

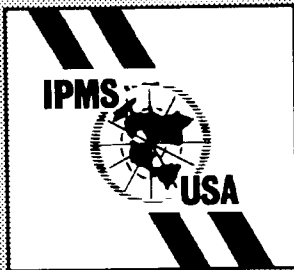
Jim Schubert

Spitfire Special

THE SPITFIRE FLOATPLANES

by Jim Schubert

Seattle Chapter News



Seattle Chapter

IPMS-USA

March, 1997

I've always been interested in seaplanes and have particularly liked the Supermarine Schneider racers; the S.4, S.5, S.6 and S.6B. This interest naturally extends to the Spitfire floatplanes, which to a degree evoke the image of their elegant predecessors. This interest was fueled when I read a review of the Gartex/Hasegawa 1/48th scale kit of the Spitfire Mk.Vc on floats in the October 1994 issue of the French magazine *Replac*, while working in Nimes in 1994. "Read" is an overstatement. I more "decoded" the article using ill-remembered high school Latin and a fair knowledge of aviation technical terms in French. The *Replac* staff liked the kit; so when the opportunity came to buy one at discount, I did. In studying the kit with friends, we raised a lot of questions re configuration and color scheme(s) which we couldn't answer. The references listed below, which are the total resources available to us, contain contradictory and confusing information. None is satisfactorily complete in itself. These interesting airplanes are not well documented by what has been published to date. Reference (A) is the best overall but the *Aeroplane Monthly* and *Air International* articles have more clearly printed photographs. My intent here is to consolidate what we learned from the secondary source information we have to make it easily available to interested modelers.

HISTORY:

British efforts in Norway, in early 1940, sparked the idea of a fighter on floats to operate from sheltered waters in support of the army. This idea tied in with the thoughts of strategic planners anticipating a Japanese sweep of the western Pacific, as they too reckoned a

float fighter would be needed until airfields could be built in the islands. The Air Ministry then called for towing tank tests to be made of 1/7th scale models of the Hurricane I and Spitfire I on cobbled together installations of strut mounted, wire braced, Blackburn Shark/Roc floats, of which a surplus of 50 pairs was immediately available. The Spitfire looked good in these tests. The Hurricane had problems with spray impingement and ingestion and was dropped from study. Supermarine applied their Type 342 project number to the effort, which cynics had nicknamed the "Narvik Nightmare" after what had, by then, become the debacle in Norway.

On Air Ministry orders Supermarine contracted with Folland to fit Spitfire Mk.I, R6722, with Blackburn Shark/Roc floats. It was immediately obvious that this installation was too big, too heavy and too draggy to be viable.

(Continued on page 3)

In This Issue:

Spitfire Floatplanes	1-7
Prez's Notes	2
Kit Review	8
1997 Meeting Calendar	9
Northwest Events	10
Disposals & Notes	10
Air Show Dates	10
Nellis Open House	11-12
RECON 7	
& Spokane Contest	13
Meeting Map & Reminder	14



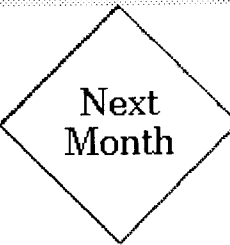
TERRY D. MOORE

On January 18th, the Museum of Flight presented a scale model show, hosted by Northwest Scale Modelers and IPMS/Seattle. Over 650 models(!) were on display and the show was a huge success, both for the Museum and for the 2 model clubs that presented the event. The Museum indicated that 1350 people came through the turnstiles and the gift shop did a terrific business selling models and books. I expect our membership to increase as well, as many "solitary" modelers discovered our existence. It took a lot of work by a lot of members to set up the display on Friday evening, and then to be at the display all day Saturday. Many modelers had many models on the tables but thanks go especially to Bill Osborn, Jim Schubert, Dave Holmes, Ted Holowchuk and others for virtually emptying their display cases to fill the tables. The Museum raised the possibility that the display next year may be a 2 day event.

Which brings up a good question: In order to have more models at a contest/show, would you be interested in reducing the competitive aspect of a contest to just a few awards (best aircraft, best armor, best automotive, etc. etc.) to making the event more of a model display?

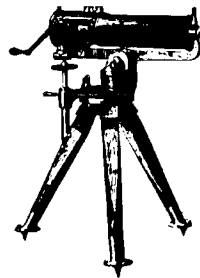
Terry

**DONT FORGET
RECON 7 CONTEST &
GATHERING:
MARCH 22ND !**



**Next
Month**

- Terry Clements' P-40 in the AVG article
- Bill Johnson tells it all about using CO2 bottle
-and much more (maybe)



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 above 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*

(Continued from first page)

The plane was taxied but not flown. R6722 was then converted to standard Mk.V configuration for issue to the RAF. I've found no photos of R6722 on floats. **FIGURE 1** is based upon a rough layout drawing in Reference (A).

In May 1940, Supermarine proposed their Type 344. This had properly sized, pylon mounted floats and a small ventral fin to offset the destabilizing effect of the lateral area of the floats forward of the center of gravity. The design team were dubious about the likely spinning characteristics and fitted a small spin recovery parachute tightly packed externally against the fuselage just above and forward of the left stabilizer. To prevent the parachute lines from jamming in the slot between the fin and the horn balance of the rudder, a quadrant shaped guard was fitted as shown in **FIGURE 2**. Only the prototype, W3760, was so equipped. Photos show the chute was not fitted for all flights but the rudder horn guard stayed with W3760 throughout its life. The Type 344 proposal was not pursued. The floats for Type 344, incidentally, were designed by Arthur Shirvall, who designed the floats for the Schnieder racers!

In May 1941, a Mk.III on floats was mooted but was canceled with the Mk.III project. Supermarine assigned no Type number.

In September 1941, as political events in the Far East were confirming the concerns of the strategic planners, the Air Ministry directed Supermarine to update their Type 344 proposal. They also directed Folland to build the components for, and to convert, one Spitfire. Supermarine duly produced their Type 355 design. Folland built the components and fitted them to Spitfire Mk.Vb, W3760. The initial configuration of W3760 is shown in **FIGURE 2**.

Testing revealed serious directional instability in flight and that too much water was entering the supercharger intake on take off and landing. To eliminate the latter problem, the fairing of a Vokes tropical intake filter was fitted as shown in **FIGURE 3**. This solved the

water problem, but increased drag and exacerbated directional instability. In its first and second configurations W3760 had no guns installed.

The final configuration of W3760, shown in **FIGURE 4**, extended the supercharger intake to a point forward of where spray from the floats impinged upon the fuselage. A larger fin and bigger rudder improved directional stability. Spin testing was anticlimactic; the Spitfire on floats was found to spin, and recover, in a manner similar to the standard Spitfires on wheels.

