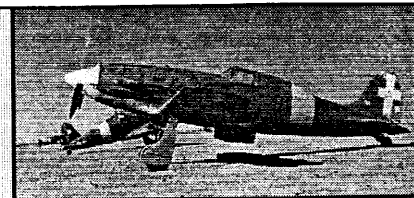


Seattle Chapter News



Seattle Chapter IPMS-USA
September 1998

PREZNOTES



A few issues ago I touched on what it was like in the "good ol' days" of modeling. Trying to get an accurate model out of three or four kits, stretched sprue, modeling clay, balsa wood, and other materials, just to make an accurate replica of your favorite flying machine. Bill Osborn's comments several issues back made me think about what it was really like. If you have been in this hobby for a short time you may not know what it took to turn out an award winning model. Let's step into the Wayback Machine, Mr. Peabody...

It's the late '60s. Many models were 1/72nd scale. Some models were "fit the box" scale. Monogram was one of the few companies doing 1/48th scale models, and Revell had just started a 1/32nd scale line. Their Stuka was HUGE. The only 1/72nd P-51s were from Revell and Airfix and both were, being kind here, awful. Actually, they were worse than that. Some of the new Hasegawa kits were accurate, but they were really expensive (\$7.50 for the Emily flying boat!). Many subjects had huge boilerplate rivets. And speaking of rivets, the Frog Shackleton was awash in them. The wings made good sanding sticks. As long as we're speaking of Frog kits, a common complaint was that the molds were done freehand. On the other side of the planet, Aosima had some interesting subjects, if you could get around all the working parts.

Testors and Pactra paints (10 cents a bottle) were the only paints around unless you were among the enlightened few that used Floquil (railroad paints for airplanes?). From across the Atlantic, Humbrol paints were showing up and if you could get those @#%&*! tins opened without spilling their contents, they were pretty good paints. Except the white. You had to use kit decals or hand painted markings as there were no aftermarket decals save for Stein and ABT, which were limited in choices. Conversions were accomplished by using parts from second, third, and more models. Imagine buying an Airfix Sunderland just for the props (!).

One of the best things about the Aurora 747 was the wheels. Just the wheels. If you couldn't get extra kits, you used balsa wood or sheet styrene to make parts. Some enterprising modelers were using their kids' Mattel Vacuform to make thin clear canopies. BIC pen caps made good spinners.

Modeling clay could be used to fill some seams but required a strong barrier coating to keep the oil from seeping through the paint. Tube glue was still on nearly every workbench. *Scale Modeler* was THE model magazine, and *Flying Review International* was one of the only aviation magazines worth buying. Most armor kits had motors (as did most Lindberg airplanes and ships). If you were the type of modeler that filled seams, copious amounts of putty were usually required. Interiors consisted of a floorboard (sometimes) and a seat, occasionally with the pilot figure molded to it.

It was still a lot of fun, and we really enjoyed working on the latest kit that came into Bob Hale's, the Bon Marche, or Interlake Hobby. Ahh, there's an interesting memory - Interlake Hobby. Located on NE 80th near Green Lake. Floor space about the size of my current modeling room, kits in every nook and cranny, and bag kits even stapled to the ceiling. Those were the days.

See you at the meeting,

Terry

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SEATTLE CHAPTER CONTACTS

President:

Terry Moore
3612 - 201st Pl. S.W.
Lynnwood, WA 98036
Ph: 425-774-6343

Vice President:

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

Treasurer:

Norm Filer
16510 N.E. 99th
Redmond, WA 98052
Ph: 425-885-7213
nfiler@wport.com

Editor:

Robert Allen
12534 NE 128th Way #E3
Kirkland, WA 98034
Ph: 425-823-4658
rallen@lwtcs.ctc.edu *
(* starting October 1998)

IPMS Seattle Web Site: <http://www.blarg.net/~whitet/ipms.html>

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 \$12 a year, and may be paid to Norm Filer, our Treasurer. (See address above). 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 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.

SEPTEMBER 19, 1998 (3rd Saturday)

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank)

FIRST

M.

