

Seattle Chapter News



Seattle Chapter
IPMS-USA

February, 1997

Newsletter - 2nd Attempt

Where do we go from here and what direction does the Seattle Chapter want to see taken with this Chapter Newsletter?

Since we last talked (or at least from our first revised Newsletter), we've had one meeting during which some of you received your first copy of the latest Seattle Chapter Newsletter and there have been numerous private discussions. The aspect I am most interested in is that related to the general direction, format and content.

• Newsletter Direction

What do you want in general? Is this to become a full-fledged regular publication, printed and distributed monthly, bimonthly or quarterly? Do we need or want regular (monthly) meeting reminders (even if the Newsletter is to be on other than on a monthly basis)?

• Format

Do you, like or enjoy the layout, text and readability of this Newsletter? Could the type be bit smaller and retain it's basic appeal and readability? As you will see in one of this month's articles, it uses a smaller type size. For many, this will not cause any loss in readability. If it decreases your enjoyment or even the ability to read the article, please let me know. While we anticipate nothing about the Newsletter will fully satisfy every reader, our objective is clearly to serve the greatest possible number of our members. One reason for smaller print is simply the ability to save money through less paper.

• Content

As previously mentioned, the content of this Newsletter will be driven entirely by what's available to print (fortunately for some us, not what's "fit to print"). I have experienced some interest in submissions and some basic support from members who have materials they would like to see included. Much more is necessary. In fact you'll notice this month a column entitled

"Assistance Needed." This is basically a "wants" type of service to our members. Now the other side of the coin is for those of you who can contribute to that member to give them a call and offer your help. I'd also be pleased to see some of the answers in writing, which we can include in future issues. Basic to the success of this concept is your support and contribution.

• Dues

How much will it cost if we continue this critter? Well, the cost is now driven directly by two primary costs, the printing (about \$72.00 for the first issue) and postage (running \$32.00 for this same issue).

There are at least three aspects of this question which bear our consideration and decisions:

(1) If we want a monthly publication, we can assume our monthly costs to be about \$100.00 per issue. This assumption is based on a dues paying club membership of approximately 90 members (which may be a bit optimistic on our part at this time). Again, assuming an annual projection of this cost at roughly \$1200, supported by only 90 members, the dues requirement alone would force us to look at least to about \$13.50 per person. And these assumptions

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TERRY D. MOORE

To paraphrase a certain vulcan Science officer of a few centuries hence, "I have been, and always shall be...your Prez". Actually, the title was bestowed on me about 4 or 5 years ago at a January meeting I was absent from and no one else has indicated an interest in the position, so...here I am. Still.

I would like to thank Andrew Birkbeck as outgoing Secretary/Treasurer and Kevin Callahan as past newsletter editor for the sterling jobs they have done for IPMS/Seattle for the last few years. **THANK YOU!**

I would also like to thank Norm Filer and Bob LaBouy for stepping into their respective positions of Secretary and Newsletter Editor without a moments hesitation. Bob and Norm have been around IPMS/Seattle longer than I (over 30 years !) and have done their share of official duties many times in the past. Bob with his unlimited enthusiasm for projects such as the newsletter approached me with the request to submit something to represent a semiofficial statement of the IPMS Seattle executive on a regular basis...so here goes.

At the meetings I keep hearing the comment "my models aren't good enough to bring in". I disagree. At whatever skill level you build, you should not be afraid of showing off your latest creation, if it something you enjoyed building and are proud of. Fortunately, IPMS/Seattle has very few(if any) modelers that will comment about your colors being wrong or the wings are the wrong shape or that version never had that type of turret. Anyway, how do they know and who cares? You build for your own enjoyment and interest and not for Joe Know-it all. I truly enjoy looking

at other modelers work no matter what level it is built to. And besides, seeing a model built by someone else gives me a good excuse to go to the local hobby shop, especially if I don't have that model in my collection! Another reason to bring in a model is to learn. If you have a problem with a certain aspect of modeling and want to improve, you can bring your model in and ask any of our members for advice. There is a considerable amount of information that modelers have that can be passed on to help you improve your models. You just have to ask. Bring your models!

Terry

P.S. If you need to reach me:
home: (206)774-6343
work: (206)486-1246
e-mail: not yet, but working on it!

Chapter Contacts:

President:

Terry D. Moore
3612 201st Pl. S.W.
Lynnwood, WA 98036
Ph: 774-6343

Vice President:

Keith Laird
528 South 2nd Ave
Kent, WA 98032
Ph: 854-9148

Treasurer:

Norm Filer
16510 N.E. 99th
Redmond, WA 98052
Ph: 885-7213
Net: nfiler@wport.com

Editor:

Bob LaBouy
2777 70th Place S.E.
Mercer Island, WA 98040
Ph: 232-7784
Net: ok3wirebob@aol.com

How can I get my stuff into print?

I recognize that some of you are a bit uneasy about how you can get your material (reviews, comments, research notes or other submissions into the Chapter Newsletter). Please don't be concerned. Don't let the mechanics throw you nor that your submission may not be quite as professional as you'd like to see it in final form. We need the input and the Newsletter will never be better than the support of the Chapter provides for. How can you help and get your submission into the editor for use in the Seattle Chapter Newsletter?

The answer is simple. First, it will be helpful if you can type or prepare your submission and insure the spelling and wording is as you want to see printed. As you are aware, our interests contain many references, words, names, places and items which are outside the normal spelling and grammar rules used on most computers. These one-of-a-kind words may be known to the editor, but if not he must rely on the accuracy of what you've submitted, except where an error is apparent (and even the ed. can see it).

How to get to the Newsletter? Best is to bring it to a meeting and give it to the editor. It's easy to send the text via e-mail (hence the e-mail address to the right of this note). Most art work (as you can see in this issue) is easy to scan into the computer and put into the Newsletter. The editor relies upon several programs: MS Word, Aldus SuperPaint, Photoshop and PageMaker. Please call if you have any procedural or technical questions. *Thanks*

Kit Reviews & Notes:

REVELL GERMANY 1/72nd SCALE JUNKERS FLOATPLANES, F.13 & G.24

INTRODUCTION: These reviews were originally written for Chine Lines the journal of the IPMS-USA Seaplane Special Interest Group (SIG).

Kit No. 4213 F.13

The F.13 was Professor Hugo Junkers' first post WWI, and his first civil, airplane. The prototype first flew in 1918 and went into commercial service the same year. From very early on they were fitted with skis and floats as their rugged, simple, construction made them suitable for myriad uses.

Revell's F.13 floatplane is a reissue of the landplane kit #4215 with floats and new decals for two planes; D-217 cn633 "Flamingo" and D-218 cn634 "Kauz". Both were factory owned planes used on sales demos in South America in 1924/26 and ultimately sold to Lloyd Aero Boliviano. I don't know the Bolivian registrations, or the ultimate fates of the two planes.

There's a heavily retouched photo of "Flamingo" afloat in the harbor at Vitoria, Brazil on page 45 of Reference A and another of both airplanes in the water on page 83.

Assembly of the fuselage is a bit fiddly. There is a separate top and two sides each with half the belly. The interior, engine, cockpit and passenger cabin sub assembly is trapped between the sides. The engine can't be seen, so mine went into the spares box and I blanked off the hole in the engine cover from inside and later attached the rhino horn exhaust to the blanking piece.

The biggest problem with this kit is the thick trailing edges of the wings and tail group. If I were doing another, I'd very carefully sand down the faying surfaces of the upper and lower wing halves at their trailing edges. As the stabilizer/elevator is one solid piece there's nothing you can do to reduce the T. E. thickness to hide it, I separated the elevator from the stabilizer and drooped

it. The rudder is also one solid piece with the fin. As there is no way to either hide or correct this I cut off the rudder and made a new one from the rudder of a Ju.52/3m from my parts box. With the usual clarity of hindsight I could have done the same with the elevator and recommend you do so.

The plastic is quite soft making it fairly easy, albeit time consuming to clean up the poorly formed corrugations at the turn of the bilges into the sides of the fuselage.

The floats are comprised of four pieces each: two sides, a top and a bottom. This is unusual, for a plastic kit, arrangement provides good detail on all four surfaces of the float, which would not be the case had they been molded in the usual two pieces.

The fit of everything is quite good; I used only a very few, very tiny, spots of filler on the leading and trailing edges of the wing.

