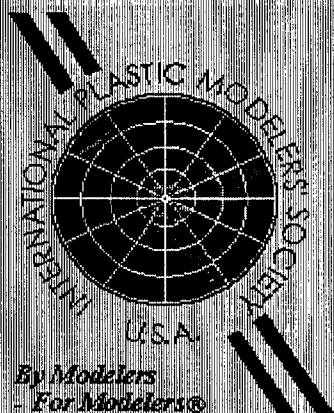


Seattle Chapter News



Seattle Chapter IPMS-USA
December 1998

PREZNOTES



In a recent column I mentioned how I had found a few models dating back to the middle ages of modeling, the '70's. After studying some of these half-finished projects, I can see why they have not seen the light of day for so long and some may remain buried in a big box. A few however I think are worth finishing - if nothing else to show the local group that I do occasionally build in the "divine scale" (1/72nd). It is interesting trying to figure out why I stopped work on a particular subject and now realizing that I have the ability to correct or finish a model, that at the time I was working on it originally, had reached an insurmountable problem preventing its completion. For example, one of my projects was a Gloster Javelin, using the Frog kit. The color scheme I had chosen was a brilliant red and white test aircraft. I had painted the white and then the red, and upon removing the masking tape found that I had some paint ridges between colors as well as a few spots on the model where the white paint came up with the tape. At the time I recall that I immediately lost interest in the project (too much hassle to repaint) and it was shelved. Looking at it today, the problems aren't that bad. With only some minor sanding, I can clean up the paint ridges without having to repaint, and the chipped paint should not be difficult at all to touch up. The only problem I may have is removing the 25 year old Scotch tape from the canopy but I'm sure one of our members will have a solution. I also may encounter another small problem as I have not yet found the landing gear and other small parts! Anyone have a spare Frog Javelin, just in case?

Another model I had started was an SP-2H Neptune fire bomber that I photographed on one of my trips in the early '80's. It is a very colorful paint scheme and I hesitated to finish it because the gloss finish was beyond my talents and abilities at the time. Today, I think I could paint it without screwing it up, primarily from what I've learned about painting techniques and

type of paints to use for the color scheme I want to render. A third project involved a conversion that required the creation of a large wing fillet. I tried clay, Green Stuff, balsa, and sheet styrene, all without success, and consequently lost interest (again) and moved on to another project. In the many years since, I have discovered a product that works quite well (epoxy putty) and I now have another 'old' model on my workbench. It shall certainly free up a shelf in the garage if I actually finish some of these. Hmmm, more room for new kits. Off to the local hobby emporium!

I base this new found interest in the Javelin, Neptune, and some of my other older models on what I have learned from some of our members over the past few years who are more than willing to share any and all information on modeling techniques. I think that is why we have one of the best chapters in the country and it certainly shows at our monthly meetings with the fine quality of models that appear on the table. It is a pleasure to be associated with such a fine group of model builders. Thank you.

See you at the meeting. And remember to bring cookies, soft drinks, and other goodies to eat to the December meeting!

Terry

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above, or renewal form on back page). We also highly recommend our members join and support IPMS-USA, the national organization. See the form below for further details. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

UPCOMING MEETING DATES

The IPMS/Seattle 1998/99 meeting schedule is as follows. To avoid conflicts with previously scheduled IMPS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

DECEMBER 12, 1998 (2nd Saturday)
FEBRUARY 13, 1999 (2nd Saturday)

JANUARY 16, 1999 (3rd Saturday)
MARCH 13, 1999 (2nd Saturday - SPRING MEET)

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

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Lidya Litvyak, Hero of the Soviet Union Part 2

by Terry Clements

Lidya (or Lilya, Russian for Lily-flower, as she liked to be known) Litvyak was transferred to the 296th Fighter Regiment in January 1943, with seven other women pilots from the 586th Fighter Regiment. Although initially assigned as the "fourth" pilot in a four-plane flight, Litvyak quickly won the confidence of her new comrades and was promoted to Flight Commander. The 296th Regiment was then operating in the Stalingrad area, the most important front at the time. A few months later it was honored by being redesignated the 73rd Guards Fighter Regiment.

The women combat pilots, and especially Lilya, had always made for great press. Litvyak's mechanic, Senior Sergeant Inna Pasportnikova, told author Anne Noggle that Lilya was once placed under arrest by Marina Raskova because she had defaced her uniform by cutting the fur out of her boots to make a collar for her jacket. She also resisted Raskova's orders to the women to cut their hair short, and averted another arrest only at the last moment by finally relenting. She also kept Pasportnikova busy swiping hydrogen peroxide from the base hospital to bleach her hair, and dyed parachute silk to make colorful, non-regulation flying scarves.

Litvyak loved flowers, and according to Pasportnikova "would arrive at the airfield early in the morning in the summer, pick a bucket of flowers, and spread them on the wings of her plane" before strapping herself in to wait at "readiness one." Earlier on, with no flowers available, she had asked Pasportnikova to write to her mother for a picture of some roses, which she did. Litvyak "put the picture of roses on the left side of the instrument panel and flew with it."

One source reports that a Yak Litvyak often flew was adorned with a large white Lily on the fuselage. This was mistaken for a white rose by the press, which led to the

nickname "The White Rose of Stalingrad." The hero-hungry state press also referred to the diminutive and quite attractive pilot as the "Queen of Aces."

Pasportnikova recalled that whenever Litvyak returned to the airfield after scoring a victory "it was impossible to watch her; she would fly at a very low altitude and start doing acrobatics over the field." She would fly so low that "the [canvas] covers of the aircraft would flap and fly around...." This apparently did not please the commander of the 296th/73rd G, who loudly swore that he would break her of the habit. After taxiing in, Litvyak would mischievously ask Pasportnikova "Did our father shout at me?" Indeed "he did shout at her, and then he admired what she had done."

Lidya and her Squadron Commander, Alexei Salomatin, fell in love soon after she was posted to the 296th Regiment. (Each VVS fighter regiment was composed of tree squadrons of 10-12 planes.) But in May 1943, he was killed in a flying accident, and Pasportnikova says that after that "Lilya didn't want to stay on the ground, she only wanted to fly and fight, and she flew combat desperately." Litvyak began to fly risky "free hunter" missions, either solo or with just one wingman, where she could attack targets of opportunity. Pasportnikova described one of her most famous exploits, the destruction of a German observation balloon on May 31, 1943:

Many Soviet airmen tried to shoot it down but turned back, because there was a wall of fire from the guns. Lilya volunteered to shoot it down. She was just out of the hospital from her wounds [she had been shot down a few days earlier], promising the doctors she would go visit her mother and recover, but she spent

only one day, then returned to her regiment. She went to the regimental commander and said, "Let me shoot down the balloon." He said she could not, for she was still ill and had no right to fly. She told him that if he did not let her do it she would do it without his permission, and he told her in that case she should tell him how she was going to do it.

She took off and flew - not straight to the front line, but parallel to it, to the area where there were no German troops or artillery. She crossed the front line and flew to the rear, choosing the time of day when she could approach the balloon from the direction of the sun. Nobody expected her to appear from that side; she fired, and it caught fire and went down.

Combat operations were intense in the summer of 1943, with the pilots of the 73rd Guards Fighter Regiment flying three and four missions a day. Litvyak was shot down behind German lines and rescued by a fellow pilot. On July 16, 1943 one of her two victories of the day came with a "taran" or ramming attack in which she was slightly wounded. Three days later she shot down a Messerschmitt, and two days after that she shot down another. By then the other pilots had begun to worry about her recklessness, and tried unsuccessfully to limit her combat flying.

The odds were catching up with her. She shot down two German aircraft on August 1, 1943, but while on her fourth sortie of the day, an escort mission near Orel, she and her wingman, Ivan Borisenko, were attacked by two German fighters. Borisenko reported that Lilya was last seen diving away into some clouds, pursued by the Germans. No crash or wreckage were

seen, however, and she was officially listed as missing in action. Nothing further was found in the following days, and there were rumors that she had been captured or had even defected. Litvyak's father had been arrested and murdered in 1937 during the Stalinist purges, and thus Lilya, like a remarkably large number of the other women pilots, lived under a cloud of political suspicion. Her brother even changed his name and lived in constant fear of arrest for years after the war, and seems to have thought that the Soviets themselves had killed Lilya because they feared public acclaim of such a politically suspect person. But politics or not, Litvyak was soon forgotten in the grind of continuous combat operations. In the fall of 1943, following the Orel offensive, the five surviving women pilots were transferred back to the 586th and further second-line air defense duties.

