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Jim Schubert

Jim Schubert

Return

ACCURIZING

THE BLOHM UND VOSS BV 141

by Mike Quan

The most unusual of Airfix's recent releases is their rendition of the second prototype of the Blohm und Voss BV-141B asymmetrical reconnaissance plane. The plane never reached production due to the success of the FW-189A in the reconnaissance role. There were only five planes of this series built.

The Airfix kit is quite nice, all things considered; but with a little work, you can have a really outstanding model. Proceed as follows:

1. The two pins on the bottom of the console (part 9) must be cut off and part 9 glued onto the floor (part 13) offset approximately 1/16" to port. This gives a correct fit when the floor is glued into the crew nacelle halves.
2. **FIGURE A:** Interior notes on this plane are apparently non-existent. All I can make out for sure from photographs is that there was a bulkhead behind the pilot's seat only, and on this bulkhead was a cushioned headrest for the pilot. Any further notes on the interior would be sincerely appreciated.
3. **FIGURE B:** The MG-17 flexible machine guns need the odd bumps sanded off their barrels. Add ring and bead sights from fine wire or stretched sprue. Also add empty shell collectors. I used collectors from the Airfix Ju-88A guns.
4. **FIGURE C:** Due to molding limitations, the bulges on the engine cowling need reshaping to make the front and rear of the bulges the same.

5. **FIGURES C & D:** I used the front of Revell's FW-190 cowl, removing the front and back as shown, and removing all engine detail. The BV-141 cowl (part 33) is then trimmed to receive the Revell cowl front. Keep the same overall length when mating these parts. The resulting seam looks like the armoured cowl gap of the prototype.

I used the cooling fan from Frog's FW-190, and attached it to the engine (part 31) after the shortening the gearcase as shown.

An easy, albeit expensive, alternative is to use an Airfix De-217E cowl complete!

6. Sand down, not off, the knobs on the top right wing.

7. **FIGURE E:** Cut off the existing aileron mass balances and make new ones from wire, or sprue, and .010" sheet.

8. **FIGURE F:** Carefully hollow out the elevator and rudder hinges.

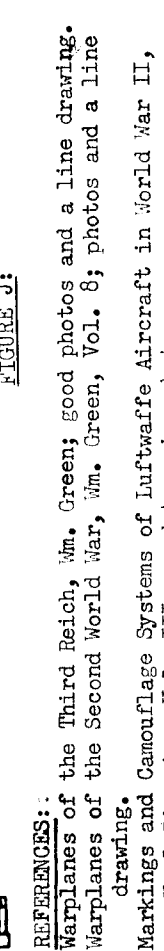
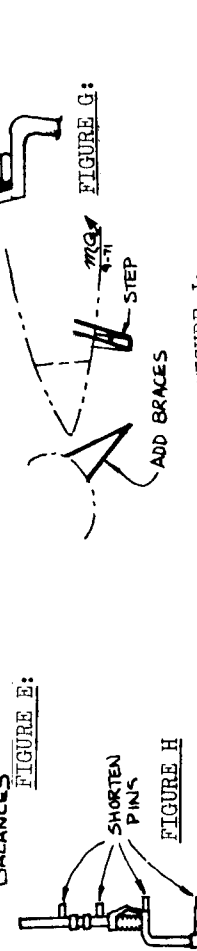
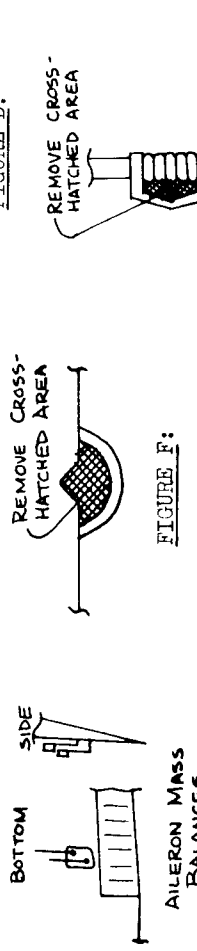
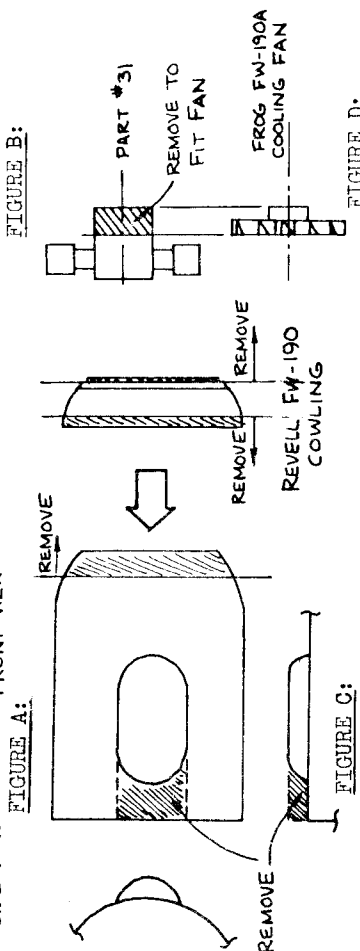
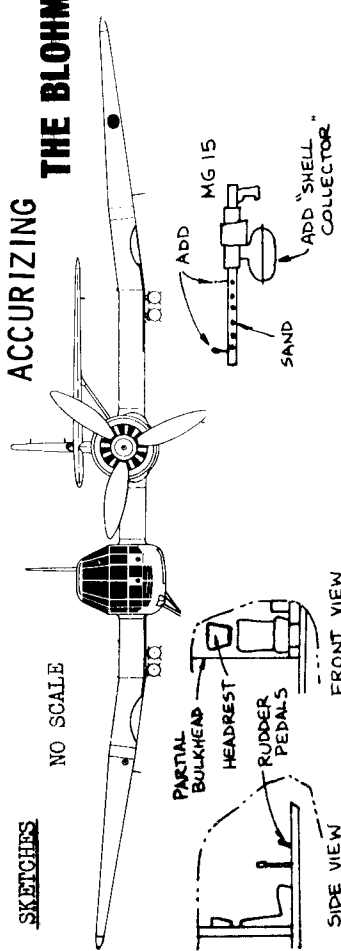
9. **FIGURE G:** Similarly hollow out the anti-torque scissor on each oleo.

10. **FIGURE H:** Vac-u-form, or otherwise scratch build, new landing gear doors to replace the over thick parts in the kit. Remember to shorten the door mounting pins to compensate for the reduced door thickness.

11. **FIGURE J:** Add two braces to the step as shown.

12. Deeply scribe the wing flap outline on the wing underside to replace the existing faintly raised line indicating the flaps.

The kit's body cross is incorrect; it should have a wide white outline like the underlying crosses. The body and underwing codes NC - RA are Micro-Scale. The 02 V10 codes on the crew nacelle nose should be white, not black. 02 is also on right of the nose. Letraset's M 27 Russian sheet gave my 02. The tiny V10 is Letraset "Instant Lettering".



REFERENCES:

- Warplanes of the Third Reich, Wm. Green; good photos and a line drawing.
- Warplanes of the Second World War, Wm. Green, Vol. 8; photos and a line drawing.
- Markings and Camouflage Systems of Luftwaffe Aircraft in World War II, Karl Ries jr., Vol. III; good top view photo.
- Flying Review International, Vol. 19, Nos. 11 and 12; a complete history of the BV-141 series-photos and line drawings.
- Scale Modeler, Vol. 6, No. 2; a good line drawing.

MARKINGS:

I used Letraset for all insignia and the swastika. The kit's body cross is incorrect; it should have a wide white outline like the underlying crosses. The body and underwing codes NC - RA are Micro-Scale. The 02 V10 codes on the crew nacelle nose should be white, not black. 02 is also on right of the nose. Letraset's M 27 Russian sheet gave my 02. The tiny V10 is Letraset "Instant Lettering".