LAST

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

- Adult: \$19
- Junior (17 years old or younger): \$9
- Trade Member: \$19
- Canada & Mexico: \$25
- Other Foreign: \$28
- Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
- If recommended by an IPMS member,

list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

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

Backsliding Fearlessly

by Robert Allen

I've been editor of this newsletter for four-and-a-half issues now, and it seems about time to make some sort of editorial comment. Editors are supposed to do that, though I'm not very good at pontificating, except when it comes to Spitfires, The Cure, Louise Brooks, Damon Hill, or *Doctor Who*. Maybe I'm better at it than I thought. And since it's expected...

A remark made by one of the club members at the last meeting really started me thinking. He was interested in writing a more personal piece on modeling for the newsletter, but commented, "I was looking through the last issue and the articles were mainly kit reviews and stuff. I didn't know if my article would be the kind of thing you wanted."

Of course it would be! Submissions from Chapter members are not only encouraged, they're positively begged for. There has been some discussion of the use of articles written by members of other IMPS Chapters in the newsletter. I feel very strongly that there's a place for them, but I don't want the newsletter to become some sort of digest. The newsletter should be written primarily by the members of the Seattle Chapter, and that means you. I want everyone to feel as if he (or she) is welcome to write anything they want for this newsletter, as long as it relates in some way to plastic modeling. This could take the form of kit, book, or accessory reviews; articles on how to build and/or improve a particular model; modeling tips and techniques; research on color schemes and/or use of the real pieces of hardware (or Zena, Warrior Princess, if you're so inclined, though I prefer Gabrielle); reports on model contests; stories about what got you interested (or keeps you interested) in modeling; humorous anecdotes, either from personal experience or your general observations; or anything else connected with our hobby. If you want to write a guest editorial on some topic that fires

your imagination, you'd be welcome to do that, as long as it's not libelous. I'd even print poetry or short fiction if it has a modeling theme, but only if it has a PG-13 or below rating!

I use a lot of kit reviews because: 1) I like them, and think they're interesting to a lot of the club members, 2) They are out there in fairly decent numbers, and 3) I write huge amounts of record reviews for music magazines, and when you've written a thousand reviews, you just get used to thinking in those terms. Writing other types of articles when you're used to doing one thing can be challenging, like borrowing someone else's car when you're used to driving your own. I'm currently writing a historical article on Elizabeth Bathory, The Blood Countess of Hungary, for a magazine, and it's a heck of a lot different from doing a review of Seam's new album. (*The Pace Is Glacial* is wonderful, BTW).

Don't worry about whether you feel an article you want to write for the newsletter is "right" for the newsletter. If it has anything to do with modeling, it is. And if you think you're not a good enough writer, all I can say is that every article submitted by a club member, without exception, during my editorship has been really good. Even if you get something wrong, as I did when failing to note that the new Italeri P-51A has a P-51D wing, that's OK.

My e-mail address will be changing in the next few weeks, *probably* to the one listed in the box on the facing page. I won't have any e-mail access until late September at the earliest, so don't send me anything electronically until then. Thanks!

Anyway, I hope that answers any questions. Time to get back to finishing that Matchbox Bristol Beaufighter before I crack open the box of the Hasegawa version and feel ill at the difference...

Techniques-R-Us: Louvres

by David Laws, Courtesy WWI Modelers List

I have long pondered on opening up molded louvres but have (I dare say like many of you) either mucked up attempts (and with it the kit) or decided it was just too hard. The real problem has always been finding a suitable implement. Search no more! It can be done - I have successfully opened up the vent louvres on the machine gun over plates of a 1/48th Bristol Bulldog (Impact/Lindberg). These little suckers are tiny too!