Extra touches that I added included curtains at the windows, a scratch built cockpit interior, much thinned lift/grab handles, new door handles, aileron horns and rods, and rudder horn and cables. I also made a "Moto-Meter" type radiator temp gauge/cap from an HO locomotive brass handrail post. The over thick windscreens were replaced with new ones made from overhead projector transparency film.

This kit will not build, out-of-the-box, a model satisfactory to a picky Bavarian. You've got to do something about those awful, thick, trailing edges and spend a lot of time with a fine triangular cross-section file cleaning up/creating/correcting a lot of corrugations. This is simple, but tedious.

I used Floquil's RR Old Silver and RR Grimy Black for the basic colors.

The decals work well, but I advise cutting out everything as close to the printed image as you can to minimize potential grief with the clear film and all those corrugations. I also recommend laying down a strip of low-tack tape as a guide to keep the registrations straight.

CONCLUSION: A very good kit save for the over thick trailing edges.

PS That thing atop the mast above the open cockpit is a combination venturi

and pitot head.

Note: This review is based on my handling and examination of the floatplane kit #4213 and actually building the landplane kit #4215, D-582 "Dommel" of Luft Hansa, the prototype of which has been restored and is on display in the Duetsches Museum in Munich.

PRINCIPAL REFERENCES:

A. Hugo Junkers and his Aircraft: Gunter Schmitt, Transpress, Berlin, 1988, ISBN 3-344-00303-8

B. Air Enthusiast Quarterly #16 (Aug/Nov 1981): Fine Scroll Pubs, London

OTHER REFERENCES:

C. Skyways Quarterly, Nos. 22, 23, 24 & 25: World War I Aeroplanes, Inc., Poughkeepsie,

ISSN 1051-6956 NB-#22 has a good photo of "Flamingo" on the beach at Rio

D. Time/Life Books - The Airline Builders and Flying the Mail

E. Aeroplane Monthly, Oct. 1976: IPC Magazines, Ltd., London

Kit No.4299 G.24

The G.23/24, Junkers' first trimotor, entered production in 1924 in Dessau. Only 18 G.23s were built in 1924/25 before the design was fitted with more powerful engines and redesignated G.24. The balance of the, roughly, 84 total were built as G.24s and most of the G.23s were, later, similarly repowered and redesignated. The kit's markings are for K-SALC cn919 "Suomi" delivered, on floats, to Finnair's predecessor company Aero, O.Y. This airplane was built at Junkers' subsidiary company A. B. Flygindustri in Limhamn, near Malmoe, Sweden in 1926. There are two photos of it on page 150 of reference A, above. The color scheme is a variation of Junkers' usual silver and black arrangement.

I have not built this kit, but have two in inventory. My intent is to build a Deutsche Luft Hansa G.24 landplane and its single engined F.24 landplane freighter predecessor; with wheels from a couple of donor Ju.52/3m kits in the parts box.

(Continued on next page)

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The general comments in the F.13 review, above, apply. Again thick trailing edges are **THE** problem. This time Revell did a good job on the rudder, elevators and ailerons, which are separate pieces, but they went way out of their way to screw up the flaps and the rest of the trailing edge of the wing. Although the wing is in two full-span pieces, top and bottom, the flaps are molded full thickness onto the bottom half and are about a scale foot thick at the T. E.! This makes reducing the T. E. thickness impossible, so you have to replace the flaps with units made from the inboard wing T. E. of a donor Ju.52/3m kit. These won't be quite the required depth at their leading edges, but you can drop them to hide the mismatch. The T. E. over thickness between the flaps and the ailerons is dealt with by extreme sanding of the under side of the upper wing half in this area and then bending it down a bit to meet the lower half. A relatively little bit of sanding of the T. E. faying surface of the lower wing half will complete the corrections to the wing's T. E. and leave you with a good looking wing.

By comparison the rest of the kit is easy. The passenger cabin interior is rudimentary, but that is no matter as you can't really see it anyway. Add tied back curtains to the front and rear of each cabin window for added interest and to further restrict the view inside. Paint the furnishings in light colors to give the impression of more detail.

The interior of the open cockpit wants scratch building as that provided is as rudimentary as the pax cabin interior.

This is a big model spanning a nit over 16" with a length of 8 1/2".

CONCLUSION: Only a fair kit because of those blankety-blank trailing edges, which are real bears to correct. It can be built into a very nice model but it'll take a lot more work than the F.13.

The best overall reference for the G.24 is A above. 12-26-96

Jim Schubert

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Monogram PBY-5

PBY correction & conversion

parts

PBY-5

The Monogram PBY is a good kit with engraved detailing, a decent amount of interior detail, typical Monogram instructions and assembly, all at a very reasonable price. However, there is no getting around the fact that there is a major flaw with the kit - the tail is too fat at the rudder hinge line by at least 18 scale inches or 3/8 " on the kit. Not an insignificant amount. Fortunately, Belcher Bits of Ontario, Canada has produced a resin tail that corrects the problem and will make for a better looking model. Another minor flaw in the kit has to do with the floats. If they are assembled in the retracted position, the top of the float will be even with the top of the wing. That is incorrect. The floats should be centered on the wing. The fix is quite easy. Just cut the float from the pylon and reglue. The nose and tail of the float should line up with the leading and trailing edges of the wing. Whilst assembling the wing, take care to make sure that it is straight from tip to tip. It is quite long and is molded in 5 parts. I would suggest taping it to your work surface when assembling to help keep it straight. The cockpit and waist compartments are well detailed and accurate and will look good out of the box. The compartment aft of the cockpit is a void with no detailing and will require something due to the large overhead windows. The kit represents the early -5 without landing gear and if you look closely at the model you can see where the wheel well plugs are going to be for the amphibious version which will be released soon. These plugs need some attention with sandpaper and rescribing to hide the fact that they are, well, plugs. I also filed off the molded in anchor line and replaced it with wire.

Some rants, some raves, overall a good kit that needs some help

Belcher Bits

Mike Belcher out of Ontario, Canada has produced 2 aftermarket kits for the PBY. The first is a corrected -5 tail unit. It is a solid resin tail with a separate rudder. It is designed to plug into the Monogram kit just aft of the waist blisters and is also designed to use the kit stabilizers with only a small amount of work. The parts fit to the Monogram kit quite well with only a minimum amount of filling needed. The second kit is somewhat more ambitious, which enables the model builder to do a -2, -3 or -4 variant. This kit consists of the correct tail with the broader chord rudder, a new waist section (with sliding hatches) to replace the blister positions, new engine nacelles for each variant, new prop hubs, spinners, and other bits. The parts fit on the nacelles is good, although some putty is required for the nacelle/cowling and nacelle/wing joins. The new waist area also fits well but will require some minor putty work.

True Details

This cockpit set consists of side wall panels, new seats (why?) and instrument panel (why?) and nose turret details. The parts will enhance the finished model but I would have preferred to have a detail set for the radio/navigator compartment aft of the cockpit... Oh well, dig out the Evergreen strip and get to work.

The Belcher Bits and True Details parts are available locally from the Supply Depot..

Terry D. Moore

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IPMS-USA Journal Highlights

IPMS-USA Membership

As a further reminder, we have also included a mail-in dues application for those of you contemplating membership in the National IPMS Society. As a further encouragement, you will also notice there are two added bits of information (in addition to our urging in the January Newsletter) which offer compelling reasons to join IPMS-USA. There is (below) a brief outline of the major articles appearing in the last three issues of the IPMS-USA Journal, many of which can provide very useful and practical information to you as member and improve both your modeling skills and completed models. We strongly encourage membership in IPMS-USA! Drop the Society a check and enjoy. Another is the notice and brief information about the 1997 IPMS-USA National Convention which will be held from July 9-13, 1997 in Columbus, Ohio. This information is on the reverse of this page.

