



# IPMS SEATTLE

INTERNATIONAL PLASTIC MODELERS' SOCIETY

RETURN ADDRESS:

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1-91

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## JANUARY 1991 NEWSLETTER

January Meeting: Saturday, Jan. 12th, NOON  
February Meeting: Saturday, Feb. 9th, NOON

It seems like such a long time since I last sat down at my computer keyboard to "pen" a newsletter. Such a lot has happened since our last meeting, at least for me. Frankly, I moved to Seattle with the understanding that the Emerald City was minus frigid weather. My parents once lived in Edmonton, Alberta, where it would drop to minus 60 with the windchill, and they told me Seattle was a super place to live if a person wanted mild summer and winter temperatures. Now we seem to be having snow every year, with 1990 having two snowstorms, one in February and one in December.

My Father used to curse at the snow when I was much younger, and I thought he was just being a grouch. As children, nothing could be more enjoyable. At worst you had a great time having snowball fights, sledging about, and skating on frozen ponds. At best, the wimpy authorities made for an extra special Christmas Season, by cancelling school!! Now that I am an adult, with adult responsibilities, I frankly abhor snow. I hate walking in the freezing cold to a bus stop blocks away from home, always arriving late to work no matter how early I leave in the morning. I for one am not about to risk my car/life driving in the frigid stuff. Then with the high winds added to the freezing cold temperatures, two trees in my front yard fell onto my telephone wires, ripping them out of the house connection, and shredding my recently installed siding. Couple this with a visitor from California who promptly started throwing up upon arrival in our home with some sort of stomach flu, and upon leaving, left it for me to catch, and I must admit that there is a good reason for why it seems so long since I last sat down to talk to you all.

But enough of the gloom and doom, WHAT ABOUT THEM DAWGS!!!! (No, no, the Washington Huskies, not the Seahawks you dummies!!)

Now is actually the perfect time to catch up on all the modelling time you have been accumulating of late. Plenty of mind numbing football to sit down in front of, with only roughly 30 minutes of action for every three hours of television air time. With approximately twelve hours of NFL football this past weekend, that means if you "watched" all four games, you should have managed to work on your current modelling project for a good ten hours or more!!

### JANUARY MEETING

Please note the time change for the upcoming two meetings. As agreed to at the December meeting, the IPMS Seattle Chapter meeting is being moved to NOON each month, the meeting room being booked until 2:30pm. This is to allow for a prior meeting of the IPMS Seattle Convention '92 group to meet from 10am until Noon the same day. All are cordially invited to attend BOTH meetings, as your input for the later in particular would be MOST appreciated.

At the December meeting of the '92 group, a number of IPMS members from outside the Seattle chapter attended, including a relatively large group from IPMS Vancouver, B.C. The Regional Coordinator for IPMS/USA Region VII (which includes as far north as Bellingham and as far south as Salem, Oregon), Fred Charlton, also was in attendance. I felt that this meeting went off quite well, and hopefully filled in for these chapter delegates what has happened so far in Seattle's planning for the 1992 event, and what we anticipate in the immediate future.

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CHAPTER ELECTIONS: please also note that those attending the January meeting will be able to participate in this year's Chapter elections for President, Secretary and Treasurer. I hope that we receive a large meeting turnout if for this reason alone. Also, 1991 Chapter dues are due at this meeting. Those unable to attend, please forward your checks to me, so that I can mark off the relevant details as far as newsletter mailings are concerned. Said checks will then be immediately mailed off to the Club Treasurer for correct entry into the Club ledger.

DECEMBER MEETING: I must admit that I for one was VERY pleased to see the large turnout at both the Convention '92 meeting AND the Chapter meeting in December. I was especially impressed with the number of models that turned out, and the excellent discussions held relating to these models. Let us keep up the good work for 1991, with everyone fully encouraged to turn up to the meetings, and in particular to bring in one or more models, either recently completed projects, projects in progress, or models finished some time ago but that you feel the other members might be interested in seeing. I know that my New Years Resolution for 1991 is to have at least one model to show each meeting. Tragically, due to illness and the snow, plus needing to clean up after the snow (and the visitor from California), I have fallen short for the January meeting. HOWEVER, I will not let this small setback upset my year's overall plans. How about the rest of you!?!?!

Thanks also to those who generously turned up in December with food for us all share.

UPDATE: Su 25 Review from December 90

Always endeavoring to improve on what has come before, I here add more information to last month's lengthy article on building a 1/4 scale Su 25 from either the OEZ or the Monogram kits. It was mentioned last month that when it came to the "pod-like" units at the tip of an Su 25's wings, OEZ seemed to have the more correct shape, Monogram's kit being too blunt. As if to spite me, on page 5 of "Air Action", issue #20, is a fantastic half page shot of a Czech bird, taken whilst on the ground, but looking down on the aircraft. The pods, as MONOGRAM depicted them, are correct. OEZ's kit parts are too ROUNDED.