A couple of references note that the underwing radiator had a redesigned intake to reduce water ingestion. Examination of the photos available to me do not reveal the nature of this redesign; the radiator housing looks like a standard Mk.Vb unit to me.

In mid 1942, the Air Ministry ordered Folland to build 12 conversion kits and to convert Mk.Vb's, EP751 and EP754. These "production articles" carried no prototype markings.

In autumn 1943, all three Vb's were shipped to Fa'id on Great Bitter Lake north of Suez for service testing, after which it was intended they would support British operations in the Greek islands. Though rapid corrosion was serious, no disabling problems were revealed. In the event, however, the islands fell before the float fighters could be deployed and there was no further need for them in the Mediterranean. Due to extensive corrosion all three airframes were scrapped upon return to England.

In summer 1943, the float idea was shifted to the Mk.IX and Folland converted MJ892 Supermarine Type 385, shown in **FIGURE 5**, for development against a need in the Pacific. Although the Mk.IX is longer and heavier than the Mk.Vb, the same floats were used, sacrificing some reserve buoyancy. The idea was finally abandoned in November 1943, when it became obvious that carrier based planes could cover the Pacific without the performance penalties of floats. The British decision was spurred and confirmed by the US Navy's

earlier decision not to pursue the idea beyond their one-off Grumman F4F-3S Wildcat fitted with off-the-shelf commercial Edo floats originally built for the Fairchild Husky. MJ892 was then converted back to standard Mk.IX configuration.

This should have been the end of Spitfire floatplanes, but the idea died hard. When the Mk.21 Spitfire specification was being drawn from the Griffon engined Mk.XX prototype, the Air Ministry asked for definition of a Mk.21 on floats. The specification was written and dropped without a Type number.

COLORS AND MARKINGS:

Colors and markings are a challenge to the modeler trying to recreate something over 50 years after the fact with reference only to secondary sources of information. In the case of these Spitfire floatplanes we can, however, pretty well define the colors and markings of all five machines.

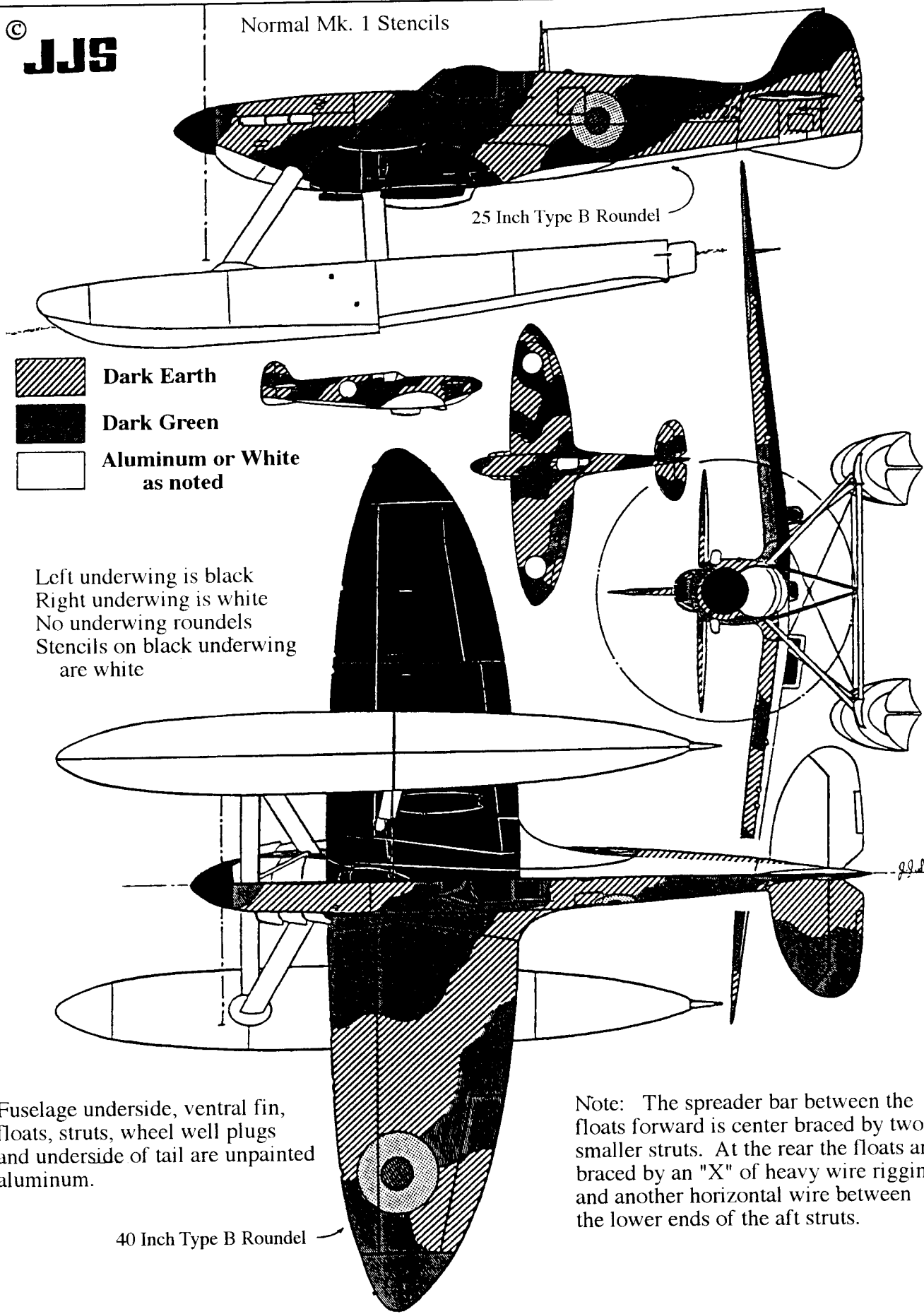
Mk.I, R6722: Per reference (A) R6722, "...was painted in the normal day fighter camouflage, including the under surface scheme of black and white." From that, and references (B) and (R), we know the upper surfaces were Dark Earth and Dark Green. From reference (B) we also know the black and white underside should have been split down the middle with no under wing roundels or serials. I say "should have been" because that was the official standard. Reference (B), however, tells us the factory applied finish was not in compliance with the official standard. Supermarine's were painting only the undersides of the wings in black/white leaving the fuselage and tail undersides in bare aluminum. Take your choice! Markings are shown in **FIGURE 1**. I assume, given the nature of the exercise, that the floats, struts, wheel well plugs and ventral fin were left in unpainted aluminum and that the fabric shop would have painted the modified rudder like a regular production unit.




