

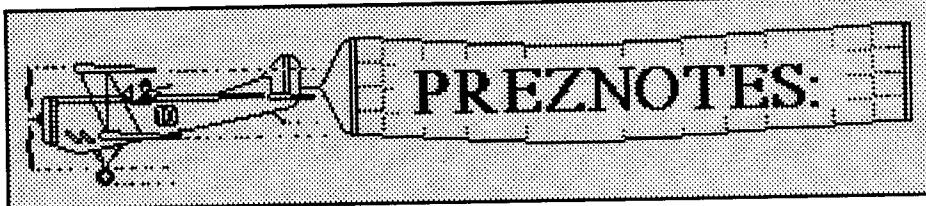
Jim Schubert

Seattle Chapter News



Seattle Chapter
IPMS-USA

January, 1998



First of all, best wishes to everyone for the new year. May you all be blessed with a new kit on the stockists shelves every week! (stockist - British for hobby shop - ed.). I would also like to thank all those that responded to my request for assistance on my USS Arizona project. It is now started but I don't think it will be my ship entry for the pentathlon category at our spring meet on March 14. Maybe the Nats in July...

Recently I was talking to a modeler who was having problems working on a particular project. The aftermarket products the modeler was trying to install were not fitting at all well, leading to some major fit problems that required considerable amounts of filler putty. The modeler was considering packing the model away and moving on to another half built project that was also going to be a major chore. My suggestion was to put both models away and work on a simple out of the box type project. It certainly would help prevent the onset of AMS. If you think you're showing the signs of AMS (Advanced Modeler Syndrome) the simplest cure is to build a model in the simplest way possible — out-of-the-box. It does not matter what model you build. You have bazillion unbuilt models on your shelves in the garage. Pick the one with the fewest parts. So what if the rivets are huge. The idea here is to assemble and finish a model just for the pure enjoyment of the hobby of plastic model building. Do not worry if the panel lines are raised or the shape of the wings is slightly off. Just work on the model according to the plans. Don't worry about detailing the cockpit. Paint it the basic color, add masking tape seat belts and glue the canopy on. Don't worry about whether or not the seams are completely filled or filed. Live with the fact that the model came with rubber band type tracks. Use them. Glue the turret hatches closed. My point is: Do not lose sight of why you enjoy this hobby so much. If your

model projects start to become just a big chore and you would find it easier to go out and work in the yard then maybe you are just taking your hobby just a wee bit too seriously. Take a step backwards. Enjoyment. Relaxation. Fun. That is why we do this thing.

A jewel of a kit is the 1/48th scale Tamiya M6A1 Seiran. I never had much of an interest in this aircraft until the kit came out. It was a delight to assemble and finish, required no filler putty and it is a subject that has not been done to excess. Assembly took only a few evenings (no AMS here!) and painting the basic colors on the model only a few more evenings. It is a FUN model. Tamiya did their homework on this one and they used the last Seiran in existence for their information. One thing however. The model does not compare with published drawings in the Monogram booklet on the Seiran and possibly other drawings as well. Compared with photos of the aircraft enlarged to 48th scale the model held up to those enlargements perfectly. It would appear that the drawings are wrong. Tamiya did use the actual aircraft for their research so it is a

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Boiler Plate: This is the "official" publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice of our Chapter and depends largely upon the generous contributions of our members for articles, comments, club news, activities, any rumors or facts involving plastic scale modeling and other contributions. Our meetings are normally held each month (see the calendar below for actual dates) at the Washington Army National Guard Armory, off 15th Ave. N.W., just to the west side of Queen Anne Hill in Seattle. Our meetings begin at 10:00am and usually last for 2-3 hours. Our meetings are usually very informal and are open to any interested plastic modeler, regardless of your interests. Subscriptions come with payment of your Chapter dues of \$12.00 (to Norm Filer, our Treasurer). We also highly recommend our members join and support IPMS-USA, our national organization (dues: adult - \$19. and junior - \$9.) Any of the folks listed above will gladly assist you with further information about any aspect of our Chapter or Society.

The views and opinions expressed in this newsletter are just that, and do not constitute the official position of our Chapter or IPMS-USA.

You are encouraged (no, begged) to support and submit material to the Editor for this newsletter. He will gladly work with you to see that your material is put into print and included in the newsletter, no matter what your level of computer or writing experience. Please call Bob at 232-7784; we need your input.

Meeting Dates: 1998

The IPMS/Seattle 1998 meeting schedule is as follows. To avoid conflicts with already scheduled IPMS events and National Guard activities at the armory please note that some of our meeting days fall on the third Saturday of the month. Because some of us never seem to know when we will meet, we *strongly recommend* that you cut this page out of your newsletter and paste it up next to the recycle, Mariners, Cheers reruns, Husky home game, lemming return or any other schedules you post in your house. All meetings begin at 10:00am on meeting Saturdays.

1998

JANUARY 17,1998 (3rd Saturday)
FEBRUARY 14,1998 (2nd Saturday)
MARCH 14,1998 (2nd Saturday- **SPRING MEET**)
APRIL 11,1998 (2nd Saturday)
MAY 16,1998 (3rd Saturday)

JUNE 13,1998 (2nd Saturday)
JULY 18,1998 (3rd Saturday)
AUGUST 15,1998 (3rd Saturday)
SEPTEMBER 19,1998 (3rd Saturday)

Wanted: Newsletter Editor

Have you ever dreamed about soaring to the lofty heights of being the Chapter Newsletter Editor? Are you filled with the desire to see your own creative ideas, writing and modelling interests in print? Do you enjoy the idea of assisting others and helping them with their modelling skills and interests? Do you enjoy working on your computer and want to further explore the fast paced electronic frontier of DTP? These may only be a part of your interest in the Chapter publication and they are more related areas to explore as well. Maybe you just want to see your name in print and "leave your mark" in the annuals of the Seattle IPMS Chapter?

The Seattle Chapter is actively recruiting and interested in a new Editor for this newsletter. The new Editor should be prepared to take over, beginning with the May, 1998 issue (four monthly issues from now). You can expect to receive support and as much training as possible (or as you feel necessary) for several issues from the current Editor. Provided this Newsletter is continue in a similar format, the "volunteer" should have (or access to) a personal computer, hopefully a laser quality printer, a flatbed scanner and any type of software which will support the DTP formats needed to continue the Chapter Newsletter (this may be either a full blown DTP such as PageMaker or many current full featured word processing programs such as MS Word).

This is a fun filled, rewarding opportunity for one or possibly two members of the Chapter to join together to editor and publish this Newsletter. The pay, benefits, profit sharing and foreign travel opportunities are unbelievable. If you would like to discuss any aspects of this opportunity, you are encouraged to call or talk with Terry Moore, Norm Filer or Bob LaBouy (all our no's are listed on page 2).

(Cont'd from page one)

reasonable assumption they got the model right. Which brings me to another of my pet peeves. Reviewers who base accuracy of the outline of a particular model on other than manufacturers drawings (which of themselves sometimes are not done well). I recently read a review in an English publication on the HiPM SB2U Vindicator indicating that the shape of the engine cowling did not compare with drawings in the In Action book on the aircraft and therefore the kit was wrong! Excuuuse me! It is my opinion that the kit captured the shape of the engine cowling better than the In Action drawings. Personally, I will only compare a model to a drawing of the type as a last resort. I do most of my comparisons with photos of the subject and if the model looks right, I won't compare it to a drawing. Only if there is a major discrepancy will I do a comparison with a drawing, and even then, I take the drawing with a grain of salt. Another complaint about some kit reviewers is saying a model is 6" short in span or 4" short in length. BIG DEAL. Is it that important that a modeler will have to cut 4 scale inches out of a model to be completely accurate? I don't think so. That's my opinion. So there. Thanks for letting me vent.

See you at the meeting,
Terry

Member Notes:

The Good Old Days

by Bill Osborn

This is a story of a man name Jed. No that's not right. How about, This is a take of a sailorman.... No that's not it either. Maybe Frog, Airfix, Lindberg, Aurora, Hawk, Renwall, yes, that it. Remember them? They are names from the past. Well maybe not Airfix, it's not what it use to be.

Back in the days when Terry Moore was a small lad(?), I had hair to comb and Bill Johnson was in his early 60's, these were the kits to build. Mostly they were the kits to build, mostly they were the *only* one you could get.

Roundels molded onto the plastic. Rivets about three inches in diameter, raised panel lines, no interior or only a head molded into a flat area under a very thick canopy.

How about those decals? If you were lucky you might get a unit marking to go with serials and roundels.

Those were the days when you felt its a great day when a new kit came out. You didn't care what mark it was, anything was welcome and most times the kits were not even right. Frog almost always has one complete goof.

OK, they were cheap. Airfix kits went for 29¢ (you can't even buy a stamp for that now).

Bag kit? That means they came in a baggie with the instructions folded and stapled over the open end. For that price you got two body halves, one or two solid wings (with sink holes) a vertical, two (maybe) solid horizontals, landing gear struts with wheels molded on, a canopy, a set of thick decals and a stand. What ever happened to stands anyway?

How about paint way back then? No PRU blue, RLM 02, no anything. You got a few basics, red, yellow, blue, black, white and maybe a few strange other colors. You mixed everything by guess. There were no Fed standards. We didn't know from color chips. We painted them by *brush* to the colors on the instructions (or box art). Added detail was an antennae.

Those were models from real men! Look what we have now. Kits by Hasegawa, Tamiya, Revell-Ogram and all the new Eastern European manufacturers. We have after market resin parts to make great kits even better. So many new decal sheets you need whole room to keep them in. More paint than a Sherman Williams store. Air brushes, compressors, razor saws, micro drills and all those other goodies that have come to us in the last twenty or thirty years.

How can any body build models

with all these conveniences? What to these *kids* know about thick trailing edges, canopies you can't see through, decals so thick they won't go down over huge rivets and panel lines?

Let me tell you that those "good old days" were the *pits*! **These** are the good old days.

Bill

As I See It

by Tracy White

I first ran into IPMS and IPMS Seattle at the '86 Paine Field Airshow. I was 12 at the time and had been building models since I was 4. I remember that Terry Moore and Tom Weinell were there, and maybe Norm Filer as well, but that may have been all his phantoms I remember. It was a tremendous experience for a 12-year old to be exposed to such a fine group of modelers. It was at my first meetings that I first learned of airbrushes and of manufacturers other than Monogram and Revell (Although it would be a few years before I could actually AF-FORD one!)

I did not realize until recently how badly I'd been taking my club and the local stores for granted. I spent this last summer in Juneau Alaska working on helicopters. There was ONE hobby store in a town of 30,000 and less than 1/6 of it was dedicated to plastic models. I never saw one person other than myself look through their kits, and I had to get all of my new release information via the Internet and drool over all the kits I was going to be able to buy when I got HOME.