You require the patience of a spider and a very steady hand, but here's how it's done:

1. Thin the inner surface below the molded louvres. I used the end of a jeweler's file (round in section) and be careful! Not too thin! Hold the work up to the light or light source as you go. The axiom is that always you can take it off but once it's cut you can't put material back (at least not without a lot of trouble).
2. Take the secret ingredient, a fine syringe - Note the sharpness of the point, the steep angle of the point and the razor sharpness of the sides of the point, these features are the essential elements of the required tool.
3. From here on in, it's mainly a matter of very patient slow scraping work. Start by gently pressing the point of the tool into the center of the blocked-over louvre opening and then make two to four lighter point impressions towards the sides of the desired opening. Then scratch out the material between the indentations and repeat until you are through to the other side. I can't emphasize enough the need to take it slowly. Don't use excessive pressure either, especially as you get near the inner side - You'll "break through" quite quickly enough when you've chipped out enough material. The result is very, very pleasing and it adds just one more element of realism.

The World of Plastic Modeling

courtesy IPMS UK

The comments in this article are meant in fun. In modeling, we all get our fun in different ways, but look around at the next club meeting or model show because watching people is nearly as much fun as modeling!

The Builder

The person who spends months finding the perfect kit, a fortune in assembling every reference known to man on the subject of the moment, and then countless hours building, sanding, painting, re-sanding, re-painting, re-sanding, re-painting, until he junks the project because he has destroyed all the panel lines with the re-re stuff. I would add that he may also junk it because he spent so long building the darned thing that a new kit which is far better than the one he is slaving over has been issued. The junking part does not seem to matter much to the builder because it gives him the excuse to start all over again.

The Collector

This person buys kits with wild abandon and talks a lot about what he is going to build, or maybe is building, but never ever exhibits a completed model.

Part-built models maybe, and lots of crisp new kits, but never the completed article. I suspect this fellow is simply a styrene junkie who gets his kicks from buying the latest offering, penetrating that pristine wrapping, and fondling the parts. His excitement is heightened if he can find companions to participate in the process. Then they can envy him for getting the kit first, or for having the kind of tolerant family and elastic finances that allow him to indulge.

The Serious Collector

Beyond him in some dimension that is difficult to comprehend is the person who

never makes any pretence about intending to build his numerous purchases.

If the box is shrink-wrapped he will never open it, and there are even people who shrink-wrap the kits that don't come wrapped to ensure they are never tempted! Most serious collectors are not happy with one example of a kit. Indeed some will not consider any quantity below six as sufficient safeguard against the impending collapse of the plastic industry.

These folks are about as understandable as nonsmokers who collect different brands of cigarettes! The collector does nobody any harm, unless they happen to have the only example of a kit you are dying to build and won't even let you look in the box. You can even have fun with them from time to time by building old and rare kits. This really gets to them, particularly if they don't have the kit in their collection.

The "Cliff"

This guy is named after the character in the TV comedy *Cheers*. He may be a Builder or Collector or both, but he has a view on everything and expresses it at great length. Normally he spouts complete rubbish, but he does so with such complete authority that people actually believe him.

I have known a few who have elevated themselves to the status of "Club Sage". Then they get beyond boredom and become seriously dangerous because their followers develop an evangelizing zeal to spread and defend the thoughts of "The Master."

The Accumulator

Essentially, this is the modeler who buys the kits at about four times the rate he can ever hope to build them. He sincerely believes that he will build every kit he buys, and may even start on them. They accumulate at an alarming rate, and rapidly present a storage problem, particularly as they stand as mute reminders to failed good intentions.

They also provide an open invitation to any passing wife or mother to ask why you needed to buy that new kit when you have all those unbuilt ones. Most accumulators live in horror of being considered "Collectors" and refuse to list or organize their stocks in any way, let alone find out the price that they would fetch at a sale. They are also good people to know because they will often give kits away to anyone who promises to build them - it's a way of sharing the workload!

The Optimist

This is a builder who never got past the pocket money [*called an allowance in the US - ED*] stage which dictated that every kit purchased with this week's money had to be built before the next one arrived. They build at a terrifying rate, usually at a standard that would be down a feed in a Junior competition, but each time they are convinced they have produced a masterpiece and will buttonhole anyone who comes near so they can point out the "finer points."

What the heck, they are having fun, and who are we to mention the odd gaping seam, embossed finger print or cloudy canopy?

