

NEWSLETTER

EDITED BY KEVIN CALLAHAN

JUNE 1995

1995 Region 7 Convention

The 1995 IPMS Region 7 convention was held in Mt Vernon, WA, and hosted by the Whidbey Island and Bellingham branches. It was held on April 15 (the IRS moved its annual tax deadline to April 17 so as not to interfere with the timing of our convention). Around 350 models were available for viewing, and some fine work was on display.

Space got a bit tight in some categories fairly early, in part due to a number of relatively large models. This was especially true in the 1:72 aircraft categories, which were overflowing with big models like the Monogram B-36 and Italeri Me-323. Even the first complete AMT XB-35 Flying Wing (done, to no one's surprise, by that modelling flash, Brian Mulron) was there. In 1:48, Monogram He-111s and AMT A-20s were popular, along with the usual Mustangs and Bf-109s.

In armor, Seattle's own George Stray pretty well devoured the competition in 1:35, including a number of special category plaques. Les

Knerr, who won Best In Show Aircraft at our Spring Show, put the prize-winning A-6 into a large scratchbuilt diorama of a carrier's elevator and won another batch of awards along with People's Choice.

Most of the people I talked to seemed to be having a good time, and the weather was sunny and pleasant – the Northwest at its best.

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After the Recon, reps from most of the Region 7 chapters got together for a long talk about future Recons. It was felt that more structure was needed in the process of scheduling modelling events in the region. We don't have control over non-IPMS events (though the membership does tend to overlap), but we are all aware of the big shows. The challenge is to make enough room for new shows without damaging the shows that have developed a good reputation for quality.

Fred Charlton, the regional coordinator for the Northwest, pushed for the goal of being able to lay out the show

calendar for 1996 prior to yearend 1995. He also requested that any chapters who would like to host a Recon submit a formal proposal, with a budget that includes expected income. Andrew and I will be working on the 1996 Recon proposal for Seattle.

As in 1995, IPMS-Seattle will be hosting a show in the spring of 1996 (probably around the last weekend in March). While not essential to success, having the show designated as the Regional Convention does help with advertising, chapter contributions, and attracting the maximum number of good models.

There seemed to be support for the idea of a central Washington Recon (or at least a major show) sometime in the future. There is a lot of enthusiasm in the Yakima, Spokane, and Tri-Cities area, and if that can be converted into organizational expertise, a mid-state show could be very successful. Yakima isn't that far from Seattle, and crossing the Pass (provided you don't do it in a January blizzard) can be a lot of fun. Really, two or three people can organize a

Recon; the need for large numbers of volunteers comes on the night before (to help set up) and the actual day of the event.

In all, I thought it was an interesting discussion, and we'll have to watch how things develop for the region in the next year or so.

Kevin Callahan

Finally, I can present the first of two pieces done by Jim Schubert. The first is on the Myrt (recently kitted by Fujimi), and the second, appearing in the next newsletter, is on the Speed Spitfire. I've had both these articles in my briefcase for months, and I'm relieved to get them on the page. Also included this month is a book review by Robert Allen.

Jim Schubert also noted a couple of additional references for those of you who have bought the PM DFS-194. Check out the following:

1. Profile #225 (on the Me-163) -- p. 51.
2. *Air Enthusiast* (Sept 72) -- p. 138.
3. *Warplanes of the Third Reich* (Green) -- p. 394.
4. *German Jet Genesis* (Masters) -- p. 44.
5. *German Fighters of WWII* (Windrow) -- p. 50.

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I should point out that burning up Jim's two articles and Robert's book review drops the fuel gauge on the newsletter backup tank to "E". As we all know, there is a lot of talent in the IPMS-Seattle gene pool, and I urge you to share some of it with a wider audience. It doesn't have to be new research or detailed drawings (although, as with Jim's Myrt piece, I'd love to have that). Just an explanation of a favorite technique, review of a kit you've recently finished, or even ruminations on the state of the hobby.

The only requirements I have is that the text be legible. Typing is of course preferred, and having the article on diskette is an extra bonus. I use MS Word 6.0 to do the newsletter, so I can use any text format compatible with that software.