Never again will I take this club and area for granted. I owe a great debt to many different members who've taken the time to answer the many questions I used to ask and still do (whazzat? How'd you do it?? How difficult was it???) and my hat goes off to Kevin Callahan and Emil Minerich for the time and effort they spend keeping us informed of all the new kits and sets we can give them money for.

The experience and expertise we have at IPMS Seattle is something that

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SECRET SOVIET CAMOUFLAGE MANUAL REVELED

by TERRY CLEMENTS

Now that the Cold War is over, and model manufacturers are running out of Bf 109 variants and Fourth Reich fantasy jets to do, they seem to be getting around to a few other significant subjects from The Big War, including even a few "Great Patriotic War. Soviet subjects. Seriously, though, since some 36,163 more Stormoviks and 36,737 more various Yak fighters were produced than any of those 1946-era German jets, it's nice to finally see them getting recognition in quality scale plastic. This of course confronts us with the challenge of actually building and painting these models, and you've probably noticed that there aren't nearly as many tomes on Soviet camouflage and markings as there are treatises on, say, the finer points of RLM 82 and 83 either. Although the situation is improving, and even the data in kit instruction sheets is getting much better (e.g., ICM Yak-9, Accurate Miniatures' Il-2m3), every little bit helps. What's needed of course is a wellresearched, comprehensive work on the subject in English, but I don't think I'll hold my breath waiting. In the meantime, the best we have seems to be made up of various contradictory or incomplete tidbits, in a variety of consonant-intensive languages. So, to add to the confusion, er, information base, here's some stuff I extracted from the April, 1995 issue of a little-known, low budget "zinc" from in or near the country formerly-known-as-Yugoslavia called Model Art. (c/o Nenad Miklusev, Bulevar Veljka Vlahovilca, 56/10, 23000 Zrenjanin.)

It seems that the Model Art folks got their hands on a 1943 Soviet camouflage manual (I think it says it was dated March, 1943, but that's a guess.) Although impossible to read, the article does include copies of the camouflage pattern diagrams from the manual and a table of colors with FS equivalents. Most of the diagrams have been reproduced here for your viewing pleasure, along with the color

table, with new legends and captions. (I didn't include the diagrams for the UT-2 trainer and Yak-6 utility craft.)

This is neither a treatise on Great Patriotic War Soviet camouflage and markings nor an exposition of the complexities of "official" colors versus observed colors, but here are a few (provisional!) comments for whatever value they may have in providing some context for this material:

To the best of my knowledge, this manual constituted the third major set of Soviet camouflage specifications relevant to Great Patriotic War aircraft. The first would have been the standards in place during the period from before the 1939/40 "Winter War" with Finland up to the eve of the German invasion in June, 1941. Photos indicate that the finishes in use then (e.g., olive green over light blue, and olive green and earth brown over light blue, both common on I-153s, I16s and MiG-3s) were still seen well into 1942. The second set of specifications was issued just before the German invasion, and it specified, among other things, a "two green" pattern scheme for fighters (the most common Yak-1 scheme, and also seen on LaGG-3s and LaG-Ss), a new bottom color along the lines of RLM 65, and the deletion of national insignia from the upper surfaces of the wings. The 1943 manual unearthed by Model Art specified a new "two gray" "splinter" pattern scheme for fighter aircraft, three-color (dark green, earth brown, gray or black) patterns for other types, and a darker blue-green bottom color. The "modern" red star insignia with the wide white outline first appeared with these camouflage finishes, and so it was probably specified in this manual as well. (By the way, the ICM Yak-9 instruction sheet contains drawings of both the 1941 green and 1943 gray standard fighter patterns - although without starboard views, and I think the 1943 pattern is not angular enough - and color call-outs which make an interesting

comparison to those here.)

The similarity of elements of this 1943 scheme to the mid-war German gray "splinter" scheme, just as the 1941 green scheme mirrored some previous German colors, is interesting to say the least. (And who would know better than the "recipient" whether a particular finish was effective or not, and worthy of emulation?) Note also that there were alternate patterns for the IL-2 and the Pe-2. How other types, such as the Tu-2, fit into this system, if at all, I have no idea. I sure wish I had a translation of the complete manual. Photos do suggest that these standards were not always followed, though, although they do appear to have remained in effect until at least late 1944, when simpler two-color "solid" camouflage schemes - probably based on this same table of colors - again became more common.

Of course I have no way of knowing whether these color equivalents were derived from an examination of color chips or other descriptive data in the manual itself, were based on other sources, or came to the author in a vision following a particularly long airbrushing session without adequate ventilation. That would be nice to know since about everyone's call-outs of Soviet colors are different from everyone else's, and there is little to help English-speaking modelers assess the relative reliability of any of this information. In any event, some of these color identifications virtually match those found in other sources available to American modelers, such as David Klaus's IPMS Color Cross Reference Guide, most of the rest are broadly similar to colors indicated in other sources, but a few are quite different. But once the basic camouflage scheme has been identified for a subject, and that's where diagrams like these come into play, the modeler can better use period photos to sort out the various alternative color call-outs in terms of their likely applicability to the subject

being modeled.

But any color list like this, no matter how well documented, is at best only a general guide to an ideal standard that was more or less deviated from in practice, and I suspect that Soviet colors varied quite a lot, although this is certainly not to say that these variations were entirely random and beyond systematic understanding. My guess is that they varied in a way that was similar to that of Italy's "Mimetico" camouflage colors, where there were at least four identifiable variants of each of the three main upper surface camouflage colors, and these correlated more or less with particular aircraft manufacturers and types, paint suppliers, and periods of time. Individual Soviet aircraft factories were rather independent when it came to airframe details and modifications, and it is not unreasonable to suppose that they also took the same approach in the paint department. And like all other combatants, Soviet aircraft manufacturers must have used old paints until supplies were exhausted, and substituted colors as the situation demanded. The frequent use of black in place of dark green for the early war "two green" pattern scheme is a good example.

The "tractor paint" story so often repeated in the English language aviation history and modeling press comes to mind in this connection too, although I suspect it's at least as good an example of how what Cold War era Western writers thought ought to be true about Soviet production standards and tolerances became better known than the real details. But certainly productivity was more important than fussiness about colors, and Soviet factories built immense numbers of aircraft. So wide variations from official standards no doubt occurred, although at present we have little information about this beyond some general observations.

If you take a look at photos of late war Yak and Lavochkin fighters in Red Stars (or any other suitable source), and compare their camouflage patterns to the generic single seat fighter pattern shown here you will see that they do follow the pattern as often as not, although not with the same level of anal retentiveness that you see with, say, Spitfires. I would imagine that this same kind of flexibility was true for Soviet color standards as well.

I have no information on the color designation systems cited here, although I have seen the AMT system referred to in other eastern European materials. The fact that some colors apparently have two designations (and sometimes two identified variants) would suggest that one numbering system replaced, and overlapped, the other. And a glance at the designation numbers makes it clear that many colors are unknown and/or not correlated with these cataloging systems.

If you look at the FS 595 chips for the colors a couple of things really stand out as well: how light and blue the AMT 11 upper surface color is, and how dark and green the AMT 17 lower surface color is. (AMT 12 is also lighter than the tone seen in most photos.) Even if we assume that the ultimate source for this color data is highly reliable, it is clear from period photos that these specific colors could not have been very common in practice. And of course we shouldn't forget the unavoidable inexactness and subjectivity in FS chip matching to begin with.

But while most period photos of Soviet fighters in the 1943 pattern show upper surface tones that could only be produced by the use of darker and higher contrasting AMT 11 and 12 colors, some photos do reflect the relative lightness and low tonal contrast that would be produced by using colors like the AMT 11 and AMT 12 callouts cited here. The matter of lower surface colors is also a bit of a problem. Taking everything together that I have seen on this subject, it appears to me that the almost garish pastel blues so often referred to in modeling references had to have been most common. Wore the Great Patriotic War began, but began to be replaced, albeit only slowly and incompletely in practice, by darker (and usually greener/grayer) colors beginning with the June, 1941 camouflage specifications. The AJ Press (Polish) book on the IL-2 series mentions an AMT 7 blue similar to RLM 65 which was probably the lower surface color specified in June, 1941. Photos of aircraft in the camouflage patterns called for in this 1943 manual (for example, most Yak-9s and LaSFNs3 usually suggest darker undersides than aircraft in the earlier schemes (e.g., Yak-1s, I16s), which is consistent with the color call-out here, although there is still much room for variation where such complex

gray-green-blue colors are concerned. (The ICM Yak 9 call-out is a similarly dark, but much bluer color.) I would suggest that you look at some prototype photos before deciding on the underside color of a late war Soviet aircraft: a very light tone probably means a pastel blue type of color (not very common then); a medium to light tone probably reflects a color something like RLM 65 (not uncommon after 1943); and a darker color with low contrast with the upper surface colors means it probably was a color similar to the call-out given here (these appear to have been most common from 1944 on).

With AMT 7 light blue added, the color list given by Model Art includes a version of most of the colors needed for any of the official schemes observed on Soviet aircraft during the war. (It does lack most of the various observed interior and primer grays, the early pastel blue underside color, and of course some of the colors are probably more "typical" of the range of observed colors than others.) Of course there are a number of mysterious schemes that are consistent with no known specifications, like the mottled finishes on some Yak-1bs, the three-color patterns on some LaSFNs, and some odd naval schemes, the colors of which we can only guess. But knowing the range of possibilities is a big first step.

So how do modeling paints compare to these colors? Off the shelf paints are a mixed bag, but with a little diligence you can get, or mix, everything you need. Aeromaster and Testors have dedicated sets of paints for Great Patriotic War Soviet aircraft. The Aeromaster collection is the best "off the shelf" set I have seen, although it is incomplete, with only five colors. If my memory serves me (a bigger "if" all the time), a few years ago I was told by Gaston Bernal of Aeromaster that their Soviet colors are based on chips obtained from relics by the authors of the Red Stars book. In any event, they certainly have a good subjective "feel" to them. The set includes light and dark grays for the "two gray" pattern scheme, a light "Topside Green" that works for the early war overall and pattern schemes, an "Earth Brown," and a pre-/early war pastel blue. All seem to be quite representative of the respective colors. The Testors

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set is an interesting complement to these, although some of the color names are rather confusing. Testors' own "Topside Green" is probably too dark to be typical of the preand early war light olive greens, and too yellowish to be typical of the dark greens used for the pattern schemes. Testors' set also has a good "Earth Brown," and a dark brown paint labeled "Earth Gray" that may be their version of a late/post-war olive drab color. The set also includes a good upper surface gray color curiously labeled "Underside Gray," and a color labeled "Topside Gray" that is actually a good match of the protective and primer grays used on many Yaks. The set also has a lower surface pre-/early war pastel blue oddly labeled "Topside Blue," and an "Underside Blue" that is a fairly good representation of the dark late war lower surface gray-bluegreen on the Model Art color table here.