However, if we must add an extra point to Monogram, we must also add one for OEZ, for it now seems clear that for at least Czech Su 25's, the vertical tail surface DOES slope rearwards, although not quite as much as OEZ would have you believe.

One more demerit point for Monogram before we go, with conclusive evidence from "Air Action", #20: the air scoops that Monogram show being positioned on the sides of the rear engine area, parts #43/44, should go where MONOGRAM's box art shows them to be, only back slightly, so that the rear part of the scoop is parallel with the edge of the wing flaps.

To conclude, this review of the two Su 25 kits shows the necessity of having relatively good reference sources even when building kits recently released from reputable firms. For some reason known only to the manufacturers, they continue to create models to incorrectly portray the real item, to greater or lesser degrees.

What infuriates me more than anything is that it takes just as much investment in tooling a good kit as it does tooling a bad kit. The cost of a few good reference shots is a pittance compared with the tens of thousands of dollars it costs to tool a kit. Dragon Models of Hong Kong made major errors in producing their BMP kits, despite the fact that examples of the real machines were relatively easily accessible to them. The British have at least one example on display to the public, Fort Lewis has at least one, as I am sure does the Aberdeen Proving Grounds in

Maryland. The Finns drive around in them daily. Monogram obviously had the opportunity to crawl all over the Su 25 at Paris, as well as to visit the same air bases that "Air Action" does to get their pictures. Why do these firms keep screwing up?!?!?!?

FINALLY, let me once again put in a few kind words for "Air Action". This magazine, though expensive, is in my opinion, a MUST for builders of modern military aircraft, ESPECIALLY if your interests lie in the area of the smaller nations, and especially Eastern Bloc nations. The color reproductions of the photographs are second to none. Issue #21 covered the RCAF; Su 27s; Florida ANG, incl F-106, F-102, T-33 and F-16's; NAS Fallon; Czech Su 25, Mi 24, Mig 29UB, Mi 17. Issue 22: Italian G.91s; RUMANIAN Mig 29s; Czech Su 22s; GERMAN Mig 29's, sporting both East and West German markings!!; Rhode Island ANG C-130's; El Salvador Air Force; USAF F-15 and A-7. Issue #23: Spanish Navy AV-8B; Finland Air Force; Austrian Air Force; Czech Hind Mi 24E; Exercise RAM'90; FREE KUWAITI Air Force!!; Operation "Desert Shield", incl French, Saudi, US and British aircraft. All photographs IN COLOR!!!

### NEW MAGAZINES

I have recently come across two new magazines that our members might find of interest, assuming you haven't already discovered them for yourself. Firstly, with its first issue being September 1990, is the English publication "AirFrame". The production team involved with this magazine has a long connection with modelling, although the magazine is definitely one devoted to 1/1 scale aviation matters: Brenda and Brian Marsh, Keith Melville, Bob Morrison and Mick Coombes, all of whom have over the years been involved with various aspects of IPMS/UK or other local UK modelling clubs.

Issue No 1 of "AirFrame" contained good articles on the B-66 Destroyer; a photo essay on aircraft aboard the USS Eisenhower, June '90; an article with photos concerning RAF C-130's; restoration of Duxford's Victor K Mk 1; 1990's Exercise "Elder Forest"; an indepth article, including detail photos AND 1/72nd drawings, on the RN Sea King; Luke AFB; USAF A-10's; and finally an article on Goose Bay in Canada. Issue 2 consisted amongst others, of articles on the F-15E Strike Eagle; Belgian AF 1990 commemorative schemes; CH-113 Labrador; a restored Bf109-G; Andrews AFB; aircraft of the USS Midway, 1990. All in all I felt that these two issues were very credible for a first start, with the reproduction of the color photography being excellent, printed on high quality paper. Quality English language aviation magazines being scarce on the ground, if you'll pardon the pun, I wish the publishers of this one all the best.

The second magazine of note, although not new as such, was so to me. This is strictly for armor modellers, titled "AMM Review", and is published by a Mr Michael E. Rogers, out of Aloha, Oregon. The "Review" is your reward for signing up for a year's dues to the "Association of Military Modelers", and for \$15.00 (bulk rate), \$20.00 (First Class) you will receive six issues of the "Review". Issue #21 of the "Review" contains a solid 40 pages of kit reviews and new product information, each review NOT necessarily singing the praises of the kit in question, unlike certain other magazines and their reviews. Considering the cost of many of today's armor kits, especially the resin ones, I find such honest reviews to be just what the doctor ordered. Better yet, most of the authors of said reviews usually went on to describe how to improve the kits concerned, rather than just describing what you do and don't get for your money. Again, right on target. I heartily recommend a

subscription to this publication for anyone remotely interested in armor modelling. Also available to those who are members of the "AMM", local US access to some excellent ranges of resin/metal kits/figures by such names as Accurate Armour, Model Kasten, NKC, KMR, DES, ARA and SMA/Show Modeling, all at VERY good prices, which include postage.

