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chapter

quarterly

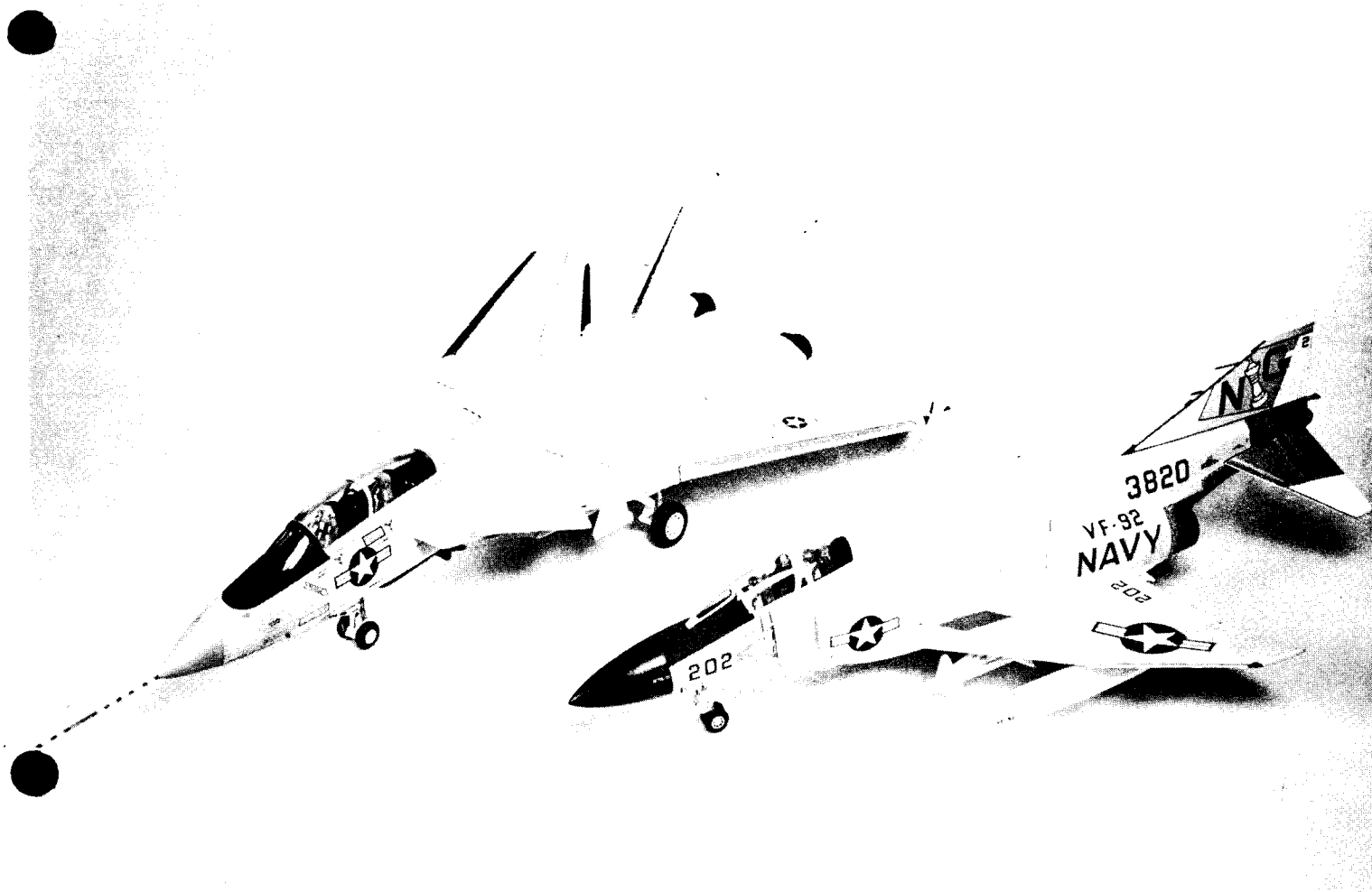
JULY 1972

VOLUME THREE

NUMBERS ONE AND TWO

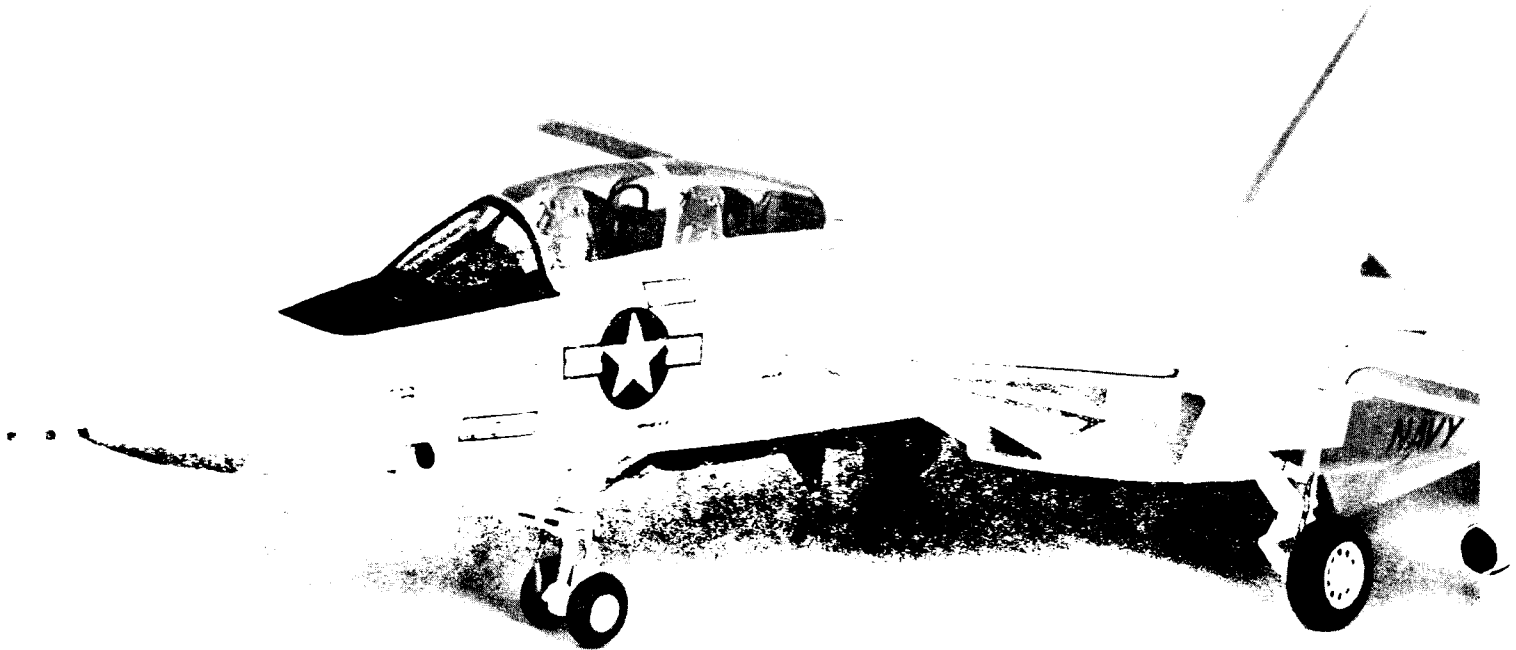
Seattle, Washington U.S.A.

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



TERRY'S TOMCAT:

After three articles on Terry Moore's 1/72nd Monogram Grumman F-14 Tomcat we thought it was time to show it to you. It is quite nice and has already won a Seattle Monthly Contest, and placed second in the 1971 Northwest Can-Am. Beyond the corrections Terry has already detailed in his articles, be aware the main landing gear of the kit is in the configuration of the mock-up. The doors are actually arranged as shown in these photos. The main wheels turn 90° on retraction to lay flat in the wing glove section. The main leg is covered by the large rectangular door; the wheel by two small doors forward. The outer door has previously been misidentified here as a missile pylon.

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*See you,
Jim*

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ACCURIZING THE REVELL B-17F

by Terry Moore

The Revell B-17F is now 10 years old and showing its age especially regarding the fit of the parts. Most of the clear parts gap when glued in place. Other than the fit of the parts, the kit is pretty good regarding general outline, panel lines, and rivet detail. The lack of interior is obscured by the Coke bottle thickness and cloudiness of the transparent parts. This is best corrected by vac-u-forming replacements. The following tips will help to improve the kit:

ENGINES AND WINGS:

Remove the rivets completely from the wings, and reduce the engine cowl openings as shown in the sketch. If the B-17 you are doing has exposed wheels discard the covers provided in the kit and use the wheels from the Airfix B-17, or B-24 with the Revell tires; Enhance the tread pattern on the Revell tires though.

FUSELAGE:

The kit lacks an interior, but you can make one similar to that for a B-17G as detailed in PART TWO of the "A BIT 'O LACE" article in this issue.

Offset the ADF antenna one panel line to the left of center.

The windscreen is too flat. Move the front frame forward by 4mm. Scratch build a new windscreen from panels of clear styrene, or acetate. Fill the resulting gap with styrene, and build up to the correct contour with Green Stuff. Reshape the overhead windows; refer to the sketches for the correct shape. Finally, add a small window above the aft facing tail gunner's window. Since the fuselage is not flush riveted, retain the rivets.

TO MAKE AN EARLY B-17E:

Make a mold for the short nose and vac-u-form a new nose piece. The easiest way to do this is to fill the long nose with Green Stuff, and file to the desired shape. Modify the props as shown.

Delete the tail gunner's side windows as shown.

Vac-u-form a copy of the top turret, Cut away the top of the body to accept the new copy Use the turret support from the Airfix B-25 for added detail.

File the frames from the injection molded top turret (after you've made the new top turret). Add guns and install in the ventral position. Add a clear sighting blister (the astro dome from the Airfix B-17, or equivalent) and small side windows as shown.

See Vol.2, No.2 for a color scheme for an early B-17E captured by the Japanese.

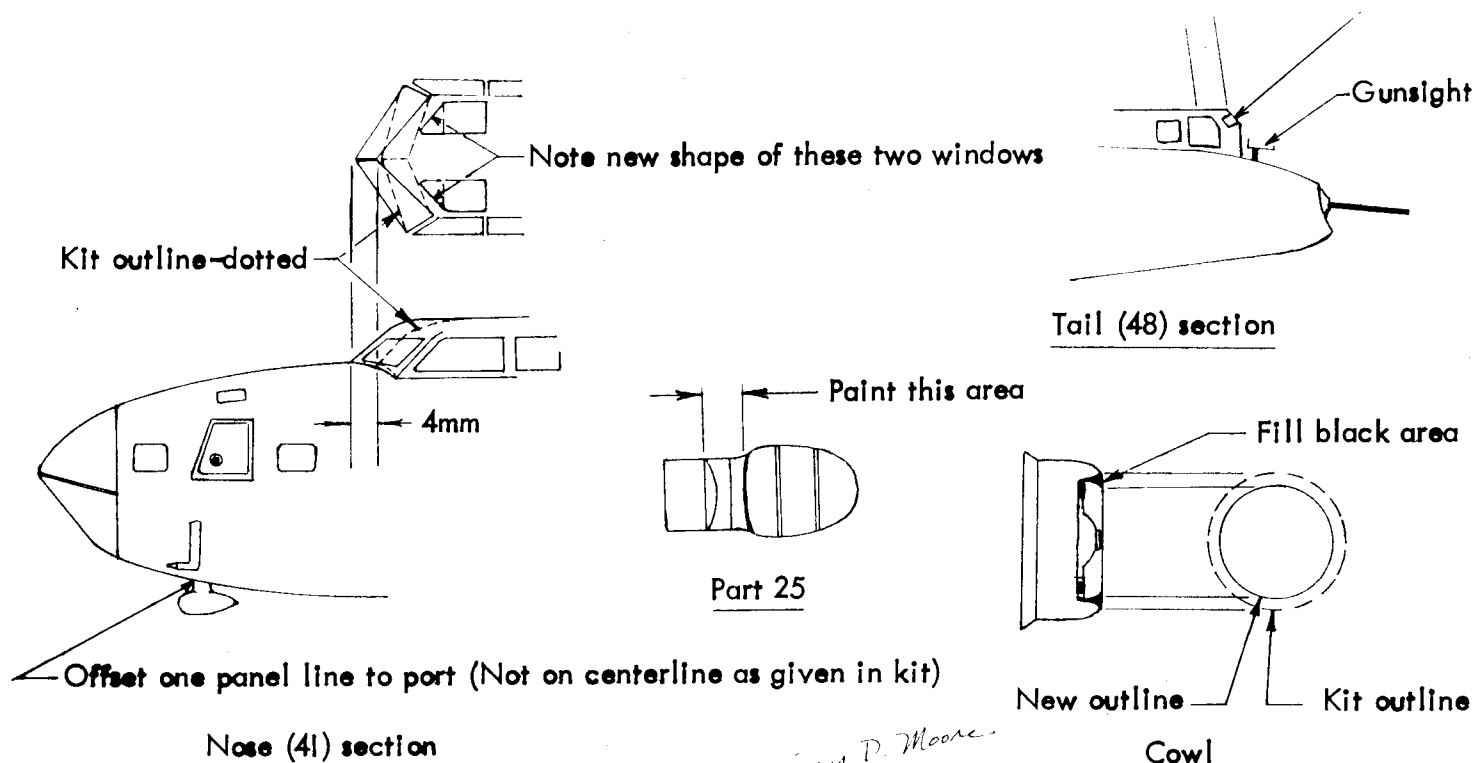
Late B-17E's had the common ventral "Ball turret", and the later broad bladed props, so that the main visible difference between a late "E" and an "F" is the nose transparency, the "E" having a framed short nose, and the "F" having a long frameless nose.

REFERENCES:

- a) Boeing Aircraft Since 1916, Peter M. Bowers; Putnam
- b) Flying Fortress, Ed. Jablonski; Doubleday
- c) Profile No. 77, Charles D. Thompson; Profile Publications
- d) The Squadron-Summer of 1972, (Drawings by Steve Kiss); The Squadron Shop
- e) IPMS-Seattle Quarterly Newsletter, Vol. 2, No. 2, June, 1971

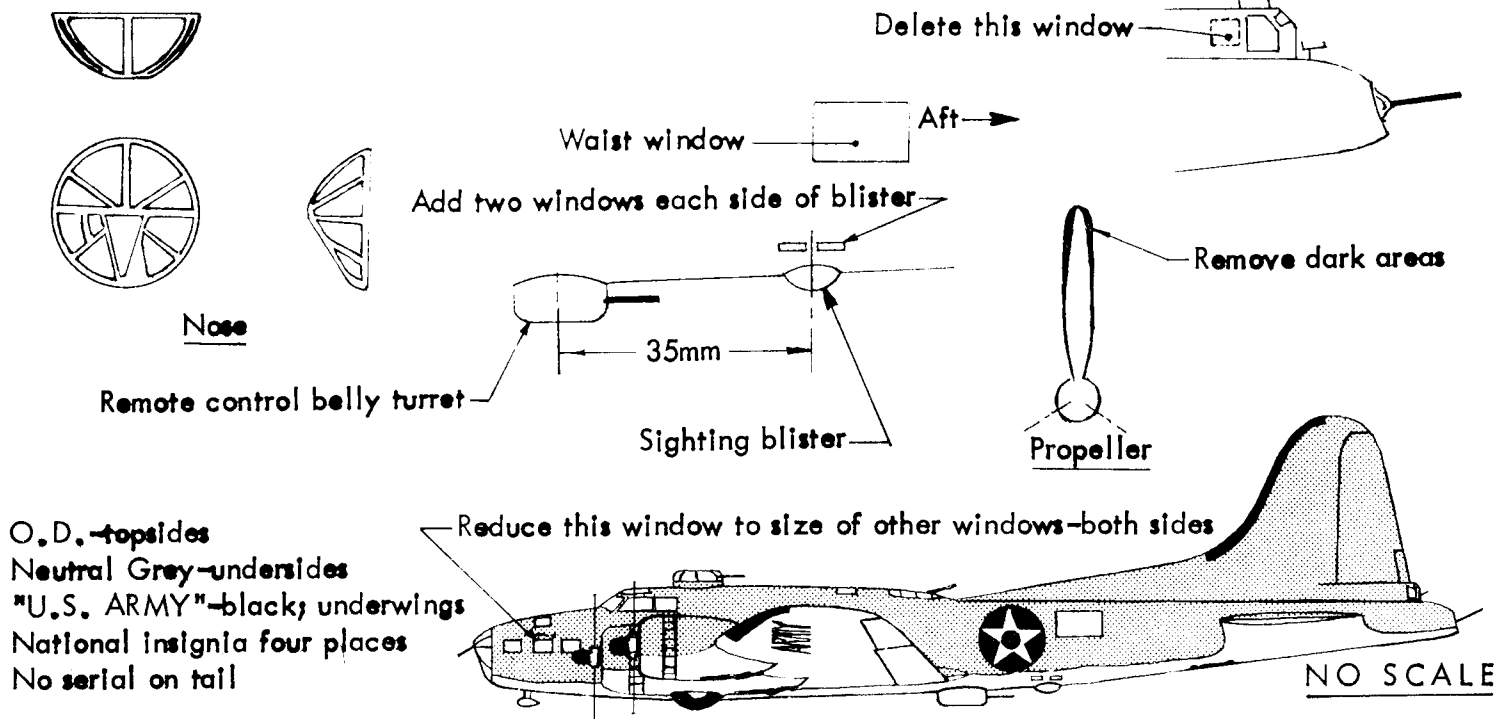
REVELL B-17F CORRECTIONS:

Add this small window above square, aft facing, window



MODIFICATIONS TO REVELL KIT TO MAKE AN EARLY B-17E:

(In addition to the corrections noted above)



B-17E of the 38th or 88th Recon. Sqdm. in the formation that landed at Hickam Field during the attack on Pearl Harbor. The formation was enroute from California to the Philippines. 6

LIGHTENINGS THREE (P-38Js)

by

Jack Faus & John Gray

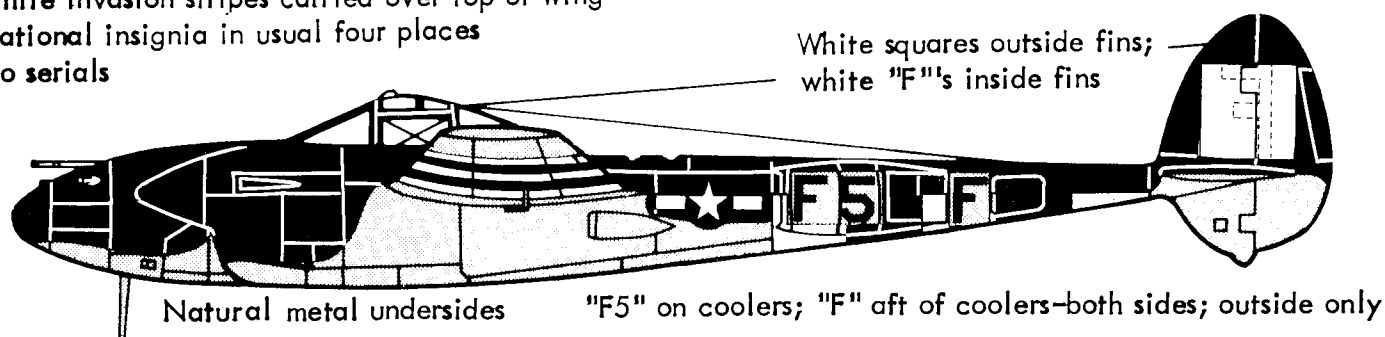
art: Greg Reynolds

Three P-38's of 474th Fighter Group, 428th Fighter Squadron, 9th Air force, European Theater of Operations—summer and winter of 1944. Jack Faus, friend of member John Gray, was crew chief on five different P-38's coded "F"; these we feel, are the three most interesting that he detailed to John—especially that black one! Jack advises that the flat black started out pretty neat, and got progressively scruffier until the plane was lost.

Flown by Lt. Bitzer, who was shot down in it August 19, 1944.

Flat black topsides, including canopy framing
White invasion stripes carried over top of wing
National insignia in usual four places
No serials

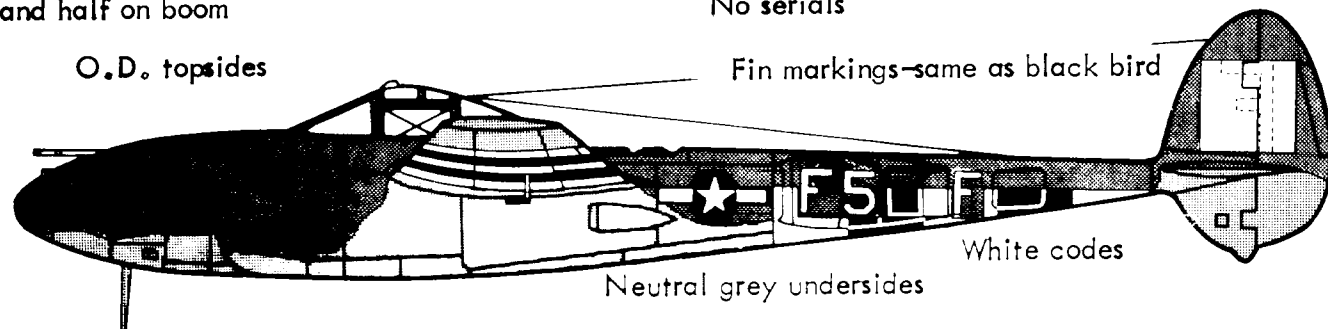
When recieved by 474th this black bird had no stripes, and carried the black boom codes in natural metal panels as shown.



Originally—no stripes
Later (as shown) stripes on top and bottom of wing, and half on boom

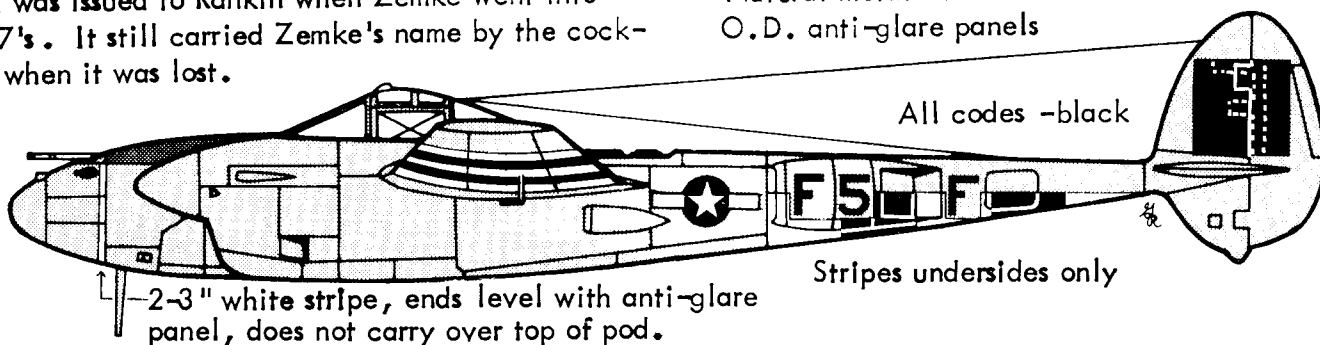
Finally stripes on bottom of wing, and half on boom
National insignia in usual four places
No serials

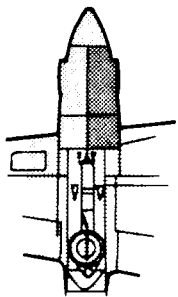
O.D. topsides



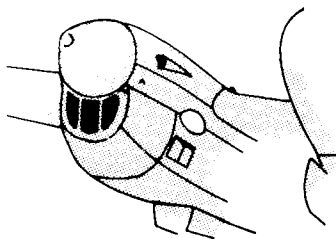
Flown by Lt. Rankin who was shot down in it on Christmas Day, 1944. This was Zemke's last P-38 and was issued to Rankin when Zemke went into P-47's. It still carried Zemke's name by the cockpit when it was lost.

