

FEBRUARY 1992

MEETING TIMES: Saturday, February 8th, 10 am - 1:30 pm
Saturday, March 14th, 10 am - 1:30 pm

I had such a positive response to last month's Newsletter that I thought I would run the same format again for February: lots of articles by authors other than yours truly, the Editor. This month we have pieces by Jim Schubert, Rocky Rockwell, and Robert Kennedy. Unable to resist doing something, there is a tiny review article from me, your humble narrator.

Many thanks to Jim Schubert for showing his excellent slide show last meeting covering items seen at various European locations. Also many thanks to all those who brought in completed models to show the rest of us. It is really gratifying to see such a large and varied range of models, last month ranging from scratch-built tank transporters to fantasy land-speed cars. Keep up the great work!!! And let me also say that great work it is too, for each and every model last month, and in previous months for that matter, has been just super. We certainly have a great deal of talent in IPMS Seattle.

NATIONAL CONVENTION NEWS

Registrations for the Convention continues to trickle in at the moment, both for individuals and Vendors. Of some concern is the lack of registrations from the IPMS Region VII group, of which Seattle is a part. Let us hope that this picks up shortly, as those in this Region who want to take tours as part of their Convention activities could find themselves sadly disappointed if they leave it until the last minute. We are planning to contract for our tour buses the last week of April, and bookings will be based solely on those who have PRE-registered. On a more positive note, our publicity posters appear to have been quite effective in promoting interest in the Convention. As many as ten letters a week have been received at the PO Box from people who have seen our posters in the various hobby shops around Washington and Oregon. Many thanks to those who volunteered to help place these posters.

Award sponsorship: many thanks to all those who have been helping the Convention Organizers secure sponsors for our Model Contest Awards. Unfortunately, these efforts have fallen on deaf ears as far as the various IPMS Chapters are concerned. Despite volumes of letters to Chapters outside of Region VII, little has been heard. Let us hope this is just modeller's procrastination, and that these folks will wake up soon and get moving.

On the plus side, we have received, and continue to receive, great support from most of the Region VII Chapters. IPMS Salem was the first to respond with an Award package a number of months ago, followed by the Oregon Historical Modelers Society, who have sponsored the "Best Aircraft" Award. This past month we received a very nice surprize, with IPMS Spokane, the Region's smallest Chapter, coming up with sponsorship for TWO FULL PACKAGES!! Well done SPOKANE!! Finally, we have our good friends up in Vancouver, B.C., who of course are sponsoring one of the two "Special" Awards at the 1992 Convention, the "Best DeHavilland Aircraft" Award. Vancouver has also promised at least one additional Award sponsorship package, and individual members from IPMS Vancouver are also kicking in Award packages on their own behalf. On behalf of the Convention Committee and IPMS Seattle, I would like to offer our heartfelt thanks to all these Chapters and their individual members for this strong showing of support for the Convention.

MODELLING NEWS

Word has reached the Editor from two independent sources that the Model Rectifier Corporation, or MRC, has gone bankrupt. These are the people who for the past ten years have had major advertisements in all the US hobby magazines as the importers of the Tamiya line of kits. Tragically for Seattle, they have also been major sponsors of the IPMS Nationals, support that had been promised for Seattle when I talked to their representative at last year's Convention in St. Louis.

This news being apparently true, Tamiya is now without representation in the USA, and they are no doubt attempting to find a replacement for MRC. Rumors persist that with MRC gone, Tamiya kits will actually FALL in price once the dust settles and a new distributor is found. Word has it from one source that Tamiya has been blaming MRC for the high cost of Tamiya kits in this country, and that Tamiya sales have been hurt by the new kid on the block, DML, with their much cheaper kits, and whose quality has increased with each new issue. On the other hand, MRC's rep in St. Louis told me that it was the policies of Tamiya that caused the price of Tamiya kits to be so high. He said that Tamiya demanded payment in full for each shipment six months in advance, and that the financial costs of such a demand were passed on to consumers in the high costs of Tamiya kits. Frankly, whatever the reason, Tamiya kits are pricy EVERYWHERE, as a quick check of any British or European hobby magazine will show. DML kits are also cheaper by around 30% or more than comparable Tamiya products, with DML making remarkable inroads as far as quality is concerned. Such a situation must surely have hurt Tamiya's sales, especially in Japan where DML has the luxury of having an excellent distribution network supplied by Hasegawa.