## NEW PRODUCTS

### JAPAN

Some worrying news out of Japan over the past few months. Firstly, the new Hasegawa 1/72nd Su 27 kit has now reached the shops there at Yen 3,400. The recent Hasegawa 1/72nd Phantom kits retail in Japan for Yen 1,800, or half the cost of the SU 27. The Phantom kits cost \$18.00 at the retail level here in the USA, which if night follows day, should bring the Su 27 kit on shore here at \$34.00. If so, I frankly believe things have started to go a bit wacky. Hasegawa has also recently released a 1/72nd scale WWII Tony II fighter which retails for \$33.00. This for something as small as a WWII fighter. At least the Su 27 has a little bulk for the money.

Following the Hasegawa debacle with its inaccurate 1/72nd scale F-117 "Stealth" Fighter comes news that the Fujimi 1/72nd Mig 21's, already two years behind schedule, will be further delayed. Reason: howls of protest from the Japanese modelling press on the kits' many inaccuracies, forcing Fujimi to "recall" the kits for modifications!! Who says the Japanese are perfect.

New kits: Desert Eagle, 1/72nd Westland Wyvern S. Mk 4. Limited run injection plastic, with resin. Vacuformed canopy. \*\* If ANYONE knows a source for this kit, could they please contact me urgently, as I am very keen on getting hold of a copy \*\*

### UNITED KINGDOM

Accurate Armour: 1/35th resin: FV1611 Humber "Pig" APC, just right for a nice N. Ireland rock throwing diorama. Superb detail. Also, at great cost to the consumer, two different versions of the Porsche Type-205 Maus, the V1 and V2.

Cromwell Models: 1/35th resin: Charioteer Tank Destroyer; Centaur Dozer; FV103 "Spartan"; WWII British Tank Crew; WWII German Tank Crew; WWII German Assault Gun crew, and finally a four man crew for the recently released Tamiya Sdkfz 251/9 kit. All these latter figures are incredibly detailed.

Also from Cromwell Models, 1/76th scale resin kits of armored trains. A two kit boxed set of the Panzer III turreted Draisine, one of the artillery wagon and the other of the troop transport. A third separate kit of the Panzer IV turreted Draisine is also available, this latter kit will ALSO BE RELEASED IN 1/35th SCALE. (Lord only knows at what cost as the 1/76th scaled version weights in at \$60.00.)

Aeroclub: 1/72nd injection: Hawker Hector, with decals and metal parts. Canberra B.2/6 and PR.3/7 nose parts, allowing you to convert the excellent Italeri B-57 kit into the British versions. Aeroclub cast metal seats recently released include MB Mk8/10L for the Hawk/Tucano as well as MB Mk 14 NACES (US Navy types) all with etched parts for added detail, in both 1/48th and 1/72nd scales.

Sonic Industries: resin, 48th and 72nd scales: a new firm producing

useful detail parts. Spitfire entry doors, MB MK 6 Buccaneer ejection seats, Phimat chaff dispensers, BAC Lightning FOD guards, Bf 109E rudder and tail wheel for 72nd scale Hasegawa or Heller kits, also RAF trolley accumulator/generator in 48th and 32nd scales. We are getting more of the latter than you can shake a stick at.

## EUROPE

ESCI: due out this year, date unknown, a 1/72nd kit of the Fokker F.27 (Mk 400). No other information from this firm. Frankly, of late I have not cared one way or the other whether this firm issues anything or not, the quality of ESCI's products being so erratic.

Aerokit, France: 1/72nd resin and metal Morane-Saulnier M.S. 760 "Paris" kit due out.

OEZ, Czechoslovakia: has confirmed that their next kit will be a 1/48th scale Su 22, most likely an Su 22M-4 "Fitter K", since this is what the Czech AF operates, although there exists the possibility that other versions will be able to be built from this kit, or a follow up release. If OEZ also releases their rumored Su 27 kit, then things really will be looking up for 1/4 scale modern Eastern Bloc A/C builders.

Fox-Echo, France: from the studios of Mr Goutte-Toquet and Mr Trochain, two of France's foremost resin kit producers, comes a very limited edition (1000 each in 72nd and 48th scales) Dewoitine D.520 in resin, cast metal and etched brass, with vacuform canopies, decals included. Superbly crafted is about all you can say for these two kits. If you can find a source, get one if you find WWII French aircraft to your liking, as the D.520 was undoubtedly "France's Spitfire". Excellent after market decals for this a/c also available from CMV of France, in both 48th and 72nd scales. Without doubt you WILL NOT see a more finely detailed kit of the D.520 than these examples.

Azimuth, France: 1/35th resin/metal/etched brass: WWII German Bussing NAG 4500 truck. M113 XM233E1 TOW Carrier.

VMK, France: 1/35th resin: Diamond T 980/981-M20 WWII truck. Along with a couple of other recent offerings from Europe, it would seem that at last we are getting some "soft skin" support vehicles for the WWII enthusiast.

