

JUNE 21 MEETING

This month's demonstration will be by Matt Hargreaves on the uses of Super-glue (cyanoacrylic) for modeling, if he can tear himself away from his modeling bench. In case the demonstration turns out to be a little too "instant" we will also have a few slides of some of the recent airshows and of the Vancouver meet.

Participation in last month's contest was down quite a bit from April, probably just a "fairweather slump". Nevertheless, judging was held and the winners were:

- 1 (tie) Wayne Snowden, Airfix 1/72 TBF-1
Gary Woodburn, Series 77 US Paratrooper
- 2 John Greer, Hasegawa 1/72 Fw-190
- 3 (tie) Gary Woodburn, Aoshima 1/700 Chokai
Steve Lewis, AMT 1/25 GMC General

Congratulations.

The Vancouver Meet

The Vancouver IPMS bunch put on a nice little contest, as scheduled last month. While the turnout of models could have been a lot better, I think everyone who went (about six of us) had a good time, seeing old friends, making new ones and, of course, hitting the local hobby shops. They did have some (real) military vehicles on display and later on some of the Regiment demonstrated their smaller pieces of equipment, like the radios, rifles, bazookas and shovels. Our car-load ducked out before there were any casualties, to raid the hobby shops.

There wasn't much NEW up there. It seems that they are having the same troubles getting the new stuff from England that we are. We did see the Heller DH Vampire and heard that the new Airfix Lancaster and Matchbox Halifax had been through. Naturally there were a few "oldie but goodies", which have vanished here, plus a sack-full of Tarvin's Airframe kits to spend our Pizza money on.

When we finally got back to the meeting, it was all over and being packed-up, so we didn't get a full rundown on all the winners. Best-in-Show (by popular vote) was Ed Dickson's CANT Z501. Our winners were: Terry Moore 1st Figure (reclining nude), 1st Spacecraft ("X-27B") and 2nd 1/48 a/c (P-61); Eric Lundvall 3rd Small Scale Armor (King Tiger); Gary Woodburn 1st Figure (US Paratrooper), 2nd Figure (Waffen SS Officer), 3rd Figure (Cavalry Sergeant), 2nd Conversion (SS Kettledrummer), 3rd Ship (Choai), 2nd Armor (Stuart) and 1st Diorama (1-Track). Well done all! GR

Albatross!

The Gossamer Albatross will be on display at the Seattle Center (presumably in the Science Center) from June 20 to July 27. The designer, Paul MacCready, and the "engine", Bryan Allen will be on hand for the first two days. The Albatross is one of the most significant aircraft in the history of aviation, being one of the few to realize the age-old dream of man-powered flight. Its predecessor, the Gossamer Condor took the first Kremer prize in August 1977 by flying a figure-eight course around two pylons half a mile apart. The Albatross took the second Kremer prize last June by flying the English Channel, a flight of 22.26 miles lasting 2 hours and 49 minutes. Allen, a professional bicyclist and hang-gliding enthusiast, was the pilot and power-plant on both occasions.

New in Town

CAMPUS HOBBIES: Microscale 48-82 F-8 Marine Crusaders, 48-83 F-8 Navy Crusaders; Runway 30 (decals) ONA Bicentennial DC-8; At War Series, A-20 Havoc, P-40 Hawk, Avenger; Kookaburra (reissued) Wirraway & Boomerang, Whirlwind, Me262 Pt II.

AMERICAN EAGLES: 1/76 metal armor, PT-17, Renault 2000, MK I Male and Female, MK V Male; Tamiya 1/35 Sdkfz 250/9; Hasegawa 1/72 four Zero kits (reissued); Baremetal Decals 1-72 F-106A & T-33A 2-72 WWII US nat. ins., 3-72 USAF nat. ins., 1-48 F-4C.

RUMORS

HELLER: An interesting rumor has it that Heller will release a few unannounced "surprise" kits this year, and that they have already selected 52 a/c for 1981/82! No details yet.

ITALAERIE: rumored to be working on 1/72 SM.79, SM.82, F-105, C-119, DC-4 and 1/48 Me-109K

KPM: Kleun, Ki-32 Mary, Polikarpov R-5, Kikka, Po-2 conversions (floatplane, liaison and ambulance versions)

Bulletin Board

Terry Elmore (334-8732) as always, is looking for more magazines to add to his collection. If you have any to get rid of, single issues or complete set, bring them along to a meeting, or let him know what you have and how much you want. Chapter publications and foreign magazines are particularly desired.

Steve Tada (938-4108) is looking for the Aurora CF-105.

Gary Czerwonka (584-8605) has a Mattel vac-u-form for sale, \$25 or best offer.

821-5875 GREG REYNOLDS PRESIDENT
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Information for publication should reach the editor before the second Saturday of the month, phone or write: Greg Reynolds, 12819 98th PL NE, Seattle, WA 98033

New Decal Series

Hasegawa is now producing a series of decals. The first batch, consisting of 30 sheets, is listed below. This is taken from the IPMS West Michigan News. I will have the issue which contains copies of the instruction and decal sheets of the first two releases, at the next meeting. The reviewer, Don Bratt, hadn't tried them yet so he couldn't say whether they have the usual Hasegawa decal opacity problem, but he did note that they do look a bit thicker. The format and packaging are just like Microscale. We have no word on whether or not they will be imported into the US, as Bratt's came directly from a Japanese contact. Very interesting!

