



NEWSLETTER

EDITED BY KEVIN CALLAHAN

FEBRUARY 1995

Museums and Modelling

Two different situations came up over the last couple of months which seem relevant to a pet project that I've been talking about for years now.

The first was a large display put on by the Northwest Scale Modellers at their modelling seminar at the Museum of Flight on January 14. For this event, their theme was 1:72 scale. Anything -- from aircraft to armor to whatever -- was allowed, as long as it was in that scale. Over 225 1:72 models showed up that night, with many by Ted Holowchuk, Jim Schubert, and Bill Osborn. I was there as well, showing the flag for a scale that seems to be somewhat under seige at the moment, at least in terms of announced new kits. Dave Holmes had originally guessed that 15 tables would be needed -- the final total was over 35. Other types of models (aircraft in 1:48, armor, cars) were also on display, for a total of nearly 350 models. Keep in mind that is over half the size of the 1994 Recon, and without a contest to bolster attendance.

The resulting display was impressive, and -- perhaps more significantly -- very inspiring. There is something about seeing a large group of good models that can get you back to the workbench in no time. Besides the more common kits, there were examples of some kits I had never seen built up before. A display like this is a good tonic for modelling that has grown slightly stale. I and others lamented that there wasn't any place where one could see a large display like this on a consistent basis.

A second conversation ties in to this (even if obliquely)! I am a renowned data-nut who is taken to creating indices and databases at the drop of a hat. As I've become friends with other IPMS modellers I've found that this is fairly common. Everyone seems to struggle with the idea of organizing their references into a usable format. And the depth of data that individual modellers have on hand can be staggering. Piles of books, decades worth of magazines, scale plans, photographs, and slides. The responses to the survey a few months ago bear

this out. We, as modellers, have a lot of references on hand, for current projects and for planned projects that we probably will never complete. And it is not just the mass items like books and magazines, but also the one-of-a-kind things like slides and personal plan drawings. Even magazines become nearly impossible to find in the secondary market after they've been off the stands for a few months.

Wouldn't it be wonderful if data of this depth were stored in one central repository, with access for members? And what happens in the unfortunate event that the modeller dies, and his survivors are left with the task of disposing of his lifetime's collection?

What we need, I feel, is a place to focus the attention of modellers on information and model display. To an extent, I think Miniature World in Missouri would like to fill this role. However, given that this museum appears to be funded at least in part by VLS, their prime area of interest will no doubt be dioramas and armor.

I am certainly speaking as an aircraft modeller here, but I feel that there is room for a museum of sorts, that treats good aircraft scale modelling as the art form we all know it can be. There are doll museums, stamp museums, dog museums.... why not a model aircraft museum?

An aircraft modelling museum could explain the history of aviation in a way no exhibit of actual aircraft can. The only way that you can show all of the different aircraft that have been built over the last 90 years is in model form. Many types no longer exist, and even if they did no one aviation museum could contain them -- or could afford to buy them in the first place. Even the USAF Museum at Wright-Patterson AFB (which I consider to be the best aircraft collection that I've seen, at least) can only display a percentage of American aircraft. But with models, you can literally show the development of aviation from the Wright Flyer to the YF-23.

Besides being a good educational tool about the history of aviation, a modelling museum would be a vital focal point for the hobby of scale modelling. As I've mentioned, seeing lots of good models is very inspirational, and would help to stimulate interest in the hobby. We've all worried about how to widen the appeal of modelling so that the hobby doesn't dwindle as our current membership ages. Maybe this is one way.

Also, the museum could become a central depository for all sorts of modelling-related materials, from books and magazines to slides and

scale drawings. Access to a database like that would make life much simpler when the time comes to put together references for a project. A modelling museum would also be the perfect place to donate those vast reference stores in the event that the modeller dies or decides to leave the hobby.

And Seattle seems like a perfect spot for a project like this. There is a strong aviation tradition in this area, both civil (Boeing) and military (McChord AFB and Whidbey NAS, among others). There is also a strong modelling culture. Look at the local clubs, such as IPMS and Northwest Scale Modellers. And remember how many small modelling companies (like Guano, 299, and Greenbank) and magazines (like Military Model Preview and Flightline) have come from the area. The success of our own 1992 Nationals indicates that the Puget Sound area is interested in modelling, and that a capable group of organizers are already a part of the local scene.