## NEW ZEALAND

Ventura Products, limited run injection plastic: 1/48th Nakajima Kikka WWII Japanese jet. According to the advertisement from a British supplier, this kit will include previously unpublished photographs of this aircraft's interior, supplied by the Smithsonian Institute.

1/72nd: Australian Spitfire Mk VIII. Also, Gloster Meteor F.8 and Meteor T.7. The only kits worth attempting in this scale so far have been to use the Matchbox Nightfighter Meteors with Aeroclub replacement noses etc. However, due to the need to accommodate so many Marks in the Matchbox kit, things get a bit hairy building these kits. The Ventura kits reportedly will not "suffer" from this problem. Both will also include decals for Australian versions of these a/c.

Apparently, the 72nd scale kits of the Harvard and Spitfire PRXI will be dropped, at least for 1991.

## WHO ARE WE BUILDING FOR ANYWAY?

In the December 1990 issue of the English modelling magazine "Scale Aircraft Modelling", the publisher Alan Hall makes a series of rather stupid (my opinion only?) comments about the abilities of other British modellers. Two of the most idiotic are: "Mr Crawford, you make me want to give up!", and "I get very upset that the standards (of IPMS/UK National entries) are so high as I wish that I could achieve them".

Now for the benefit of those like me who have not heard of Mr Crawford, let me explain that said gentleman won the SAM Trophy at the 1990 IPMS/UK Nationals with a superb rebuild job on the venerable Revell 1/72nd WWI Airco DH.2. Being the publisher of SAM, it fell to Mr Hall to be head judge for this award. Mr Crawford really did a number on the old DH.2 kit, throwing "much" of the kit away, and amongst other things installing 74 individual pieces of rigging, made from stretched sprue. According to the builder, said kit took him "three months" to build. He does not say how many hours a week he worked on said project. It could have been "as little" as ten hours per week, or it could have been 30 or more per week. The latter is not all that impossible to imagine, being 3 hours during the week days, say 7-10pm, and 8 hours on Saturdays and Sundays. Mr Crawford may have also had his annual three week vacation (or more) during this time, allowing him to spend even more time on the project than the average of 30+.

If my higher projections are in fact close to the mark, and if Mr Crawford has been steadily improving, through trial and error, his modelling skills over the past say twenty years, then with such an investment in time, plus his skill level, you can only expect that he would build up a fairly decent, nay superb, rendition of the DH.2. (If he started "seriously" building kits at age 15, this would only make "Mr C" 35 years young.)

Yet why would Mr Hall make a statement declaring that having seen Mr C.'s work he wants to give up modelling, something he has passionately worked at as a hobby/business for decades? (Especially without researching the amount of effort put into the project concerned?) It could be argued Hall's comment was supposed to be a compliment, but me thinks the answer lies elsewhere. It is the same reason so many of us here in Seattle don't bring in kits for the rest of us to see: fear that your kit is "not as good" as the next fellows. For some reason, we modellers are constantly, shamefully, and criminally (as far as the "fun" aspect of the hobby is concerned) worried about what everyone else is up to, and not at all concerned with how much enjoyment we are deriving from our favorite hobby. Hobbies, by definition, are supposed to be fun, relaxing, something we do with that most precious of commodities, "spare time".

This said, why should you EVER worry about the likes of the Mr Crawfords of this world? Mr C. had a goal when he built his DH.2, and it was not just to build a nice model of said a/c. He could have done a very credible job in half the time. Instead, one of his primary goals was to WIN AN AWARD. If you want to WIN AN AWARD, and more to the point A MAJOR AWARD AT AN IPMS NATIONAL, you research to death your subject, and improve any and all parts of any basic kit you decide to use as your basis for your project. If the cockpit comes well detailed, you rip it out and scratch build everything anew, including an ejection seat consisting of fifty individual parts. Every panel needs to be opened up, for you know the competition will be doing the same. If you are doing an armor project, the tracks have to sag perfectly, each handle has to be perfectly to scale, and all hatches must open to reveal tons of interior details. For auto enthusiasts, every ignition wire, every spring and coil has to be perfectly reproduced. If you don't do it, someone else will.

Now this is all fine and dandy if like Mr C., you only want to produce a maximum of four models a year. (Imagine if Mr C. decides for the 1991 Nationals to rebuild the Revell 1/32nd scale Tornado GR.1, he'll not have enough time left to do it, even if he started building the moment he was handed 1990's SAM Trophy). Suppose instead, like me, you have a number of modelling interests. Me, I like 1/48th scale Luftwaffe a/c, 1/35th scale WWII German armor, post WWII RAF/FAA aircraft, ALL scales, and post WWII British armor, and these are just my FAVORITES!! Building to Mr Crawford's parameters (and unlike Mr Hall, given the investment of time and patience, I have no doubt that I could equal Mr C.'s efforts) I would need to reach the age of 1,000 years of age to have any hope of coming close to building a complete collection of just the above named a/c and vehicles. And building large collections of said subjects IS MY GOAL. My goal has NEVER been to win trophies. Fine if I enter one of my models and it wins. However if I go ten years entering every single contest on the West Coast of North America and never "win" anything, no big deal. I build for myself, not for other people. My goals are constant improvement, learning from previous problems encountered, and experimenting with new techniques so as to reach my goal: if it looks like a duck, walks like a duck and quacks like a duck, then it can only be one thing: A DUCK.