IPMS-USA Journal

Vol 8, Issue 5

July/August, 1996

Basically Speaking - Masking
New - Ships & Tips
MAPS Air Museum - Canton, OH
Lindberg's 1964 Dodge 330
Soviet Space Shuttle
Building and Painting Robin
Building Revell's RF-4C
Curtiss CR-3
A Look at New Figures
Tour of Revell/Monogram
Westland Whirlwind - Cooper
Details
Simple But Interesting Conversions
- Part 3
IPMS/USA Constitution and By-
Laws

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Competition Corner - "Take My
Brother-In-Law"
1996 National Convention Report
And The Winner Is!
Special Award Winners
Convention Summary - From 1986
to Present
Honorable Mention Winners List
Ships and Tips
Around IPMS
1997 National Convention Infor-
mation

Vol 9, Issue 1 November/December, 1996

The Matterhorn - WW II German Heavy

Artillery Gun

Walking Around the Matterhorn -
photographic of gun
A Ferrari 330P4
New - Widgets, Doodads and
Thingamabobs - Hints & Tips
A Closer Look - Castle Air Museum
The AutoFile - Let's Get Acquainted
Ships & Tips - News, Tips and a
Scratchuilt 1/96th Bismark
Simple Conversions, Pt. 4 - Exhaust,
Props & Camera Ports
Weathering with Pastels
Where's A Net? - Internet Information
Competition Corner - It's Only a
Hobby!
The Armor Column - the Art of
Deception
Basically Speaking - Airbrushes
30 Year Honor Roll - Continuous
Members 1966-1996

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST
Address: _____

City: _____ State: _____ Zip: _____
Signature (required by PO): _____
☐ Adult: \$19 ☐ Junior (17 years old or younger): \$9
☐ Trade Member: \$19 ☐ Canada & Mexico: \$25 ☐ Other Foreign: \$28
☐ Family (Adult dues + \$5, one set magazines, # of membership cards required: __)
☐ If recommended by an IPMS member,
list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

P.O. Box: 6138
Warner Robins, GA 31095-6138

1997 IPMS/USA National Convention

Columbus, Ohio July 9-13, 1997

The Eddie Rickenbacker Chapter of IPMS/USA invites you to join us in Columbus, Ohio next July 9-13 to celebrate plastic modeling and the 50th birthday of the U.S. Air Force. If you have not been to a national convention and wondered what they are like or if it will be worth the time, money and effort, just ask those who have attended or regularly attend. They are the time of your modeling life and provide a compact modeling experience like you may have dreamed about. The models and exhibitions of other modeler's skills is fantastic, as is the opportunity to broaden your circle of modeling friends and resources and the vendor's room should have a surgeon general's warning posted to modelers....it can certainly be harmful to your *financial* health and well-being. Join us in Columbus, Ohio, the home of Captain Eddie Rickenbacker, America's first air ace, to help celebrate the Air Force's 50th birthday during the 1997 IPMS/USA National Convention. 1997 Convention highlights include:

- Friday evening special "open cockpit" after hours session at the USAF Museum in nearby Dayton with approximately 12 aircraft, including the massive B-36, the historic B-29 Bock's Car, and the F-117 Stealth opened up for close up photography or for you to climb in and "try on". Saturday there will be transportation to the USAF Museum for the more casual visitor and during sessions at the convention, there will be speakers from the USAF to give some perspective to the history of this branch of the armed services.

- **AUTOMOTIVE:** Planned tours of Bobby Rahal's or Tasman Motorsports racing shops and the American Motorcycle Heritage Museum with over 50 examples of the history of the motorcycle. **NAVAL:** Guided tours of the world's most accurate full-size replica of Columbus' flag ship, the Santa Maria, located on the Scioto River close by the convention facility. **GENERAL MODELING:** Speakers of note will do presentations of interest to all modelers

The convention's Hyatt Regency Hotel and adjoining convention center has over 350 rooms at the convention rate, 12,000 square feet of vendor's space and 14,000 square feet of contest room, giving everyone plenty of room to spread out relax and take it all in. To make your stay more enjoyable, located within the complex are four restaurants, a food court, a 24 hour convenience store a swimming pool and an exercise room.

- **Convention Information & Registration**

For 1997 IPMS/USA National Convention registration information, prices and registration sheets, please address the host Chapter by writing to: 1997 IPMS/USA National Convention, Box 339, Blacklick, OH 43004-0339.

- **Hotel Information & Registration**

For hotel reservations, please contact the Hyatt Regency Columbus, 350 N. High St., Columbus, OH 43215 or call them at 1-800-233-1234. Ask for the "IPMS Convention" rate to get their special convention rate of \$89 per night. [Ed's Note: for those of you who have gone to prior conventions and experienced the sad state of affairs of making your plans and reservations late, be early and avoid the trauma of not being at the convention site hotel. It's no fun at all.]

[web site: The '97 National web page is at. "<http://www.lanshark.com/~ipms97/index.htm>"]

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IPMS/Yakima Model Makers Annual Invitational Model Show Selah, WA Saturday, July 5th, 1997

This Yakima valley contest and show will begin with Registration from 9:00 am - 1:00 pm, Judging from 1:00 pm - 4:00 pm, and Awards Presentation at 4:30 pm. The fees include: Entry Fee: \$5.00 - includes 5 models, \$1.00 for each additional model; juniors age 10 & under FREE and General Admission: \$1.00. Vendor tables: \$10.00 per table.

The Contest Trophies will be awarded for: Judges's Best of Show - Junior, Judges's Best of Show - Senior and People's Choice. Special Awards will be given for: Farthest Traveled, Best Tall Ship, Best Street Rod, Best Number 43 (Any Richard Petty NASCAR Racer), Best Artillery - Towed or Static, The Medicare Award (For Entrants Age 65 or Older), and The Sow's Ear Award for the best rendered aircraft model built & reworked from an old, poorly engineered kit (i.e. old Airfix, Matchbox, Aurora, Lindberg, Smer, Artiplast, etc) - the builder must document the kit by displaying the model with the original kit instructions. Additionally, a "Best Of" award will be given for the major category subdivisions, and ribbons will be awarded for First, Second, and Third Place in each category. (See category list at our February 8th Meeting)

FOR MORE INFORMATION CONTACT: Stu Alvord (509) 697-7914 (7 pm-9 pm), Rich Hoard (509) 965-6913 (7 pm-9 pm) or Jim Green (509) 965- 0553 (7 pm-9 pm).

(See more Northwest Notes on later pages)

LET'S SPECULATE.....
ABOUT THE
COLORS OF SORYU'S
JUDYS AT MIDWAY
Jim Schubert

This all started with a question from IPMS-Seattle President Terry Moore. I agreed to check my references to see what I could find.

During testing in late 1941, Judy, intended as a replacement for the older Val, revealed serious wing flutter in diving; bad news for a dive-bomber. To make use of the already built service test Judys, some were converted to high speed, long range scouts with 330 litre drop tanks and a K-8 camera in the rear belly.

Two of these scouts were embarked on Imperial Japanese Navy Ship Soryu, lead ship in the Second Carrier Division of Admiral Nagumo's strike force when it left Japan for Midway. One launched into combat for the first time at 0745 hours June 4, 1942 to find Rear Admiral Fletcher's U.S. carrier forces defending Midway.

In my research I found a question (#Q2,1.8) similar to Terry's in reference A, which was replied to by David Aiken in reference B. David noted that as only the tail code of the single Judy employed at Midway was known from Japanese records there was no knowledge of its colors - only speculation.

Later, reference C, Ryusuke Ishiguro replied (#A2,1.8) with some speculation of his own to the effect that, although the official standard at the time

was overall grey, front line units were already painting their airplanes dark green on the upper surfaces and says the Judys were similarly painted. Lamentably, he cites no references for his preference of the green over the grey scheme. He does note very specifically that one Judy embarked on Soryu, **BI-202**, was lost in an accident before Midway. Reference D tells us the 200 series was applied to fighters and the 100 series to scouts; I, therefore, suspect "**BI-202**" is a typo and the Judys were coded **BI-101** and **BI-102**. Reference D also tells us Soryu's planes carried a single blue fuselage band.

We know the grey dive and torpedo bombers were already being camouflaged green in the field before Pearl Harbor. I doubt, however, Soryu's crew would take time to repaint these two lone scouts, which were intended to stay at high altitudes where the dark green would make them more obvious to patrolling enemy aircraft than the pale grey. The green being used to camouflage planes against a sea background and the grey against a sky background.

So here's my speculation:

1. Soryu's planes carried her code, "**B-I**". (above & Ref. D)
2. JNAF scouts in each unit were individually numbered in the 100 series (Ref. D)
3. Soryu's planes carried a blue band about the rear fuselage. (Ref. D)
4. Soryu's remaining Judy was still overall grey at Midway.