But can this interest and talent translate into a viable museum effort? About a year ago, a group of IPMSers and I were discussing the possibilities, and I even went so far as to set out a flier at the 1994 Recon, asking anyone who was interested in the concept to write in for information. The response was, to say the least, stunning in its silence. Was there a problem in our approach, or is nobody interested? Short answers to this address please!!

Personally, I think that it is past time when modelling

should be raised up from its "toy" stigma, and take a place among the fine arts, where the best examples of modelling certainly belong. And a museum might be the right way to accomplish this. The problem, of course, is that no project of this type can be launched without a hefty bank account, and money can only be raised among a large base of people who feel genuinely enthusiastic about the concept. And I am not sure whether that exists in Seattle, or in the US for that matter. If there are any multi-millionaires in the audience who are interested (do we send a copy of the newsletter to Bill Gates?) feel free to call in!

I strongly believe that the creative talent and organizational expertise to found the Museum of Scale Aircraft Modelling (known as MOSAM to the initiated) exists in Seattle. I would be interested in your thoughts on the subject, and will be glad to print any comments in the newsletter.

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It is the time of year when the modeller's fancy turns to new release lists. And, sure enough, to supplement the Chicago show listing of a few issues back, I now have a small group of additions. This came via the French modelling magazine *Replic*, and are in 1:72 scale.

HASEGAWA
Polikarpov I-16
Douglas SBD-3 Dauntless
Grumman TBF Avenger

DML
Grumman Wildcat
MiG-19
Kawasaki Ki-61 Tony
Kawasaki Ki-100
Vought F4U-1 Corsair

VENTURA
Supermarine Seafire (3,15,17,46,47)
Supermarine Spitfire (21,22)
Gloster Meteor F4

It will be nice to see a good 1:72 Dauntless (since the Minicraft kit that has been promised for the last two years has never materialized). The I-16 was a bit of a surprise, though Hasegawa has been trying to spread their WW2 releases around beyond the usual US types. The DML list is a total mystery. Almost every type mentioned has already been done by Hasegawa. And since DML is for all practical purposes a division of Hasegawa, does that mean we can assume that this is basically a group of reissues? Updates on the same basic mold, perhaps? Either way the news isn't good. If they are Hasegawa kits, that makes it a pretty anemic release schedule for a company that had been one of the bright spots in new releases. If they aren't, why go

to the trouble of cutting new molds of kits that have already been done well by someone else?

All in all, 1995 is shaping up as the skimpiest year in 1:72 that I can recall. We diehard 72ers will be relying on MPM (who seem laudably determined on kitting previously unreleased subjects) and AMT (who have two world class projects, the B-35 and B-70, on the way).

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This issue, we have a follow-up to January's article on carving propellers. This time it concerns creating a propeller out of paper laminated with superglue. Our thanks, once again, to Jack Matthews. There is also a letter that originally appeared in WW1 Aero magazine, and was forwarded to me by Jim Schubert. It is a cautionary note against allowing too much romance to mix into our love of aviation history. Finally, I have a review of the recent PM kit of the DFS-194.

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Only a few weeks remain until the IPMS-Seattle Spring Show at the Armory. Just as a last shot across your collective bow, I have included a copy of the event flier in this issue of the newsletter. It lists the relevant times, address, and category listings. Once again, I encourage you to bring something new to the show, preferably something out of the ordinary. Even if you don't think you'll win -- because, after all, most of us won't -- bring something anyway. Not only will it validate your status as a modeller (as opposed to a model kit buyer) but it will help the Spring Show develop its niche as the major show where the most unseen new material shows up.

We will be discussing the need for volunteers at the February meeting, but be advised that we will mostly need people on Friday, March 10 (after 4.00pm) to set up, and late Saturday to help clean up. Call Andrew (522-3539) if you have any questions.

Laminated Paper Propellers

BY JACK MATTHEWS

Paper laminated with superglue is very convincing as "scale wood".

I've tried many methods of making those light wood / dark wood laminated propellers used on German WW1 aircraft. I think this one is worth sharing.



1. Get some light wood and dark wood colored paper. For dark wood I have used a "brown bag" lunch sack. For light wood I have used tea-stained bond (copier) paper. It comes out a light pinkish tan.