Tough luck if due to genetic mutation it is slightly off scale with other ducks, that the contours of its beak are slightly off compared to other ducks, that its feather colors appear a different shade than previous ducks, that its legs are not as graceful as other ducks, so be it. My goal IS quantity over quality, if your sole measure of "quality" (not mine) is how many scratch built parts I can jam into a 72nd scale Tornado F.3, or how many individually cut rivets I put on my Panzer 1A. I would rather have all major versions of the German WWII tank family done to a competent standard over five years, than a couple of FIRST's and a Judge's "Best in Show" at the IPMS Nationals during the same time period. And for anyone who says "why not try for both", my answer simply would be that I would also like to have built a representative example of each RAF Squadron Tornado, each Hunter, each Scimitar (if I could get hold of the kit!), and all the V-Bomber Force, as well as a Saracen APC, Scorpion, Chieftan, Challenger, Fw190D-9, Me109G-4 etc etc.....

No, I am afraid that while I will always admire individuals like Mr Crawford, I am far more impressed with the likes of one Robert Mee, retired farmer from Wales, and proprietor of the Cellan Model Aircraft Museum. Since his retirement in 1973, Mr Mee has been building 1/72nd aircraft from all eras of the Royal Air Force and Fleet Air Arm. As his collection grew, he decided to turn a few of his farm buildings into display rooms, and set up a museum. He currently has his collection of aircraft up to 700, about 100 short of what he needs to complete the job. Said aircraft represent EVERY facet of British military aviation since WWI, the collection neatly divided into sections via a/c manufacturer. He has for example built 24 DIFFERENT versions of the "Wooden Wonder", the Mosquito, and 32 DIFFERENT versions of the Spitfire. He averages 37 completed models a year. None of his kits are built to competition standards, but oh what a sight to behold: 700 aircraft models, all built by the same pair of hands!!! Hats off to Mr Mee.....

Well, enough of the filler articles!! Time for the "meat" of this month's newsletter, and it is Prime Rib this time around, courtesy of Mr Jim Schubert, with three pages of superb information on F-102 Delta Daggers to help you along with the 1/48th scale Monogram kit.

## A PAIR OF DAGGERS

With the recent release of Monogram's new 1/48th F-102 Dagger it seems a good idea to revisit these two color schemes first published in the Seattle IPMS Quarterly Vol. 4, Nos. 1 & 2 in mid 1972. (Can it really have been that long ago?) Then we had only the 1/72nd issue by Hasegawa. The correction notes on the drawings relate only to the Hasegawa kit.

### 1. 59th Fighter Interceptor Squadron, Goose Bay, Labrador:

Observed by the late Doug Remington, when he was a member of IPMS Tidewater Chapter, at Loring AFB, Maine in 1963. Unfortunately Doug didn't catch the tail number, so the one in the drawing is a guess. I'd suggest making a pair of footprint stencils from shim brass.

### 2. Unknown Unit, Cam Ranh Bay, South Viet Nam, 1969:

From color photos in Aviation Week and Space Technology in 1969; I did not record the month of the issue from which I cut the photos.



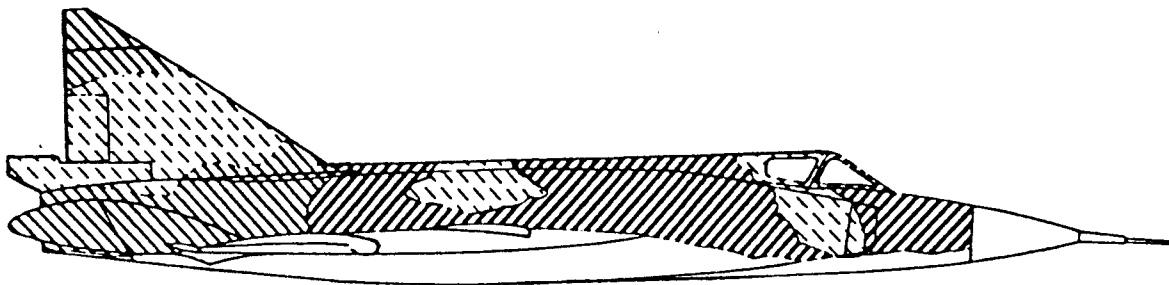
59TH FIS EMBLEM

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



ADC EMBLEM

Light blue shield  
Yellow continent  
Orange beak and talons  
Black outlines & lat/long lines  
Yellow scroll, black letters  
Medium blue globe  
Brown body  
White head  
Red eye & fulman



