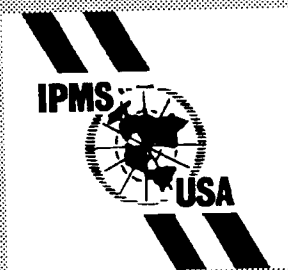
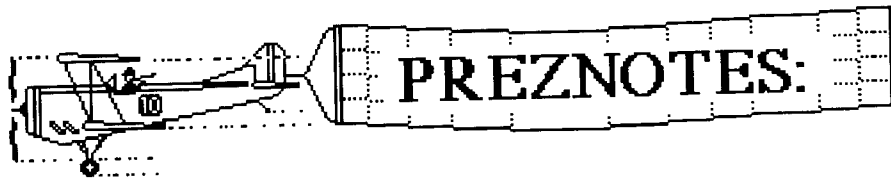


Seattle Chapter News



Seattle Chapter
IPMS-USA

September, 1997



HELP! One of my forthcoming projects is modelling the USS Arizona, using the old Revell 1/436th (or whatever) scale kit. This has always been one of my favorite models and I have had this kit in my collection for decades. Recently, Gold Medal Models released a photo etched brass set for this kit which includes all railings, masts, antennae, ladders, hatches and everything else to make this a model worth building now. Only one (!) problem... I've never built a ship model of this magnitude and I don't quite know where to begin. My dealings with photo etch have been very minimal, by design, and now I have an entire ship to detail. Then there is painting the beast. How does one go about painting a ship model with Measure 14 camouflage? My intent is to build her as she appeared December 6, 1941. Fortunately, I have good references so that is not going to be a problem and I think I will display the model full hull on a stand (maybe with a cover). If there are any ship modelers out there that will be willing to hold my hand for a while or talk me through this beastie, let me know. My phone is 425-774-6343. Oh yes, something that always bugs me about footage of her demise. If the film footage shows the force of the explosion going to the left, then the image is backwards. The film of the explosion was shot from Ford Island, and the rest of battleship row (except Nevada) should be to the right of Arizona. You can make out the cage mast of the West Virginia with an extreme list through the smoke & flames in part of the sequence. It's a small detail but it bugs the hell out of me. Thanks for letting me get it off my chest.

What to build? What to build? Let's see, hmmm. Well, my last project was very large, maybe I should do something small. Then again, maybe I should work on one of my projects - another "reel" plane, or add to my collection of "strangers in a strange land", or work on my Battle of Midway aircraft. I've also had a bug to do floatplanes lately. Maybe I should finish that model I started 10 years ago (I

wonder if I can still get the tape off the canopy, and where are the rest of the parts?). Let's go down to the garage - to the altar of plastic - and see if I can be inspired by something sitting on the shelf. Why do I have so many Me-109's? Uh, that Aurora Chinook would be different, kinda tough to build without adding lots of extra details, though. I could finish this Trimaster Focke Wulf 190, but it ain't no Tamiya, if you know what I mean. I could start that Tamiya Mustang, but I just bought it a few months ago and it wouldn't be fair to all the other models on the shelf that have been there for years. There is a terrific color scheme for that Smer SM 79, but the kit...Ewww! I want something relatively easy. I guess that leaves out the Revell F-89, too. That's another one down, several hundred to go. Minicraft B-29 or B-50? Nah, too much aluminum. Monogram B-25. Would look cool in Navy 3 tone. I'll pull that one out. Look at all those Me-109's. I have nearly as many 109's as I have B-17's(!). Let's see. I could build several at a time, 1 British, 1 Japanese, 1 American, maybe even 1 in German. Start a production line on my desk...pull those out. It's been a while since I've done a B-17. Pull one out. Back upstairs, turn on the ball game and I have a few things to look at and possibly decide on while Randy is

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pitching. "Mr. Snappy" is working tonight. 'Gar just hit another double with Junior scoring from first. It's a good game. I'm not going to get anything started tonight. Oh well... See you at the meeting.

Terry

Are you a model masochist?

I don't mean do you twist the tracks until the turret spins or squeeze the wings so hard the canopy pops open. What I talking about is do you buy a kit by an unknown maker because it sounds like a model you would like to add to your collection.

Then you get home and start to fondle those pieces of strange looking plastic. You find that first, there seems to be a little too much flash. Then you see that some of the parts look just like blobs of melted plastic.

About this time any sane person would pitch the whole thing into the nearest round file. But not you.

You say to yourself: Self, you are

an accomplished (you hope) modeler. You can make a winner from this glob of plastic.

O.K., now you've done it, you started to cut and glue, but wait,, the various openings don't quite match up. One side is just a little bit longer than the other. It's not too bad, just a little work with a razor saw, a file and about two hours of sanding.

By now you have decided that this blankety blank model is not going to beat you! So, instead of putting it on the floor and doing the funky chicken on it, you forge ahead.

By now the major components are glued in place. But wait, something doesn't look right. So out comes the dividers and the scale. After much checking you find that the aforementioned mismatch of parts also included the wing or bogie location. Now one side is about one scale foot aft of the other. If you're lucky you can manage to fix the problems with the razor saw and some putty. After a lot of rework you've fixed the problem. Yea sure!

Now, let's assume a lot of time was spent on a scratch interior (the kit doesn't supply one or maybe its some of those unidentified blobs that are still on the sprue). It's time to put the canopy or windshield on. Great, it's about a scale foot thick and has the same clarity as the bottom of a coke bottle.

Hey, I know. Squadron makes a vac canopy that will work. So it's off to the local supplier and they may not have what you need. If they do have it when you get home and trim it, it doesn't fit the kit. I WILL NOT GIVE UP ON THIS KIT! A friend has a vac-u-form you can use. Now you have the glass parts that fit.

Now it's time to paint. Due to the crummy mold the surface of the kit has a lot of strange swirls, lumps and divots. After applying about half a bottle of primer to fill all the blemishes, you sand and smooth to a life-like surface. Whoops, in filling in the blems the panel lines went away. Rescribe. Missed the straight edge. Refill. Do it again.

All right it's ready for the color coat. Maybe it goes well, maybe not. (that's another story) Next comes the decals. Ah yes. The kit has special names or badges that can't be found anywhere else. Slide them onto the model very carefully, not quite where it should be, just move it a

little. A corner is folded, is it over or under? If you lucky, you get it straightened out, if not, the more you try the worst it gets. It's fixed. The top coat is on and the model is on the shelf until you can it to the meeting.

As it sits on the table someone asks how you managed to get the new kit form Hasegawa done so quick as it has only just been released in Japan?

Congratulations, *you* are a true model masochist.

Bill Osborn

**GORDON'S
GOODIES.....
(or...Rumors?
We ain't got no
stinking rumors!.....)**

Neat Stuff from the Net: News and rumors from the rec.models.scale news group

Hobby Link Japan, an on-line hobby shop specializing in Japanese model kits reports that Tamiya will be releasing the Ki-46 lil version of the Dinah (a stepped-nose nightfighter) in September. It will retail for 2600 yen.

Lone Star Models announced the release of a resin detail set for the Revell/Monogram 1/32nd scale F4U Corsair. It will include 12 pieces for detailing the cockpit and new wheels. The price will be \$33 and this will include shipping in the continental U.S. Unfortunately, they will be unable to ship out any of the sets until the UPS strike has been resolved. Contact Lone Star Models at 13758 Drakewood; Sugarland, TX 77478; or fax them at (281) 242-4481.

A newsgroup poster reports that due to the high interest at the IPMS Nationals in Columbus, Kendall Model Company has moved up the release date on their 1/48th scale Beaufighter update set. It was scheduled for release late this year or early next but it is now expected to be ready sometime in September.

From the same poster, Kendall is also reported to be working on 2 new sets for the Tamiya F4F4 Wildcat. In September
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ber they plan to release a cockpit set in their "Kitbuilder" series. This set should retail for under \$10. October is the month they will release a conversion set to build the F4F-3 version. You will be able to make either an early or late-model F4F-3 with this set. It will include cockpit, wings, cowl, and crankcase. There was no pricing information available.

A web site listing Aeromaster Decals is in the process of being set up. The address is <http://www.jacksonville.net/~dbseay>

This site was not set up by Aeromaster, but the person setting it up appears to have their permission and cooperation. He says that Aeromaster will have their own site eventually and it will be at www.aeromaster.com. The color instruction sheets have been scanned and are available for viewing on the site. The decals are indexed by their scale, sheet number and aircraft type, making it fairly simple to find the info you need. Because of the work involved in scanning the sheets, not all of them are on the site at this time, but they will be eventually.

News not from the net: Emil Minerich, owner of Skyway Model Shop reports that two of the next re-releases

from Playing Mantis, the company that brought back the Addams Family House and The Bride of Frankenstein, will be the Lost In Space Robot and the Robinson Family diorama set featuring the cyclops and the Chariot.

Next time: Science Fiction Modeling web sites.

Gordon Erickson

ARMOR BASICS

Jim Schubert recently gave me several clippings from the *Seattle Newsletter*, which he also edited for some time. The following note and drawing provide the modeler with a basic introduction to the names people call their targets. Oops, I mean their "armored pieces." Actually armor, and the highly detailed models we've come to expect from our armor types were the source of a lot of discussion amongst the judges in Columbus. They felt that most armor demonstrates a great deal more attention to detail and much better weathering effects than do most aircraft kits. In fact, several judges suggested that their overall skills were better defined and shaped because of their armor experience.

