

MEETINGS: Saturday, January 11th, 10:00 am until 1:00 pm  
Saturday, February 8th, 10:00 am until 1:00 pm

In the last week of December, 1991, the arch enemy of the USA for the past 45 years came apart at the seams, its leader forced to resign in humiliation. The Union of Soviet Socialist Republics had disappeared from the face of the earth. In its place 15 nations and 100 different ethnic groupings, dominated, in size at least, by the new nation of Russia. Who would have thought it possible?

And with the disintegration of the USSR, and the end of the "Cold War" comes a rather interesting effect on the model industry. After 45 years of the "Arms Race", one of the principal protagonists is gone, its counterpart suddenly without a major foe. What need of Stealth technology when the enemy is gone? What need for Sukhoi Su-27's when Russia wants to join NATO? What need of NATO without a Warsaw Pact? After 45 years of great strides to build bigger and better weapons systems, the arms manufacturers suddenly find themselves in big trouble. What need a "Kiev" class carrier when even far-off Cuba has been abandoned? In a warped variation of the 1960's "Flower Children" painting pretty pictures on the weapons of doom, comes brightly colored Russian aerobatic colors on Mig 29s and Su 27s! No new weapons systems, no new models of them to build.

Will the T-80 be the last model of a "Soviet" tank you are ever likely to build, a Russian aerobatic Su 27 the last modern "Soviet" aircraft Hasegawa issues? Will DML/Dragon's YF-23 ever turn into an F-23, and if so, will there ever be an F-25, let alone a Mig 35. Instead might we have to content ourselves with finally getting a decent 72nd A-1 Skyraider, or a 48th scale Hawker Hunter, or T-54, weapons from a "Bygone era". Obviously we will still need a strong defense, but even against such a well armed enemy as Saddam's Iraq, A-6's and F-16s did the trick, along with M-60's and M-1's. We have plenty of these in our current inventories, plenty to last us for years to come. No need for horrendously pricey replacements of dubious effectiveness. Time to take up WWI aircraft or Formula racing cars.

#### December Meeting:

For those who missed it, or who were there but not paying attention, a number of items of business were discussed:

Firstly, the Chapter dues for 1992 were voted to be \$12.00. It would be much appreciated by your Chapter Treasurer if those who plan to attend the January meeting and who have not already done so, please bring \$12.00 with you. Those unable to attend on January 11th, could you please mail your check to the address appearing on the front of this newsletter.

Secondly, Chapter elections were held and the current team voted in for another term: Terry Moore, President; Keith Laird, Treasurer/V.President; and Andrew Birkbeck, Secretary. We hope to serve you well for another year.

Thirdly, the meeting time for our monthly get-together has been moved back to its former, earlier time of 10:00 am starting with the January meeting. This motion was passed by a wide margin, although not unanimously. Hopefully the change does not cause anyone undue hardship.

We heard how an attempt to find IPMS Seattle models a home at the Museum of Flight had failed, but the Chapter Executive will continue to pursue the matter.

Finally, a BIG thank you to all those who brought food and beverages for the meeting. These were certainly appreciated by all those who partook in the festivities.

The Thanksgiving/Christmas/New Year period has been rather slow in terms of Convention activity, at least from a Registration point of view. However, if what happened with St. Louis is any indication of future events, things should shortly start to hop. Many employees do not receive their vacation schedules until January, and therefore cannot commit to an event such as a National Convention until January/February at the earliest. The economy is still in the dumps, despite what Gorgeous George might like to believe, and many are waiting as long as possible before committing to travel plans.

However, just because the Registrants are quiet, doesn't mean the Organizing Committee has been lying about. Those of you who visit your local hobby shop in the near future will hopefully see our advertising posters displayed. Said posters have been sent to all the Chapter contacts in the IPMS/USA Region VII area: Anchorage, Fairbanks, Bellingham, Spokane, Boise, Idaho Falls, Portland and Salem, as well as to our friends at IPMS Vancouver, B.C. If you do see a hobby store without one of our posters, please let us know, and we will endeavor to rectify the situation. Also, if you think of a venue other than a hobby store where one of our posters might be effectively displayed, let us know. Our goal is saturation coverage of the Alaska/B.C./Washington/Oregon/Idaho area. We don't want to hear of a single modeller in these parts of N. America who hasn't been informed of what is happening in Seattle this July.