2. Seal the paper with lacquer and sand it a bit. Plain paper, the light colors especially, becomes somewhat

translucent when saturated with super-glue. It's not very convincing as wood. Also, when plain paper is laminated, the edges between light and dark are fuzzy. They don't have the clean contrast between the layers that I want to see. I leave the strips long,



lacquer each side, then pull the strips through a fold of 320 grit and a fold of 600 grit sandpaper, a few times each.

3. Laminate the strips with Slo-Zap. I recommend seven

layers, four dark and three light. You can go with more or less, but too few lacks interest and too many layers become so fine that the effect gets lost. The sanded strips are .004" thick. With three strips per layer (for a 1:48 scale fighter), the prop blank is about .105 inch thick. A little math shows that the glue adds about .001" per strip, so plan accordingly.

Slo-Zap has enough working time to permit laminating, but not 21 strips. I do one layer at a time, with about 15 minutes between layers. They are clamped between cellophane and two hard, flat surfaces. The cellophane, if it is clean, will not stick to the superglue after the 15 minute set time.

4. Carve a propeller. Hopefully you've done that before.

I chose these materials for this article because they work and because you probably have them all at hand right now. I encourage anyone to experiment. The investment in time and materials is small. The methods in this article (sealing and sanding the paper and laminating three strips at a time) are aimed at getting neat and straight laminations for a German propeller. This paper and slow-cure super-glue method can be used to make any "scale wood" prop. Suitable papers can be used to represent wood grain; they may not need to be lacquered and they don't have to be perfectly straight.

I like this "wood" material. It carves, files, and sands easily, and it takes a good finish. I don't think I'll ever carve another plastic prop.

PM DFS 194

BY KEVIN CALLAHAN

I've only completed three resin kits in my entire life, on the belief that the kits would never be done in injected plastic. Two of them were the Me-163A and the DFS 194. The Me-163A was done by Condor last year, and now PM (formerly Pioneer 2) has done the DFS 194.

What this means is that most of the development of the Me-163 Komet is available to the modeller. The Me-163B has been done by Heller, the -C was recently kitted by Arba Resins, the Me-163S (two-

seater) is from CzechMasters by way of Aviation Usk, the Me-263 was kitted by Huma a few years back, and the Russian derivative of the 263 (the Mikoyan I-270Z) has been done in resin by VP Canada. If you add a couple of unique 163B paint schemes (like the all-red interceptor and the captured version in RAF markings) you could put together an impressive little development progression for the Collections category in next year's Recon.

The PM kit is basic in the extreme, with only one small sprue of parts, a canopy, and

no decals. Of course, the kit only costs \$6, too. The canopy is admirably thin, but brittle. Mine developed a hairline crack while being masked. Instructions are to PM's usual standard: basic but usable.

I would recommend boxing in the cockpit with .10 thou sheet plastic; otherwise, you'll get a good view of the tabs from the wing connection. While you're working on the cockpit, add some consoles, seat belts, and rudder pedals. The instrument panel, like the instruction sheet, is basic but usable.

Wings are only one piece each, and will require some putty to fair them in to the fuselage. The tail bumper probably will come off during construction, but is easy to reattach. The canopy might need a bit of putty as well.

The rather strange looking pitot tube on the front of the fuselage has left me wondering a bit. I know the picture that everyone uses to prove this existed: a blurry wartime shot of the prototype taking off. All of the other photos I've seen of the DFS 194 are in the air, and it is hard to see if the pitot tube is there. On the takeoff shot it suuuuuure looks like something *behind* the 194 might be contributing that long pole. Could this be another example of photo assumption -- like the upward-firing

machine guns on DML's Ju-88, that turned out to be the top of a ladder on the other side of the plane in the photo? Who knows. I haven't seen any factory drawings, and the pole does look interesting, so there it stays until someone proves it to be otherwise.

As I mentioned, the DFS 194 carried no markings, which means no decals in the kit. I was therefore able to spray the model with flat paint rather than my usual Xtracolours. I took the opportunity to try one of the Floquil paints.

I found the Floquil paint to be nice, with fairly good coverage, and mixed for airbrush application. I have heard the colour of the 194 quoted in different references as yellow and as cream. Floquil's Butternut is a slightly

yellowish cream colour ... how is that for splitting the difference? If you don't mind the process of applying clear gloss before decals and clear flat over the top, I can recommend the Floquil paint. It provides a very smooth, even coat.