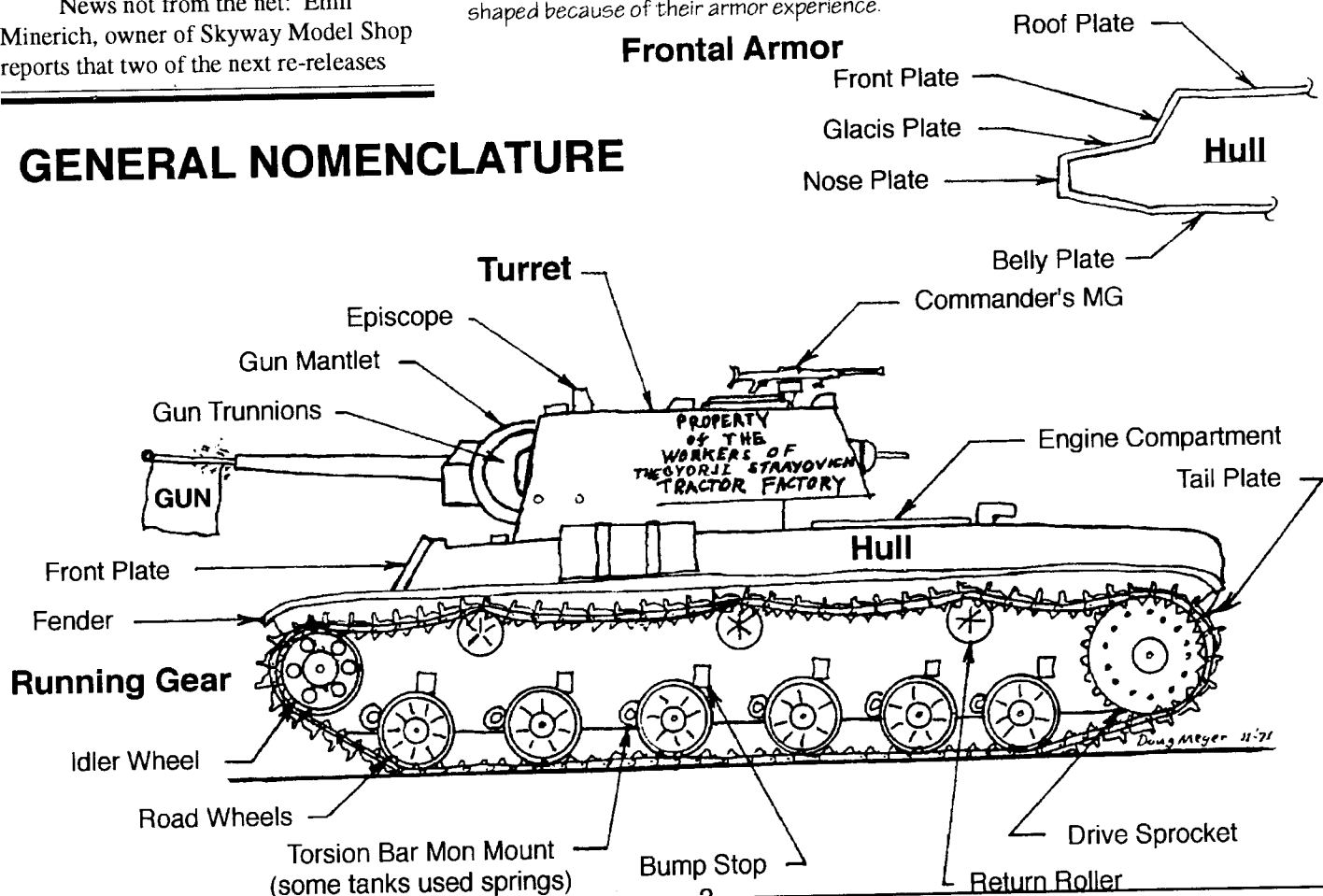
In any event, take a close look at the armor and talk with the builder at the next meeting; see what you can learn from their craftsmanship. Thanks for reminding us Jim.

TANK NOMENCLATURE

The following system of nomenclature is the one in widespread use among military historians, tank designers, military personnel connected with armor, and others. It is applicable to all types of tanks, except the World War I rhomboidal types. It can also be used with other types of armored vehicles, including armored cars, self-propelled guns, and armored personnel carriers. The basis for the system lies in the division of the tank into three areas: The Running Gear, on which the tank rides (including the suspension); The Hull, which is the main body of the tank; and The Turret, which carries the gun. "Turret" is the word used even when it is nonrotating. On a turretless vehicle, or one with limited traverse, the gun trunnions will not be clear of the top line of the hull.

Doug Meyer

GENERAL NOMENCLATURE



MCCHORD AFB OPEN HOUSE

Thanks to member Scott Taylor, he reminded us of the September 6-7 McChord AFB 50th Anniversary USAF Open House. While you can get your information first hand by accessing their special web site at: "<http://www.mcchord.af.mil/50af>", I have repeated some of the essential information beblow. Thanks for the "heads up" Scott.

Hours each day: Saturday and
Sunday, September 6-7, 1997

1000 hrs. through 1700 hrs.

Statis Displays scheduled:

MIG Magic M-17

F-18

F-15

C-17

USAF Stars Jump Team

Constellation C-121

T-6 Texans

Harvard 436WL (T-6)

B-25

B-17

P-51

Trimotor

P-38

C-46

C-47

F-117

B-2

EA-6B

Canadian Tutor

B-1

UH-1H

C-141

UH-60

DC-3

OH-58

C-130

A-10

KC-135

F-111

T-38

F-16A

F-16C

F-117

C-17

C-5

T-37

OTHER INFO. ON WEB PAGE:

We are presenting a flying program with a number of military, civilian aerobatics, and vintage warbird aircraft. All participants want this to be a safe airshow. Therefore, variations in times and performances are bound to occur. The following performances are scheduled for the show, actual times will updated at a later date.

Patty Wagstaff will be here for your enjoyment! She will fly her German built Extra-300S aircraft that is capable of withstanding 15Gs. She will put you in awe as you watch several of her stunts!! Her record speaks for itself—3-Time US National Aerobatic Champion, Six-Time member of the US Aerobatic Team, 1994 Recipient of NASM Smithsonian Award, 1995 International Council of Air Shows Sword of Excellence.

First production combat type design to exploit low observable stealth technology, the F117A has been operational with the 49th FW at Holloman AFB, NM since 1992.

Mig Alley! Based on Korean War experiences with the MIG-15, the MIG-17 was developed in the Soviet Union. The first flight was in 1953. The wing sweep was increased to improve transonic characteristics and the leading edge was modified to improve turning performance. Bill Reesman's "MIG MAGIC" will be here. This performance jet will light up the sky for you! The LIM-5 has a top speed of 714MPH! Look for him to pull a few g's as he performs his hard-core acrobatic routine.

Order in December 1953 Lockheed built thirty-three C-121C Super Constellations Cargo aircraft. This aircraft was turned over to the Air Force in November 1955. In March 1972 the aircraft was sent to Davis Mothan AFB, AZ for storage. The super Constellation 54-156 entered the civilian ranks as N73544 on March 26, 1973 after passing through the Smithsonian Institute. The color scheme is that of the West Virginia Air National Guard, which was the aircraft's last assignment prior to moving to Tucson, AZ. There are only five operable Constellations left in the world!

Catch-22! One of the 18 aircraft used in the movie "Catch-22." The B-25 was manufactured by North American Aviation at the Kansas City, MO plant.

SBD DAUNTLESS: KIT REVIEW & DETAIL NOTES

Douglas SBD-5 Dauntless

Accurate Miniatures Kit #3412, 1/48th scale, retail about \$26.00

Of all the Navy's WW II aircraft, the diminutive Dauntless is one of the best known. For some reason, aside from the early Monogram kit in quarter scale and Airfix kit in 1/72nd this famous aircraft has been left largely unmodeled. Certainly, there were few kits which accurately portrayed this dynamic aircraft. I've always had a respect and admiration for the Dauntless and can quickly envision it's classic dive bombing pose, in a steep descent, dive flaps open and on its way to wreck havoc on an enemy held position or ship. If you have any doubts about the strength or value of the Dauntless, you have to go no further than to Barrett Tillman's 1976 monograph. Within the last few years, since he has ventured into fictional writing as well, Mr. Tillman also penned a full blown novel entitled "Dauntless" (a novel of Midway and Guadalcanal). You quickly gain a sense of admiration for the Douglas bomber, which was already felt to be obsolete, when the December 7, 1941 attack was executed at Pearl Harbor. Yet, this small, nimble dive bomber went onto to fight at every Naval action in the Pacific during WW II, including Coral Sea, Midway, Guadalcanal, Solomons, Santa Cruz and Okinawa. It fact, it is remembered as the only Naval aircraft on active inventory on December 7th, 1941 and still being flown at the end of the Pacific campaign. Within the last few years, Hasegawa decided to produce a series of Dauntless models, both in 1/72nd and 1/48th scales. All were a breath of fresh air in the WW II US Navy/USMC era.

As I mentioned last month, the long awaited Accurate Miniatures Dauntless has now been distributed. The wait for those of who have been modeling for a while is well worth it. I am constantly amazed at how one large hobby shop picks a quarter scale model (usually Monogram for several years) as their "model of the year." Last year I believe they broke ranks

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and chose Accurate's TBF/TBM. If they are even remotely interested in the kit's overall accuracy, attention to detail and advanced modeling advantages built into an "off the shelf" kit, they will *have* to pick this model as their best kit this year. Bill Bosworth, one the main designers, players and owners at Accurate Miniatures spent his early professional modeling career at Monogram and has obviously learned well from his experiences there. Along with his skill as a very gifted modeler, Mr. Bosworth has obviously set a new standard for detail and accuracy with the new Dauntless kits. In their SBD-3 and -5 kits, the modeler is truly blessed with what comes in the box. I have purchased the SBD-5 Dauntless and would like to share my observations. I should mention, that I haven't built the kit yet (so "what's new" you ask...). I order to assist you in your Dauntless building efforts, I have also included several pages of added insight into the SBD details, photos and line drawings, each of which may give you added push toward detailing this great kit.

Instructions: In response to their many contributors and comments about their earlier kit instructions, the Dauntless instructions are assembled in an easier-to-follow manner, appear to be less ambiguous and the drawings of a higher quality content. One of the keys to the Accurate kit is their caveat that the builder: "It is very important to pay close attention to this instruction sheet" and to "Be Patient." They recommend the order of assembly and spell out clearly which progressive path will lead to the best completed model. One aspect of the instructions I enjoy, is that Accurate spells out the actual part name in the instruction, allowing the builder to acquire a much better understanding of the plane itself and it's operational use and service.

Details and Fit: This kit, as I mentioned last month, is as much of quantum leap over the earlier Hasegawa quarter scale kits, as those were over the ancient Monogram kit. While Hasegawa gave you a reasonable accurate kit with very good detail, this kit affords the modeler to move into a highly detailed presentation of the Dauntless, without any need for added details. Along with such now "normal features" such as an interior,

reasonably detailed engine and armament, Accurate provides the extra depth of detail long hoped for. (In my opinion, we will continue to see a wealth of new and highly accurate quarter scale kits in this scale, pushing the quarter scale kit into the forefront of plastic scale modeling as the preferred scale) The cockpit interior doesn't just approximate the Dauntless interior, it actually gives the builder a very realistic representative of what was there, down to the small panels, knob, trim tab and control quadrants. The dash, which is again completed in clear plastic (which is very helpful for some of us) is accurate, as is the gun sight and the rear gunners cockpit not only provides the storage tunnels for the stowed .30 cal machine guns, but the ammo storage boxes and the signaling flare pistol as separate pieces. Surface detail includes a combination of both engraved and raised panel lines (especially good on the fabric control surfaces). The dive brakes are beautifully detailed, providing both the correct pattern of openings and the actuating arm control pieces behind and between these brake flaps. From my perusal of the actual erection and maintenance manual for the Dauntless, I have not been able to locate an access panel or opening on the Dauntless which is not faithfully reproduced on this kit. The Curtis radial engine is very accurately done, as are the wheel wells, three bomb racks, cockpit cowling, armor panels for both cockpit areas and the bombs (the 1000 pounder even has duel fuse controls!). I don't recall seeing any attempt at complete catapult attachments on other quarter scale kits. This kit has not only the bridle hooks, but the hold back bar! On top of those and other attributes, one look at the twin .30 caliber gun mount will instantly confirm the absolute attention to detail this company has gone to. The gun barrels are gems and the entire mount and armor protective plates are everything most of could hope for, straight from the box (Note: these comments are not applicable or valid for John Alcorn, Jim Schubert or John Frazier). Then, so you don't think they just sat back and rested, Accurate provides a pull out navigation/map tray, which slides out from the pilots cockpit dash (but just so you'll have something to complain about, you guessed it, there is only a decal for the navigation compass rose overlay

and no real map itself..*#@&^\$!!!). From my "dry fitting," all of the parts and pieces appear to go together almost seamlessly and complement each other perfectly.