The Awards Committee is still desperately looking for sponsors for the Model Contest packages. With the economy doing poorly, traditional sponsors of this event have cut back with their contributions. Even early last year when the economy was somewhat rosier the hosts of the St. Louis Convention found it very difficult to find sponsors for all the Awards that required sponsorship. This said, if anyone can think of a potential sponsor we might have overlooked, PLEASE, let the Awards Chairman know (yours truly, Andrew Birkbeck). I am not shy about asking people for donations. The worst they can say is "no", and they may say "yes". Remember, we have a very wide range of Contest categories, from modern racing cars to WWI aircraft, to spacecraft.

On the tour front, all tours have been set, and prices finalized. For those who are intending to go on one or more of the tours, we advise you not to leave it until the last minute. We will be booking our buses in early April, and we will not book buses for many more than the numbers PRE-registered. The risk of financial disaster is too great to allow us to carry too much excess capacity in the HOPE that large numbers will book at the last minute. The ONLY way to assure a seat for our great tours is to book early. The finalized Registration forms will be available at the January meeting.

#### RECENT RELEASES:

Air Craft Models, UK: 144th, vacuform, Northrop X-21A.

DML/Dragon, Hong Kong: 35th Scud B with MAZ launch vehicle. Nice, and the large box is almost justified. Due shortly, 72nd He 219 and 48th Ju 88G. Next armor series: historic Soviet T-54's from that "bygone" era I was talking about.

Esoteric Models, UK: 48th Bell 47 'Sioux', multi media kit.

Halcyon, UK: 100th "Narcissus" from "Aliens" series of movies.

Huma, Germany: 72nd Fieseler Fi 5; Me 309; Me 609.

Pegasus, UK: 72nd Salmson 2A2, and a Fairey Fulmar to the same scale.

## "Just Enter..."

Should you enter the '92 National Convention Contest?

With the '92 National Convention just around the corner and in our front yard, I have commented to several of the fine modelers at our last few meetings to bring your models to the Convention and enter them in the contest. In response, several said "this isn't national contest quality" or something to that effect. I suggest you consider several observations: I have been fortunate to attend several national conventions. Take my word as a long time modeler with some experience (don't be nasty and talk about my modeling results!) our local builders - *all of you* - are up to the national quality level. I am very impressed with the models I see at our monthly meeting. More importantly, the issue for many of us should not be to enter for the competition, but rather to enter in a national contest for the sake of being a participant. You are model builder and this is a great place to take pride in the kits and models you build. Another significant difference in this year's contest is that this is the first convention (the only one I recall) where you can enter all of the models you want without paying an entry fee per model. We are setting what many hope will continue to be a tradition. You need only be a IPMS national member (of any of the national societies, not just IPMS-USA). There will be a large number of models in some categories and often only a few in several categories, which also gives you a great chance of picking up some recognition as well. Talking with other entrants and looking at their models is also a tremendous guide to better models - better than any book or magazine I have read! You will feel great about your own skill. Your friends and family will see what you've been doing - which is definitely not playing with "toys." Even if your work is not highly detailed, remember the "Out of the Box" categories. This category was specifically put into our contest rules to encourage you to build kits the way they come - from the box, without being loaded down with self-imposed detailing requirements. This rule is for those of us who are not super detailers or master modelers. Those rules are repeated below for your consideration.

Should you enter the '92 National Convention Contest? The answer is a resounding YES! You've got what it takes. It was either Nancy or Ron Reagen who said something to the effect, "just enter." Take a look at the contest categories and general rules and plan to enter now. "Out of the box" is a great place to really join in the '92 National Convention. ➔ ➔

From IPMS-Seattle monthly  
newsletter for January 1992 - - -

---

from the rules...