Humbrol has a color that could be used for the late war underside color, #115 "Russian Blue." Its line also includes an excellent light olive green, #120 "Light Green," two excellent dark greens, #91 "Black Green" and #149 "Dark Green," and two colors that look like reasonable mid war underside sky blue variants, #122 "Pale Blue" and the darker #65 "Aircraft Blue," among other matches too numerous to list.

If you have access to FS 595 (or other) reference chips you can mix and match paints from any manufacturer as you see fit, of course. Some manufacturers produce paint charts that allow you to match their paints to other color samples. (In Humbrol's case, I guess the chips are on the lids of those little cans.) And I heartily recommend that you make your own "chips" of every paint you have on hand on 3" X 5" cards or sheet plastic: if you compare them to FS 595 or similar samples when you're planning your paint jobs you'll often find that you already have some colors you need, or something close enough to be easily mixable - they were just disguised with the wrong labels. This is especially so for World War Two Soviet aircraft since many of their colors seem to have been very similar to those used by other combatants, those of Germany and Britain in particular.

This may well be the last frontier of World War II aircraft modeling and research. If you have any information to add to this subject, or can read Serbian, Polish, Czech, or Russian, get in touch. Or help out Bob, give your spell-checker a workout, and write your own article!

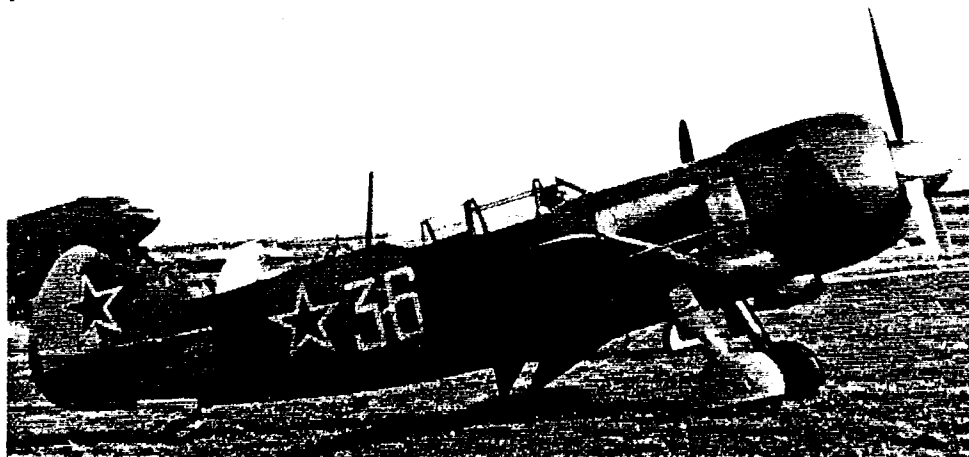


Photo Two: La-5FN number 36 of the 159th Fighter Regiment, 13th Air Army, Leningrad Front, Summer, 1944. Note the triangular pattern on the nose, and relatively dark lower surface color on the wheel covers. (Red Stars)

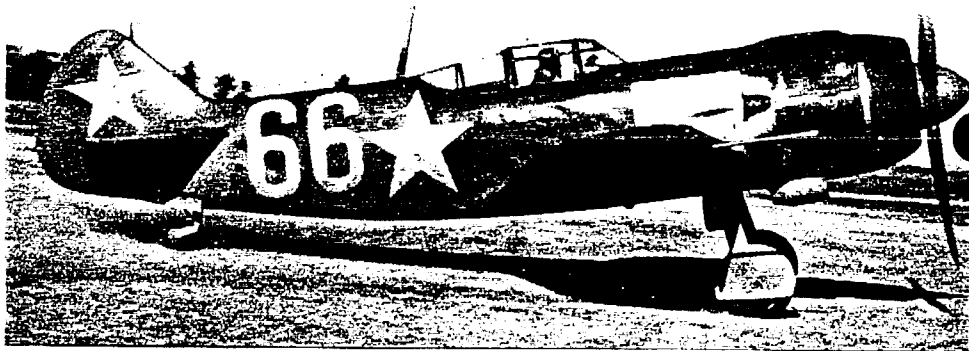


Photo Three: La-5F number 66 of the 21st Fighter Regiment, Summer, 1944. Another interpretation of the splinter pattern is particularly evident in the tell-tale triangular pattern on the nose. The lower surface color visible under the tail group is just slightly lighter than the lighter of the two upper surface grays. (Red Stars)

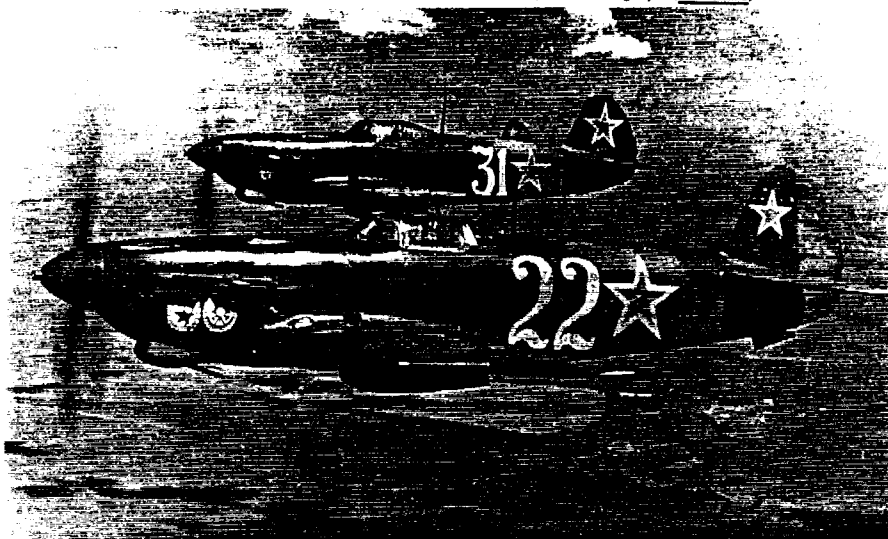
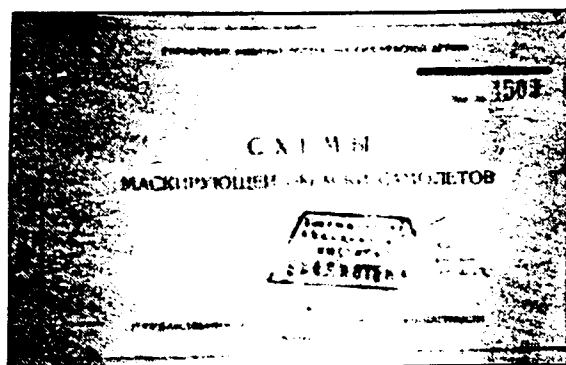


Photo Four: One of the well-known photos of Yak-9D number 22 of the 6th Guards Fighter Regiment, Black Sea Fleet, in the Crimea, May/June, 1944. Another photo in this series shows the starboard side with the distinctive triangular shapes on the nose. Note the angular application of the pattern on the port wing, and a lower surface color under the tail group that is virtually indistinguishable from the lighter of the two upper surface grays. On the cowling are the Guards emblem and the Order of the Red Banner. The pilot is thought to be 10 victory ace Lt. M.I. Grib, who had been awarded the Gold Star on October 23, 1942. (Michulec, *Stalinowskie Sokoly*)

Soviet Colors

Designation(s)	Closest FS 595	Description	Notes
AMT 1 (A 21 M)	30118	light earth brown	Upper surface patterns; similar to RAF Dark Earth, but often lighter
AMT 4 (A 24 M)	34052 (34092)	dark green	Upper surface patterns; similar to U.S. Dark Green 30, Medium Green 42, RLM 70 Black Green, etc.
AMT 6	37038	black	Markings and upper surface patterns
AMT 7	35414	sky blue	Lower surfaces, early to mid war; similar to RLM 65
AMT 11 (A 32 M)	35231	medium gray-blue	Upper surfaces, two-gray patterns; colors ranging toward RAF Medium Sea Grey may have been more typical
AMT 11 -kr	31302	insignia red	Markings
AMT 12	35237	medium gray	Upper surfaces, two-gray patterns; darker colors on the order of RAP Extra Dark Sea Grey and Ocean Grey may have been more typical
AMT 17 (A 28 M)	35299	gray-blue-green	Lower surfaces after 1943; also a more recent USSR color, "Pale Peacock Blue"; probably much variation
unknown	33655	pale yellow	Markings
unknown	24224	light green	Upper surfaces, overall and two-green patterns
unknown	33481	ochre yellow	Primer; esp. on Lavochkin a/c
unknown	37880 (37875)	camouflage white	Winter camouflage
unknown	37886	insignia white	Markings

The designations and FS matches, except for AMT 7, were taken from the Model Art article; the descriptions and notes are my own. AMT 7 was found in the Polish AJ Press book on the IL-2/10. Kraus's IPMS Color Guide is also helpful for a few of these, and includes other observed Soviet colors as well.