474th added stripes upon receiving the plane
National insignia in usual four places
Natural metal overall
O.D. anti-glare panels

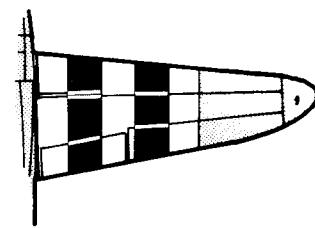




O.D. anti-glare panel as it appears on the natural metal P-38



Polished oval area inside each cowl to permit viewing of nose gear position -on all P-38's



Typical underside invasion stripe pattern; topside similar

Phour Phantoms of the

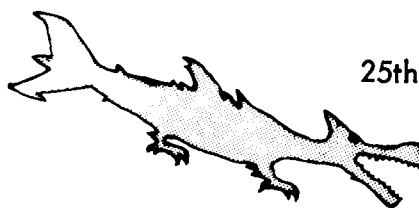
by GREG REYNOLDS



Prior to early 1971 when reduction of forces in S.E. Asia brought a more strict adherence to painting regulations the 8th Tactical Fighter Wing bore some of the most colorful personal aircraft markings in the theater. The 8th TFW based at Ubon AFB in 1968 was composed of the 25th, 433rd, 435th, and 497th Tactical Fighter Squadrons which were nicknamed "Assam Dragons", "Satan's Angels", "Eagle Squadron", and "Nite Owls" respectively. Nearly all of the F-4's in these units bore a personal name on the air conditioning inlets and had canopy trimming in the squadron colors. Many aircraft also had a **stylized unit emblem** based on the squadron's nickname. Of these the only emblem which was official was that of the 433rd.

REFERENCES:

- AAHS Journal, Vol. 17, No. 1
- AAHS Journal, Vol. 16, No. 2



25th TFS "Assam Dragons"

Pale green (In this case only, normally yellow)-both sides

435th TFS "Eagle Squadron"

Figure (see title) black and white -red mouth, hat, pupils, and scarf. "8th TFW", black and white-red outline. "Wolfpack" -white; "W" shadowed red.

433rd TFS "Satan's Angels"

Face-dark green and light metallic green. Eyes-white with red pupils. Red mouth. Yellow stars and halo.



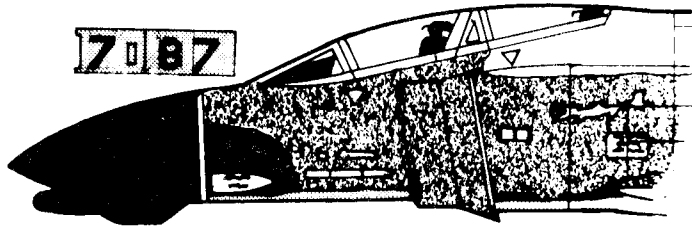
497th TFS "Nite Owls"

All white -black branch and feet -no outline

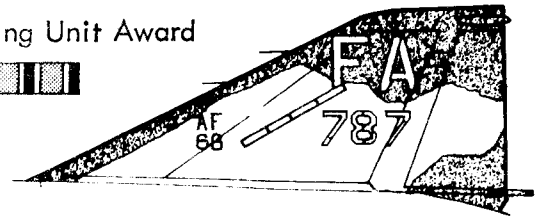


25th TFS "Assam Dragons" F-4D 66-8787 flown by Lt. Col. Wallace Keehr

Canopy frames; yellow with black trim. "DRAGON WAGON" on air conditioning inlets (both sides), ground crew names (under the Dragon) and trim; black on yellow background. Outstanding Unit Award colors in order; red, white, blue, w, r, w, b, w, r. Note formation lights

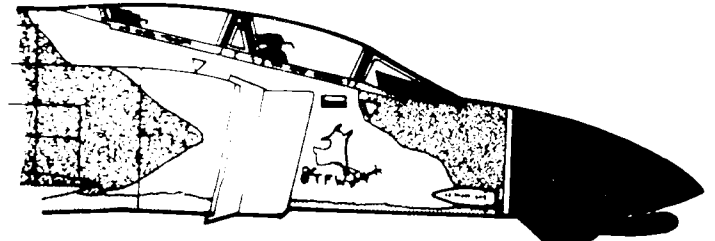
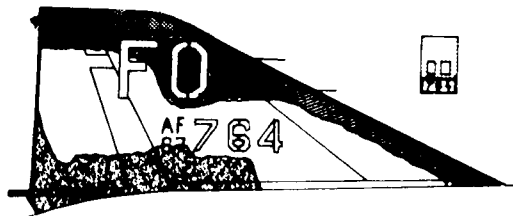


Outstanding Unit Award



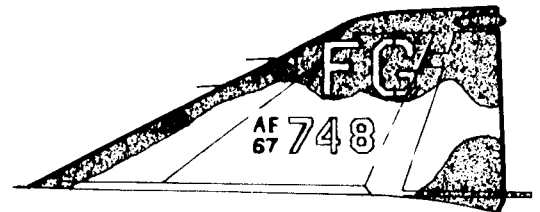
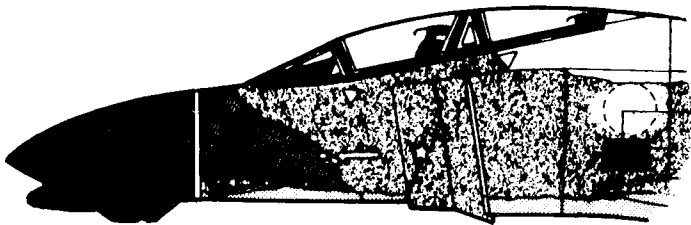
435th TFS "Eagle Squadron" F-4D 66-7764, Ubon; Nov. , 1968

"THE EAGLE SQUADRON", and trim on lower canopy frames (both sides); white on red background. upper frames; red with white trim. "OL' EAGLE EYE" and trim on inlets; black with red background. 764 on forward gear door; black on white field with red outline.



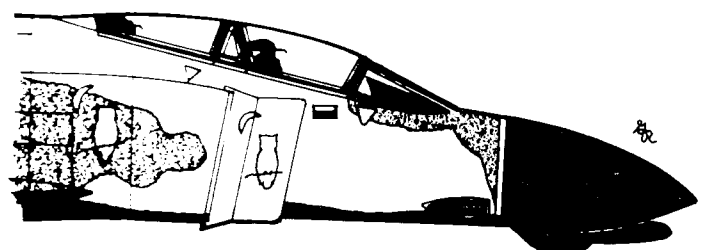
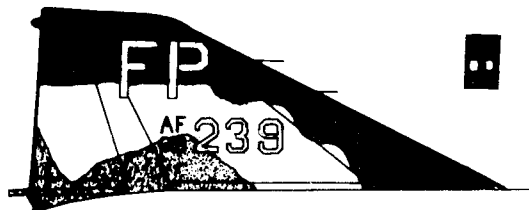
433rd TFS "Satan's Angels" F-4D 66-7748, Ubon; August, 1968

Canopy frames; green with yellow trim. "UP TIGHT" on inlets, ground crew names and trim; yellow on green background. MIG-kill; red with yellow outline.



497th TFS "Nite Owls" F-4D 66-8239

Black undersides with gloss white pylons. Canopy frames; black with white trim. Inlets; black with white lettering and trim. Red 239 on forward nose gear door.



34079 Green



34102 Green



30219 Tan



36622 Grey



P-47 "Donnerkeil"

by Greg Reynolds

During 1943 Lt. William E. Roach emergency landed an early model P-47 at Lille, France. Examination of photos taken at the time indicate it belonged to the 336th F.S., 4th F.G. The fate of Lt. Roach and many other details are unknown, but the disposition of his plane is obvious. Unfortunately, because of the sketchy nature of the references the following color schemes contain a great deal of guess work.

REFERENCES:

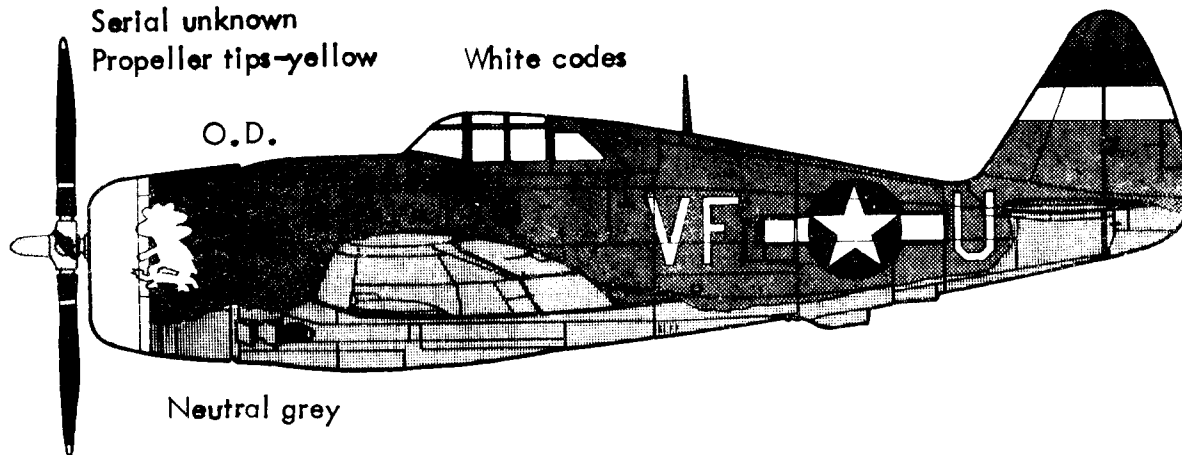
- a) AAHS Journal, Vol. 16, No. 3
- b) AAHS Journal, Vol. 16, No. 4
- c) Dora Kurfurst und rote 13, Vol. 3

"Beetle" probably khaki, with flesh hands and face, brown boots, black hair, grey guns, and yellow scroll with black letters. Figure is "handed"—both sides.

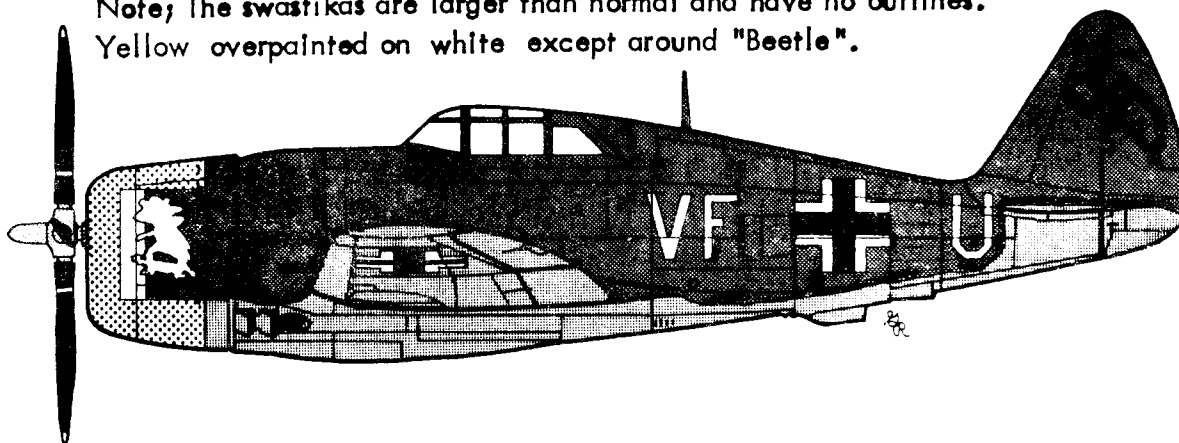


← Forward

White stripes on cowl, and tail surfaces
"AGNES" under canopy track in white (both planes)
Note absence of bomb racks
Serial unknown
Propeller tips—yellow White codes



Note; The swastikas are larger than normal and have no outlines.
Yellow overpainted on white except around "Beetle".



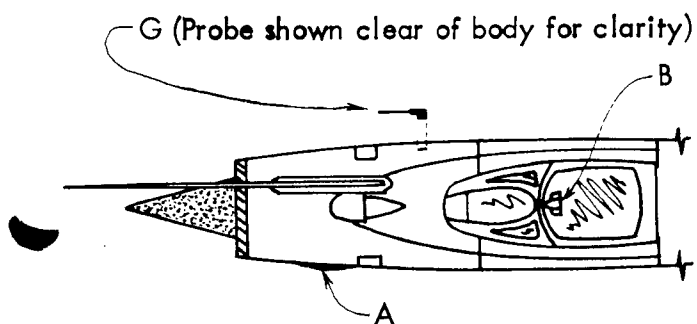
by Mike Quan

1. Canopy hinged on right
2. Brake parachute housing at base of rudder
3. Filled out dorsal spine from the canopy aft*
4. Larger diameter wheels/tires
5. New bulged wheel well doors
6. Belly air brakes*
7. Reshaped nose cone*
8. Pitot tube*
9. Increased chord on fin/rudder, and reduced height of same*
10. Reshaped ventral fin, and wing fences*
11. Extended jet pipe (by 1/8")*
12. Modifying the various bulges and fairings as required

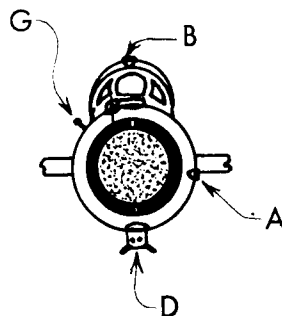
* per sketches here)

- A. Fairing appears to house an angle-of-attack device
- B. Streamlined rear-view mirror, similar to the late P-51D Mustang
- C. Fence (both sides) to shield the auxiliary engine air intake above it to prevent ingestion of foreign objects
- D. Twin 23mm cannon pod. Omitted from both Air Enthusiast and CONTRAILS; it fits snugly between the air brake panels in front of the belly pylon. Note the splayed link ejector chutes.
- E. Correct shape and location of the outboard wing pylons. Remember the MIG-21MF illustrated had no inboard pylons
- F. Small venturi on either side of the fuselage
- G. Probe (function-unknown) mounted on the right just below and ahead of the cockpit. It is incorrectly shown and located in the Air Enthusiast.

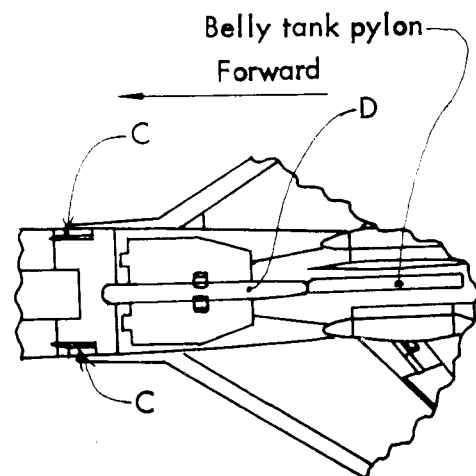
- a) Air Enthusiast for August, 1971
- b) Air Enthusiast for November, 1971
- c) CONTRAILS Vol. 4, No. 1 for March, 1972
- d) The Observer's Book of Aircraft-1972 Edition, by William Green



Top View-Nose



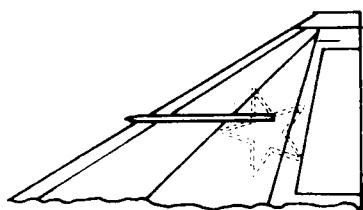
11 Front View-Nose



Bottom View-Partial Fuselage

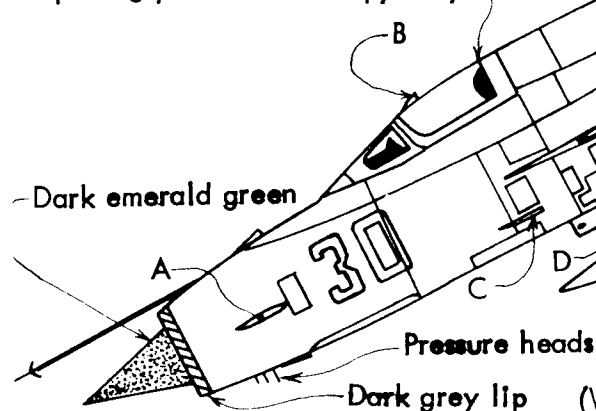
MIG-21 MF DETAILS

Red star, white outline; top only



Bottom View-Wingtip
(Tank not shown)

Thin yellow edge between frame and window
in opening portion of canopy only



Dark emerald green antenna panels

Red star, white outline

Dark grey

Dark emerald green

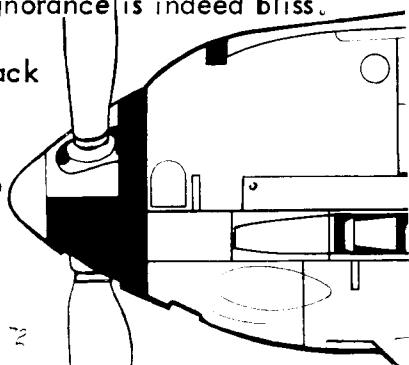
Number "30"-baby blue, thin black outline
(note unusual style of "3")

APPROXIMATELY 1/69th SCALE

CORRECTIONS-Bf 109 E-4

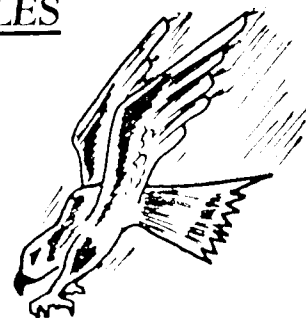
Bob Jones' (IPMS-UK) article on the Bf 109 E-3/4 in the Feb. '72 Scale Models points out an error in my article on this plane last issue. Bob printed the whole photo, that Airfix magazine had cropped, of an E-4 in its nose. The cropped photo-my main reference-didn't show the cap on the spinner. Bob also noted that it rather than belonging to JG-2 RICHTOFEN in France as Airfix magazine note, the plane belonged to 3 Staffel/1 Gruppe JS-1 in Norway! William Green's Warplanes of the Third Reich has another photo of the same incident, citing the same unit as Bob, but locating it at DeKoy! My gazetteer does not list a DeKoy anywhere. I guess we are pretty sure of the color scheme now, and have two out of three agreeing on the unit, but haven't a good notion of the location yet. Ignorance is indeed bliss.

Spinner is quartered black
and white; nose cap is
white; ring behind prop
black.



AMERICAN EAGLES

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SATURDAY: 10:00 AM - 6:00 PM
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A PAIR OF DAGGERS

Two totally dissimilar and interesting Convair F-102A Delta Daggers: The Hasegawa kit was used as a reference in preparation of this article and is highly recommended. Build it with the missile bay closed; use a piece of .010" sheet plastic curved to fit and glued in place. Because of the sharp windscreen angle the thickness of the plastic is distressingly evident in the injection molded canopy, so you really ought to vac-u-form a new one for a better final appearance.

59th Fighter Interceptor Squadron, Goose Bay, Labrador

Observed by IPMS - Seattle member, Doug Remington, at Loring AFB, Maine, in 1963. Unfortunately, Doug didn't catch the tail number so it's a guess.

Unknown Unit, Cam Ranh Bay, South Viet Nam, 1969

From photos in Aviation Week and Space Technology and The Koku-Fan.