The PM DFS 194 is one of those simple, basic plastic kits that we often yearn for. If you are a detail nut, the roomy cockpit and wide canopy leave plenty of room for visible modifications. If not, the simplicity of construction means that you can add a significant -- if admittedly somewhat obscure -- aircraft to your collection without too much agony. PM's next kit is said to be the Vultee Valiant, a T-6 competitor that will add to the lineup of WW2 trainers.

Let's Remember Also...

BY DON PENSA VIA JIM SCHUBERT

(The following was originally published in *WW1 Aero* magazine, and is reprinted at Jim's request).

As an aviation enthusiast, a subscriber to *WW1 Aero* and other aviation publications for many years, I have noticed how very little history is recorded concerning why these aircraft were employed and the effect they had on their human occupants. These aircraft themselves are of course the focal point of our interest, but I can't help but feel at times that in our adulation of these machines the more humane side of the story is sadly lost.

Enamored as we are with WW1 aircraft, the grim reality is that more often than not, when the trigger on those guns was pulled, a mother's son didn't ever come home again and a father didn't see him grow to manhood.

When reading about the first war in the air, or any other military conflict, we should pause to wonder just how much it has cost mankind. Perhaps in those countless graves was a cure for cancer, a great artist, a gifted writer, or a true practitioner of peace. All gone now.

It was a war fought for reasons unknown to most of these men (boys) and they directed their individual machines or guns or bombs at another man because that is what they were ordered to do. After all, they were fed on the same sort of propaganda and misinformation that peoples -- including us -- are to this very day.

In most of the illustrations we see of that time are depictions of brightly colored aircraft cavorting about the heavens in acts of bravado or scenes of pilots and ground crew smiling gaily as machines are mounted up for another mission. But there was also

red blood, bared white bone, and the agonized screams of children plunging toward a final meeting with the earth they had left behind a short while before.

We admire these aircraft not only for their beauty of line, but their excellence of design and their capabilities. But let us not forget that these same machines that we all so admire were also designed to

remove life from human beings. That they were used only as a small part of a bigger machine to aid one country's conquest over another, and the price paid for it all was the loss of blood from people, who had nothing whatsoever to do with such matters.

Let's remember these aircraft with reverence, but also remember what they were employed for. Perhaps in that

way we may reach that place in time when these kinds of machines are neither built nor needed any longer.



Dues and Subscriptions

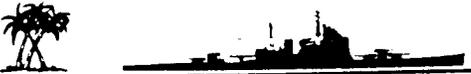
By now, most of you have paid your annual \$12 dues to Andrew, either by mail or at the monthly meeting. If you have not paid, this will be the last issue of the newsletter that you will receive. There should be a large red X on the front of your copy. ***If there is an X on your issue but you have already paid your dues, please contact Andrew Birkbeck at 522-3539 as soon as possible.***

There will not be a newsletter issue published in March, since planning for the 1995

IPMS-Seattle Spring Show will keep us hopping. In the April issue, I am planning to publish a membership listing, showing everyone's name, address, phone number, and general interests. This will be based on the entry you probably made in Andrew's notebook during one of the recent meetings. If anything in that listing was incorrect -- or if you do not want any information published on this membership list -- please let us know. It's no big deal if you don't want your name or phone number in there, we just need to know so

that we can carry out your wishes. Again, contact Andrew at the number listed above.

Given that the Spring Show will be held on the second Saturday of March, there will be no regular meeting on that day. However, we will meet again on April 8. Feel free to bring your show winners to that meeting. I will try to compile a list of Spring Show winners for the April newsletter issue also.