As I hope you will see from the following notes, drawings and photos, there are a good many details which can be shown in the quarter scale Dauntless. Aside from the position of the cable hoist line in the cockpit, I don't believe there is anything else a modeler could or need to add to accurately portray the sturdy little Dauntless. Believe me, Accurate Miniatures has done their homework, the wait was worth it and the completed kit will please the most discriminating (at least from my perspective). I expect by this next July there will begin to appear entire subcategories of SBDs, TBF, and other new Accurate quarter scale kits in our IPMS contests. The days of only highly scaled Bf-109, Fw-190 and P-40 kits in contests is numbered I suspect.

Decals: There is nothing you'll need for after market decals. Though I know there will a truck load available and I'll buy most) the kit decals are excellent, using the *DISACLEAR II* process leaving nothing to trim. This kit's decals portray two aircraft, operated by USN Squadron VB-16, from the USS Lexington (CV-16) during the supporting operations for the Marine amphibious landings at Tarawa atoll during mid-November, 1943. Neither aircraft survived the actual campaign and an interesting note on the often confusing national insignia for that period is also included with the instructions. Since the -5 model of D was used so widely in the Pacific combat, we should expect to see many additional great decals shortly (to supplement those already on the market).

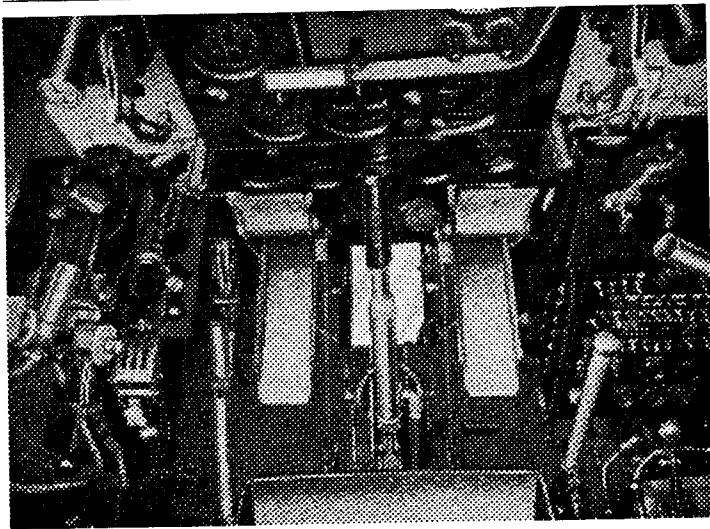
Summary: Buy it, build it and you'll love it. What's more to say. Enjoy. It's a beautiful kit and well worth the retail price.

Credits: Thanks to my wife Helen, for graciously allowing me to buy this kit (she thinks I actually build them all and hasn't found my basement stash yet).

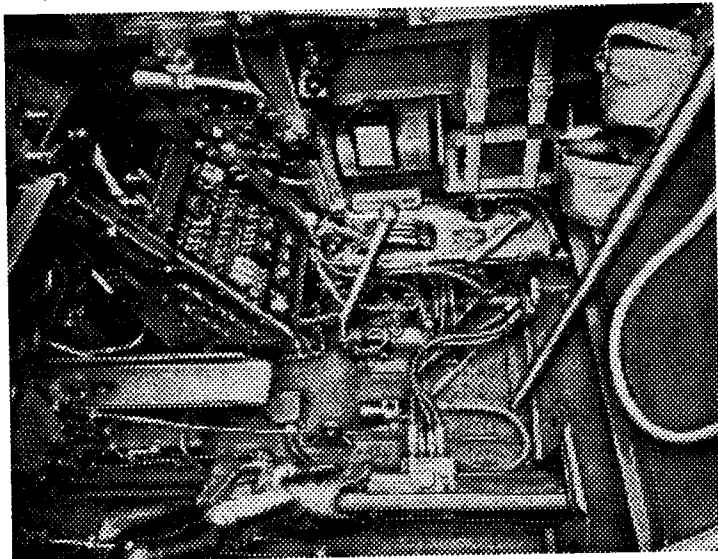
Bob LaBouy

1997 Meeting Dates:

September 20



Left hand side of cockpit area, illustrating the aileron, rudder and elevator trim wheel handle, weapons control levers (lower one) and throttle, carburetor, supercharger and propeller control levers. Notice the snap strap container, just to left of the seat rail, it is a canteen holder.



Top view of cockpit area (looking aft toward armored bulkhead behind pilot's seat). This shot illustrates one of the very few items I see different from that portrayed in the Accurate kit, the hoisting cable. You will notice, in the stowed position (as shown here), the cable wraps around the pilots cockpit area including going over and behind the head rest. In the kit this hoist is given, but shown as resting around the seat in a level, horizontal manner. You will also notice there are no shoulder straps provided on the armored seat itself. Drawing below shows cables intended use aboard ship or dock side.

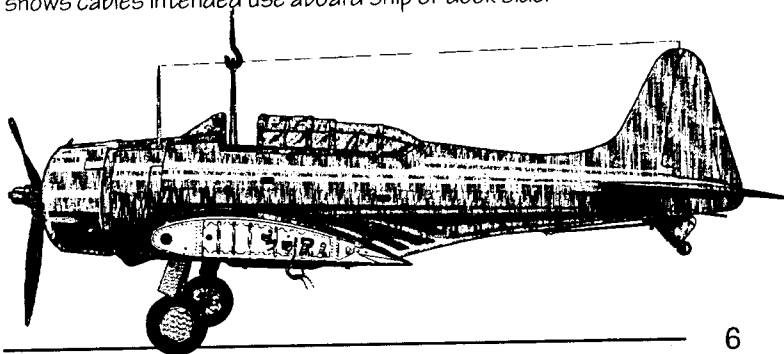
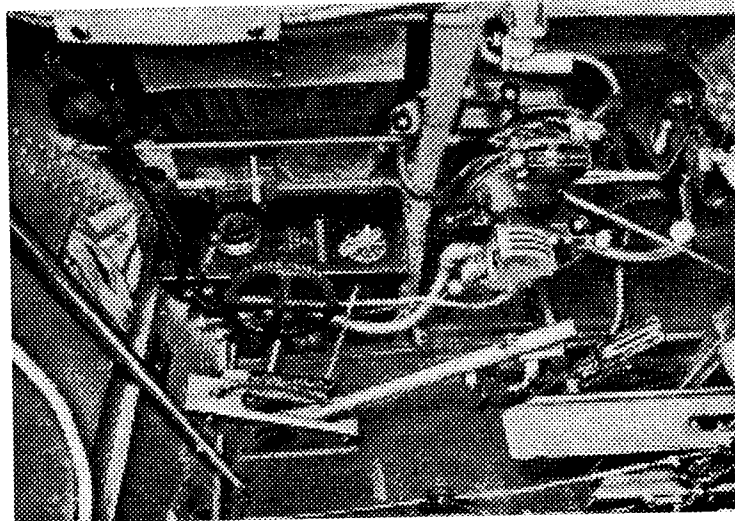
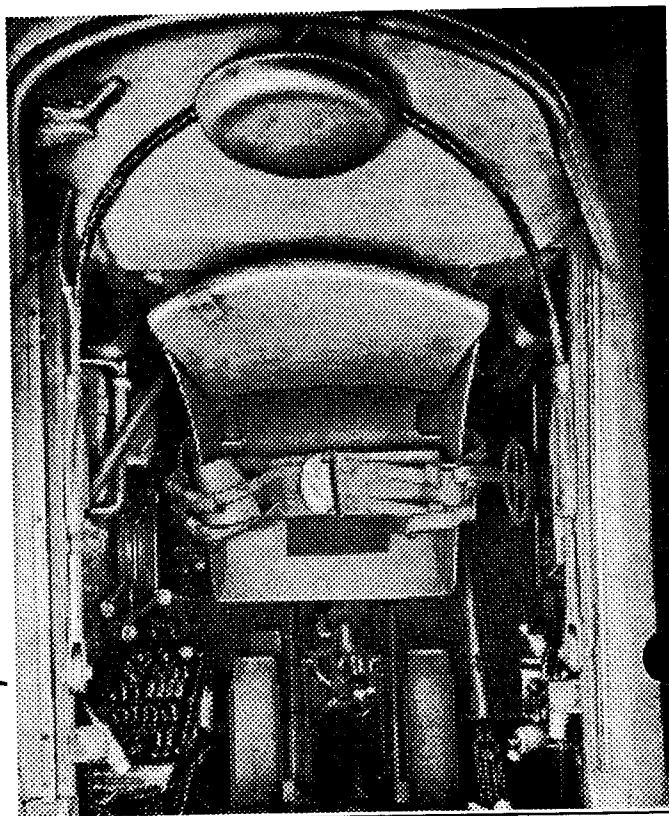


Photo illustrating cockpit area, looking down and forward. Rudders and foot areas are clearly shown. The two handles shown (along side of the seat pan) include the hook deployment handle on the left side and the hydraulic pump handle on the right side (which could be used to pump the wheels down or supply hydraulic pressure to the system, should the electrical pump fail). Pilots electrical panel is the lower right dash section.



Right hand side of cockpit area. To the right of the seat is the hydraulic control panel and hand pump again. The black control panel, just to the right (top in this photo) of the right foot trough, is the electrical distribution panel. This panel controlled lights, guns, bomb releases and electrical fuses.