WHAT'S AN A-36?

by Greg Reynolds

The A-36 is one of those aircraft that have been lost in the shadow of their descendants, in this case the P-51 Mustangs. Although few people are aware of its existence the A-36 is the true sire of the Mustang legend. Despite this, most accounts of the Mustang seldom devote more than a few paragraphs to it. Therefore the purpose of this article is to bring together all of the fragments and provide some "accurate" information about the USAAF's first fighting Mustang.

While the British were quick to recognize their Mustang I for what it was, the USAAF was somewhat slow. It seems almost by chance that they became aware of its capabilities.

As per agreement two NA-73 aircraft (Mustang I) were flown to Wright Field, Dayton, Ohio, for Air Materiel Command to study, so they could keep abreast of design developments on aircraft being supplied to foreign countries. These aircraft were designated XP-51 and received the serial numbers 41-038 and 41-039. Upon their respective arrivals, August 24th and December 16th, they were greeted with apathy and stored away. Later, 41-038 was flown to Eglin Field, Florida, to serve as a test-bed for the British and US Navy, concerning a new gun development. When the test pilots discovered that the XP-51 was superior to its contemporaries, the gun tests were given second priority and a report compiled and submitted to Wright Field. The 41-038 was then flown to Langley Field, Virginia, for further testing under NACA where it stayed for the remainder of '42 and '43.

Now the AAF was beginning to catch on. They withheld 57 of the 150 NA-91 aircraft (Mustang IA) that were on production under a British contract, for their own use. These were designated P-51 and two remained at North American Aviation for engine experiments, serial 41-37367 and 41-37421. The remaining 55 were modified for photo-recon roles. Of these the prototype for the conversion (P-51-1NA serial 41-37324) also stayed at NAA. The others (P-51-2NA serials 41-37320 thru -37323, -37325 thru -37339, -37353 thru -37366, -37368 thru -37371, 37412 thru -37420, -37422 thru -37429) were sent to modification centers for camera installations. The 55 were re-designated F-6A Apache until July 1942 when the name was changed back to Mustang.

Here the AAF's interest in the Mustang would have ended as NAA was unable to convince them to buy it as a fighter. However, when funds became available for development of a dive bomber, NAA

set to work on a proposal adapting the NA-73 to this role. Their proposal, the NA-97, involved fitting the NA-73 with dive brakes, adding bomb racks, changing the armament and among other things, up-dating the engine type. It was accepted on April 16, 1942 and the AAF signed a contract for 500 NA-97 aircraft or A-36 as it was named. It was because of the A-36 that the AAF finally became aware of the potential of the Mustang and even before the A-36 had started production, they placed another contract, to parallel the A-36 in development, for the P-51A.

In conclusion as stated in Robert Gruenhagen's book "Mustang", "The introduction of the A-36 should be considered as the period of birth for the Mustang. The use by the British Mark I model caused the first P-51 Apaches to be retrofitted to a reconnaissance configuration and although the airplane performed admirably in this role, the true combat capability of the Mustang was not realized until the assignment of the A-36".

The A-36 in service

The production model of the NA-97 was designated A-36A-1NA and assigned the serial numbers 42-83662 through 42-84162. Delivery began in September 1942 and completed the following March with one A-36 being tested by the RAF (42-83685). Several units were assigned the A-36, the most prominent being the 27th, 86th, and the 311th Fighter Bomber Groups.

The 27th and 86th, both under the 12th Air Force fought in the Mediterranean theater and spent most of their careers together. Unlike the 86th, which trained and entered the war with the A-36 as standard equipment, the 27th was originally an A-20 group. The 27th traded in their Havocs at Fez, French Morocco, in May 1943, trained briefly and were ready for the invasion of Sicily in early June. It was the 27th that first used the A-36 in combat and consequently the first fighting USAAF Mustang, flying their first sortie on June 3rd, midway across the Sicilian Straits. After the 27th also had participated in the capture of Lampeduca, 90 miles southwest of Sicily, it was joined by the 86th FBG and on June 12th '43 began operations against the airfields on Sicily. By the 20th of July airbases were secured in southern Sicily and the 27th and 86th FBG were stationed there. Sicily was completely taken by August 17th.

The next major action for the A-36 groups was covering the beachheads at Salerno, Italy. Here the 27th earned the Distinguished Unit Citation when, on September 10th, the second day of the mainland invasion, they prevented three German AF-

mored divisions from reaching the front. The 27th and 86th continued to provide air support for the Allied armies on their drive to Rome. The A-36s were so effective in this role that the Germans attempted to foul them up in cables stretched across the hilltops. Both units changed over to P-40s in early 1944 and later to P-47s.

During these campaigns many reports were made claiming that the dive brakes did not work properly. Not so. True, many A-36s did have their dive brakes wired shut, but it was not the fault of the design, rather the pace of operations was such that maintenance crews had little time and experience to adjust them. When time did permit proper adjustment they performed satisfactorily. Also, during this period, the groups took to calling the A-36 by a more appropriate name, "invader", although the name was never officially adopted.

The 311th FPG trained at Waycross, Georgia during June 1943 and then stationed in Nawadhi, India. (I have found very little material concerning the A-36 in the Pacific theater and would appreciate any information anyone may have)

The A-36 fought on both fronts and left a record that may have made it famous had it not been overshadowed by its yet greater offspring. The 499 that saw combat flew a total of 23,373 combat missions and delivered 8014 tons of bombs to enemy targets. They claimed 84 air to air victories and 17 air to ground. 177 were lost to enemy action for a loss rate of .8% per sortie. (Compare with 100% loss rate of the Bachem Natter which is more famous)

The A-36A-1NA described

The Allison Mustangs changed little in outward appearance compared with the prototype, but of them the A-36 is the most different. It resembles the P-51A most since it directly followed the A-36.

The dive brakes, the most obvious difference, were mounted outboard of the ammunition bays on both the upper and lower surfaces of the wings and retracted flush into wells. Hydraulically controlled when extended the upper pair opened into the air flow and the lower pair extended against the flow. The installation of these dive brakes necessitated the relocation of the pitot tube to the leading edge of the starboard wing.

The bomb racks, first introduced on the A-36, were capable of handling both 500 lbs. bombs and 75 or 150 gal. drop tanks.

Also first introduced on the A-36 were the twin 50 cal. machine guns mounted in each wing and the fixed radiator scoop. (Although it did retain the large style exit scoop)

The engine used for the A-36 was the Allison V-1710-87 capable of delivering 1325 hp for take-off and 1500 for war emergency.

Conversion notes and misc.

I feel that a conversion using the FROG P-51A is easy enough and corrections few enough that you shouldn't need a step-by-step narrative. However a few notes and suggestions are in order.

For making the dive brakes I built a Vac-u-form mandrel from sheet styrene. First a strip, the width of the length of the slots in the dive brake was cut from 0.015 sheet, the edges rounded and very narrow strips cut from the end. All the small strips were then glued to a base forming 14 ridges approximately 0.1 X 0.15, 0.01 high and 0.02 inches apart. The vac-u-formed copy was then turned over, outline scribed, dive brake arms added and the whole mess trimmed and inlaid in the wing.

Other corrections include a new intake and exit scoop, new exhaust ports, reshape gear doors, new landing light and a general correction of contour.

The interior of the cockpit is zinc chromate un-less noted and the key to the drawing is as follows; A - bright aluminum or silver, B - black, S - steel color, W - white. Instruction panels are all white lettering on black. The instrument panel and surrounding panels are also black as is all that is colored black. The control column is steel color with a black grip and the instruments themselves are black with white graduations and needles.

After it was too late and I was too lazy to correct it, I noticed that I drew the tail wheel wrong in the 1/72nd scale drawing. As seen on the real aircraft the entire tyre is visible for a side view.

Specifications:

Armament- 2 X 50 cal. below engine, 4 X 50 cal. wing mounted, 200 rpg, 2 X 500 lbs bombs
Performance- without stores: speed 366 mph at 1000 ft, 368 mph at 14,000 ft, range on 180 gal. internal capacity 900 mls., with 2 X 75 gal. drop tanks 1600 mls., with 2 X 150 gal. drop tanks 2500 mls.
with stores: (1200 rounds and 2 X 500 lbs bombs) speed 310 mph at 5000 ft, range 400 mls., without bombs and with 75 gal. drop tanks 900 mls., service ceiling 25,100 ft
Dimensions- span 37' 0.36", length 32' 2.625", height 13' 8"

References

Books

Mustang, the Story of the P-51 Fighter by Robert Gruenhagen \$15.95 (A very excellent buy considering the quality of information) Detailed account of the Mustangs development and service, NA-73X thru F-82.