But Litvyak's friends and family did not forget her, and continued searching for some trace of her fate for years. They had finally abandoned hope when in 1979 the remains of a small female pilot with bleached hair were found by some boys digging in a field outside the village of Dmitriyevka, near Orel, Byelorussia. It took several more years for a medical commission to formally identify them as the remains of Lieutenant Lidya Litvyak, however, and finally the last chapter of her story could be pieced together. Her Yak had been hit by her attackers on that day in August 1943, and she crash-landed just inside German lines. She had either died in the crash or was murdered by the Germans, and buried near the wreckage of her plane. The plane itself was salvaged soon thereafter. With her death in action confirmed, and the Soviet press again devoting ink and air time to "The Queen of Aces," Lilya Litvyak was posthumously awarded the Gold Star (Hero of the Soviet Union) in May 1990, just a matter of months before the Soviet Union itself would become history.

Sources on Lidya Litvyak are in conflict on various details of her career - even the date of her final mission. I have sorted out the conflicts as well as I can, realizing that this is far from definitive.

1. Anne Noggle, *A Dance With Death: Soviet Airwomen in World War II*, Texas A & M University Press, College Station, TX, 1996. Absorbing personal reminiscences, with a few rare photos from family albums. The best single source and a great read.

2. Hugh Morgan, *Soviet Aces of World War 2*, Osprey Aircraft of the Aces 15, Osprey Aerospace, Reed International Books Ltd., London, 1997.

3. A. Kanevskij and M. Sedivy, "Stalinsti Sokoli: Vyznamenat in memoriam," *Aero Plastic Kits Revue* (Czech), issue 45, 1996.

4. Harold E. Stockton, Jr. and Dariusz Tyminski, "Marina Raskova and Soviet Female Pilots," *World War II Ace Stories*, on the Internet at: www.acestory.gdynia.top.pl/raskov.htm.

5. Claes Sundin and Christer Bergstrom, "Soviet Female Fighter Aces," *Red Star Black Cross*, on the Internet: www.geocities.com/CapeCanaveral/Hangar/7214/Female.html.

6. Von Hardesty, *Red Phoenix: The Rise of Soviet Air Power, 1941-1945*, Smithsonian Institution Press, Washington, D.C., 1982, 1991.

7. Robert Michulec, *Stalinowskie Sokoly*, AJ Press, Gdynia, Poland, 1995. Polish text.

8. C. KyHedob, *The First Yak*, Polygon, Moscow, 1995.

9. Harold E. Stockton, Jr., *Red Beauty 2: Yak-1 and Yak-7 Combat Operations*, Snow Leopard Productions, Round Rock, TX, 1997.

The drawings of "red 32" and "white 23" are based on drawings appearing in the above *Aero Plastic Kits Revue* article, and in *The First Yak*. The camouflage patterns and color data are derived from these sources, some photos in *Red Stars* and other such publications, "The Develop-

ment of Camouflage and Finish of the Yak-1 Fighter, Part 2 (1942-43)," by Erik Pilawskii, in his excellent web site with Matt Bittner, *The Modeler's Resource Page for the Aircraft of the Voenno-Vozdushne Sily (VVS), 1930-45*, at www.oz.net/~xopowo/VVS, among other sources.



Litvyak at her Yak-1b, summer 1943. (Stalinowskie Sokoly)

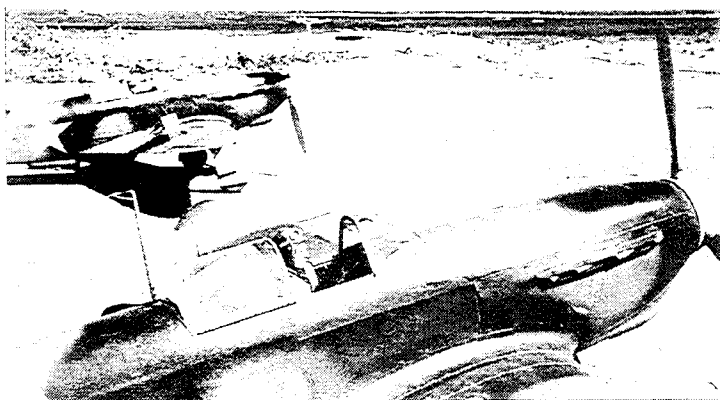
Don't forget to bring cookies, soft drinks, caviar (just kidding), and other goodies to eat to the December 12 meeting

Lidya Litvyak's Victories

	<u>DATE</u>	<u>PERSONAL</u>	<u>SHARED</u>
1.	13 Sep 42	Ju 88	
2.	13 Sep 42		Bf109
3.	11 Feb 43	Ju 87	
4.	11 Feb 43		Fw 190
5.	22 Mar 43	Ju 88	
6.	22 Mar 43	Bf109	
7.	5 May 43	Bf109	
8.	7 May 43	Bf109	
9.	31 May 43	Observation Balloon	
10.	16 Jul 43	Bf109	
11.	16 Jul 43	Ju 88	
12.	19 Jul 43	Bf109	
13.	21 Jul 43	Bf109	
14.	1 Aug 43		Bf109
15.	1 Aug 43	Bf109	

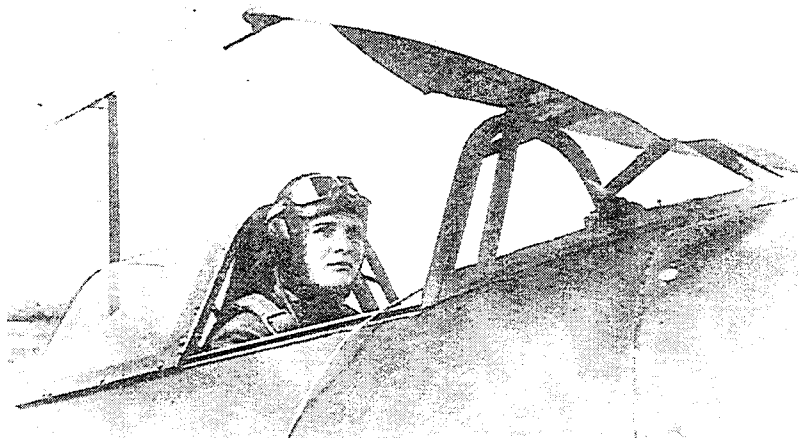


Above: Lilya Litvyak, summer 1943. Note scar on forehead and her trademark silk scarf. (Noggle, A Dance with Death)