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| 001 JSDAF F-4E & F-1 | 016 Fw-190A |
| 002 JSDAF F-86 & F-104 | 017 Fw-190D |
| 003 JSDAF nat. insignia | 018 F-4J/N, #1 |
| 004 Me-109E | 019 F-4J/N, #2 |
| 005 Me-109F/G | 020 F-8 Crusader, #1 |
| 006 WWII Luftwaffe nat. ins. #1 | 021 F-8 Crusader, #2 |
| 007 WWII Luftwaffe nat. ins. #2 | 022 P-51D |
| 008 WWII Luftwaffe swastikas #3 | 023 P-47D, #1 |
| 009 F-14, #1 | 024 Ki-44 & Ki-61 |
| 010 F-14, #2 | 025 S-3A |
| 011 early WWII US nat. ins. #1 | 026 EA-6B |
| 012 later WWII US nat. ins. #2 | 027 B-17F |
| 013 modern USAF nat. ins. #3 | 028 B-17G |
| 014 UK nat. ins. types B,C,D #1 | 029 Modern Luftwaffe a/c (F-4F, F-104G, F-86F) |
| 015 UK nat. ins. types A,A1,B #2 | 030 P-38, #1 |

TE

Obits

Unfortunately, I must report that two of the chapter newsletters I reported on in the News last November, are now gone. NorDel Modeler, one of the longest running chapter pubs, called it quits a little while back, and now One-Up!, the monthly from the IPMS Memphis group is gone-the May issue being their last. At least on the case of this latter group, this doesn't mean the end of their publishing efforts, as One-Up! was "retired" so that they could devote more effort to their other publication, the semi-annual Leading Edge. For those interested, there are still some back issues of One-Up! available: May, June, July, Aug, Oct, Nov-Dec/79, Jan, and Mar/80 are 50¢ each, and the Feb and Apr/80, which contain color chips, are 85¢. (I can supply copies back to Sept/78.)

This now brings to 5 or 6 the number of chapter pubs that have ceased publication in the past year. So that our News doesn't join the list, how about a few more of you writing a little something for it once in a while? I think, and hope you'll agree, that this newsletter serves a useful purpose, but we certainly can't expect Greg to put it out by himself every month.

TE

Review

CONTRAIL Zeppelin Staaken R.VI, 1/72 (vac)

I'm sure that the appearance of the Staaken R.VI quickened the hearts of all WWI fans: a dream come true- a kit of one of those fantastic "German Giants". The R.VI is a marvelous subject, a four bay biplane of 138' span (23" in 1/72) with a biplane tail larger than most contemporary fighters, 18 wheels, six gun positions (two in the wings) acres of fabric and miles of wire all hauled into the air by two pair of tandem mounted 245 hp Maybach engines turning 14' propellers. After reading favorable reports in the English press, hope again triumphed over experience, and I asked my English correspondent to send me one. Unfortunately, the much hailed injection molded parts and decals included in the kit cannot disguise the fact that it is still a Contrail kit, which haven't improved significantly since they first appeared years ago under the Sutcliffe label.

The injection molded parts comprise the landing gear struts, axles (but not wheels!), engine blocks, manifolds, radiators and interplane struts. The parts are all extremely crude. The propellers have neither airfoil nor blade twist, looking more like part of an artificial flower. The landing gear struts are all thick rectangular cross-sections, including the axles, which would make a fine railroad trestle. The lumps representing the engines are a bit of a puzzle. The engine block features four cylinders while the manifolds are for six. The interplane struts are a bit more useful. At least they have rounded edges, although they are all the same length and will have to be trimmed as required.

The decals are two sets of six national insignia, Iron and Balken Crosses. They are sadly misproportioned. The Iron Crosses are too narrow at the centers and the arms of the Balken Crosses are too thin. The fuselage crosses are all too small, as are the wing Balken Crosses which should reach from leading to trailing edge. No crosses are provided for the tail surfaces.

These shortcomings might be dismissed, if one regards decals and molded parts in a vac kit "frills", had Contrail not also botched many of the main components. All the flying surfaces suffer from the same unforgivable error; the ribs are represented by parallel rows of ruts. Combined with Contrail's usual mushy molding, the effect looks like an air-mattress rather than fabric covered ribs. Sag between ribs is only indicated on the trailing edges of the wings where the scalloping seems to have been hogged out with a rat-tail file. The wings might be salvaged by filling everything in and representing the ribs with thin strips of tape or stretched sprue.

On the positive side, the kit looks accurate in general shape and outline. The fuselage doesn't look too bad. The instruction sheet is very nice, giving a 1/72nd drawing and two profile tone drawings as well as a few detail sketches. If building the basic kit isn't enough challenge, parts are provided to convert it to the Staaken L Naval Floatplane.

Building a model Staaken is a formidable task in any case, with all that strut, wire and printed lozenge fabric. While the Contrail kit might make it a bit easier (that scratch building) the project is still for masochists only!

GR