REFERENCES:

- (a) The Koku-Fan, November 1969, beautiful Hashimoto line drawing
- (b) Aviation Week and Space Technology, an unlogged issue in 1969; color photos
- (c) IPMS-Tidewater's MODEL TOPICS, Vol. 2, No. 2, November 1969; rough sketch of footprinted bird, and details of 59th's emblem
- (d) IPMS-Tidewater's MODEL TOPICS, Vol. 2, No. 1, August 1969, details of Air Defense Command emblem
- (e) Hasegawa Kit of F-102A
- (f) USAF Technical Order, T.O. 1.1.4., Section VII, Figure 7-25
- (g) IPMS-Seattle's Newsletter, Vol. 1, No. 1, good article on current USAF camouflage and model paints/mixes therefor (Also in Vol. 1, reprint available for \$1.25 postpaid)
- (h) IPMS-UK Magazine for January 1971, interior details



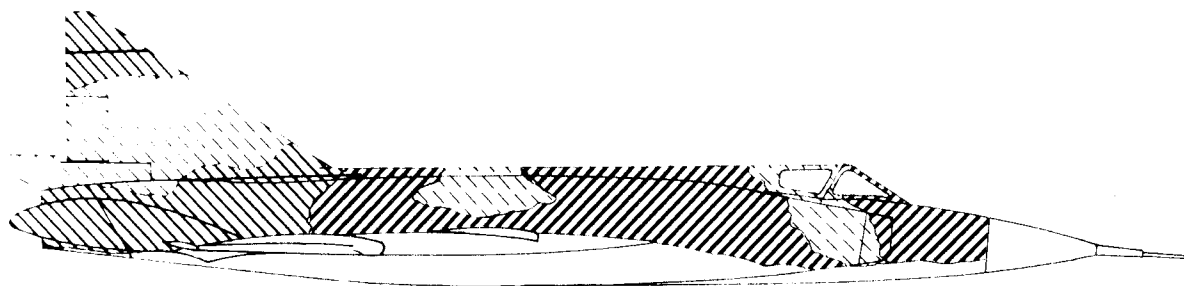
59th FIS EMBLEM

Yellow field
Black-outlined white
Black circle
Black bat outline, grey filled wings
Red eyes, mouth



ADC EMBLEM

Shield-light blue
Continent-yellow
Beak and talons-orange
Outlines & meridians-black
Scroll-yellow with black letters
Globe-medium blue
Eagle's body-brown
Eagle's head-white
Fulman & eye-red



Right Side Elevation
(from T.O.I.I.4)



F.S. 34102 Green



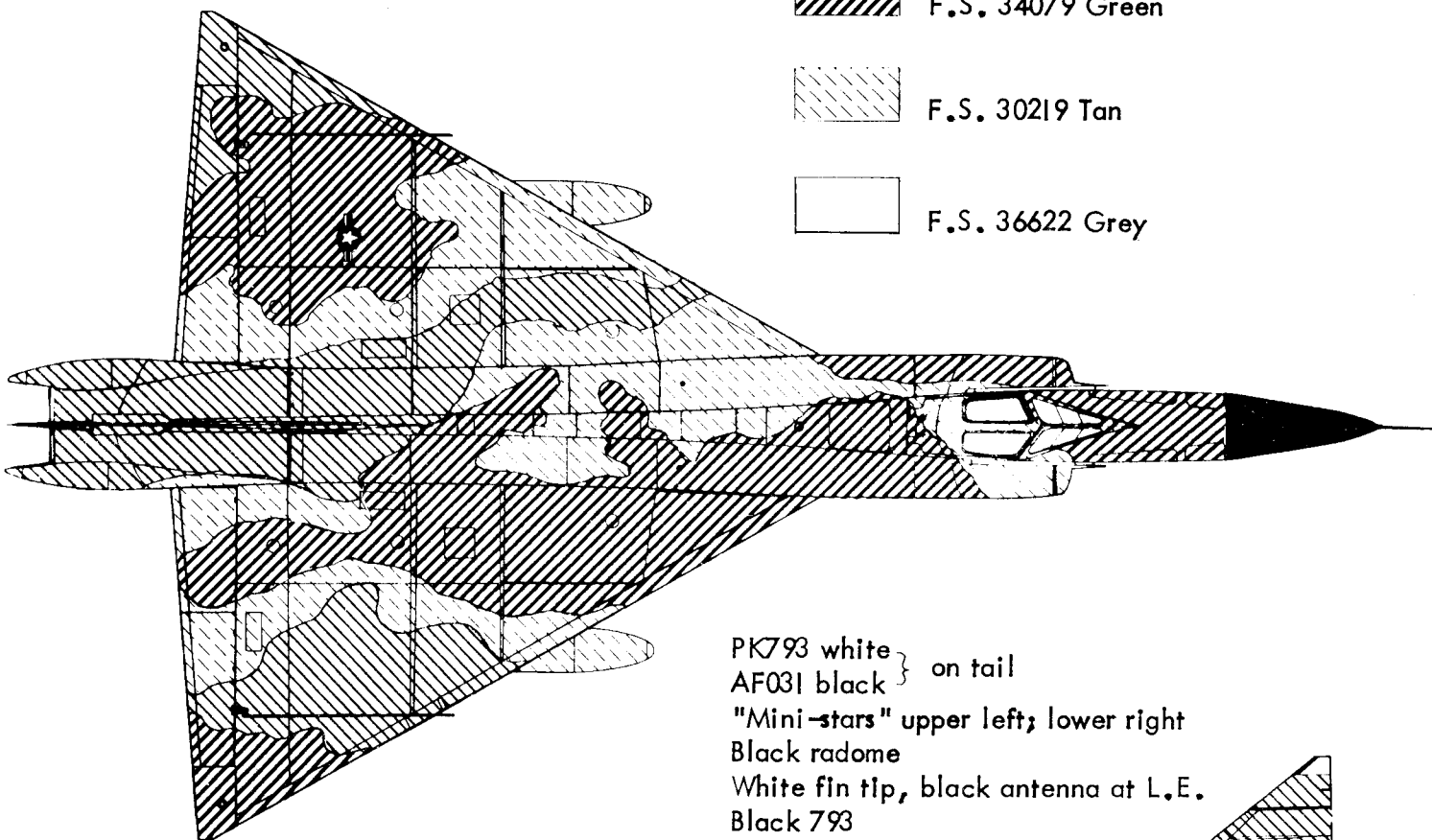
F.S. 34079 Green



F.S. 30219 Tan



F.S. 36622 Grey



PK793 white } on tail
AF031 black }

"Mini-stars" upper left; lower right

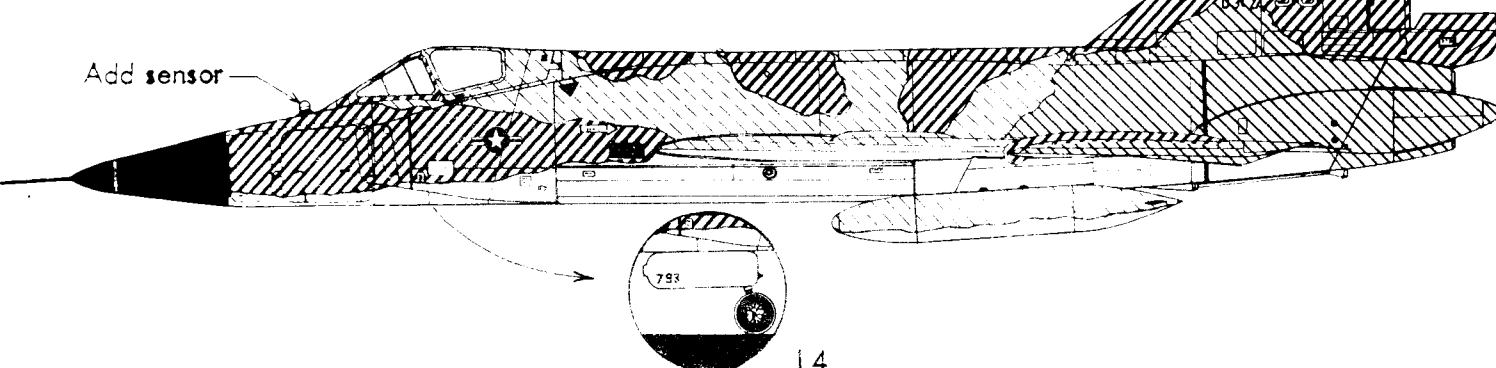
Black radome

White fin tip, black antenna at L.E.

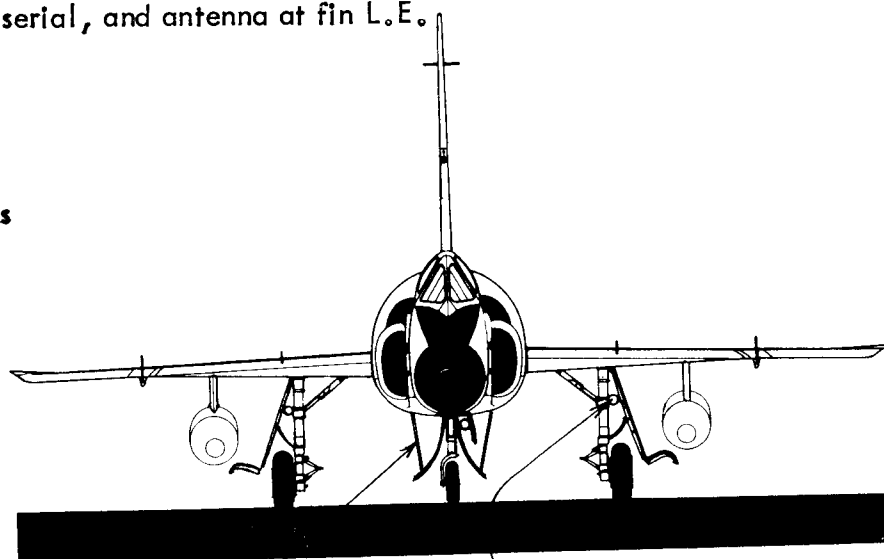
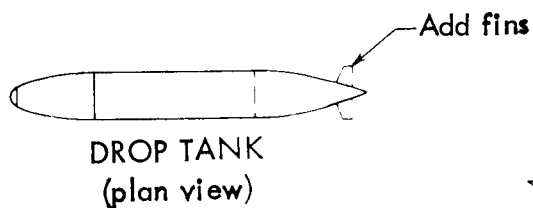
Black 793

Red turbine warning stripe

Add sensor

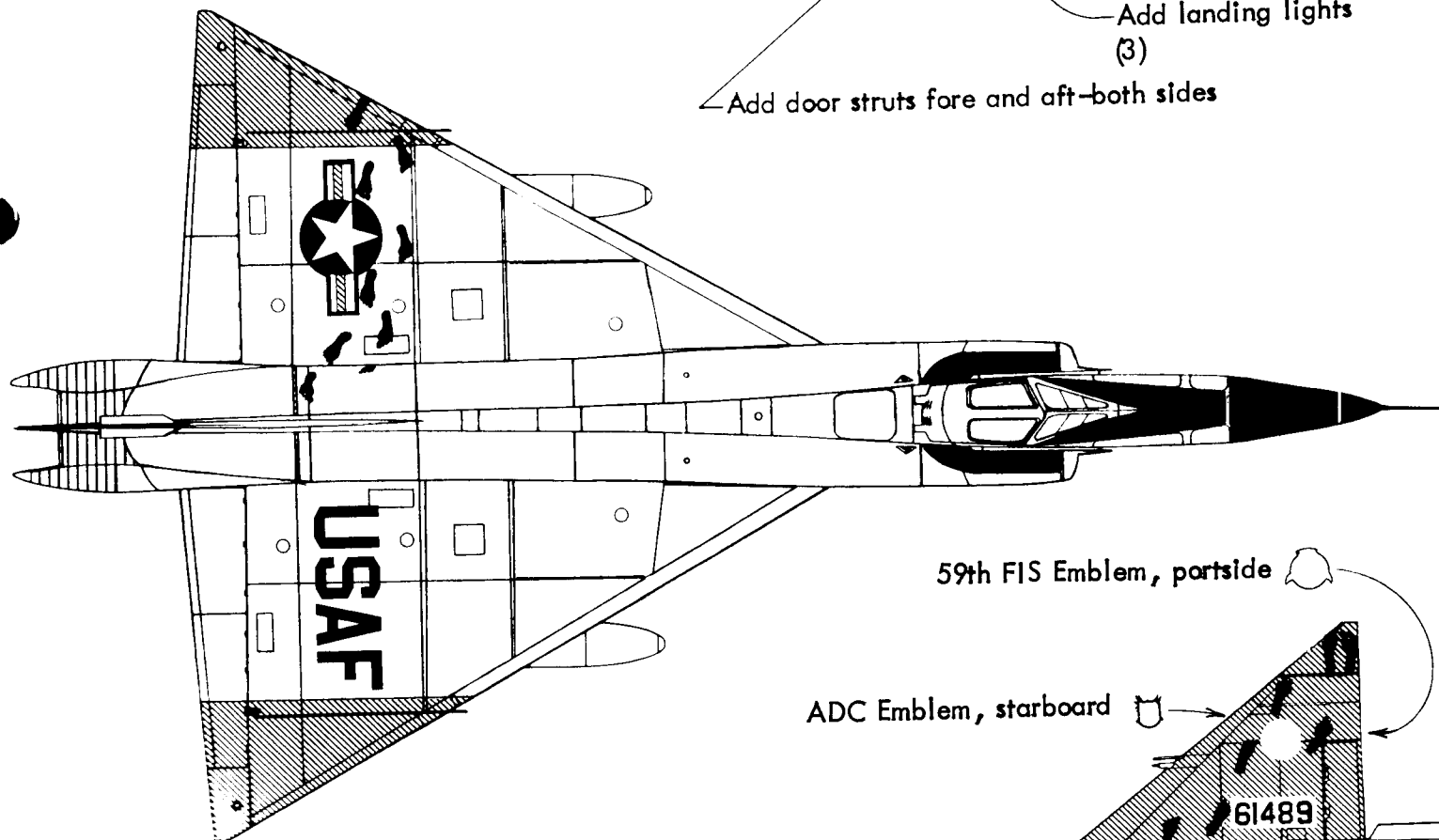


Overall USAF semi-gloss grey
 Red (not Dayglow) wingtips and tail
 Black radome and anti glare panels
 Natural metal around tailpipes, and intake lips and ramps
 Black footprints, U.S. AIR FORCE, USAF, serial, and antenna at fin L.E.
 Red turbine warning stripe
 Unpainted metal side window frames



Add landing lights
 (3)

Add door struts fore and aft—both sides



59th FIS Emblem, portside

ADC Emblem, starboard

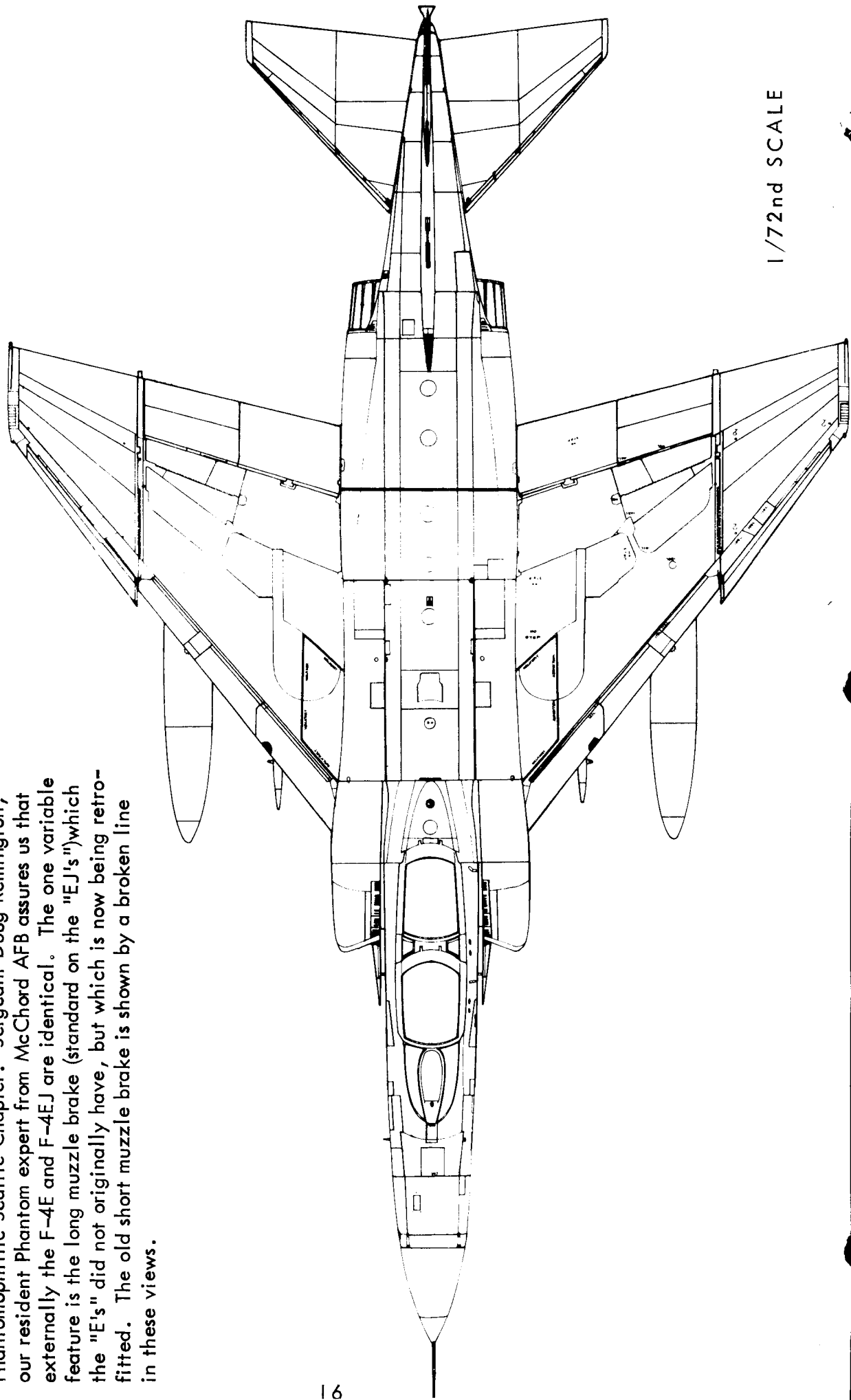
61489

U.S. AIR FORCE

J.J.S. 4/27/72

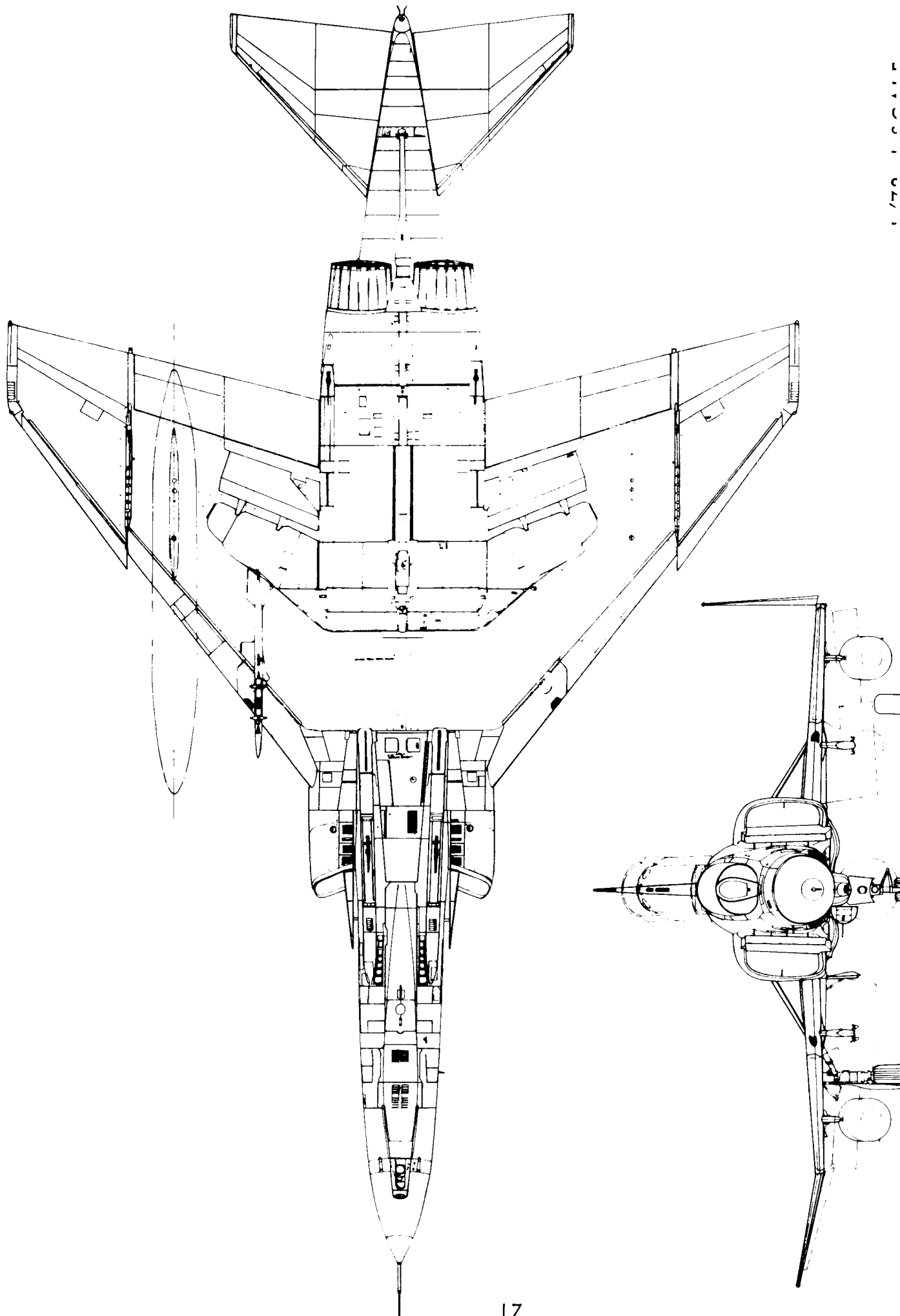
McDONNELL-DOUGLAS F-4E/EJ PHANTOM II

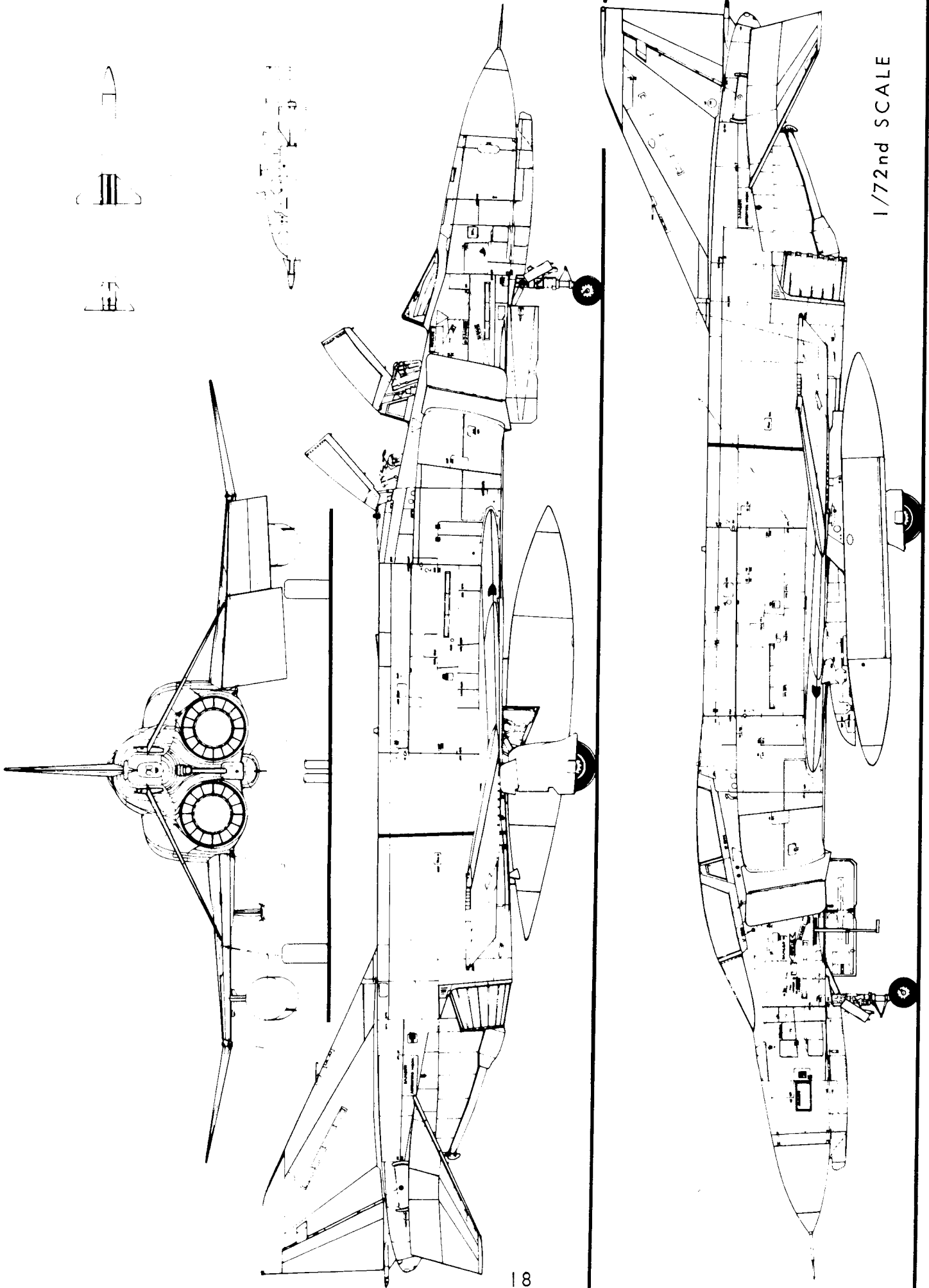
These 1/72nd drawings of the Phantom are derived from the beautiful drawings by T. Suzuki that appeared in the February, 1972 Aireview, and are presented here as an aid to the unusually Phantomophilic Seattle Chapter. Sergeant Doug Remington, our resident Phantom expert from McChord AFB assures us that externally the F-4E and F-4EJ are identical. The one variable feature is the long muzzle brake (standard on the "EJ's") which the "E's" did not originally have, but which is now being retrofitted. The old short muzzle brake is shown by a broken line in these views.