1943 Soviet Camouflage Manual

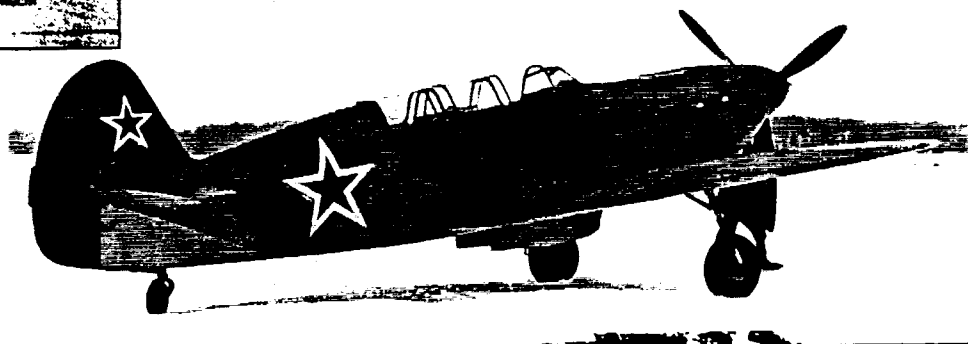


Photo One: Two-seat Yak-7V trainer, Winter, 1943/44. Note the distinctive triangular patterns on the cowling and that the lower surface color visible under the tail is clearly lighter than the lighter of the two upper surface colors. (Red Stars)

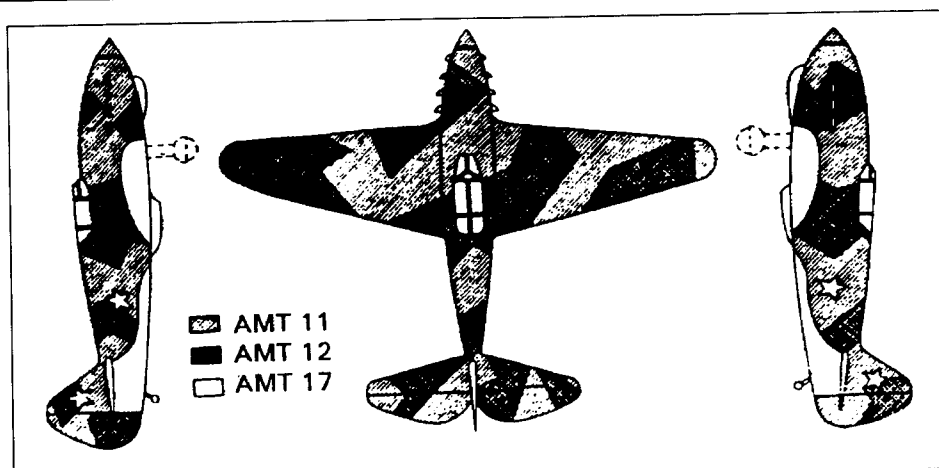


Fig. 1: Single-Seat Fighters

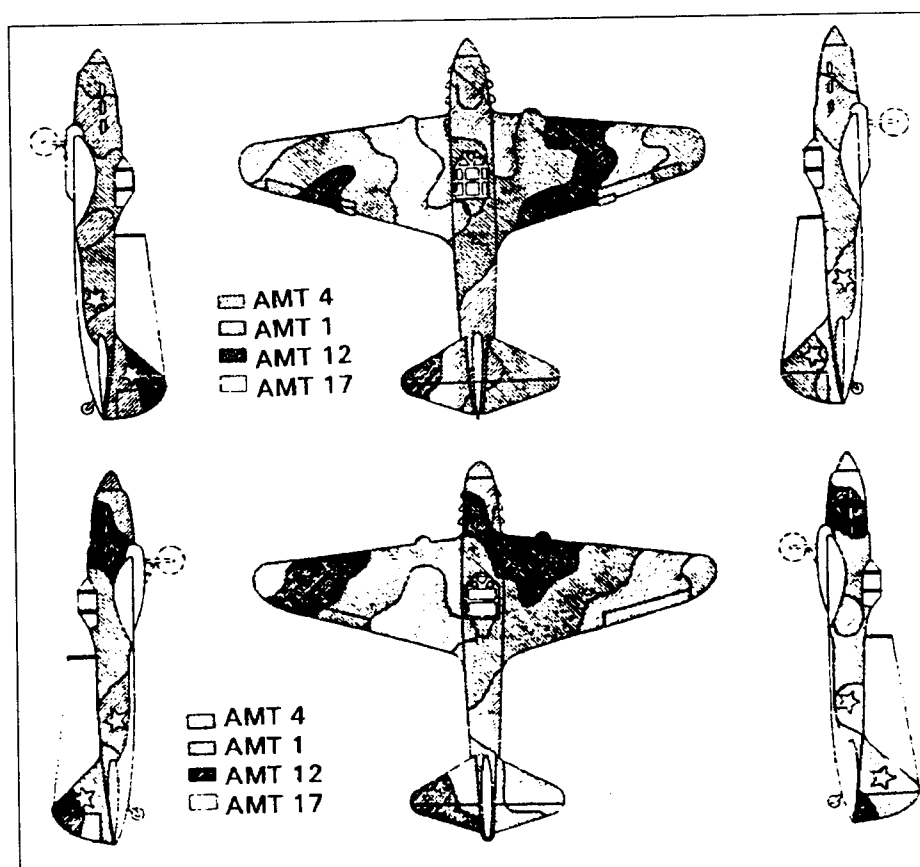


Fig. 2: Il-2 Attack A/C

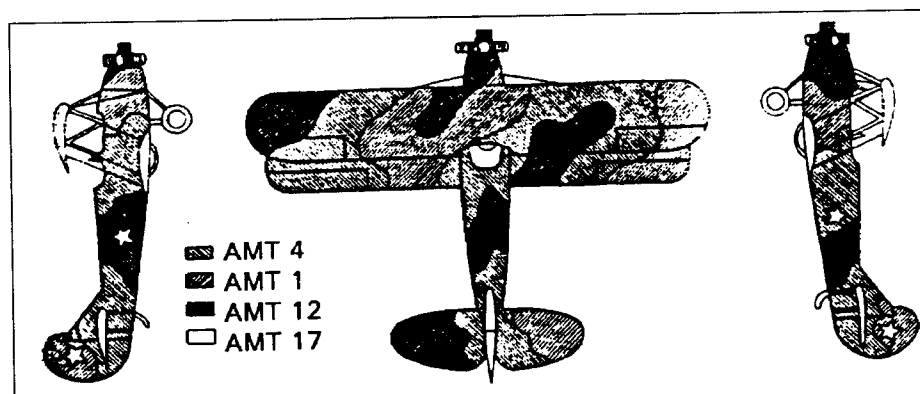


Fig. 3: Po-2 Utility A/C

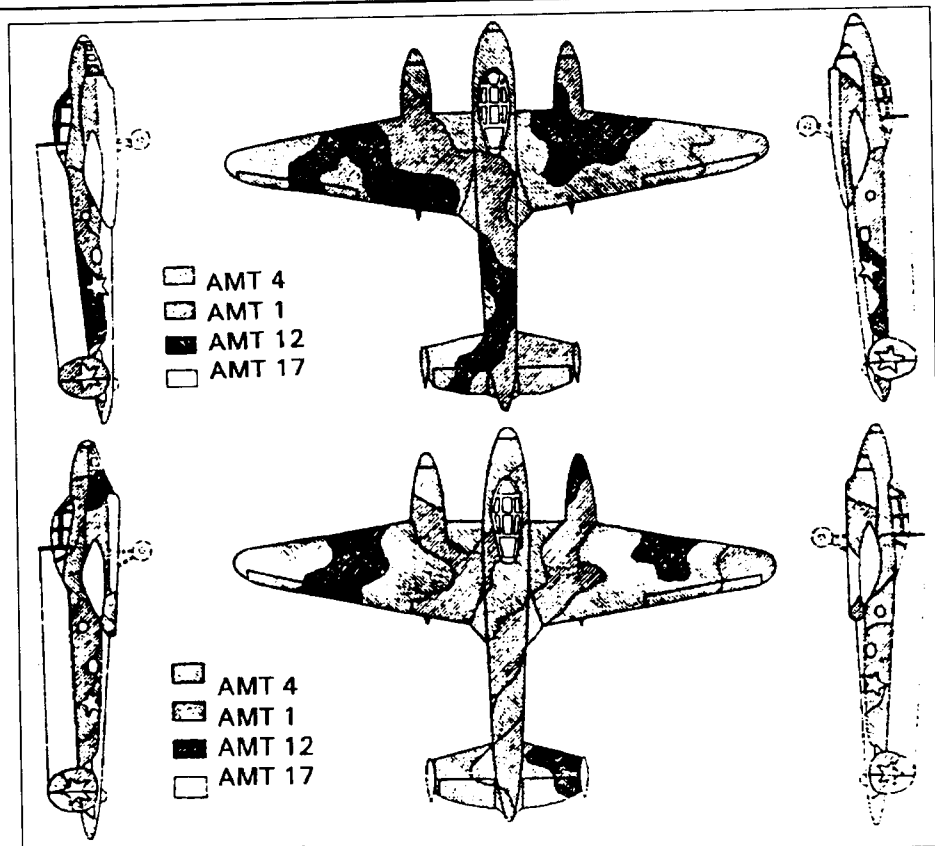


Fig. 4: Pe-2 Attack Bomber

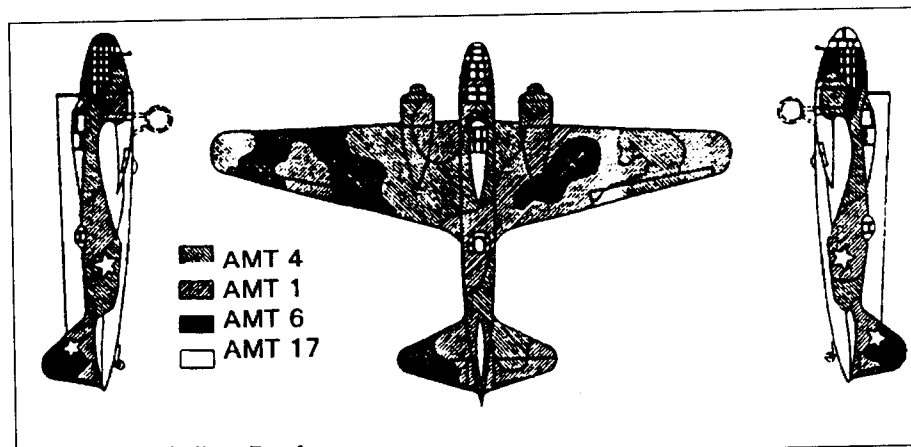


Fig. 5: Il-4 Medium Bomber

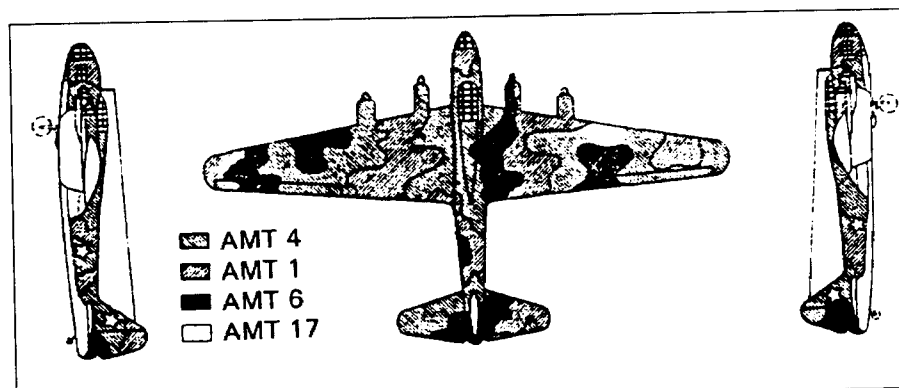


Fig. 6: Pe-8 Heavy Bomber

Getting Paint on the Model - Airbrushes

Painting & Finishing Models- Part III

by
Ted Holowchuk

This time we will look at ways to get paint onto our models. Basically, there are three ways to do this. Actually, there are four ways.

1. **Dipping:** dip the model in a bucket of paint. This method covers fine detail, needs large quantities of paint (try dipping a 1/48th B-17) and can be messy when drip drying. Dipping is not a recommended technique.