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Those of you who have been privy to the ongoing saga of watching my life being slowly devoured by US Bank might have gotten a chuckle out of some recent financial news. US is merging with West One Bank of Boise, and my department will be managing the systems integration and operational merging processes. It appears that in addition to spending two days a week in Portland, I may be commuting to Boise as well. Is it possible to putty the joints of a flying wing at 70 mph on I-84?

Nakajima C6N1 Sainu

BY JIM SCHUBERT

This is a good \$10.00 kit, but its MSRP is \$29.98! At this price Fujimi's new Myrt ought to be great; lamentably, it's only very good and isn't even complete. The instructions tell you to make a rear instrument panel from .3mm plastic card "not included in this kit". Well, we can all do that, can't we? But should we have to on a \$29.98 kit?

To add insult, the front instrument panel decal is about 1/16th inch too tall and too wide.

The kit scales well and is generally accurate. The wing tips need rounding off a bit. The stabilizers/elevators are a bit too long, too broad at the tips, and too narrow at the roots -- probably not worth fussing with. The fin/rudder is

OK. The wheel wells are deep enough to accomodate wheels (pay attention, Hasegawa) but have no detail. The lip of the intake air tract inside the top of the engine cowl is too blunt and needs sharpening. The flattened and bulged tires are a good idea badly executed. The bulges look like afterthoughts and don't blend smoothly into the tire. And there are large, obvious, hard to fill and file ejector pin marks

on the exposed side of each tire. True Details to the rescue(?) These faults are easily corrected -- but should we have to on a \$29.98 kit?

The thick one-piece canopy is well molded. It is slotted at the rear for the defensive machine gun. I've found no photos of Myrts in service with this gun; the gun hole was plugged. I'd suggest you do the same.

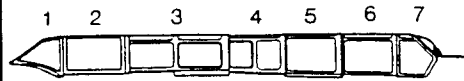
FIGURE 1 shows how the canopy opens. To do this you'd need to vacform two copies (how about it, Squadron?) and cut them apart.

If you did that, though, then you'd have to detail the interior. The front pit is fairly well detailed, but the center and rear pits are not. Further, the two bridge structures separating the three pits are flat across their tops; they should be rounded to continue the fuselage cross section. The best references for detailing the interior are A, E, J, K, and L below. I'd suggest you keep it dark inside the crew area, use the kit's canopy as is, and build this bird as a "collection" model and not as a contest winner.

The clear wing tip running light lenses were incompletely molded in my kit, but no matter. They're the wrong shape anyway, so make new ones. While you're at it, drill and file a rectangular hole through the rudder just below the tab for the clear tail light. Fill the hole with clear epoxy.

So let's see now: \$29.98 for the kit, \$2.98 for the Squadron Signal canopy (if they do one), \$3.98 for a True Details cockpit tub (if they do one),

and \$2.50 for a set of True Details wheels (if they do one). This extra ten bucks would yield a good ten dollar kit for



1, 3, 5 and 7 are fixed.
The center top of (1) hinges up to protect pilot when his seat is raised for takeoff and landing.
2 slides aft over 3.
4 slides forward under 3.
6 slides forward under 5.
7 carries a rotating "eyeball" mount for gun.



FIGURE 1: OPENING MYRT'S CANOPY

\$40.00!

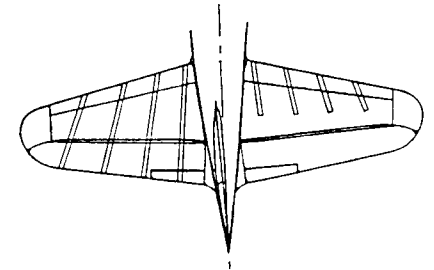
Finish-wise, the kit provides one scheme with decals for five different tail codes. I've detailed all the schemes and tail codes for which I have photos or illustrations.