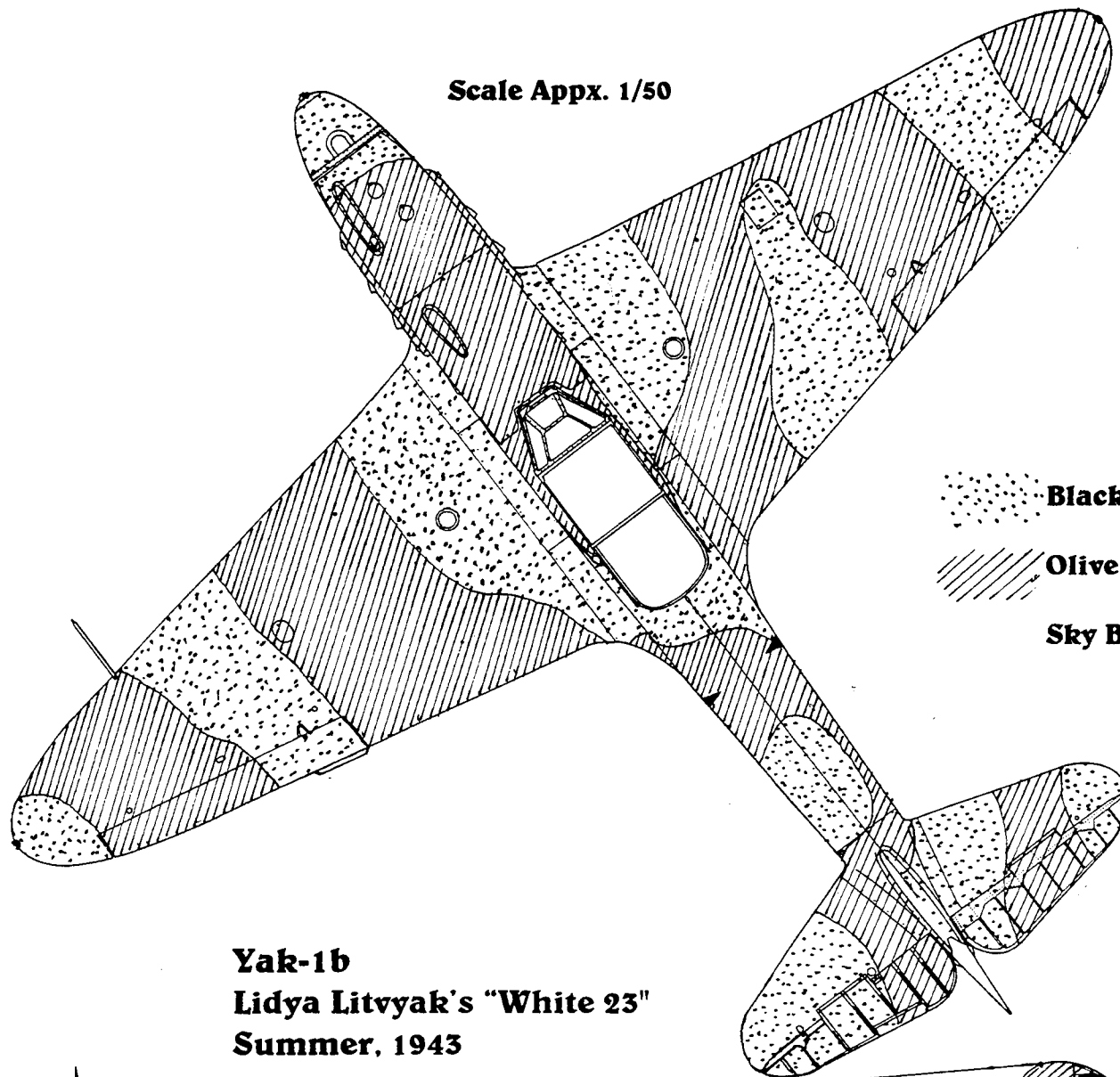


Left: Pilots L. Savkin and I. Kycherov of the 12th Fighter Regiment at "Readiness One" on the Leningrad front, probably summer 1943. Litvyak's "white 23" was probably finished with the same freely-sprayed application style. Note the alternative form of canopy hood. (First Yak)

Right: Valentina Lisitsina of the 586th Fighter Regiment at "Readiness One," in her Yak fighter. Klavdiva Terekhova-Kasatkina, secretary of the Regiment's Communist Party organization, would use these tense times to try and talk politics with the women. The usual response was, "Well I'm sorry, but go to Hell with your politics. Let's discuss love affairs!" (Noggle, A Dance With Death)

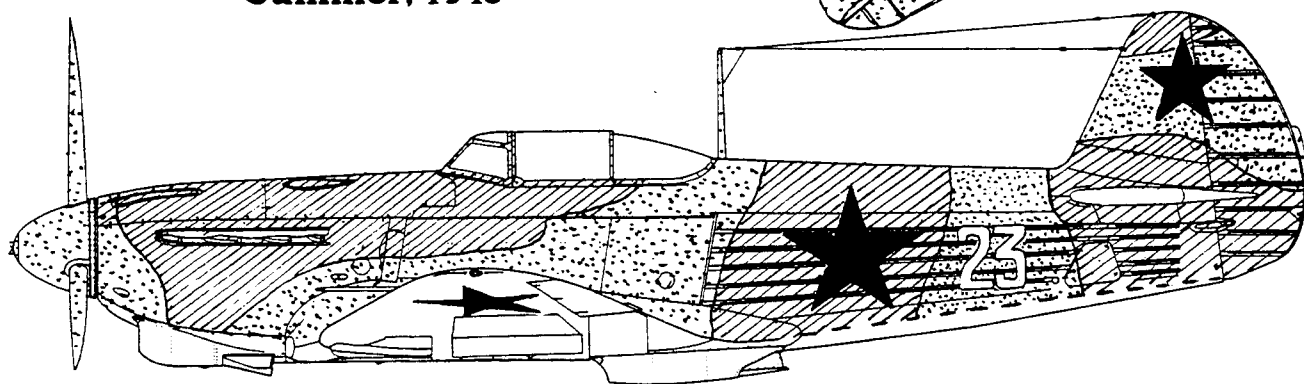


Scale Appx. 1/50

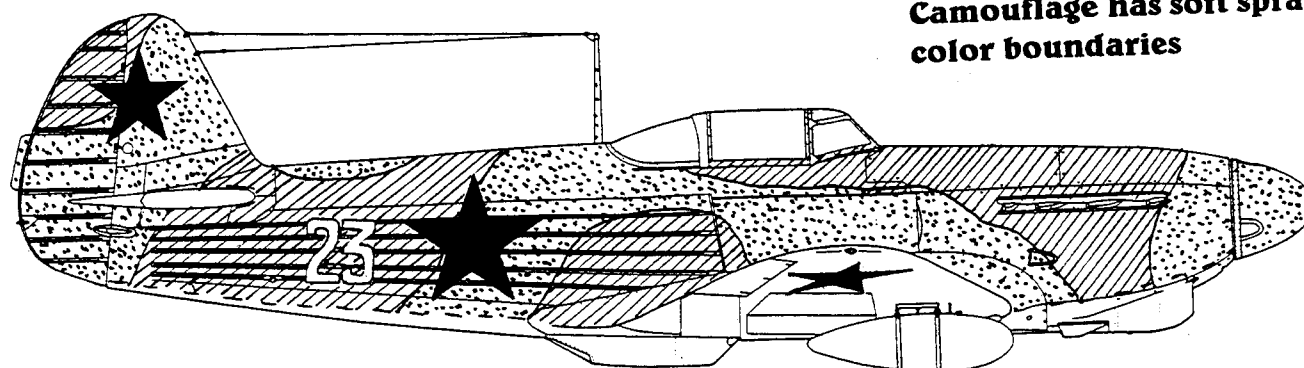


Black
Olive Green
Sky Blue

Yak-1b
Lidya Litvyak's "White 23"
Summer, 1943



Camouflage has soft sprayed
color boundaries



Notes on Yak-1b "White 23"

At this period in the war (mid-1943) Yak-1bs were still being finished in the olive green and black (or black-green) shadow-shade scheme. Black seems to have been more common than black-green at this time for the darker color, and it was applied in a very loose, freehand style with very soft color borders. The camouflage pattern shown here was typical of Yaks during this period, and it is consistent with the few photos of "white 23." Undersurfaces were light blue. By this time the early war pastel blues were often replaced by less vivid sky camouflage colors.

National insignia consisted of plain red stars in the usual locations, and of course the tactical numbers were white. Interior and protective painting was probably in Blue-Green Primer, although a gray-green paint similar to RLM 02 on -1bs was also used on -1bs (but probably later).

Paint recommendations:

Olive Green - Aeromaster enamel and acrylic Russian "Topside Green" (out of the bottle); Testors Russian "Topside Green" (lightened a bit); and Polly Scale "Soviet #2 Khaki #505360" are fine.

Black - Floquil "Grimy Black" or similar grimy or scale blacks.

Light blue - Aeromaster enamel and acrylic Russian "Light Blue," and Testors Russian "Topside Blue" out of the bottle, and Polly Scale "Underside USSR Blue" lightened a bit, should work for those disposed toward the early war pastel Bright Blue. For the later sky color (my preference) - Humbrol #115 "Russian Blue" (lightened considerably), Humbrol #89 "Middle Blue" (lightened a bit), Humbrol #65 "Aircraft Blue," (as is, or mixed with #89), Aeromaster acrylic Russian Blue FS 35414, or Testors Russian "Underside Blue" (lightened) are good choices.

Blue-Green Primer - Humbrol #122 "Matt Pale Blue" is excellent, as is old Humbrol HB4 "Duck Egg Blue." Any good RLM 02 Grau should work for those preferring the gray-green color.