Supermarine Swift F1

by Andrew Birkbeck

The Supermarine Swift had the unfortunate distinction of being an aircraft designed and built as an "insurance policy" in case of the failure of the Hawker Hunter project. As history shows, the Hunter was a huge success, the Swift therefore becoming unnecessary. Swift F1's managed to equip one RAF squadron in the early 1950's, this being No. 56 Squadron, but by 1955 the aircraft had been withdrawn from front-line service. The F1 was followed by a reconnaissance version, the FR5, which equipped two Germany-based RAF squadrons, No.2 and No.79. The FR5 remained in service until 1961, before being replaced by photo-recon Hunters.

Up until recently, you have had three choices if you wanted to add a Supermarine Swift to your RAF collection: 1/ Scratch-build one; 2/ build the excellent vacuform kit from Rareplanes and add a little additional detail to the cockpit and undercarriage; 3/ take the old Hawk kit, throw it in the garbage, and scratch-build.

To be fair to Hawk, their kit wasn't that bad if you remember it was issued in the late 1950's. The wing shape for the most part is correct, as is the fuselage. There is no cockpit detail, the markings are engraved into the wings and fuselage and you can see in the air intakes and out the tail pipe. But hey, for an American firm in the late 50's, is it appropriate to demand perfection? Now we have another choice, with a kit coming from Czechoslovakia, being part of the so-called "Czech Resin" series of kits, available from Aviation Usk, in our very own Usk, Washington.

The kit is priced at \$20.00, and comes in very utilitarian packaging. The parts are contained in a sort of heat-sealed plastic wrap, with no

box, no instructions, no decals, the total kit consisting of around 20 parts. The fuselage is of four parts, left and right halves, split in two just aft of the cockpit, with separate air intakes. There is a separate tail and two vertical stabilizers. You are supplied with a separate underbelly fuel tank, and all the rest of the parts, including wheels, undercarriage legs and cockpit parts are contained in a very thin wafer of resin. No visible signs of warpage had affected the parts, and there is a complete lack of bubbles in the resin.

Panel lines are nicely engraved throughout the kit. All that is required with the resin components prior to assembly is to rub down the mold lines with some fine wet and dry sandpaper. The kit contains quite a nice vacuformed canopy, which unfortunately with my example was crushed in shipping. This is something that could be common with such kits due to the components lack of protection, coming with no box. Hopefully I will be able to write to the supplier and obtain a replacement. Given the weight of the resin parts, and the fragile nature of the resin undercarriage units, these almost certainly should be replaced with ones made from metal tubing.

Decals for this aircraft should not be hard to find, Modeldecal producing numerous RAF sheets covering the roundels in use during the 1950's, as well as sheets supplying codes etc.

All in all this is quite a nice little model, and a pleasant addition to the range of kits available of lesser-known aircraft from the 1950's. Also, it shows that patience is a virtue. I was recently told that I would have a great deal of difficulty getting hold of the Czech kits, most likely never to receive anything I ordered. While it did take a couple of months, my Swift kit did arrive within the time period the supplier gave me. I have ordered two more kits from the same supplier, a 48th scale WWII German Natter rocket plane and an Me410 twin-engined fighter. Assuming I receive these two kits in the future, I will give you my impressions on these as well.

Review of Hobbycraft Polikarpov I-16

by Robert Kennedy

Don't anyone tell me that there is no Santa Clause or that the Tooth Fairy is a lie. Hobby Craft has answered one of my most heart felt prayers. I spent most of my modeling life in love with this beastly. The Polikarpov I-16; it may not be in Gods scale but it's outline is accurate, which is more than can be said of the alternative. Let's get the easy part out of the way first almost everything that's suppose to be on the I-16, is on this model and what's there is put in the right place. The surface detail is engraved for panel lines and raised for "rib tapes" on the fabric surfaces. According to three of my favorite drawings (Harry Woodmans' in Scale Models August 1979, Koku-Fan March 1986 and Justo Mirandas' in World Aviation in Spain) the outline is accurate even to the line of the headrest which most drawings show as curving to much. The I-16 is like a Volkswagon Beetle they all look the same until you take a closer look. I was sceptical when they issued the three versions the Type 10, Type 18 and Type 24 but they dealt with most of the differences, spinner, cowling front, wheels, and tail skid by molding them on a different tree. Now on to the nits to be picked, and they are very small nits. The landing gear wells come boxed in which is fine but the sides are straight up and down. The leg cavitys should be like the Me-109 rounded and the wheel well corners should be softer rounded were the sides meet the top. The wheel well on the starboard side should have a small