PROTOTYPES (FIGURE 3): Unpainted aluminum including spinner and front of prop, except for a single red stripe near the tip of each blade and a data decal near the root of each blade. Blade rear faces were flat black, black cowling, black codes, no yellow ID stripes, builder's data panel aft left side and several stencils, white surrounds to Hinomarus in all six places. The prototypes have a small window in each side of the fuselage, and a tailhook as shown. There were a total of 19 prototypes and service-test airplanes, but I don't know the split. The prototype illustrated is the only one I can confirm.

SERVICE TEST PLANES (FIGURE 4): Overall pale grey, black cowling, yellow ID

strips, no surrounds to Hinomarus, prop/spinner same as prototypes, unpainted belly tank, white codes. 210-95 is the only one I can confirm. These planes had tailhooks

Narrow white lines at five degree intervals from center cockpit eye reference point.



C6N1

C6N1-S

FIGURE 2: DRIFT SIGHT LINES

but no side windows.

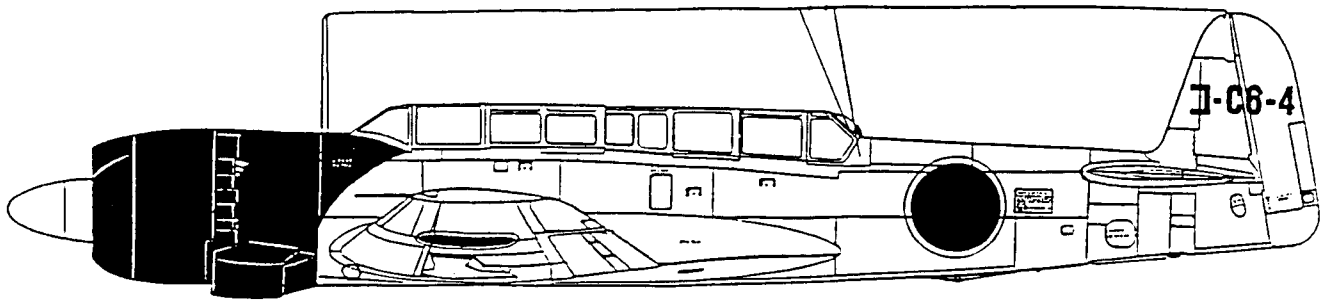
SERVICE PLANES

(FIGURES 5-8): There is one basic in-service scheme: black cowling, green upper surfaces, grey undersides, yellow ID strips on the wings, and unpainted belly tank. Spinners appear to all be dark (probably green, black, or red-brown primer). Props were probably black or red-brown primer with a single yellow band near the tip of the front face only, and a blade data decal near the root of each blade. Only early service planes had the tailhook.

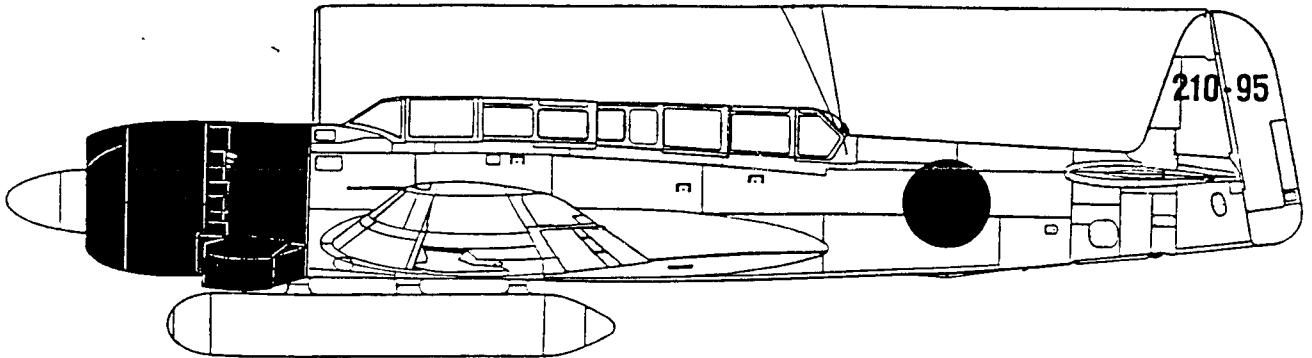
My personal color choices are the Floquil mix for what used to be N1 Green (before Baker), the Floquil mix for used to be A/N 2 Grey, Floquil Grimy Black, Floquil Old Silver, and Testor's Flat Rust. Here are some schemes from the references cited below:

