victories Gained

continued

Italy	Bombers	Fiat BR-20 - Cant Z 1005 - Cant Z 1007
G.B. & Comm	Bombers	Handley Page Halifax
U.S.A.	Fighters	Grumann FGF Hellcat Curtiss P-40 Tomahawk
Germany	Bombers	Junkers JU 52
G.B. & Comm	Bombers	Douglas Boston - Lockheed Hudson
G.B. & Comm	----	National Insignia and Victories Gained No. 2
Germany	Fighters	Focke-Wulf FW 189 - Blohm & Voss BV 139
U.S.A.	----	National Insignia and Victories Gained No. 2
G.B. & Comm	Bombers	Whitworth Whitley - Short Stirling
G.B. & Comm	Fighters	Fairey Firefly - Fairey Swordfish
U.S.A.	Bombers	Dakota DC 3
U.S.A. & G.B.	Bombers	PBY Consolidated Catalina - Short Sunderland
G.B. & Comm	Bombers	Handley Page Hampden - Avro Anson
Germany	Bombers	National Insignia and Victories Gained No. 2
G.B. & Comm	Bombers	Vickers Armstrong Wellington
Allied	Volunteers	----
Allied	Volunteers	----

JAPANESE COLOR SYMBOLS - Bob LaBouy Nabe Watanabe

For the many members who have been constructing the various excellent Japanese kits for several years and have wondered what all of those little symbols are in English, I would like to submit the following summary. The translation has been provided by a Japanese engineer, "Nabe" Watanabe, who is currently living in Seattle. Nabe is learning English at Seattle Community College -- it seems that he has always wondered what all of those funny little symbols are on the Revell and Monogram instruction sheets?

白	White	赤	Red
黒	Black	茶	Brown
銀	Silver	銀灰	Aluminum
タン	Tan (Light Brown)		
グレー	Gray		
ライトガルグレー	Light Gull Gray		
ガルグレー	Gull Gray		
ダークグレー	Dark Gray		
ライトグレー	Light Gray		
オレンジ	Orange	黄	Yellow
オレンジイエロー	Orange Yellow		
インターナショナルオレンジ	International Orange		
フロート全面オレンジイエロー	International Orange Yellow		
艶有	Shiny, Polished	つや消	Matte
艶消し	Grimy	鉄サビ	Burnt Metal (Rust)
半艶消し	Dirty		
ダークグリーン	Dark Green		
グリーン	Green		
オリーブグリーン	Olive Green		
ジंकロ	Zinc Chromate Green		
青	Blue		
全面銀	All Silver		
色	Color	左	Left
又は	Or	右	Right

MITSUBISHI J8M1, or Ki200, SHUSUI - Jim Schubert

A simple conversion from the Lindberg 1/72 Me163B Komet

REFERENCES: (In order of overall value for money)

1. Japanese Aircraft of the Pacific War, R.J. Francillon (Putnam-\$18.00)
Absolutely the best source on Japanese aircraft of WWII; expensive, but worth it.
2. Fighters, Vol. 3, William Green (Doubleday-\$2.95)
One of the four volumes covering all WWII aircraft; a good buy.
3. Scale Models magazine, Vol.1, No. 10 (July, 1970)
Best model magazine value on the market, but lousy subscription service; \$6.00/Yr.
4. Famous Fighters of the Second World War, William Green (Hanover House-\$4.95)
In the same vein as 2 above, but expanded text, a good tone drawing, and more photos.
5. Rocket Fighter, William Green (Ballantine-\$1.00)
An outstanding book on the Komet, Shusui, and other rocket fighters.
6. Rocket Fighter-the story of the Me 163, Mano Ziegler (Doubleday-\$4.95)
A first person narrative of the development of the Komet by one of its test, and later service, pilots; lots of good photos.

Re the Shusui, reference #5 above is the best buy

NOTES:

A reasonably accurate Shusui can be made by slightly altering the wing tips, fin/rudder tip, ventral fin, and skid fairing; and by opening up the rear windows, and putting a frame inside the canopy. The rear windows are glazed by burnishing scotch tape firmly over the opening and then trimming as close as your surgically steady hand will permit. (Credit to Charlie Schaaff for that tip; I first saw it used on his Barracuda). The finished model is within a scale foot of dimensional accuracy on all points. The canopy will be a nit short, but only a "nit" picker would object.

One appeal of this conversion is that you have a choice of three attractive color schemes on a truly unusual airplane.

The orange and grey recommended are "close enough". The Testor olive is an exact match with the A3 Green color chip in the Floquil guide. The Pactra N1 Green formula is my own, and is as close a match as I could get to the Floquil color chip-and its cheap too.

The stencilling info is from an article by Richard Ditty in an IPMS (U.S.) quarterly of about five years ago-I'm not sure of the particular issue. It's based on the un-restored Shusui in Ed Maloney's Air Museum at Ontario, California.

If you're inclined to research, why don't you dig out the details on the Yokosuka MXY3 Akigusa (Autumn Grass) training glider for prospective Shusui pilots? These gliders were of wood and fabric construction, and appear to have been doped overall aluminum, or orange. The Akigusa would make an interesting article for this newsletter.