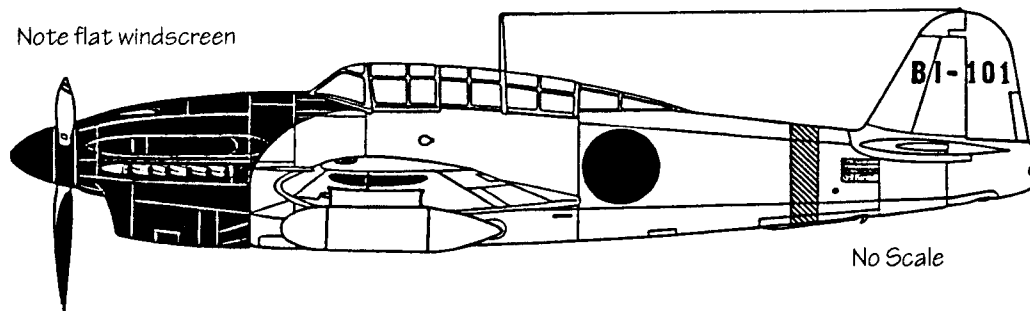
(Deduction)

The sketch (below) represents my opinion of how Soryu's remaining Judy looked on that day in June, 1942.

REFERENCES :

- A. Asahi Journal - The Quarterly Publication of Japanese Information International, the IPMS-USA Special Interest Group (SIG): Vol.2#1.
- B. Ibid., Vol.2#2.
- C. Ibid., Vol.3#1
- D. Japanese Navy Aircraft Colours & Markings in the Pacific War...and before: I. K. Baker, Self published, Victoria, Australia, 1991, ISBN 0-646-03450-2
- E. Japanese Naval Air Force Camouflage and Markings - World War II: D. W. Thorpe, Aero, Fallbrook, CA., 1977, ISBN 0-8168-6-583-3
- F. Aircraft Profile 241 - Aichi D3A ("Val") & Yokosuka D4Y ("Judy") Carrier bombers of the IJNAF: M. C. Richards & D. S. Smith, Profile Pubs., Windsor, 1972
- G. Famous Airplanes of the World: Carrier Bomber Suisei - No. 145 (second series): Staff of Koku-Fan magazine, Bunrin-Do, Tokyo, Sept. 1984
- H. Camouflage & Markings of the Imperial Japanese Navy Fighters in W.W. II: Staff of Model Art magazine, Model Art, Tokyo,
- I. Japanese Aircraft of the Pacific War: R. J. Francillon, Putnam, London, 1970, SBN 370-00033-1
- J. Aircraft Carriers, a Graphic History: N. Polmar, Doubleday, New York, 1969, Library of Congress 69-12186

Note flat windscreen



Overall pale grey
Black cowling
Blue body band
Silver Prop front
Primer brown prop rear
Red tip stripes on prop
Hinomarus - six places
Black codes

MY FIRST PLASTIC MODEL

Jim Schubert

All good aviation stories begin with, "And there I was....."; this one doesn't.

"Switch off; throttle closed."

"Switch off; throttle closed", I repeat, checking that this is true, as Bob pulls the prop through two turns.

"Contact."

"Contact and brakes", I reply moving the magneto switch from OFF through LEFT and RIGHT to BOTH, pressing my heels on the small brake pedals. Right hand holding the stick full back, left hand on the throttle, I wait. Beyond the engine I see his fingers tighten over the trailing edge of the wooden prop.

The engine fires on the first swing. A quick jiggle of the throttle catches it and keeps it running. Settling quickly into the rough idle typical of a cold four cylinder, it sets the airplane gently rocking. Bob ducks under the wing struts and climbs into the front of his recently repaired 1947 Piper J-3C-65 Cub, NC 42087. The fuselage was recovered and repainted in the fashion of the new PA-11 Cubs with the old, simple, black lightening flash down the yellow fuselage replaced by a big, ugly, patch of medium blue.

"Let's go", he says; "you're flying all the way today."

Visually clearing the area where we are parked, between the gas pump and the converted chicken coop that serves as the hangar at Jasper Airport, I release the brakes and add a little power. We move off at a brisk pace and ess-turn downwind along the left edge of the runway, the airplane assuming the awkward waddling motion of bungee sprung Cubs.

As we idle sinuously along on this sultry, sunny, Saturday in southern Indiana in September of 1948, the cooling prop wash fills the cockpit with the sweet smell of newly mowed grass, driving out the familiar airplane smells of oil, leather, gasoline and doped fabric. These first-flight-of-the-day slow taxis with a cold engine take forever. Stopping

at the end of the runway, holding the brakes with stick hard back, I run the engine at 1500 RPM until it warms for flight.

After the mag checks, releasing the left brake pivots the airplane through 180 degrees giving me a clear view around the field and pattern of any conflicting traffic. Seeing none, I line up in the center of our 3200 foot grass strip and push the throttle and stick full forward. As the engine comes up to 2350 RPM, the airplane raises its tail and moves slowly forward. As speed increases, torque reaction and a slight crosswind require a little dance on the rudder pedals to keep straight. A short run, a gentle rotation and we're flying

Throttling back a bit, I settle into a straight ahead climb to 400 feet, turn 90 degrees left, climb to 800 feet, turn 90 degrees left onto the downwind leg of the pattern, make sure there's no traffic and roll out of the pattern to the right and on around to a heading of 230 degrees.

As our course is almost straight into the wind, there's little concern about drift; just fly the compass. As I level out at 1,500 feet, Bob latches up the lower half of the flap doors to cut the breeze in the front seat. With this, the breeze from the left window increases; half closing it I throttle back to an indicated 72 MPH cruise.

Most of our flight to Evansville's Dress Memorial Airport today will be over the open cast strip mines in this area of mixed farming and mining. The sun's uneven heating of the alternating light and dark surfaces of the mining spoil and of the water filled pits creates a light chop in the air; noticeable, but not enough to climb out of.

"When you see the airport", he says twisting around in his seat to face me, "go to the east and south of it to join the pattern near the south end of the downwind leg. That'll give the tower plenty of time to see you and understand your intentions. When you turn final, watch the tower. If you see a green light, rock your wings and land. If you get a red light, rock your wings and go around."

Closing the throttle and straightening out on final, I see the green light, rock the wings in acknowledgment and

concentrate on arriving at the runway threshold at a height and speed to flare.

Breaking the glide with steadily increasing back pressure on the stick, I'm pleased to see the threshold slide by a few feet below me as I pull the stick full back and wait for the single thump of another perfect three-pointer. But we're not landing! We're floating about four feet off the hot, white concrete in a perfect stalled three-point attitude and we're beginning to wobble!

"Sorry", he says twisting around to face me again, "I forgot to tell you, you can't three-point a Cub onto concrete on a hot sunny day. Push over, add some power and wheel it in." Great! That worked. The mains are on and the tail settles as I close the throttle. Idling down to a walking pace, I turn off the runway at the next exit. Even with my long float, we're only at mid field.

"Apart from that long, fuzzy, landing, there's not much to say about your flying today" said my instructor Bob Ashley. "On the way home, though, let's cruise a little higher. I know you like to sightsee while you fly but the chop over the strip mines was getting to me."

"There they are," the owner of ABC Hobbies is telling us, after our short bus ride into town. "We've only got these three from Hawk, so far: the Howard Ike, the Gee-Bee and the Curtiss racer; all in quarter inch.

"Fine! I'll take one of each", I declare, laying a dollar on the counter.

P. S. And, I got 25¢ change !

1997 Meeting Dates:

February 8, 1997

March 22

April 12

May 10

June 21

July 12

August 9

September 20

Farewell Intruder

It's not often that one is able to say we're going to miss an Intruder. However for many of us this will be the case within a few weeks. The funny looking guppy-like all weather bomber, which we saw fly into our local skies back in the early '60s is about to bow out. The U. S. Navy's now famous and well known all weather bomber, the A-6 Intruder, built by the proud men and women at the Grumman Bethpage, New York plant is having the curtain drawn on its final days.