Standard Scheme A

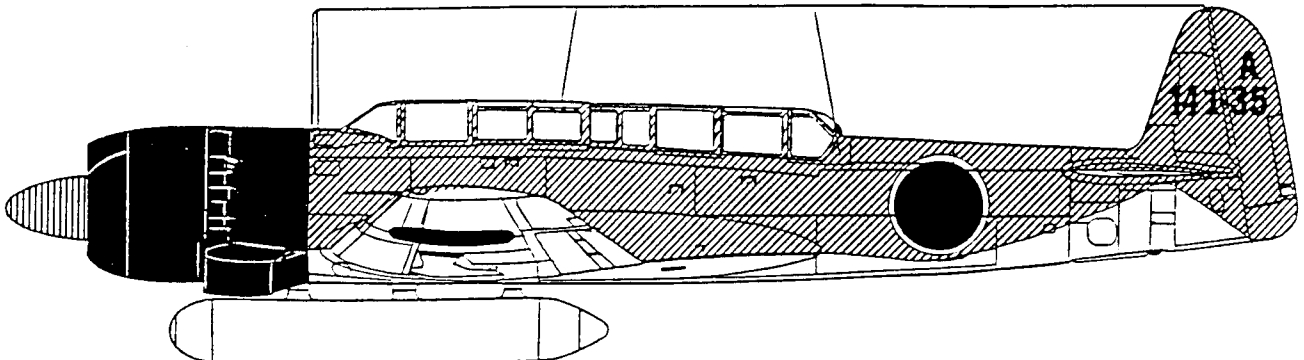
(FIGURE 5): Note that the color separation line kicks up



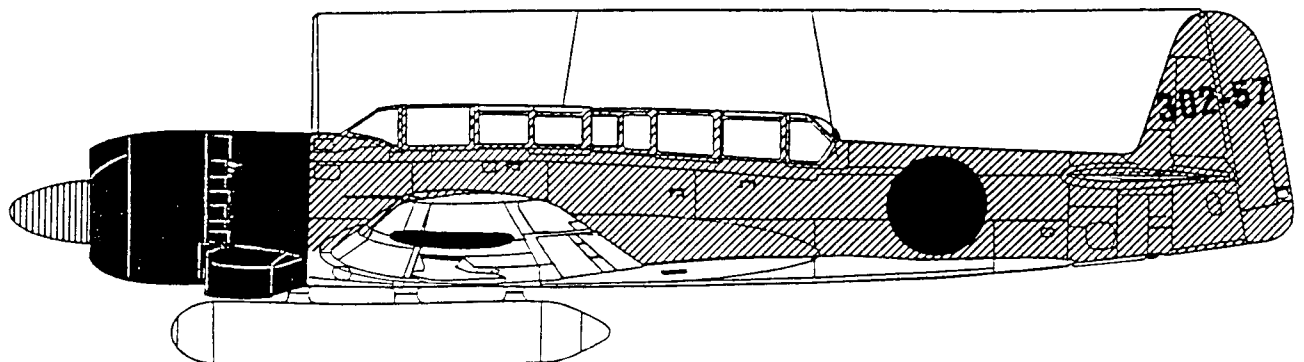
3 : Number four prototype as discussed in text.