1/72nd SCALE

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100





1/72nd SCALE

GREEN INTRUDERS

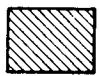
art: Greg Reynolds

USN Carrier Air Wing camouflage trials embarked on USS Kittyhawk, and USS Constellation used standard USAF camouflage greens experimentally to reduce losses from ground fire over Viet Nam. The trials were undertaken for only approximately two months in 1966, and the results did not warrant a general change to camouflage by the USN.

REFERENCES: a) IPMS-Australasia,
No. 24 of June, 1970
b) Color slides lent by Roger
Torgerson, IPMS-Seattle

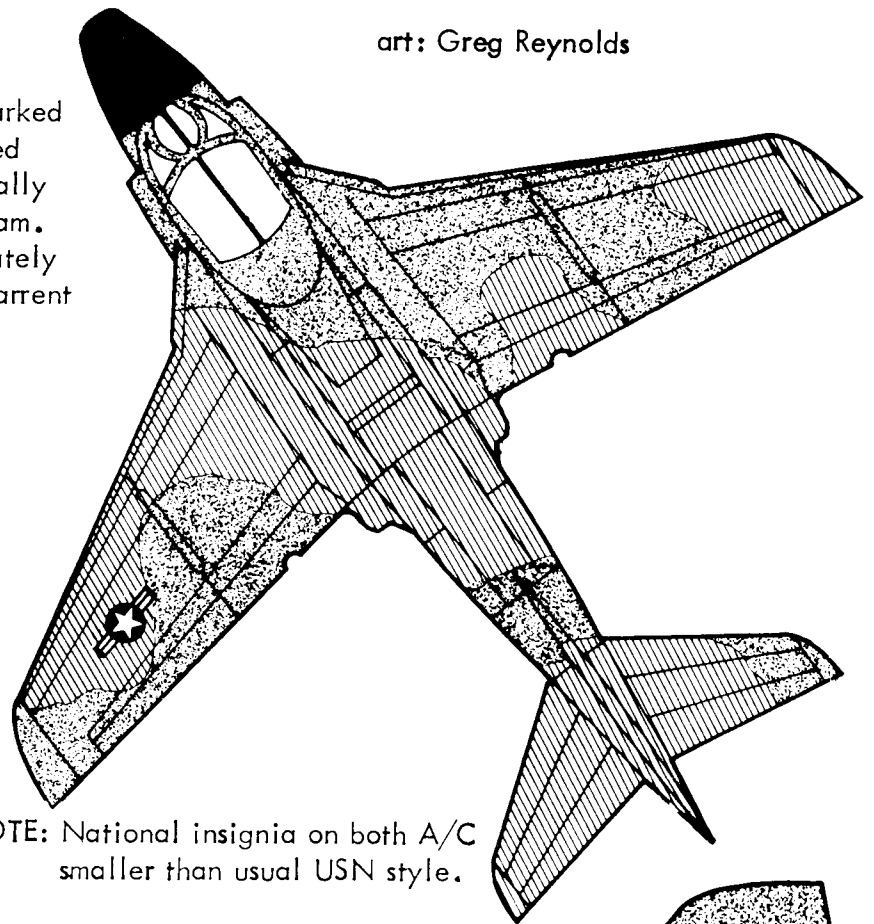


F.S. 34079 green



F.S. 34102 green

NOTE: National insignia on both A/C smaller than usual USN style.



VA-65, USS CONSTELLATION, Viet Nam, 1966

White A/C number on nose

White "03" on tail

Black "NAVY"

Flat black speed brakes

Semi-gloss black radome
Flat black intake lips

Under-Gloss white

No insignia under wing

VA-85, USS KITTYHAWK, Viet Nam, 1966

White A/C number on nose outlined in black

White "02" on tail

Black "NAVY", & tail number

151782

Flat black speed brakes

Semi-gloss black radome
Flat black intake lips

Under-Gloss white

White "02" on wing flaps, both sides

No insignia under wing

THE BOEING B-17G

Part 2
Terry D. Moore

(See PART ONE of this article in Vol.2, No.4.)

To have a model of contest winning calibre, it is necessary to go to great detail to get those extra points needed to win. One place where this detail shows itself is the interior, especially one with lots of clear plastic. The Airfix Kit was used as the basis for this model.

DRAWINGS 1, 5, 7 & 2:

Drawing 1 shows the general cockpit layout of the B-17G. The instrument panel will have to be built out farther into the cockpit (see drawing 7). Add rudder pedals and bars. Add details to the sides of the cockpit. Add overhead panels. Make new seats (refer to drawings 5 and 7). Drawings 2, 2a and 2b show the aisle stand and its various controls. Build up the one given in the kit and add the controls from sprue and sheet styrene. A hatch will have to be cut into the deck between the seats and behind the central pedestal.

Cut the support tabs for the top turret completely away from the fuselage interior. Cement the clear turret to the top turret support from the Airfix B-25 and glue to the floor. Add oxygen bottles to each side of the cockpit next to the turret.

GENERAL COLORING NOTES:

Paint each detail as given by the color code on the drawing. The sides of the cockpit, from the floor to the bottom of the windows and aft to the rear bulkhead, are dark grey. The area above this is natural metal or chromate green. The floor is chromate green. The dials on the instrument panels are black with white lettering. Most knobs are black.

DRAWINGS 3 & 4:

These drawings are pretty self-explanatory. Add the bombardier's panel and the bomb sight (the cover is more accurate than showing the exposed sight and a lot easier than building a 1/72nd Norden bomb sight). Drawing 4 shows the bombardier's seat. Two will be needed (the other one for the navigator who sits right behind the bombardier). The projection on the left side of the nose is the navigator's table. Paint brown to represent wood. Paint the floor zinc chromate and paint the rear bulkhead dark grey.

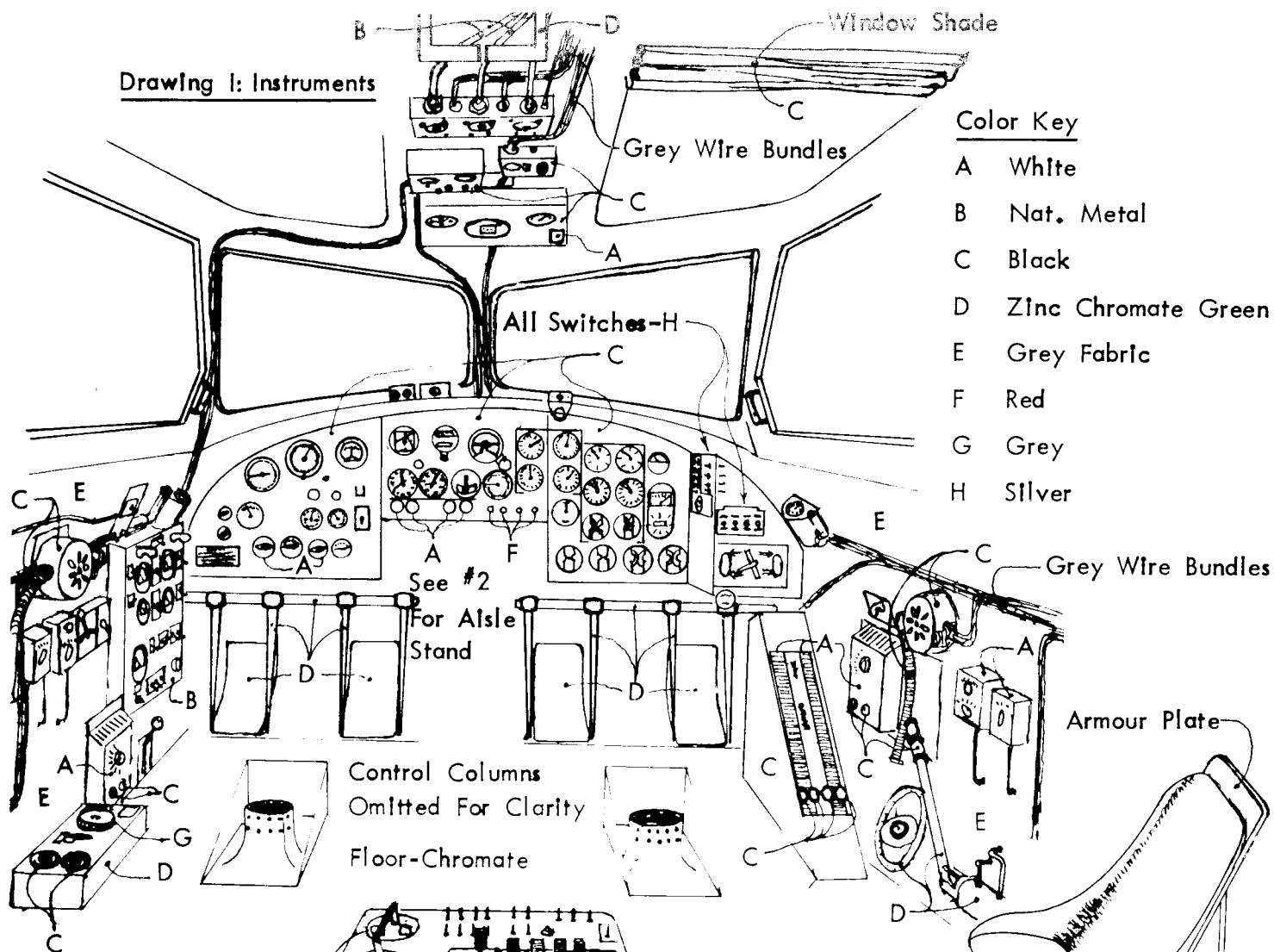
DRAWING 6:

This drawing shows the ribs that should be added for the "G" variant as it was not soundproofed except for the cockpit area. The interior is natural metal except as noted above. Add a narrow wooden floor to the bottom of the hull as shown; paint brown. The tail gunner sat on a bicycle seat and his knees rested on thick pads. Paint dark brown or black. Add rib detail to tail gunner's station too.

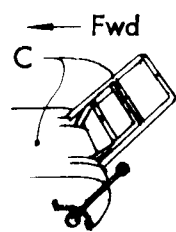


A BIT₂₀ O' LACE

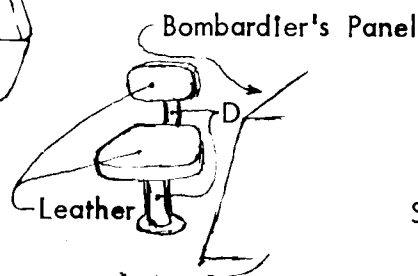
Drawing 1: Instruments



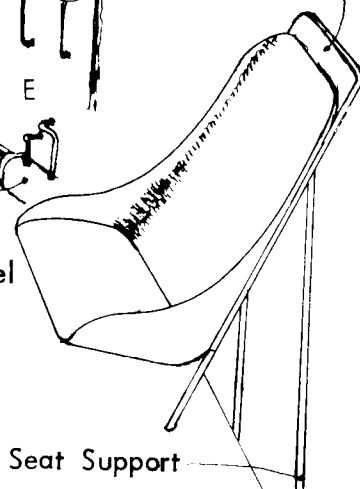
Drawing 2A: Throttles



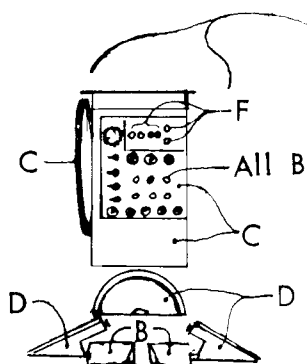
Drawing 4: Bombardier's Seat



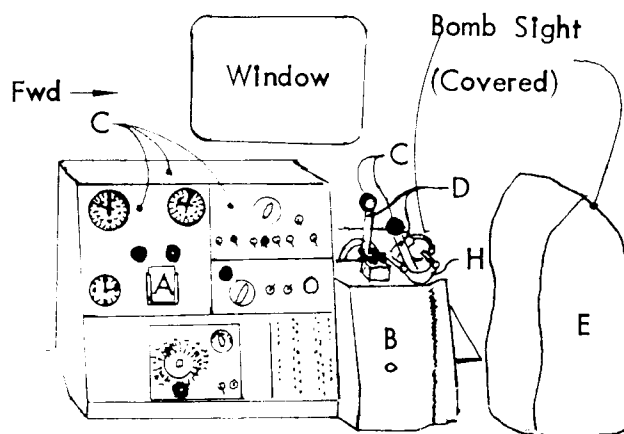
Drawing 5: Pilot Seat



Drawing 2: Aisle Stand



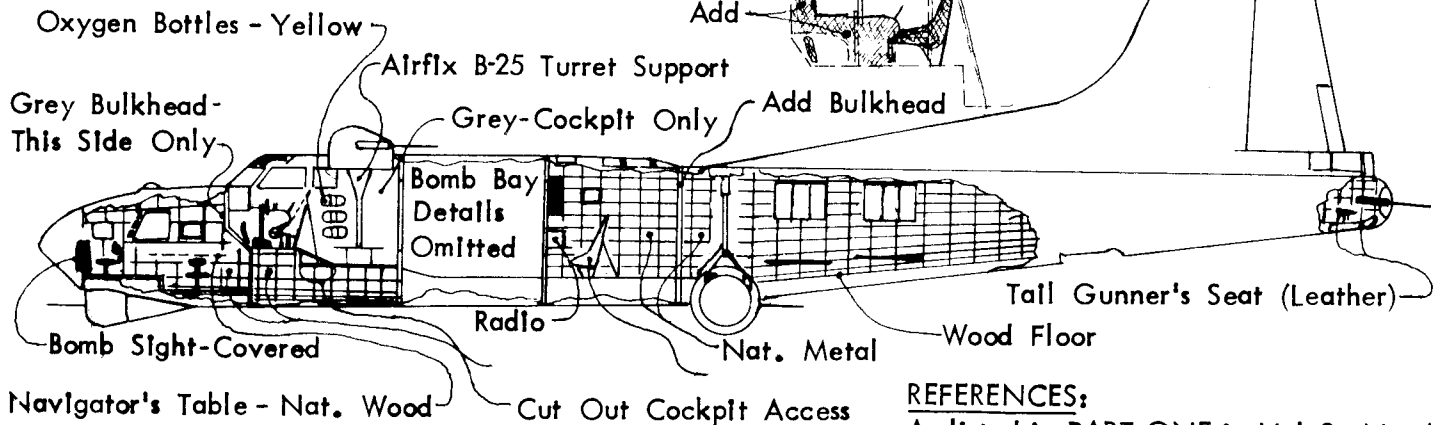
Drawing 2B: Lower Stand



Location For Seat

Drawing 3: Bombardier's Panel

Drawing 6: Rib Detail



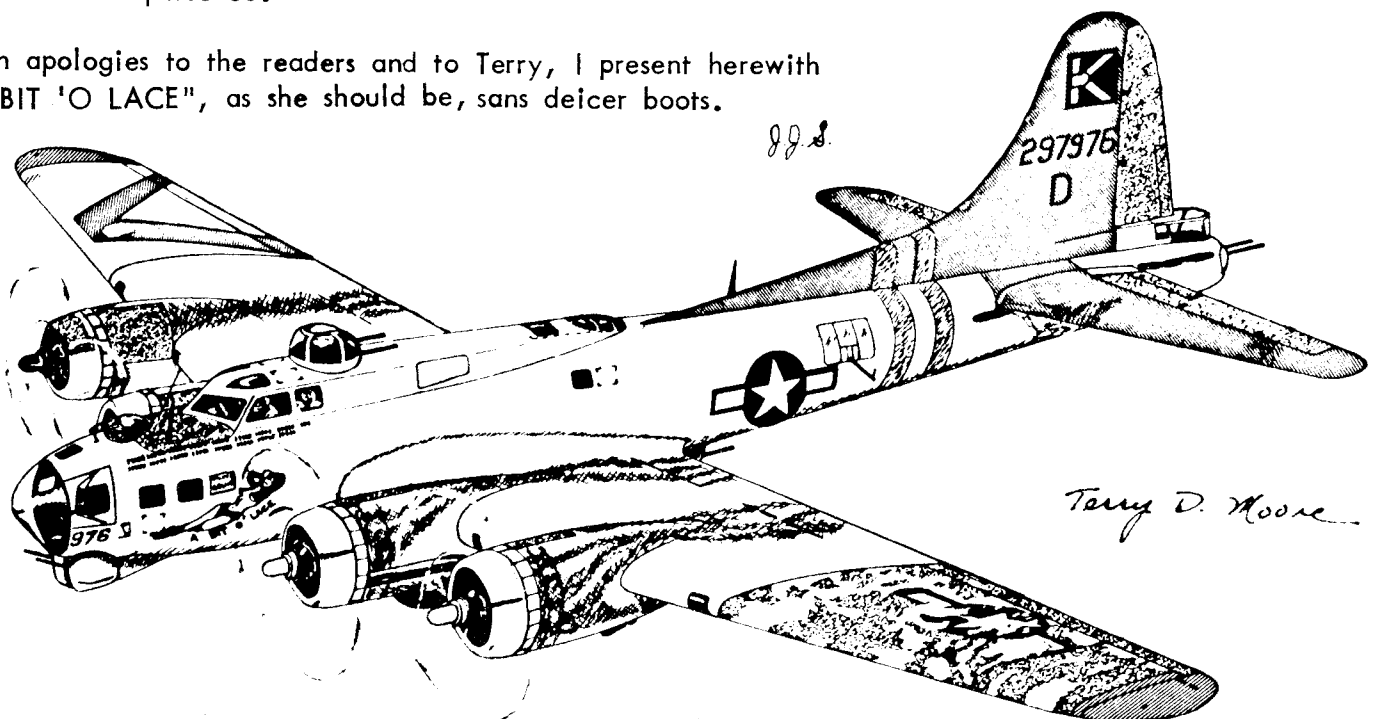
CORRECTION: B-17G "A BIT 'O LACE"

REFERENCES:
As listed in PART ONE in Vol.2, No.4.

Terry Moore's beautiful drawings of the Vega-built B-17G "A BIT 'O LACE" that illustrated his article in the last issue originally showed no deicer boots on the leading edges of wings or tail. While making the layouts, I checked my B-17 references and finding no photos of "G's" without these boots, carefully added them.

After printing, I found the Flight International color photo that Terry referenced, on the bulletin board of one of our engineering managers, and lo, it had no deicer boots! Questioning old timers who were field reps, pilots, crew chiefs, etc., on B-17's revealed the following: Until late in the "G" production run, all B-17's had inflatable rubber deicer boots. These were inflated and deflated in pulses to crack away ice accretions on the leading edges. Combat experience showed these boots tended to shred when hit and to flail the structure until torn off in the slip stream. The flailing frequently destroyed basic structure forcing the crew to abandon ship. Naturally, the crews decided that ice was less of a menace than a shot-up deicer boot pounding their airplane so most of them were removed. Such was the case with "A BIT 'O LACE." Very late "G's" were built without deicer boots as a result of this experience.

With apologies to the readers and to Terry, I present herewith "A BIT 'O LACE", as she should be, sans deicer boots.



A GERMAN MOVIE STAR

Drawn by Mike Quan

For you modelers who like the wierdos of WWII, here's one that may just top them all. This particular Curtis Hawk 75 was captured by the Germans from the French. After the fall of France the Nazis made a propaganda film of the conquest of France. The Hawk was stripped of paint, and bogus British markings were applied for the film. The plane had no wing guns, and no barrels protruded from the cowl blisters. There was no antenna mast. The plane was natural metal overall with black wing walks-either side.

RAF "B"-Type roundels were applied on the fuselage and on the upper surfaces of both wings only, in the standard Luftwaffe position (i.e. Inboard). Note that the wing roundels are of different sizes. Non-standard codes "G-K" were in black. The fin flash was full fin height, and equally divided into red, white, and blue.

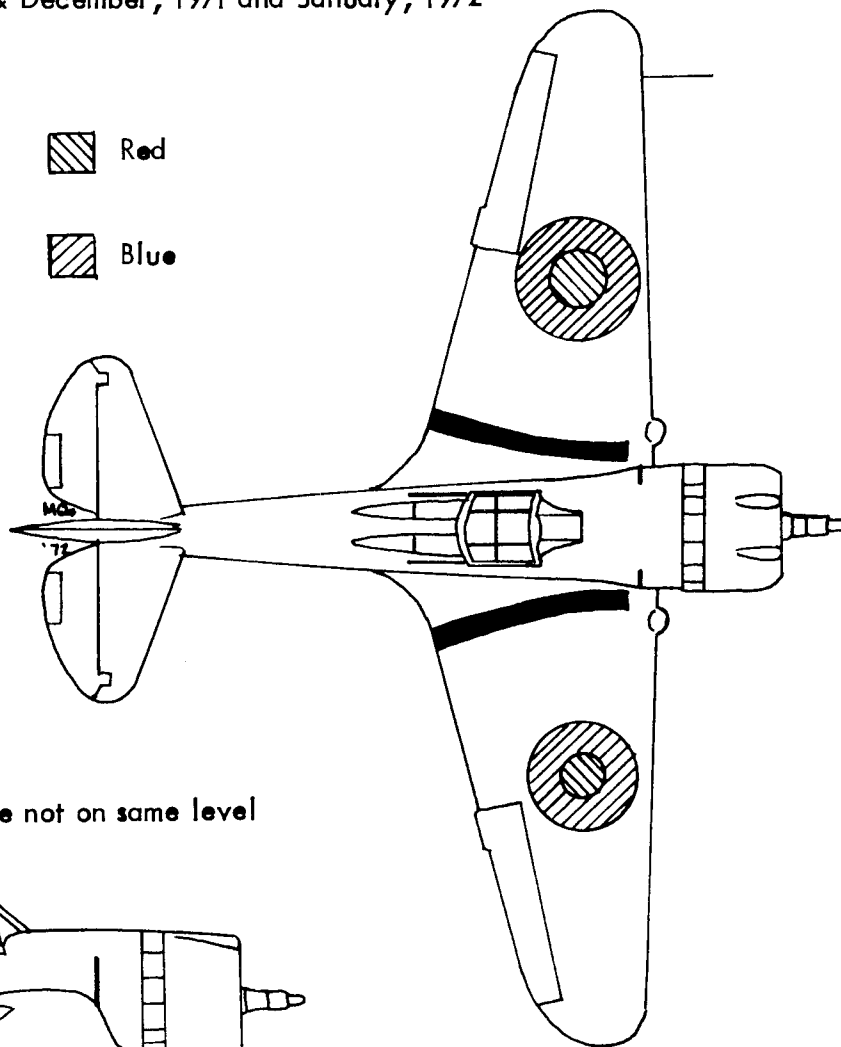
REFERENCES:

- a) Single frames from the Nazi film, from IPMS-Seattle member Bill Odell via John Greer of Scale Craft
- b) Paul Matt drawings in Volume VII of Historical Aviation Album
- c) Profile No. 80
- d) Air Enthusiast Magazine for November & December, 1971 and January, 1972

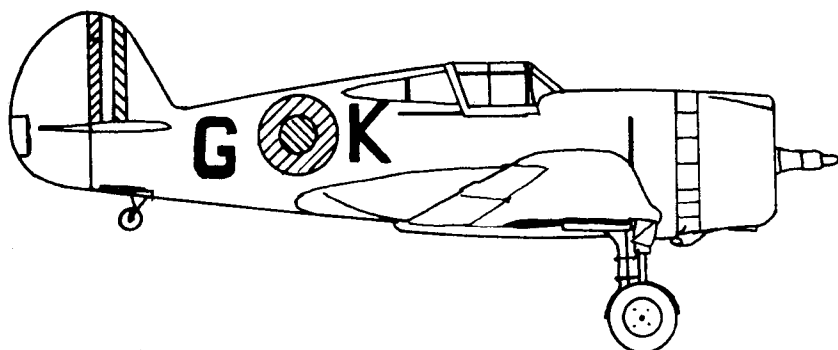
Natural,
Natural metal overall
Black codes
Blue-red, "B" type RAF roundels
Black wingwalks
Full fin height, red-white-blue flash

 Red

 Blue



NOTE: "G" and "K" are not on same level



No Scale

A JAPANESE TEXAN

For this JASDF (Japanese Air Self Defense Force) North American AT-6 Texan use the Hawk 1/72nd T-6 body, cowl, tail, canopy, and prop, and the Airfix 1/72nd Harvard wings and landing gear, and any good nine cylinder radial engine. I'm using the back row of a Revell FRANK's engine and the crankcase nose cut from the Airfix Harvard's one piece engine/cowl, and an LS NELL spinner. Numbers are from A.I.R. decal sheet No. 1.