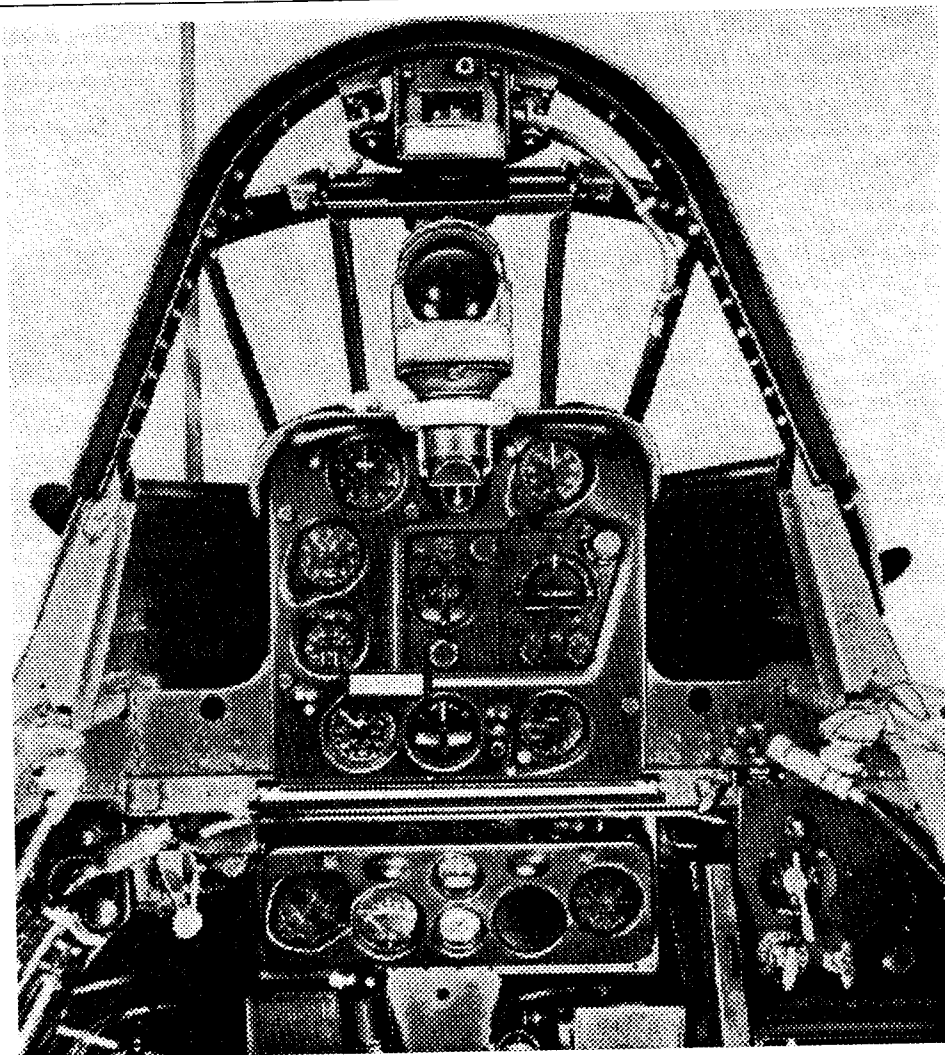
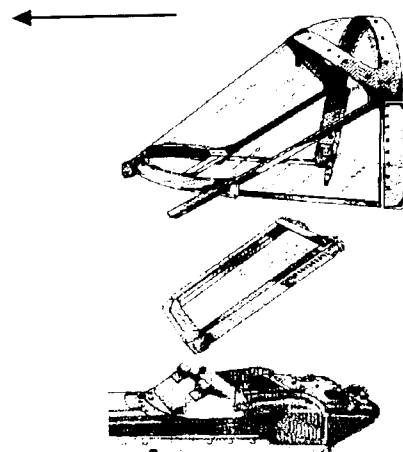
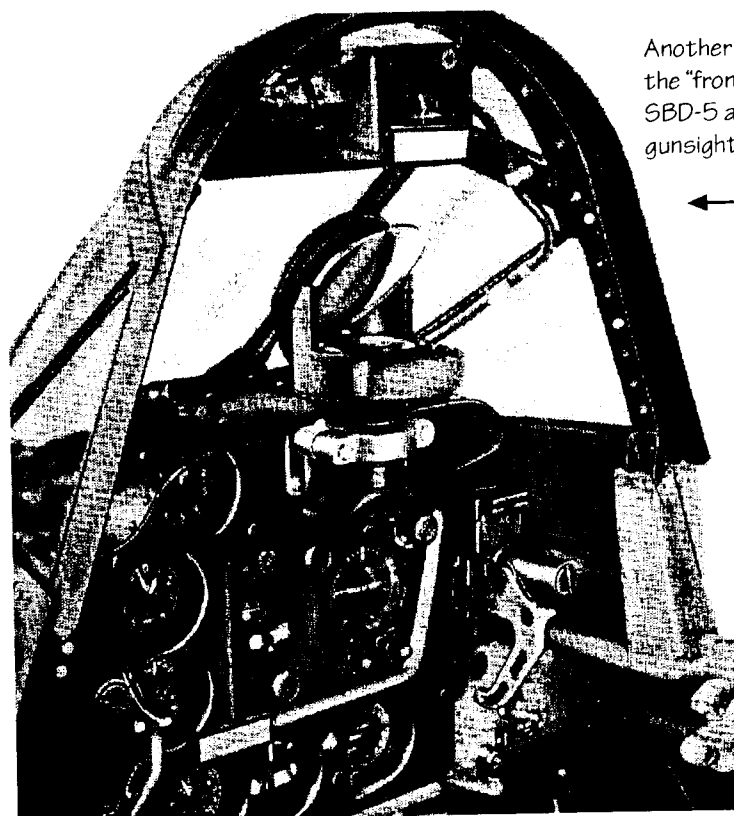


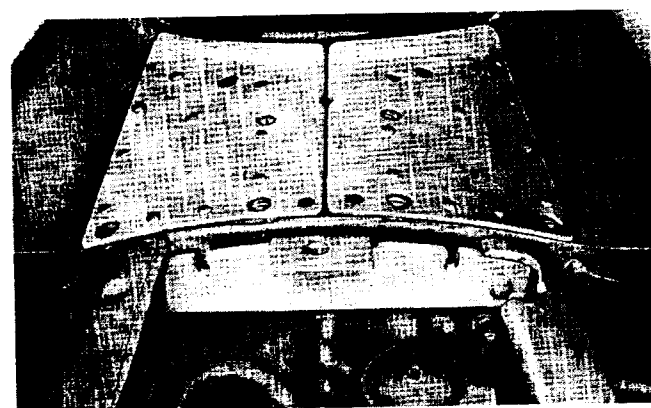
Photo illustrating pilot's dash in the SBD-5. The upper panel contains the rate of climb indicator, airspeed indicator, altimeter, turn and bank indicator, engine gage unit, manifold pressure gage, tachometer and the two automatic pilot instruments. The lower panel contains the fuel quantity gauge, outside air temperature gauge, automatic pilot pressure gauge, cylinder temperature indicator and clock. You will also notice the two prominent openings (on either side of main instruments) for the rear end of the two .30 cal. machine guns. Above the dash is the gun sight and compass. The pilot's navigation chartboard slides into the dash below the lower panel cluster.



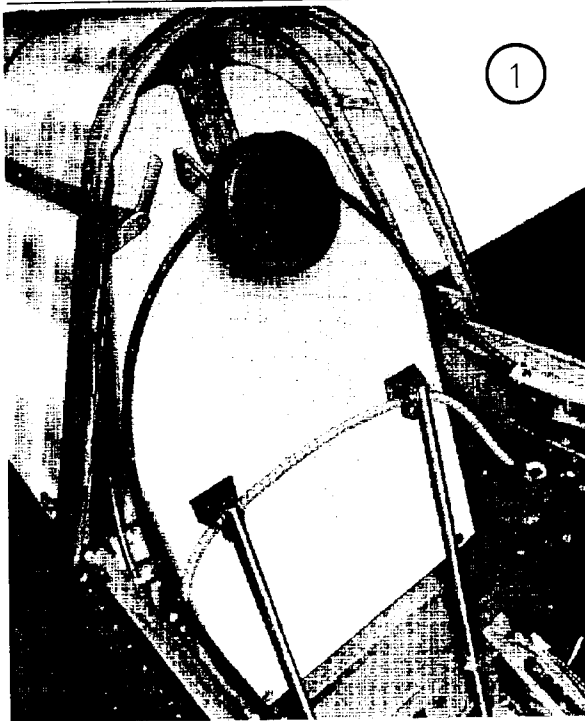
Small drawing to illustrate the insertion of the bullet-resistant windshield, made of 1.5 inches of laminated glass. This protection shield can hardly be missed in photos of the Dauntless.



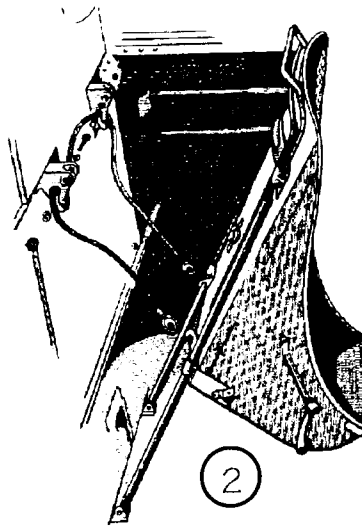
Another photo to illustrate the "front office" of the SBD-5 and in particular, the gunsight.



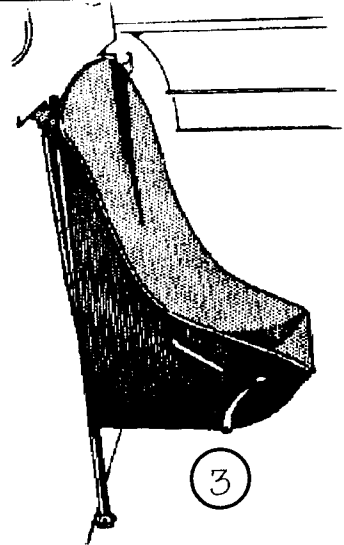
This photo is used to illustrate the two panels of bullet resistant sheet steel in front of the pilot's cockpit. According to other photos these are usually not painted, but bare metal.