square window so the pilot could check to see if he had lowered his undercarriage for landing. The "rib tapes" on the vertical stab start at the leading edge and wrap around to the rudder line. For any I-16 after the Type 5 this is wrong the first 1/4 of the vertical stab was reinforced with sheet metal so the rib tapes should be removed from the leading edge. The same is also true of the horizontal stab. As the kit comes there is no way to aim the guns, no gunsight. Most Type 10s in Spain flew with a reflector sight that had a fold down ring and bead sight in case of a bulb failure. Some flew with a telescopic sight. On to the interior the joystick is shaped wrong it should be shaped like a equal sided triangle with the top point squared off. Inside the triangle are four triggers. There is no interior structure on the cockpit walls, your guess is as good as mine. There is a throttle and an undercarriage crank somewhere in there. The seat is the right shape but it needs to have a cushion made of putty on at least the seat back and I think also the seat bucket. While you have the putty handy might as well make a headrest, just a round pill box shaped affair. The instrument panel is well detailed but I think it is a little to large and also it is mounted a little to far under the cowl. Next comes the firewall, I like the use of the firewall to keep the nose shape but the use of the firewall to shape the forward part of the exhaust ports doesn't work. The exhaust stacks are molded with the fuselage half. The best way to remedy this is to hold the firewall up to the fuselage and mark where the exhaust ports fall, then cut a half circle at each point. I've finally found the only major problem with this kit.

The cowling is missing two exhaust pipes located just below the wing leading edge. The wings, all that I have found to do is add small trim tabs on the inboard ends of both ailerons. The canopies; you get two of them in the Type 10 kit one for open and one for enclosed cockpit, are thick but seem to be the right shape. Be careful here because the headrest are different for the different Type numbers. If you use the enclosed canopy the headrest has to be perpendicular to the cockpit opening if on the other hand you use the open canopy the headrest needs to slope towards the tail a wee bit. The doors on the fuselage, well the starboard one needs to be filled in on any one but the Type 24 are shaped and positioned right. There is a small venturi mounted on the starboard side of the fuselage forward of the cockpit which is missing. There is molded on the fuselage a joint line between the wing and fuselage it wasn't there on the real plane. The center section of the wing and the fuselage were built as one assemble. So remove the prominent line and polish the spot so it doesn't show. The undercarriage needs to have a cable that runs from the center of the wheel hub to the center of the wheel opening, some people think that this cable was used to retract the undercarriage ... I have a problem with that one the cable looks so thin and the landing gear looks oh so heavy. Personally I think that it had something to do with undercarriage lock or an indicator for the position of the undercarriage because I've seen examples without this cable, almost all trainers, not many but some.

Remember this is half the price of any of the Hasegawa 109's. Almost everything is there when built from the box it is a fine model, with a very little work a great model. And think of all the neat color schemes for these kits, Russian, Spanish, Finnish, German, Rumanian and even Japanese. A welcome addition to the between the wars stable.

BEREZNYAK-ISAEV BI-1 ROCKET FIGHTER:

The Russians began rocketry experiments in the 19th century and by early this century were publishing, internally, scientific papers on the subject equivalent to those in Germany and the U.S. in the 1920's and 30's. Because of its obvious military potential, this - now Soviet - work was kept secret. This secrecy was such that in the late 30's/early 40's German intelligence analysts dismissed field agents' reports of Soviet sophistication in weapon rocketry.

Development of rocket weapons and the Feb. 28, 1940 flight of the RP-138 glider fitted with a 110 second burn, 220 pound thrust liquid fuel motor, provided the seeds for Aleksei Ya Bereznyak's idea of a small, fast, cheap, rocket powered, point-defense interceptor.

Funds for Bereznyak's idea were approved and design work begun by Dec. 1940. Engine integration was entrusted to Aleksai M. Isaev of the Rocket Scientific Research Institute (RNII). The RNII's new Dushkin A-1a-1100 throttleable motor, however, never achieved its specification thrust of 501 kg. The model designation, BI-1, derives from the two designers' initials.

In July 1941 go-ahead was given to build five test airframes. The first was completed only 40 days thereafter!

Towed gliding tests began September 10, 1941.