The notes to Terry's drawing of "red 32," which appeared in the November 1998 issue, were inadvertently left out of that issue. My apologies. Here is the key to that drawing:

Notes on Yak-1 "Red 32"

It's likely that "Red 32" was one of the first Yak-1s Lidya Litvyak flew when she was posted to the 296th Fighter Regiment in late January 1943 since she flew La-5s prior to that during the winter of 1942-43. Its finish was temporary Winter White over its regular camouflage, with Bright Blue on the bottom. Under the snow camouflage was one of the standard Yak-1 shadow-shade patterns in Olive Green and (most likely) Black. Prop blades were typically painted in the darker of the upper surface colors (Black here, or alternatively, Black-Green), with the front of the blades often painted white during the winter as well. The camouflage pattern sketched here with dotted lines was a typical one for Series 2 Yak-1s in early 1943, but I know of no documentation of the pattern actually used on this machine. Soviet camouflage was invariably applied freehand with much variability, so the pattern shown here should be considered "generic" at best. The black areas are marked "(B)," and note that the spinner was black. The black paint was quickly sprayed without masks or mats, and color boundaries were very soft on these schemes at this time. The red stars were all plain red, as were the numerals. The tail star shown here is somewhat smaller than usual for Yak-1s. Although these drawings include the specially-designed winter skis that were used on many Yak-1s during the winter months, it is unknown if "red 32" had them. Interior and primed areas would likely have been in Blue-Green Primer, a color similar to RAF Sky Blue.

Paint recommendations:

Olive Green - Aeromaster Russian "Topside Green" (out of the bottle) and Testor's Russian "Topside Green" (lightened a bit).

Black - Floquil "Grimy Black" or similar grimy or scale blacks (out of the bottle).

Bright Blue - Aeromaster Russian "LightBlue," Testor's Russian "Topside Blue," and Polly Scale "Underside USSR Blue" should work right out of the bottle for those disposed toward the bright blues. For those favoring less pastel blues (my preference for any 1942 and later machine), Humbrol #115 "Russian Blue" (lightened considerably), or Humbrol #65 "Aircraft Blue," or Testor's Russian "Underside Blue," (lightened) are in the ballpark. Any reasonable RLM 65 Hellblau or WW II Finnish Light Blue (such as Aeromaster's) should be close too, particularly with a bit of blue added.

Blue-Green Primer - Humbrol #122 "Matt Pale Blue" is excellent, as is old Humbrol HB4 "Duck Egg Blue."

For those favoring Black-Green on their Yak-1s rather than black any good RLM 70 Schwartzgrun will be pretty close.

Sources: This representation is based on drawings appearing in A. Kanevskij and M. Sedivy, "Stalinsti Sokoli: Vyznamenat in memoriam," *Aero Plastic Kits Revue* (Czech), issue 45, 1996. The basic line drawings used here, with some adaptation, are from *First Yak* (Russian), Polygon, 1995, as far as I know the only accurate drawings of the Yak-1 published. The suggested camouflage pattern is found in "The Development of Camouflage and Finish of the Yak-1 Fighter, Part I (1940-42)," by Erik Pilawskii, in his terrific web site with Matt Bittner, *The Modeler's Resource Page for the Aircraft of the Voenno-Vozdushne Sily (VVS)*, 1930-45, at www.oz.net/~xopowo/VVS. Note that while this drawing accurately reproduces the markings details of the *Aero Plastic Kits Revue* drawing, it is likely that photographic documentation of this plane is scant, and that the original drawing probably involved some extrapolation or informed conjecture. Color suggestions are derived from "VVS Colors," by Erik Pilawskii on the above-cited web site, supplemented by bits and pieces of many other sources, and should be considered representative only.

A First Look at Accurate Minatures' 1/48th Yak-1b

by Terry Clements

By now you know that Accurate Minatures' Yak-1s are finally here, and they're terrific. There are three kits in this series, two "razorback" Yak-1s - one with winter skis, the other without - and a "bubbletop" Yak-1b. Although I have seen only the -1b, it's clear AM has engineered these kits to employ as many common parts as possible. Here's a pre-construction look at the -1b.

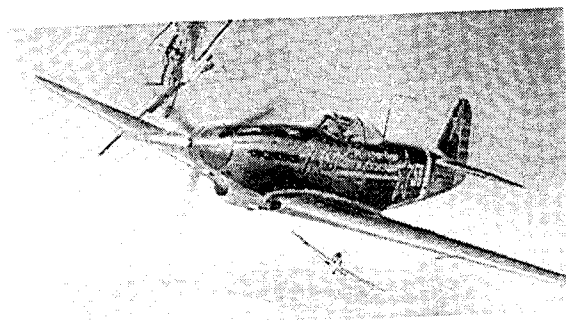
Kit accessory items include two drop tanks, six RS-82 rockets (seldom seen on Yak-1bs), two styles of canopy hood, a spare set of exhaust stacks, and both "weighted" and "unweighted" tires with nice raised lettering. AM provides markings for one plane, that of double-HSU Sergei Luganski, commander of the 152nd Guards Fighter Regiment in 1944. The decals are nicely printed and look quite usable. Presentation and packaging are in the usual AM style, which is just fine. Instructions are satisfactory, but, as usual with AM, it's a good idea to actually read them.

Parts quality is excellent, of course, and the level of surface and interior detail is quite good, considering that this was a very simple and smoothly finished airplane to begin with. Panel lines are nicely done, and the ribbing effect on the fuselage and control surfaces looks good, though some may want to reduce it a bit. There are a few ejector pin marks here and there, but only those on the insides of the landing gear covers will be visible if not sanded out.

The interior is designed to be put together as a unit and inserted in the assembled fuselage shell. I haven't done it yet, but it looks easy enough as long as I read - and follow - those instructions. The fuselage itself is comprised of three pieces (left, right, and top deck). The fit of the top deck may require a bit of fussing if you want to minimize sanding and filling. A small amount of filling work may be necessary in a few other places too.

I noticed only one significant potential problem. AM uses the tried and true three-piece parts breakdown for the wings, and the bottom wing piece on my example was warped. The three wing pieces are no doubt the same for all three Yak-1 kits, which is probably part of the problem. The port wing root has a cut-out section so that the different carburetor air intakes can be inserted, and this weakens the part. I can't say how difficult this will be to deal with during assembly, but it will definitely need attention.

The Yak-1b went through an evolutionary design process, with many detail variations in cowlings, air intakes, and control surfaces, among other things. AM's kit



does vary in certain details with some of the drawings and photos I have seen, but these simply represent different production batches. There are a few things that do need a little tweaking, however, most notably the landing light in the port wing leading edge. These were deleted from the -1b, and while it's possible a few early airframes had them, I would recommend it be filled and painted over, an easy enough fix. Accurate Miniatures did do a good job of providing for the revised navigation lights on the -1b, by the way.

It also looks to me like the outline of the fin is a bit off. I would round off the top front "corner" a bit. The inside edges of the elevators might need a bit more rounding-off too, but I'm not sure yet. The little change in direction at the top of the rudder hinge line is also missing, but it's almost imperceptible anyway. I would also run a file over the edges of the trim tabs. The aileron trim tab was mounted fully inboard on most -1bs, not in the middle of the aileron, so take your pick. The tail wheel

doors are too wide. One last quibble: the profile of the kit's carburetor intake appears to be flush with the wing - most of them on the real thing projected forward somewhat, with the intake opening vertical in relation to the thrust line. Maybe this will look better when actually glued up, and these varied from one production batch to another anyway, so it's probably not worth getting worked up about. You may want to box off the opening, though.

The kit provides both canopy hood styles, but note that Luganski's plane had the "plain" version. The radio gear on most -1bs was **under** the rear shelf, so don't worry about the "missing" radio and all

that open space behind the seat. The air intakes just behind the exhaust stacks also varied on Yak-1bs. Many of them had simple indentations rather than the louvers represented by the kit. I don't think I'd bother changing it.

Many will also want to replace the molded-on landing gear indicator pegs with wire, and fabricate their own pilot harness.

(The kit provides a decal.) Tubing could also be used to simulate the muzzles of the 12.7 mm cowl machine gun and the 20 mm cannon just visible inside the Hucks starter dog.

The painting and finishing instructions for the gray pattern scheme are fine, although photos indicate that the pattern was applied in a more angular style than AM's diagram indicates. You might want to check out the "official" pattern for this camouflage - keeping in mind that these were adhered to only in a freehand kind of way - in my article in the January, 1998 issue of the *Seattle Chapter News*. AM's color call-outs are as good as any, but they do fail to mention that most Yaks left the factory with an almost glossy finish.