2. **Paint Brush:** I suppose we have all used this method at some time in our early years. I still use good quality red sable brushes for detail painting and touch up. However, I would not use a brush to paint a model today. Think about painting you car, boat or fine furniture with a paint brush. It is tough to do a credible job, and the results are not usually acceptable. Same with our models. Again, I do not recommend this method.

3. **Aerosol:** aerosol cans are a great product when used in the right situation. Painting models is not usually the right situation. They have a limited selection of colors and are expensive. They can also be temperamental. They also spray out too much material in too large a pattern. They cannot be easily controlled. I use a lot of aerosol paint products in my job, so I am very familiar with their characteristics. I could tell you some stories about using spray cans. There was the time.....Oh! That could be another article. Well, back to the task. Even though some modellers use aerosol cans, I personally do not care for, nor do I recommend them for painting models.

4. **Air Brushing:** My prejudice comes to the front again. I think that using an airbrush is the only way to paint.

There are many different makes and types of airbrushes on the market. They are priced from reasonable to expensive. In this case the more expensive may not be the best for our needs.

There are basically two types of airbrushes;

A. Single action airbrush: These are usually an external mix unit, with paint and air mixed outside the body of the airbrush. Single action brushes are fairly simple to use. They are also easy to take apart, and clean. When put back together (if no parts are left out) they will still work properly. Examples of a single action airbrushes are; Binks Wren, Badger 350, and Paasche model H.

B. Double action airbrushes: These are internal mix airbrushes. The air and paint are mixed inside the body of the airbrush. Paint is routed around the needle inside the body of the airbrush. This leads to clogging with our type of paint. (More on this later). Cleaning means taking the airbrush apart, cleaning the parts and reassembling. The parts are delicate and prone to damage, especially the needle. These types are more difficult to use, more temperamental and more expensive. Examples are; Binks Raven II, Badger 150, and Paasche VL.

My personal preference is the single action Paasche model H. No, this is not a commercial. I do not sell them or own stock in the company. It is because I have used this model of airbrush for a long time. I am familiar with it, get good results and find it easy to use. It is a simple unit, easy to take apart and clean. Am I repeating myself?? It is also reliable

and durable, and parts are readily available. Read - when you drop it on a concrete floor!!

The Paasche model H is available with three air/fluid assemblies. They are; H-1 Fine, H-3 Medium (I use this one most of the time), and the H-5 Heavy Duty. I use the H-5 on my "Clear Finish" airbrush. What? Yes, I use two H model airbrushes.

The first, with an H-3 tip I use exclusively for color painting. I will change to an H-1 tip for fine line painting when needed.

The second airbrush is for clear finish only. Clear gloss, semi gloss, or flat finish is the only material sprayed through this airbrush. The H-5 tip on this unit puts on a medium to heavy coat which I like. Also the "clear only" airbrush eliminates any chance of paint specks in my clear finish.

The objective of this two brush system is sort of fueled by my laziness. I do not take apart and clean these airbrushes after every paint session. Horrors!! Sacrilege!! I probably take my "color" gun apart every 2-3 months, after fairly heavy use, or when needed. Normally, I hook up the paint jar and spray away. When done, I will run 1/4 to 1/2 ounces of lacquer thinner through the airbrush, put a cloth over the nozzle and "back flush" into the thinner bottle (another thing your not supposed to do)!! I then run a little more thinner, remove the thinner bottle, run air through it, wipe off the air cap and hang it up, ready for next time. I repeat, I only take things apart and clean them when "The darn thing don't work right no more!" The clear airbrush doesn't need cleaning as often, but since

(Cont'd on next page)

I'm doing one, I usually do them both at the same time.

Cleaning the airbrush

So, when the airbrush has to be cleaned, you must take it apart. There will be an air cap/nozzle on the front end with a rubber washer between the air cap and the body of the airbrush. The fluid/paint nozzle is the cone shaped piece that fits through the air cap. The paint tip/needle fits into the fluid /paint nozzle. Remove the fluid nozzle and paint tip, then last, take off the air cap. Inside the fluid/paint nozzle there is a small compression washer held on place by a retaining nut. Back out the nut and remove the washer. Put the three parts into a small container of lacquer thinner. Do not soak the washers, as lacquer thinner will ruin them.

Clean the parts using Q-Tips, pipe cleaners and toothpicks. Do not force any instrument, including toothpicks, into the fluid paint nozzle, because you could distort or break the tip. Also, treat the needle with care as it can be bent or damaged.. With heavy use, parts will eventually wear out and new parts can be purchased as needed . It is wise to replace the whole "front unit" when required. That is the air cap, fluid nozzle and the paint tip. The washers can be purchased and replaced as required Both washers are needed for proper operation.

When reassembling, make sure the compression washer is a snug fit around the paint tip. There should be a little resistance when adjusting the fluid nozzle. If it spins freely, the retaining nut should be tightened a bit.

Lets see, what else? Oh yeah, I sort of lied. I also have a Paasche VL double action airbrush that I got as a present a long time ago. As some of you know, I have trouble walking and chewing gum at the same time and this airbrush gave me fits. At the time I was not doing much model building, and the "two way" control drove me to put this thing on the shelf and mumble about another "expensive piece of junk".

Well, after getting back into this hobby in a more serious manner, (??) I decided one day to "give 'er another go!" I tried it with a little more patience and found it does work well, if you understand its temperamental nature. To explain, the Paasche VL is a good airbrush for painting thin, fine lines and small controlled areas. Camouflage and that sort of thing. I wouldn't use it to squirt olive drab on a 1/48th B-17. For that job I would use a Binks Model 2001 commercial spray gun! That is just a joke!!

Part of the problem is the type of paint we use. We normally spray pigmented paint. That means the paint is composed of a clear vehicle, normally lacquer, enamel or acrylic, color pigment, and a reducer to thin out the paint. Pigment is the finely ground solid particles which are what clogs up the tip of the airbrush. Common problems are not thinning out the paint enough, or using the wrong air pressure. However, these heavy pigmented paints are what gives us the ability to get good coverage with minimal coats of paint. It is a good news/bad news scenario.

These air brushes were not designed for pigmented paints. Read any airbrush catalog. They recommend inks and dye colors. There is very little if any pigment in these products, but they don't cover well. We are using these airbrushes to do a job they were not designed for, and that can cause problems. Even large commercial spray guns can have problems when spraying heavy pigmented paints. Thinning your paint and using proper air pressure can help. Thin enough to get good flow into and through the airbrush, and use enough pressure to atomize the paint completely. Thinning is a delicate balance between good coverage and not running all over the surface. Proper pressure will put paint on the surface in a smooth, non grainy coating.. No lumps, spitting, or unevenness. Unfortunately, there is no perfect number such as "thin XX percent and spray at YY pressure". Each brand of paint, and even each color within the brand, will have different characteristics and require more thinner and/or pressure adjustments.

Like many things in our hobby, experience and experimentation will soon get you to the point where it becomes comfortable. A good general guide is that if the paint does not flow through the brush well, it is probably not thin enough, if it does not provide a good surface, it could be a thinning problem, but is probably not atomizing, and that is a pressure deficiency. The other end of the scale is too much pressure. This causes excessive over spray, and can also dry the paint before it hits the surface and results in a grainy, sandy like surface. 35 PSI is probably the maximum pressure to ever use.

I believe I have covered "getting paint onto the model" and it time to move on.

Any questions or rebuttals will be "cheerfully" received. Please submit in written form and in triplicate. (another joke!). I would urge anyone who uses other makes and models of airbrushes to put pencil to paper and write an article. I am sure the group would appreciate it.

Next time we will talk about materials-paint.

Sources:

Check out local hobby shops or mail order shops. I found good prices on Paasche H and VL sets at a ceramic mail order shop:

Lou Davis Wholesale
N3211 County Road H
P.O. Box 21
Lake Geneva, WI 53147-0021
1-800-748-7991

Paasche H set single action kit - 0099,
with gun, hose and all 3 tips and color
bottles \$34.99

Paasche VL Double action kit - 0487,
with gun, hose and 2 tips \$52.95

They also carry parts. Ask for a catalog.

(Cont'd on next page)

The local Paasche distributor is;

Rossman Industrial Supply Co
2500 Western
Seattle, WA
(206) 728-0260

References:

Fine Scale Models

"Airbrushing Tips", March 1992, page 50

"Airbrush", Spring 1982, page 53

"Rating 8 Airbrushes", December 1986,
page 46

"Airbrush basics and Cleaning
Airbrushes", December 1993,
page 44

"Basic Airbrush - Compressors", January,
1996, page 32

"Airbrush Techniques", February, 1996,
page 30

"Advanced Airbrush (Double Action)",
March 1996, page 82

Scale Auto Enthusiast

"Test of Model Master Airbrush", June
1992, page 34

Editor's note: Again, I would like to thank Ted for "churning-out" his third article in this series. This month's article was assisted through the fine efforts of both Norm Filer and Brian Cahill who typed and edited this article. They typed, edited and submitted it for the Chapter Newsletter. It sure makes the editor's life a dream. Thanks to all three of you guys!



(Cont'd from page 3)

must be fostered and developed. We're lucky we have members such as Terry, Bob, Andrew, Keith, and Norm (to list a VERY short few who've enriched IPMS Seattle), but they cannot shoulder the entire load. We all need to contribute, whether it be by bringing in a kit (complete or not) or writing a short review of a kit and publishing it in the newsletter.

A democracy works best when all members contribute to its welfare, not just a motivated few.

Editor's Pick of the Month:

Darwin Award

That's the one given to the person who has managed to kill him/herself in the most outlandish way during the past year. Last year's recipient was the guy who strapped a JATO unit to the back of his Chevy, lit it off somewhere out west and got airborne for a half-mile or so before making a smoking hole in the side of a mountain. Maybe you heard about this one. The year before, the Darwin award was given to this big husky fellow who figured he could get his quarter back out of the soft drink machine (where it had disappeared without giving him his drink) not by rocking the machine, but by picking it up and shaking it. It was a little heavier than he thought, it got overbalanced, and fell on of him. This year's recipient(s)

John Pernicky and friend Sal Hawkins, of the great state of Washington, decided to attend a local Metallica concert at the Amphitheater at Gorge, Washington. Having no tickets (but 18 beers among them) they thought it would be easy enough to hop over the nine-foot high fence and sneak into the show.

The two friends pulled their pickup truck over to the fence and the plan was for John —100 pounds heavier than Sal—to hop over, and then assist his friend over the fence. Unfortunately for John, there was a 30 foot drop on the other side of the fence.