---

### OUT-OF-THE-BOX

In keeping with the preceding note, I would like to repeat the existing National Contest Committees' guide for Out of the Box entries.

"OUT-OF-THE-BOX entries will be governed by the following rules:

A. KITS. Any commercially available kit may be used. The number of categories incorporating Out-of-the-Box awards will be determined by the host chapter and the National Contest Committee.

B. FINISH. The natural plastic finish may be retained, or it may be foil-covered or painted with brush, spray can or airbrush. Decals other than those included with the kit may be used. Insignia, markings and instrument panels may be hand-painted rather than decaled. Weathering is permitted.

C. CONSTRUCTION. The modeler may fill in seams and gaps; sand off rivets; drill out gun ports, exhaust pipes or their appropriate openings; thin to scale such parts as trailing edges, flaps and doors; add rigging and antennas if they appear on the instruction sheet or box art and add simple tape or decal seatbelts in the cockpit of an aircraft or the interior of a vehicle (NO manufactured hardware - e.g. buckles, etc.).

D. DOCUMENTATION. Entrants must present their model's instruction sheet and box art at registration. That documentation must be placed under the table beneath the model.

E. IT IS NOT PERMITTED TO: vacuum-form, manufacture, or replace any part, or substitute parts from another kit; cut or separate canopies, surfaces, hatches, doors, etc. (no major surgery); combine a standard kit with a conversion kit; add anything other than specified on the instruction sheet except as indicated in Section "C" above."

## Testor's B-2 Stealth Bomber

I suspect many of you have already seen and bought the Testor's B-2 kit, no. 571. I got the bug from one of members at the last meeting and rushed out to buy this critter. I have seen it locally from about \$17. to \$29. I am pleased any manufacturer would do this highly controversial a/c in my favorite 1/72nd scale. It is very impressive in our miniature scale, with the wing span of about 28.5 inches. Now if Mongram does their usual 1/48th or larger presentation, it will be like building a real BD-5 in your work area!

My first impressions are quite good. While it appears a bit rough in some of its finish detail, it is an easy to build. The basic shape is captured quite well. It is also a very impressive addition to any model collection and sure to evoke questions and comments about its size and control surfaces due to its very apparent non-traditional design. It also helps fill the void left by any model of Jack Northrup's famous flying wings, from which some of the basic design for the B-2 is based. Like many prototype a/c, this is a model of a model and as such may not be exactly like the final definitive a/c. From the current press reports, we may never see the definitive B-2 (even if we can pay for them). We may not know for some time. Many of us thought we would never see the B-1 in the mid 70's only now to be paying for the 95+ current B-2B's. In retrospect, this kit is much better than either of the B-2 kits available to us.

### Fit & Detail -

It has a few problems with the fit and shape of wing joints and control surfaces (especially the "beaver tail" trailing edge). The upper wing joint areas required considerable filing and sanding to achieve a reasonably smooth appearance. I also would have preferred not to have the split drag rudders in the closed position or moveable. The lower wing portion does not appear to have been designed for the upper wing in my kit and requires filing and some imagination. I removed the latch pins on the wings to allow for a decent fit. Watch the leading edge. I was trying to make it strait and sharp the entire length. You will discover (from the instructions and looking at photos) the real leading edge is not that strait nor is it sharp the entire length of the wing.

Detail parts, including gear doors, wheels and tires, SRAM missiles (thought the fins are about 8" thick in scale and need thinning or replacement with

card stock). The missile rotary launcher and main gear are also quite well done. I am impressed with the attention to the kit detail in the under wing area, including such uncommon items as the gear door retract links and hinge arms. The decals (by Lloyd Jones and Scale-Master) are excellent and provide all the known markings for one of the burgeoning fleet of two operation a/c.