Accurate Miniature's Yak-1b will look great out of the box, and even better with a few easy improvements added. I can hardly wait to see what the after-market decal folks do with it. Highly recommended.

Just Say No!

By Jacob Russell

Addict - 1. To devote or give (oneself) habitually or compulsively. 2. One who is addicted to a harmful substance, especially to narcotics.

Obsession - 1. Compulsive preoccupation with a fixed idea or unwanted feeling. 2. An idea or emotion causing such preoccupation.

Do you collect models or **build** them? Have you ever noticed that some of our fellow IPMS members never bring built models to the meetings regardless of the amount of money they fork over to Emil and Kevin each month? I have about 65 kits in my collection - excuse me, *stash* - and with the exception of two or three regrettably ignorant purchases (inexpensive 109 kits, the legacy of my "co-dependent" modeling phase) I intend to build every one. Yes, each and every one.

How fast can you build a model? For quite some time I worked myself ragged in a futile attempt to build a kit for every meeting. The birth last Saturday of my daughter Kandysse - which explains my absence from the November meeting - has succinctly put an end to that unrealistic expectation. If I try to build a kit for every other meeting simple math tells me I have enough kits to last me for the next ten years. Yes, **ten** years. So I don't **need** any more models. I even promised my fiancée that I wouldn't buy any more models. But there's always *something* new to buy - the "definitive" G-6 from Hasegawa or Hi-Tech's Bf 109F-2/F-4 upgrade set. Or an older kit of which I was unaware before I had already bought so many. Squadron always has something in their monthly flyer that **cannot** be passed up. The ultimate kit, accessory or book looms just over the horizon...

My obsession with modeling has swiftly passed through the "justifiable purchase" phase ("Honey, I've got to go to Skyway for just *one* bottle of paint") and proceeded to the terminal stage: I've

replaced buying kits with buying paints, books, decals, photo-etch, and other aftermarket accessories. *Anything* to fuel my obsession.

In my last article I wrote of my plans to build each of the Otaki/Arii 1/48th scale series of World War Two Japanese Army and Navy fighters. I need the N1K1 Shiden, Zero, and Ki-44 to complete the series, and I patiently await their arrival at Skyway. In the meantime I'm on the hunt for **every** accessory for the kits I've already got - vacuform canopies, resin wheels, and the lot. Engines and Things have resin engines for each plane. Of course, the kit decals are useless, so replacements have been purchased from AeroMaster, SuperScale, and Yellowhammer.

Then I'll buy the *Famous Aircraft of the World* book for each plane, plus the Osprey *Aces* books, and any *Profiles* I can dig up. I don't read Japanese, so hopefully Jim Schubert will help me translate data relevant to these projects. My investment in AeroMaster and Polly Scale Luftwaffe colors is of no utility so I sent to AeroMaster for their excellent Japanese acrylics. I share my modeling area (really my discrete corner of our already cramped bedroom; I've sprayed the walls in RLM 74 like a cat marks its territory) with my fiancée and new baby. Using lacquers - and I fear, my compressor - is **verboten**.

My fiancée has expressed her concern about all the money I've been spending on modeling, especially with the arrival of yet another mouth to feed. She's suggested that I consider spending money on some of my other interests and needs - socks, underwear, CDs, art supplies, etc. She's calmly and patiently urged me to acknowledge and explore the large and fascinating world beyond the model shop and my own work bench. These gentle remonstrations go in one ear and out the other. I **might** be in denial, but I don't know what she's talking about...

I don't think I have a problem. Do **you**?

The DAR 10

by Hristo

(One of the best things about the information explosion of the '90s is the opportunity to correct some long-held falsehoods, simply by being able to talk to people in different countries. The DAR 10 is often cited in the West as being the only Bulgarian-designed combat aircraft to attain production during WW2; three of my primary reference works identify it as such, but very little information on this aircraft has been published in English. Upon making contact with an aviation enthusiast from Bulgaria, I asked him about the DAR 10. His answer surprised me, and gives proof that everything must be taken with a grain of salt. I hope other Small Air Force fans will find this interesting. - ED)

The DAR 10 was never made in series. The information in some British sources that it went into limited production and took part in World War Two is not true. In fact, only two prototypes of the DAR 10 were built. The first one, the DAR 10A, made its first flight in July 1941. It had a 780 hp, 9 cyl. air-cooled Alfa Romeo 126RC-34 engine. The armament consisted of one 20mm cannon, two wing-mounted 7.9mm machine guns and one twin-barreled 7.9mm machine gun fired by the observer/gunner sitting behind the pilot. In the summer of 1942 the plane was lost in a crash. The second prototype, the DAR 10F (F is for Fiat) had a similar construction but a more powerful 960 hp, 14 cyl. air-cooled Fiat A74 RC 38 engine. One more 20mm cannon and a dive brake were added. It could drop bombs both from horizontal flight and from a dive. By the end of 1942 the project was canceled because the command decided to use the Bf 109G instead. Both planes wore the usual Bulgarian WW2 scheme (olive green uppersurfaces and light blue undersurfaces) and markings (a white square with a fat black "X" on it). Here's some specs: Wingspan: 12.65m; Length: 9.83m; Maximum bomb load: 450kg; Maximum weight: 2900kg; Maximum speed: 454km/h; Cruise speed: 365km/h; Ceiling: 9000m; Maximum range: 1400km.

Hasegawa 1/24th 1967 Volkswagen Beetle Type I

by Jon L. Fincher

Volkswagen started making the Beetle during the Third Reich, and continued production of it through 1979. Wildly popular in the U.S. during the 60's and 70's, it has been a perennial favorite of restorers and tinkers for years. With the release of the VW New Beetle, the original Beetle is looking more and more like a classic car. The Hasegawa kit can be assembled in either a Japanese configuration or American (i.e. steering wheel on the left or on the right). I'm in the U.S., so a right hand steering wheel is a novelty. There is a separate instruction sheet for constructing the left-hand steering version, and a separate sprue of left hand parts.

Opening the box reveals three colors of sprue, plus a clear and chrome sprue. There was also a piece of self adhesive velvet for the floor carpet, a nice decal set, and some PE parts for detailing. These are all nice additions to an otherwise boring kit.

The first thing that struck me upon inspecting the parts was that the body was a single molded piece, and neither the hood (in the rear) nor the boot (in the front) would open. A hobby knife or razor saw would fix that easily enough, but there's nothing to see anyway - there's no engine, engine compartment, or boot compartment.

The second thing that struck me was the presence of molding lines on the single body piece. It was incredible - there were mold lines EVERYWHERE. Two hours with some jeweler's files and sandpaper from 200 down to 600 grit, and I still have to fill and sand some more. There is some intricate detail on the body, making sanding that much harder. I can only hope the rest of the model doesn't require so much grunt work.

After my initial sanding job, I primed the body with Testor's Matte Grey Primer,

thinned 2:1 for the airbrush. The primer coat really helped me find the remaining rough spots, which I cleaned up before applying a second thin coat. Another sanding after that and it was ready for a gloss white finish and clear coat. Polishing the paint job is made tough by the same detail, which hampered my initial sanding efforts.

The chassis is molded in black, which gives it a semi-gloss/satiny finish. There are parts which need to be flat black on the chassis construct - I used flat black and a brush, but you could use flat clear coat and/or airbrush it.

The kit comes with self-adhesive velvet for the floor of the Beetle, which is a nice touch. I've also installed the center bump-out, and some of the detail there, like the emergency brake and gear shift handle. I hand painted all those parts on the sprue, and cleaned them up when they were installed.

The seats have been painted flat black, and received a 3:2 mix of Dullcoat/Glosscoat to simulate vinyl. I masked the door panels and treated the vinyl door inserts similarly. The window cranks were painted silver chrome, although Bare Metal foil would have worked well.

The dashboard assembly goes together easily enough - I painted it in the body color and applied the detailing decals. A few touches of paint here and there for radio knobs and glove box handles, and it was ready for a clear coat. The steering column attaches to a notch in the dashboard, but it's a tight fit - sand the column down a bit before trying to snap it in place. There was also a small Clear Blue piece that was finally identified as a bud vase that helps add to the dashboard detail. I have since learned that bud vases were no longer standard equipment by 1967. However, it was also recommended that in 1967, it would double as a bong, so it stays.