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



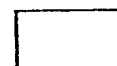
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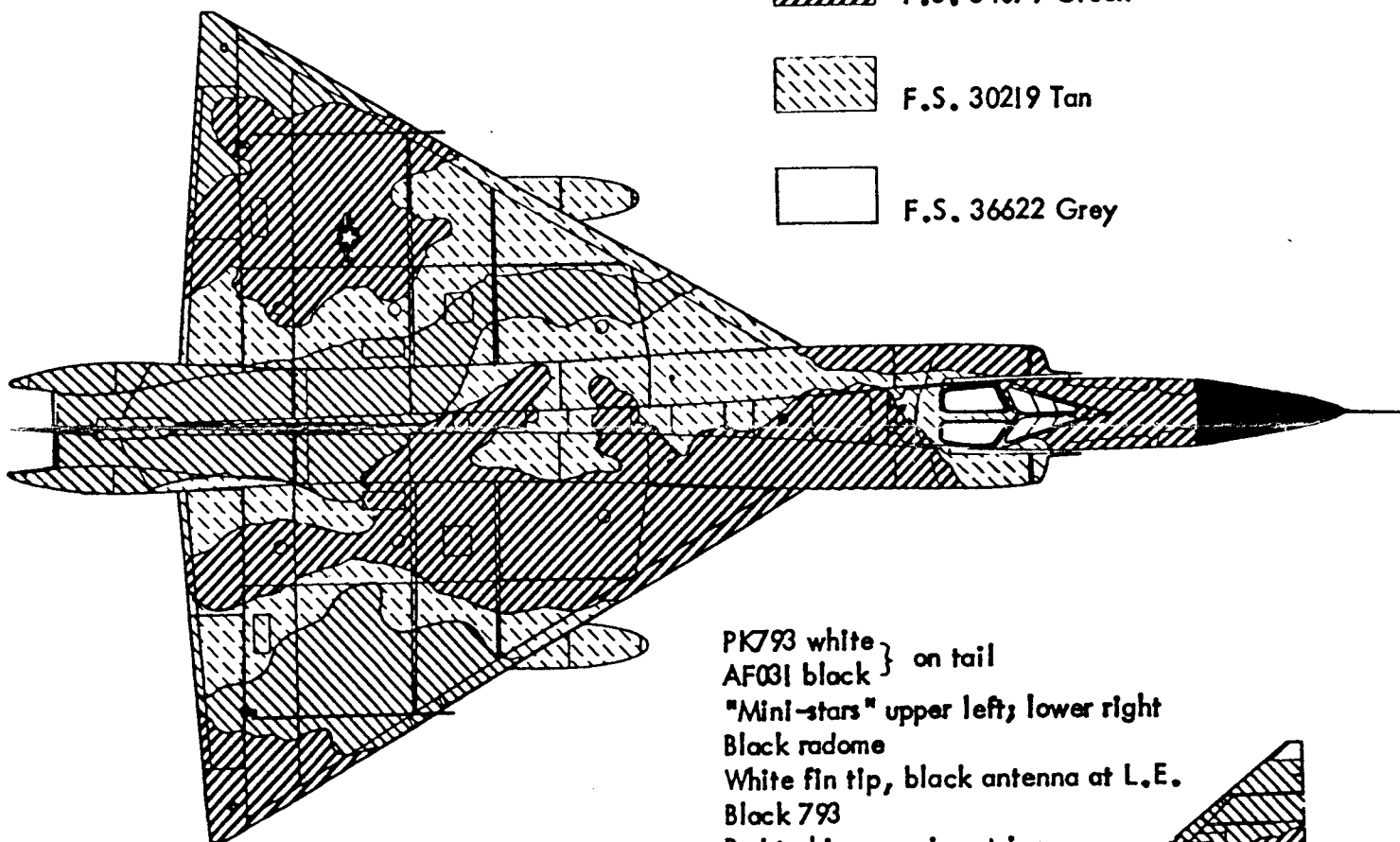
F.S. 34079 Green