The instruction sheet is up to John Andrews/Testor's normal high quality. It provides both essential model construction info. and useful information about the real a/c, its size, finish and some very useful photo references. There is enough information for the modeler to remind you to read and study John's note about painting, decals, realism/weathering, alternative assembly hints and the multitude of technical notes. The photos provide enough super detailing information to keep most of us at the modeling bench for weeks, if you permit yourself to detail driven.

I also find the wrap-around color reference chart for Model Master paints helpful in addition to being an ad for Testors.

### References -

In addition, I recommend Jay Miller's latest *Aerofax Extra #4*, the *Northrup B-2 Stealth Bomber*. This publication is 42 pages of very interesting and useful data and photos and covers almost observable facets of this very interesting a/c. As usual, I find myself asking "what will I need this much information for" much less trying to fit its very technical content into my small personal data bank (remembering that I have yet to master basic WW II a/c design and function....). I suspect some will have your slide rules and basic aerodynamic texts out, trying to evaluate the discussions of radar imagery, RCS and IRAM. For a modeler, everything we need is here. It certainly lays out a wealth of detail and dwarfs the type of information we used to pour over Aircam, Aero, Koku Fan Specials and Squadron publications for. For younger modelers, the research alone is great (though the cost of some of it is prohibitive and you can certainly "magazine" yourself into bankruptcy). For about \$10, I don't think you'll beat this.

In summary, enjoy this kit, I have and recommend it to any builder of modern 1/72 aircraft. I will certainly lend a very contemporary addition to your collection and give you a unique look into the world of modern aerodynamics. If you are working on this kit, bring it with you to our next meeting, we can compare technique and accomplishments. You can expect to see several at the '92 Convention. It is another ideal "out of the box" kit. ➔

## F-117A Kits

Interested in an "out of the box" project? I recently applied some of my own medicine and decided to build one of the newest models of "black project" aircraft. Over the years I have acquired a taste for any Skunk Works a/c and most of their models. This led me to purchase and build each of the F-117A kits. What follows is my own very subjective comparison, although I have attempted to present it in a manner to permit you to judge for yourself and hopefully save yourself few a precious purchasing dollars.

I should mention initially, this comparison is primarily for the 1/72nd buffs. Some of this information is applicable to the larger 1/48th and 1/32nd scale kits by these same manufacturers. In the Testors/Italeri larger scale kits, their quarter scale kit is built to the same drawings as their 1/72nd, while their 1/32nd is built to an entirely different standard (and is not as accurate in shape). As a further caveat, I have not compared the earlier Testor's kit no. 595 of the F-19 Stealth Fighter nor the Hasegawa F-117 kits because they are quite toy like. Testors' kit is of *something*, but not even remotely like the Nighthawk shape or design we often see in print.. The Hasegawa was apparently a very rushed job and modelled from computer interpretations of the original Air Force photo-sketch released in Nov., 1988. Though I also built these kits, it was more "an adventure in modeling," not *scale* modeling.

I would also like to mention several invaluable research tools available for modelers (and many more enroute). While each has great photographs and some drawings, in order of usable information for a modeler, I recommend *F-117 Stealth In Action* by Jim Goodall (Squadron publication no. 115), *Lockheed F-117 Stealth Fighter* by Jay Miller (Aerofax Extra available in two printings, though I found very little new information in the 1991 edition), "Fascinating Facets" in September, 1990 issue of *Air International* (pages 164-174) and finally Koku-Fan's special edition Famous Airplanes of the World No. 26, entitled *Black Projects*. This is an airplane that one must study from photos and information carefully in order to come to any conclusions. Much like the SR-71 aircraft that have driven some of crazy for years, the fine points and details are right there for us to see, but use your research and carefully study those photos.

Back to the comparison. As you will see from the list of pros and cons, I feel the Academy/ Minicraft is the best buy, both in terms of cost and your ability to produce a very nice, reasonably accurate kit of the now famous F-117. While there are still areas a detail crazed builder will want to improve, in my mind, the Minicraft folks in Torrance took their time, looked very carefully at the real a/c and its photos and provide the modeler with the best kit to date (possibly in any scale). Time and preparation seems to always be the best asset in producing a good kit. For my money, this is the one to build and enter "out of the box."