I particularly liked the wheels in this kit. According to the instructions, they are three toned, with a white out rim, a black inner rim, and a chrome hubcap. The

problem I had is that there is no dividing line between the black and white on the rim. It's impossible to mask - tape won't fit and cutting masking fluid leaves scratches after the paint is dry. Someone suggested using a permanent magic marker, but that had its problems as well - the valve stem is molded on the wheel, and the marker can't get in close enough. However, research and reference came to the rescue. Every reference photo and real live Beetle I saw had a simpler wheel color scheme - either body color or bare metal look for the wheel, and a chrome hubcap. I went with a simple body color scheme.

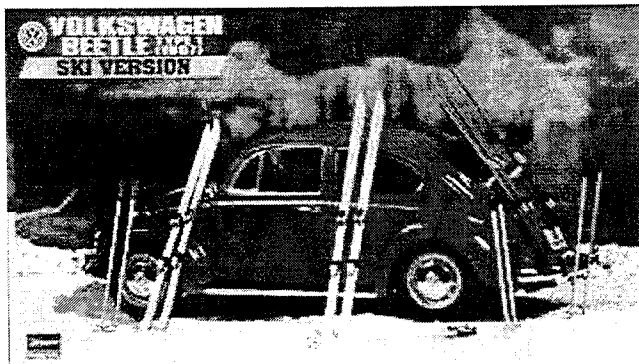
The tires, molded in rubber, slid on the wheels easily, and the wheels mounted to the axles without a problem. I didn't glue anything on - the wheels slid over the axles, and the retainers were molded from the same rubber as the tires, and were snug. Some pressure to slide them down, and I've got stable tires that rotate. There was a small problem when I pressed too hard on the retainer on the first front tire and broke the front axle assembly loose from the rest of the chassis, but some CA, touch-up paint, and a little care solved it. The front tires can turn on this model, and it's a fairly sturdy setup, so I'll let them move freely.

The clear headlights fit a little tight to their chrome holders, but snapped into place with a little pressure. The taillights were back painted with Clear Red and Clear Orange, then coated over it with silver. They attached to their chrome holders easily.

The rest of the body painting was done with a brush, and included flat black rubber window gaskets and running boards. All the chrome parts fit well on the body, and made the white paint job sparkle even more. There were plenty of decals to go over the chrome rails on the body - I opted to use self-adhesive foil for these. The door hinges were tricky to get the foil attached to, but the rest of the trim work goes as smoothly as you can make it. Decals for license plates finished the body.

Now, with the body done, it was time to fit it to the chassis. Here's where the kit's flaws become evident. The chassis' wheel

wells are fantasy - no VW I've ever seen has square wheel wells. The body fits to the chassis well, but there is a 1/8" - 1/4" gap between the inner door panel and outer door panel. There is also a 1/8" - 1/4" height difference - strip styrene filler would only make it look worse, IMHO. There is a luggage space behind the back seat, and a the rear panel of the this luggage space doesn't even come close to touching the body, leaving a (you guessed it) 1/8" - 1/4" gap all the way around. Strip styrene would help here, and if I were entering this kit in a contest, I'd do it.



The Hasegawa Beetle is now available with skis!

All in all, the kit looks good, but don't get too close. Its flaws (no engine, poor chassis-body fit, fictional representations of wheel wells) outweigh its strengths (good wheels and tires, good detail overalls, nice dashboard treatment). I might try this kit again, but only after a few more years and few more beers.

Tamiya 1/35th M8 Greyhound

by Chad Kellog, Lakes Region
Scale Modelers

For those of you who do not know me, I usually build German armor. It feels a little strange to build a piece of US armor, the M8 Greyhound from Tamiya. It is a typical Tamiya kit and it falls together, except for a few minor problems.

In a lot of kits, either the drivetrain or suspension have a ton of pieces, fit together poorly, or are just a pain in the rear. In this particular kit, the drivetrain is molded in one large piece, with all three axles and driveshafts in place. The rest of the suspension, springs and shocks went on the chassis with no problems. The interior had a few shallow injector pin marks, but the detail is satisfactory. You have the option of open or closed hatches.

The turret ring was well detailed, but the turret walls had a couple of problems.

There were two deep injector pin marks and the ammo racks did not fit as well as I had hoped. The upper and lower chassis fit together like a glove. Tamiya gives you the options of a mine rack or storage compartment on the side sponsons.

The major problem is the rear fenders, which touch the rear wheels. The only way to solve this problem is to shorten the axles

approximately 1/16". According to photos, there is a large space between the wheels and fenders on the M8.

Even with these problems, this is a very nice kit, and Tamiya gives you three sets of decals. The best part is that it is very reasonably priced at \$24.

German armor modelers need not despair because the Germans used many captured M8s. So pull off the fenders and slap a cross on the side, and you have a nice German piece.



New Tamiya 1/48th Mosquito - someone please review!

No Room at the Inn

by Bill Osborn

I think I'm going to stop building models. This is not a sudden decision on my part. Nor is my wife forcing this on me. I've seen it coming for a long time. I'm running out of room for finished models. I've already run out of room for unbuilt ones. Well maybe not yet, but soon.

Now I've put a lot of time and sometimes wasted effort to build these lumps of colored plastic. I know some of you sort out the old and outdated kits and give them to the kids to play with or the dog to chew. Some people put older models in boxes up in the attic to be forgotten, and never to see the light of day again.

I can't do that. I've spent many hours and some small amount of money building something that represents a moment in history that's taken my interest. Some of them aren't bad. Most are stand-off models - the farther you stand off, the better they look. And some will never be seen outside the house.

But I built them. They are mine, I tell you - all mine. Sorry, I get emotional sometimes. Anyway, I simply need more room. I've got a B-70, Vulcans, B-1s, and B-52s, to say nothing of those little WW2 four-engined bombers. Come to think of it, I don't know anybody with that much room. Maybe the Kingdome will soon be available. Yes, I know there is no way I can ever build all the models I've got squirreled away for a rainy day. Noah didn't have that much time.

That's not the point. I want to build these models. I like big 1/72nd models. I like small 1/72nd models, but I don't like to leave them out or hanging from the ceiling to collect vast amounts of dust.

Maybe I should get off my rear and build some new cases. Now there's a novel thought. The only problem with that idea is that my work bench is under a hundred or more unbuilt kits. There's always something to make my life tough.

To Scratch or Not to Scratch

by Steven Holmes

As an admirer of ships, planes and cars, etc., I often wonder if a kit exists for a particular subject. Will I find it at my local hobby shop? Will I find it listed in the ads in my model magazines? Or will I just have to get down to business and scratchbuild the darn thing?

To scratchbuild that unusual subject you must consider a few things before starting work. What information sources do you have? What scale is it to be? What materials will be used? How are you going to get going? What is your plan of attack?

I start out by analyzing as many information sources as possible: photos, books, magazines, movies, videos, etc. from my own or my friends' collections or from the library. Don't be shy about asking for help. You'll be surprised what others have in their collections of reference materials. Likewise be generous in making your own collection available to others. Finding or creating credible plan and elevation drawings is essential as they will be the basis for all of your work.

Now that you've chosen your subject and gathered your reference material you're ready to get started. Or are you?

What materials will you use? Do you have them or know where to get them? What tools will you use? Do you have them or know where to get them? What modeling skills will you need? Do you have them or know someone who can tutor you? Again, ask your fellow modelers especially those who have scratchbuilt models in the past. This is where belonging to one or more model clubs pays for itself. You will find some of the members have tried and succeeded, and also failed, at what you're getting ready to try. People like being asked for help; it's flattering and they are generally quite pleased to help you.

In my particular case I was exposed to issue number 5 of the magazine *Motor Racing Replica News*, since retitled *Motor*

Racing Models, which contained an article on the Cunningham "Le Monstre". The article included good simple drawings in 1/24th scale and a few photos. It provoked enough interest to hook me. Funnily enough it was the author's suggestion to "get a good 2 x 4 and whittle away" that got me started.

If you're not familiar with this car, note that it was designed by a Grumman engineer who simply built an aerodynamic shape on top of a bodiless 1950 stock Cadillac model 61 coupe' chassis. It was so large, ugly and crudely finished that when presented to the French press before the 1950 Le Mans 24 Hour Race, they immediately dubbed this oddity "Le Monstre." Briggs Swift Cunningham, heir to the Swift meat packing fortune, international playboy sportsman, polo whiz, America's Cup skipper and gentleman racer had this car built to uphold America's honor at Le Mans. To backup "Le Monstre", Cunningham also entered a box-stock 1950 Cadillac model 61 coupe'. At the end of the 24 hours, the coupe' and "Le Monstre" were placed 10th and 11th respectively overall. Not bad for a first-time effort from a bunch of upstart Yanks.