If you've been watching the many fine Wings' programs on the air conflict in Southeastern Asia, the Middle East and Gulf War, you've no doubt seen and been impressed with what this seemingly awkward medium attack bomber can and has done. The supporters and numerous crewmen who have flown the A-6 all attest to the almost unstoppable Intruder, it's legendary weapons load and it's ability to not only deliver the desired ordnance onto its target but it's ability to get its crew home again. As mentioned at our last meeting, many of us were here and first saw the talented Intruder at Whidbey it when began it's career on this coast and want to be at the "disestablishment" of the Intruder and its remaining West Coast squadron VA-196 on February 28, 1997 at NAS Whidbey. The public has been invited to attend this ceremony. A brief note about the Intruder, for those of you who are not acquainted with the "ugly duckling."

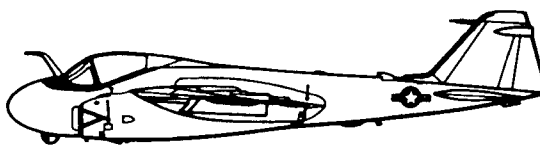
Description: The A-6E *Intruder* is a carrier-based medium attack bomber.

Mission: The A-6E was developed for conventional ground attack in all weather conditions day and night.

Features: The A-6E is an all-weather,

two-seat, subsonic, carrier-based attack aircraft. In spite of its weight, it has excellent slow flying capabilities with full span slats and flaps. The crew, sitting side by side, can see in all directions through a broad canopy. The aircraft is equipped with a micro-miniaturized digital computer, a solid state weapons release system, and a single integrated track and search radar. The *Intruder* is armed with laser-guided weapons and equipped with a chin turret containing a forward-looking infra-red (FLIR) system and laser designator and receiver.

The A-6 worked around the clock in Vietnam, conducting attacks on the targets with a pinpoint accuracy unavailable through any other aircraft at that time. The A-6E



proved once again that it is the best all-weather precision bomber in the world in the joint strike on Libyan terrorist-related targets in 1986. Navy A-6E *Intruders* and Air Force FB-111s penetrated the sophisticated Libyan air defense systems, which had been alerted by the high level of diplomatic tension and by rumors of impending attacks. Evading more than 100 guided missiles, the strike force flew at low levels in complete darkness and hit its target. A-6 aircraft were used extensively during *Operation Desert Storm*, providing precision bombing on a wide range of targets. The night and all-weather attack capabilities enabled the A-6 to neutralize anti-aircraft batteries and attack well-protected tactical targets with minimum casualties. The precision munitions used by the A-6 provided

exact targeting of targets in a complex environment.

Primary Function: All-weather medium attack aircraft

Contractor: Grumman Aerospace Corporation

Unit Cost: \$22 million

Propulsion: Two Pratt & Whitney J52-P8B engines (9300 pounds thrust each)

Wingspan: 53 feet

Length: 54 feet 7 inches

Height: 16 feet 3 inches

Weight: Take-off maximum gross, 60,626 pounds; take-off maximum gross (carrier), 58,600 pounds empty, 25,630 pounds

Speed: 563 knots (648 miles per hour)

Ceiling: 44,600 feet

Range: With full combat load, 1,077 miles; with external fuel tanks, 3,100 miles

Armament: Five stores locations each rated at 3,600 pounds carrying any combination of Mk 80 series GP bombs, Guided Bomb Units (GBUs), AGM-65 *Maverick* missiles, AGM-88 [compare that with a B-17 or B-24!]

Harm missile, AGM-84D *Harpoon* missiles, AIM-9 *Sidewinder* missile, and the AGM-62 *Walleye*.

Crew: Two

Date Deployed: First flight: April 19, 1960 **Operational:** February 1963

Ed's Note: This information was largely drawn from two websites: "<http://www.chinfo.navy.mil/navphalib/factfile/aircraft/air-a6.html>," "www.naswi.navy.mil/," and "www.naswi.navy.mil/a6gone.html."

Final Dues Reminder:

For those of you who have yet to pay your 1997 dues, this is the last friendly reminder. Our friendly Treasurer, Norm, is again reminding us all of the need to pay our annual dues, a paltry \$12.00. You may do so by either sending a check and the following information to Norm (see his address on page 2) or bring this slip and your cash/check to our January 11th meeting. The deadline for paying 1997's membership fees is at the February 8th meeting. Those not paying their dues by the February meeting will be quietly omitted from our soon to be distributed membership roster and will lose your copies of the Chapter Newsletter and possibly still be publicly ridiculed.

Name: _____

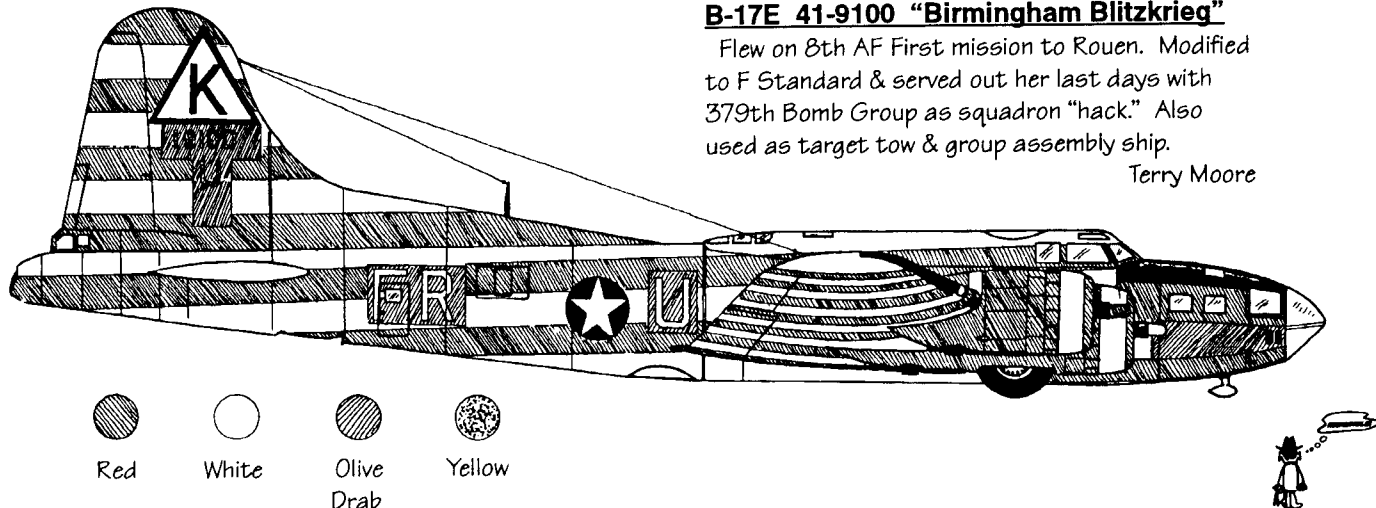
Address: _____

City: _____ Zip: _____

Phone: _____ E-Mail: _____

MARKINGS & REFERENCES

Ed. Note: As mentioned last month, these are a few of the original reference drawings from Vol II No. 2 Seattle Chapter Quarterly, 1969-70. With the recent advent of many new and vastly improved scale models, these markings provide some interesting and challenging subjects for your modelling efforts.



B-17E 41-9100 "Birmingham Blitzkrieg"

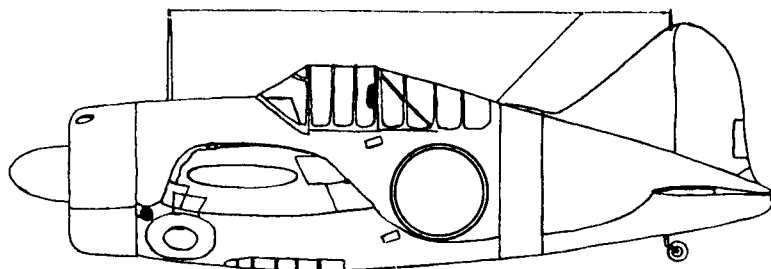
Flew on 8th AF First mission to Rouen. Modified to F Standard & served out her last days with 379th Bomb Group as squadron "hack." Also used as target tow & group assembly ship.

