

## I.P.M.S. SEATTLE

MAY 1992

Meetings: Saturday, 23 May, Bellevue Public Library, 10:00 am - 1:30 pm  
Saturday, 13 June, Red Lion Hotel, Sea/Tac, 10:00 am - 2:30 pm

Right away, I've given you all a start with the above information. Yes, the May meeting will be May 23rd. It was agreed at last month's meeting that most of us would like to attend the Museum of Flight's Model Contest, set for May 9th, our normal meeting day. The Library was not available the following Saturday, May 16th, so the 23rd it is.

As for the June meeting, it was decided that since this would be our last meeting prior to the Convention, it would be nice to have the Red Lion provide us with meeting space so that we could show you all around the hotel and let you know where everything is going to take place. In particular, those who have so generously agreed to help out with staffing the Convention activities will be given a rundown of where they will be working, and what is entailed in their planned activities. There will be no vendors present at the June meeting.

Speaking of the MOF Model Contest, a few notes from the organizer, Brian Ford. He has decided that a limit of five models per entrant will be imposed. Brian is worried that with "only" 50 tables, he might run short of space. Since this is the first attempt at a model show at the MOF, there is no "historical record" on which to base entry levels. Given that we have 75 members in IPMS Seattle, and if only 20 of us enter models, this alone will be 100, and the Contest has been advertised as far north as Vancouver, B.C. and as far south as Portland, OR. Who knows what kind of turnout to expect. Given that even yours truly will have at least one, if not two models for this Contest, the mind boggles at who else might also come out of the closet with his or her stash.... My model at least won't take up too much room.... IPMS Seattle has sponsored one of the categories for this contest: Automobiles.

### CONVENTION NEWS

Just a little reminder, just in case you missed it the first 50 times around. Only entry to the Convention Model Contest requires membership of a national IPMS organization. Anyone paying \$25.00 to register is entitled to the 40 page Convention publication, the decal sheet (1/72nd B-29's, with a possibly of a B-50 included depending on space), and entry to all the non-fee paying events: Model Room, Vendor Hall, seminars. Those wishing only to visit the Convention for a day, can pay \$5.00 for themselves, or take there family in for \$10.00. This fee entitles you ONLY to entry to the Model Contest Room for a look-see, and to the Vendor Hall. To attend the Banquet, or go on any of the tours requires that YOU MUST be a full registrant at the Convention: \$25.00. Paying the \$5.00/10.00 fee DOES NOT allow you to participate in the Banquet activities, nor go on the tours, nor enter the Contest, nor give you the Commemorative Publication or decal sheet. The reason for this is simple: the Convention costs big bucks to lay on, so those who help really cover the costs are the ones entitled to the most activities. Hopefully none of you thought that for \$5.00 you would get a 40 page publication and a decal sheet, but I just had to make it official.

And speaking of Contests, just a note if you wish to enter: Don't Leave It Until The Last Minute: the final minutes for entry will be 5 am until 7 am, Saturday morning, July 11th. At precisely 7:30 am the Contest Room doors will slam shut, and the Judges will go to work, reopening the doors at 12 Noon, when all will have been decided.

But a word of WARNING: Judges, being normal people for the most part, like to have their minds made up as soon as possible. This being so, if you wish to be in the running, have your model there Thursday, or at the latest Friday afternoon. This gives the Judges lots of time to notice your model, and view it at their leisure. Leaving it until the last second will have the harried Judges probably giving said model much less scrutiny than the builder might wish, less time to marvel at your immaculate finish and nifty handiwork. Unless it is a true stunner, it might get missed if it is rushed in at 6:57 am, Saturday morning. Besides, I'll be really pissed if I see too many of you at that time of the morning. For after having had to be nice to modelers for two solid days, I might not be in the best of moods!!

I received a letter from Marco Polo Import this week. They say that despite Model Rectifier Corp. having taken over as Fujimi's US representatives, Marco Polo will still present a "Best Fujimi" award in Seattle. Of course they will also be giving out their Best Hasegawa and Best DML awards. These are very sought-after awards. Remember also that there is a Best WWI Aircraft award sponsored by Tom's Modelworks, and word from Testors Corp is that they will be awarding their "Best Finish" award. And of course, don't forget the Best Boeing Product and Best DeHavilland Aircraft awards.

Finally, don't forget the Banquet. Ticket sales remain strong, and there appears little chance that any will remain for sale on Convention Opening Day. Get them now, or not at all. Our guest speaker, Col. Leo Thorsness, USAF (Ret.) I am told is a riveting speaker, and will be a major Convention highlight.

DML            He 219A-0            1/72nd            A. Birkbeck

This is one of my favorite WWII Luftwaffe aircraft, and I was very excited when I saw that DML was going to release one in 1/72nd scale. I would have preferred 1/48th, but if I wait long enough, DML might oblige here as well.

If ever there was dramatic artwork to help sell a model, this kit has it. The painting of an He 219 having just despatched an RAF bomber is VERY dramatic, a giant flying insect from hell about to leap off the box-top at you. Something out of a science fiction movie almost. This is one menacing looking aircraft!!