Back to scratchbuilding.... I mentioned materials and the question of what to use. My choice was a block of 18 lb. high density poly-urethane foam, an open-cell foam product that is neat to work with. It can be milled, carved and sanded easily, yet holds its shape well and when properly finished yields a glass-smooth surface.

I cut my foam block to slightly over finished size and milled a large pocket for the planned interior and four shallow recesses for the tires. Actually, two tires cut in pieces served for all four positions as so little of the tire, and none of the wheel, shows beneath the car.

Now with those areas committed, I carefully started to produce the shape of the car by carving and sanding until the shape looked right. Poly-foam is very easily shaped. If you're not careful you can go too far, so sand up to a certain point, recheck your drawings and keep going cautiously until you get to the final shape.

I used .060" sheet styrene to build a box for the cockpit interior which, when fitted with seats, dash, etc., was slipped inside the pocket previously milled for it. This allowed me to finish the cockpit outside the body. Windshield frames and various other details were dealt with as sub-assemblies rather than being built up in place. I find it much easier to build, detail and paint sub-assemblies and then install them later.

As the 24 Hours of Le Mans starts and ends at 10:00 A.M., the rules required that the car's race number on the scorer's side or the rear be lighted to permit keeping lap charts at night. "Le Monstre's" rear number was painted onto frosted Plexiglas and lighted from behind. With this in mind I decided to add working lights to this creature. Again the question, How? A model building colleague at work suggested I use model railroaders' 1.5 volt mini-lamps connected to four M size 1.5 volt batteries wired in parallel. This provides very long battery life and does not overpower the fragile bulbs. He drew a simple schematic diagram of the wiring for me. With this I drilled, bored and carved out more recesses to accept the lights, battery box, switch and wiring. As my friend predicted, it worked perfectly.

With the body shaped and the sub assemblies completed it was time to paint. Poly-foam has many small open cells that need filling before priming and finishing. I used dry-wall joint compound buttered over the foam and sanded when dry before applying primer. The primed body was sanded with progressively finer sandpaper down to 1000 grit before I applied the automotive lacquer blue and white final colors. When this was completely dry, I polished the paint and when satisfied with its smoothness, I applied a clear gloss automotive lacquer top coat and added my decals.

But wait! Nobody makes decals for "Le Monstre". Back to asking others. I was told to talk to Norm Filer as he has a reputation for magically creating decals for others. I convinced him with the help of the MRRN drawings that my decal needs although unusual were simple. The next day he had them for me! Talk about

2222

"LE MONSTRE"
"LE MONSTRE"

2 GRAPHICS - USE XEROX/DECAL FILM METHOD

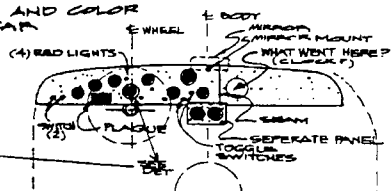
- "LE MONSTRE" MED BLUE (MR ON?)
- FLAG FROM BIRCHRAFT OR JNU "DESERT STORM" - SHEETS - NOTE HOW THEY FACE.
- CUNNINGHAM SIGNIA - NOT AT RESEMBLE A "TAN MARTIN" WINGS

FOR FURTHER INFO AND COLOR
PHOTOS SEE "SPORTS CAR"
ILLUSTRATED APR. '87

ALL GAUGES - BLACK
FACE, CHROME RING

BAKELITE KNOB
BLACK COLOR
OVAL SHAPED
PURPOSE ?

TACH DETAIL

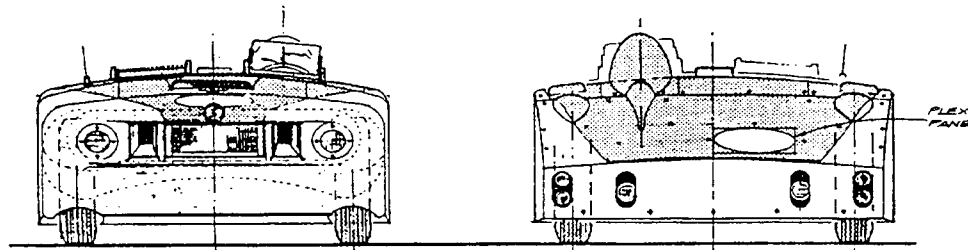
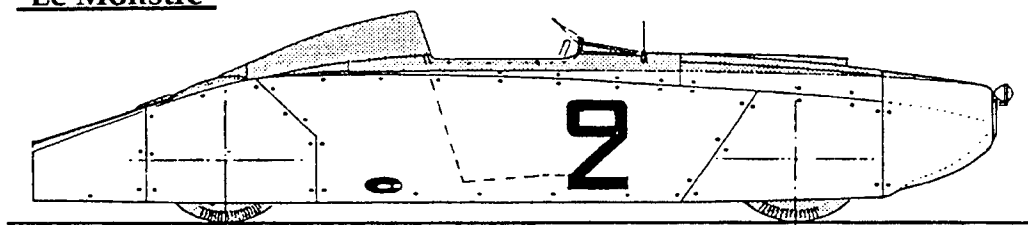


DASH LAYOUT - ALUMINUM PLATE

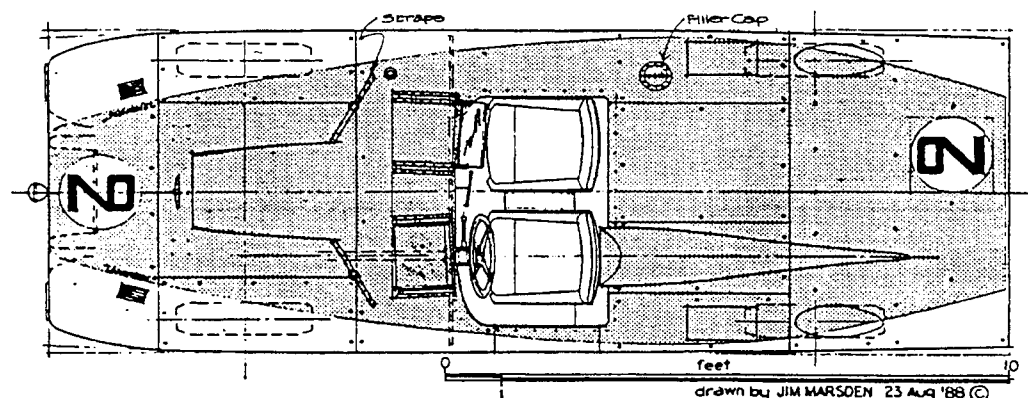
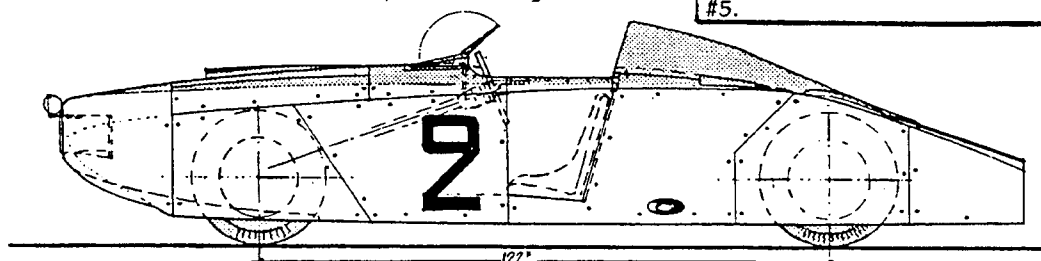
ADJUST TO FIT!

GAUGE RINGS ARE A PERFECT
USE FOR REPLICA & MIN. "WIZARDS OS"

"Le Monstre"



Reprinted, with permission, from
Motor Racing replica News, issue
#5.



service! This is truly a case of modelers helping modelers.

Now I had it all. After applying the decals, over coating again, and polishing again, final assembly brought all the sub assemblies together and I had a beautiful 1/24th scale model of "Le Monstre". Pretty neat and surprisingly simple. Not too bad for my first scratchbuilt model. I believe a hundred years could go by without someone coming up to me at a contest and saying, "Hey! I have a friend who has a model just like that."