Terry Moore

BREWSTER B-339D BUFFALO

Ex Group V, Militaire Luchvaart
Netherlands East Indies
Captured by JNAF in early 1942

Upper surface - N1 Green (Incl. spinner)
N1 Green carried over leading edges
Lower surface - AN2 ((incl. wheel "pockets"; other interior surfaces - chromate)
Friend Identification stripes - Yellow
Prop blades - Flat black
(see Vol 2, #1 for notes on N1 Green and AN2 Grey)
Walks - flat black

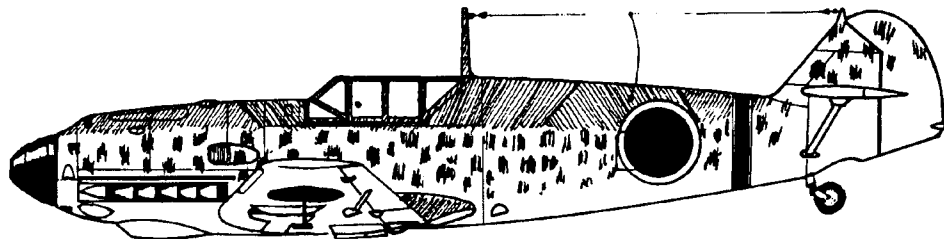
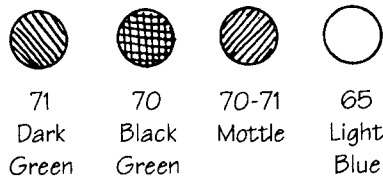


Note: Relocate exhaust to body from cowl

Jim Schubert

Bf 109 E4 (MIKE)

All guns removed & locations covered (gun troughs, shell ejector chutes, etc.)



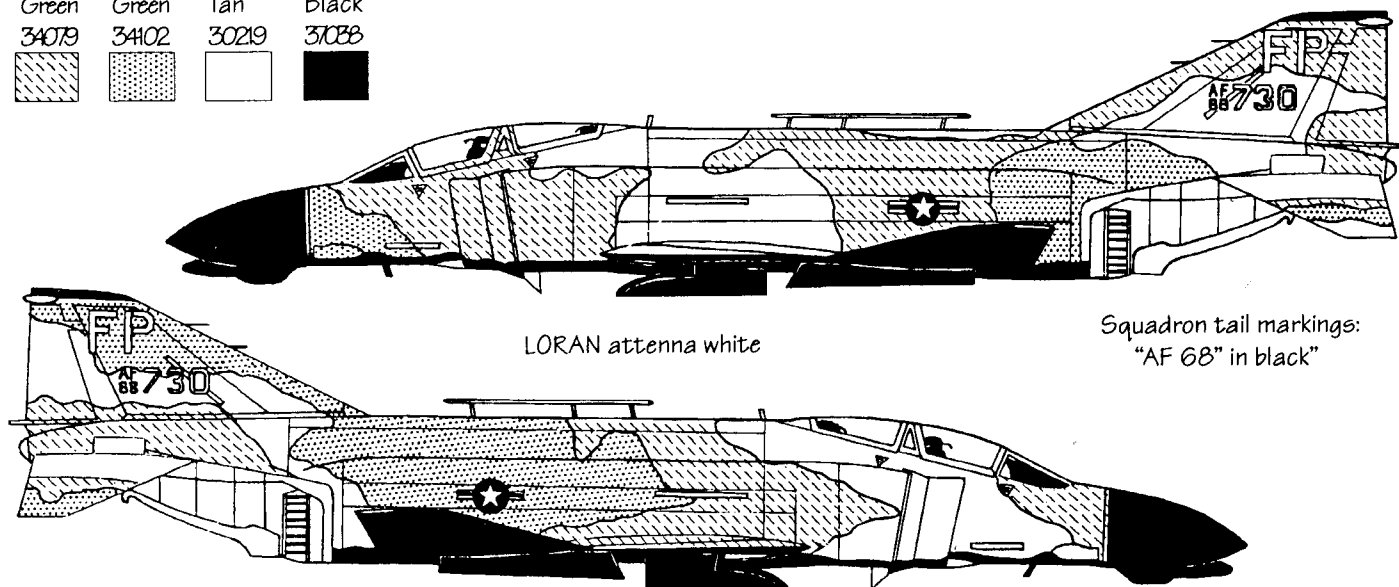
"Mike" has red fuselage band outlined in white

Terry Moore

F-4D "Night Owl"

This F-4 was one flown by the 479th TFS, the "Night Owls," from the Ubon RTAB as part of the famous 8th TFW, the "Wolf Pack." These a/c were also specially equipped with LORAN navigational equipment to increase the all-weather delivery and accuracy of our bombing efforts and deployed in mid 1970 to drop the then highly classified "Paveway" KMU 488 series of bombs: Mk. 82 (500#), Mk. 83 (1000#) and Mk. 84 (2000#). These were optically guided bombs which followed a laser designated beam to their target.. These were the first of the "smart bombs," which later were so successfully used in the redesign/urban renewal efforts in the Middle East. The black bottom camouflage was especially designed to match the night interdiction bombing missions of this squadron.

Green	Green	Tan	Black
34079	34102	30219	31088



(Continued from page 1)

tions also do not include any other Chapter costs. This probably would force us to look to \$15.00 or more to support Chapter operations. Please remember that added paper, production costs or decreased membership will alter this financial "guess."

(2) Periodic distribution becomes an important part of our discussion. If we maintain the Newsletter, but on less than a monthly basis, we will effect a cost savings for the Chapter. The load to those involved in the Newsletter's production and to those supporting it with material is also reduced and to some extent results in a more manageable production.

(3) As hinted at previously, production costs are also important. We will be shopping for a cheaper location for our photocopy work as well. In our last issue I ask for support from someone who either works in or around lithography or photoreproduction. Such assistance can drastically reduce the Chapter's out-of-pocket expense for the newsletter and possibly also increase the overall quality of the newsletter.

Thanks!

This month's contributors are identified by each of their submissions, but I want to separately thank those Seattle Chapter members who graciously contributed of themselves in the form of the major articles and notes contained in this issue of the Seattle Chapter Newsletter. Those members include **Jim Schubert, Norm Filer and Terry Moore, and Tracy White.**

I would also like to acknowledge the special contribution made by **Craig Rosner**, who was especially helpful in contributing several packages of software which will be used by the Chapter and in the production of this newsletter.

Thanks a million to Craig, Jim, Tracy, Norm and Terry!



Newsletter Distribution & Chapter Roster

We didn't say it was easy; we are now using our 1997 Chapter membership roster for our mailing labels. We plan to have our new roster done before the March meeting and able to dispense them at that time. While we do not plan to update the printed roster but once a year, our mailing list accuracy depends on you keeping the Treasurer's records current. In fact Norm sits at home and waits for those changes; let's not disappoint him, right?

We will attempt to have a limited number of newsletter copies at the February 8th meeting for free distribution to those who are just trying to catch up with the annual dues renewal. After that, there won't be any more "free lunches." Only those members who pay dues will receive the Chapter newsletter. We still feel this is fair when you stop and think about it and hope you agree.

MORE KIT REVIEWS

Tamiya Type II Betty

(Ed's Note: The following three kit reviews were "downloaded from Tracy's creation, the Seattle IPMS Chapter's web page, which is noted a bit later. Great job, Tracy!)

During WWII, the Mitsubishi G4M "Isishirikko" (code named "Betty" by the Americans) twin engine bomber was in service with the Japanese Navy. A design philosophy of long range at the cost of protection and structural strength made these aircraft extremely vulnerable to enemy fighters, nonetheless they served throughout the entire war.

Tamiya's recent offering is excellent. Markings are provided for no less than six different aircraft. A standard bombload of 12 bombs is provided, as well as a torpedo for those who want to model the aircraft that attacked and sunk the British battleship Prince of Wales and Cruiser HMS Repulse.

Not having any reference material on the Betty, I can't vouch for the accuracy of the model's cockpit. The interior is nicely detailed with crisp moldings and excellent fit. I tried the instrument panel decal out of curiosity and the gauges did not match the depressions for them in the panel itself. The kit came with three crew figures; two pilots and a rear gunner.

I added some lead foil seatbelts and a wash to the cockpit floors and walls. It looked quite passable, if a little bare. Some research would've led to a wire here and there to spruce this up, I think.

Overall fit has been outstanding, with the only problem area thus far the left nacelle's fit against the wing. There's a slight gap between the nacelle and the wing's leading edge. The clear parts have fit extremely well into the fuselage. Dry fitting of the fuselage shows no difficulties in waiting. I doubt I'll use any putty in this section.