R6722 while on floats would have

(Continued on page 5)

© **JJS**

Normal Mk. 1 Stencils



-  Dark Earth
-  Dark Green
-  Aluminum or White as noted

Left underwing is black
 Right underwing is white
 No underwing roundels
 Stencils on black underwing are white

Fuselage underside, ventral fin, floats, struts, wheel well plugs and underside of tail are unpainted aluminum.

Note: The spreader bar between the floats forward is center braced by two smaller struts. At the rear the floats are braced by an "X" of heavy wire rigging and another horizontal wire between the lower ends of the aft struts.

SPITFIRE Mk. I, R6722

1/72nd Scale

Figure 1

(Continued from page 3)
 been factory fresh and very clean with no weathering or wear.

Mk.Vb, W3760: Reference (A) notes, quoting the Air Ministry directive, "...aeroplane to be camouflaged to temperate sea scheme...". Per reference (R) this scheme was Dark Slate Grey/Extra Dark Sea Grey upper surfaces. The markings were as shown in FIGURES 2, 3 and 4. Depending on your interpretation of reference (R) the under surfaces could be either Sky or Yellow. Attempts to analyze black and white photos to resolve this issue were futile. So take your choice. Unless one of our British cousins comes forward with new evidence no one will be able to fault your choice. I choose Sky. Photos show the

float bottoms to be Extra Dark Sea Grey.

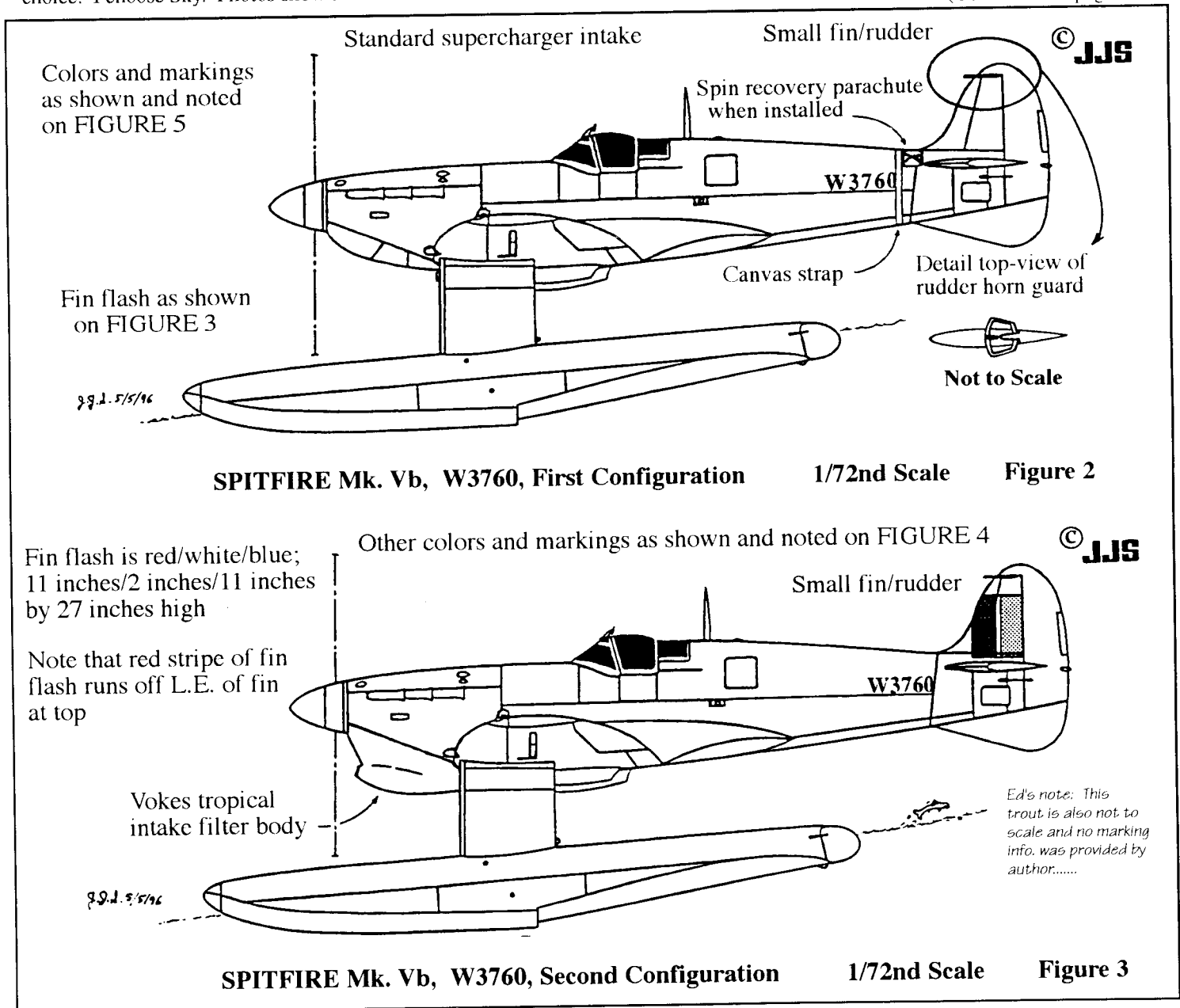
Mk.Vb's, EP751 & EP754: These production airplanes were painted as W3760, as shown in FIGURE 4, except they did not carry the yellow "P", their spinners were painted Sky and their under surfaces were definitely Sky. W3760's spinner was also painted Sky during testing in Egypt.

W3760 would have been very clean while in the UK with some foot scuffs on the wings in the inboard walk areas and, later, faint staining on the floats along the nominal waterline. With time moderate exhaust stain became apparent. EP751 and EP754 would have

looked like W3760. In Egypt the planes would have been externally clean due to frequent fresh water washes to remove sea salt. They became, however, quite scuffed on the walk areas on the wings due to sand and salt grit. The local environment would have faded the upper surface colors.

Gartex/Hasegawa's 1/48th scale kit of W3760 gives a scheme of Extra Dark Sea Grey uppers and Medium Sea Grey lowers. I believe this is based on Robert Humphrey's article in the April 1986 Scale Models International. Lamentably neither party cite substantiating references. I chose to ignore both.