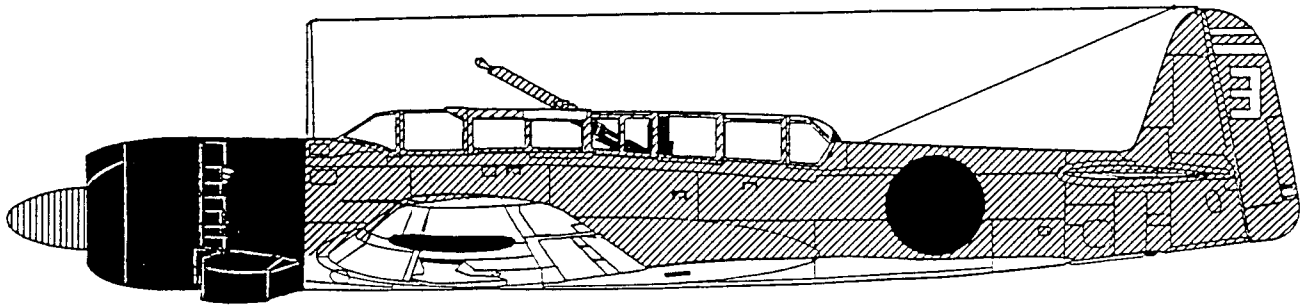
4 : Service test airplane as discussed in text.



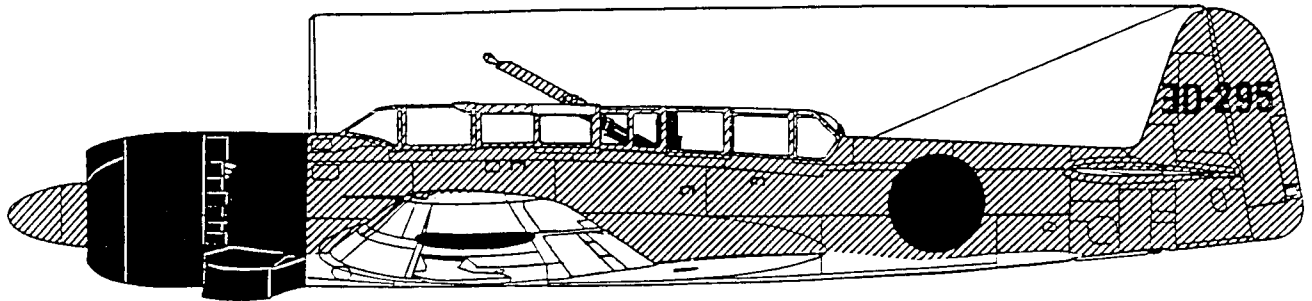
5 : Standard Scheme A on a machine of the 141st Naval Air Group (Koku-Tai) in early 1944. This machine may have had a tailhook at this time. Codes are yellow.



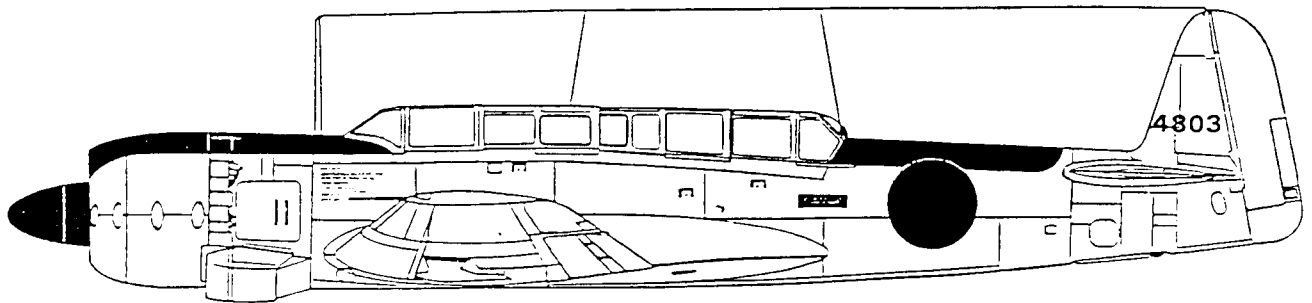
6 : Standard Scheme B on a machine of the 302nd Koku-Tai at Atsugi in 1945. White code is parallel with ground line.