The kit consists of four sprues of a soft grey plastic, and one for the clear parts. I don't like this plastic, for when I cut the parts off the sprue, it almost tears rather than snaps away cleanly and I am using a brand new cutting tool. This is not the high quality stuff of Tamiya, Hasegawa or Fujimi.

There are only four main areas of construction to this kit. The cockpit, undercarriage and engine/props, finishing up with the radar. The cockpit is fairly well detailed, with a main "tub" with a nicely molded radar operator's panel in plastic, and the pilot's main console in etched metal. The cockpit halves have molded detail, although a bit suspect. However, with a little judicious dry brushing, the effect should look very nice. The canopy is very clear, and the He 219 had a large canopy, so it will pay to spend a little time working on painting this area nicely. The Californian firm, Cooper Details, have just released a detailing set for this kit. Consisting of replacement parts for almost everything in the cockpit area, plus additional odds and sods, plus a boarding ladder etc, this I am sure will be beautiful. However, to be honest in this scale, a little stretched sprue and card stock should do just fine. After all, you can't build this bird with the canopy "pulled back". Airwaves of the UK will also shortly be releasing

an etched brass detail set for this kit.

On to the main undercarriage units now, and these are quite nicely detailed. My only major complaint is that DML's tool makers did a poor job of locating where the ejection pin marks would be. On the main gear leg, there is a horrible pin mark right smack on the strut. I can't think of a worse place to put one. Really poor planning this. Once together though, the units look nice. However now you run into big trouble. The units do not fit into the wings at all well. Once you have filed things to try and get a better fit, you discover there is no positive aligning points. Lots of extra card required here, and lots of eye-balling to make sure things line up correctly. Then more trouble. The open wheel wells are gaping holes, allowing you to see into the wings. Again, lots of work to box these in. All in all very poor engineering for a kit costing over \$20.00.

Then there are the wings themselves. They look nice, with engraved panel lines, but the fit is not at all good. Worse, because of the "soft" plastic, my top wing section was warped and will need some sort of metal strengthener to set it correctly in place.

Onto the props now, each with three separate blades. Nice idea, but again, like the undercarriage units, no method of positive alignment, so you are once again forced to strain the eye-balls.

Now to the main component fit, and I am afraid you will need to sand and file, and then use putty. Naturally the more patient you are, the more you work on a little sanding here and there, shaving a little bit off here and there etc, the less putty.

Finally, we come to the radar. Etched stainless steel, and very fine. Patience will be rewarded here, and it should look very nice indeed.

Decals appear to be well printed, although with lots of excess backing film. Since these decals are mainly crosses, a little patient work with a scalpel will pay off. Or just replace them with something nice and thin from SuperScale. The markings are not at all interesting, but not surprising since the aircraft was a night fighter.

Final conclusions? Firstly, whilst this kit looks beautiful in the box, first rate Hasegawa or Fujimi it isn't. I think more thought should have gone into working out alignment and fit problems. The plastic used is clearly inferior to that of the top Japanese firms. This is not a kit for younger modelers, nor impatient senior modelers. The whole project makes me think of Airfix in the late 1960's, early 70's, when you got a new kit each month, but you often wished they would have spent a few more hours getting it right. Yet as with the Airfix kits, if you devoted some time and effort to the project, added a little extra detail here and there, then a very acceptable model would result. So too with this DML He 219 kit. It certainly far surpasses the old Revell or Lindberg kits, although so does the price tag. With patience a beautiful model can result.

Almost everything said about the problems with the He 219 kit can be made about this firm's other kits. Soft plastic, poor fit and alignment, yet with work, excellent models can result. Each kit seems an improvement over the last, and to be fair this firm hasn't been in business all that long. They are also releasing some very nice subject matter.

NEW FOR '92

As mentioned earlier, Cooper Detail has released a super-detailed cockpit set for the DML He 219, and will next issue one for the Hasegawa Me 262 B, 72nd scale. Following these will be this firm's first full kit, and a beauty it should be. A 1/48th Westland Whirlwind twin-engined

fighter, consisting of high-quality vacuformed main parts, resin tailplanes, props and cockpit detail, with white metal undercarriage units, and additional parts in etched metal. Rounding things off, full decals for four aircraft. On paper at least this sounds like a simply fantastic kit, and being British, what more could a person ask for, in 1/48th to boot!!! This kit should be on CD's stand at the Convention, along with two yet to be announced detailing sets.

Whilst on the subject of British aircraft, the Premiere firm from the UK plans to release two 1/48th injection molded kits of the DeHavilland twin engined fighter, the Hornet. One of the RAF F.3, the other the FAA Sea Hornet. In the same scale are promised kits of the T-45A trainer based on the British Hawk trainer, and a Horten Ho 229. The latter will compete directly with the DML kit to the same scale.

From "Have Blue" Stealth prototype. The claim by the manufacturer is that these two kits are based on actual scale drawings and photographs of said aircraft.