The Pessimist

A modeling genius who produces one show-stopper after another, but can only see faults with his work, he will cry on your shoulder about the glaring error, usually of several microns, that ruins the model. All of this while you are wondering just why you see the shadow of the upper surface roundel through his ultra-thin WW1 wing, and are mentally consigning your last three models to the dustbin [*garbage can - ED*].

These folk are genuinely bemused when they walk away with all the prizes, and would never believe that most of the judges would die happy if they could have built just one model to that standard.

Magazine Review: Zlinek Magazine Number 12

by Jacob Russell

I have always been an avid reader, and I derive a great deal of pleasure from reading material related to my passion in modeling, which is World War Two aircraft in general and the Messerschmitt Bf 109 in particular. My appreciation of this plane has been aided by the great number of books and articles published on the 109 and I am indebted to William Green's classic *Augsberg Eagle* for focusing my attention on this particular aircraft. Thanks to the help of a very patient and knowledgeable librarian at the main Seattle Public Library, I found this wonderful book in an obscure corner. With this book I became interested in learning all I could about the 109. Several months later, Emil Minerich at Skyway found me my own copy and I began to build my reference library. I am continually adding to my library as funds permit, and I would like to share the details of an article on the G-10 version of the 109 which appears in the latest issue of *Zlinek* magazine.

Zlinek is a well-known Czech magazine published in English, and each issue consists of an overview of three or four aircraft with a developmental and operational history, a complete set of 1/72nd scale plans, good color profiles, and very helpful reference photos, which are in color when available. Of interest to 109 buffs is an article in Issue #12 on the G-10 model which, along with the G-14 and K-4, was one of the last versions introduced during the war's closing stages. The developmental history is brief but comprehensive, and includes a list of all units known to have flown the G-10. This information is very helpful to those who might want to model a plane overlooked by the decal and model companies, because some of the most colorful 109s appeared in the last phase of the war sporting the colorful *Reichverteidigung* (RVD, or Defense of the Reich) fuselage bands. The few photographs accompanying the text are of good quality and one in particular has good wheel well detail showing the

distinctive removable leather or canvas inspection port covers unique to the 109. There are some good detail drawings, some of the original Messerschmitt factory drawings, which show the arrangement and location of the engine-mounted cannon, cowl-mounted machine guns, armored seat, interior, etc. Next is a set of full color drawings of a G-10 from an unidentified second *Gruppe* in the late war splinter camouflage of RLM 75/82/76. This plane is distinctive in that it has no fuselage band aft of the national markings but does have a fairly wide one behind the propeller. The spinner is two-thirds RLM 70 and one-third white rather than the usual spinner spiral. The 1/72nd scale plans follow, and it's no exaggeration to call them works of art. They are very comprehensive and have everything a modeler needs to accurize any G-10 kit - views of the various rudders, alternate antenna masts, different types of drop tanks, and so forth. There are even views of all the known *Rustsätze* (field conversion packs) and views of the individual propeller blades. The article ends with another two-page spread of ten color profiles. Although painted by the same artist who drew the aforementioned plans, they are not as well executed, though still quite informative and useful. Most, if not all, of the G-10s depicted will be familiar to those amassing 109 decals as four of the planes appear on various 1/48th scale sheets from AeroMaster, the Ministry of Small Aircraft Production (M.S.A.P.) and Ventura. What's interesting about two of these planes is a discrepancy between several of the decal sheets about the exact colors of the planes.

