

## Sept 15 Meeting

That's right, the 15th. We apologize for any inconvenience caused by the mistaken date published in the July Newsletter. For those of you who can still attend, we hope to have an interesting program. This month's topic will be decals. Bob Woodling (of Rareliner Decals) will demonstrate before our very eyes how decals are made. If you have any problems with or tips on decals, this is the time to share and discuss. This month's visuals will be provided by slides of Wesley Moore's recent pilgrimage to the aero museums of Mother Europe.

The results of the August contest are:

<b>ARMOR</b>	<b>FIGURE</b>
1 Gary Woodburn, 1/2-track	1 Gary Woodburn, Nazi Officer
2 Steve McGee, Boxer	1 tie Gary Woodburn, US Cavalry
3 Gary Woodburn, Stuart	3 Gary Woodburn, Line Infantry

<b>AIRCRAFT</b>	<b>SPECIAL RECOGNITION</b>
1 Bob LaBouy, S-3	1 Scott Ridley, Norton Cycle
2 Bob Woodling, 747 SP	
3 Dean Bidwell, A-10	

Congratulations to the winners and thanks to the judges.

Gary Woodburn is a new member from Everett. This was his first meeting and we are pleased to note that he does not seem to build aircraft. (There is a motion before the executive committee to raise out-of-county-membership dues to \$20)

## Idle Rumors

- FUJIMI, 1/48 Mitsubishi F-1 and T-1
- ITALAERI, 1/72 US Navy C-47, 1/35 2 1/2 ton 6x6 Truck, 105 Howitzer Commando Jeep, 170mm M3A2 Personnel Carrier
- VEE DAY, 1/72 BE2c, Avro C.30 autogyro
- TESTORS, 1/48 P-40N
- MIKRO, 1/72 Il-2
- RAREPLANES DC-6, KC-97 1/72
- KPM, 1/72 He-178, BI-1, BV-40, Me-163A, Yakosuka Glen and Keiun
- EXECUCIFORM, Waco UC-72, Curtiss XP-87
- AIRFRAME, 1/72 FE.8, Ar-231, Yokosuka Glen
- BMW, 1/72 Hawker Henley, Saab 17

## ITALAERI DORNIER Do217N

Since Italaeri have done many airplanes in two versions, it came as no surprise to find another Do217 last summer. What was a surprise was their choice: instead of following up their K-1 with a K-2 (extended wingtips), or an M-1 (different engines), they have done an N-1 nightfighter, with a different forward fuselage and new engines.

Their choice is even more remarkable, considering that the Do217 nightfighters had a less than brilliant combat record; their crews called them "The Tired Crows!"

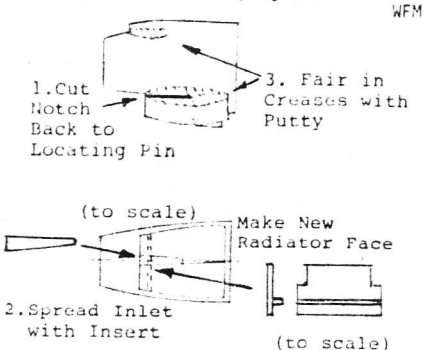
The kit, while excellent overall, has a couple of serious inaccuracies. The worse of the two is the strange angularity of the nacelles for the DB603 engines. The moldings have creases on the sides where the oil and coolant radiator housings meet the nacelle. The contours are actually much smoother, as shown on the box top (!).

The inlet for the coolant (lower) radiator is also too narrow. The sketch below shows a way of correcting this while also fixing the creases mentioned above.

The other serious inaccuracy is shared with the K-1 kit: the fuselage tapers too much aft of the tail wheel. My solution to this is to make some completely new parts.

All of my other complaints are of the nitpick variety; i.e., ignore them unless you're looking to win contests. They include: incorrect aileron cross section, no bullet-proof windshield, gun barrels the wrong length, suspicious prop blades, and a very bare cockpit.

Using the parts of Ks and Ns now available, it is possible to make Ms and Js. With some vacuform work, you could even make an E much better than the horrible old Airfix beast. So, in spite of my nasty comments, I recommend buying several!