(Continued on page 8)



SPITFIRE Mk. Vb, W3760, First Configuration 1/72nd Scale Figure 2

SPITFIRE Mk. Vb, W3760, Second Configuration 1/72nd Scale Figure 3

JJS




EP751 & EP754 sans yellow

Yellow

Long supercharger intake

36 inch Type C1 Roundel

Fin flash fits on large fin/rudder

-  DARK SLATE GREY
-  EXTRA DARK SEA GREY
-  SKY (or yellow; see text)

Sky spinners on EP751 & EP754

Black anti-skid paint

891 7596

Normal Mk. Vb Stencils

Upper Wing: 56 Inch Type B Roundel

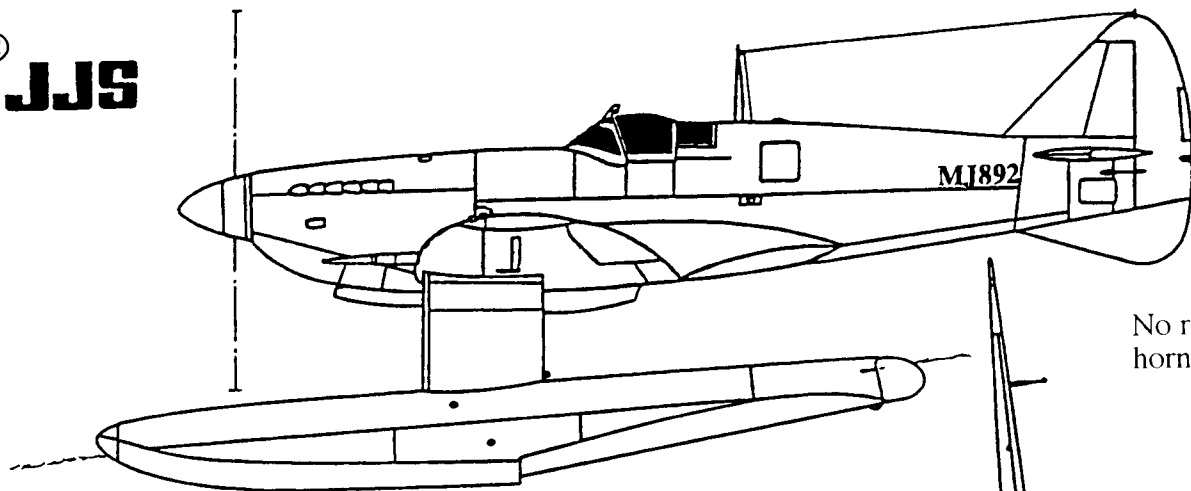
Under Wing: 32 Inch Type C Roundel

**SPITFIRE Mk. Vb, W3760
FINAL CONFIGURATION**

1/72nd Scale

FIGURE 4

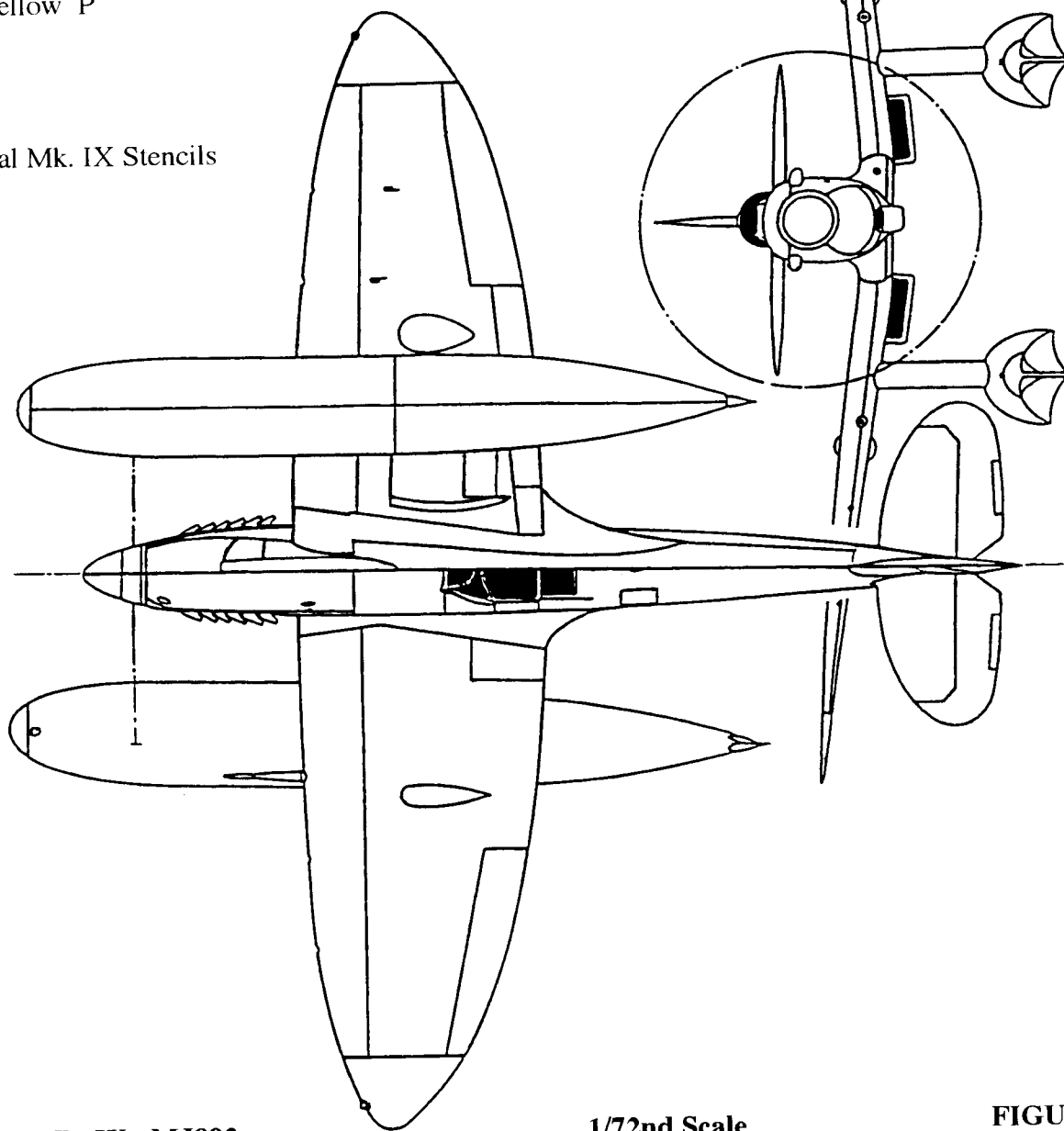
© JJS



No rudder
horn guard

Colors and markings as W3760, except undersides of
fuselage, wings, tail and floats are definitely yellow.
Includes yellow P

Normal Mk. IX Stencils



SPITFIRE Mk. IX, MJ892

1/72nd Scale

FIGURE 5

(Continued from page 5)

Mk.IX, MJ892: Per reference (A) this airplane carried the day fighter scheme over prototype yellow undersides. Per reference (R) this scheme at this time was Dark Slate Grey/Extra Dark Sea Grey topsides, as shown in FIGURE 5. Photos show the spinner was black.