North American P-51B/C Mustangs, Aircam \$2.95 Excellent source of photos, brief coverage of early Mustangs. Note: 1st and 2nd color schemes given in this article are taken (and corrected) from here.

Fighters vol. 4 by William Green \$3.50 General information.

North American P-51 Mustang, Aero series \$3.00 General trash.

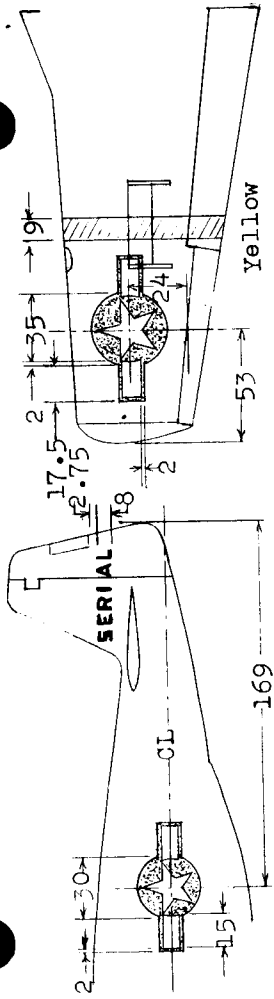
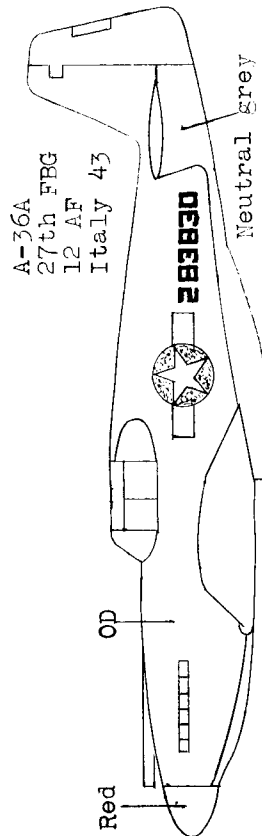
Misc.

AAHS Journal, spring 1965 pages 24 - 27 Exceptional drawings of all Mustangs NA-73X thru P-51H. (except A-36) Source of dimensions for insignia locations.

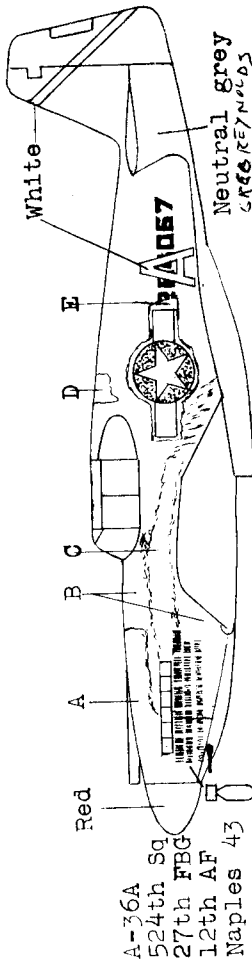
IPMS UK Monthly August 1970 pages 7 - 13 Written primarily about P-51As very little about A-36s

IPMS US Quarterly vol. 2 no. 7 & 8 page 27 Drawing of a civilian A-36. A poor scale drawing but only one showing location of dive brakes.

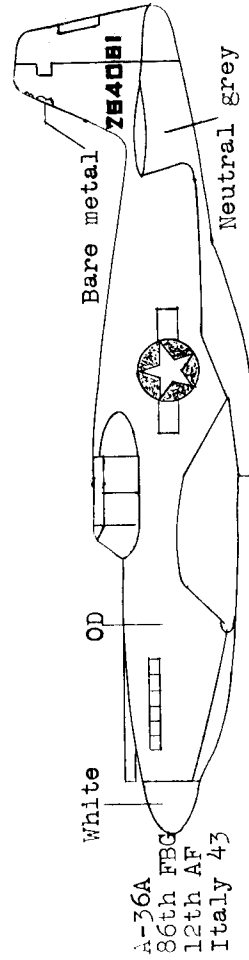
National Geographic February 1946 Color photo of an A-36, source of 2nd color scheme.



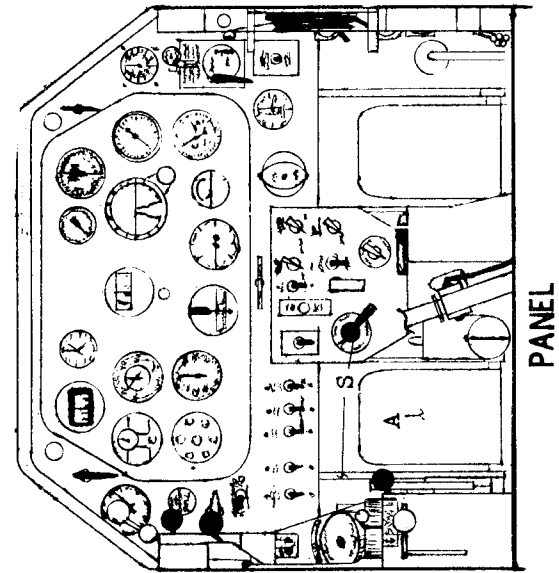
General notes: The dimensions given are in inches, follow them where applicable as these drawings have no scale. The yellow wing stripe are on both top and bottom and the star-bar on the bottom is the same size as the top one shown here. All three schemes given here have the wing stripe and all serial numbers are the "broken" style in yellow, eight inches high



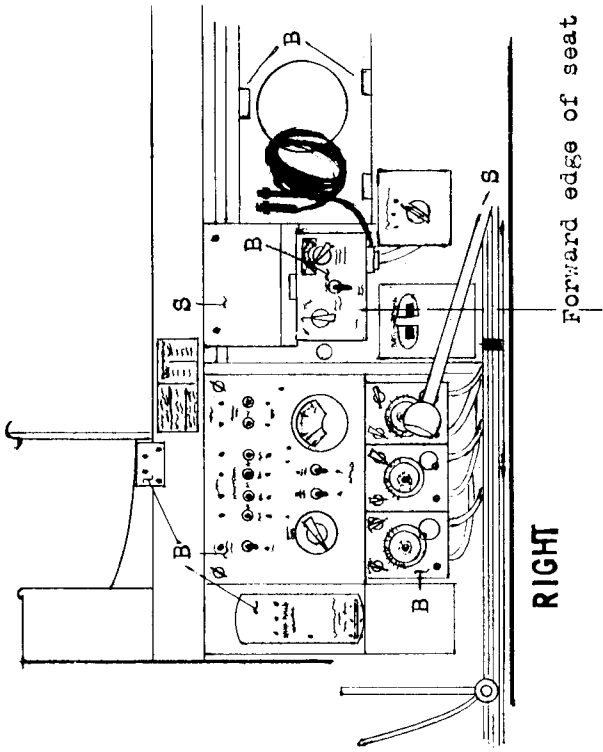
This aircraft is heavily weathered and the OD has a "patchy" look. Section A appears to be faded OD with its border to B being sharp under the exhaust ports and feathered above. B seems to be a darker grimy color fading out at the wing roots. The exhaust stain, C, between A and B in tone, has a feathered border which is streaked by rain as it nears the star-bar. D is hand painted patch of something very light possibly zinc chromate. E is fresh OD sloppily hand painted around the star-bar partially covering the 2 in the serial number. The remainder is more faded OD. The mission tally is white, ten "bombs" to a group and six to the incomplete groups.