1

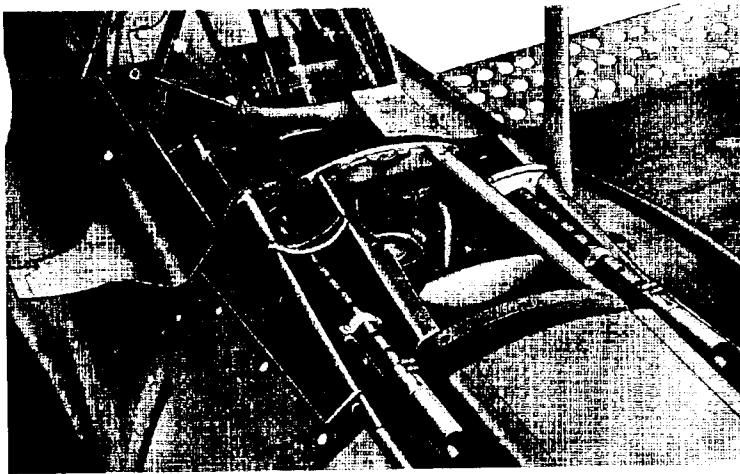


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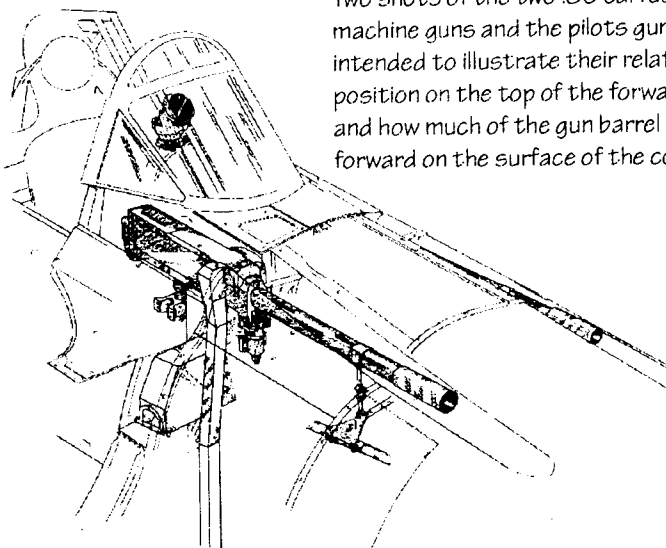


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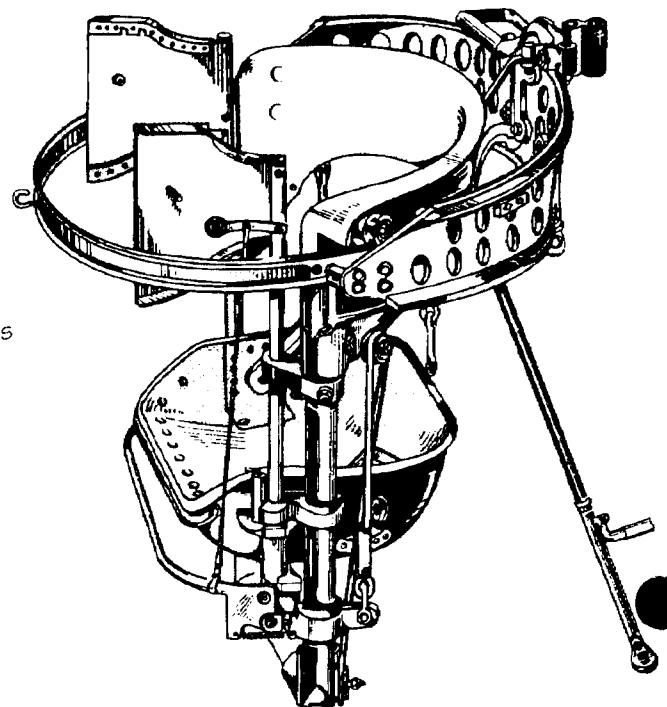
Three views of the (1) armor plate behind the pilots seat. (2) the pilots seat itself, and (3) the pilots seat leaning forward, illustrating its support rails and the adjusting bungee cord behind the seat. You will notice the armor plate behind the seat has a prominent "notch" above the actual head rest itself and stowed position of the hoisting cable (mentioned earlier).



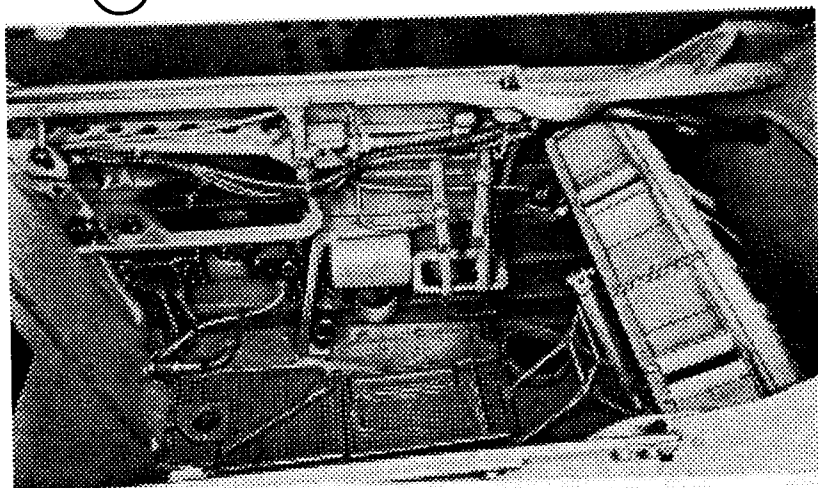
Two shots of the two .30 cal fuselage machine guns and the pilots gun sight, intended to illustrate their relative position on the top of the forward cowl and how much of the gun barrel protrudes forward on the surface of the cowl.



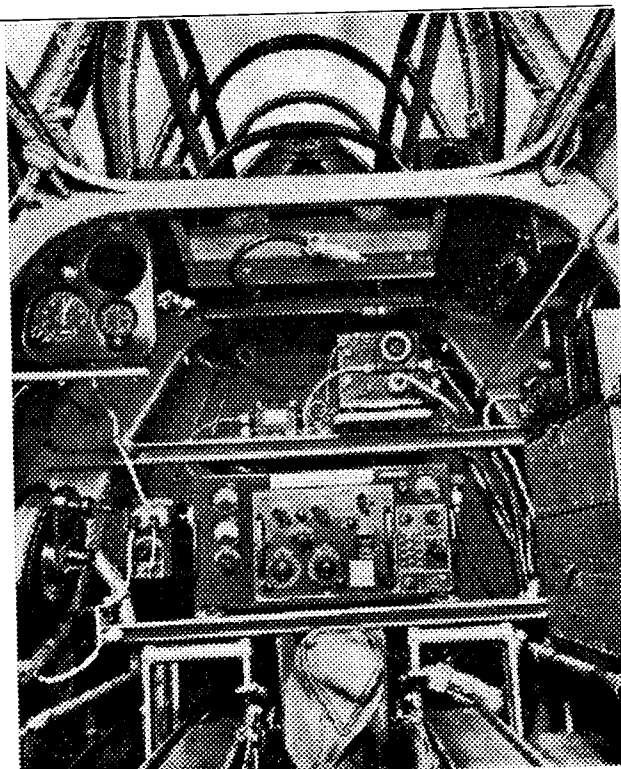
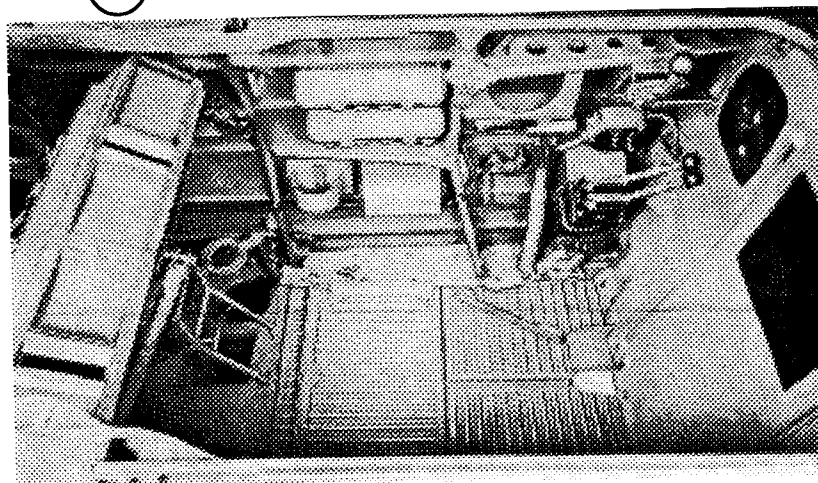
Drawing to show the design and structure of the rear machine gunner's seat. It shows some of the revolving frame structure, the seat pan itself, the circular tracking ring, the gun mount and the two armor chest panels which were intended to protect the gunner.