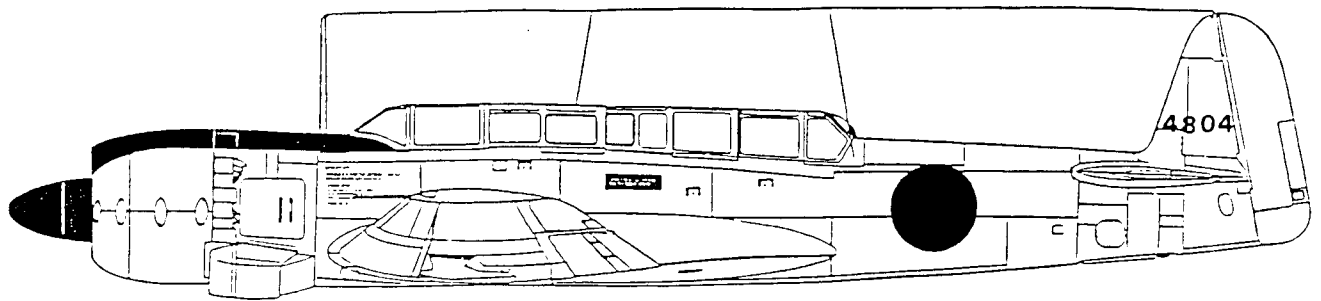
7: Standard Scheme B. Code is white; bars are yellow. No Hinomaru surrounds. Thorpe says this C6N1-S interceptor based at Yokosuka in 1945 bears leader's stripes. I believe there is a one-in-three chance this is the airplane shown below as 4803.



8: Standard Scheme B. Typical of the C6N1-S interceptors based at Yokosuka in 1945. Also - 296; codes are white.



9: 4803 is manufacturer's serial number 4161. Its full USN inventory number was T2-N4803. This illustration shows the airplane as it was when stored at O'Hare Field Chicago prior to removal to NASM's Paul E. Garber Preservation, Restoration and Storage Facility (Silver Hill) in Suitland, Maryland where it remains for restoration.



10: 4804 as re-erected by the USAAF at Olmsted AFB in Harrisburg, Pennsylvania for ferry to, and testing at, Freeman Field, Seymour, Indiana.

under the tailplane.

21-103 and -104 codes are white. No Hinomaru surrounds.

3D-232 code is white, and tilted parallel with the ground line. No Hinomaru surrounds.

762-34 code is white. White Hinomaru surrounds overpainted green (provided in kit).

Standard Scheme B (FIGURES 6,7,8): Note color separation line is low and ends at tailwheel.

131-31 code is white. No Hinomaru surrounds.

32-031 code is white. White surrounds to Hinomarus on upper surfaces.

171-23 code is white. No Hinomaru surrounds.

180-01 code is white. No Hinomaru surrounds.

343-05 and -07 codes are white. No Hinomaru surrounds.

752-17 code is white. White surrounds to Hinomarus on upper surfaces.

72-126 code is white. No Hinomaru surrounds.

762-03, -22, and -26 codes are white. White Hinomaru surrounds overpainted green (provided in kit).

801-16 code is white. White surrounds to Hinomarus on upper surfaces (provided in kit).

C6N1-S INTERCEPTOR (FIGURES 7, 8): With deletion of one crew and all reconnaissance gear and the

fitment of a 30mm gun in the center cockpit aimed upward, the C6N1-S was created to go after the Boeing B-29s. The kit includes the gun, but in this initial packaging the parts are coded "unuse this part". Note that the third and fourth panels on top of the canopy are replaced with metal, the one in which the gun mounts being unpainted. The C6N1-Ss didn't carry the belly tank.

CAPTURED AIRPLANES (FIGURES 9,10): The US Navy's Myrts sent home for evaluation were stripped to bare metal and remarked with Hinomarus sans surrounds, and with black anti-glare panels and small codes on their fins as shown. The props and spinners were left in the dark finishes they had when captured.

CONCLUSION: On balance, it's a good kit, which can be built almost out of the box as an acceptable "collection" model. The fit, detail, trailing edges, accuracy, instructions, decals, and box art are all good. At \$29.98, they ought to be better than "good": The kit is not up to Hasegawa or DML releases at less than half the price.

REFERENCES: (A and J below are the most useful).

A. *Maru Mechanic #3*; (hardcover reprint Myrt and Jake); Tokyo; 1993; ISBN 4-7698-0633-7.

B. *Koku-Fan Pictorial History - Japanese Navy Aircraft*; Bunnin-Do; Tokyo; 1970.

C. *Japanese Navy Air Force Camouflage and Markings - World War II*; Thorpe; Aero

Publishers; Fairbrook, CA; 1977; ISBN 0-8168-6583-3.