---

### F-117A Kit Comparisons (1/72nd scale)

---

#### Pros:

#### Cons:

---

#### Revell Kit #4382

- First "good" F-117 kit
- instruction sheet also contains Spanish text

- too small
- basic shapes not accurate (more toy-like than scale model)
- exhaust area inaccurate
- instruction sheet even shows a pair of phoenix missiles

---

#### Testors/Italeri #654

- First "accurate" kit
- basic shape accurate
- based upon Goodall's drawings
- clear areas correctly colored
- very nice, detailed decals (by Lloyd Jones/Scalemaster), they appear to be a bit oversized, but match a/c
- great instruction sheet with greatest detail and Testors' Model Master paint chips

- kit too long & too wide
- canopy area undersized
- surface detail raised
- flaps fixed in upright (powered position)
- overall fit not good
- bomb bay doors mounted incorrectly

---

#### Academy/Minicraft #2107

- good surface detail (accurate to photos & drawings)
- decals very good (with Desert Storm returning a/c markings)
- size as accurate as dimensions info. currently available
- bomb bay doors are the only kit correctly displayed
- surface detail is engraved
- canopy size is correct
- flaps & elevons are separate, faceted and can be drooped down
- weapons stores can be displayed in down or up position (good Mk 82 LGB's)
- good instruction sheet

- canopy and sensor area colored yellow
  - fit not great, filling & sanding required in several areas
  - mounting moving fins requires filling and sanding
-

**REVIEW:** Fine Molds 1/48th Mitsubishi Navy Type 96 (A5M1) "Claude"  
(by Jim Schubert)

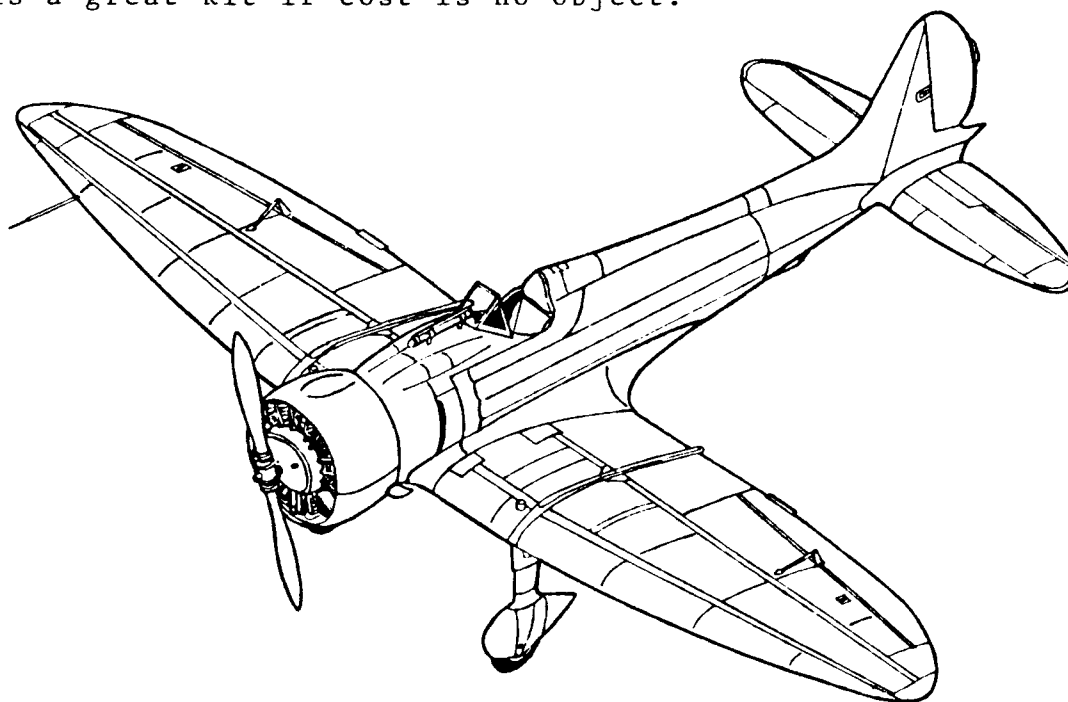
This is an excellent, but expensive, kit. I bought mine, by accident from a discounter, for \$50 plus shipping! In the vogue of today it has ten totally unnecessary cast white metal parts, which could as well have been plastic. The 34 grey and one clear injection molded plastic parts are beautifully executed with very fine detail and incuse panel lines in the finest Hasegawa style.