## KP MIG-15

The long awaited Kovoavody Prostejov (KP) MiG-15 is finally trickling in from Europe. While the kit is superior to the ancient Airfix offering on all points, it is disappointing that KP did not do a more accurate job. The molding is up to KP's usual standards: light grey sink free parts with fine surface detail, sharp trailing edges, a smattering of flash and lots of mushy looking small parts best thrown away. There's lots of drag to hang under the wings, smoke canisters, rocket pods, rail mounted rockets and drop tanks. Unfortunately the latter are the big late model type, instead of the more common slipper tanks. (The Airfix kit is good for those at least, with a little work.) The cockpit is provided by a tub with side consoles, ejection seat, instrument panel, stick and rudder pedals; all simplified but basically correct. Decals are for a Korean aircraft, the Czech Aerobatic team and an operational Czech unit. Three sets of black aircraft numbers 0-9 for the latter are provided. The unit badges are blank white shields ("paint your own") and the red used is a bit too warm. However, they are well printed, thin and quite useable. The kit itself is of a late model licensed build MiG-15bis. It contains features which must be changed to represent the more common airframes. The kit is 1/72. It scales out very well in fuselage diameter, wing span, chord, sweep, fence location and fuselage length. There is a lot of very bad information available, so be careful. The Aeromodeller and Aviation News plans are based on incorrect estimates of the dimensions. The oft quoted length (32' 11 1/4") is measured from the nose to the rudder tip, not to the elevators, a common mistake in scale drawings and this kit. That this kit and the LK plans match rivet for rivet only shows what a small aviation fraternity Czechoslovakia has. Both have the same mistakes.

### CORRECTIONS (Refer to the sketches below)

The chief fault is the size and shape of the fin. A casual comparison with photos shows that it is too broad, too tapered, the sweep is wrong and the tip is too round. The sketch shows one way to salvage the fin. Cut off the fin at the root, line it up with the correct hinge line, add a wedge at the root and trim off the edges. The horizontal stabilizer will have to be relocated, but it wasn't right anyway. The fin off of the Hawsegawa MiG-17 can be trimmed to fit, avoiding the wedge and stabilizer problem.

The kit's horizontal stabilizers can be salvaged by adding a wedge to correct the sweep and chord as shown, or the Hawsegawa parts can be pared down to size.

The intake lip as molded comes to a sharp edge, making the intake look too small. Round out the lip by building up the exterior circumference and flaring the interior.

The exhaust area is small and can use the same treatment. Build up the exterior edge and file out the interior to look like a sheet metal edge. Discard the exhaust cone and build your own. A simple tube end protruding slightly is correct.

The wing tip is too round. Add material to the extreme tip and rescribe the aileron end. Move the tail bumper aft.

The canopy is commendably clear and thin but is a bit too short, a bit too wide and the ribbing is wrong. Add a bit of putty to the tail of the canopy where it isn't clear, polish off the ribs and paint them in per sketch.

Modifications that will be required to change the kit to the more common airframes (check your individual requirements) include filing off the rectangular bump aft of the nose wheel, filling in the dip in the inner wing fence, rescribing the larger style airbrake (shown in the sketch), adding the landing light in the intake splitter, a rear view mirror and assorted antenna.

The rest of the small kit parts, such as the guns, landing gear and wheel doors, can be cleaned up and used but it is so much easier to swipe them off of the Hawsegawa kit. GR

### REFERENCES

- History of Soviet Aircraft Construction, 1938-1950, Moscow 1978
- In Russian, but a real gold mine. Source of many of the dimensions used to prepare the sketches
- Samolot Myśliwski MiG-15, Jerzy Domański, TBU #17, Warsaw 1972
- In Polish, color schemes and photos of details and cockpit
- Letectif + Kosmonautika 9/78, 10/78, two part article by Jiri Moravec, several interesting photos, Czech color schemes good cockpit drawing and lousy scale drawing.
- Air Enthusiast Dec. 72, MiG-15 and -17 article, photos and outaway drawing.
- IPMS Seattle Quarterly v3n3,4, Russian Jet Special, 1973
- Ah, the domestic product! The kit and scale information is dated but lots of color schemes and decal cross reference. Still available, \$2.50 ppd.
- Flight Aug 22, 1958, excellent plan view photo
- MiG Alley, Larry Davis, Squadron/Signal 1978, cockpit photo and a few Korean War vintage color schemes
- Soviet Aircraft of Today, Nico Sgarlato, Squadron/Signal 1978
- One excellent side view photo