D. *Japanese Aircraft of the Pacific War*; Francilon; Putnam; London; 1970; ISBN 370-00033-1.

E. *Aireview's General View of Japanese Military Aircraft in the Pacific War*; Kantosha; Tokyo; 1949. (Great cutaway drawing).

F. *Broken Wings of the Samurai*; Mikesh; Naval Institute Press; Annapolis; 1993; ISBN 1-55750-083-5.

G. *Japanese Navy Aircraft Colours and Markings in the Pacific War... and Before*; Baker; Victoria, Australia; 1991; ISBN 0-646-03450-2.

H. *Military Model Preview (magazine)*; Vol 2 #9; Tacoma; 1994.

I. *Koku-Fan Drawings*; #32-51 and #32-52.

J. Tamiya 1:50 scale Kit (#MA109-400). Original late 1960s release with great color box art, instructions, and parts for reference.

K. *Monogram Close-Up 15: Japanese Cockpit Interiors Part 2*; Mikesh; Monogram; Boylston, MA; 1977.

L. *IPMS-USA Journal*; Vol 1 #3; December 1988. Detailing the Tamiya kit.

M. *Camouflage and Markings of the Imperial Japanese Navy Fighters in WWII*; Model Art; Tokyo; 1992(?).

NOTE: There is an old FAOW (#82) on Myrt. I would like to buy one if someone has it for sale.

IPMS - SEATTLE
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CALLAHAN

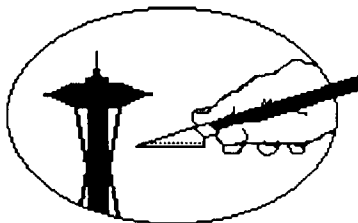
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IPMS-Seattle

Fokker D-21 Vol 1

BY ROBERT ALLEN

Warren Eberspacher's 48-page monograph on the Fokker D-21 is manna from Heaven for anyone wanting to build a better PM (ex-Pioneer 2) or Frog/Novo kit of the most important Dutch fighter of World War 2.

Built and flown by three nations, the D-21 has long been a favorite of small air force fanatics.

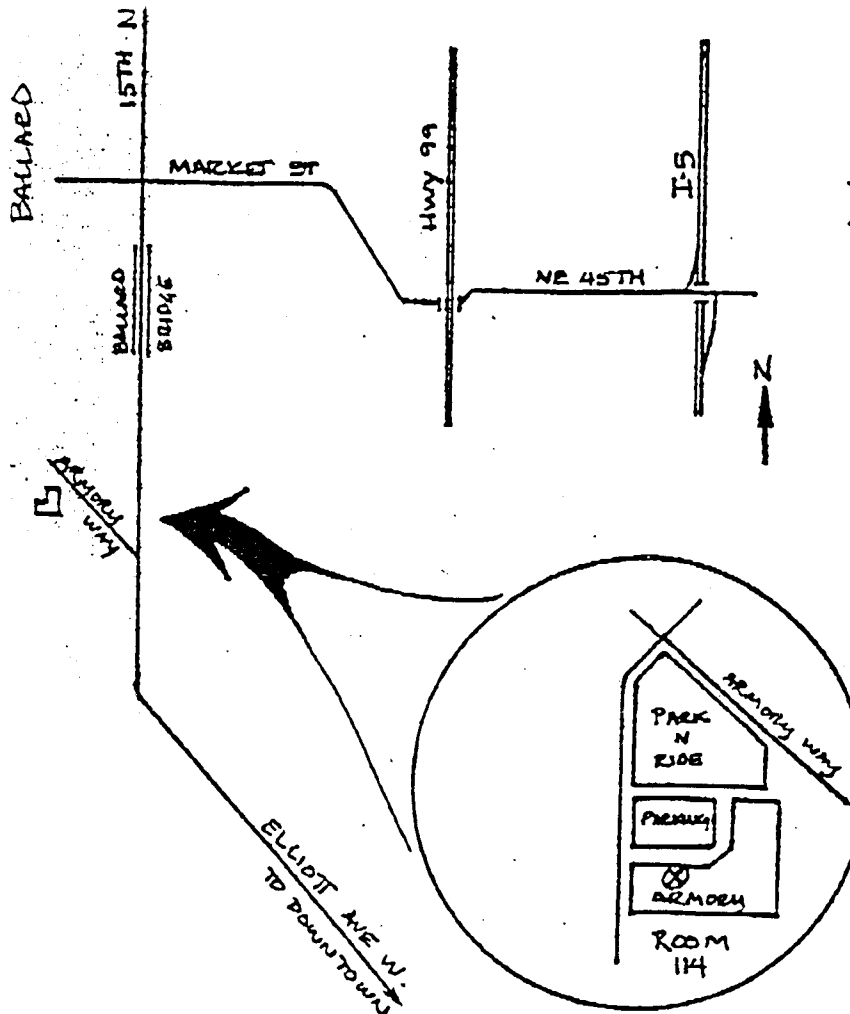
Volume 1 of this two-parter gives extensive construction, developmental, and color details for the Dutch and Danish versions of the aircraft (which differed in many ways). Volume 2 will feature the most prolific user of the D-21, the Finns, who, by the time they were finished, had made enough modifications on the fighter to render it an almost entirely different bird.