From the Eastern Bloc nations, more vacuforms. I swear these former Communist countries seem to be trying to earn foreign currency any way they can, and vacuform model kits seems to be something they are very good at. From MPM, who do very nice work, 72nd kits of the Aichi M6A1 Seiran and Aichi M6A1-k Nanzan. Basically the same single-engined Japanese WWII aircraft, one with floats, the other regular wheeled undercarriage units. One of the best sources of these Eastern European kits is Aviation Usk, right here in Washington. They have an ad in FSM and will also be at the Convention.

Another vacuform kit, this time from Rareplanes: 1/72nd Consolidated Coronado, with parts for four versions.

For Spitfire fans, two new kits from a new UK firm, Aero Naut. To 1/48th scale, in resin and white metal: Spitfire Mk XVI and XXII/XXIV as well as a Seafire 46/47. Quality unknown, price at nearly \$50.00.

Finally, a new series of books from Monogram Aviation. First in a series titled "Monarch", a VERY expensive book detailing the Arado Ar 234. Cost set to be between \$40 - \$50, this first title will contain 500 photographs, in both black and white and color. Given the quality of previous Monogram books on Luftwaffe aviation, this should be a great asset for the Luftwaffe buffs amongst us. So hold off on super-detailing those Hobbycraft and DML kits!!

#### WANTS and DISPOSALS

Books for Sale:

Aerofax U-2R/TR-1	\$5
Fighters of the USAF	\$6
Fighting Vehicles	\$5
Hitler's Luftwaffe	\$10

Videos for Sale:

Le Mans (Steve McQueen)	
Men of the Fighting Lady (Van Johnson)	
The Racers (Kirk Douglas)	
633 Squadron (Cliff Robertson)	All \$10.

Wanted: Orbis' Illustrated Encyclopedia of Aircraft, #48 #178, and a complete set of binders.

TBU (Polish Profile) #133 - I.A.R. 80

Model-aire Intl, Vol 2, #2,4,9.

"Fighter Aces" trading cards once featured in "The Cockpit" catalog.

Old Model Catalogs - What have you got?

Call Jim Pernikoff, 747-1314 (evenings), 234-9857 (work) for above.

HUMA "TRIEBFLUGEL"

1/72nd

Terry D. Moore

Another late war German project, the Triebflugel, had it seen production, would have been a frightening ~~site~~ <sup>sight</sup> for allied airmen over Germany - to say nothing of the fright it would cause German pilots who would have had to fly it. Fortunately for all, it did not get much farther than the design stage.

HUMA Modell's recent release of this most unusual flying machine is a delightful little kit and will make an interesting addition to any kit collection. The parts fit together quite well and did not require much cleanup. Panel lines are engraved and interior parts are provided. My model required only a minimum amount of filler putty. I was even able to get the rotor to turn. I would exercise caution with the outrigger wheels and struts as they are spindly and somewhat fragile. Matt Hargreaves did the master for this model and his fine work is evident.

Since the real thing was never built, you are left to your imagination for colors and markings (I did mine in captured RAF). The model only took 4 evenings to finish.

FROG "MARYLAND"

1/72nd

Terry D. Moore

No - this is not a review from the '70's. It took me nearly 20 years but I have finally finished my Frog Maryland. I started the kit a few days after I bought it and had it all puttied up and ready to sand and paint when I put it down and let it collect years of dust. The model is typical Frog - reasonably accurate outline, lightly scribed panel lines, thick trailing edges, soft details, softer plastic and horrendous fit. The worst part of this kit is the cowling halves. They don't fit to each other or to the nacelles (That's why I put it away - I think). The clear parts are quite thick and hid much of the detail I added to the interior, even after polishing. The turret is devoid of detail. Although it requires a bit of work the finished model does resemble a Maryland. The model is still available under the Novo label from ~~the-Soviet-Union~~ Russia via some of the larger mail order houses. Next issue we review the Frog Javelin - started and not finished about the same time as the Maryland.

BATTLESHIP ARIZONA by Paul Stillwell

Terry D. Moore

Believe it or not, my world does not revolve around B-17's. (!) On my last trip to Portland, I picked up an interesting tome entitled "Battleship Arizona" by Paul Stillwell. This thick, expensive (\$50) book is a complete history of the battleship Arizona from its construction, various modernizations, the Pearl Harbor attack and the memorial. It gives a complete history of one of the most famous of American battlewagons and what it was like to be a sailor in the U.S. Navy prior to WW II. It is lavishly illustrated with photos, plans and drawings including damage illustrations received during the Pearl Harbor attack. I found it a very interesting read. Now, where is that old Revell kit...

NEW COLLECTION PURCHASED

- Containing: + Many Airline kits
- + Unusual Decal sheets (most 1/144th)
- + Ships, Aircraft
- + Armor (Roco Minitanks and Aurora).

ALWAYS BUYING

AURORA and other kits from the 1960's, 1950's.

ESPECIALLY SCIENCE FICTION KITS

See you all at the  
1992 IPMS/USA National Convention

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