REFERENCES:

- a) The Koku-Fan for March, 1972
- b) The Koku-Fan for April, 1972
- c) Airfix Magazine for June, 1971

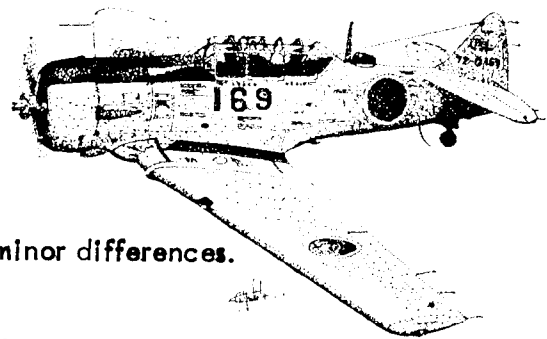
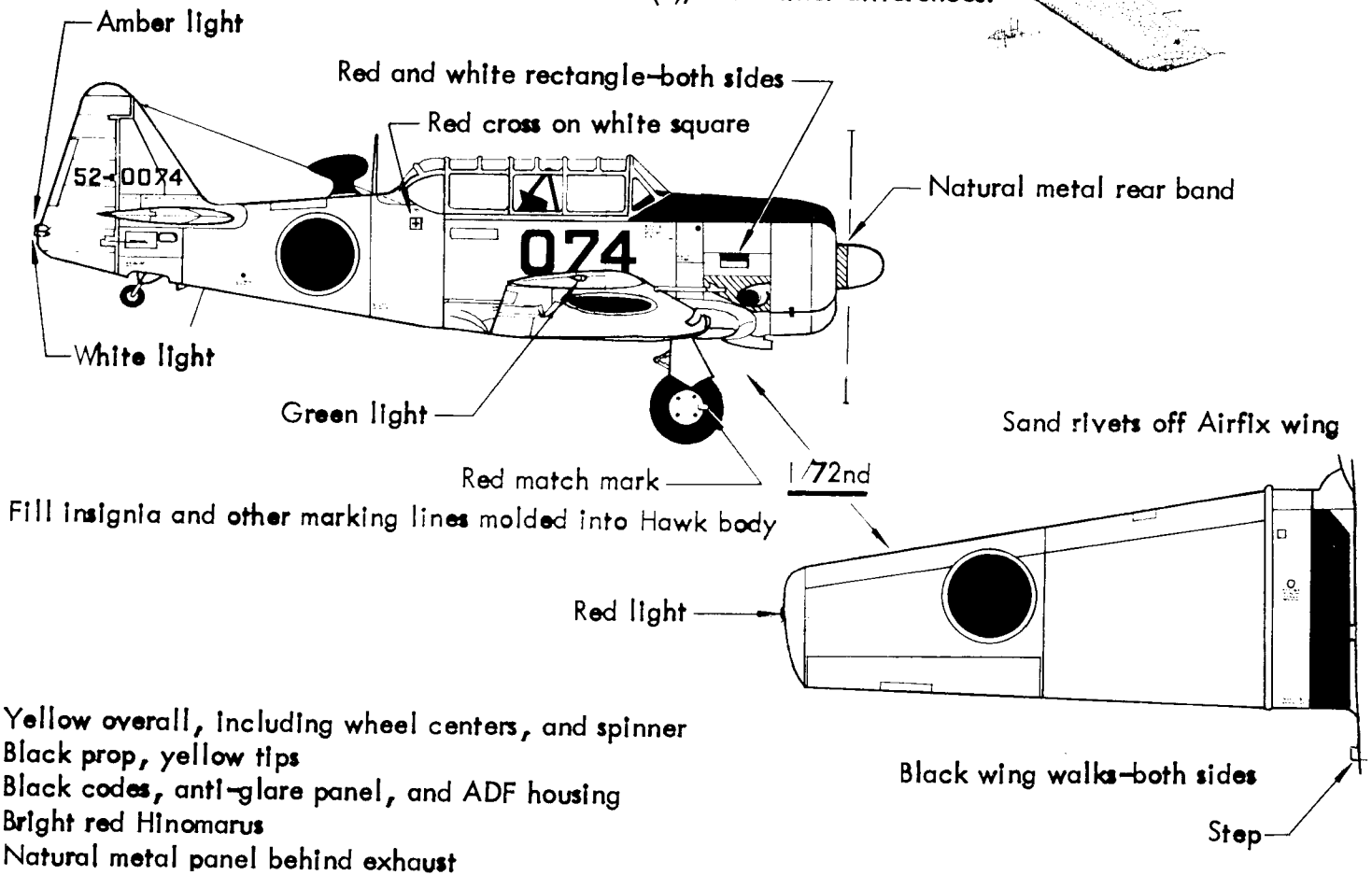
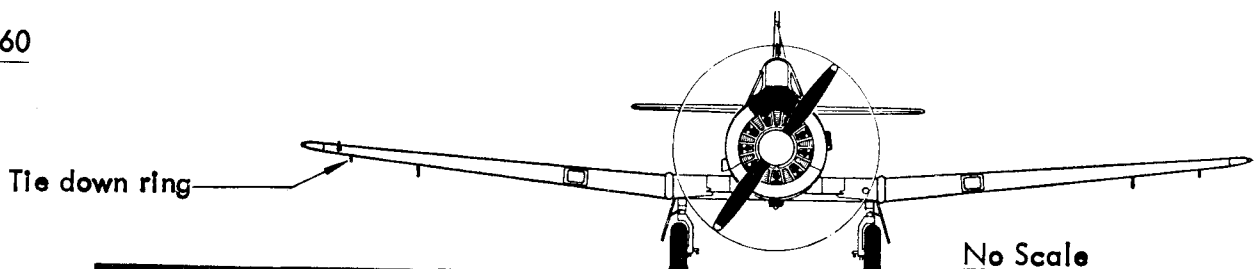


Illustration from reference (a); note minor differences.



Yellow overall, including wheel centers, and spinner
 Black prop, yellow tips
 Black codes, anti-glare panel, and ADF housing
 Bright red Hinomarus
 Natural metal panel behind exhaust

circa. 1960



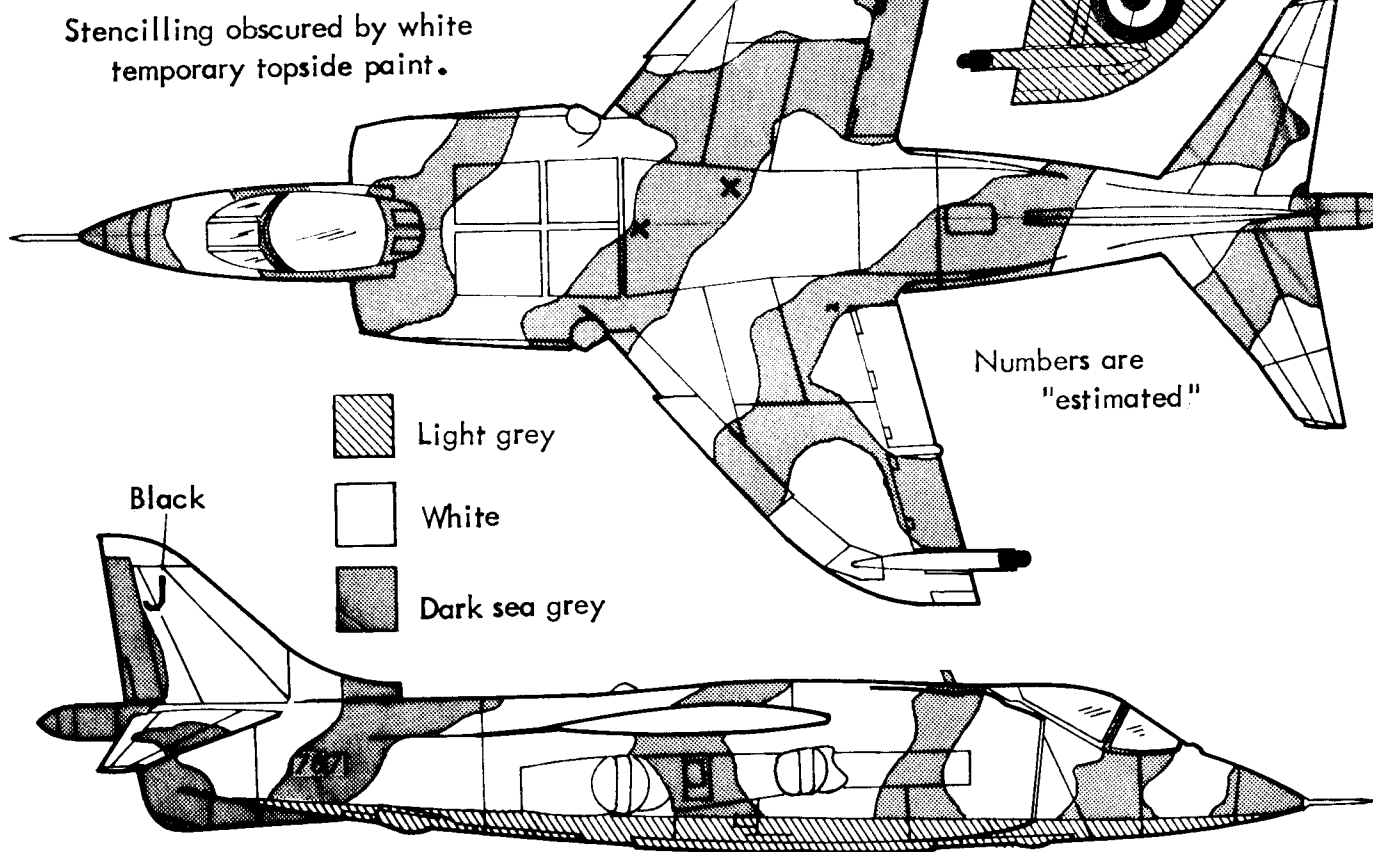
gg 5-9-72

SNOWBIRDS, Mk.1 HARRIERS

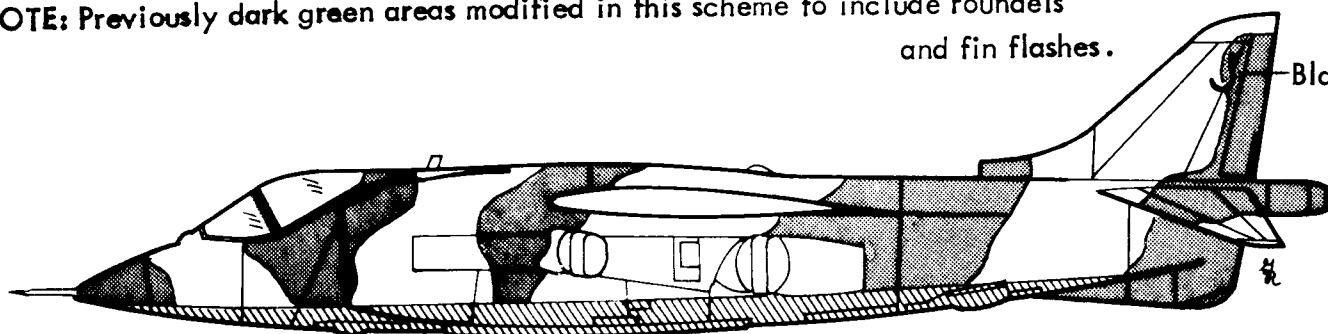
Drawn by Greg Reynolds

Harriers of 1 Squadron from RAF Wittering in snow camouflage during winter exercise "WHITE TENT", based at Royal Norwegian Air Force base-Gardermoen, Norway. Water soluble white paint has been applied over the dark green areas on the topsides, including the roundels and fin flashes. Stores comprise pairs of tanks and cannon pods. Stores do not have the white paint applied.

REFERENCES: a) Flight International for January 20, 1972
b) Aircraft Illustrated for March, 1972
c) Tamiya's Harrier color sheets



NOTE: Previously dark green areas modified in this scheme to include roundels and fin flashes.



NOTE: Tanks do not have white paint applied.

Use Tamiya 1/48th, or Hasegawa or Airfix 1/72nd kits.

WATAKUSHI-WA NIHON-NI IMASHITA

All good flying stories start with:

"And there I was

at 36,000 feet, four hours late out of Sea-Tac on Northwest Flight 7, nonstop to Tokyo, 5,000 great circle miles by Boeing 747 away. Thinking pleasant thoughts of visiting the Mother-lode of Tamiya, Hasegawa, Fujimi, LS, Nichimo, Otaki, Nitto, etc? No! Head down, hard at work making sure I knew and understood everything I was supposed to about the Customer Support proposal offering I was to present to All Nippon Airways for the 747SR's we're trying to sell them. If I was lucky and there weren't too many follow-on question sessions, I might get an afternoon free to indulge this model-mania vice that I share with you.

Okay, four sessions with ANA and three with Boeing International Corporation in three days. I'm finished. Ohara san, my friend from Nissho-Iwai Co., is free and says he's got the name of the best hobby shop in Tokyo, and it's just a few doors from Matsushima Optical Co., where we're going to buy the Nikon lens for my astronomer friend at the University of Washington. Subway from Nihonbashi Southwest to Ginza. Chuo-Dori Avenue. Matsushima. Get lens. Okay. To hobby shop - pretty excited now - here it is. What's this? Trains! Tenshodo! Ah so desu. Tenshodo does make the best models in Japan, but not exactly the kind I had in mind. Explained to the very courteous helpful gentleman behind the counter, or rather Ohara san explained. Shortly after "Konnichi wa", my Japanese, of which I was so proud, ran out and left me feeling very inadequate. No matter. Everybody had a good chuckle over our confusion. Looking at Tenshodo's models almost made an instant convert of me back to model railroading. Anybody want to trade an IPMS card for an NMRA card? Such detail; such quality; such prices! The kind gentleman at Tenshodo told us to go to the S-K hobby shop, one of Tokyo's best for my interests, at Shimbashi. He even drew us a map.

Back in the ground. Subway from Ginza Southwest to Shimbashi. Here we are. Where? Addresses are nearly impossible to find in this, the biggest city in the world - even for taxi drivers of many years experience. The map looked good, but we couldn't orient (no pun intended) it to our surroundings. Ask a barrow lady selling magazines outside the train station. Over there? "Domo arigato gozaimashita." Down a very narrow street. Nothing. By the map, we've gone too far. Turn back; look again. There it is! Little shop. Open floor space about 4 by 9 feet; floor-to-ceiling, wall-to-wall models. Something's wrong! Ohara san says owner claims to have the best stock of imported models in all of Japan - Revell (U.S. and U.K.), Hawk, Aurora, Lindberg, Monogram, Airfix, Frog, Heller, Airmodel. Hardly a Japanese kit in the place. More questions, explanations, chuckles all around. Nice people. Gentleman points to my lapel pin, "Nan desu ka?" "Kore wa Boeing mon desu." "Ah so." Still feel pretty inadequate about my Japanese. Think I'll forget the whole thing and stick to English. Suggestions? Yes, "Go to Kinshicho Station Department Store hobby department; best all around stock in Tokyo."

Up to the elevated Yamanote Line. Shimbashi Northeast to Akihabara. Change trains. Akihabara East to Kinshicho. Into the station; into the department store in the station building. Toys and hobbies: fifth floor. This is it! Everything by everybody. Lots of space. Display cases full of the work of local modelers. Quality seems to be about the average we see from our members in Seattle. All were sprayed. These airbrush like devices that fit to the top of a propellant can are very popular and relatively (compared to an airbrush and compressor) inexpensive. I think they would sell well in the U.S. and U.K. More nice people. Owner honored to have visitor from U.S. Very chatty. Overwhelmed my miserable Japanese again. Had the Fujimi 1/48th Hellcat (mediocre), and F-4EJ, outstanding, and 1/76th King Tiger and KV-1A, first armour from this firm (50c each); Hasegawa 1/32nd ZEKE 52 and Bf-109E, both great, and the 1/72nd SP-5B Marlin (I bought one); Nichimo 1/48th KATE, terrific (I bought one); Tamiya 1/48th FRANK, excellent (I bought one) and 1/700 Shinano, first carrier in the series; Otaki 1/48th ZEKE 52 and OSCAR II, very good; Nitto 1/100th 747, big

and good, the inboard pylons fair too finely into the fan cowl, but it still makes the Airfix look like junk; and the Bandai 1/24th ZEKE 52. I'll not get into what is "coming soon" because it all too frequently doesn't. As an example of this, the Japanese dealers are quite upset about Revell (Japan) having advertised their new models since December when they won't be available until about summer.

Also bought the March issues of The Koku-Fan, Aireview, and Model-Art and The Koku-Fan's Pictorial History - Japanese Navy Aircraft. Would really like to have bought more, but kits are so bulky and being slightly frazzled from the pace of the visit, it never occurred to me to buy them and air mail them home. Dummy!

Up to the elevated platform, Kinshicho to Akihabara. Change trains. Akihabara to Kanda. Change to subway. Kanda to Nihonbashi. Back to the office; Nissho Building. Get brief case, coat, other stuff. Cab to Suehiro Restaurant. "Dozo, bieru, kudasai." Oshibori, sashimi, tempura, sukiyaki, etc., etc. Cab to Takanawa Prince Hotel. Good night to Ohara san. And so to bed; back to Seattle and grim reality tomorrow.

Sayonara

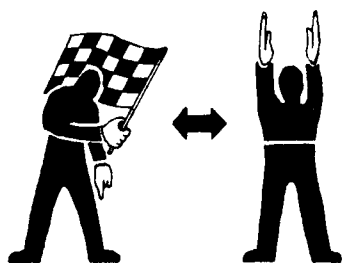
Jim Schubert 2/19/72

GROUND CREW SIGNALS

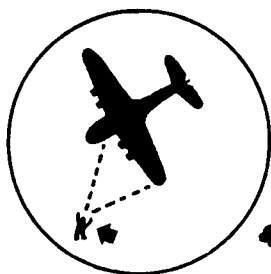
by

Dave Dodge & Greg Reynolds

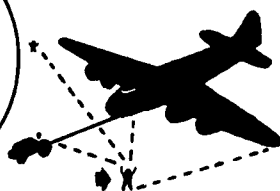
For you diorama fans who like to include ground crew, why not position their arms into something meaningful and authentic? Although the signals illustrated are taken from a current FAA handbook, the signals have changed little over the years and can be applied to most military and commercial scenes. Look around next time you're at a big airport, and you'll see many examples of ground crew signalling.



Flagman directs pilot to signalman if traffic conditions require



Signalman's position



Signalman directs; wing walker assures tip clearance



Come ahead



Slow down



Stop



Emergency stop



Start engine(s)
Engine #



Cut engine(s)



Pull chocks



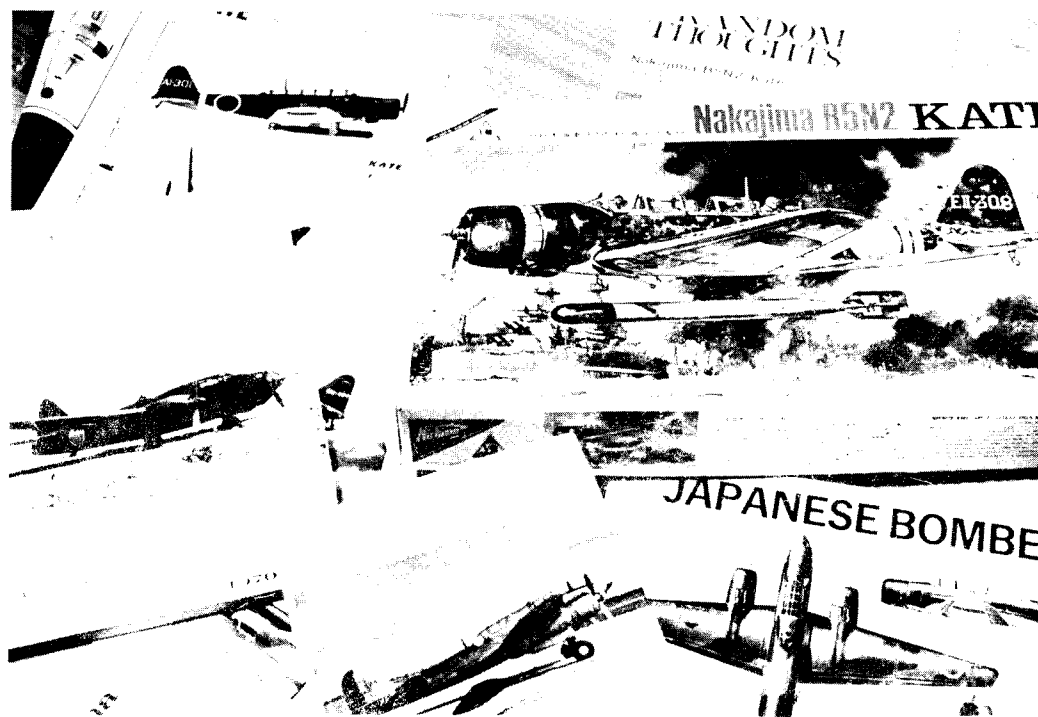
Insert chocks



Left turn



Right turn



OPENING KATE'S CANOPY



- 1, 3, and 5 are fixed
- 2 slides aft over 3
- 4 slides aft over 5
- 6 slides forward under 5
- 7 slides forward and tips forward under 6

NAKAJIMA B5N2
Navy Type 97 Carrier Attack Bomber Model 12
"KATE"

by Nichimo

Jim Schubert 2/21/72

Nichimo's 1/48th kits are a mixed lot. Their Dauntless, Bf-109E, MK.9 Spitfire and Helldiver are direct duplicates of Monogram's kits. Their JAKE is the old Marusan/UPC kit. Their P-51D Mustang seems to be original. Their ZEKE 52 also seems original and is outstanding. The KATE is new and easily of Monogram standard.