I'm planning on doing my Betty in

the markings of the aircraft Admiral Yamamoto was shot down and killed in. Decal sheets are available through a monograph Mustang International has on Rex Barber (one of the pilots who shot down Yamamoto's aircraft).

Tracy White

Tamiya F4U "Birdcage" Corsair

So far I have purchased two of Tamiya's 1/48th scale F4U-1 Birdcage Corsair. I bought the second one because the wing spruce was a cold shot and is unusable. I didn't want to wait for a replacement to arrive so I went out and got another (*I'll send away for a replacement soon, I promise :)*

With the exception of the cold shot this is an excellent kit. Detail is nice and crisp. Anti recessed panel lines mongers will not be happy. I've chosen to model mine with the wings folded, and so far this has not led to any vast array of extra work. Since there was no cockpit floor on the early model F4Us I've began to add stainless steel wire along the walls of the fuselage to simulate hydraulic tubing. The cockpit was a real complicated mess under the seat, so I'm more worried about look than accuracy of lines.

So far the fit of the kit is exceptional. The outer wing sections went together well with very little sanding needed. With the exception of a small step cut-out on the right hand flap that should not be there (*it was added later on the F4U-4*) the kit appears very accurate.

Detail is good. The cockpit area looks nice as is and even better with details such as seatbelts and hydraulic lines added. The wing fold sections are nicely detailed and missing only the electrical wires that ran across the break. There is a section viewable with the open cowl flaps that provides the intake and exhaust pipes.

Overall, I would definitely recommend this kit over the hobby craft kit. Pricewise it's only about \$6-7 more and the level of workmanship more than makes up for the difference in cost.

Tracy White

Accurate Miniatures TBF-1C Avenger

The AM TBF is one of the nicest kits I've seen. It has some problem areas, so far the turret, but such difficulties are somewhat expected with the creation of a model of such a complex assembly. I've heard one report of someone having difficulty fitting the engine cowling over the completed engine assembly, but I have not gotten to final assembly yet and can't report on this.

Detail is exquisite and crisp. The plastic is a bit soft; I accidentally gouged deeper than I wanted to when cutting the wings free. Fit is excellent, so far I haven't used any putty except to replace the aforementioned wing gouge :)

There are two gripes I have with the cockpit of the Avenger. My cockpit floor was slightly warped so that I have to press down on it to get it under the position tabs. When the turret is finally in place I may have difficulty lining the floor up to close the two fuselage halves. Also, the decal seatbelts provided don't look right; a bit too bright and flat. Not a big problem for the bombardier and gunner's positions, but the canopy is excellent and therefore some work with tape or lead foil will help with the pilot's seat.

The biggest deficiency in the TBF kit is the instructions. Parts positions are somewhat unclear in areas (I accidentally glued the armored windscreen on the wrong side of the armor shell in the turret because it appeared to be the position in the instructions) and paint colors will be a bit confusing as well. I've read a post

(Continued on next page)

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that you are supposed to follow the order given in the instruction, but unless you read them (*shudder who READS instructions?*) it is diff~cult to tell which order parts go together.

I messed up the ball turret the first time because of the vagueness of the instructions. I know of two other people who also did something wrong with the turret, so take extra care and plenty of dry-fitting before glueing anything. I had to try three times before I actually got the turret assembly successfully glued into the clear ball canopy. About a week later a rattle appeared. I managed to shake the part out to find it was part of the mounting structure (*part number 53*). I'm going to leave well enough alone!

The windows on the aft fuselage section require some care. There is a slight change in the curve of the rear fuselage skin. If the windows aren't put in right they won't fit. Rotate them 180 degrees and try again. I found the rear gunners canopy on the aft underside particularly diff~cult to mask, I may end up hand painting it.

So far the only decals I've worked with are the two seatbelts; one of which I broke in half. I will comment more on these when I start decalling, hopefully this weekend. I do know that the roundels are apparently too large, at least the fuselage section ones are. They extend onto the vertical stabilizers fillet, which apparently they never did in real life. Some markings from Aeromaster should solve this little problem.

Tracy White

.....

IPMS Seattle Web Site

In spite of all of the good natured joking about what is or isn't a web site at our last meeting, as you will have seen from several of the footnotes in this month's Newsletter, there is a great wealth of information out there for the use of all who can access the internet via a personal computer.

Based on a recent report published

by the Hewlett Packard Company, there are now over 30 million individual using the Internet. Most of them are sending and receiving e-mail, which cost almost nothing to send, and arrives almost instantaneously. There are several members of the Chapter using this valuable communications tool to communicate regularly.

One of our local members, Tracy White, has graciously taken the time and effort to establish a home page on the internet for our Chapter's use and those who want to contact our Chapter, its members or find out what is happening in the Seattle area. There are currently estimated to be over 21,000,000 web "pages" on the net and the number is growing continually. As mentioned during our last meeting, most of the military commands have home pages. You can review the Navy's entire fleet deployments, read about specific ships, study armaments and request you own pass for the A-6 Intruder retirement ceremony at NAS Whidbey. There are a number of sites dedicated to the SR-71 alone, not to mention many other aspects of modern military technology and interest to many modelers.

Several members constantly "surf" the net and review and follow the numerous public news groups on the internet which deal exclusively with scale modeling. There are often entries, notes or requests from the major manufacturers in our hobby industry. Several hobby shops offer up-to-date catalogue information (with great color graphics), model availability and ordering directly over the internet. Monogram, Testors and Squadron Shop (to mention but a few) offer extensive web sites with active links to other aspects of the hobby, historical references and to other neat sites.

While it may just be another vicious rumor, in fact, I overheard Ted Hollowchuk recently comment that he may soon be joining the rest of who have progressed into the 20th century and buy a computer. I realize that's a stretch, but anything is possible, right Ted? Please take a few minutes and look up ours at: "www.cwu.edu/~white/ipms.html." Try it, you'll like it.

**Thanks a million for your effort
on our behalf Tracy!**

Hasegawa 1/72 A-1H Skyraider

Just saw this one yesterday at the hobby shop and was surprised, I don't remember any advance announcements about it. Nice kit, has 92 parts, three clear and rest medium grey. Cockpit tub has decals for side consoles and main instrument panel, can't really comment on seat accuracy but looks okay to me. Panel lines are nicely scribed, with raised armor panels added during A/C service life. Dry fits nicely. Two piece canopy and clear part for gunsight. Engine is usual flat face part, though inner shroud hides everything except bell housing anyway. Comes with two wing tanks and one centerline tank, and all fifteen external hard points have the sway braces to be added to them. Weapons are four triangular shaped external stores, flare dispensers I think, bombs and rocket pods will have to come from the Weapons Set I Hasegawa puts out in 72 scale. Markings for two planes, CAG bird from VA-52, "Knight Riders", NM 300, off the USS Ticonderoga, blue fin cap with multi colored stripes below, and blue fuselage sash, white mace and stars in it with the multi colored stripes on either side, "COMATKCARAIRWING NINETEEN" on fuselage over star and bar. Other plane is from VA-145 "Swordsmen", NK 504, green fin cap and fuselage slash, sword with lion or griffin on sash. Kit has four polyurethane(?) parts, one which goes in the engine front and you press the prop shaft into it. Seems to be a new trend for

Hasegawa prop kits. I haven't seen the Hobbycraft Skyraiders, but this one is a very nice replacement for the only other 72 Skyraider I know of, Airfix's decidedly elderly offering.

JAshf40429

[Ed's Notes:

I included this review as a further enticement to those of you wondering about what's on the internet and if it can assist you in your modeling efforts? This review is just one of hundreds of scale modeling related notes on the "rec.models.scale" news group. There is really a lot of news, some of a bit crazy, but much of it very interesting and a ton of free information you might enjoy.]

F2A-2 Brewster Buffalo Hasegawa (1/72nd Scale)

This one of the latest from Japan and is a gem of a kit. Tamiya's 1/48 version from about 20 years back is also very nice, but this another of the many great WW II and pre-war 1/72nd scale kits just now finding themselves onto our modelling market - to the great pleasure of many of us who enjoy the prewar bright markings. When compared with the old Revell Warbird series kit of the early 60's, it is infinitely better, though the price increase of .39¢ to \$12. illustrates the passage of the last 35 years. Our color reference notes in this issue, thanks to Jim Schubert, give you an additional version using Japanese markings for this neat little kit.