1

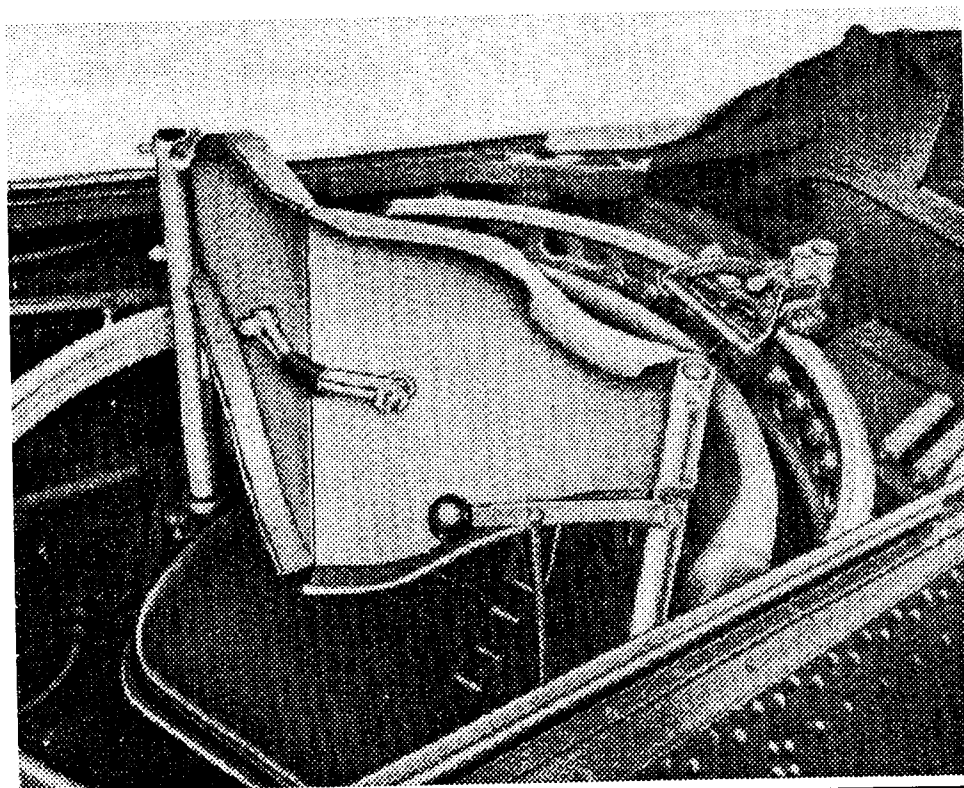


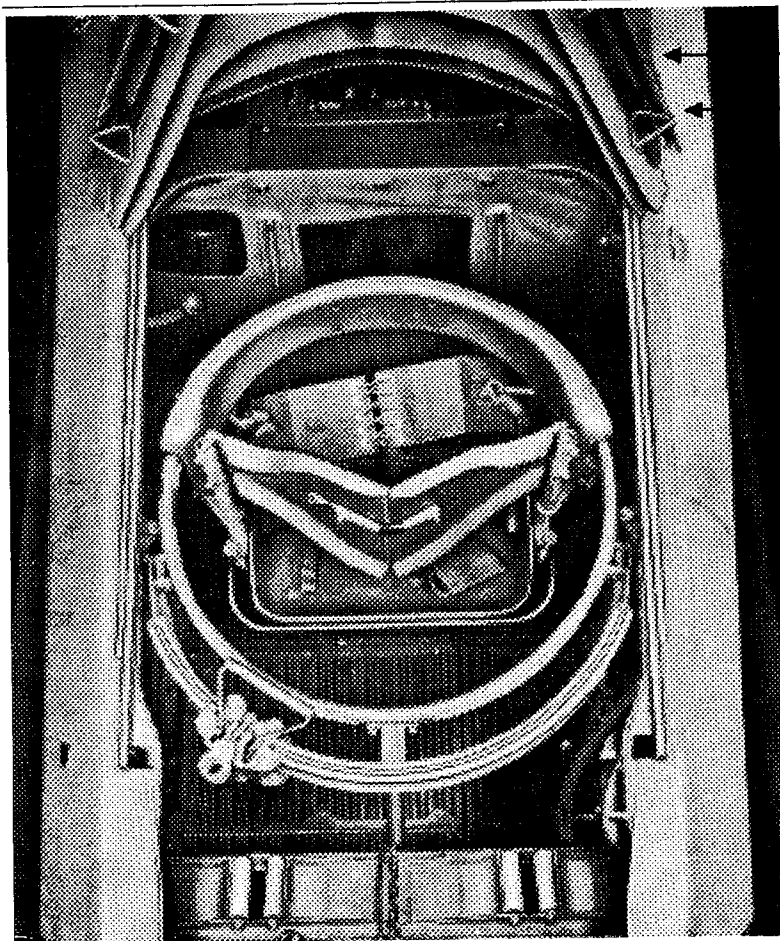
2



Three shots of the area where the gunner is stationed. (1) illustrates the right side of the gunners station, (2) the left side (with the reserve ammo boxes shown to the rear and below where the gun ring would be) and (3) the gunners instruments. Interestingly, there are a complete set of flight controls and radio gear in this station, which would appear to allow the rear gunner to actually fly the aircraft when needed or required. In this shot, the control stick is removed and stowed. In the first two shots, this entire area is hidden by a protective curtain which could be snapped into place whenever not acutally needed.

Another view of the rear gunner's position, illustrating both the armored breast plates (with the cord holding them together), which was intended to protect the gunner against enemy fire. The supporting, circular gun ring is also shown and provides a better view of that detail.

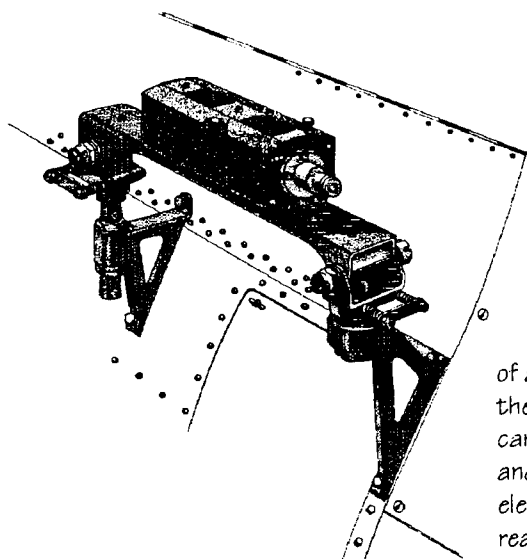
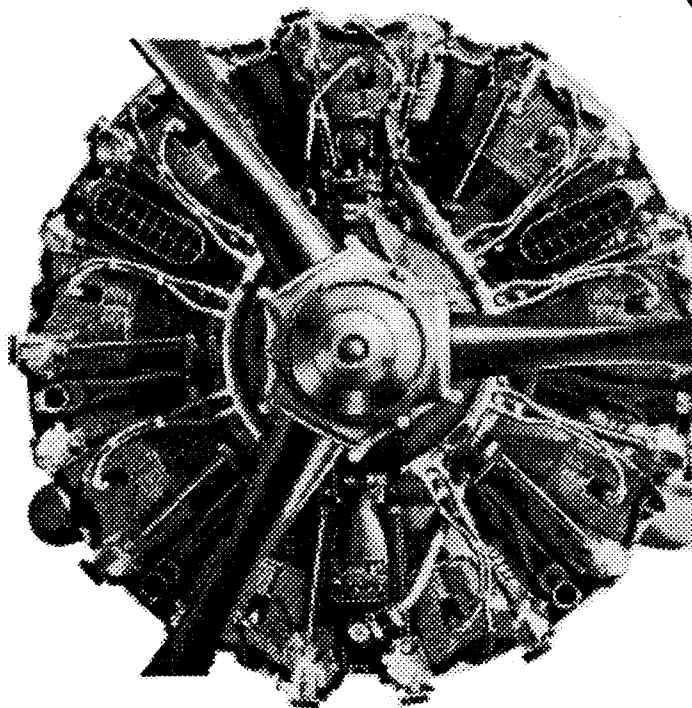




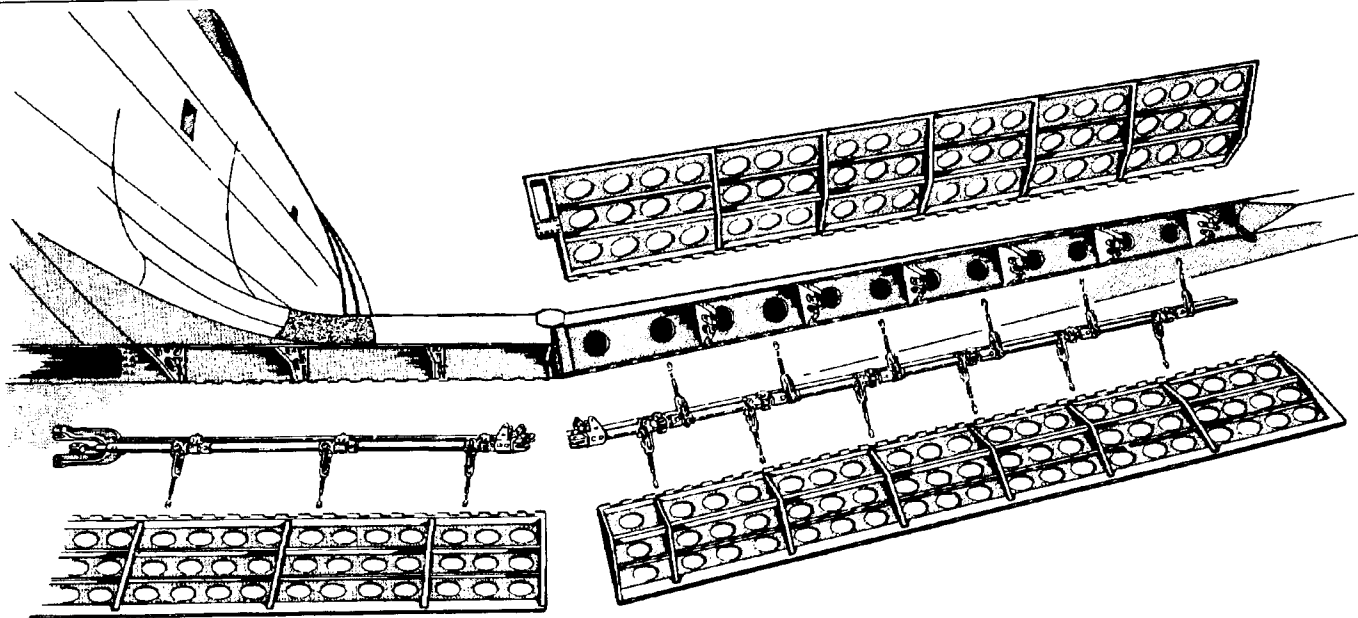
Another view of the gunner's compartment, illustrating the relative position of the gun ring, seat, armor shield, instrument area screening and the gunner's seat belt. Notice again, there is not such thing as a shoulder harness for the gunner. The gunner wore his parachute, which contained its own harness and he sat in the gunner's seat and was fastened into it by only a wide lap type of belt. You will also notice to sides of the rear of canopy frames (already folded forward and in their stowed position) a small "flap" type of spoiler on each side (see small arrow). These were intended to provide some added wind deflection and protection for the gunner. Although not illustrated, behind this compartment, below the fuselage there are two spring-loaded doors which opened upward and allowed the gunner to stow the two machine guns when not in use. This "turtle deck" or tunnel arrangement was common to a number of military aircraft during that time period.

Another aspect of the interior illustrated in this shot is that much of the rear gunner's area was painted in aluminum color and not the usual zinc chromate associated with the interiors of Navy aircraft of that time.