The kit comprises 75 parts in medium grey plastic. The canopy is in two clear pieces so that you can build it with the rear hood open.

With the well detailed 14 cylinder twin row Nakajima Sakae II engine, interior and detailed wheel wells, the KATE almost exceeds Monogram quality. If the canopy were in seven instead of two parts, and 1/16" to 5/64" taller, and if the wheel wells were the proper depth, this would be the best 1/48th kit on the market. To make a really good model, you'll need to glue 1/16" to 5/64" strips to the bottom of the injection molded canopy before using it as a vac-u-form master.

With a wingspan of 12 5/8 inches, the KATE is a big plane.

The surface detail and rivets (Yes, rivets) are excellent. All panels are demarked by intaglio lines; the rivets too are intaglio and are smaller than the rivets on most 1/72nd models - no sanding required here. The fabric, unfortunately, is rather more like burlap than fine aircraft linen. Stretched and doped fabric has a surface finish like the paint on a new car, so you'll have to fill up the fabric detail and smooth it out. I'd suggest one or two coats of Floquil Barrier carefully brushed over these parts and sanded after assembly, before painting. 28

As with many Japanese models, this one has alternate parts for motorization - minus motor and batteries.

Corrections - minor - that you may wish to consider in addition to smoothing the fabric are (1) vacuum-forming a couple of new canopies to be cut into seven pieces to permit opening the cockpit to view, see the sketch for location of the canopy segments when open; (2) adding a small disc of plastic to the inside of each wheel for brake drums; (3) replacing the heads on the three seated crew figures - the bodies are OK but the heads are bizarre; (4) raising the "roof" on the wheel wells to provide the correct depth to house the retracted wheels and struts.

The graphics of the instruction sheet, fortunately, obviate the need to read Japanese. Four color schemes are shown in profile on the instruction sheet and well provided for on the matt decal sheet. The first, third and fourth of these are clarified by color photos on an ad sheet enclosed in the kit. These are: 1st, N1 Green topsides and A/N2 Grey undersides; 3rd, black cowl and forebody, overall natural metal - the topsides splotted with N1 Green; 4th, black cowl and forebody, A/N2 light grey body and vertical tail, with localized N1 Green splotching on the body as shown, the wing and horizontal tail topsides being solid N1 Green. The 2nd scheme given is shown in color on the box side, along with the 4th scheme, and is black cowl and forebody, A/N2 light grey undersides, N1 Green topsides splotted over with A/N14 Brown - most unusual.

The four planes for which color schemes are given are from:

1. 931st JNAF Air Corps, Saipan, Marianas, June, 1944.
2. IJNS ZUIKAKU at Pearl Harbor and Midway, 1941-42.
3. IJNS AKAGI at Pearl Harbor and Midway, 1941-42.
4. IJNS SHOKAKU at Pearl Harbor and Midway, 1941-42.

About a dozen additional schemes are provided by the references, including three pretty flashy ones in the Profile Number 141.

Cockpit, wheel wells and any other exposed interior surfaces of the plane would be in semi-gloss light metallic blue.

As a convenience, I've extracted ordnance color notes from reference (f):

The little 60Kg bombs are dark grey overall with a thin red stripe around, nose-to-tail, denoting horizontal, with green trailing edges on the fins and a green band about the nose about halfway between the fuse and the constant section. The fuse is brass.

The torpedo has a black warhead and silver body with brass screws. The added fins are wood colored.

The 500 and 800Kg bombs are dark grey overall with brass fuses and screws and wood colored fins.

References:

- (a) Japanese Aircraft of the Pacific War, by Dr. R. J. Francillon; Putnam
- (b) Japanese Bombers of World War Two, Volume One, by Dr. R. J. Francillon; Hylton-Lacy
- (c) Profile Number 141, by Dr. M. F. Hawkins; Profile
- (d & e) Scale Modeler Magazine, Vol. 2, No. 4, and Vol. 4, No. 9
- (f) IPMS-US Mailer - Cover Memo for IPMS-UK Magazine for August 1969
- (g) IPMS-Canada, Random Thoughts, Vol. 5, No. 1, January 1972, article by G. G. Hopp

NAKAJIMA Ki-84 HAYATE (Gale)
Army Type 4 Fighter Model 1A
"FRANK"
by Tamiya

Jim Schubert 2/20/72



Tamiya have finally brought out another 1/48th kit of a WW II Japanese plane. After their disappointing, but generally salvageable, kits of several years ago - GEORGE II, JACK, TOJO, TONY TONY III, OSCAR III - they improved their quality almost up to Monogram standards with PETE, VAL and MYRT kits. They kept the quality up for the recent 1/48 Harrier and now they have improved still more with their new kit of the FRANK.

The box art is an attractive and useful source of detail. Included in the kit is a full color rendering in profile of two of the five color schemes detailed in the instructions, and for which decals are provided. This rendering by R. Watanabe is quite good as a detail reference. The decal sheet, incidentally, is excellent; fully as good as Tamiya's outstanding 1/100 sheets. The instructions, though in Japanese, self-instruct through the clarity of the graphics. For those, like me, whose Japanese won't get them very far from the Ginza, all of the painted birds given have A3 green topsides (Testor 1165 flat olive is an exact match) and A/N2 grey undersides (Pactra M13 camouflage grey is close enough, as is Humbrol HU.10 grey). The second, third and fifth birds have red spinners; the first a blue spinner, and the sixth an orange-yellow spinner. The red lightening flash for the sixth on the decal sheet should also be orange-yellow.

One point of research confusion is compounded by the instruction sheet which shows a red warning stripe at the trailing edge-only-of the flaps. Thorpe shows the outboard, leading, and inboard edges only-of the flaps outlined in red, whilst Revell's ad in the March 1972 number of The Koku-Fan and Koku-Fans "Wide Colour" #007 show the flaps outlined all round in red. Check your own references and make a choice.

The only things that keep the kit from being true Monogram quality are numerous very small sink-holes in the fuselage halves, which the perfectionist will be compelled to fill. The kit's fine parts are fine and trailing edges are thin. Surface detailing is well executed with restraint; most panelling is represented by fine intaglio lines. The plastic used is light grey which is a good color for letting you see what you're doing.

Perhaps bespeaking a throwback to my model car days, I like ample wheels and tires on my airplane. Most airplane kits miss this mark by providing wheels that are too skinny - even Monogram commits this sin. To their credit, Tamiya has provided believable wheels in this kit, along with thin doors. They have also provided - to my delight - acceptable seated, and excellent standing, pilot figures. To beat the language problem here, they've illustrated the pilot separately in color on the side of the box. I used to use the pilot figures in kits under closed canopies to hide the absence of interior de-

tailing, but even though the pilot is good, the interior doesn't want hiding as Tamiya have provided good side wall, floor, seat, instrument panel, and aft bulkhead detailing. Peculiarly, they've also printed the same instrument panel on both the instruction and decal sheets. Both are slightly wrong in that the large blank areas on either side should not even be there. The breeches of the cowl mounted guns were located there for direct access by the pilot; see reference (g). I suggest use of the panel from the instruction sheet as it is more matt than the decal.

About the only significant correction I'd make on this model is to increase the depth of the nicely detailed wheel wells. This is not too hard; just cut the wheel well "roof" from its walls inboard of the main undercarriage strut mounting point and raise the roof as far as you can and still get the upper wing panel on. This will be helped if you thin the roof as much as possible on the topside. Fill in the side walls with plastic sheet, clay or filler.

Although no flashy color schemes appear to have been used on FRANK's, the references noted give a broad variety of large markings (Over 501) on three basic schemes - (1) A3 Green topsides, A/N2 Grey undersides; (2) A3 Green topsides, natural metal undersides and (3) overall natural metal.

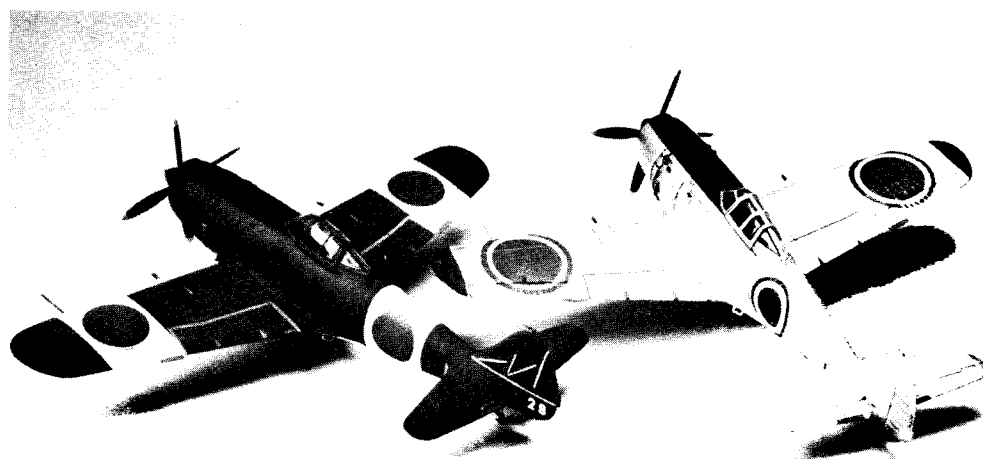
Incidentally, Otaki have just released a ZEKE 52 and an OSCAR II in 1/48 and are advertising a TONY I and GEORGE I in 1/48 for release soon. The ZEKE has the best proportional accuracy of any 1/48 ZEKE currently available. The built-up OSCAR II's that I saw looked very good indeed, and there are probably more flashy color schemes for OSCAR's than for any other Japanese plane.

References:

- (a) Profile Number 70, by Dr. R. J. Francillon (Profile)
- (b) Japanese Army Air Force Camouflage and Markings - World War II, by D. W. Thorpe (Aero)
- (c) Japanese Aircraft of the Pacific War, by Dr. R. J. Francillon (Putnam)
- (d) Authenticals, instruction sheet - #3 (IPMS - Northern California)
- (e) War Planes of the Second World War - Fighters - Volume 3, by W. Green (Doubleday)
- (f) The Koku-Fan, March 1972, Revell's advertisement on page 23
- (g) Nakajima Ki-84, Aero Series Volume 2 (Aero)
- (h) The Koku-Fan, "Wide Colour" #007, by K. Hashimoto
- (i) Vol. 2, No. 1, IPMS - Seattle Quarterly Newsletter, Japanese language article by N. Watanabe and R. LaBouy (or Vol. 1 Composite Reprint of Seattle - Quarterly)
- (j) Aircam No. 29, by R. M. Bueschel (Osprey)

Two 1/72nd Revell FRANK's, by the editor, in "Home Defense" markings.
Left: 47th Air Combat Regiment, 1st Company,

Eastern Defense Sector - Tokyo; Summer of 1945.
Right: Unknown unit based at Kiro; August 1945.



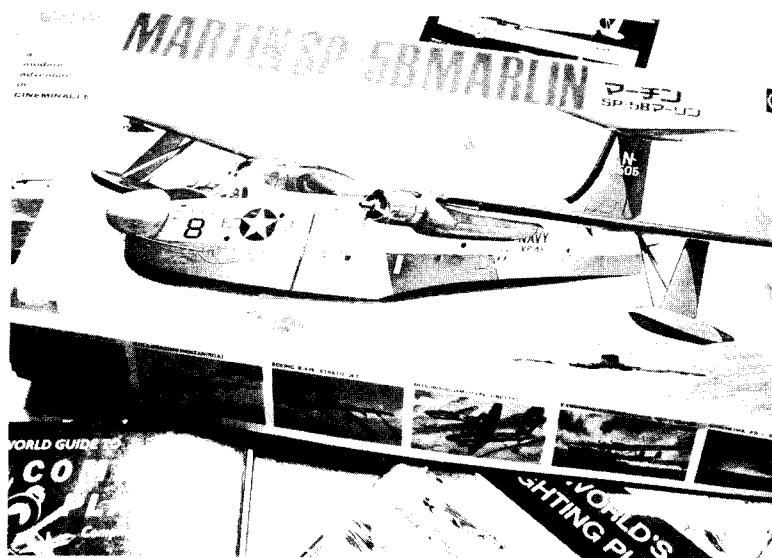
CORRECTED PANEL



Add knobs under panel

MARTIN SP-5B MARLIN
U.S. Navy ASW Flying Boat
1948 - 1968

by Hasegawa



The only flying boats I ever saw fly were Marlines making touch-and-go landings in San Diego and being serviced on their tender and at North Island. That was in 1966 whilst visiting COMCRUDESPEC on Boeing business on the DASH (Drone Anti Submarine Helicopter) weapon system. They were big and fascinating to watch; to catch the first sign of splash at touchdown and to note the precise moment the spray stopped and they lifted off trailing water for a few seconds as they cleaned up and headed off round the pattern.

Those birds were grey and white as given on the beautiful color sheet enclosed with the marvelous new Hasegawa kit. This sheet gives the USN grey and white scheme and an attractive dark blue (not navy) and white scheme. The instructions give an alternate scheme for one of ten P-5B's supplied to France's Aeronautique Navale and finished in dark blue (Floquil RR-10) topsides and light grey (Pactr Camouflage Grey) undersides. The walk outlines on top are white. Leading edges, anti-glare and flap scuff areas are black.

References on other schemes are scarce. Apparently up into 1957, Marlines were overall navy blue, changing then to grey and white or dark blue and white. Unfortunately, except for the XP5M-1, I found no photos of overall navy blue Marlines. The cinerama movie, Windjammer, had a sequence in it of a Marlin in a fascinating color scheme buzzing the Norwegian school-ship, Christian Radich, during Operation SPRINGBOARD off New England in 1957. This was red overall! It had a white radome, white nose number and U.S. insignia in the usual places. The bad still photo on the cover of the movie souvenir book does not, unfortunately, reveal the tail or aftbody markings. Can any readers please comment on the navy blue or red schemes?

There is not much one can say about current Hasegawa 1/72nd kits - they are the standard of the industry. The only fault I noticed in the Marlin is that the three foremost portholes on both sides had shrunk into a dimpled position which will be very hard for the perfectionist to correct. Most modelers won't bother and it won't be noticed. Interior detail is sparse but then you can't really see much of it either. You super detailers might enhance the windshield wiper detail a bit. Basically, the kit is complete - just build it straight from the box.

I found only the five references listed and would appreciate feedback from readers on other sources.

References:

- (a) The World Guide to Combat Planes, Volume 2, by William Green; Doubleday
- (b) The World's Fighting Planes, by William Green; Doubleday
- (c) Windjammer, by Louis de Rochemont; Random-House
- (d) Aircraft Illustrated (extra), Number 10; Ian Allan
- (e) 1955 Martin Annual Report

Jim Schubert 2/19/72

DIORAMAS & MATERIALS TO USE

by Steve Cozad

Anyone can design and build realistic dioramas. As you start experimenting with different materials, you will find the list of things to use is endless. As with every modeller, the "dioramist" will find the materials that he likes best and with which he is most comfortable.

When looking for diorama materials, look to nature. You'll be surprised. Here is a bit of a list of things I've found best to use:

- Cooking Spices
- Hemp Rope
- Moss (from trees)
- Auto-body Putty
- Elmer's Glue
- Clay (modelling and potter's clay)
- Wondra Flour and rocks

I use most of these items only with 1/76th scale models, but they will work as well with larger scales.

Of the spices, rubbed thyme, allspice, nutmeg and sage are about the best; the last two being used for earth shade variances. A 50-50 mix of thyme and allspice will give realistic earth look. Plain thyme is a pale khaki-green and looks like trampled upon earth and dead grass. It is nice to use on the bases of individual military miniatures.

To apply spices, use a white glue, like Elmer's, straight from the bottle or diluted with water. Spread a thin coat of Elmer's on the diorama base, then quickly sprinkle with the desired spice quite heavily. Pack the spice down with your finger and then shake or knock off the rest of the loose spice. Do this over a box lid so that you can catch the excess and not waste it. Most of the time it is best to secure the figure or models to the base first and then apply the spice around it.

If you want to make an "Eastern Front" scene where the fields are covered with grass and wheat, use a piece of hemp rope to make nice "tall" grass or wheat. On your base (this stuff works best on a board), drill a series of 3/16" holes covering the area to be grassed. The holes should be close together; the thicker you want the grass, the closer the holes. Untwist a section of rope; it is twisted from several smaller twisted strands. Cut one of these small strands to the length you want. Leave enough excess to sink into the holes you've drilled. The clump you've cut should then be twisted very tightly, with glue on your finger tips, at the bottom. When it's dry, put some glue in the hole and stick in the clump. After several clumps are in, trim the tops off so the strands aren't all the same length. If you want to put spices down under the grass, do it before drilling the "grass" holes.

Next time you're out in the woods, keep your eyes open for the many kinds of moss that grow on the ground, on stumps and on trees. Many of them make excellent scale bushes and ferns. Some of the dry lichen on tree limbs can be used for scrubby little desert trees.

Apply the moss in much the same way as the grass. Drill a hole, select a suitable piece of moss and glue it into the hole. When using mosses, don't use too many different kinds all in the same location on the same diorama. Keep the types similar but vary the color shades a bit. Most of them look better after they've dried out.

The best place to look for "good" moss is in well shaded, thick forest areas.

Body Putty, Green Stuff, etc., work well on airfield runway dioramas. This stuff also has to be used on a board. Spread a thin smooth coat on the board. Let dry. Scribe in a few expansion joints, paint it various shades of gray with black stains and cracks, and you've got a section of concrete runway. If you want some grass beside the runway, use model railroad grass matting. It comes in rolls similar to carpeting with a paper backing. Cut it to the desired shape and glue it down.

For desert dioramas, the ingredients are fewer than for the others; after all, there aren't many trees or shrubs in an arid place.

Florist's styrofoam (the fine grainy type that soaks up water) is good to work with for desert. It can be shaped and formed into rises or depressions, fox holes or gun emplacements just by pressing a finger into it. It has the texture of sand or dirt so it needn't be covered with plaster or anything. Spray it the color you want. Place a few rocks and an occasional bush here and there, put your models and figures on it and you've got a desert vignette. The florist's styrofoam can be purchased at well stocked florists; but it's expensive.

If you can't find florist's styrofoam or you want just a flat scene, a plain board will suffice. Smear it with Elmer's Glue and cover it with Wondra Flour. It has the texture and appearance of sand when sprayed the correct colors. "Wondra" can be used straight from the container as snow.

Use natural rocks for desert dioramas. The desert is not only sand and heat, it is also quite rocky in places. There are vast areas in Libya and Tunisia that are covered with large jagged stones sharp enough to flatten the tires of trucks crossing those areas. I've found that sand stone or shale works fine. It's crumbly and can be broken into the sizes and shapes you want. After gluing down the "Wondra", take the small crumbled rocks and glue them down relatively close to each other. Spread them over the entire board using all sizes; flat ones, sharp, dull, small and large ones. When the glue is dry, spray the entire base a sand color. It doesn't matter if the rocks get painted too. Everything should blend together anyway.

A word of caution on using the florist's styrofoam and Wondra Flour; these materials should be sprayed not brushed. If you brush, the foam soaks up the paint at a very expensive rate. If you brush over the flour, it comes off on your brush and gets into your paint bottle.

Modelling and potter's clay are two more versatile materials for dioramas. Modelling clay is oil based and does not harden. When you mount a figure on a small base of wood, spread some clay around the cast base and blend it out into a gentle rise for the figure to stand on. Cover this with a thin coat of white glue, add some spice and your miniature is finished.

Potter's clay is the best thing I've seen for making scale sand bags. Roll out a thin coil of clay, about 3/16" for 1/76 and 3/8" diameter for 1/32 scale, and cut into appropriate lengths. Flatten each length slightly and crimp the ends to make a sand bag.

With the proper materials, references and imagination, anyone can produce a good diorama.

ALF's AGAIN-ADDITIONS & CORRECTIONS:

Mike Dario noted in his NORTHWEST MODELER that a cowl, with engine, from LS's G3M1/G3M2 NELL works well for ALF II conversions, and it does. Trim back NELL's crankcase to set the prop back; otherwise proceed per Vol. 2, No. 4. For either the Shark or NELL cowl, however, cut ALF I's nose off 1/16" farther back then previously given.