Powered taxi tests began in May 1942, during which tests the airplane was accidentally flown several yards down the runway a few feet off the ground. The first deliberate powered flight occurred May 15, 1942 when Capt. Grigori Ya Bakhchivandzhe took off and circled the field. He stopped the motor to make a familiar dead-stick approach. The landing was heavy; increased landing weight collapsing the undercarriage.

Several pilots flew the BI-1's in development testing until flying was stopped after a high speed (around 500MPH) uncontrollable tuck-under, ended in loss of the airplane and Capt. Bakhchivandzhe. Subsequent investigations and tests found no solution for the tuck-under characteristic. Because of this and the apparent uselessness of the eight minute motor burn the program was abandoned. Only the five original airplanes had been completed with 20 more in work.

Polikarpov's tricycle geared follow-on fighter, the Malyutka ("Tiny One"), was left on paper when the BI-1 program was abandoned. The Soviets picked up the Me163B/C and Ju248/Me263 programs at war's end. The Mikoyan-Gurevich MiG-I-270(ZH) flown in 1946 was the end of this line of rocket fighter development as the Soviets shifted emphasis to swept-wing turbo-jet powered designs.

NOTE/DISCLAIMER:

The kit material and references cited were my only sources. My research left many questions and conflicts. I have rationalized the disparities the best I could. The drawings were redrawn, with changes, from references (a) and (b).

Jim Schubert

MOLYELIST 1/72nd SCALE PLASTIC KIT:

This kit is being repackaged for sale in the West with new decals, instructions, history and box art by MHW Models, Ltd. of the UK and will be available soon under their Premiere label.

This is a simple kit (Beware "simple kits"; they're always more work than you thought - especially if you have even a hint of AMS) of 20 injected molded dark brown parts and a barely useable injection molded clear canopy. The decals are unuseable - room for Premiere to shine. It's hard to judge the accuracy of the outline of this kit due to the few references. (a) and (b), below, have general arrangement drawings that generally agree with one another. The drawing on the box and the kit itself offer two more configurations in general agreement with one another and the references. Dimensions agree closely enough with the specs in the references and the kit's instruction sheet.

Two problems with the kit are that the wing is about 1/8" shy in chord and the tailplane is about 1/4" short. Correct the wing by tracing the planform from the drawing here onto .010" sheet and gluing these to the top of each half of the kit wing. Fill the bottom to recreate an airfoil section. Scratch build a tailplane from .020" sheet per the plan. Also scratch a ventral fin from .020" sheet; form a bulge in this to clear the semi-recessed tail wheel. The tail wheel will have to come from the spares box.

Otherwise, everything is straight forward. Cockpit detailing and external detail "texture" are up to you.

I'm playing it safe using the standard Soviet WWII olive topsides and light blue undersides color scheme with a slightly soft dividing line between them. I'm using Micro-Scale red stars on the body and under the wings with a white plane number on the rudder.

Study of the references indicates the alternate ski landing gear (Not in the kit) was retractable, but I can't figure out the details, so recommend sticking with the wheeled undercarriage.

REFERENCES:

- a) War Planes of the Second World War - Fighters, Vol. Three;
W. Green; Doubleday, New York 1961
- b) Rocket Fighter; W. Green; Ballantine Books, New York 1971
- c) Russian Civil & Military Aircraft 1884-1969; H. J. Nowarra & G. R. Duval; Fountain Press, London 1970

DATA:

Span	6.48m
Length	6.70m
Gross Wt.	763.6kg
Thrust	501kg
Burn	8 Min.
Speed	970km/h

ROCKET FIGHTER

Aluminum single spar fin and stabilizer

Kerosene and Nitric Acid fuel tanks
between cockpit and motor

Fabric covered rudder, elevators & ailerons

Semi recessed
tail wheel

Dushkin A-la-1100 liquid
fuel rocket motor

Aluminum skinned
simple flaps

Pneumatically
actuated main
gear

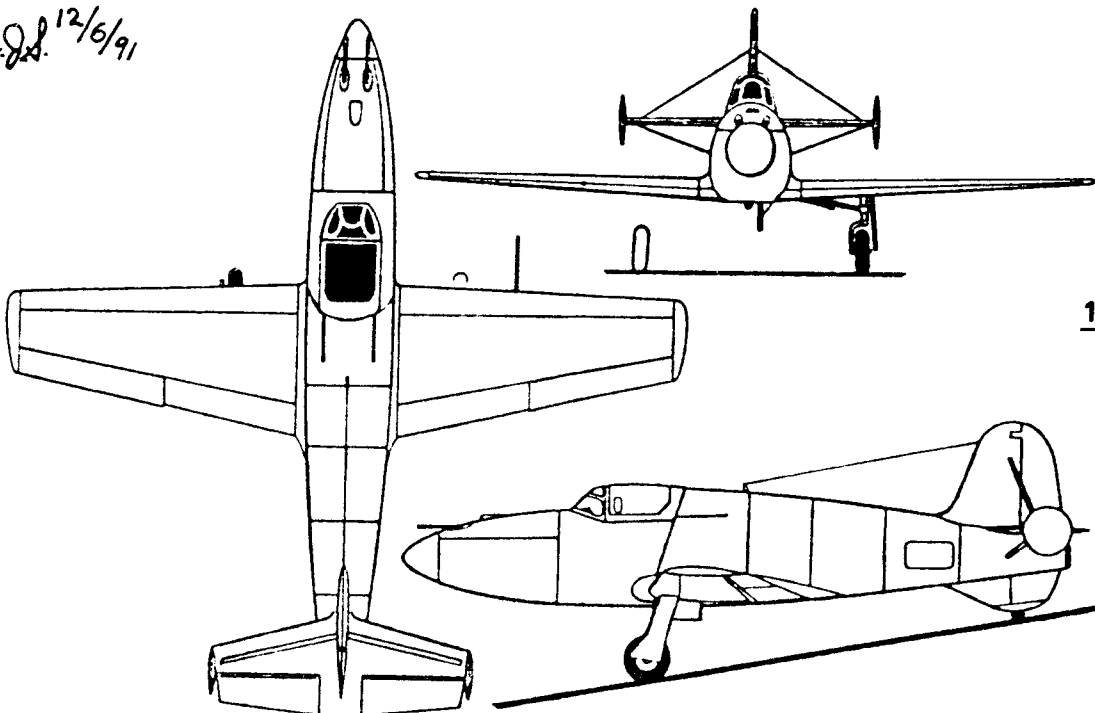
20mm ShVAK cannons

Low pressure
tires

Two spar, dry, Aluminum wing

Conventional frames & stringers stressed skin Aluminum monocoque

J.D.S. 12/6/91



1/72

BEREZNYAK-ISAEV BI-1

Building Tamiya's Krupp Protze 6x4 Transporter in 1:35 Scale By Rocky Rockwell

The odd-looking little Krupp Protze, or "Boxer" as it was often called, was introduced in 1934 in response to a Wehrmacht requirement for a light duty, general purpose transport. Based on a commercial truck chassis, the Krupp model L2H 43 was replaced by the improved model L2H 143 in 1937, and this version was produced until 1942. The truck was powered by a horizontally opposed, air cooled, 4-cylinder engine of slightly over 3300 cc displacement, yielding 52 bhp. The low engine profile allowed for a flat, sloping hood which gave the driver excellent visibility, and with the four rear wheels providing traction, the Boxer was capable of good mobility under most conditions. It was used as a light duty cargo transport, a troop carrier, and a prime mover for light towed artillery. Though replaced in production by newer designs by 1942, the Boxer remained active on all fronts until the end of the war.

The Tamiya kit is, like many of their models, well detailed and cleanly molded. While not the best-detailed kit I've seen from them, it's far superior to some, including their new SdKfz 251 halftrack, which is little better than the old Nichimo kit, and costs upwards of \$30! The Krupp comes with extra stuff, so you have something to put in the back: a couple of wooden crates, two duffel bags, a Panzerschreck (basically a German bazooka), and some ammo cans and assorted small arms. In addition to the driver, there are four figures from the "German Soldiers, Seated" accessory set with their personal gear. The extra pieces of equipment and personal gear are welcome additions, but frankly, even more would have been nice. What the kit supplies is just enough to make it look like the cargo is worth a trip, though if you build the figures and seat them all in the back, you'll have a pretty full load.

The hood and front fenders are all one piece, though the grille, bumper and headlights are separate items. You may need to do some filing to get the back edge of the hood to fit properly against the front cowling of the cab. The kit comes with fender-mounted corner markers, used to help the driver judge how close the fenders were to obstacles, and these are far too massive. Throw them out and make your own, using stretched sprue or a coarse brush bristle. A dab of white glue, painted white after it dries, will simulate the little ball that was stuck on the ends of the markers.