Having heaved himself over, he found himself crashing through a tree. His fall was abruptly halted by a large branch which snagged him by his shorts. Dangling from the tree, with one arm broken, John looked down and saw a group of

bushes below him. Figuring the bushes would break his fall, John removed his pocket knife and proceeded to cut away his shorts to free himself from the tree. When finally free, John crashed below into Holly bushes. The sharp leaves scratched his entire body and now being without his shorts, he was the unwilling victim of a holly branch penetrating his rectal cavity. To make matters worse, his pocket knife proceeded to fall with him and land three inches into his left thigh.

Seeing his friend in considerable pain and agony, Sal decided to throw him a rope and pull him to safety. However, weighing about 100 pounds less, he decided the best course of action would be to tie the rope to the pickup truck.

This is when things went from bad to worse.

In his drunken state, Sal put the truck into the wrong gear, pressed on the gas, and crashed through the fence, landing on and killing his friend. Sal was thrown from the truck, suffered massive internal injuries and also died at the scene.

Police arrived to find a pickup truck with its driver thrown 100 feet from the vehicle and upon moving the truck, a half-naked man, with numerous scratches, a holly stick up his rectum, a knife in his thigh, and a pair of shorts dangling from the tree branches 25 feet in the air.

Now for some other nominees for the upcoming year's Darwin, the following list—

NOMINEE #1 [San Jose Mercury News] An unidentified man, using a shotgun like a club to break a former girlfriend's windshield, accidentally shot himself to death when the gun discharged, blowing a hole in his gut.

NOMINEE #2 [Kalamazoo Gazette, 4-1-95] James Burns, 34, of Alamo, Mich., was killed in March as he was trying to repair what police described as a "farm-type truck." Burns got a friend to drive the truck on a highway while Burns hung underneath so that he could ascertain the source of a troubling noise. Burns' clothes caught on something, however, and the other man found Burns "wrapped in the drive shaft."

Editor's Note: O.K. so I can't pass up funny stuff. This is only part of Walt Fink's list. Do we have some members who should be nominated???

U. S. Navy Aircraft Carriers

by Norm Filer

Number	Name	Class	Comm.	Decomm.	Disposition	Notes
CV 1	Langley	Langley	3/20/22	-	Sunk Java Sea, 2/27/42	Converted from Collier Jupiter
CV 2	Lexington	Lexington	12/14/27	-	Sunk Coral Sea 5/8/42	Converted from Cruiser
CV 3	Saratoga	Lexington	11/16/28	-	Sunk in Atomic bomb test Baker 7/25/46	Converted from Cruiser
CV 4	Ranger	Ranger	6/4/34	10/18/46	Scraped 1/28/47	First designed carrier
CV 5	Yorktown	Yorktown	9/30/37	-	Sunk at Midway 6/7/42 by I-168	
CV/CVA/CVS 6	Enterprise	Yorktown	5/12/38	2/17/47	Scraped 7/1/58	
CV 7	Wasp	Wasp	4/25/40	-	Sunk Espirtu Santo 9/15/42	
CV 8	Hornet	Yorktown	10/25/41	-	Sunk Santa Cruz 10/26/42	Sunk by Japanese while under tow
CV/CVA/CVS 9	Essex	Essex (SH)	12/31/42	6/30/69	Scraped 75	
CV/CVA/CVS 10	Yorktown	Essex (SH)	4/16/43	6/27/70	Museum	Charleston, S.C
CV/CVA/CVS 11	Intrepid	Essex (SH)	8/16/43	3/15/74	Museum	New York, N.Y.
CV/CVA/CVS 12	Hornet	Essex (SH)	11/29/43	6/26/70	At Alameda, CA	ex Kearsage,
CV/CVA/CVS 13	Franklin	Essex (SH)	1/31/44	3/17/47	Scraped 47	AVT 8
CV/CVA/CVS 14	Ticonderoga	Ticonderoga	5/8/44	11/16/73	Scraped 75	ex Hancock,
CV/CVA/CVS 15	Randolph	Ticonderoga	11/9/44	2/13/69	Scraped 74	
CV/CVA/CVS 16	Lexington	Essex (SH)	3/17/43	11/26/91	MS Corpus Cristi, TX	ex Cabot, To AVT 16, to reserves 1947, Recomm. 8/15/55
CV/CVA/CVS 17	Bunker Hill	Essex (SH)	5/24/43	1/18/47	Scraped 74	To Reserve 1/47, then AVT 9
CV/CVA/CVS 18	Wasp	Essex (SH)	11/24/43	7/1/72	Scraped 73	ex Oriskany
CV/CVA 19	Hancock	Ticonderoga	3/15/44	1/30/76	Scraped 77	ex Ticonderoga,
CV/CVA/CVS 20	Bennington	Essex (SH)	8/6/44	1/15/70	Scraped 95	Inactive 1954,
CV/CVA/CVS 21	Boxer	Ticonderoga	4/16/45	12/1/69	Scraped 71	to LPH 4, 1/59
CVL 22	Independence	Independence		-	Sunk at Crossroads Atomic test 1/27/51	CL Amsterdam
CVL 23	Princeton	Independence	2/25/43	-	Sunk Leyte Gulf 10/24/44	CL Tallahassee
CVL 24	Belleau Wood	Independence	3/31/43		To France 58	CL New Haven,
CVL 25	Cowpens	Independence	5/28/43	1/13/47		CL Huntington, to AVT 1 5/7/58

CVL 26	Monterey	Independence	6/17/43	1/16/66		CL Dayton, to AVT 2 5/15/59
CVL 27	Langley	Independence	8/31/43	4/11/47	Scraped 63	CL Fargo, To France 1/8/51
CVL 28	Cabot	Independence	7/24/43	1/21/65		CL Wilmington, To AVT 3/15/59
CVL 29	Bataan	Independence	11/13/43	4/9/54		CL Buffalo
CVL 30	San Jacinto	Independence	11/15/43	3/1/47	Scraped 70	CL Newark, to AVT 5 5/15/59
CV 31	Bon Homme Richard	Essex (SH)	11/28/44	7/2/71	Scraped 93	
CV/CVA/CVS 32	Leyte	Ticonderoga	4/11/46	5/15/59	Scraped 71	ex Crown Point, to AVT 10
CV/CVA/CVS 33	Kearsage	Ticonderoga	5/2/46	2/13/70	Scraped 74	
CV/CVA 34	Oriskany	Ticonderoga	9/15/50	5/15/76	Scraped 95	
CV 35	Reprisal	Ticonderoga	-	-	Scraped 50	Canceled 8/15/45
CV/CVA/CVS 36	Antietam	Ticonderoga	1/28/45	5/8/63	Scraped 94	First angled deck carrier
CV/CVA/CVS 37	Princeton	Ticonderoga	11/18/45	1/30/70	Scraped 73	ex Valley Forge, to LPH 5
CV/CVA/CVS 38	Shangri-La	Ticonderoga	9/15/44	6/30/71	Scraped 89	
CV/CVA/CVS 39	Lake Champlain	Ticonderoga	6/2/45	5/2/66	Scraped 72	
CV/CVA/CVS 40	Tarawa	Ticonderoga	12/8/45	5/13/60	Scraped 68	To AVT 12, 61
CV/CVB/CVA 41	Midway	Midway	9/10/45	4/11/92	Navel reserve	Bremerton Navel Reserve
CV/CVB 42	Roosevelt	Midway	10/27/45	10/1/77	Scraped 80	
CV/CVB 43	Coral Sea	Midway	10/1/47	4/30/91	Scrap in Progress	
CV 44	-	-	-	-	-	Canceled 1/11/43
CV/CVA/CVS 45	Valley Forge	Ticonderoga	11/3/46	5/15/70	Scraped 76	
CV 46	Iwo Jima	Ticonderoga	-	-	Scraped 46	Canceled 11/45
CV/CVA/CVS 47	Philippine Sea	Ticonderoga	5/11/46	12/28/58	Scraped 71	ex Wright
CV 48	Saipan	Saipan	7/14/46	10/3/57	To AGMR 2 Arlington	To AVT 6, 5/15/59
CV 49	Wright	Saipan	2/7/47	3/15/56	To CC 2, 9/1/62	To AVT 7 5/15/59
CV 50	-	Ticonderoga	-	-	-	Canceled 3/28/45
CV 51	-	Ticonderoga	-	-	-	Canceled 3/28/45
CV 52	-	Ticonderoga	-	-	-	Canceled 3/28/45
CV 53	-	Ticonderoga	-	-	-	Canceled 3/28/45
CV 54	-	Ticonderoga	-	-	-	Canceled 3/28/45
CV 55	-	Ticonderoga	-	-	-	Canceled 3/28/45
CV 56	-	Midway	-	-	-	Canceled 3/28/45

CV 57	-	Midway	-	-	-	Canceled 3/28/45
CV 58	-	-	-	-	-	
CVA 59	Forrestal	Forrestal	10/1/55	9/10/93	To be Scraped	Philadelphia Navel Reserve
CVA 60	Saratoga	Forrestal	4/14/56	93	To be Scraped	Philadelphia Navel Reserve
CVA 61	Ranger	Forrestal	8/10/57	7/10/93	Navel reserve	Bremerton Navel Reserve
CVA 62	Independance	Forrestal	1/10/59	1998 (?)	Yokosuka, Japan	Home Port Yokosuka, Japan
CVA 63	Kitty Hawk	Kitty Hawk	4/29/61	2008 (?)	Active	Home Port San Diego, CA, to Yokosuka (98)
CVA 64	Constellation	Kitty Hawk	10/27/61	2003 (?)	Active	Home Port San Diego, CA
CVN 65	Enterprise	Enterprise	11/25/71	2013 (?)	Active	Home Port Norfolk, VA
CVA 66	America	Kitty Hawk	1/23/65	9/9/96	Navel Reserve	Philadelphia Navel Reserve
CVA 67	John F. Kennedy	Kennedy	9/7/68	2018 (?)	Active	Home Port Mayport, FL
CVN 68	Nimitz	Nimitz	5/3/75		Active	Home Port Bremerton, WA
CVN 69	Eisenhower	Nimitz	10/18/77		Active	Home Port Norfolk, VA
CVN 70	Vinson	Nimitz	3/13/82		Active	Home Port San Diego, CA
CVN 71	T. Roosevelt	T. Roosevelt	10/25/86		Active	Home Port Norfolk, VA
CVN 72	Lincoln	T. Roosevelt	11/89		Active	Home Port San Diego, CA
CVN 73	Washington	T. Roosevelt	7/4/92		Active	Home Port Norfolk, VA
CVN 74	Stennis	T. Roosevelt	12/9/95		Active	Home Port San Diego, CA (98)
CVN 75	Truman	T. Roosevelt	7/10/98		Under Construction	ex United States
CVN 76	Reagan	T. Roosevelt	12/2002		Under Construction	
CVN 77	-	T. Roosevelt	2002/2003		Under Construction	
CVX 78	-	CVX	2013		Proposed	
CVX 79	-	CVX	2018		Proposed	

Glossary

AGMR	National Emergency Command Center	CVB	Large Aircraft Carrier (Post WWII)
AVT	Auxiliary Aircraft Transport	CVN	Nuclear Aircraft Carrier
CL	Light Cruiser	CVS	Anti submarine Aircraft Carrier
CV	Aircraft Carrier	LPH	Amphibious Assault Ship
CVA	Attack Aircraft Carrier	CC	Communication & Command Center

Editor's Note: As you can see from the fine outline above, Norm took the thin thread provided by the Editor's meager earlier effort and has greatly expanded the available US Navy carrier data base. Thanks for this research Norm.