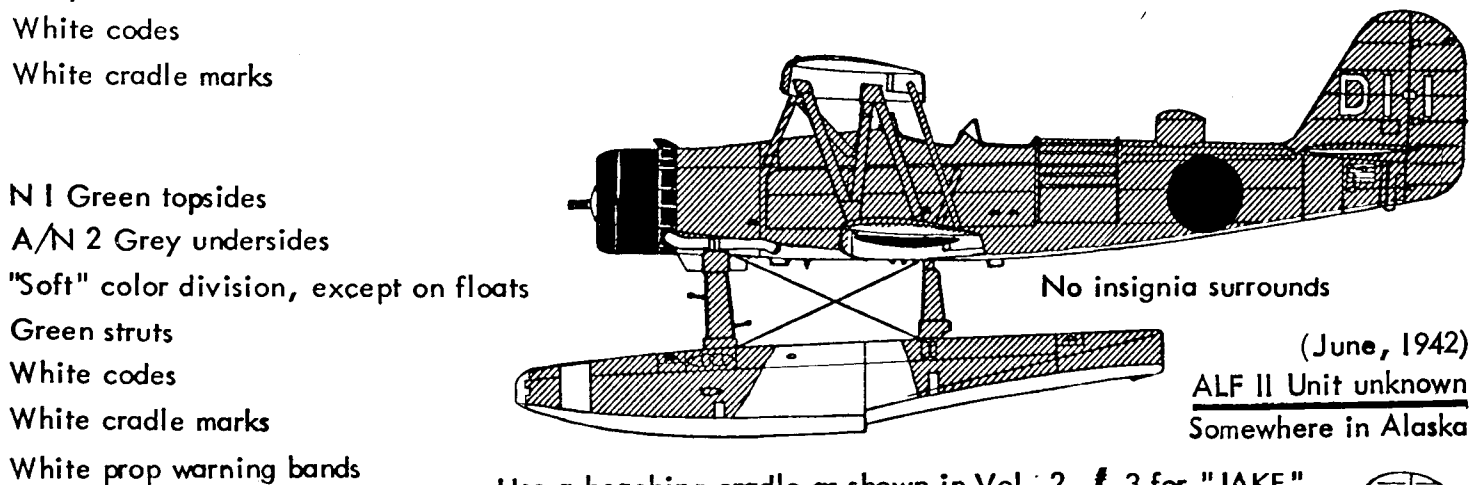
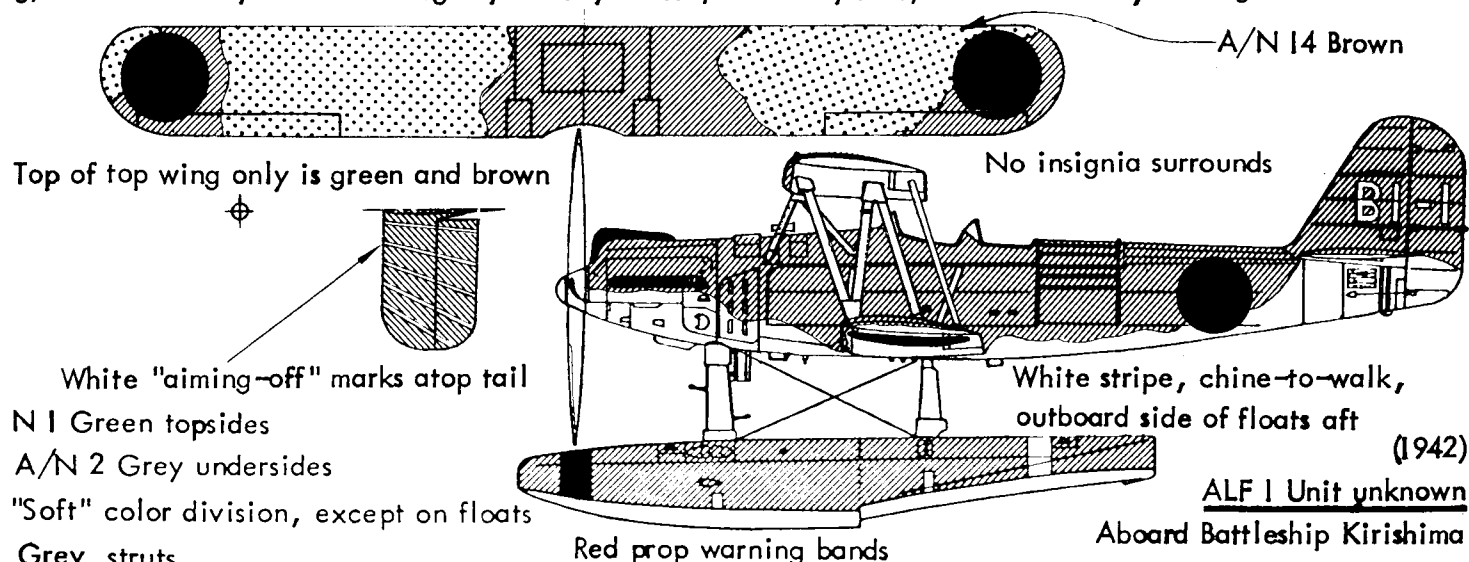
Here is another ALF II color scheme (D1-1) and a gross correction to one (B1-1) given in the August '71 IPMS - UK magazine, and a minor correction to the Kanji figure and exhausts on ㄆ-21.

ADDITIONAL REFERENCES:

e) The koku-Fan, Pictorial History-Japanese Navy Aircraft; 1970

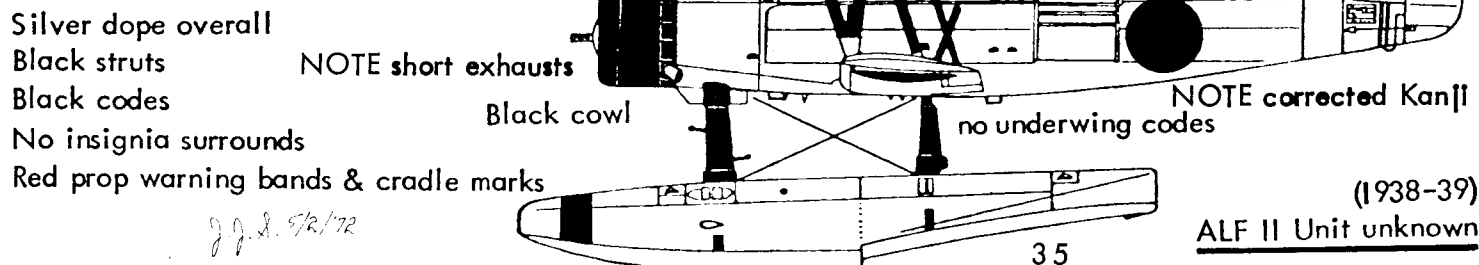
f) The Northwest Modeler; October, 1971 Mike Dario

g) IPMS-Canada, Random Thoughts, Vol.4, No.10; October, 1971; "Radial ALF" by R. Migliardi



Use a beaching cradle as shown in Vol. 2, # 3 for "JAKE"

Minor correction to this scheme as given in last issue

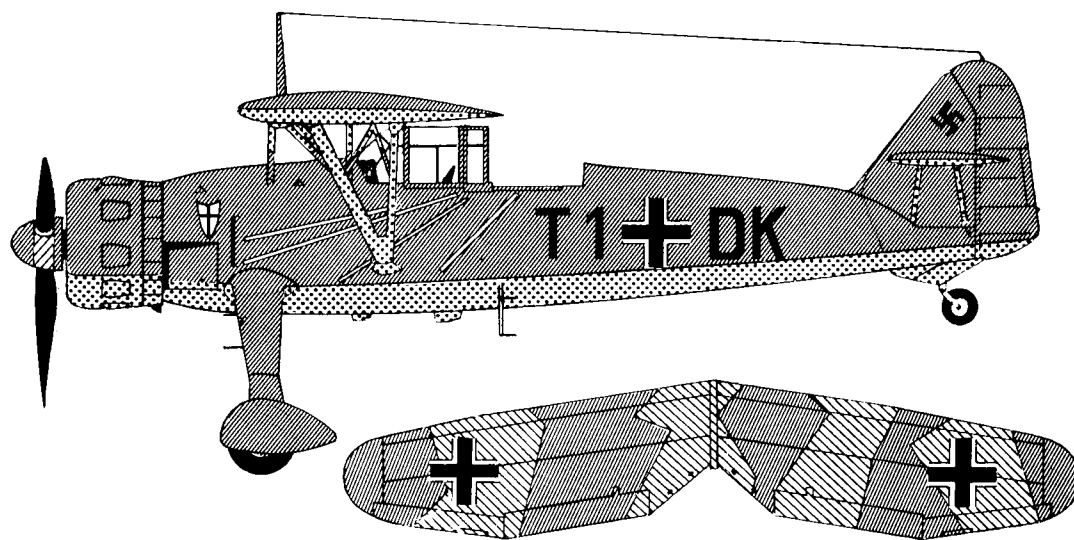
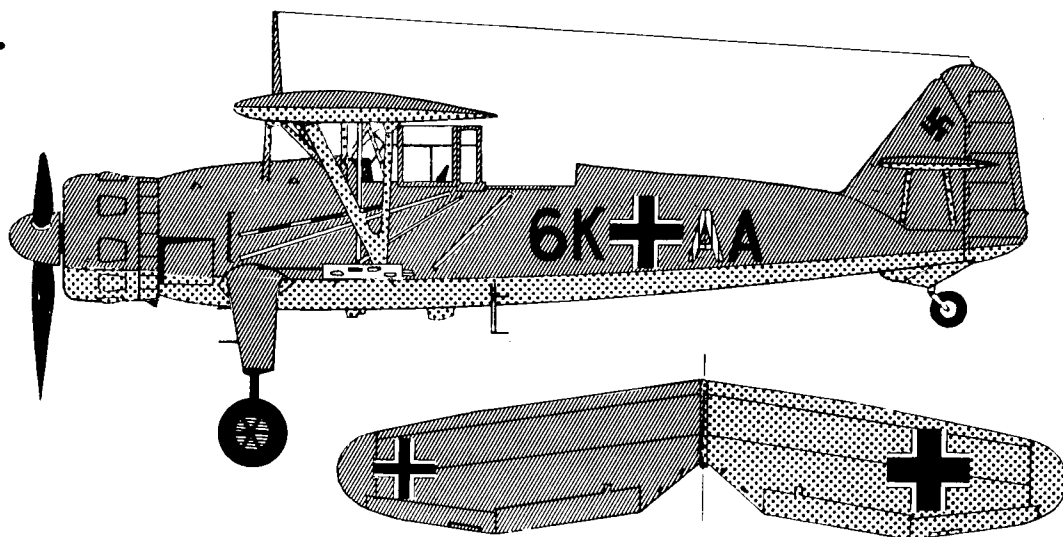


Henschel Hs-126

The following were prepared from photos in various volumes of MARKINGS AND CAMOUFLAGE and DORA KURFURST by Karl Ries Jr.

NOTE: All swastikas are black with a white outline.

Staff flight of an unknown geschwader. Provisional rack for a 50 Kg bomb is natural metal. The first dive angle stripe is black and white and the second is red.



2(H)/10

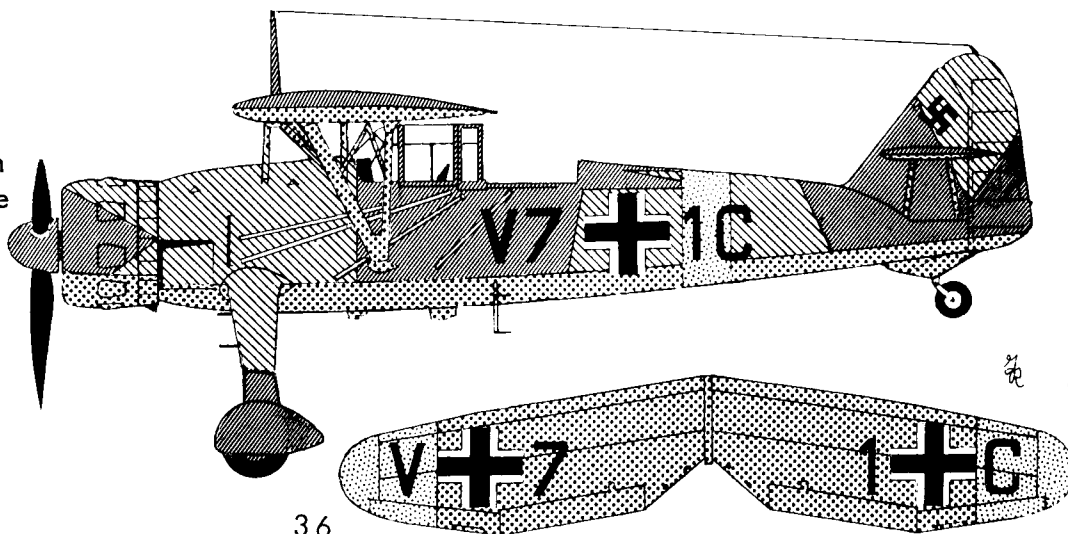
"TANNENBERG"
Norway April 1940

The unit badge is a simple black cross on a white shield. For under wing cross styles, see above.

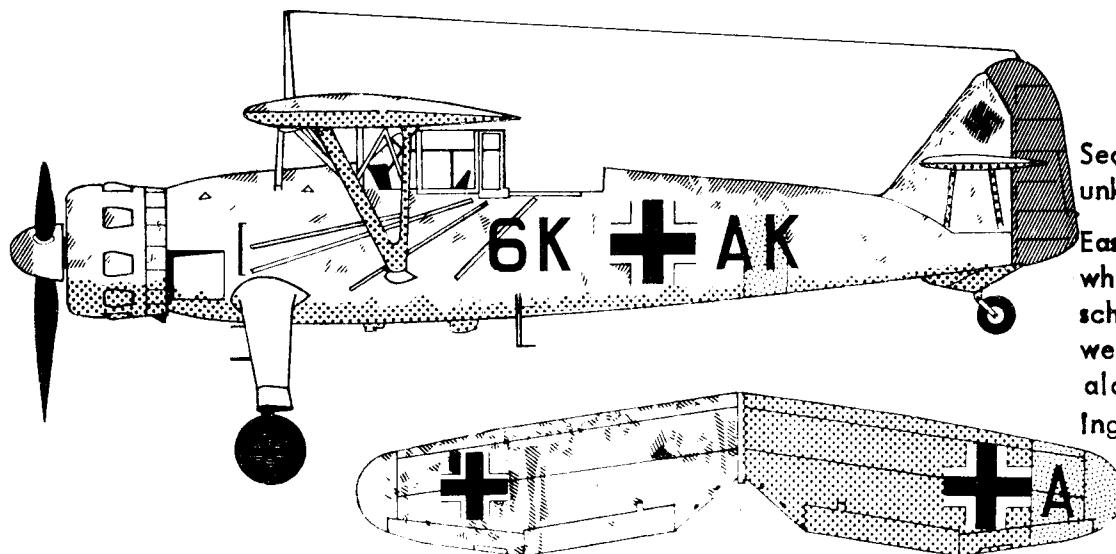
Wing showing splinter pattern as applied to V7+1C and P2+FK.

1(H)/32

Photographed on the eastern front in January 1942. Note that the splinter pattern shown on the Rare plane's package is backwards.



by
GREG REYNOLDS

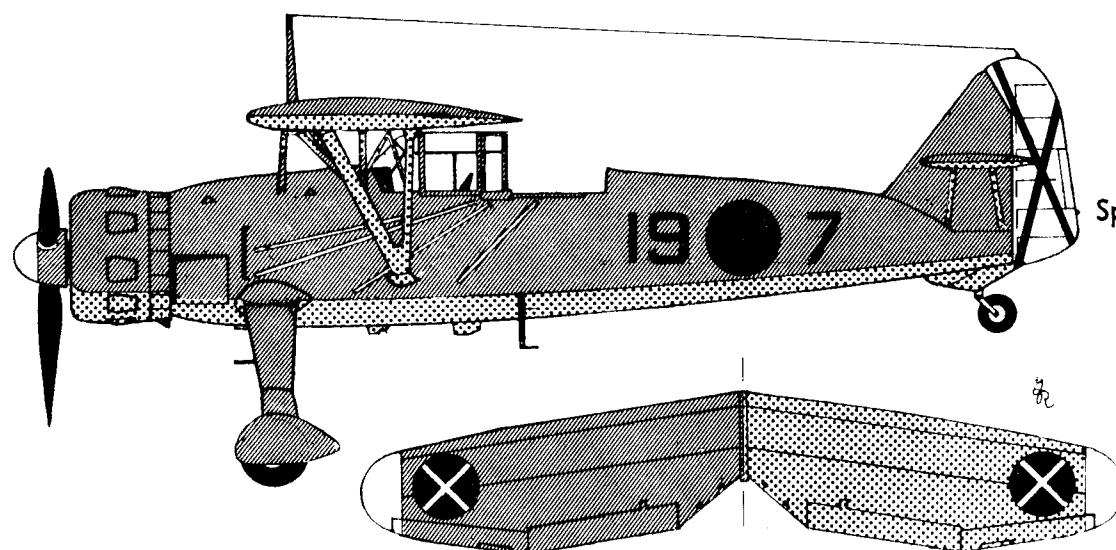
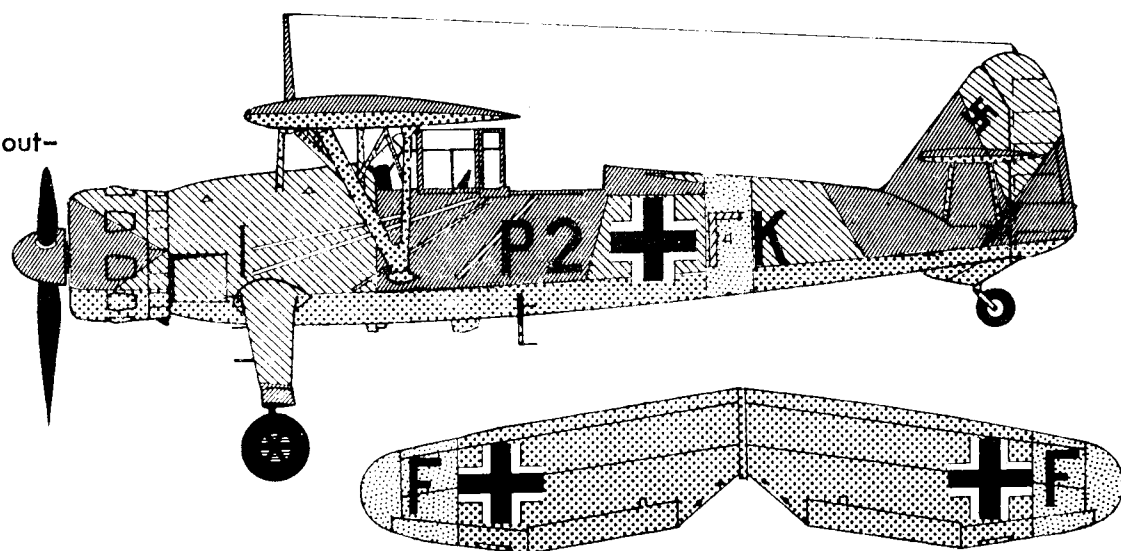


Second Staffel of the same unknown Geschwader.

Eastern front, 1942. The white wash applied over schwarzgrün is heavily weathered, especially along the spine and leading edges.

2(H)/21

Note red "F" code is outlined in white.



A/88

Spanish civil war, 1938.

- 70 Schwarzgrün
- 71 Dunkelgrün
- 65 Hellblau

- 04 Gelb
- 23 Rot
- 25 Hellgrün

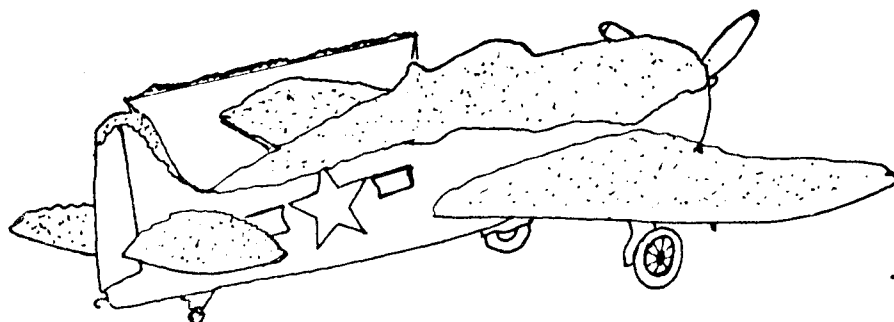
MODELING IS A DULL X-ACTO KNIFE

(With Apologies to Everyone)

by Terry D. Moore

Modeling is a leaky tube of glue in a Japanese kit.

- " " scratch building a Capelis XC-12.
- " " having your cat taking a daily walk . . . on your model shelves.
- " " finishing a very intricate and delicate model . . . and dropping it.
- " " having your x-acto knife, with #11 blade, roll off the table and land point first where your bare foot happens to be.
- " " converting the vertical stabilizer from the Monogram B52 into a Curtiss-Wright CW-21B.
- " " buying the latest Air Classics, Scale Modeler, Airpower, Wings and recalling half the articles in previous issues of Air Classics, Wings, Airpower, Scale Modeler.
- " " another Bf-109 kit.
- " " trying to apply decals while at the same time watching Raquel Welch on TV.
- " " a commentary on filling seams by Syd Chivers.
- " " hoping Frog won't cut their next mold freehand.
- " " another Yamato kit.
- " " buying a rare kit for \$17.50 and then finding it was re-released two weeks ago for \$1.49.
- " " trying to hide the latest kit you bought from your wife.
- " " trying to stack the latest kit you bought on top of the 785 unbuilt kits you already own (and have decided to build by 1974).
- " " another Zero kit.
- " " buying an Airfix Sunderland just for the props.
- " " converting the Frog Mosquito MK IV into a Mosquito MK IV.
- " " performing a thumbectomy with your x-acto knife.
- " " removing the dust from models.
- " " explaining that they're really not toys.
- " " buying 25 dollars worth of reference books to build a 60 cent kit.



Terry D. Moore

Modeling is trying to keep your models from getting dusty.

INSTANT RIVET

by Stan Cozad

Instant Rivet material is a "memory plastic" in the form of various sized rods which, with heat application, reverts to its original shape, forming perfect scale rivet heads of identical size and shape. It's simple and quick. Additional uses for this material would be instrument panel knobs, wing tip lights, etc.

To use Instant Rivet, drill appropriate sized holes for the rod where the rivets are to be. The rod must fit snugly in the holes or a bit of glue will have to be used to hold it in place. Place the rod in the hole so that about 1/32 of an inch protrudes. I cut the rod into little sections and put them in from the front.

When the rods are in position, apply heat from a suitable source; such as, a small soldering iron, light bulb or a lighted cigarette. Do not hold the heat source too close or you may damage the surrounding plastic. Remove the heat as soon as the rivet head has fully formed. They form very rapidly. Very little heat is required to form good rivets.

This procedure will form rivets of a constant size and shape quickly. There is a tiny space between Instant Rivet heads and the plate that realistically sets off the rivet better than any material glued onto the surface. This space can be enlarged to simulate a loose rivet by leaving more rod protrude before applying heat.

Instant Rivet
P. O. Box 5815
Las Vegas, Nevada 89107

Instant Rivet is available from:

for \$1.00 postpaid.

FRENCH MED-EVAC

"JAKE"

- Four JAKES in this color scheme were used by Escadrille 8S of the Aeronautique Navale for medical evacuation in French Indo-China right after the war.
- Use the Nichimo (UPC/Marusan) 1/48th or Hasegawa 1/72nd JAKE kits for this unusual color scheme. Open out the cockpits of the big Nichimo bird to receive three full bodied aircrew, add some other interior detail, and install a decent 14 cylinder engine (mine came from a Tamiya OSCAR) and you'll have a most impressive model. The canopy of the Hasegawa 1/72 kit must be lowered about 3/64" to look right, otherwise the kit is fine.

Black cowl

NI green topsides, including spinner

A/N 2 grey undersides

Yellow "Friend Identification" stripes

Red crosses within white roundels

Red prop warning band, thin white outline

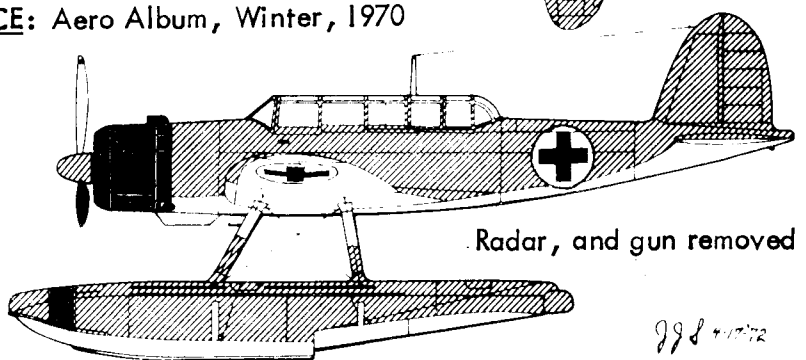
White cradle marks

Silver prop front, flat black back, red tip stripes

"Soft" color division, except on float bottoms

Use a beaching cradle as shown in Vol. 2, No.3

REFERENCE: Aero Album, Winter, 1970



Radar, and gun removed

SPIRIT OF ST. LOUIS II

by

Greg Reynolds

An airplane receiving multiple color schemes during its career is not rare, but seldom, especially in modern times does it reach the proportions of the following F-100.