This kit is advertised as being by Hasegawa, but nowhere on the box, instructions, parts trees or decal sheet does the Hasegawa name appear. To digress a bit - this same peculiar set of circumstances, with one exception, applies to Fine Molds' issue (earlier this year) of the Nakajima Navy Type 90 (A2N1-2) biplane fighter in 1/72nd. The 72nd kit does, however, have one small Hasegawa sticker applied to the Fine Molds box. I'll proffer a review of this nice kit later.

The engineering of this kit clearly provides for later issues of the A5M2 and the, definitive, A5M4. The A5M3 will, undoubtedly, be skipped as it was a one-off experimental type.

The instructions and decals provide color and markings for two natural metal machines with black engine cowls and red tails and for one green/brown camouflaged machine. The A5M1 is not nearly as well documented as the A5M2 and A5M4. I could find only one additional airplane in my resources and it is in the same silver/black/red as the two provided for in the kit, save for its numbers. The Hinomarus on the kit decal sheet are bright red and thus, to my mind, unuseable. I belong to the blood-red (blue-red) and/or rust brown school as provided by the old Authenticals and current IPMS/USA decal sheets.

This is a great kit if cost is no object.



7

**KIT REVIEWS**  
**BY CARL KIETZKE**

**AMT / ERTL MACK R MODEL**

This reissued kit is now billed as a 1967 R 6855T. When originally issued it was a 1972. The dates are somewhat irrelevant as this truck was in continuous production from 1967 through 1989 with no significant changes. The 1990 units were equipped with quad rectangular headlights as standard. Production ended with the 1990 model year.

Now to the kit: this current issue contains all the optional parts from all of the previous issues(nice for the parts box and budget). The plastic is a little strange, after cleaning, priming, and painting the moulding swirls still show through. Assembly is fairly easy, but does require careful attention to alignment. The heater in the cab fouls the passenger seat and needs to be modified to sit almost parallel to the firewall, and lmm farther forward.

Painting notes; Mack chassis are normally a semi-gloss black. The engine and transmission should be semi-gloss yellow for 67-70, gold for 71-83 and French blue for 81-90 (Yes the colors overlapped, there were 2 different engines that looked the same except for the colors.). The Bulldog hood ornament should be gold for all pre 1981 units.

**MONOGRAM FORD PICKUPS**

These kits of the 1991 Ford F-250 and F-350 are excellent, save for a few minor details. The gripes: the bench seat provided in the kit is not available in the prototypes (except fleet specials); the wheels in the F-250 kit are for the F-150; the painting instructions for the engine are  $\frac{1}{4}$  correct.

Corrections: for the seat, find some nice buckets or modify the bench (I haven't decided how yet); for the wheels, get some model railroad bolt heads and make an 8 bolt circle. Theoretically Ford's truck engines are gloss gull gray, however a trip to the local Ford lot to examine same provided the following results: 4 were overall silver, 5 were Ford blue with silver valve covers and intake manifold 2 were overall Ford blue, and 6 had unpainted blocks and heads with black oil pans and the valve covers and intake manifolds in silver, NONE WERE GRAY! The trucks came from all of Ford's plants and the only continuity was that all the Canadian trucks had the blue/silver colors and the 2 Mexican trucks had overall blue engines.(all engines noted were 7 litre units like the kit).

To make an accurate F-150 Super Cab Steal the 5 litre engine from the Monogram Mustang paint it gray and drop it in. Now try and get that 460 into the Mustang.