The open cab provides a simple flat bench seat, the transmission control levers, and an instrument panel with one gauge. I can't vouch for the accuracy of the dash, but I once had a '57 VW, and it only had one gauge, so the kit may well be right. The dash also has a small shift pattern diagram molded in, and with a magnifier you can even read it! The seat needs texture, and covering it with tissue soaked in white glue to simulate the canvas upholstery will really help. You'll need to add your own foot pedals and other small details, and there are some mold pin marks on the side pieces for the cab that need to be removed, since they will show after assembly. A separate clear piece is provided for the windshield.

The cargo box is made of about eight pieces, molded to look like wooden planks. Unfortunately, while the heads of the bolts that held the box together are nicely represented, there is no wood grain in the planks, so you may want to scribe some in with the point of an Xacto knife or a bit of old hacksaw blade. It may seem like a tedious chore, but it looks so much better that it's worth it. There are seats along the sides of the cargo box, and tissue and white glue will help here too. There's a piece that simulates the frame bows for the canvas cargo cover in the stowed position, though there's no corresponding piece for the rolled-up canvas top, and you may want to make one from tissue and tape.

The underside is well detailed, with separate parts for the complex independent rear suspension and differentials, and the bottom half, nicely molded, of the 4-cylinder engine and transmission. You can't open the hood, so there's little lost by not having the complete engine. The front wheels are steerable via a separate tie rod. The tires and wheels are plastic. My one complaint here is that the two spare wheels do not have the same back-side fill-in parts as the other six, and the hollow back side of the wheel/tire assembly can be seen from under the vehicle. The kit provides pieces to plug into the cavities in back of the six mounted wheels - surely it would have been easy and cheap for Tamiya to stick in a couple more for the spare wheels as well...

The kit fits reasonably well, though the frame was twisted just a teensy bit on mine, and it was difficult to get the cab and bed assembly to line up correctly. Though the suspension seems complicated, the kit is really not difficult to assemble, and you'll probably find that painting and weathering take as long as building it. I spent perhaps 8 hours on construction, and maybe a 10 or 12 more on extra details, painting and weathering. The whole project occupied about two weeks of evenings and a Saturday afternoon.

The decals are typical Tamiya - a bit thick, but usable. You get markings for several different divisions of the SS and Wehrmacht, and one from a Luftwaffe unit, along with tactical marks for transport, mechanized infantry, and artillery battalions. Since all the trucks of this type were built before the end of 1942, it's safe to paint the model dark gray rather than the dark yellow used from February 1943 on, though I suspect there were some painted by the users in the later colors and in various camouflage patterns as well. I used Humbrol neutral gray, which is a bit lighter than panzer gray, as a base coat, and weathered it out with Model Masters Light Ghost Gray and Armor Sand to give the model a faded, dingy look.

The wide usage of the Krupp Boxer makes this kit a good candidate for use in a variety of diorama settings, and the kit lends itself well to modification, such as adding a canvas top or knocking out the walls and sticking a 2cm flak mount on the bed (look at the box the 2cm flak mount comes in to see this option). All in all, if you feel the urge to build something just a little bizarre and not usually seen at shows, this is a pretty decent kit. With a retail price in the \$18-\$20 range, it ain't the cheapest kit around, but it's more affordable than most of the newer offerings from Tamiya, and in this writer's humble opinion, it's worth the money.

WANTED:

Andrew Birkbeck, (206) 522-3539

I am looking for unbuilt kits of the following vehicles, issued a number of years ago by Bandai, of Japan, in their 1/48th Armor Series:

Kit # 8361 British Army Austin K5 Truck
Kit # 8363 British Infantry Tank Mk 1 "Matilda"
Kit # 8364 British Infantry Tank Mk III "Valentine"

Also any other British vehicle models in this same series. Will offer trade, or cash.

FOR SALE:

Andrew Birkbeck, (206) 522-3539

"Japanese Naval Air Force Camouflage and Markings of WWII"
"Japanese Army Air Force Camouflage and Markings of WWII"
By Donald Thorpe Best offer gets both.

If this Newsletter arrives at your home with a red "X" next to your name on the address label, it means your dues have not been paid for 1992. And this means this is your last Newsletter until dues are paid. If you feel there has been an error made on our part, and you have paid your dues yet received a red "X", please, contact the Editor at (206) 522-3539.

WARNING! WARNING! WARNING!



**IPMS
Seattle**



**From: Andrew Birkbeck
3009 N.E. 98th Street
Seattle, WA 98115**

**To: James J. Schubert
230 173rd Pl NE
Bellevue WA 98008**