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HOURS:
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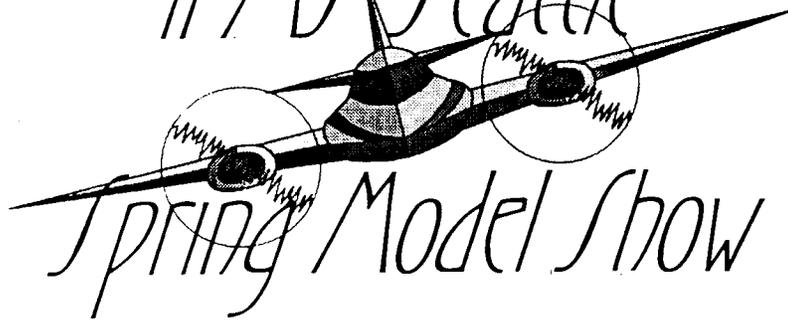
EMIL MINERICH
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246-6605

\$5 admission for unlimited model entries

\$2 general admission (no models)

1995
IPMS-Seattle



March 11, 1995 at the Washington Guard Armory

9:00am to 4:00pm (registration closes at noon)



For details, please see reverse



The 1995 Spring Model Show, hosted by IPMS-Seattle

IPMS-Seattle invites you to our annual model contest and vendor swap meet. The event is being held in the main cafeteria at the Washington Guard Armory (same location as last year). See the directions below.

Ribbons will be awarded for 1st - 3rd in each category, with trophies for best in each class and various special awards. Please plan to leave your models on the table until 4:00pm. We hope to see you there! For further information, please call Andrew Birkbeck at (206) 522-3539.

CONTEST CATEGORIES

AIRCRAFT

- 1 Biplanes (all scales)
- 2 Single-engine prop (1:72)
- 3 Multi-engine prop (1:72)
- 4 Single-engine jet (1:72)
- 5 Multi-engine jet (1:72)
- 6 Helicopters (all scales)
- 7 Single-engine prop (1:48)
- 8 Multi-engine prop (1:48)
- 9 Single-engine jet (1:48)
- 10 Multi-engine jet (1:48)
- 11 1:32 and larger
- 12 Airliners (all scales)
- 13 Civil sport racing airships
- 14 Aircraft (1:100+smaller)
- 15 Vacuumform and scratchbuilt

ARMOR

- 16 Closed-top (pre-1945)
- 17 Closed-top (post-1945)
- 18 Open-top
- 19 Armored cars, halftracks
- 20 Softskins artillery, missiles
- 21 1:72 and smaller (all types)

AUTOMOBILES

- 22 Factory stock
- 23 Competition
- 24 Hot rods
- 25 Other automobiles

FIGURES

- 26 Up to and including 90mm
- 27 Larger than 90mm
- 28 Science fiction, fantasy

SPACE AND SCIENCE FICTION

- 29 Real spacecraft and vehicles
- 30 Sci-fi and fantasy vehicles

SHIPS

- 31 Powered (1:401 and smaller)
- 32 Powered (1:400 and larger)
- 33 Ships (sailing, sub, other)

DIORAMAS

- 34 Aircraft
- 35 Armor
- 36 Automobiles
- 37 Ships
- 38 Figures

JUNIORS

- 39 Aircraft
- 40 Armor
- 41 Automobiles
- 42 Ships
- 43 Figures
- 44 Dinosaurs

OTHER CONC SPECIALS

- 45 Miscellaneous
- 46 Collections (minimum 5 models)
- 47 Flights of Fancy (all scales)
- 48 Best 1:72 Spitfire (straight from box, aftermarket decals OK)
- 49 Best 1:48 Spitfire (straight from box, aftermarket decals OK)

PLEASE NOTE: For the 1995 show, we have done away with the restriction on entering models that have won awards