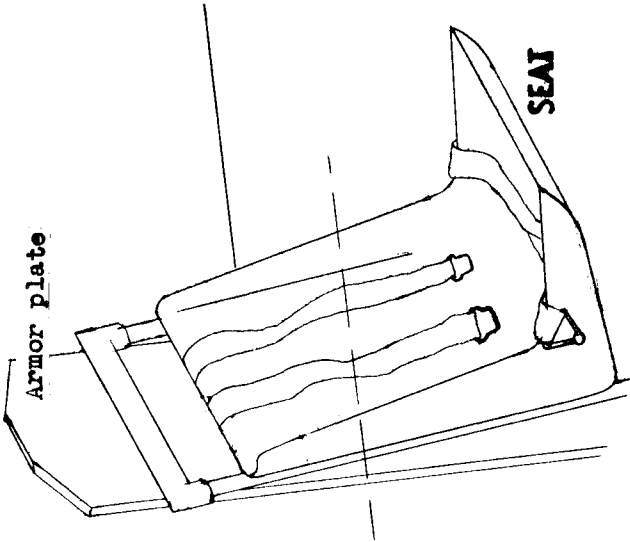
Except for the bare metal showing on the vertical stabilizer this aircraft appears "clean". The propeller blades are tipped in yellow. Note the Z shaped 2 in the serial number.



PANEL



RIGHT



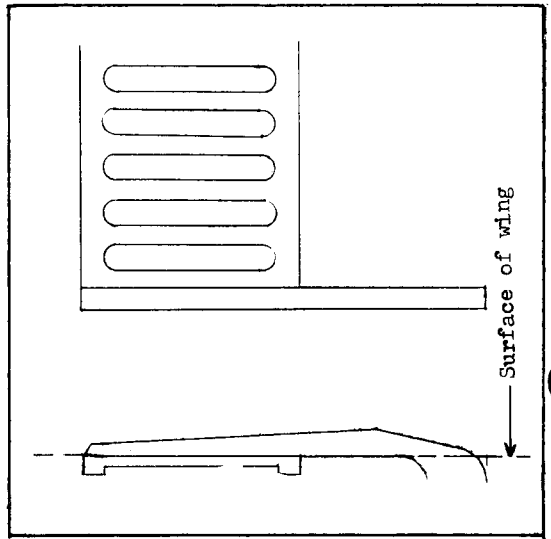
SEAT

A-36

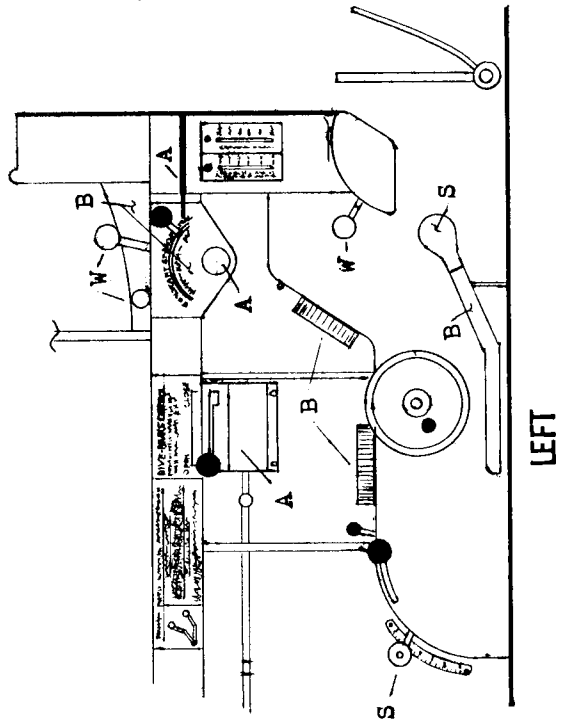
COCKPIT DETAILS

(See text for cockpit color key)