F.S. 30219 Tan

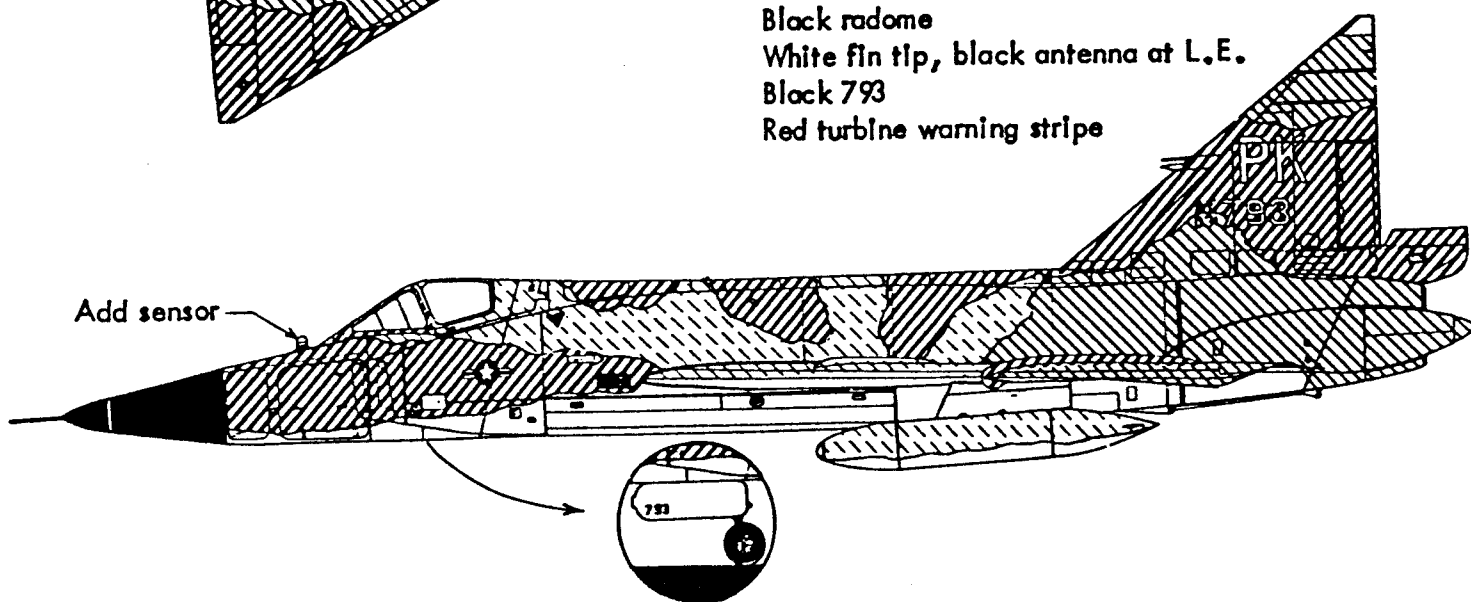


F.S. 36622 Grey

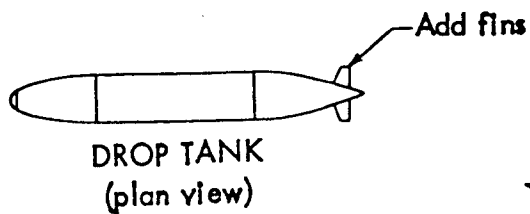


PK793 white } on tail  
AF031 black }  
"Mini-stars" upper left; lower right  
Black radome  
White fin tip, black antenna at L.E.  
Black 793  
Red turbine warning stripe