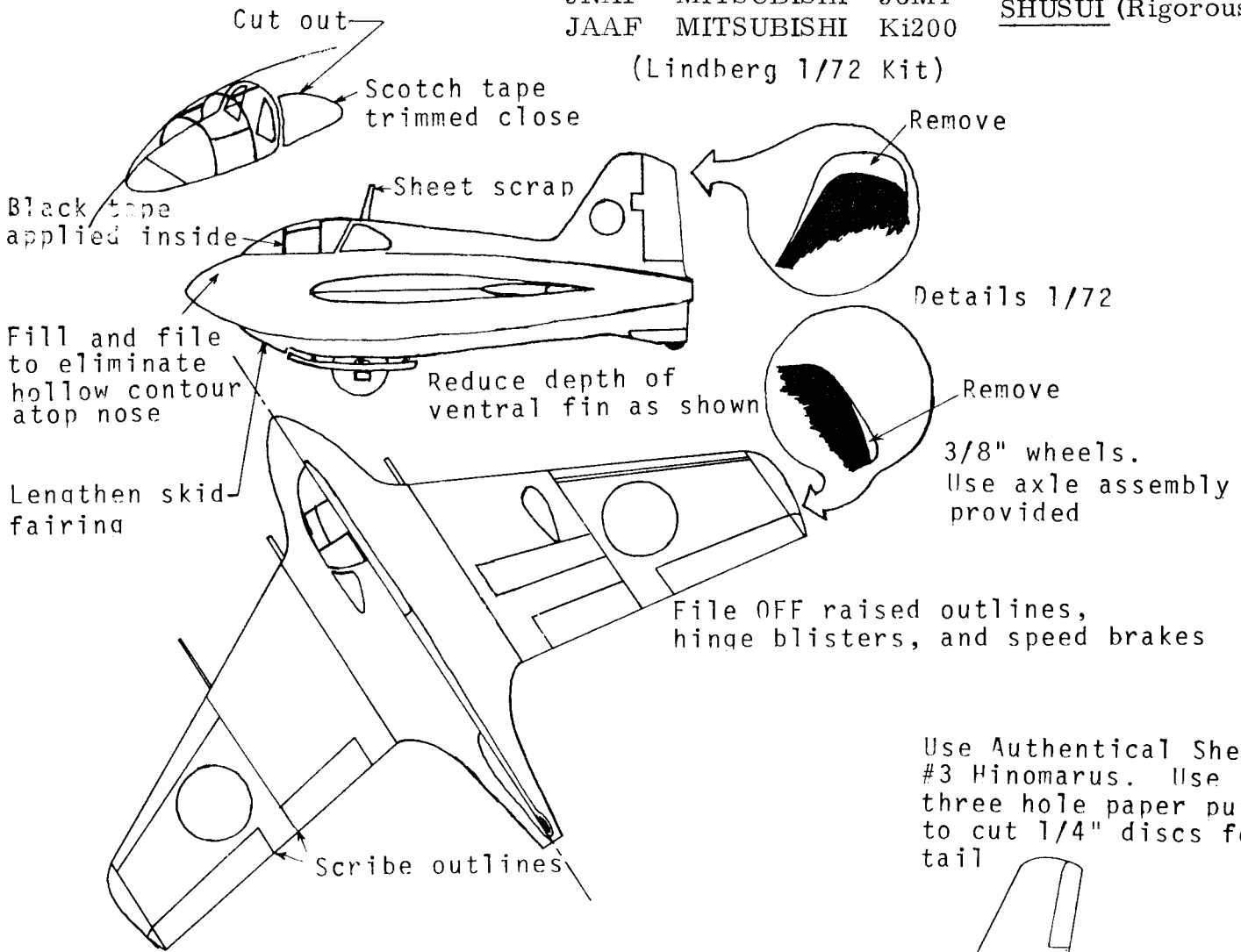
Although this is written for conversion from the Lindberg 1/72 kit, the Hawk 1/48 kit could as well be used, but you'd be obliged to go to Ontario, California to get cockpit interior details as these could not very well be left out of a 1/48 model. In a 1/72 model like this you can get away with a hint of an instrument panel and a pilot to obscure the fact that you didn't put in an interior. The interior, incidentally, should be either aluminum in color, or light metallic blue.

Exceptions, and additions, to this information are earnestly solicited.

JNAF MITSUBISHI J8M1
 JAAF MITSUBISHI Ki200

SHUSUI (Rigorous Sword)

(Lindberg 1/72 Kit)