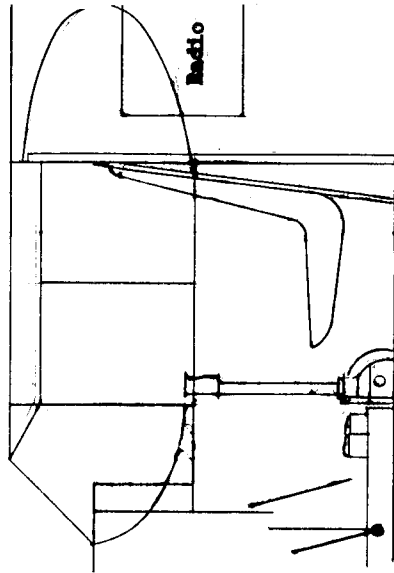
Dive Brake Details



Surface of wing



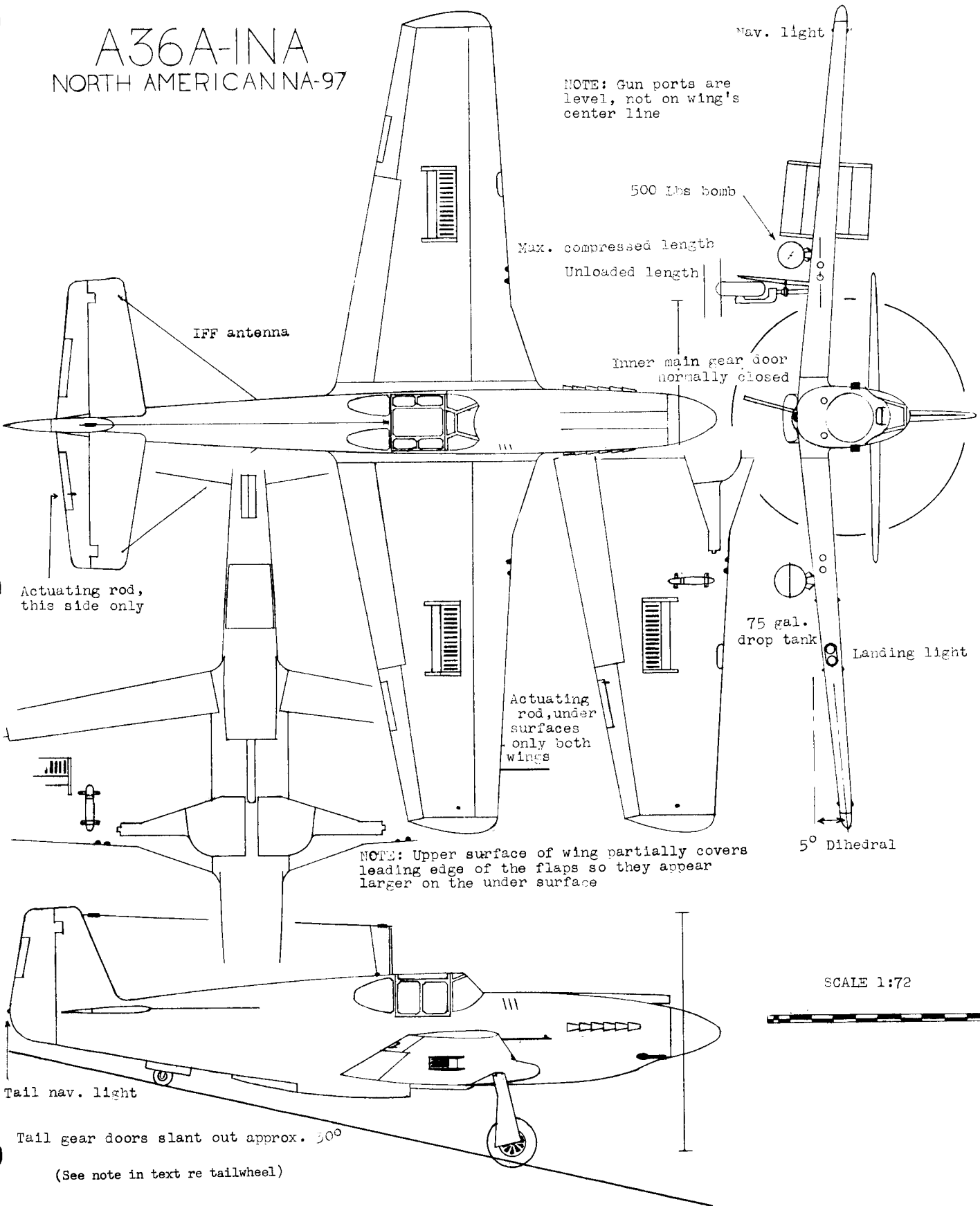
LEFT



GENERAL

GREG REYNOLDS - AUG 71

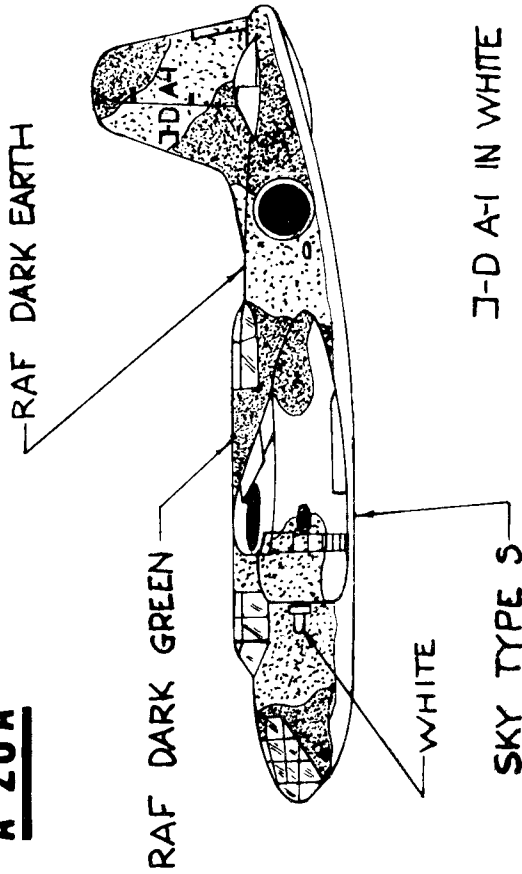
A36A-1NA NORTH AMERICAN NA-97



BEI-KOKU SEI

by Terry D. Moore

A-20A

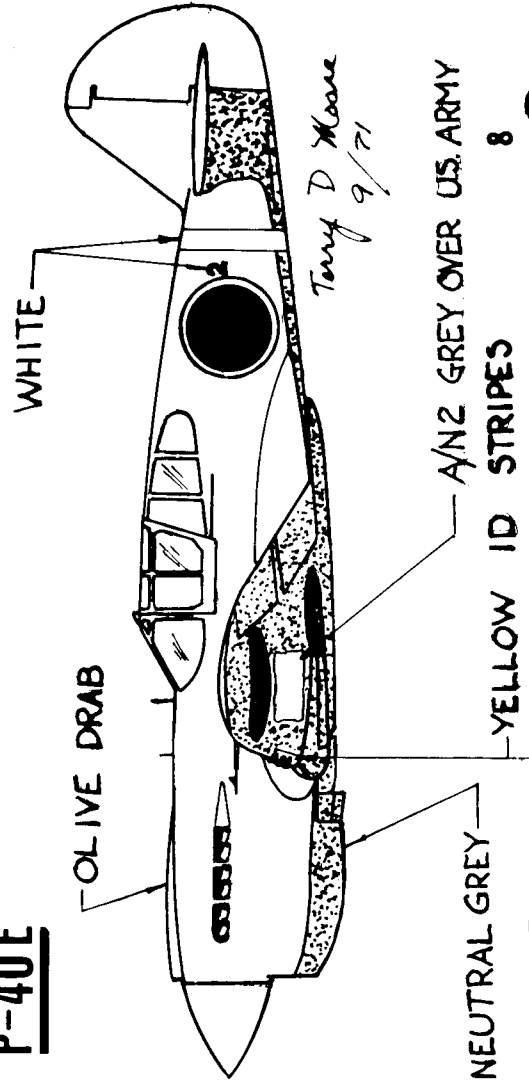


This Douglas A-20A (DB-7) was built by Boeing here in Seattle at Plant 2, and was intended for use by the RAF, but as with many aircraft built for export was requisitioned by the USAAF; thus the British color scheme. The plane was captured in the South Pacific, and sent to the Yokosuka Air Arsenal where it was tested extensively by the JNAF. All the Hinomarus, even those under the wings, had the white surrounds normally applied only to upper surface insignia. Although not shown in the sketch, there are yellow "Friend Identification" stripes on the wing leading edges. These start at the root, extend outward-skipping the nacelles, and terminate at a point even with the flap/aileron line. The domes on the prop hubs are white. The tail markings are also white. J indicates research aircraft; DA indicates Douglas-Attack; 1 indicates first of the type tested.

The only alterations required by the Revell kit for this plane are to remove the radio antenna mast, and to shorten the nose a scale six inches (1/12" full size).

REFERENCE: Japanese Aircraft Insignia, Camouflage and Markings by R.M. Bueschel; WWI Aero Publishers

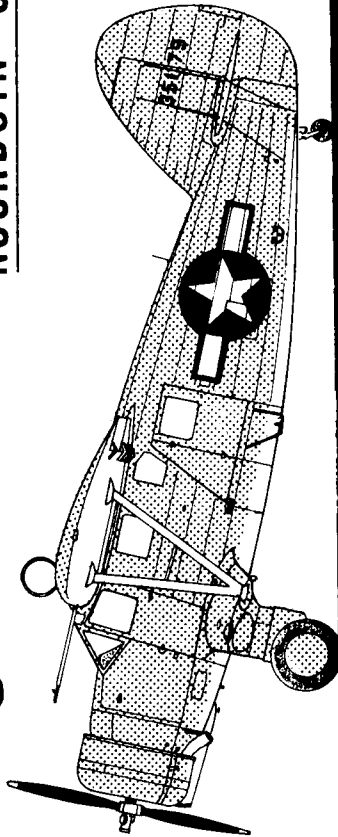
P-40E



This P-40E was captured in its packing case in the Netherlands East Indies. It was assembled on the spot by Militaire Luchtvaart personnel and flown to Japan by the JAAF who tested it extensively. Beyond this the fate of this particular plane is unknown. The JAAF and JNAF are known to have captured, re-marked, and test flown many P-40's. One P-40 was used for a time at the Akeno Flying School for mock combat with student pilots. Thorpe's book JAAF Camouflage and Markings-World War II has an intriguing photo of another JAAF prize P-40 recaptured by the U.S. Army at Tachikawa in 1945. This Tachikawa specimen appears to have been completely repainted to JAAF standards; i.e. A3 green topsides, and A/N 2 grey undersides with the green carried over the leading edges a bit. This latter bird also has an unusual extension of the yellow leading edge markings well out onto the wing root fillet, and a Kana and an Arabic numeral marking on the fin/rudder; unfortunately, this cannot be read well enough from the photo to be deciphered.

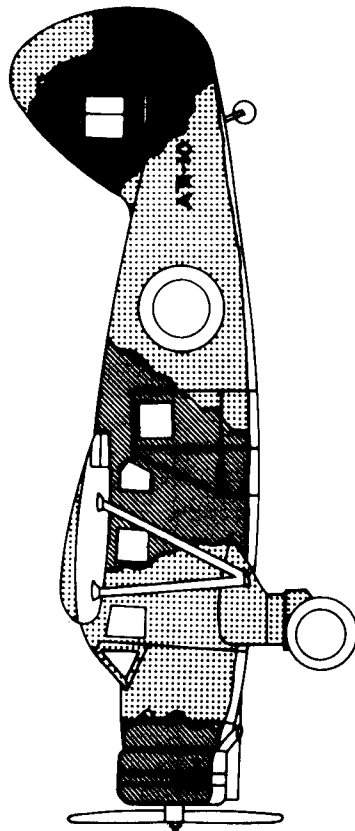
REFERENCE: The P-40 Kittyhawk by E.R. McDowell, an ARCO AIRCAM book

NOORDUYN C-64



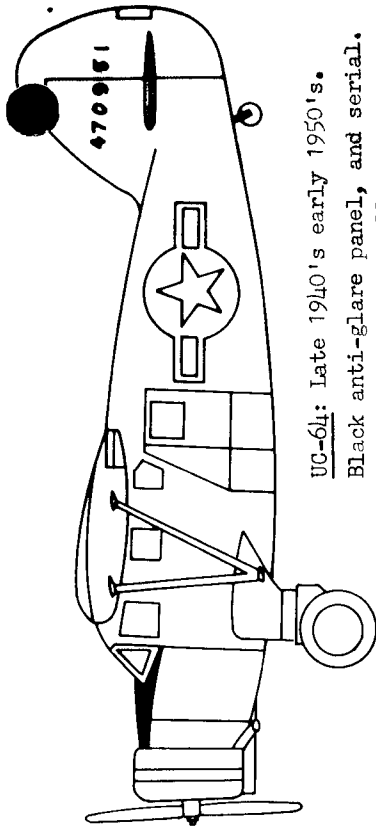
UC-64: 1st Air Commando Group, Burma, 1944. OD upper-grey under. Serial 35179-yellow orange. A float equipped UC-64, serial 35174 carried this scheme with natural metal floats and struts; see Green's Floatplanes.