The first plane is a G-10/R3 "Yellow 7", *Werk Nummer* 613 016 which flew either with JG 51 (green/white/green RVD band) or JG 300 (blue/white/blue RVD band) depending on one's interpretation of a fifty-three year-old black-and-white photograph. This plane is on the decal sheet which comes with Hobbycraft's 1/48th scale G-10 kit, and is also depicted on AeroMaster sheet number 48-004 and M.S.A.P sheet number 4823. A photograph of this plane heads the article, and this same picture is on page 45 of squadron's *Bf 109 In Action Part 2*. This plane is unique because the usual three-color

splinter camouflage has been overpainted with another solid color and the nose panels are either in the original camouflage colors or came from another plane. Hobbycraft's sheet depicts the plane in overall RLM 82 with the nose in RLM 83 over 76; the upper wing and control surface colors and patterns are unknown. The spinner and overpainted nose band are black and RLM 82 respectively. AeroMaster depicts this plane in overall RLM 81 (they do not state this *definitively*) with the nose in 74 over 76 and the spinner and nose band in black. M.S.A.P. show the plane in overall RLM 83 with the nose finished in RLM 74/75/76 with the spinner and overpainted nose band in black. They also show the wingtip undersides in RLM 04 yellow. *Zlinek* depict the plane as originally painted in the late war RLM 75/82/76 scheme with the fuselage overpainted in RLM 81 and the spinner and nose band overpainted with RLM 70. Which interpretation is correct is anyone's guess, but the plane is very interesting!

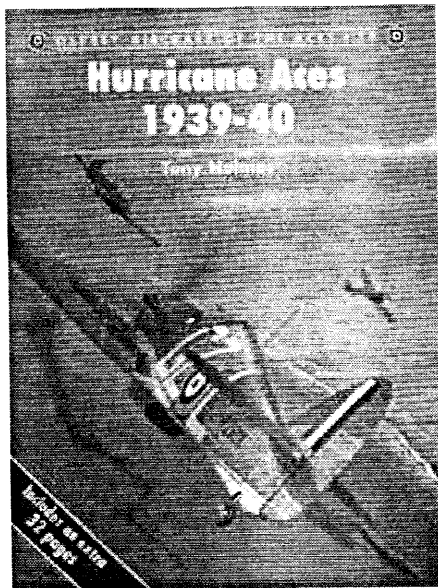
The second plane is a G-10/U4 "Red 12" which served with the 101st Regiment of the Royal Hungarian Air Force. A photograph of this minus its missing cowling is on page 77 of Aero Detail's excellent Bf 109G book. This plane also appears on the Hobbycraft decal sheet. (Hobbycraft are to be commended for all the decal options which appear in their late-series 109 kits as none of them are run-of-the-mill and **all** of them are interesting). M.S.A.P. has decals for this plane on sheet number 4806. Hobbycraft depicts this plane as wearing the late war RLM 75/82/76 splinter camouflage with a wide yellow ID band around the cowling middle and *Zlinek* depict the plane in identical colors. The M.S.A.P. sheet depicts the plane in the mid-war RLM 74/75/76 camouflage scheme minus the cowl ID band. All three sources agree that the plane had a one-third white and two-thirds RLM 70 (black green) spinner. Hobbycraft further states that new research indicates that the red 12 may actually be grey and supplies alternative numbers. To further complicate matters, the recent book *Hungarian Eagles: The Hungarian Air Forces 1920-*

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Book Reviews: *Hurricane Aces 1939-40* and *Hurricane Walk Around*

by Robert Allen

It is a good time to be a fan of the Hawker Hurricane, with several new kits appearing over the past couple of years. The long rumored Tamiya 1/48th scale Hurricane never materialized, but Hasegawa has released kits in that scale of three different subtypes of the Mk.II. In 1/72nd scale, Hasegawa has covered the three most important variants, a Mk.I, Mk. IIC, and the 40mm cannon-toting Mk.IID. For those on a budget, Academy has produced a very nicely detailed Mk.IIC in 1/72nd scale. None of these kits is perfect; there has been considerable carping about the overdone fabric detail on the rear fuselage of all of the Hasegawa kits, and the Academy kit has come in for some criticism about the contours of the front fuselage. Heck, I'd still go for the 1978 vintage Airfix kit (#02067 or #02082, not the older kit with all the rivets) as the most accurate Hurri-



1/72nd scale, as long as you don't care about little things like cockpit interiors or detailed wheel wells. But it's nice to have a choice regarding which model to build of the aircraft that Francis Mason, in *The British Fighter Since 1912*, credits with

destroying "more enemy aircraft - German, Italian, and Japanese - than any other Allied fighter during the Second World War, and by a substantial margin."