Stainless Steel Rigging

Ever wonder how your biplane models would look with the real thing? I mean, using stainless steel for the rigging, which appears to have been the correct material used for early rigging on almost all country's biwing aircraft. Here's a reprinted article which will assist you in rigging those little gems and introduce you to the fine art of making them look even better than before, especially if you have experimented with threads or fishing line.

Notes on the use of Stainless Steel Wire.

Since stainless steel wire is a lot different from monofilament line or stretched sprue, a few notes may be helpful as to its' use in rigging 1/48th or 1/72nd scale aircraft.

PREPARE FOR IT FIRST * AND DO IT LAST!

Prepare for it first: Most brace wire is connected to fittings in the fuselage one way or another and passes through the "skin" of the fuselage. Therefore the first thing to do before assembling the model is to drill holes in the skin for the wire to pass through. This will be done for the flying wires, landing wires, tailbrace wires, and control wires. Even on a full-sized aircraft, the holes are barely visible, so most drill bits are too large to make a suitable hole. The best thing I have found to date is the plastic "one shot" hypodermic syringe used by diabetics for their daily insulin. One syringe will make three or four holes through styrene plastic before breaking. If a diabetic friend saves them for YOU, he can remove the plunger to keep from going afoul of drug laws. After making the holes with the syringe, a "countersink" can be made on the inside of the fuselage at each hole to make threading the wire a little easier. Also, if there is a separate firewall, do not attach it during assembly. If the firewall is molded as part of the fuselage halves, look for any large panels on the underside that can be cut out and glued back later. Most rotary engined aircraft of World War One had a "notch" on the underside of the fuselage nearest the engine, in the cross-section of an inverted "V." This was to improve exhaust scavenging, and is not duplicated in most kits. This can be cut out to be replaced last, as you will need a way to

reach in and thread the wire and tie knots. As flying wires are usually double, the space between them is less than the width of a wing strut, you will have to decide whether to "notch" the strut or drill holes in it the proper distance apart.

Do it last: After the model is assembled (with the exception of the firewall and/or panels), painted and decaled take a hypodermic syringe and clear all the rigging holes of paint or spray that may be clogging them. The wire is best used by unrolling it by unreeling it out of the cord knots that hold the coil. It is not necessary to try to straighten the wire, as a small tension is enough to tighten it.

It is best to start with the rear rigging of the wings first. In rigging, it is best to use one long piece rather than several short ones. For the double flying wires, the wire goes from the inside of the fuselage through a hole, to the wing strut at the top, around the top of the strut, back through the fuselage, out of the other side to the other wing strut, around the strut, back through the fuselage, and both ends are tied inside the fuselage. A drop of glue is dabbed over the knot to keep it secure. This is shown in the diagram by "(1)."

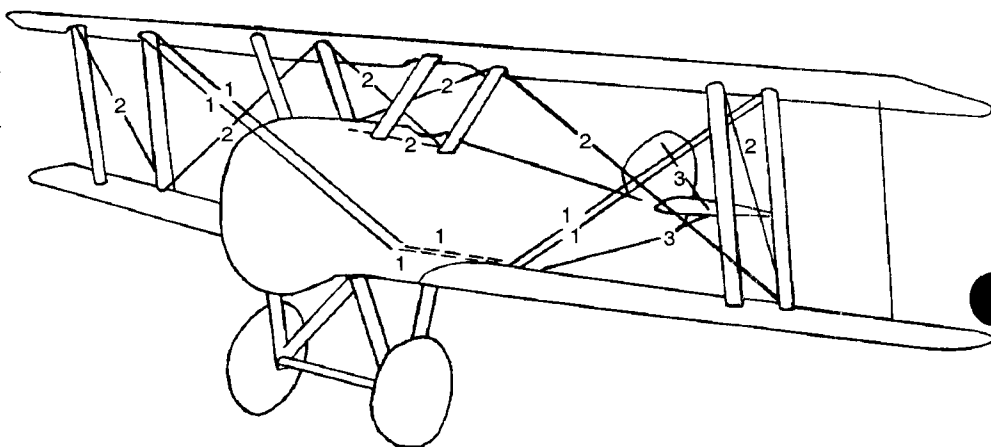
The single landing wires are run next, from the top of one wing strut to the bottom of the other strut on the same side, around it, and up to the top of the cabane strut, down the bottom of the opposite cabane strut, crossing on the inside to the bottom of the other cabane strut, out and to the top of the opposite strut, down to the base of the corresponding strut, around it, and to the top of the other outboard strut, where it is tied and glued. This is shown in the diagram by "(2)."

The front brace wires are not shown in the diagram, as they are done the same way. The tailbrace wires are done by passing the wire through the fuselage and control surfaces to form a loop and tie a knot trimming the long ends. Then using tweezers, work the knot inside the fuselage. The control wires are threaded through the fuselage, and glued onto the appropriate control horns. The tailbrace wires are shown by "(3)" on the diagram. These are done last because if you get a kink in a piece of wire, you can cut it off past the kink and use it for short bracing. Then feed out more for the flying or landing wire you need.

After the wing bracing is done, any slight slack in the wires (probably landing wires) can be taken care of by making a loop around them inside the fuselage, tying a knot, and pulling it tight, and securing it with a drop of glue. This may be repeated, if necessary. For the final step, glue the firewall and/or panels in place.

Anyone who has ever seen a classic biplane in flight or at rest, with the sun gleaming off the stainless steel brace wires, will agree that it adds the finishing touch to a great model. After all, **NOTHING LOOKS LIKE STAINLESS STEEL LIKE STAINLESS STEEL!**

Ed's Note: This article was reprinted from the earlier flyer put out by the owner of Airknocker Things Sales Co., of box 421, Buckeye Lake, Ohio. This company has sold .004" diameter stainless steel wire for \$1.00 per yard (with a two yard minimum) for some time. It really does look great on small biplane models, either quarter or 1/72nd scale.



DETAILS- DAMNED DETAILS

by Jim Schubert

This is the second appearance of this "column". My request for you the readers to write the contents of the second and succeeding appearances drew one suggestion; nothing on paper. That kind of enthusiastic response will ultimately kill this whole newsletter. I well understand why our editor gets a little short-fused at times.

Yellow Winged Wildcat: You should be aware that the yellow winged Wildcat shown in the November issue of this news letter never operated in those markings. They were applied only for display at the New York Worlds' Fair. Further, no Wildcat ever operated with a spinner. But build one anyway. Somebody, I think it's Kendal is coming out with a resin kit to convert Tamiya's 48th F4F-4 to a-3 making it a very easy task in this larger scale. In 72nd you'll have to do the conversion yourself, and it's more of a task than first meets the eye.

Complete It! How many unfinished models do you have on your workbench or returned to their boxes and placed back in your treasure cave? Too many. Right? Starting a project is always more interesting, exciting and fun than completing it. The only way, however, you can get the satisfaction of seeing the model finished and on your shelf or on the contest table and to continue to learn is to complete it.

So, get your assets in gear and do it. Its all in your mindset. I'll bet you hit a snag with it and as a consequence let your attention shift to that new whiz-bang kit you just bought. The new kit is all glorious promise; the one you're working on has become a pain and disappointingly disillusioning because of that snag.

Try this: Carefully and as objectively as possible assess where you are on this particular unfinished masterpiece and jot down a list, in precise order, of the things yet to do. That list will show that

you most likely have the skills and resources to complete it and will probably also surprise you by how short it is. On the initial jotting you probably got things messed up a bit by getting some tasks out of a practicable sequence, forgetting steps, etc. So, recopy it neatly onto a note card and start to work on the first item on the list. Try to do some work, however little, on the model every day. This will get you rolling and building a momentum and deepening your interest, even anxiousness, to see the project completed. Cross each item off as you accomplish it. Even though it may still ^{look} like all you've got is a pile of parts and subassemblies in the project box, the list will give you a big psychological boost by showing you that you are, in fact, making progress.

A side benefit of this approach is that you can spot tasks in advance that you suspect will be troublesome so that you can seek advice and counsel from others, buy a special tool, or after market part, find another reference, etc. To ease this and to get the worst over right away, I always do the most difficult tasks first whilst enthusiasm for the subject is still fresh and high.

Just do it! You'll like it! By the way, as of this writing, I have eight such unfinished projects in addition to one actually in work. Get on the ball Jim!

Why Complete It? Great kit, great subject, good engineering, state-of-the-art, plentiful references, lots of good color schemes and you start building it with great enthusiasm. A few weeks/months into the project the blankety-blank whatzit won't fit, or broke, or you can't figure out how that such and such detail works and your blood pressure and angst are rising. Hey! This is a hobby. It's supposed to be fun. Lighten up; set it aside for awhile. Start that great new kit you bought yesterday and have not yet consigned to your treasure cave. You can come back to the project you just set aside - anytime. This is a hobby; it's supposed to be fun. Don't feel guilty about not completing a hobby project; it's supposed to be fun. At some point in time something you see, read or hear may reawaken your interest in that project you set aside. By then you'll

be a better modeler because of all the experience you've gained from all those projects you've started in the interim and the original problem that turned you off will be a piece of cake to solve. And if that never turns out to be the case, what the hell? You've had your money's worth of fun from the research, the work, daydreaming, etc. that you did before you set the project aside.

Besides, we can always have another Tag-Team-Model-Exchange. Can't we Terry?

Epiphany: On my birthday in March 1969 my stepfather gave me a small Miller piston compressor and my wife gave me a Thayer & Chandler "B" model double-action, internal mixing airbrush. Norm Filer and Brent McCullough helped me set it all up and get going. That rig was a pain from day one mainly due to its tendency to clog and leak and to the unavoidable pulsations produced by the small piston pump. I was also trying to use my paint too thick and spraying it at about 35-40 PSIG.

Ted Holowchuk recently suggested I thin my paint more, using 50/50 as a starting point and reducing my air pressure to about 20 PSIG. Big improvement! He then suggested I switch to the far simpler Paasche H model single action, external mixing airbrush. Also about this time Bill Johnson's article, based on Tim Lawson's experiences, on using a CO 2 tank as the pressure source appeared in the April 1997 issue of this newsletter. So I commissioned Bill to build me a CO 2 rig.