These Norseman schemes from Nick Waters, Doug Remington, and Barry Bidwell



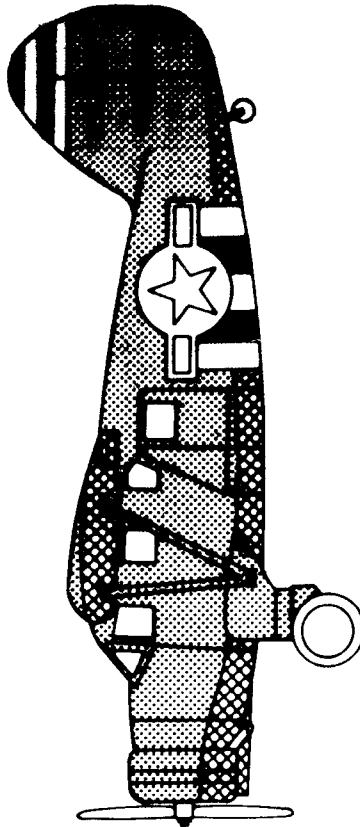
-  Dk. Brown
-  Dk. Green
-  Sky Blue

Norseman: RAAF, serial-Lt. Grey.

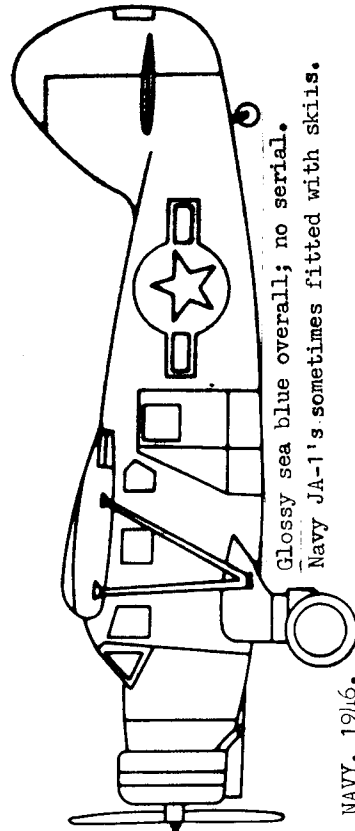


UC-64: Late 1940's early 1950's.
Black anti-glare panel, and serial.
Doped aluminum overall.

-  OD
-  Grey



UC-64: European Theatre, summer 1944. Invasion stripes in black and white on body only. Black and white stripes on tail. Serial 35347 in yellow.



Glossy sea blue overall; no serial.
Navy JA-1's sometimes fitted with skis.

JA-1: U.S. NAVY, 1946.

F-14A

TOMCAT SKETCHBOOK

by Terry D. Moore 9/71

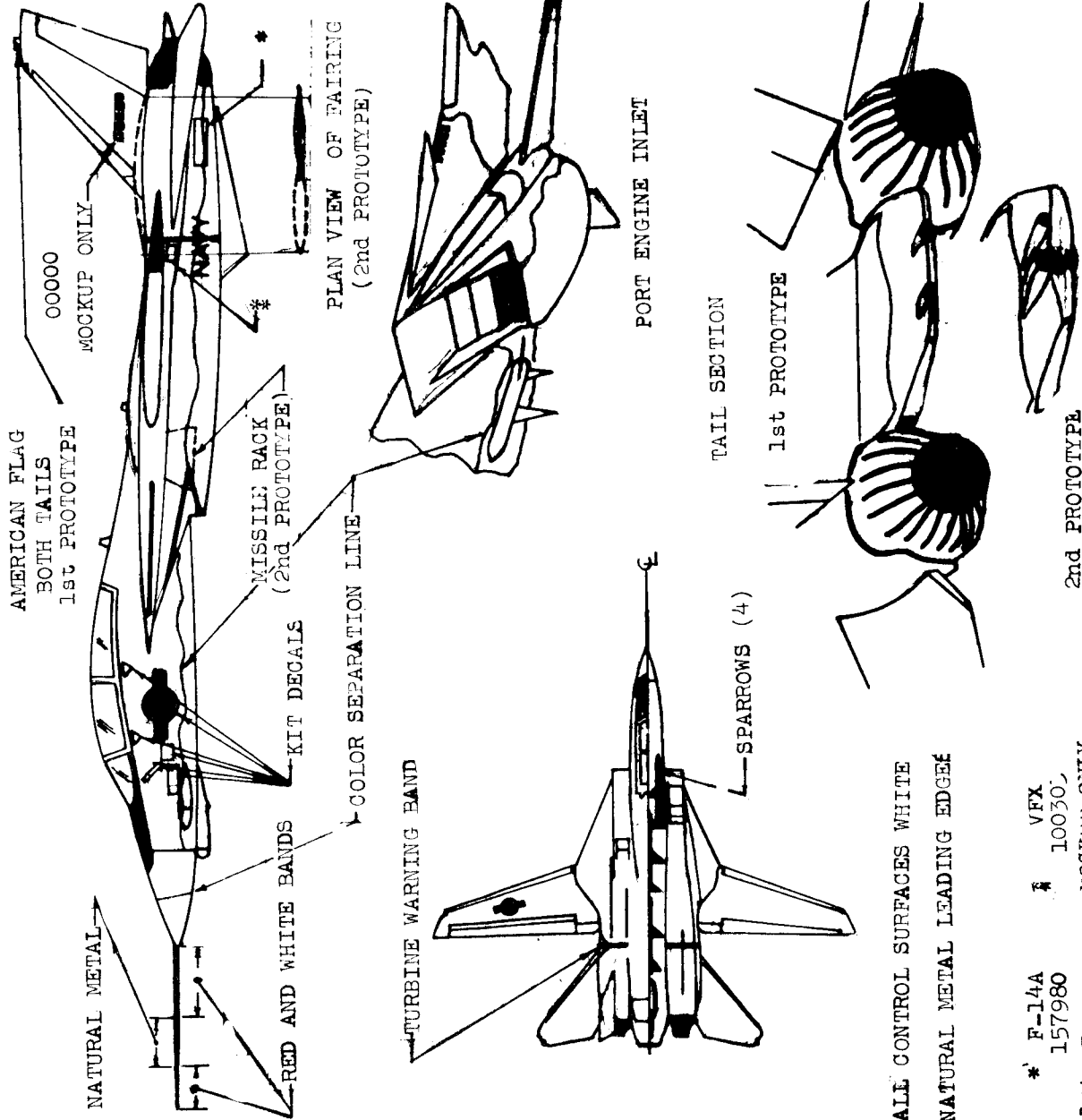
NOTE:
Terry will have some addenda for next issue.
Ed.

As their first 1971 kit, Monogram chose a most unusual subject, the Grumman F-14A Tomcat. Only two prototypes have flown thus far. The first prototype crashed on its second flight after all three hydraulic systems failed. The second has been flying now since May 24. This plane's missions are fighter sweep/escort and combat air patrols for carrier defense. This highly maneuverable fighter is armed with one M61 20mm cannon, four Sparrow, or four Phoenix, missiles, or a combination of both. Under each fixed wing section there are missile racks for four Sidewinders, two per rack.