MJ892 stayed quite clean, but the inboard wing walk areas became heavily scuffed after a while.

THE GARTEX/HASEGAWA 1/48th SCALE MODEL:

Kit #GAO 5800 69006 yields a fine model of W3760 in its final form as shown in FIGURE 4. For accuracy remove the bulges in the wings over the wheel wells. You will also have to scribe the panel line extensions into the wheel well plugs after they are glued in place, filled and filed smooth. Additionally scribe small circles atop the bows of the floats to represent the retracted towing bits and add the small mooring rings at the bases of the trailing edges of the float pylons. No options are provided but all three configurations of W3760 are easy to do. The kit comprises a complete set of moldings from Hasegawa's Mk.Vb along with well cast resin floats/pylons, lower nose, new aft fuselage/fin/rudder and wheel well plugs/pylon plinths, and white metal beaching gear, prop blades and rudder horn guard. These and excellent instructions (save for the color suggestions) and decals come in a stout top-opening box.

For EP571 or EP574 in 1/48th all that's needed beyond the corrections and additions noted above is to change the serials, omit the yellow "P's" and leave off the rudder horn guard.

To build W3760 in its initial configuration in 1/48th per FIGURE 2 use the Hasegawa Mk.Vb fuselage, lower nose and fin/rudder and either cut the ventral fin off the Gartex resin part or scratch build one. You'll also have to modify the rudder and make the corrections and additions noted above. Use the kit decals

For W3670 in its second configuration in 1/48th per FIGURE 3 proceed as above and fit a Vokes filter lower nose from a Hasegawa, Tamiya or Airfix Mk.Vb kit. Use the kit decals.

OTHER MODELS:

It would be pretty easy to do R6722 in 1/48th scale using the Tamiya Mk.I Spitfire and floats cut down, to the configuration shown in FIGURE 1, from the Merit/Artiplast/SMER Swordfish floats. You'd also have to modify the rudder and make a ventral fin, the struts and the wheel well plugs.

Mk.IX, MJ892, shown in FIGURE 5, is more difficult in 1/48th. I know of no Mk. IX kit in 1/48th, so graft a Mk.IX, or equivalent, longer nose onto the Hasegawa fuselage. Carefully cut the extended supercharger intake from the Gartex lower nose and fit it to the Mk.IX nose. The two radiators from your donor kit can be used after removing the single radiator from the Hasegawa kit.

The only injection molded kit on offer in 1/72nd scale is the PM kit, from Turkey, of the second configuration of W3760. Unfortunately the floats and pylons don't conform to published photos and drawings. There is, however, a very fine resin and white metal kit, with decals, by WTH Model Products (available from The Supply Depot), to convert the Airfix Mk.Vb to any of the configurations of W3760 shown above. Perhaps our editor can get someone not associated with this project to do a review for this newsletter

If you have any additional information, especially references or primary sources, please contact me.

Jim Schubert
230 173rd Place N.E.
Bellevue, WA 98004-4104
Ph: 206-747-9517
FAX: 206-746-4566

REFERENCES:

A. Spitfire - The History; E.B. Morgan & E. Shacklady, Key Publishing, Ltd.; Stamford,

- Lincolnshire; 1987; ISBN 0 946219 109
- B. Camouflage & Markings Number One - RAF Northern Europe 1936-45; Supermarine Spitfire; James Goulding, Ducimus Books, London; undated.
- C. Aeroplane Monthly; IPC Magazines, Ltd., London, issues for: July 1974, April 1975, November, 1983, January 1992 and January 1995.
- D. Article FLOATFIRES? from IPMS-Canada Random Thoughts; (undated in my file - help)
- E. War Planes of the Second World War, Vol. 6, Floatplanes; W. Green, Doubleday, London, 1967.
- F. Spitfire; W. Sweetman, Crown, New York, 1980, ISBN 0 517 542617.
- G. Profile No. 166, Spitfire Mk.V (Red Series); Profile Publications, Ltd., London, undated.
- H. Profile No. 206, Spitfire Mk.IX (Blue Series); Profile Publications, Ltd., London, undated.
- I. Air International magazine; Pilot Press, Ltd., London, April 1985.
- J. Scale Models International; Model & Allied Publications, Ltd., Hemel Hempstead, April 1986
- K. Airfix Magazine; January 1972
- L. Airfix Spitfire; R. Cross & G. Scarborough, Patrick Stephens, Ltd., London, 1971, ISBN 0 85059 082 5.
- M. Classic Warplanes-Supermarine Spitfire; Spick, Gallery Books, New York, 1990; ISBN 0 8317 14034.
- N. Famous Fighters of the Second World War, Vol. 1; W. Green, Doubleday, London, 1967.
- O. Calling All Spitfires; J. R. Beaman, Self Published, U.S.A., 1973
- P. The Spitfire Story; A. Price, Jane's, London, 1982, ISBN 0 86720 6241
- Q. Skyways Quarterly No. 18, April 1991, World War I Aeroplanes, Inc., Poughkeepsie, NY, ISSN 1051 6956
- R. British Aviation Colours of World War Two (The Official Camouflage, Colours & Markings of RAF Aircraft, 1939-1945; RAF Museum Series, Vol. 3, John Tanner, Arms and Armour Press, London, 1986, ISBN 0-85368-271-2
- S. Vickers-Supermarine Spitfire Mk.I - V; Aero Detail, Tokyo, 1993, ISBN 4-499-22617-1
- T. The Spitfire Mk.V Manual; RAF Museum, Arms and Armour Press, Bourne End, UK, 1976, ISBN 0 946627 26 6
- U. Spitfire, A Documentary History; A. P. Price, Scribners, New York, 1979, ISBN 0-684-16060-9
- NB** The following kits were also used for reference:
- Gartex/Hasegawa 1/48th Spitfire Mk.Vb Float Fighter
 - Airfix 1/48th Mk.V Spitfire
 - Revell 1/48th Mk.I Spitfire
 - Tamiya 1/48th Mk.I Spitfire.
Tamiya 1/48th Mk.V Spitfire
 - Otaki/Arii 1/48th Mk.VIII Spitfire
 - Merit/Artiplast/SMER 1/48th Swordfish
 - Airfix 1/72nd Mk.I Spitfire
 - Airfix 1/72nd Mk.Vb Spitfire
 - Airfix 1/72nd Mk.IX Spitfire
 - Hasegawa 1/72nd Mk.I Spitfire
 - PM 1/72nd Mk.Vb Float Fighter
 - Kovozavody Prostejov 1/72nd Mk.IX
 - Frog 1/72nd Shark

Jim Schubert

NEW 1/72 SPITFIRE KITS: FIRST IMPRESSIONS

The flood of 1/48 scale Supermarine Spitfire kits over the past few years from Tamiya, Hasegawa, Academy, and Airfix has made 1/72 scale modelers a bit jealous, but three new 1/72 Spit molds may help ease the pain.