The epiphany occurred when I first used this all new outfit. Suddenly, after 30 years of struggle and anguish and fear, and doing everything I could to put it off, painting was comfortable and easy and for the first time I felt quietly in control of what I was doing. There is no noise, no vibration, no pressure pulses, no water, the airbrush never (almost) clogs and it is very easy to clean.

The new brush has clogged twice since I started using it. Both times disassembly revealed shreds of Teflon

(Cont'd on next page)

Annual Contest Notes:

IPMS Seattle

Spring Show '98



Model Contest & Exhibition - March 14, 1998

Contest Schedule:

Registration	9:00 AM to Noon
Public Exhibition & Public Judging	10:00AM to 3:00 PM
Trophy Judging (Room Closed)	3:00 PM to 3:45 PM
Awards Presentation	4:00 AM

Contest Fees:

Entry	\$ 5.00
Juniors	\$ 2.00
Spectators	\$ 2.00

Important Contest Notes:

- For Exhibition: Please bring previous winners, any venue, and models not entered for judging.
- The Model Display area will be closed to the general public from 3:00 PM to 3:45 PM
- Models must be removed only after 4:00 PM and before 5:00 PM
- Further Information can be obtained from: Terry Moore 425-774-6343
Norm Filer 425-885-7213 nfiler@wport.com
- Contest classes and general rules are shown on next page

(Cont'd from prior page)

thread sealing tape in the tip of the aircap orifice. This tape came from carelessly sealing the several threaded joints between the CO 2 tank, the regulator, the two gages and the air hose. I believe that problem is behind me now.

The Paasche H set that I bought from the Lou Davis Wholesale Co. cost under \$40 and includes the basic airbrush, three tips of different degrees of fineness, a paint cup, two paint bottles, the air hose, two special tools and an instruction manual/parts list.

The old Thayer & Chandler and Miller have been cleaned and put away.

Currency Exchange: Do you want to order something from overseas, but the vendor only accepts checks or cash in his own currency and no credit cards? The French magazine *REPLIC* is one such and Albatros Productions in England, publishers of *Windsock* and *Data Files*, is another. I've just recently dealt very easily with

both by ordering checks in French Francs and British Sterling from Reusch International in Washington, DC.

Here's how it works: Figure out the price of what you want, including packing and shipping, in the foreign currency. Then phone Reusch at 1-800-424-2923 and tell them you want a check in the amount of "X" pounds, francs, marks, kwanzas, whatever. They will convert that amount to US dollars, add their fee of \$3.00 per transaction, and ask you to mail them your US dollar check in that amount. Upon clearance of your check, they'll mail you their check in the foreign currency drawn on a bank in that country. You then enclose their check with your order and mail it off. This is a lot quicker, cheaper and simpler than getting a postal IMO or a draft from your own bank.

I learned about Reusch from a small news note in the monthly magazine *The Celator*, which deals with ancient coins.

Goo-Gone: Got a sticky mess from

that masking tape you used to test assemble that kit five years ago? Got an unsightly adhesive residue where you peeled the price tag off the slick dust jacket of that new \$40 book? Got marking pen ink where you don't want it? Get Goo-Gone! This is great stuff for cleaning up all kinds of annoying messes. My daughter gave us a bottle of Goo-Gone to help outfit our newly acquired travel trailer a year ago. This stuff is sold in bottles of several sizes in grocery and hardware stores. It is mainly intended to remove adhesive residues from kitchen ware, but it works on anything. I've always used mineral spirits (paint thinner) for this. Goo-Gone not only works faster and more easily than mineral spirits, it also smells good and washes easily off your hands.

Contribute: This column and this newsletter need your input.



Contest Classes: IPMS Seattle -1998

Junior: (Through 15. At their discretion Juniors may enter any of classes 1 through 57)

1. Aircraft
2. Armor
3. Automotive
4. Space Fact/Sci-Fi/Fantasy
5. Ships
6. Miscellaneous (incl. figures, dinosaurs, etc.)

BEST JUNIOR AWARD

Aircraft:

7. *1/72 & smaller; all subjects
 8. *1/72 single prop
 9. *1/48 single prop
 10. *1/72 multi prop
 11. *1/48 multi prop
 12. *1/32 & larger prop
 13. *1/72 single jet
 14. *1/48 single jet
 15. *1/72nd multi jet
 16. *1/48 multi jet
 17. *1/32 & larger jet
 18. *Civil, Sport, Racing, Airships; all scales
 19. *Airliners; all scales
 20. *Rotary Wing; all scales
 21. *Biplanes/Vintage Types; all scales (Pitts, Eindecker, Dr.I, Sopwith Triplane, Gladiator, CR-42, etc.)
 22. Miscellaneous; including scratchbuilds, vacs & conversions
- *BEST OUT OF BOX RIBBONS** as noted
BEST AIRCRAFT AWARD

Automotive: (All scales; non-military)

23. *Factory Stock
24. Street Rod (street-legal rods; pre '49)
25. Street Machine (street-legal; post '49)
26. Customs (mainly modified body work)
27. *Truck/Van/Truck/Crash/Fire & Rescue
28. *Closed-Course Racers
29. *Straight-Line Racers
30. *Motorcycle (includes sidecars)

***BEST OUT OF BOX RIBBONS** as noted
BEST AUTOMOTIVE AWARD

Diorama: (all scales) A diorama comprises two, or more, models relating to tell a story; a ship on a water base is not a diorama.

31. Aircraft
 32. Automotive
 33. Armor
 34. Space Fact/Sci-Fi/Fantasy
 35. Marine
 36. Figures:
 - A. Vignette (5 or fewer figures)
 - B. Diorama (more than 5 figures)
- Miscellaneous (includes dinosaurs)
BEST DIORAMA AWARD

Military Vehicles & Weapons

38. *1/35 & larger; closed top through 1945
39. *1/35 & larger closed top after 1945
40. *1/35 & larger open top AFV, half-tracks & self-propelled guns

41. *1/36 & smaller; all eras & subjects
 42. *Soft skinned; all eras & scales
 43. *Towed artillery & missiles; all eras & scales
 44. Conversions & scratchbuilds; all subjects, eras & **scales**
- *BEST OUT OF BOX RIBBONS** as noted
BEST MILITARY VEHICLE/WEAPONS AWARD

Ships

45. *Engine Powered
 46. *Sail & Unpowered
 47. *Miscellaneous
- *BEST OUT OF BOX RIBBONS** as noted
BEST SHIP AWARD

Single Figures: A horse & rider, mounted or dismounted, counts as a single figure; two people on a base is a vignette. SpaceFact/Sci-Fi/Fantasy figures are excluded from these classes.

48. *Smaller than 54 mm (Excluding 1/35th)
 49. *54mm (Including 1/35th)
 50. *Larger than 54mm
- *BEST OUT OF BOX RIBBONS** as noted
BEST FIGURE AWARD

Space Fact/Sci-Fi/Fantasy: all scales

51. Space Fact
 52. Sci-Fi - Vehicles
 53. Sci-Fi - Single Creatures
 54. Miscellaneous (includes dinosaurs)
- BEST SPACE FACT/SCI-FI/FANTASY AWARD

OTHER CLASSES:

55. Misc. "anything not covered above"
56. Collections (5 or more models that relate)
57. Flights of Fancy (all scales)

58. **PENTATHLON** (one each Aircraft, Armor, Marine, Figure & Auto. Refer to Nov. or Dec. '97 Newsletters for added details)
SPECIAL PENTATHLON AWARD

- BEST OF SHOW AWARD -

Contestants' Choice. Balloting by Entrants.

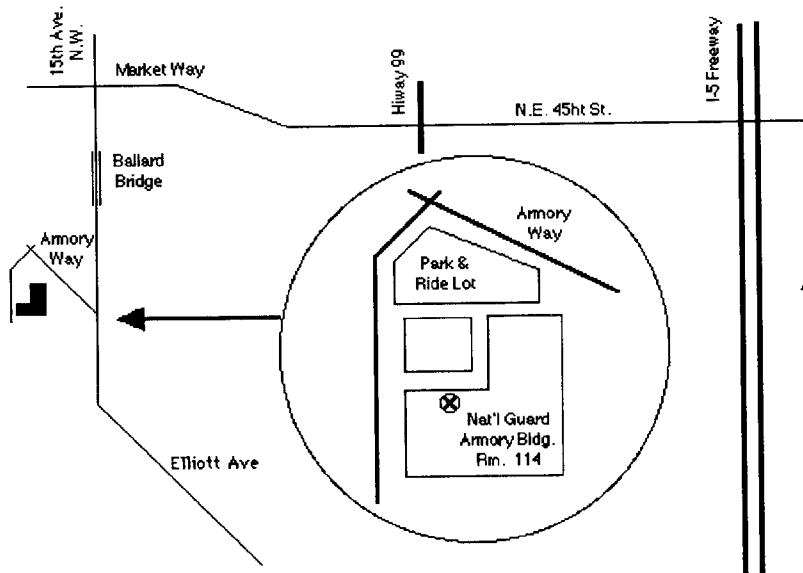
NOTES:

- a. Models that placed first at previous IPMS-Seattle contests are not eligible for judging, EXCEPT IN 58.
- b. IPMS-USA National Contest Rules apply.
- c. Head Judges' decisions are final.
- d. Out Of Box models have no conversions or aftermarket parts. Use any adhesives, fillers, paints and decals. Antennas/rigging (if shown on the box art/instructions) and home made, or decal, seat belts may be added; wiring/plumbing for cars/armor may not.
- e. Where classes are subject to interpretation, the entrant may choose the class, for example a Fiat CR-42 could be entered in class 9 or 21; a Pitts could be entered in 9, 18 or 21. Judge's may reassign models to more appropriate classes at their discretion.
- f. If your diorama is awkwardly large, please phone ahead to discuss particulars.
- g. At the judges' discretion "HIGHLY COMMENDED" ribbons may be awarded to outstanding models not placing 1st, 2nd, or 3rd.
- h. At the judges' discretion categories may be split to accommodate larger than usual numbers of entries.
- i. Judges wear I.D. tags. After awards are posted, feel free to discuss your entries and results with them.

Meeting Reminder:

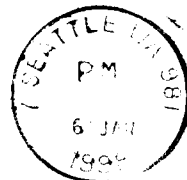
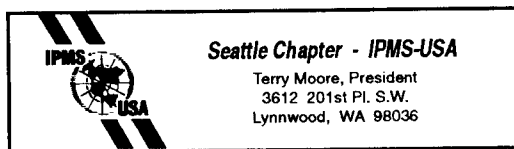
Saturday, January 17, 1998
at 10:00am

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.



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

■ **Next Mtg: Jan. 17th** ■