Scratching isn't for everybody, but if you want something unusual you might want to take up the challenge. If I can do it, you can do it.

Special thanks to Mike Quarterman Executive Editor of MRRN/MRM for permission to use the drawings from his original article; to Lance Keizer for the wiring diagram; to Norm Filer for the decals; to Jim Schubert for introducing me to MRRN and to Vigo Rauda of Rauda Scale Models for introducing me to poly urethane foam, a dream material for scratchbuilders.

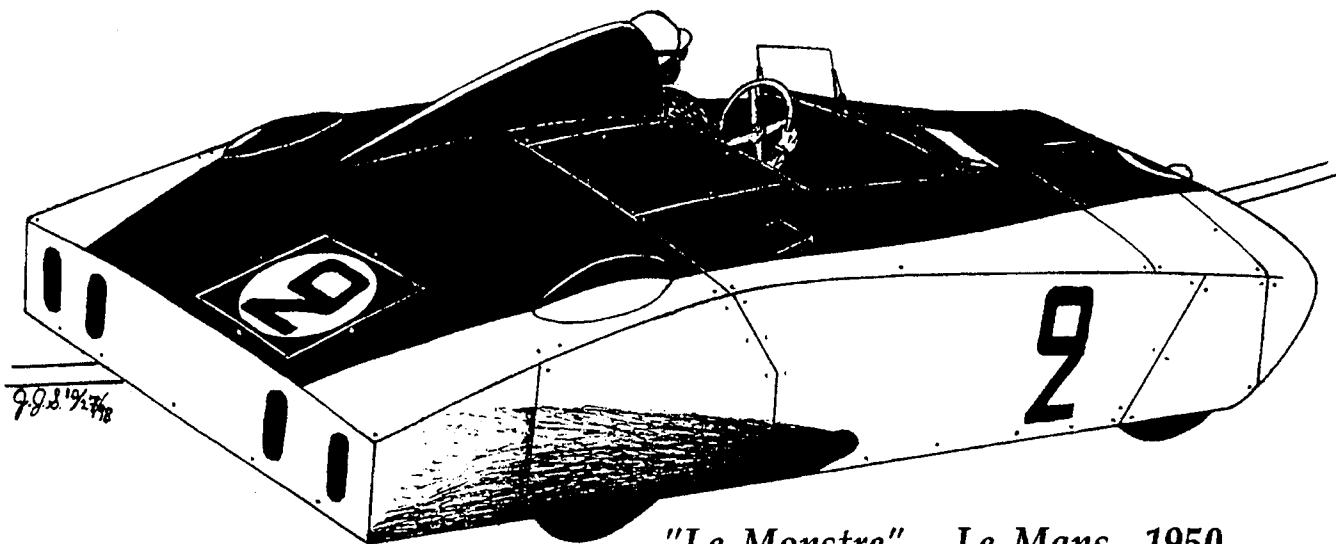
Good luck on your first scratchbuilt project.

References:

a. *Motor Racing Replica News*. No. 5 for Sep/Oct 1991. (retitled as *Motor Racing Models*) 1077 Bennett Way, San Jose, CA. 95125, USA. (US\$21.00 for six issues)

b. *Racing Sports Cars*. Louis Klemantaski & Michael Frostick, Macmillan, New York, 1955.

c. *Le Mans*. Louis Klemantaski & Michael Frostick, Macmillan, New York, 1961



"Le Monstre" - Le Mans 1950

Fujimi 1/72nd Aichi E11A1 Type 98 Reconnaissance Seaplane

by Mike Quan, IPMS North
Central Texas

The latest 1/72nd scale kit from Fujimi carries on the current theme from this manufacturer - that of Japanese water-based aircraft of World War Two. For those whose interests lie in this area, this kit is a welcome addition in that it represents an aircraft type not before available in injection-molded plastic, and represents the best of the current state-of-the-art in molding technology.

The Aichi Type 98 E11A1 was designed to a specification for a night recon seaplane to be carried by light cruisers. After successfully competing against the rival Kawanishi design, it was put into production with a grand total of seventeen examples being completed before the start of the Pacific War. This three-seat biplane was powered by a single, small Hiro Type 91 620-hp twelve-cylinder pusher engine, and designed for endurance in its intended spotting role for the fleet. Surprisingly, it was even assigned the Allied code name of "Laura."

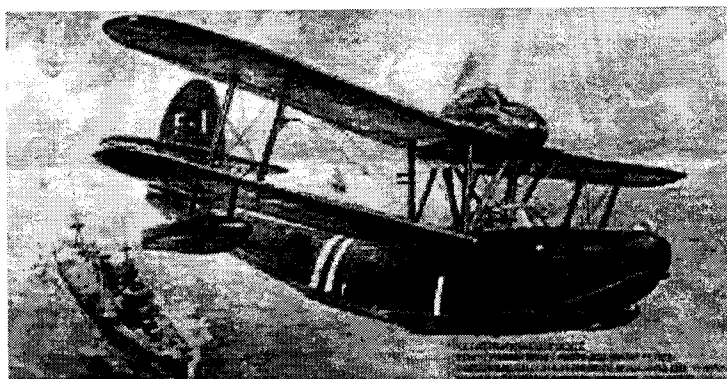
The E11A1 kit comes molded on four rather dark gray sprues and one clear sprue. The 60 parts are cleanly molded without a trace of flash. Panel lines are exquisitely scribed, and fabric areas feature an acceptable, textured finish. Interplane struts are molded with the correct chamfer angles at their ends, as well as an aerodynamic cross section. Featuring a configuration not unlike the more well-known Supermarine Walrus, construction of the "Laura" appears to have been well thought-out by Fujimi's designers, and should present no unforeseen problems. As has become typical of late for 1/72nd Fujimi kits, this kit introduces a new gimmick. This kit's unique wrinkle is a five-piece assembly jig that, once assembled, is used to properly align the upper wing to the fuselage/lower wing while the interplane struts are being installed!

Kudos to Fujimi for a well thought-out touch!

Construction is otherwise very straightforward. Clear glazing is provided for the five fuselage windows, although not much of the spartan cockpit interior is seen through the windows. A separate catapult cradle is included in the kit for static display.

Comments on scale accuracy are reserved until such time as more detailed references are found. Those references listed below are woefully scarce on anything but the basic information, but what is present generally agrees with the kit. Two decal sheets are provided featuring markings for three different aircraft, one of which was based on the IJNS *Sendai*. The second sheet provides all-white background

愛知
一連洋艦
九八式水上偵察機
用内搭載機



decals to be applied before the colored markings to prevent bleed-through of the camouflage underneath - a very nice touch!

Is this kit perfect? No, for one thing, I can find no mention or illustration in the instructions of the complex rigging required on this aircraft, and I found the camouflage directions confusing. The box art features a typical IJN green uppersurfaces over blue-gray undersurfaces decor, while the instructions lead you to believe that the paint scheme was semi-gloss black overall. Very curious!

Pricing is as usual for Fujimi kits, which is to say high - 3200 yen is roughly \$27.50 as this is being written (Halloween 1998). Despite the discrepancies, this kit is bound to appeal to those whose interests lie in

the esoteric or obscure, and I can heartily recommend it.

References:

War Planes of the Second World War - Flying Boats (Volume 5) by William Green, 1962, Doubleday and Company. The best reference, with a small three-view line drawing.

Koku-Fan Famous Aircraft of the World #47, 1994-7, "Imperial Japanese Navy Reconnaissance Seaplanes" Bunrin-do Co., Ltd. One photo and small three-view drawing with Japanese text.

Japanese Aircraft of the Pacific War by Rene J. Francillon, 1970, Putnam and Company. One photo plus specs.

How did a B-29 navigator use the Plexiglas dome aft of the forward turret? The Monogram 1/48th scale Boeing B-29 has the piece representing the fore/aft connecting tunnel passing very close to the dome, seeming to block off access. And that's where it was on the aircraft. Not included in the kit is a piece for the intersecting and connecting tube that sealed the dome structure to the tunnel. It was about the diameter of the dome and the tunnel, and thus included the dome in the pressurized envelope. So the answer is that the navigator sat in the tunnel, cramped perhaps but pressurized for taking his star shots.

Ned Shaw

Please print clearly

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.