The kit is very accurate, although it has many faults. These may, or may not, be easy to remedy—depending on the skill of the modeller. The most difficult corrections are in the area of the engine intakes. File the blunt leading edges of the intakes sharp. Remove the sides of the intakes which are too thick. Drill out the intake. Make new sides from sheet, making sure they are parallel with the sides of the body—I used .010" sheet for this. The small retractable vanes in the leading edges of the wings also want to have their leading edges sharpened as do the ventral fins.

Unfortunately there are no pictures of the F-14A interior, so it is left to your imagination. I added side consoles, ejection seat arms, a control stick for the pilot, a floor, and rudder pedals; I also detailed the tops of the ejection seats per F-4 references. The upper portion of the seats and the whole deck area surrounding the seats is matte black. Pick out small details in this area in red.

Replace the blade antennae aft of the cockpit with realistically thin ones. The hook portion of the arresting hook is wrong; replace it with the hook portion from the Revell F-4. Use the four Sparrows from the Revell F-4 as the two in this kit are useless; locate as shown here. The fit of the parts is good except for the body which need some filling around the nose, and unfortunately most of the detail will be lost when this area is then sanded. Also, if the locating tabs on the fin/rudder assemblies are not reshaped the fin/rudders will be vertical when they should cant outward 5°.



ALL CONTROL SURFACES WHITE
NATURAL METAL LEADING EDGES

* F-14A VFX 10030,
157980
1st PROTOTYPE, MOCKUP ONLY.

PAINTING THE TOMCAT

THE MOCKUP:

Build the kit straight from the box, making the corrections noted here. The same is true for the painting except that the Sparrows should be white. Apply the insignia, ejection seat warnings, etc. as shown. The only other markings are the serial, VFX 100303, and the tail number, 00000, using standard USN letters and numbers.

THE FIRST PROTOTYPE:

Remove IR seeker under nose, and electronics gear from the top of the left fin/rudder. Add the nose probe. Paint as above, except the Sparrows which are now black. Also paint the aft half of the nose radome white; the nose of this radome is grey like the overall upper surfaces of the plane. Add the serial and plane type under the horizontal tail as shown. Add small American flags to the tip of each vertical tail.

THE SECOND PROTOTYPE:

Build as noted, but leave off the Sparrows, and the electronic gear on the left tail. Add the nose probe, missile racks, and the area-ruled vertical tail fairings. These fairings are detailed in the sketch. Don't forget to add, or indicate, the fin slots in the missile recesses when you leave off the Sparrows. Paint as the first prototype, except for the serial, etc.

Maybe some COOLCAT from Gruman or the Bethpage area could give us some additional details on the TOMCAT?

REFERENCES:

- Aviation Week and Space Technology: 9/13/71 Available at main branch-Seattle Public Library
- 5/18/70 7/20/70 12/21/70
- 5/25/70 8/10/70 1/11/71
- 7/6/70 8/17/70 1/25/71

Flying Review International: May 1969

Life: August 6, 1971

History of Aviation-Part 21

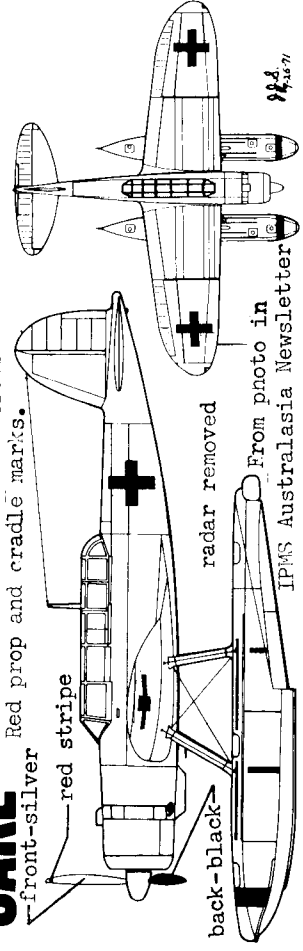
The Koku-Fan: May 1971

Armed Forces Journal: June 21, 1971

HASEGAWA

"JAKE" SURRENDER MARKINGS: Rabaul, 1945. Overall white.

Green crosses. Red prop and cradle marks.



From photo in IPMS Australasia Newsletter

984

EDITOR'S NOTE

First, acknowledgements to:

- Al Trindle of Mini-Craft/Hasegawa for use of the basic "JAKE" drawings. IPMS-Australasia for the photo upon which the "JAKE" drawings were based.
- John Amendola for the cover rendering.
- Patty LaBouy for printing the cover.
- Mike Quan (our illustrious leader) for the BV-141 article.
- Greg Reynolds for the A-36 article.
- Terry Moore for the articles on the F-14, A-20, and P-40.
- Nick Waters, Doug Remington, and Barry Bidwell for the Norseman article.
- IPMS-US Quarterly, Vol. 4, No. 1 for the Norseman profile drawing.
- Bob LaBouy (new US National Historian) for starting this quarterly.

In the next newsletter we'll have articles on: converting Britains' Herald series toy knights into proper miniatures, good modelling tips, three color schemes on the same "ZEKE"-21, a simple-unusual Bf-109E-3 color scheme, the most way-out Fokker Dr.1 Triplane color scheme you've ever seen, and others. Next issue will also be at least 16 pages, and I'm trying for 20.

One thing I've tried to do here and will again next issue is to pack the newsletter with content at the expense of uncrowded esthetically pleasant open spaces on each page. Bob set a good precedent in this respect, and I'm trying to carry it on. Let me know what you think, and what you want.

See you,
Jim Schubert

BV-141 continued: COLORS

Standard 70-71-65 scheme. Color separations are hard line. Wheel hubs are semi-gloss black. Roots of black prop blades are silver at spinner.

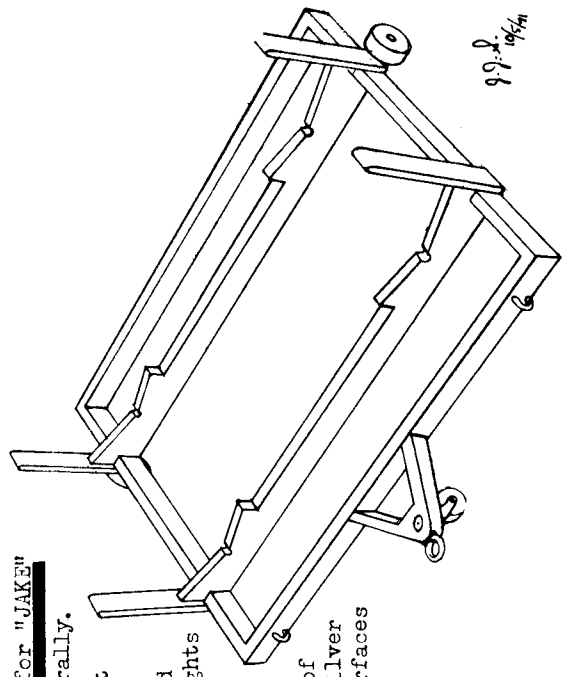
BEACHING CRADLE for "JAKE"

.040" stock generally.

Dimensions to fit floats.

Distance fore and aft between uprights equals spacing of cradle marks on floats.

Black with lots of rust, a bit of silver on wheel wear surfaces and towing eyes.



99-8-1964



SEATTLE CHAPTER

1971

NORTHWEST REGIONAL

CAN-AM

JOINT MEETING

CONTEST RESULTS

There were 144 paid attendees at this joint meeting, and a total contest entry of just under 260 models. Most categories in the contest were well filled, but three of them unfortunately had less than three entries, and two had only one each. Maybe next time we had better combine these three with their small scale equivalents.

If I'm not mistaken this is the only international meeting held anywhere by the International Plastic Modeler's Society. We of the Seattle Chapter hope to do something about this next year when we host the U.S. National Convention and Contest, by making the contest the "U.S. National Open" and specifically inviting all other national IPMS organizations around the world to participate in the contest. More on that later.