**AMT/ERTL INDY CAR TRANSPORTERS**

These are a reissue of the AMT moving van kit with new interior details. Two things to be aware of warpage: (it will go away during assembly); the axles should be mounted on top of the springs not under like the drawing.

Building Monogram's P-39 Airacobra in 1:48 Scale  
By Rocky Rockwell

With its mid-engine design, the P-39 Airacobra was, at the time of its introduction, a radical departure from the conventional thinking of the day. Unfortunately, there were serious flaws in the design which did not become evident until after it was accepted for service. It was hard to maintain, and its unusual center of gravity made it difficult to master in flight. The Army decided on an un-supercharged engine, which gave it poor high altitude performance, and it was for all practical purposes useless above 12,000 feet. With a supercharged engine, the Airacobra might have had a much different combat record, but as it was, the P-39 was outclassed by nearly every Japanese plane that opposed it. Nonetheless, the P-39, together with the equally unimpressive P-40, formed the mainstay of U.S. air power in the Pacific during the dark days of 1942, and as late as September 1943, these two types represented nearly half the total USAAF fighter inventory overseas. Though the British rejected the P-39, it served with the USAAF in the Pacific till 1944, and in North Africa as well. Over half of the more than 9,000 P-39's built went to Russia, where they were employed for ground attack. In this role, the poor high altitude performance of the Allison engine wasn't a problem, and the Soviets were quite pleased with it.

The Monogram kit of the P-39 has been around since 1969, released in at least three packages that I know of. At first one might assume from the age of the kit that it has a lot of the problems often associated with some early Monogram kits. In fact, however, this kit is quite exceptional. It is nicely detailed, with much of the fine molding we have come to expect from Monogram, and just as importantly, it fits reasonably well! You won't need half a tube of putty on this kit, a pleasant change from many Monogram WW II fighter models. Let's take a closer look.

The cockpit has a nicely detailed, molded dash with raised instrument bezels and a separate gunsight. There is a molded-in lower console, and a side panel with what look like dials, though these are in reality supposed to be knobs for the rudder and aileron trim controls. The seat is also rather well done; the seat belts are molded in, but they are crisp and well defined, and with careful painting, they can be used as is. The insides of the automotive style doors have molded in details, although the map case on the right side is so faint that you'll do better to sand it off and add your own. By adding a few items, such as the trim wheel on the left side of the seat and the seat adjustment controls on the right, you'll have a nice interior with a minimum of work.

The canopy is perhaps the weakest point of the kit. It's clear enough, but it's also quite thick. You may want to make your own side windows from clear butyl acetate from a toy package, or clear sheet styrene if you prefer. The rear canopy fits okay as is, but the front will need just a touch of sanding in the cowl area to fit well. You'll have to add the radio that was mounted behind the pilot under the rear canopy, as the kit does not supply one.

The fuselage fit is good, needing no putty to speak of, only a bit of sanding to smooth the seams. The wing assembly is the same way, though when you attach the completed wing to the fuselage, you will need to do some filling and sanding at the back edge of the wing/fuselage joint. Surface detail consists of finely molded raised panel lines and rivet heads, with all the little access panels and covers in place. The fit of the optional position access panels (all on the right side of the plane) is pretty good in the closed position, so if you don't feel like doing the work to super-detail the gun bay or the engine, you can close the covers with minimal fuss, a rare situation for Monogram kits. Both the engine and gun compartment are nicely done and



reasonably accurate, though, and you may want to leave the panels open. The exception to all this is the right cockpit door. It was clearly designed to be left open, and doesn't fit well at all in the closed position, but since the interior is so nice, who cares? Leave the door open and show off your handiwork.

Be sure to add weight to the nose! This kit comes with a piece of clear rod to support the tail, which should tell you something. I put a .45 ACP slug in the gun compartment, since I did not plan to leave that panel open, and the weight was just about right. Any less might not be enough. If you do leave the gun bay door open, you'll have to find some way to hide whatever you've added for weight so it doesn't show through the open access panel.