Revell-Germany's Spitfire Mk.Vb is the first (with a Bf 109G-10) of a promised dozen new WW2-era fighter kits. The best thing about this series is the price. Listing in Europe for the equivalent of under five dollars, one wonders what bells and whistles will be added to the line to justify a \$13.50 price tag when released in America under the ProModeler name. At least here the warnings won't come in 18 (count 'em) different languages. At first glance, the kit doesn't look at all bad; crisply molded, with engraved panel lines (and a few rivets), clipped or full-span wings, almost boxed-in wheel wells, and a bit of detail inside the cockpit.

Two things mar this kit, though, and both have to do with the concept of "flat." The first is the single-piece canopy, which isn't blown enough. The second, and much more serious, problem is that the bottom of the wing is completely flat, without a trace of the classic Spitfire gull wing. In a '90s mold from a major manufacturer, this is inexcusable. The decals look good (though Revell-Germany has a poor reputation), nicely printed, with walkways, some stencils, and options for two home-based RAF examples. Pity about the lime-green "sky" codes, though. Despite some nice features, this kit's two major faults don't allow it to inch past the Airfix Spitfire Mk.Vb, which despite some horrendous fit problems with the wing/fuselage joints, at least got the basic wing shape correct.

Hasegawa's long-awaited Spitfires have finally arrived. The Mk.VII and Mk.VIII have been released, with a Mk.IX or two to follow. Given that the Mk.VIII saw extensive USAAF service,

it wouldn't be a shock to see it released in American markings. If you're really desperate, you can combine the alternate parts in the two released kits to make a Mk.IX. Aside from a badly warped wing on my first example, the quality is typical Hasegawa. Since the Mk.VIII was essentially an unpressurized Mk.VII, the kits are very similar. The Mk.VII kit has extended wing tips, a cabin blower intake, both tropical and European noses, and pointed and rounded rudders. Markings are for a striking Medium Sea Grey/PRU Blue RAF example, and an MTO RCAF bird. The Mk.VIII kit has only the tropical intake, pointed rudder, and normal span wings. Decal options include RAF SEAC, and European-based aircraft. Both kits include the ugly slipper fuel tank, and both have the retractable tail wheel, and rather handily, the fixed type of the Mk.IX.

There is remarkably little detail on the cockpit walls, and Hasegawa could be faulted for including just a closed canopy. Aside from that, the only problems lie in the instructions and decals. For starters, the RCAF decal option included in the Mk.VII kit is actually for a Mk.VIII with long-span wings. Some early Mk.VIIIs had the extended wings and rounded rudder, without the cabin blower intake. So far so good, but the instructions tell you to fit normal wing tips. This is a bad idea, because a) they aren't in the kit, and b) this aircraft didn't have them. Equally suspect are the type C1 roundels provided for the upper wing; they should be type B. Both decal options in the Mk.VII kit have photos in the Aircam *Supermarine Spitfire Mk.I-XVI* book. SuperScale has done both Mk.VII and USAAF Mk.VIII decal sheets. AeroMaster includes a USAAF Mk.VIII on its cleverly titled *Spitfire Mk.IX Collection*.

The Mk.XII, the first operational Griffon-engined Spitfire, has been a conspicuous hole in the range of available injection-molded Spitfire kits. Basically a Mk.V with a Griffon stuck on the front, the Mk.XII's short nose and clipped wings made it the most pugna-cious of all Spitfires. Model News, a

Czech firm (aren't they all these days), has brought out a limited run Mk.XII in an effort to fill the gap. It's a very basic limited-run kit, with no brass or white metal parts, and only one RAF decal option. The molding is somewhat less than crisp, even for a limited-run kit; put next to an MPM Mk.XVIII, the MPM kit looks like Tamiya. The horizontal sailplane is one piece, though each main wheel is two. There's enough flash on the canopy to make you feel that a vacuform one might be an improvement. On the plus side, there's more detail on the cockpit walls than in the Hasegawa kit, and the decals are nicely printed. More understandably than in Revell's case, the wing bottom is pretty flat. One nice thing is that there are no less than five photos of the aircraft chosen and included in *Famous Aircraft of the World #25*, from every possible angle. Is this kit buildable? It probably depends entirely on your modeling skill.

This mixed bag of Spitfires is quite welcome, even if the Academy Mk.XIVc still rates as the best 1/72 Spitfire kit. Heck, it's simply the best kit released this decade with a price tag in single figures.

ROBERT ALLEN

1997 Meeting Dates:

March 22

April 12

May 10

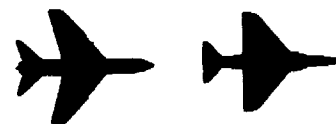
June 21

July 12

August 9

September 20

WHOSE & WHAT ARE THEY?



Odds, Ends & Assorted Notes:

For Sale:

Member **Keith Farmer, 536-1345**, would like to sell the following magazines, for only 25¢ each. Please call him and I expect he'll be pleased to get them to you, at our March meeting and contest if not before.

Model Airplane	39	1985-89
Model Builder	38	1985-89
Scale RC Modeler	22	1985-88
Flying Models	31	1985-88
RC Modeler	35	1985-88
Model World	3	1986-87
Planes of D-Day	1	Sum. '87
Model Aviation	11	1986-87

RECON Volunteers Needed

During the February meeting there was a discussion about the March 22nd RECON 7 Contest and Exhibition. One of the items talked about briefly was that of the need for Chapter help in setting up the both tables and room on Friday evening the 21st.