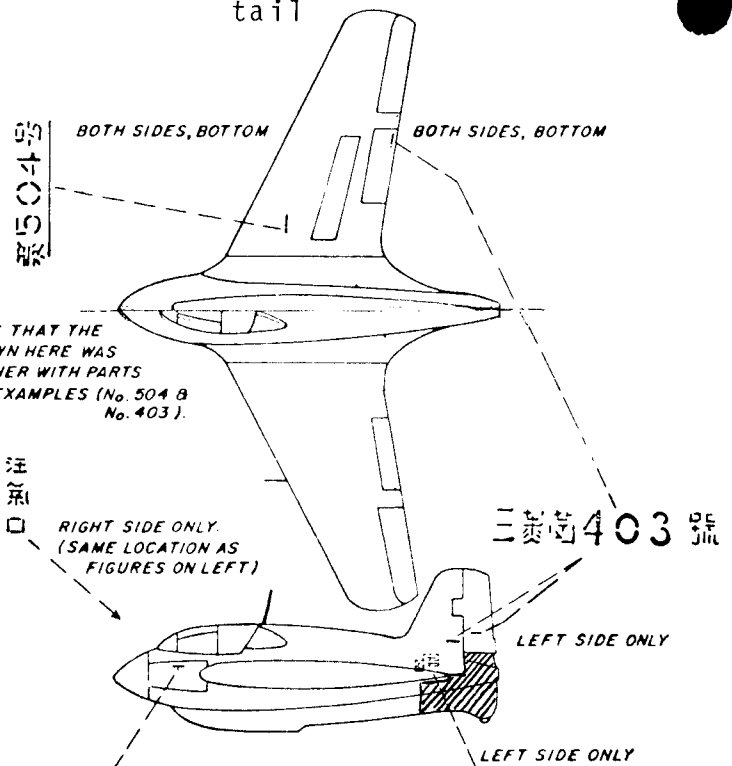
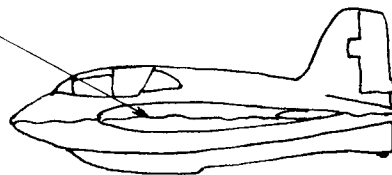


J8M1 is orange overall with natural metal under tail; alternately NI Green top, A/M 2 Grey bottom

Ki200 has A3 Green top, A/M2 Grey bottom

Use Authentic Sheet #3 Hinomarus. Use a three hole paper punch to cut 1/4" discs for tail

Top color carried slightly over leading edge



IT APPEARS THAT THE PLANE SHOWN HERE WAS PUT TOGETHER WITH PARTS FROM TWO EXAMPLES (No. 504 B No. 403).

- Orange: Pactra F12
- A/M2 Grey: Pactra M13
- A3Green: Testor 1165 flat olive
- NI Green: Pactra flat Black 7 parts
- Pactra flat yellow 3 parts
- Pactra flat white 2 parts
- Pactra flat insignia Blue 14 parts

三美蘭 504 號

三美蘭 403 號

製造番號 三美蘭 403 號

所屬

James J. Schubert 3/19/71

CONTEST RULES

REPORT OF CONTEST STUDY COMMITTEE

We had two meetings and after considerable discussion agreed on the following:

Categories:

1. Small scale aircraft - example 1/72nd.
2. Large scale aircraft - ex. 1/48th. & 1/32nd.
3. Small scale armor - ex. 1/76th.
4. Large scale armor - ex. 1/35th. & 1/24th.
5. Miscellaneous

Note: It was decided that lead figures should not be eligible.

Reasons: We decided that different skills are required to build large and small scale models, as well as differences between armor and aircraft. We realize that grouping the remainder in misc. is far from ideal, but we were limited by insufficient numbers of specific types to create special categories for them (ex. ships).

Combining categories:

We decided to have a minimum of 2 entries to make a category active. If we don't have 2 entries, then that category will be combined with the one most like it (aircraft with aircraft, armor with armor).

Selection of judges:

There will be two judges per category. They will be the first and second place winners from the previous contest. They will judge the category they won. They will not be permitted to enter models in the contest they judge.

Alternate selection of judges: If a judge is absent, an alternate judge will be selected as follows: the president and sec/tres. will select a member of known modeling skill who does not have a model entered.

In case categories are combined: The judges will be the two first place winners from the categories. If a first place winner is absent, he will be replaced by the second place winner. This may present problems at the following meeting. If both winners are from the same scale category, the judges for the other category will be chosen by the alternate procedure. If one winner is from each category, then the missing judges will be chosen by the alternate procedure.

Reasons: It was important to us to have knowledgeable judges. We thought it might be better to have aircraft builders judging aircraft, etc. because they are the most familiar with the techniques involved in building that type model. There was a great deal of discussion about skill categories. We thought by having the judges ineligible, this would help solve this problem. More than one set of judges will make the judging go faster.

Points on judging:

Judging will be primarily on skill and craftsmanship with authenticity of secondary importance. If in the opinion of the judges, no model is considered worthy of winning, then no prizes will be awarded. Three places will be awarded in each category.

Frequency: Monthly

Models must be on display by one hour after the meeting starts.

There will be no limit on the number of models entered per person unless a problem develops.

A 3" x 5" card must accompany each model. It will contain the name of the model, kit manufacturer, scale, references. Modification and remarks may be recorded if desired. Builder should put his name on the back.

For the contest committee:

Larry Buettner

Charles Schaaf, Stan Horton, Mike Edwards, Bob Kennedy, Steve Elmes, Doug Meyer, Brent McCullough, Ross O'Neill, Terry Moore, Roger Torgeson, Mike Quan, & Larry Buettner

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5. D.F.S. 230A - 2.00
6. MB-5 ----- 2.00

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By: R. J. Tyson

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