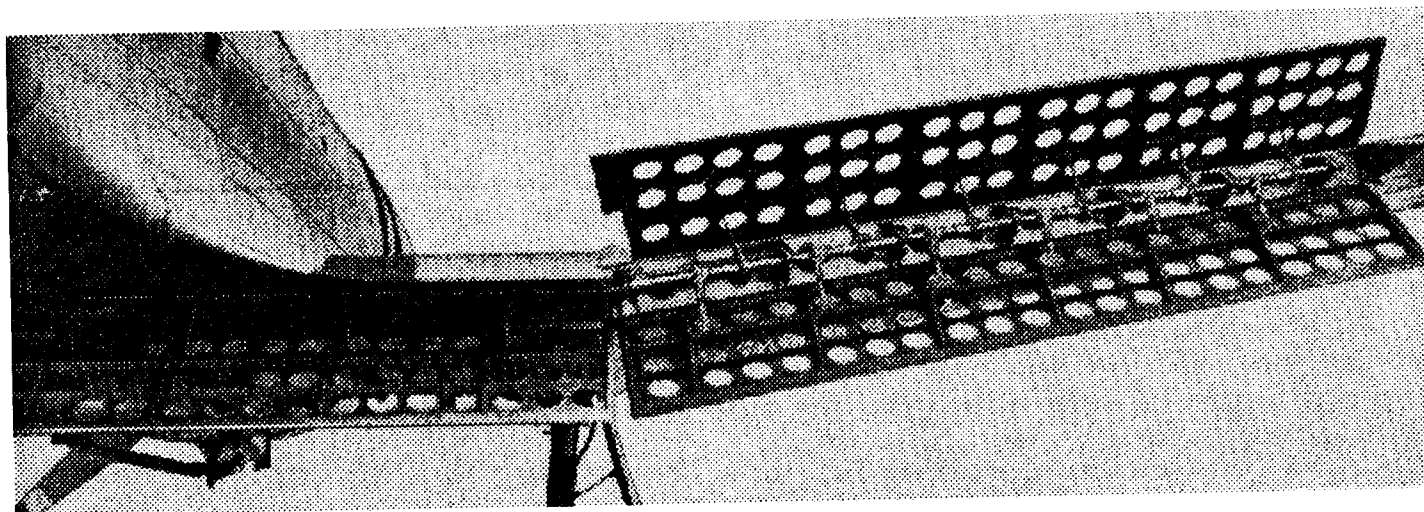
Though not a great shot, this photo is used to illustrate the basic layout and design (as well as coloring) of the Wright Cyclone Engine, Model R1820-60. Though hardly a "powerhouse" engine, this 100 octane radial provided quite a bit of power and combined with its Hamilton Standard constant speed propeller and Bendix fuel injection carburetor allowed the SBD to perform quite well for its time and carry a then substantial weapons load. When fully loaded to its gross operating weight of 10,855 lbs, the Dauntless could cruise at a 144 mph and fly at a maximum speed of over 240 mph in a dive bombing configuration. That's especially interesting, when the center line bomb was the 1000 lbs. monster the SBD often flew and bombed with.



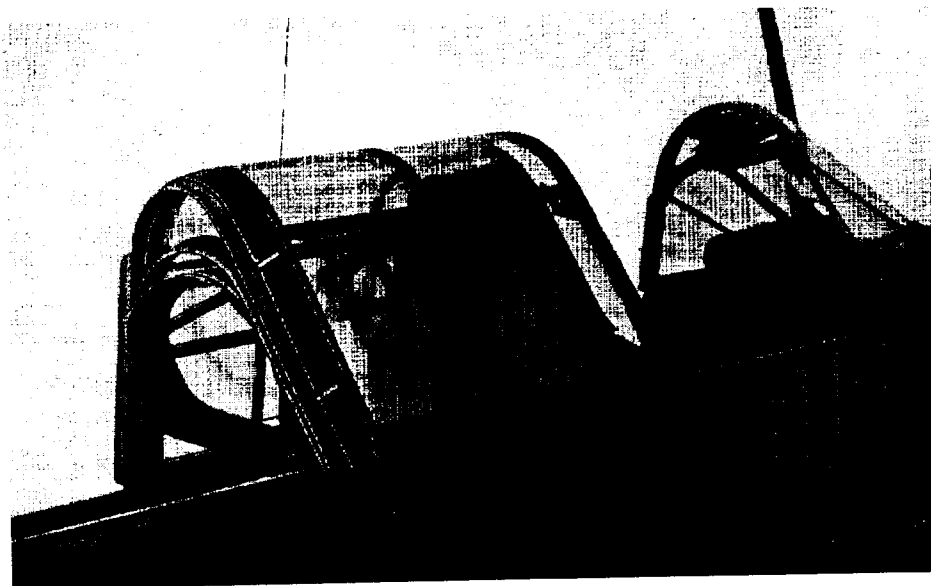
This drawing is used to illustrate the basic gun camera used on the SBD. Instead of a cleverly hidden camera in the wing root or near the actual machine guns themselves, the Dauntless was outfitted, when necessary, an externally mounted gun camera. As you can see, the mounting was bolted onto the engine cowl, on the starboard side, just below and forward of the pilot's canopy. It was electrically started and connected to the electrical circuit for the machine guns themselves and connected by the cable from the rear of the camera housing.

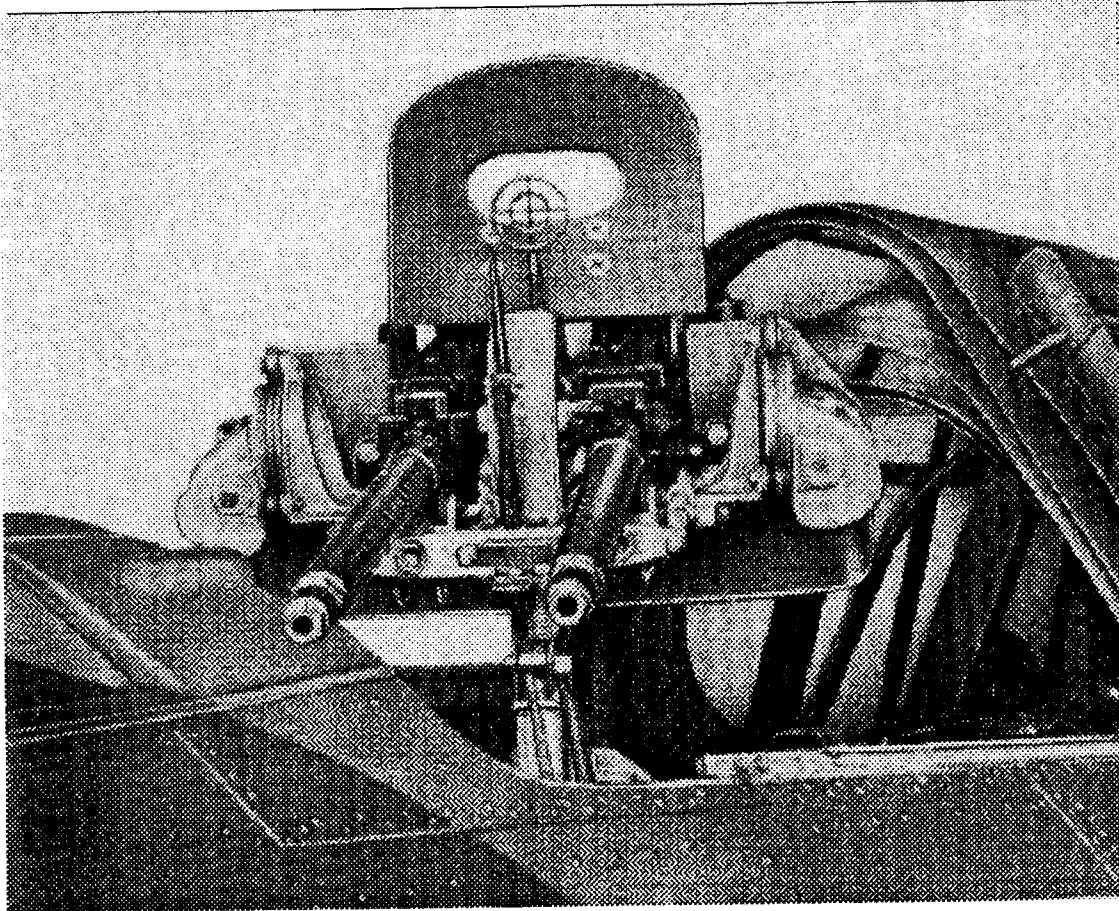


Hopefully this photo and the drawing will convey some idea of the speed brake details on the Dauntless. Aside from the spacing and location of the perforated brake holes, the actuating arms will provide a bit more detail for those of us who want to display this unique arrangement on your completed SBD kit.

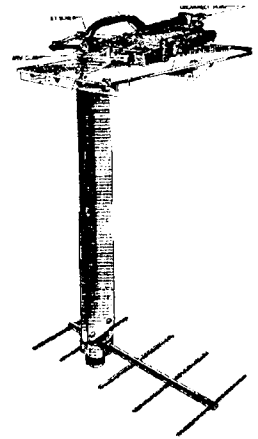


This shot, which is too dark, is used to again provide the only other illustration I could find for the two side mounted canopy spoilers (mentioned earlier), intended to provide some shelter for the rear gunner. It may also provide a bit more insight into how the manually folded and stowed canopy sections sat when stored in their forward positions.

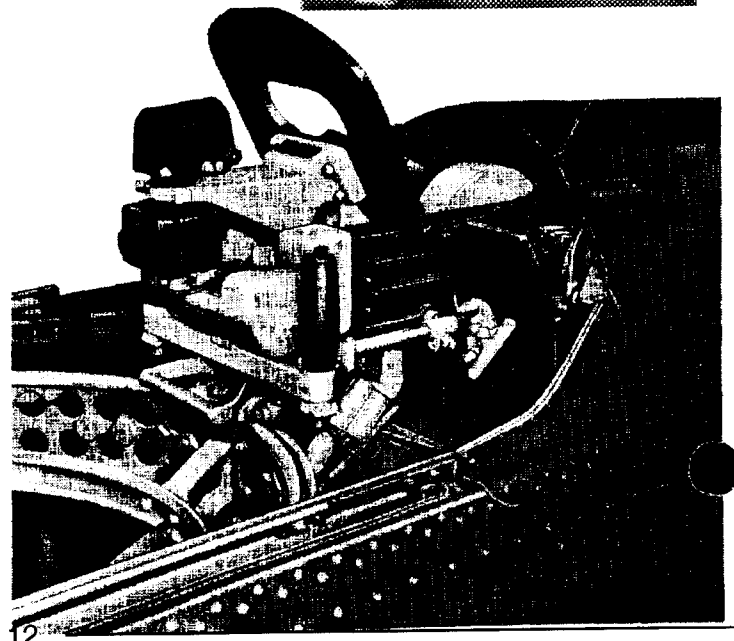
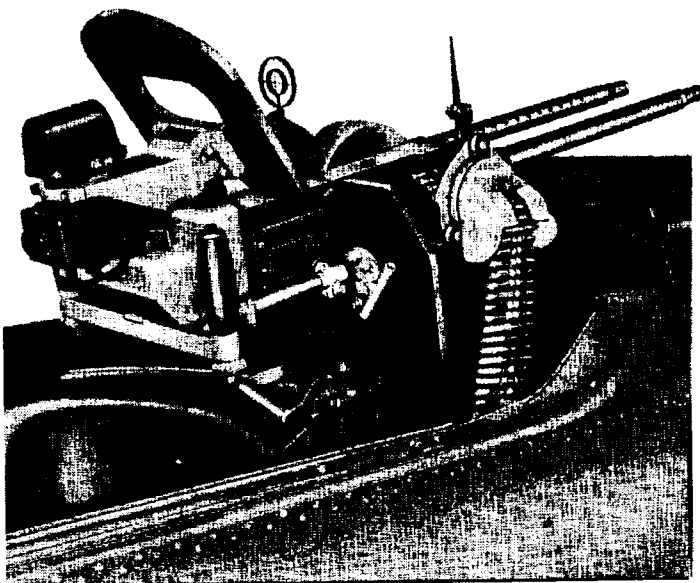
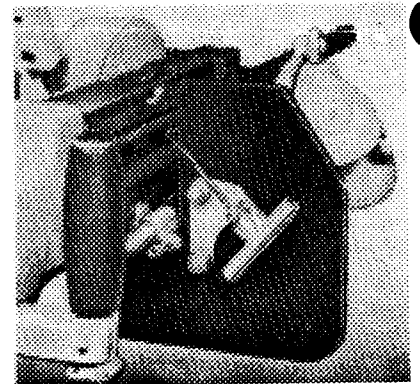