In addition, there is a need for helper and workers in two other related tasks: with model registration and the vendors room. Both Keith Laird and Robert Allen have asked for help with these two projects during the Recon on the 22nd. Please consider the effort needed from the entire Chapter and call either Keith (ph# 854-9148) or Robert (ph# 823-4658) and offer a couple of hours of your time in these endeavors. It will ease the work load for everyone involved and greatly increase your involvement and sense of accomplishment in actually being a part of the Recon. Thanks

Web Site Addresses

As more of us become more "computer involved" and as you can tell from the spirited discussions during the February meeting, this new and challenging aspect of our hobby research is

becoming much better defined. Here are some added web sites and home pages which you may find of interest and helpful:

- **McChord AFB Web Site** <http://www.mcchord.af.mil> (this from Scott Taylor)
- **Nellis AFB & USAF 50th Anniversary Tattoo:** AIRSHOW@awc.nellis.af.mil
- **Skyway Model Shop** (member Emil Minerich): www.SkywayModel.com

Errata:

As you all know, it seems to be axiomatic, that as soon as you say something - especially in print - someone else will find your errors. Well, each month, I will try to publicly acknowledge your comments and any errors called to our attention. Please be kind. But bringing such errors and observations to the forefront may save another modeler from making a future mistake.

Hasegawa Buffalo Kit Review

Brewster Buffalo Review - Brian Mulron called to say that his fault with this kit (and my review) was the apparent mistaken instructions for painting the completed kit using the instructions' guidelines calling for "light gray," while the "correct" color is silver. Brian feels that the box art depicts the accurate colors for such a pre-war aircraft, with the fuselage in aluminum rather than gray. While I believe there may be some room for a healthy discussion about the rights and wrongs, especially in the small time from of October-November, 1941, most research seems to support Brian's observations. He mentioned Bill Larkins' books and notes. Additionally John Elliott's four part books on Navy & Marine Corps markings, as well as those by Bill Kilgrain, Thomas Doll, Berkley Jackson and William Riley all seem to support

that observation. Thanks for your observation and calling this to our attention Brian.

IPMS-Seattle Web Page

Speaking of errors, in our last newsletter, I mistakenly listed the address for Tracy White's location for the Seattle Chapter web site, which he constructed for all of us. The corrected address should be: "www.cwu.edu/~whitet/ipms/html."

AIR SHOW NEWS

As our local weather begins to improve, one of the things many of us begin to think about are the local area airshows. What's happening this year in our area? As you can glean from this initial list, there will be opportunities once again this year to see and observe a variety of military and civilian aircraft at several shows in our area, including the Blue Angels and Thunderbirds. This is the current list of such opportunities; mark your calendars and plan accordingly!

Blue Angels

June 14-15 Hillsboro, OR
Rose Festival Airshow

August 9-10 Seattle, WA
SEAFair SummerFest

Thunderbirds

July 12-13 Yakima, WA
International Air Fair

July 26-27 NAS Whidbey Island, WA
Sea 'N' Sky Fest

Other Airshows/Open Houses:

May 18 Fairchild AFB

Sept. 6-7 McChord AFB

US Air Force 50th Anniversary Golden Air Tattoo

As was briefly mentioned by Norm at our Feb. meeting, the USAF is celebrating it's 50th Anniversary this year and as mentioned is having an "air show" at Nellis AFB to serve as the center piece for this entire year's celebration. From my experiences in going to and photographing open houses and air shows over the past 45+ years, there has never been an opportunity like this one for those of us even remotely interested in real airplanes. I thought I had seen large shows at Edwards AFB, Andrews AFB, Miramar NAS and at two air tattoos in England, but the sheer number of aircraft, not to mention the types and countries planning to be represented at Nellis, indicates this is one "open house" worth going to regardless of all other considerations. My personal belief is that you will never again see such a collection of aircraft, both flying and static displays, during your life time. I generally won't take the time or space to discuss a single open house or airshow, but as you look over the following list you'll understand my interest.

The following is a brief summary of the information sent by Nellis AFB and is included for your careful consideration. Take a look at the static display aircraft list alone and let your mind wander about the details and photographic possibilities available for these two days. As I mentioned before, anyone for a "road trip?"

"Thank you for your interest in the Air Force's 50th Anniversary Golden Air Tattoo at Nellis Air Force Base, April 25 - 26 1997. This two-day open house/airshow will highlight USAF contributions to our nation and showcase current Air Force assets as well as vintage aircraft which supported our national security interests through the years.

The air show will be a two day affair, April 25 - 26 1997. The Chief of Staff, United States Air Force, General Ron Fogleman, has extended an invitation to Canada, France, Italy, Japan, Brazil, Chile, Russia and the United Kingdom to send their official Air Force

Aerial Demonstration Teams to participate. Interspersed among these formal flying demonstrations, we will have recreations of defining moments in USAF history, the Ploesti raid, World War I dogfight, etc., flown by the actual historical aircraft that participated in the event. We are also planning a multitude of flybys and single ship demonstrations by aircraft out of our current inventory. In addition we anticipate over 100 static displays of military aircraft, hardware and equipment spanning the history of flight from the Wright Flyer to the B-2, Spirit. The schedule of events is still being finalized but we hope to have it by the end of February.

Participating Aircraft/Weapon Systems

Following is a list of aircraft we hope to have represented at the airshow. This list is tentative and not all aircraft have committed to date. You'll see that some of these aircraft will be both on static display as well as participate in flying activities. Active duty Air Force aircraft are shown by *. Other aircraft are either representing other nations or owned by private individuals or groups like the Confederate Air Force.

GENERAL INFORMATION

This two-day open house/airshow is open to the public at no charge. The open house is scheduled from 8 a.m. to 5 p.m. The airshow will commence at 10:00 a.m. with flying activities scheduled throughout the day. The actual program should be available in March.

Parking

Parking for the public will be at the Las Vegas Speedway. Visitors should use Interstate 15 and take the Raceway exit. This includes all military active duty members, their families and military retirees. Only people directly involved with open house/airshow activities and mission essential personnel will be allowed to drive on base during this time period. They will be issued special entry passes. Buses will be running shuttles to the base at no charge throughout the day. Visitors with handicapped stickers should enter through the Nellis Main Gate (Las

Vegas Blvd and Nellis Rd). Efforts are under way to provide public bus service from downtown Las Vegas and greater Las Vegas residential communities to the base.

Visitors from Outside the Greater Las Vegas Area

The greater Las Vegas area currently has more than 100,000 hotel/motel rooms. While this seems like a vast number, we anticipate those rooms will go quickly. And unlike many parts of the country where the next town is only a short drive away, that is not true of Nevada. We strongly urge visitors to make their hotel reservations as soon as possible and in advance of securing airline reservations."