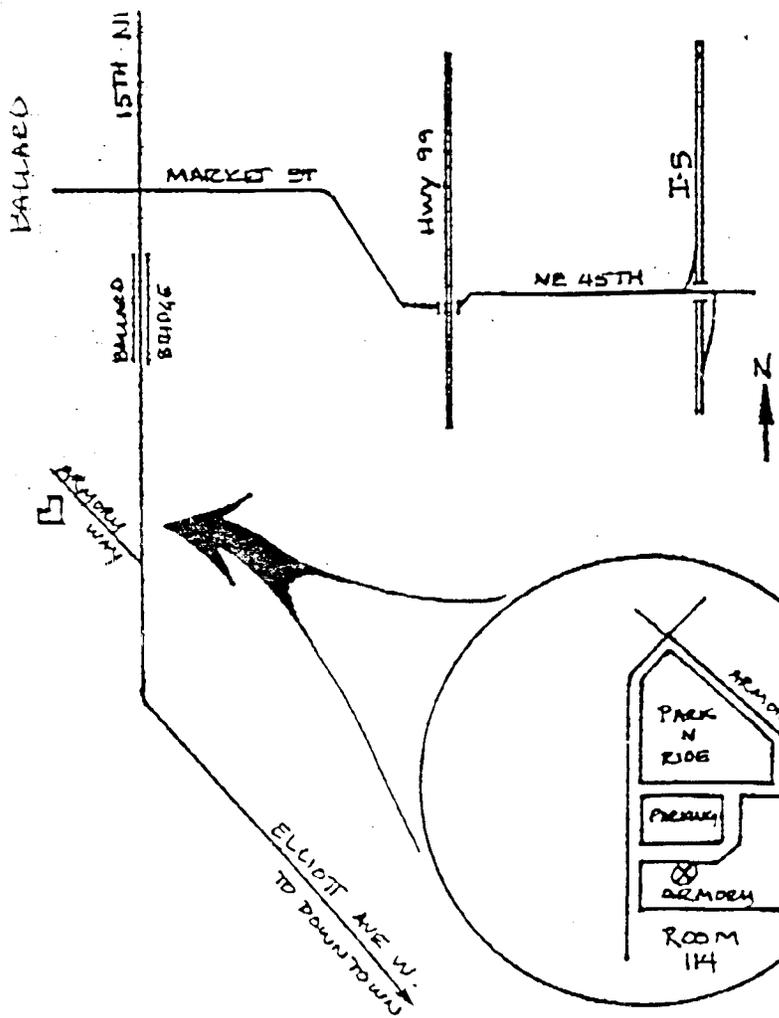
at other local contests. HOWEVER we still plan to exclude models that have won at previous Seattle contests, such as earlier Recons. Judges will have listings of previous Seattle contest winners, and will be instructed to NOT JUDGE any model that has previously won an award from an earlier Seattle contest. Disputes will be resolved by the IPMS-Seattle Executive Committee, whose decision is final.

SPECIAL CATEGORIES: IPMS-Seattle is sponsoring three special category awards. #47, Flights of Fancy, consists of any aircraft in historically inaccurate markings. #48, Best 1:72 Spitfire (Straight From the Box) must be constructed using the parts that are included in the kit. The only exception is that aftermarket

decals are allowed. #49, Best 1:48 Spitfire (Straight From the Box) is the same: no add-on parts, though new decals are allowed.

DIRECTIONS TO THE NATIONAL GUARD ARMORY: From north or southbound I-5, take the NE 45th St exit. Drive west on 45th under Hwy 99 (Aurora Ave) to Market Street. Continue West onto Market to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs and turn right onto Armory Way. Continue on to the Metro park and ride lot, then head for the Armory's main cafeteria.

March 11, 1995



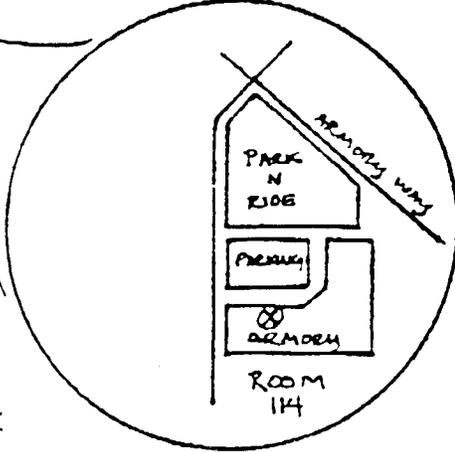
NEXT MEETING!!

SATURDAY, FEBRUARY 11 at 10.00am SHARP!

NATIONAL GUARD ARMORY
 Room 114
 1601 W. Armory Way
 Seattle, WA

From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

If you are coming from south Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western north to Elliott. Continue north on Elliott to Armory Way. Watch for signs! There is plenty of parking in the Metro Park and Ride lot.



PMS SEATTLE
 SPRING SHOW
 MARCH 11, 1995

Membership information:
 Andrew Birkbeck
 3209 NE 98th St.
 Seattle, WA 98115

Newsletter comments or submissions:
 Kevin Callahan
 31849 Pacific Highway S
 Box 243
 Federal Way, WA 98003

NEXT MEETING: Saturday, February 11 at 10.00am
 See the above map for meeting location.

William Holowchuk
 19627 133rd Dr SE
 Snohomish, WA 98290