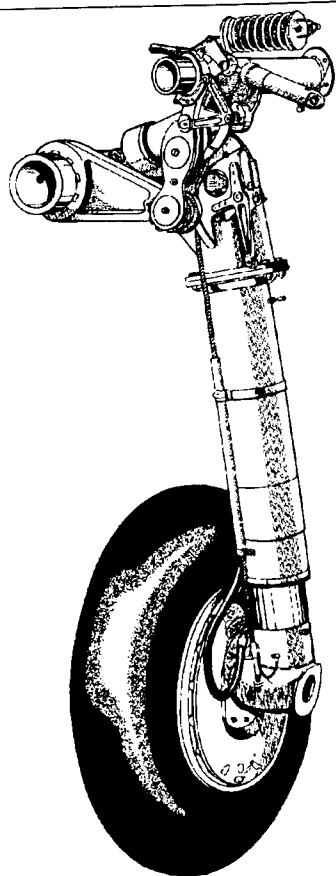


This small drawing shows the basic design and shape of the ASB Tactical antenna. I noticed the Accurate instructions call this a "Yagi" and am not sure of the differences between the two (if any). There is one such antenna mounted beneath each wing.

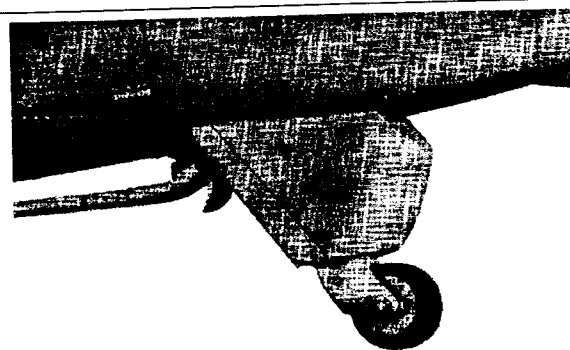


These drawings and photos provide you with some idea of the rear twin .30 cal air cooled machine guns. The top shot illustrates the "business end" of the guns, while also illustrating the armored face plate intended to protect the gunner (in addition to the breast plates illustrated previously). The drawings below are to illustrate the guns deployed and stowed beneath the gun tunnel doors. The small shot (to the right) also provides a bit of detail about the very visible area around the gunner's face shield, including the stowed machine charging cord and handle. This device permitted the gunner to recharge the guns without having to reach outside (or around the front) of his protective armor shield.



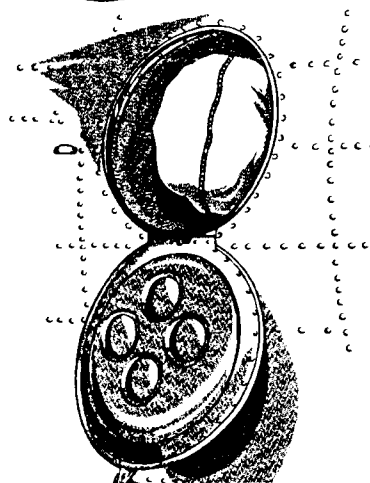
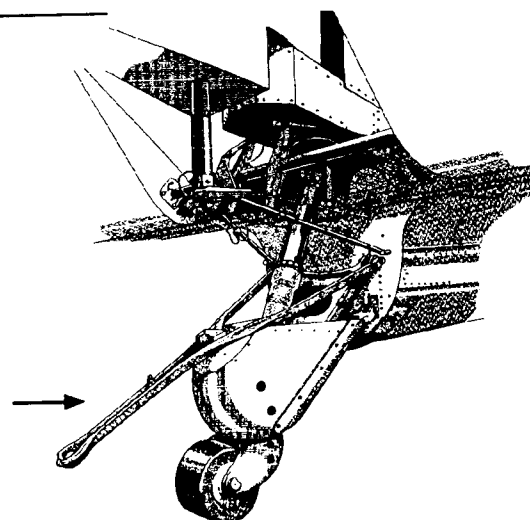


The main gear are very clean and not cluttered with external parts or pieces. As you can see there are only two lines coming down the strut, the cable which contains the mechanical connection cable to shorten the shock strut on retraction and the hydraulic hose line which provides fluid and braking action to the wheels.



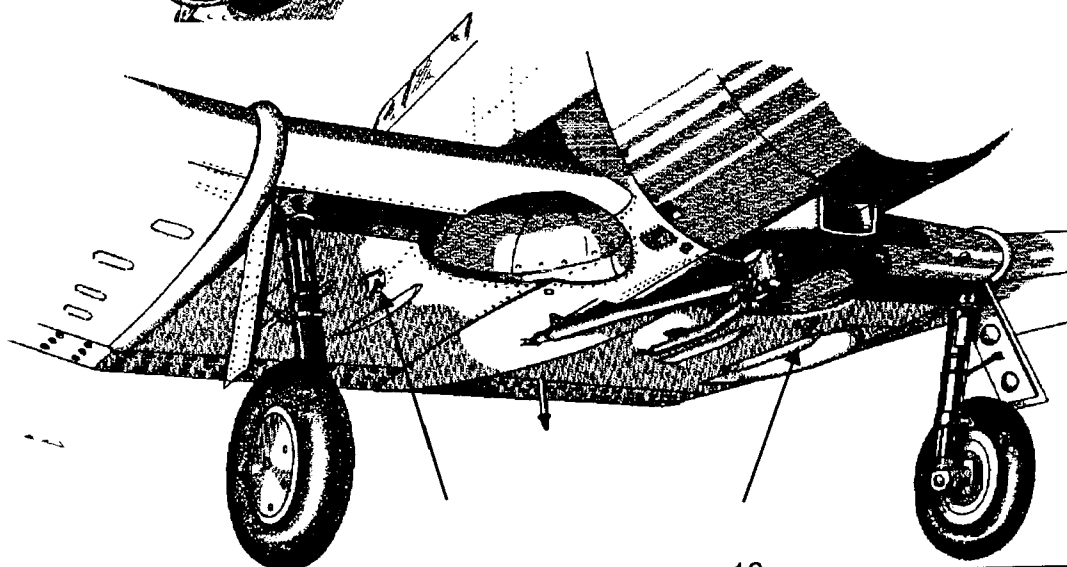
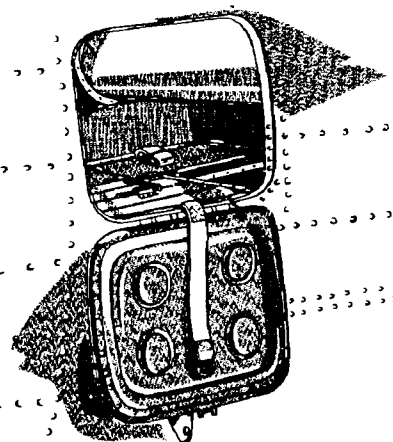
The tail wheel and catapult holdback fitting are illustrated in both of these two drawings. The upper drawing is of the solid tire wheel fitting to all carrier SBDs (while all shore based were fitted with the pneumatic tail wheels). While there is a small shock absorbing strut in this assembly, the tail wheel assembly was not retractable nor steerable, but could turn freely through 360°.

The holdback piece, shown to the left, is held "up in place" by a special spring when not in use during catapult operations.



These two drawings illustrate the two prominently displayed exterior doors on the Dauntless fuselage. The one on the left is the life raft compartment door, which is located in a circular opening on the port side of the SBD just below and aft of the gunner's position.

The rectangular hole on the right is the baggage compartment door, which is on the starboard side of the SBD. You will also notice the rounded area to the front top of the baggage opening. This is the round tube containing the life raft, hence the baggage compartment is a bit lower and aft of the life raft compartment on the Dauntless.

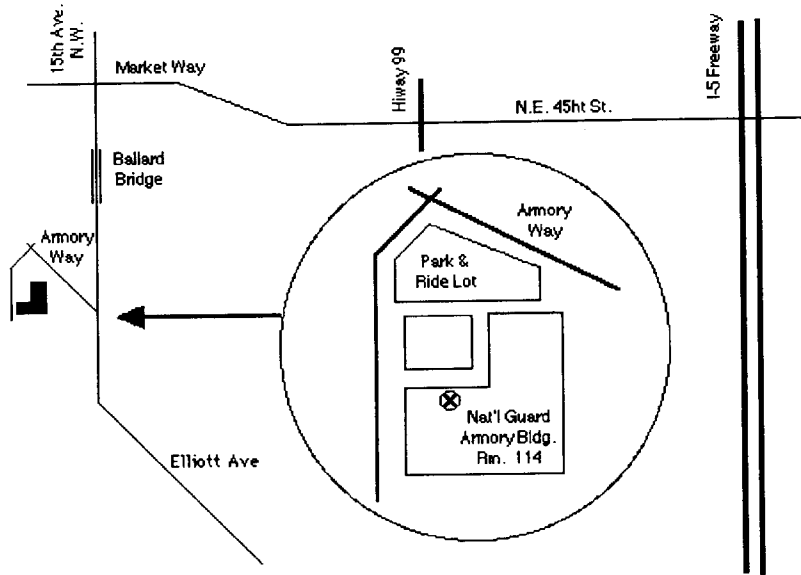


This drawing is included to illustrate the two catapult towing hooks (see arrow indicators). These hooks were bolted onto the SBD lower wings and were often removed when the aircraft was "ashore" and not operated off the "boat." The ship's catapult mechanism is attached to a "bridle" (cable) which is in turn hooked onto these two towing hooks in order to launch the aircraft off the carrier.

Meeting Reminder:

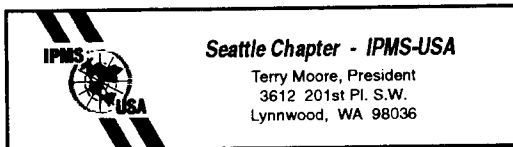
Saturday, September 20, 1997

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.



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