A-10 Warthog	Static/Demo*
A-26	Static
AC-130 Spectre Gunship	Static*
AT-11	Static
AT-6	Static/Flyby
B-1	Static/Flyby*
B-2	Static/Flyby*
B-17	Static/Flyby
B-24	Static/Flyby
B-52H	Static*
Balloon Australian	
BT-13	Static
C-5	Static*
C-9	Static*
C-12	Static*
C-17	Static/Flyby*
C-21	Static*
C-26	Static*
C-41	Static
C-45	Static
C-46	Static/Flyby
C-47	Static/Flyby
C-54	Static/Flyby
C-60	Static
C-119	Static
C-121	Static/Flyby
C-123	Static*
C-130	Static/Flyby*
C-141	Static*
CT-114 Tutor	Canadian
Demonstation Team	

(Continued on next page)

Curtiss Jenny	Static	QF-106	Static (Drone)
DH-4	Static/Flyby	QF-4	Static (Drone)
E-3A	Static*	RC-135	Static*
E-4B	Static*	SPAD SE-5	Static/Flyby
E-8	Static*	Spitfire	Static/Flyby
E-9A	Static*	(RAF)	
EA-6B Navy)	Static (U.S.)	SR-71	Static/Flyby*
EC-130	Static*	T-1	Static*
EF-111	Static/Flyby*	T-27 Tucano	Brazil Demonstration Team
Extra 300	Chile Demonstration Team	T-3	Static*
F-100	Static	T-33	Static
F-111	Static (Austrian)	T-34	Static
F-117	Static/Flyby*	T-37	Static*
F-15C	Static/Demo*	T-38	Static*
F-15E	Static*	T-4 (KAW)	Japan Demonstration Team
F-16	Static/Demo*	T-43	Static*
F-4E	Static	Tornado	Static (RAF)
F-86	Static/Flyby	U-2	Static*
HH-3	Static*	UAV	Static*
HH-60	Static*	UH-1	Static*
KC-10	Static/Flyby*	WC-130	Static*
KC-135R	Static/Flyby*	Wright Flyer	Static/Flyby
L-17	Static	YF-22	Static (Test)
L-19	Static/Flyby	ZERO	Static/Flyby
L-2	Static	Minuteman II Missile	Static
L-4	Static	Peacekeeper Missile	Static
L-5	Static		
Me-109	Static/Flyby		
MH-53	Static*		
MiG-15	Static/Flyby		
MiG-21	Static/Flyby		
MiG-29	Russian Demonstration Team		
NIEUPORT	Static		
P-38	Static/Flyby		
P-39	Static		
P-40	Static/Flyby		
P-47	Static/Flyby		
P-51	Static/Flyby		
P-63	Static		
P-64	Static		
PT-13	Static		

OTHER INTERESTING WEB SITES:

Hobby Link Japan

<http://iac.co.jp/~hlj/>
[great model info. direct from Japan and how to order directly]

Universal Currency Converter

<http://www.xe.net/currency/>
[how to figure out how much it will cost in dollars (from yen)]

1997 Blue Angels Schedule

<http://www.chinfo.navy.mil/navpalib/aircraft/b-angels/bluesked.html>
[lots neat info. and links to team history]

IPMS-USA

<http://ssnet.com/~hpyralph/ipmsusa.html>
[tons of links to other groups and and modeling information]

San Diego Aerospace Museum

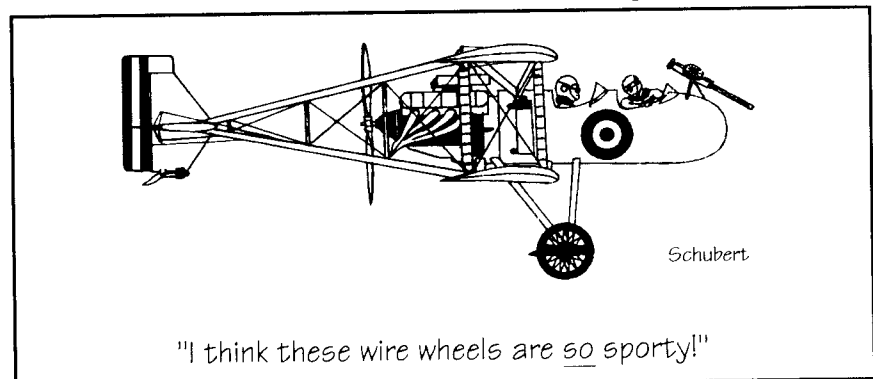
<http://www.aerospacemuseum.org/Library.HTML>
[great stuff on a great museum]

Science Museum of Virginia

<http://smv.mus.va.us/planedes.html>
[equally great stuff on a great museum with a/c displays which will surprise you]

USAF Museum

<http://www.wpafb.af.mil/museum/>
[talk about neat! More great stuff on a great museum. For example, just check out the section on armaments alone; it's overwhelming and each piece has a color photo.]





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

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???

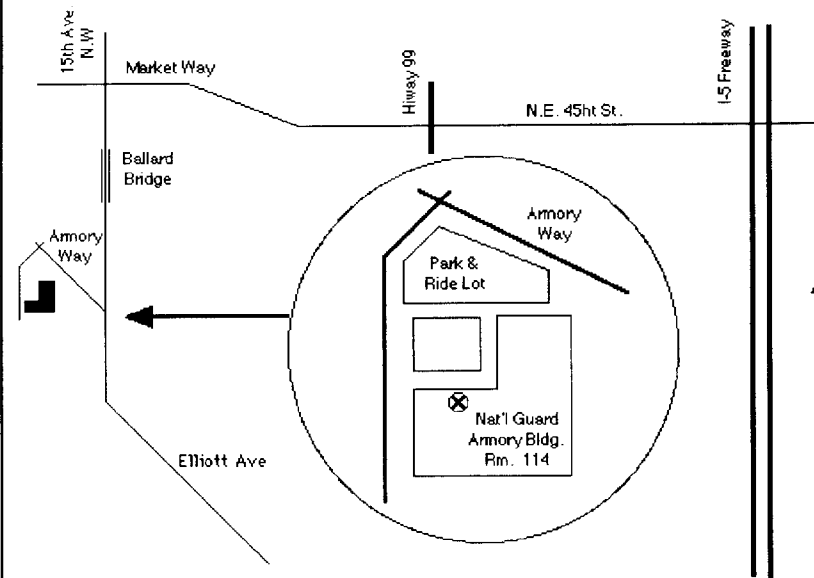
Meeting Reminder:

Saturday, March 22, 1997

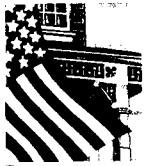
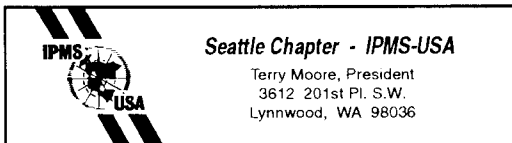
National Guard Armory
Cafeteria area
1601 West Armory Way
Seattle

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.



**DONT FORGET RECON 7 CONTEST &
GATHERING: MARCH 22ND !**



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