I'd like to thank all those who helped out at what has to have been the best Northwest Regional CAN-AM Joint Meeting ever; at least until next year when the fellows in Vancouver have their turn again. My particular thanks go to American Eagles and Scalecraft for the trophies and ribbons, and to Doug Remington for printing all the forms we used. Thanks to all who came, especially our friends in modelling from IPMS-Canada, and from other IPMS-US Chapters in the Northwest region.

Sincerely,

Mike Quan
President

CATEGORY FIRST SECOND THIRD

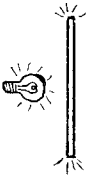
I. AIRCRAFT 1/35 & Larger	P. Peterson	T. Pic	S. Bathy
IIa. AIRCRAFT, Before 1919; smaller than 1/50	J. Schubert	J. Tarvin	S. Bathy
IIb. AIRCRAFT, Before 1919; 1/50-1/35	T. Bain	No Entry	No Entry
IIIa. AIRCRAFT, Between Wars; smaller than 1/50	J. Schubert	J. Tarvin	J. Tarvin
IIIb. AIRCRAFT, Between Wars; 1/50-1/35	J. Schubert	J. Greer	D. Moore
IVa. AIRCRAFT, 1939-45 (Allied) smaller than 1/50	G. Reynolds	T. Moore	M. Quan
IVb. AIRCRAFT, 1939-45 (Allied) 1/50-1/35	Price	B. McCullough	J. Hahn
IVc. AIRCRAFT, 1939-45 (Axis) smaller than 1/50	J. Frazier	T. Moore	Unknown (a CA-313)
IVd. AIRCRAFT, 1939-45 (Axis) 1/50-1/35	J. Greer	J. Greer	J. Greer
Va. AIRCRAFT, 1945-Present Jet, smaller than 1/50	L. Buettner	T. Moore	B. Weaver
Vb. AIRCRAFT, 1945-Present Jet, 1/50-1/35	T. Bain	No Entry	No Entry
Vc. AIRCRAFT, 1945-Present Prop. 1/50-1/35	J. Harris	B. McCullough	No Entry
Vd. AIRCRAFT, 1945-Present Prop. smaller than 1/50	J. Schubert	L. Buettner	R. Cherniak
VI. ARMOR, 1/80-1/48	Stan Cozad	Steve Cozad	Steve Cozad
VII. ARMOR, 1/48 & Larger	G. Corale	J. Harris	Unknown
VIII. SHIPS/BOATS	R. Torgeson	R. Heinbaugh	R. Heinbaugh
IX. MISCELLANEOUS	K. Voogd	J. Schubert	J. Schubert
X. AIRCRAFT-JUNIOR	B. Petre	S. Rogers	N. Petre
XI. ARMOR-JUNIOR	B. Petre	J. Quikstad	J. Quikstad
XII. DIORAMA	S. Fale	M. Edwards	J. Quikstad
XIII. SCRATCH-BUILT & VAC-U-FORM	J. Tarvin	T. Moore	J. Greer
XIV. BEST-IN-SHOW	S. Fale	J. Frazier	J. Greer

*Trophy awarded

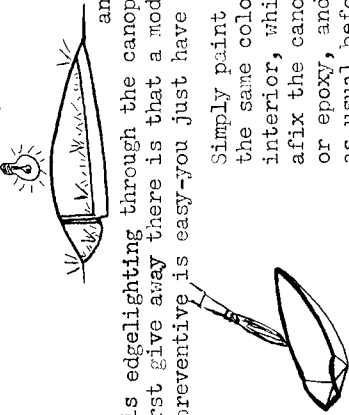
All first place winners awarded medals; second and third awarded ribbons.

Edgelighting

EXPERIMENT: Apply light to the middle of a clear plastic plate thus,



and the edges light up! This is edgelighting. Now apply light to the middle of an injection molded clear plastic canopy,



You can see this edgelighting through the canopy on a finished model. This is the worst give away there is that a model, is a model. Fortunately, the preventive is easy—you just have to do it.

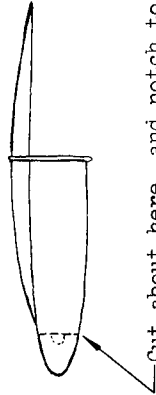
Simply paint the edges of the canopy the same color as the framing or the interior, whichever is darker. Then affix the canopy with Iether Elmer's or epoxy, and fill and file the seam as usual before painting the exterior.

Markings

Find the marking you need in the size you need, or photo enlarge or reduce it to the size you need. Trace the marking onto light vellum or tracing paper with a medium hard pencil. Turn the paper over face down and coat the reverse with graphite by heavily lining over the image with a very soft pencil. Shake off loose graphite. Lightly tape this pattern in place on plain white decal stock face up. With a sharp hard pencil trace over the lines of the pattern—bear down pretty hard, but don't tear the paper. Remove the pattern, and you will find an image of the marking lightly transferred onto the decal stock ready to paint. To make a reverse image of the same marking, as for the other side of the plane, simply graphite up the face of your original pattern and use it, as before, except reversed. The first hard tracing will have made the image very easy to "read" on the reverse.

Spinners

The caps of BIC pens make good 1/72 spinners:



—Cut about here, and notch to receive prop blades

Small Fillings

For small fillings use non-hardening oil based children's clay—the kind you buy in the dime store. On canopies, for instance, it is much easier to lay in a bead of clay, shape it with a knife, a rod, your fingers, etc. to final shape, coat lightly with Floquil barrier (to seal in the oil), and paint, than it is to use Green Stuff followed by filing and sanding. The clay can in fact be used anywhere it will not be subjected to regular handling, as in small fillets and fairings, or in larger internal pieces, as cockpit and wheel well details.

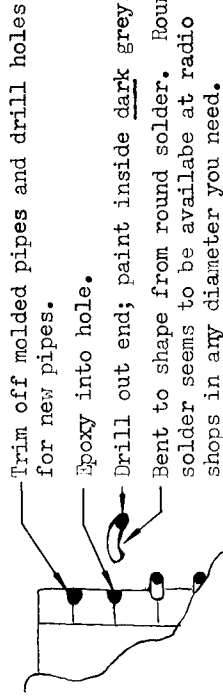
Antenna Masts

Most 1/72, and many larger scale as well, plastic antenna masts are too fragile to stand the strain of rigging, handling, etc.

Drill a hole in the fuselage plastic at the point and at the angle the mast is to be joined. Trim the point a common straight pin, or a "silk" pin (ask your wife—a "silk" pin is a fine straight pin) and epoxy the pin into the hole at a depth such that the mast height is correct. I use "invisible thread" for the antenna wire on larger scale models, and finely stretched sprue on the smaller scales. Drill a #80 hole in the fin (or whatever) where the anti-mast end of the antenna is to be located. Place a wee dab of epoxy in the hole, insert the sprue or invisible thread, and jig in place to dry with clay or tape. When dry, place a dab of epoxy on top of the mast, lead the antenna over it and on beyond to the nose or some convenient spot and temporarily secure with tape. While the puddle of epoxy is still wet on your palette add insulators to the antenna wire near the ends by forming small balls of epoxy with a sharpened toothpick. When dry trim the antenna off on the forward side of the mast and paint. Leave the insulators clear.

Exhaust Pipes

You don't like the awful looking exhaust pipes molded onto the side of the cowling on your new kit? Take heart:



HELP!

How do you build such fine models? To share your speed secrets with other IPMS-Seattle Chapter members tell the editor, and he'll print it here for the good of everybody.

IMPORT

NEW

**AIRCRAFT
ARMOR
SHIPS
DECALS**



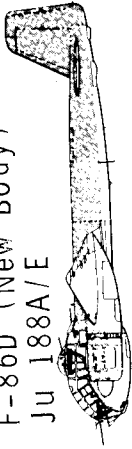
1/72 Aichi E13A1 "JAKE"
1/32 Boeing F-4B-4

RAREPLANES

Grumman F3F-1/F3F-2

AIRMODEL CONVERSIONS

F-86D (New Body)
Ju 188A/E



SCALE CRAFT

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