The kit gives you the option of building either a P-400, or one of the later P-39 models. The kit provides two sets of exhaust manifolds, one with 12 pipes per side for the P-400 and P-39F and J variants, and one with 6 pipes per side for others. The nose cannon is molded into the right fuselage half, and may be a little off center. It's okay for the 20mm used on the P-400 and the F and J models, but you'll need to cobble up a 37mm of your own if you want to make one of the other versions. To make an N or Q model, you'll need to scrap the 4 wing machine guns and scratch-build the single .50-cal mounted in a pod under each wing on these variants.

The landing gear is adequate, though the wheels and tires are rather plain and would benefit from more detailed molding. The gear wells are okay, and the gear struts themselves are reasonably close to the real thing in appearance. The kit provides the 75-gallon belly tank that was carried almost universally by P-39's, but no other external stores are offered.

The decals in the latest issue (the Confederate Air Force version) are not bad, but the earlier decals are junk and will need to be replaced. The newest release contains markings for the 67th Fighter Squadron on Guadalcanal, plus Russian stars for P-39's sold to the Soviets. The new decals respond quite well to Solvaset and snuggle down very nicely, unlike earlier Monogram decals. The registration is off a little, but can be fixed by trimming. Most late model P-39's were finished in O.D. green with gray undersurfaces, but I found that boring, so I used the more visually appealing (if perhaps historically less common) green and tan scheme used on some Airacobras in New Guinea and the Solomon Islands. The Russian aircraft were all dark green.

In short, this is an excellent kit, one you can build straight from the box and still get a very appealing model. If you have one of these kits but have never gotten around to building it, I think you'll find it a pleasant kit to build. If you don't have one, you should, and with a price at the bottom of Monogram's list, the cost won't hurt a bit.

YAK-9D

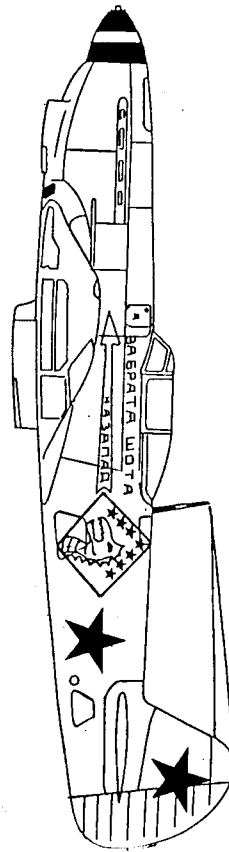
1941



1945

ОТЕЧЕСТВЕННАЯ ВОЙНА

YAK-9D



**NEW**

COMING SPRING '92 FROM AVIATION INTERNATIONAL, FIGHTING AIRCRAFT OF THE U.S.S.R., YAK-9D. THIS IS A PRECISION MANUFACTURED 1/48 SCALE KIT PRODUCED ESPECIALLY FOR THE DISCRIMINATING SCALE REPLICA BUILDER BY MASTER EUROPEAN CRAFTSMEN. MODEL INCLUDES 3 PIECE CANOPY, FULLY DETAILED COCKPIT, WHEEL WELLS/LANDING GEAR, ARMAMENT/ENGINE AND DECALS FOR TWO SOVIET FIGHTER ACES.

WE ALSO CARRY AMONG OTHER PRODUCTS, OZ'S EXCELLENT LINE OF KITS AND EDUARD'S FINE QUALITY PHOTO-ETCHED BRASS ACCESSORIES AT MODELER FRIENDLY PRICES!

ALL OUR PRODUCTS ARE SATISFACTION GUARANTEED OR YOUR MONEY BACK FROM AVIATION INTERNATIONAL, THE REPLICAS BUILDER'S COMPANY.

P.O. Box 2025 LYNNWOOD, WA. 98036, U.S.A.

our catalog \$2.50



**IPMS  
Seattle**

From: Andrew Birkbeck  
3209 N.E. 98th Street  
Seattle, WA 98115

To:

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