This is not only a very significant Navy & Marine Corps fighter because it was one of the first "all metal" monowing carrier fighters. In spite of their dramatic loss at the Battle of Midway, as many of you have recently read, it also enjoyed very successful service in several foreign countries (in the Finish service it saw very significant combat experience and left a combat record equal or better than several other very well known WW II Navy fighters).

There are many areas worth mentioning and here are my favorites. Surface Detail: inscribed, with lots of beautiful details. A detail person may question the height in scale of the fabric covered ribs on the control surfaces, which may be sanded down slightly but they display nicely and give the desired look to good effect. The wing scribing and detail is very clear and along with the wing fold mechanical housings, gives you a very reproduction of detail on both the top and bottom of the wings. The basic shape is correct, in comparison to those photos I have seen and for the first time accurately gives the modeler the correct shapes of the fuselage as it trails the engine cowl. Even the see-through wheel area is done well, though the small size of these pieces will require patience from the builder and a close look at photo references to see where painted surface and bare metal is called for. Even the tail wheel is a separate piece.

While the cockpit interior is a bit sparse (with decals used to supply the details), the cockpit area is adorned with the roll bar protector and life raft container, each of which is very evident under the very large canopy. While discussing the cockpit, it comes in several pieces, each lightly and completely scribed enabling one to display it either open or closed. The front windscreen also provides a hole for the supplied pilots telescopic sight. An extra front piece is also on the clear tree, which along with an extra set of later propeller blades indicates at least one later version to come. There is also a beautiful small window for the fuselage bottom and a decal allowing you to duplicate its ribbing without going blind trying to mask it off before painting. A nice, thoughtful touch.

The decals cover two differently marked planes from VF-2 aboard the USS Lexington and includes not only the markings for those aircraft, but a underlying separate white decal to position under the yellow markings (should you choose those) and the national insignia. This has been done to assist in eliminating the bleed through problems often encountered with light decals. This is another small, but thoughtful addition from Hasegawa. The color of the yellow bands appears to be too light, if the color drawings and references I have seen are to be believed. I am also skeptical about the actual results and application of the suggested percentage color mix (on the nice instruction sheet) to match the required top wing color. This color often called "chrome yellow" is described (and documented very clearly) as "orange yellow" in John Elliott's landmark publications (four volumes detailing USN & USMC aircraft markings). My suggestion is to use the Model Masters chrome yellow mixture as is; it looks right to my eyes. If you want a truly outstanding model and are up to challenging paint schemes, Major Elliott's photos of the dramatic Barclay camouflage Buffaloes will drive you crazy, but you'll probably not find many other models in that scheme.

All things considered I feel this is the best kit available of this aircraft,

certainly in this scale and I applaud the efforts and continued attempts of the Hasegawa family to model all of the significant combatant aircraft of WW II. For those of us who felt we had seen the last of the great models a few years ago, this company is still going strong and I applaud their efforts on our behalf.

Bob LaBouy

Breakfast "Pre-Meeting"

As you will see from the brief reminder note on the outside cover of this Newsletter, we briefly discussed an additional forum for some of us (any member who is interested) to get together very informally before the regular monthly meeting. This is not intended to replace the informal "post meeting" hamburger gettogether attended by a growing number of members, but in recognition that some of us may find it easier to get together prior to the meetings. Travel and other commitments may make this desirable. McDonalds may not be the regular venue we choose, but this month for a start, we try the following:

Some of us modeling insomniacs plan to meet at McDonald's Queen Anne store, at the S.E. corner of 1st Ave North and Roy Street (that's in the Larry's Market / Hansen Bakery building, about 1 block from the Seattle Center. Those interested will meet there about 0830 (8:30am) before the mtg on Feb. 8th.

Assistance Needed

As you will see, there isn't anything in this spot, because we have not heard from anyone who is looking for special assistance. Nor anyone who is in need of help.

This is not exactly the case. At our last meeting **John Alcorn**, who recently joined our Chapter was overheard asking about air compressors. He is looking to purchase another and is looking for any guidance any members can give him. I mentioned a moisture trap is a good idea (in my experience) due to the moisture we have in our local area. He still would like to talk with anyone with ideas. Come to think of it, this would be a good theme for an article. Help with compressors anyone?

SPOKANE MODEL SHOW & CONTEST

SATURDAY APRIL 26, 1997

U-CITY MALL (SPOKANE VALLEY)

Big news from those crazy guys in the Lilac Festival Valley. They are planning a no-holds barred model meeting and contest on Saturday, April 25th in Spokane. The latest word from member Will Riepl, who has just freshly returned from a trip to Las Vegas and the Hobby Industry Convention (and can share new insights into auto theft and protection of cameras) reports the following details. Known specifics are as follows:

Mall opens at 8:30 a.m. Registration from 9:00 a.m. to 12:30 p.m.

Model room closed from 3:30 p.m.-4:30 p.m. for judging.

Awards at 5:00 p.m.

Standard IPMS classes: Masters, railroad models, figures, etc. Display table for non-judged models. Special awards for Best Aircraft, ship, armor, figures, auto, dioramas, sci-fi, etc. Judges Grand Award, People's Choice includes all models. Entry fee: \$5.00 includes 3 models (\$1.00 per model after that). Juniors FREE. As a special enticement, all IPMS-USA national members can enter for only \$4.00 for as many models as you want.

For further information, please contact: O.J. Hurst 615 Glenbrook Greenacres, WA 99016. His phone number is (509)924-1488.

Not only is the Spokane group known for their active modeling and this show should provide a great reason for driving across the state, but they come to our annual contests and display some great models. Additionally, there is a very fine, though small museum at Fairchild AFB, several nice outdoor static display aircraft (including a rare bird, a "mig killer" B-52) and Spokane is home to everyone's favorite source of models and paints, the White Elephant. If you've not been to the White Elephant, you ain't lived life in the fast lane, believe me! Road trip anyone???



1997 Recon 7

Model Contest and Exhibition

Saturday, March 22, 1997

No doubt you'll have heard that the Seattle Chapter has once again been selected as the host chapter for the 1997 Region 7 Regional Model Contest. The traditional good time will be had by all in attendance and for those of you wishing to see some of the finest models in the country, this year's Recon 7 will be the place to be on March 22nd. This regional contest also serves as a preliminary or "warm-up" competition to those planning on their models competing at the National Contest held in July in Columbus, Ohio (see our earlier note about the 1997 National Convention). This Recon 7 Contest will be held at our normal meeting site at the Washington State National Guard Armory.

Details include:

Registration	9:00am to Noon
Public exhibition and viewing	10:00am to 3:00pm
Trophy judging	3:00pm to 3:45pm
Awards presentation	4:00pm

Please Note: The model display area will be closed to the general public during the trophy judging.

Models may be removed only after the 4:00pm Awards Presentation and need to out of the display room by no later than 5:00pm.

Registration and Admission:	\$ 5.00 per person
	\$ 2.00 Juniors
	\$ 2.00 Visitors

Meeting Reminder:

Saturday, February 8, 1997

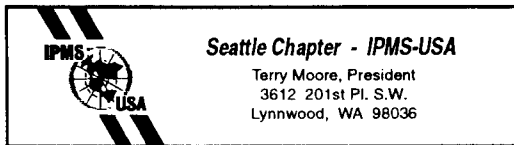
National Guard Armory
Room 114
1601 West Armory Way
Seattle

Directions: From North or Southbound 1-5, take the N.E. 45th St. exit. Drive West on 45th, crossing under Highway 99 (or Aurora Ave North) toward N.W. Market St. in the Ballard district. Continue West on Market St. toward 15th Ave. N.W. Turn left (south) onto 15th Ave. N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter). Watch for signs. You should park in the Metro Park & Ride Lot.

If coming from South Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western Ave. ~~north~~ to Elliott Ave. until it turns into 15th Ave N.W., then to the Armory Way turnoff.

Interested in a "pre-club social hour?" As mentioned last month, some of us modeling insomniacs plan to meet at McDonald's Queen Anne store, at the S.E. corner of 1st Ave North and Roy Street (that's in the Larry's Market / Hansen Bakery building, about 1 block from the Seattle Center. Those interested will meet there about 0830 (8:30am) before the mtg.

Breakfast Anyone?



James Schubert
230 173rd Pl. N.E.
Bellevue, WA 98008