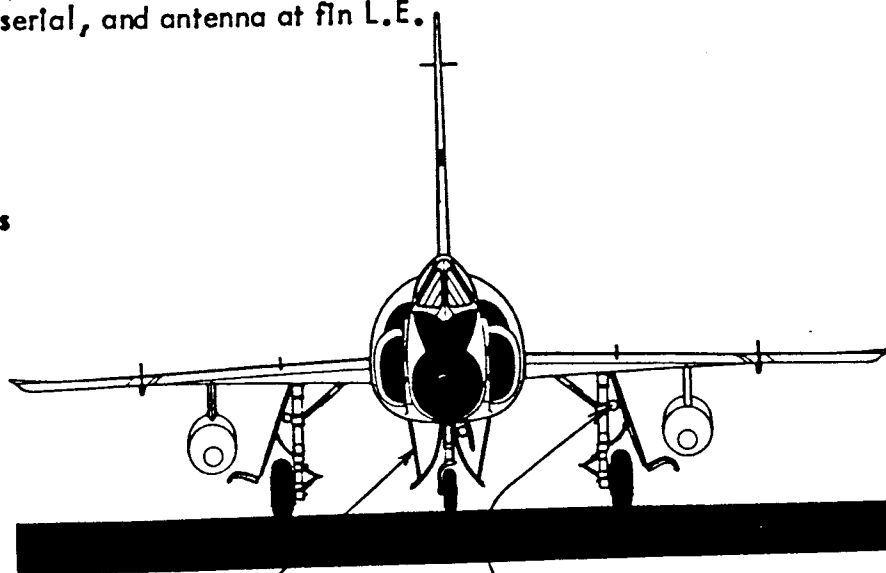
Add sensor



- 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

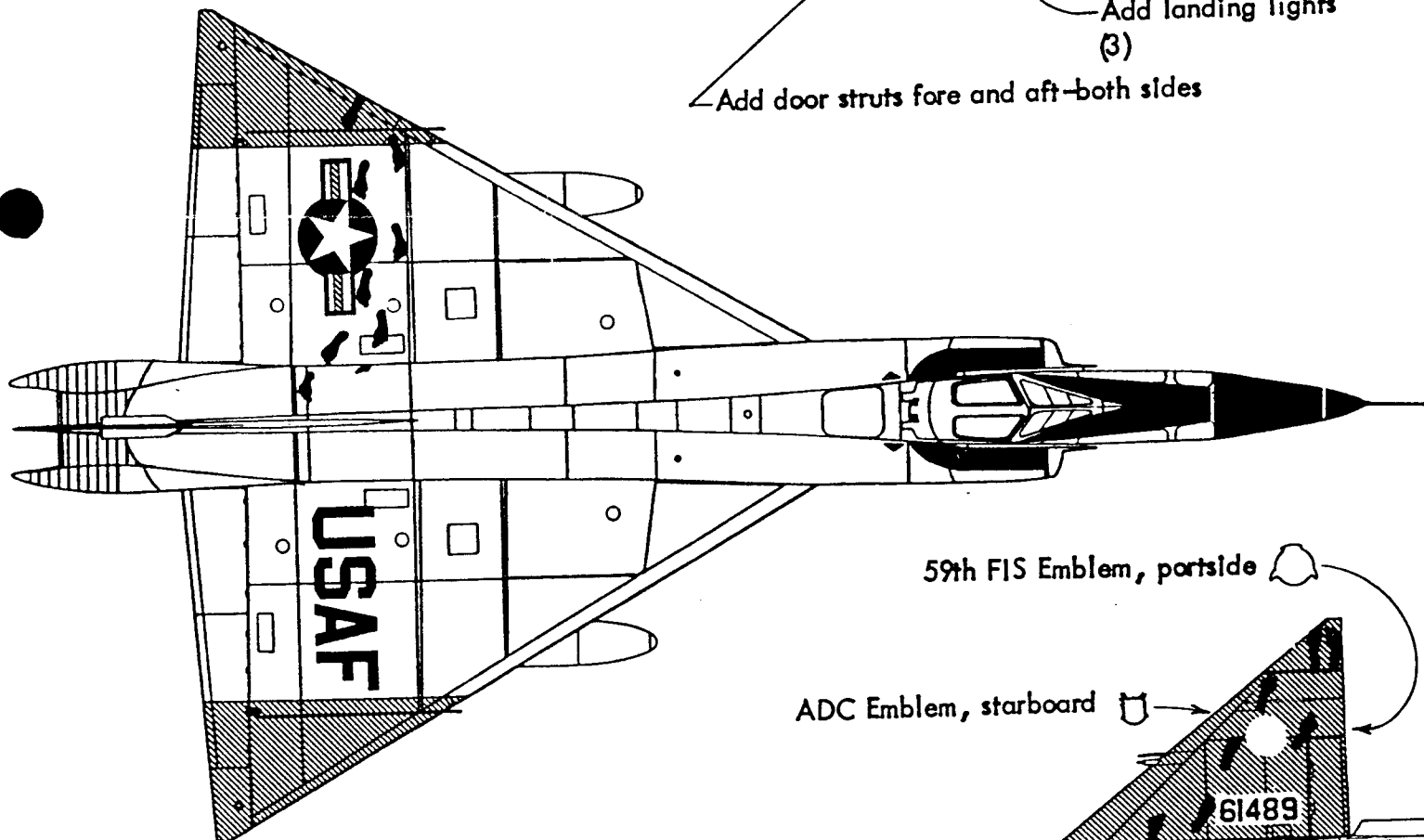


DROP TANK  
(plan view)



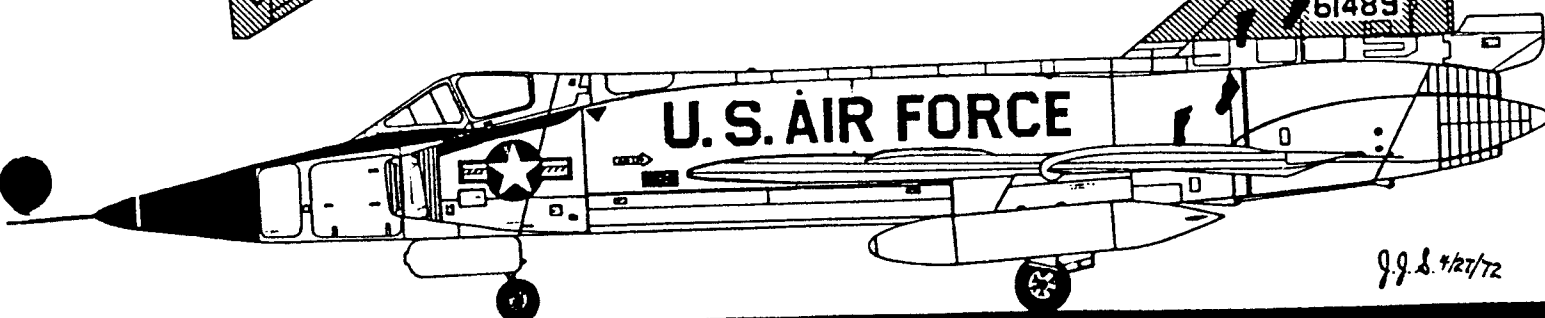
Add landing lights  
(3)

Add door struts fore and aft—both sides



59th FIS Emblem, portside

ADC Emblem, starboard



99.2.4/27/72