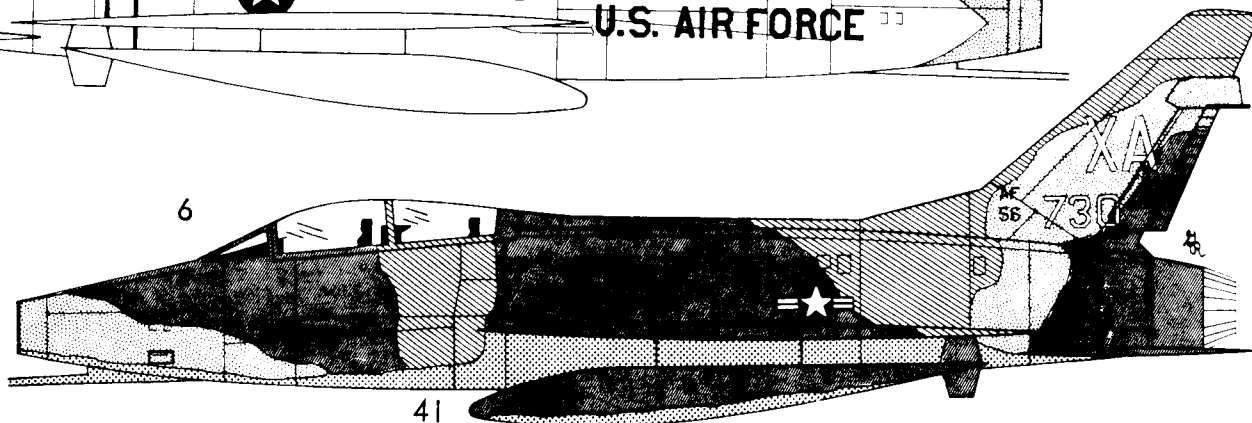
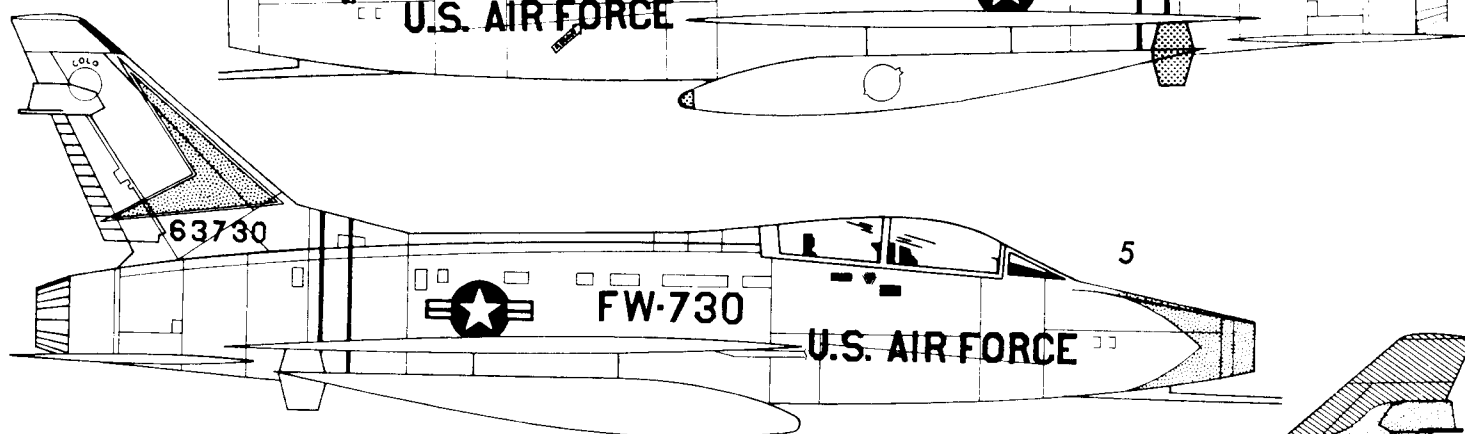
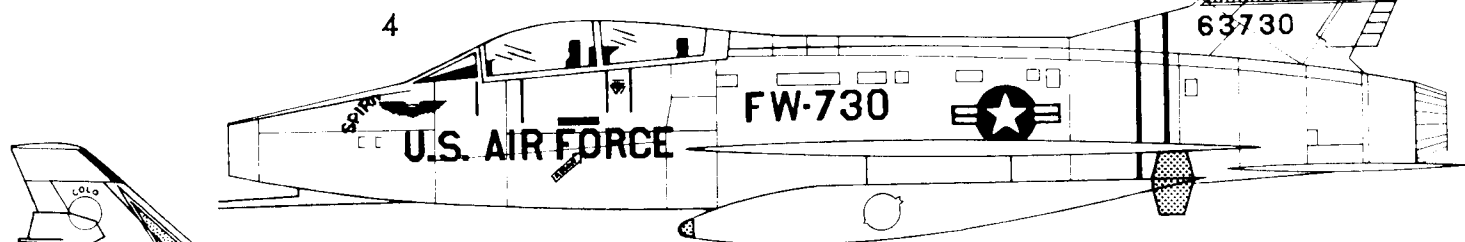
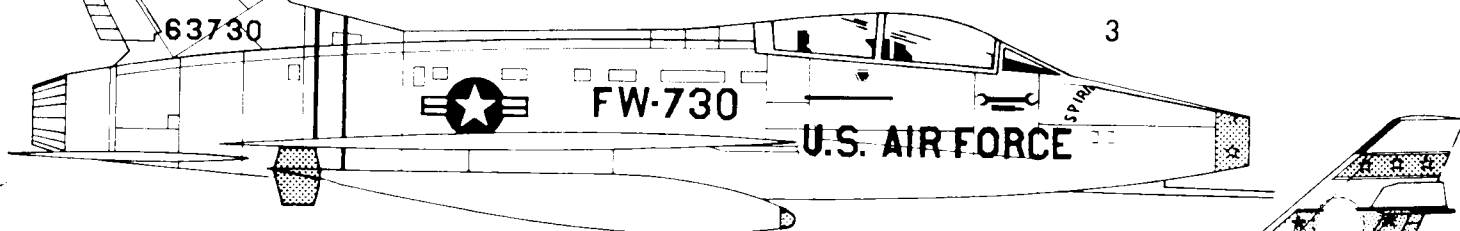
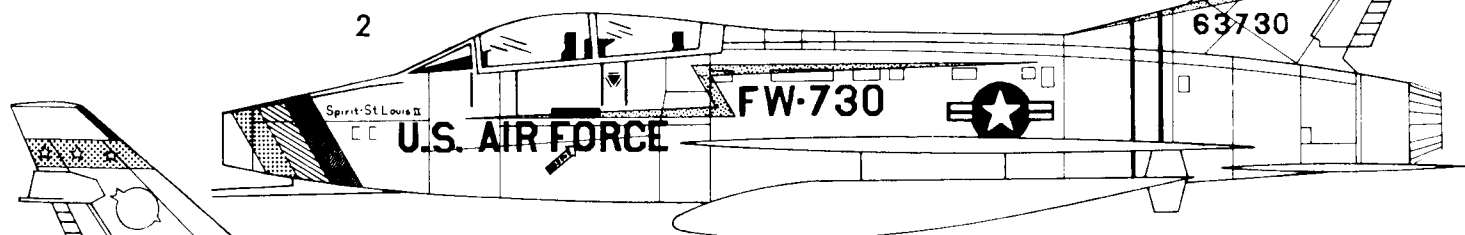
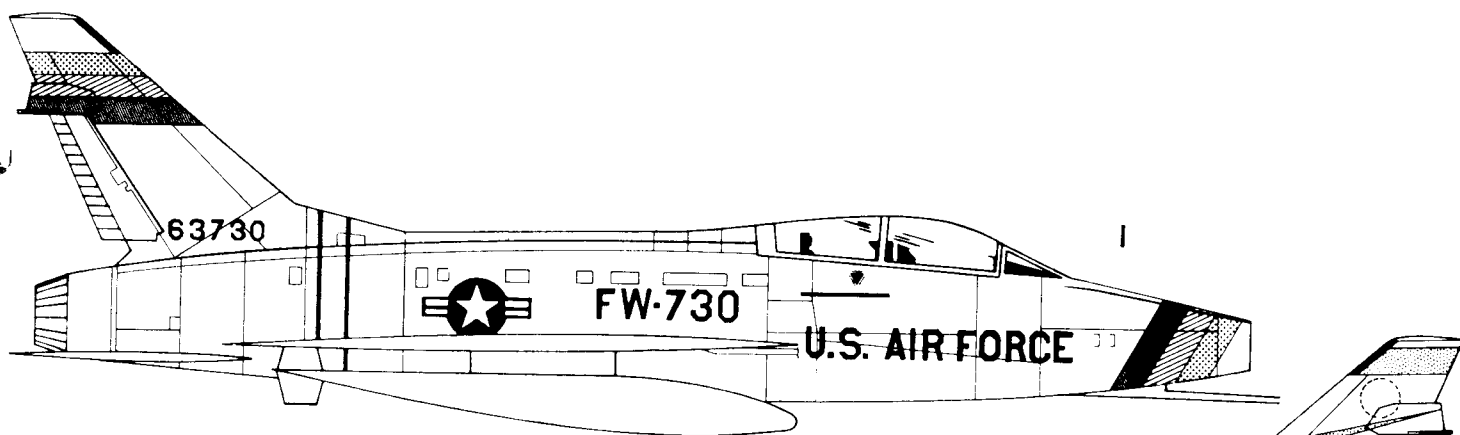
Early in 1957, a recently delivered F-100F-INA, Serial 56-3730, was selected by the Air Force to appear at the Paris Air Show. As that year's show was held on the 30th anniversary of Lindberg's flight, "Spirit of St. Louis II" was painted on the nose and it was planned that Lindberg himself would occupy the rear seat on the flight to Paris. Because he was unable to make the flight, Major Robinson Risner made the 6 1/2 hour flight from McGuire AFB, New Jersey, to Paris **alone** and the "Spirit of St. Louis II" began its long career on May 21, 1957.

1. "730" as it appeared at the Paris Air Show. "Spirit of St. Louis" on nose in black, same as No. 2, and red, white and blue stripes on nose and fin (red at the extremes of both).
2. "Spirit" next appeared at Wetherfield, England, in the 20th FBW where it was used for training (transition from F-84F to F-100D). Nose markings remained the same but green lightning bolts and the 20 TFW badge replaced the tail stripes.
3. In 1958 "Spirit" was in the 417th TFS, 50 TFW at Toul-Rosieres AB, France, carrying red stripes with white stars on the tail and nose and the 417th's unit badge on the tail, and "Spirit" on the nose in red.
4. Still with the 417th but now "730" is stationed at Ramstein AB, Germany, in December 1959. "Spirit" again on nose but arced around a pilot's wings. The stripes on the tail were: Top and bottom, red with white stars and outline; middle, yellow with black stars and outline. The 417th TFS badge appeared on the tanks and the 50th TFW badge centered on the tail. (Details of this unit badge would be greatly appreciated as I have none.)
5. "730" returned to the U.S. September 1961, and was used by the 140th TFW, Colorado ANG. It is now designated an F-100F-2NA and has the later style refueling probe. A large dark blue arrowhead with yellow-orange trim appeared on the tail with the ANG Minuteman and a dark blue band surrounded the nose.
6. Along with all the 140th TFW's F-100's "730" spent a year's tour of duty in S.E. Asia and returned in the spring of 1969 with still another color scheme: Standard U.S.A.F. camouflage with white codes.

When the original article, "The Spirit of St. Louis II", by David Menard, appeared, the "Spirit" was still flying and was third oldest surviving F-100, still training new F-100 pilots.

References:

- (1) AAHS Journal, Vol. 15, No. 4
- (2) Color slides and other material borrowed from Doug Remington.



417th TFS



Background-red. Ghost, white-dotted black outline. Rocket: white body, black nose fins and dotted outline.

20th TFW



Eagle-brown on white background. Shield-red top, yellow middle, blue bottom. Scroll-yellow, black letters. Stars-yellow.

ANG Minuteman



Air National Guard emblem-dark blue and white

Spirit St. Louis II

Style of "Spirit of St. Louis II" as it appears on Nos. 1 and 2.

CHINOOKS by Greg Reynolds

REFERENCES;

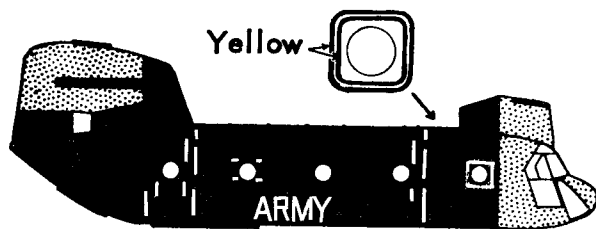
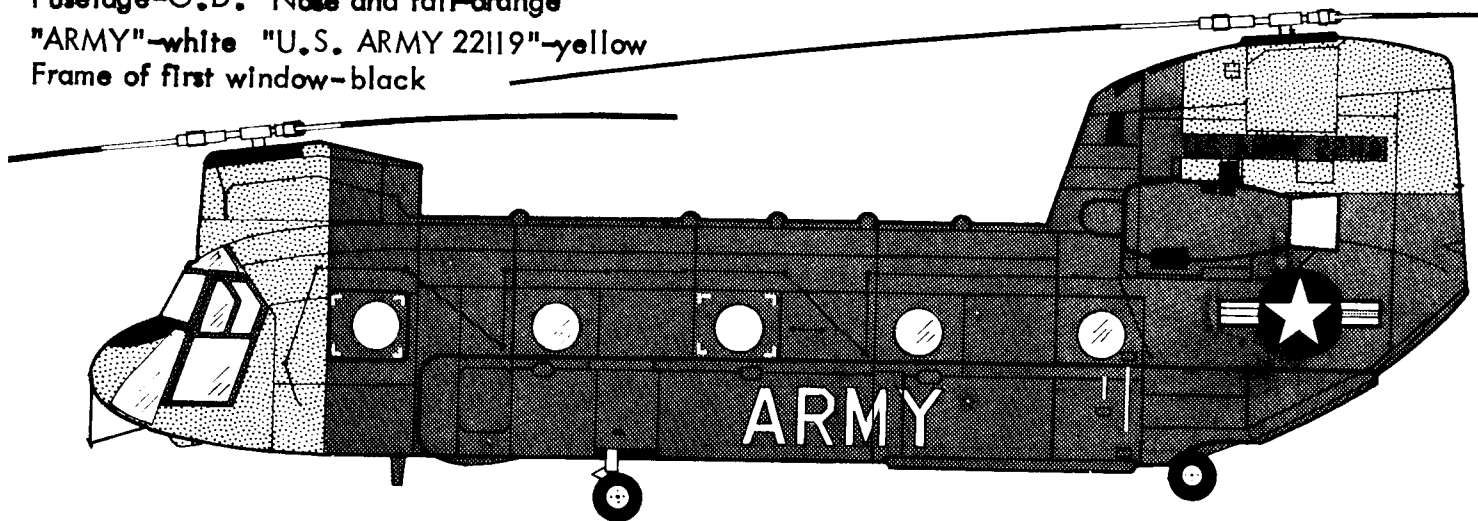
- Flight International for April 22, 1971
- Aireview for September, 1971
- Pedigree of Champions-Boeing Since 1916, 2nd & 3rd Editions; The Boeing Company
- Observer's Book of Aircraft-1972, by William Green

Flat black anti-glare and natural metal exhausts (All helicopters)

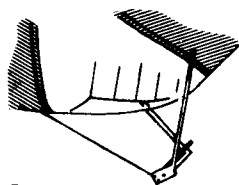
Fuselage-O.D. Nose and tail-orange

"ARMY"-white "U.S. ARMY 22119"-yellow

Frame of first window-black



Starboard view "Cut here" marks and guidelines-yellow



Rear view mirror for viewing belly load

Typical antenna support, portside only where applicable

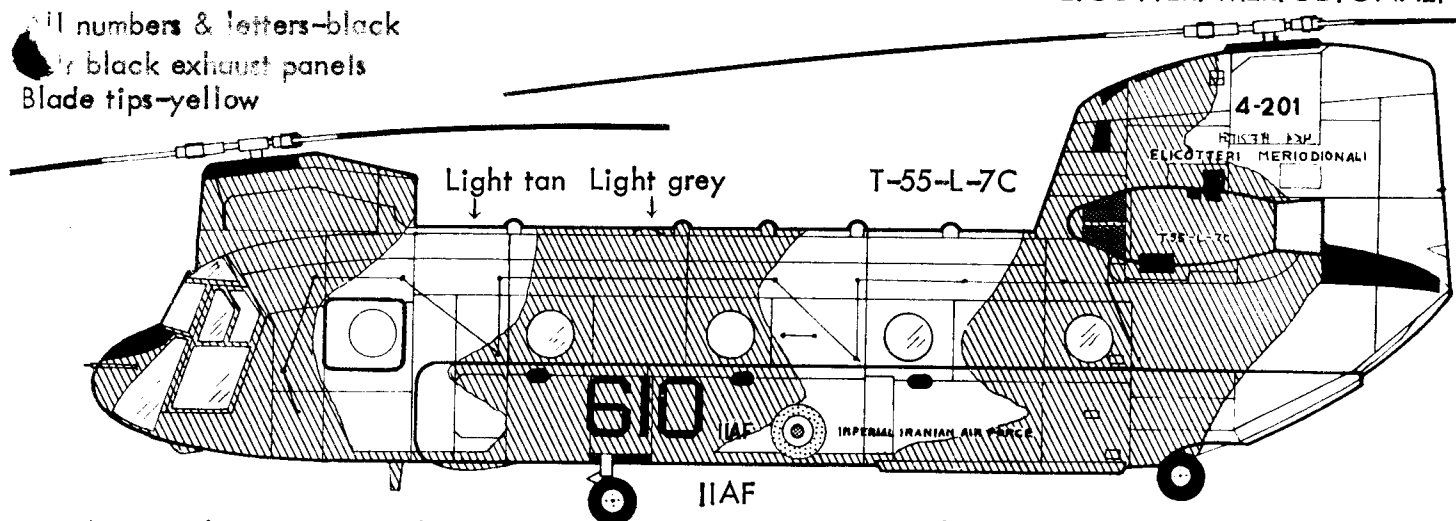


Antenna between third and fourth windows, both sides where applicable

Boeing-Vertol Model 114 (CH-47C) license-built by Elicotteri Meridionali for the IIAF; one of 16. Seen at the 1971 Paris Air Show.
 Frame of first window-black
 All numbers & letters-black
 Exhaust panels-black
 Blade tips-yellow

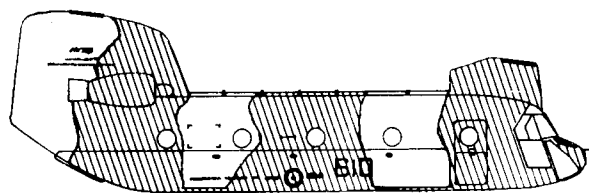
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Unknown
 ELICOTTERI MERIDIONALI

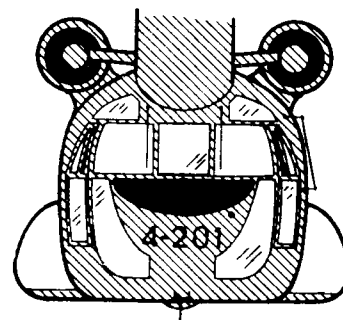


Note style of 610 is similar to,
 but not the same as, the U.S. style
 Fueling port covers-red

Iranian roundel-same as current Italian
 IMPERIAL IRANIAN AIR FORCE

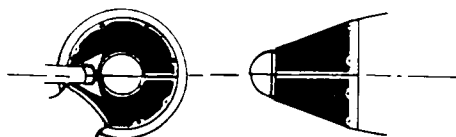


Starboard camouflage pattern
 "Cut here" marks-yellow

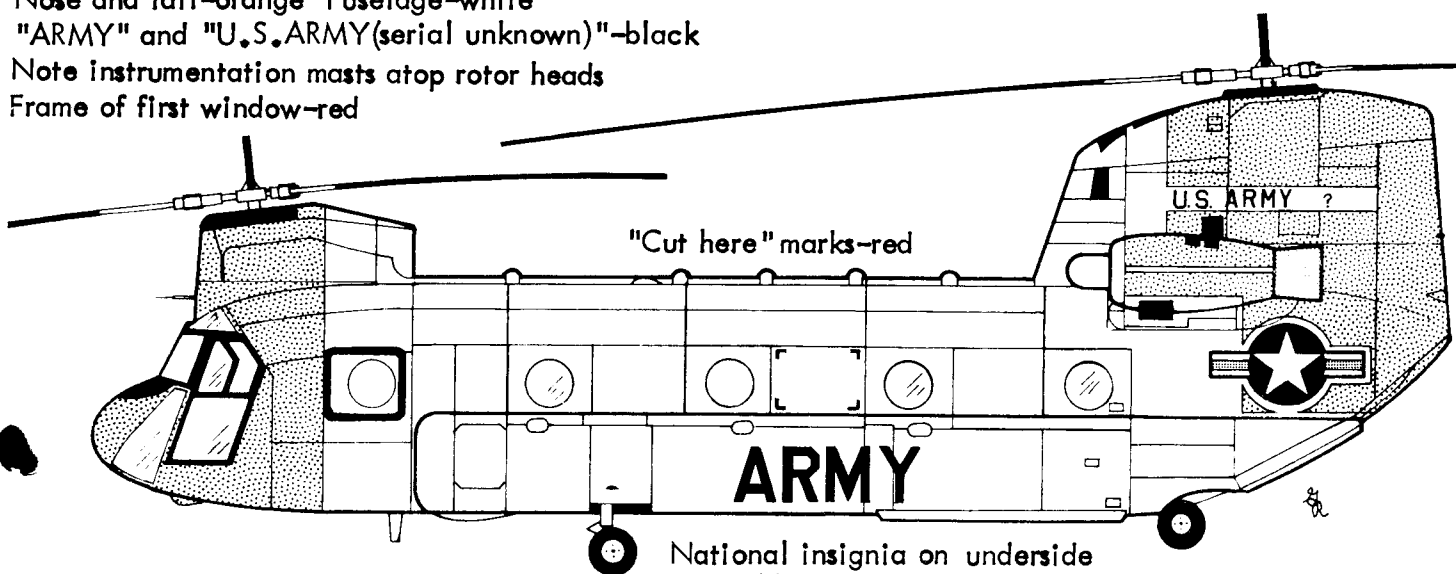


Front view

Screen details
 (over intakes)



Nose and tail-orange Fuselage-white
 "ARMY" and "U.S.ARMY(serial unknown)"-black
 Note instrumentation masts atop rotor heads
 Frame of first window-red



"Cut here" marks-red

National insignia on underside



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