The strength of this work is in the high quality of the research. Detailed cockpit illustrations are furnished for both versions, and variations of the cowling, rudder, and armament are clearly spelled out. Five-view scale plans (of indeterminate scale) of both types – plus the Dutch prototypes – are included, along with five full-color five-views, each covering two pages. Views are given of the prototype and Danish pattern aircraft, along with two operational Dutch and one operational Danish example. One page of various sideviews is also given, making a total of eleven pages of color drawings. These are done by Berol Prismacolor pencils, but don't be put off by that – they are

quite nicely rendered. FS595a numbers are given for the various colors, a first as far as I'm aware. Best of all are two color photos of the immaculate D-21 replica built a few years ago for the Dutch Military Aviation Museum. The only hitch is that both shots are of the port side, as is the full-page photo in the June 1988 *Aeroplane Monthly*. Is this plane like the fake houses on Hollywood movie lots? Does it have a starboard side?

Eberspacher's weakness is the pedestrian quality of his writing, which would garner him a C- in high school English class. Eberspacher lists seven design contemporaries of the D-21, followed by the phrase "to name a few". In the very next line, he gives nine operational contemporaries, and again ends the sentence with "to name a few". While no one is ever likely to unseat Edward T Maloney as history's most clumsy aviation writer, Eberspacher comes closer than many.

Still, no one buys a book such as this for the prose. As a reference on the D-21, it is unsurpassed. For instance, I have never before noticed the red, white, and blue propeller tips on Dutch aircraft (though it would be nice to know what type of props they were). There is also a photo that includes Dutch #237 in WW2 markings, dispelling the rumor that this aircraft was destroyed in a prewar crash and never carried the orange triangles. Such details, not to mention a \$12.95 price tag, make this book invaluable, despite some mediocre writing.



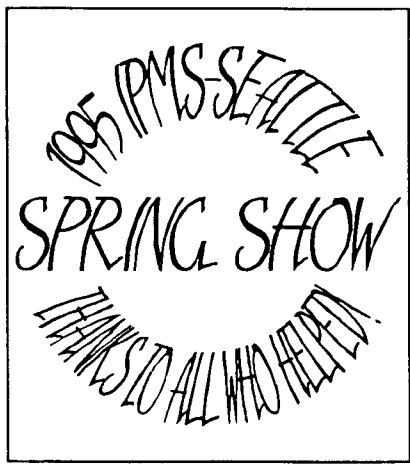
NEXT MEETING!!

SATURDAY, JUNE 10 at 10.00am

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.



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NEXT MEETING: Saturday, ~~May~~ ^{June} 10 at 10.00am
 See the above map for meeting location.

James J Schubert
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