Two recent books on the Hurricane tackle the aircraft from diametrically different viewpoints. Tony Holmes' *Hurricane Aces 1939-40*, #18 in the Osprey *Aircraft of the Aces* series, looks at the operational use of the fighter during the first 16 months of the



war, a period that included the Battle of France, the Battle of Britain, and the first stirrings of war in the Middle East. Ron MacKay's *Hurricane Walk Around*, #14 in Squadron/Signal's *Walk Around* series, consists almost entirely of photos and drawings of the aircraft, with almost no historical perspective.

Hurricane Walk Around consists of 80 pages of well-reproduced photos, 40 pages in black and white, and 39 in color (I know there are 40 in color, but one is an ad for the other *Walk Around* titles, and I refuse to count it). About 20% are period shots of operational Hurricanes (including a couple in color), and the rest are of five restored Hurricanes preserved in Britain. One notable inclusion is that of the Shuttleworth Collection's Sea Hurricane; maybe Hasegawa will see it. There's also at least one photo of Neil Rose's Hurricane Mk.XII, based in Vancouver, WA. Many of the shots are detail shots of places such as the undercarriage or cockpit (which is after all the concept of the series), but there are

also lots of pictures that show the whole plane. One in particular I've never seen before; it shows a Munich-era Hurricane of No 3 Squadron with just one upper wing roundel, on the port wing. I've got to do that scheme. Also included are four pages of color profiles (build a Sea Hurricane sporting the US stars used in Operation Torch, and confuse your friends,) a couple of pages of wing camo patterns, and comparison drawings showing the development of things like different exhausts and wing details. Like the *In Action* series but in color. Unlike the *In Action* books, which seem to average about a typo a page, someone appears to have proofread this one.

The Osprey *Aircraft of the Aces* series has also come in for a little bashing lately, particularly the *Soviet Aces of World War 2*

book; one page on the Internet finds fault with virtually every one of the 40 color profiles in that book. For my money, the series is one of the best values going on right now, providing good information, photos we often haven't seen before, and those profiles, which are extremely well executed. It stands to reason that as a British series, the books on British aircraft are likely to be pretty accurate; I certainly haven't found much wrong with Alfred Price's three Spitfire aces books. *Hurricane Aces 1939-40* is one of the best books so far in the series. It runs 128 pages, 32 more than the regular page count (with a corresponding price increase), but the color section hasn't been significantly enlarged. There are 11 pages of profiles, covering 42 aircraft, and two pages with six color renditions of Hurricane pilots such as Douglas Bader and Ginger Lacey. The Dark Green/ Dark Earth colors aren't anywhere near as boring as you might think (all except four profiles are in that scheme); looking at the detail differences

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Academy 1/72 Bell P-39Q/N Airacobra

by John Benson, IPMS El Paso

For years modelers have dreamed of an up-to-date, and accurate kit of any P-39 in this scale. Academy has heard our cries and gone beyond the call of duty on this one. The box indicates that there are parts for either a P-39Q or an N; the parts in the box however, are enough to build every major operational version of the P-39.

The kit consists of 51 gray parts on three sprues and one clear sprue with 5 parts. Exterior detail is finely engraved throughout and includes some rivet detail around the wing, engine, and appendages. The overall effect is great but I think that the rivets around the wing seem a little oversize to me. The cockpit consists of raised detail on the right hand side wall as well as on the clear door. That's right the whole door is clear so opening it up is no problem. The instrument panel is one of the best that I have ever seen in this scale, I swear that if you look close enough you can see little raised indicator arms on the dial faces. The frame that supports the pilot's seat looks great as well with engraved lightening holes. The seat is just a plain bucket type with no detail. There are two exhausts: a 6 hole, and a 12 hole, which fit into deep external slots so that they can be added after painting and weathering. There are two spinner caps provided: one with the short, fat 37 mm cannon barrel, and the other with the long, skinny 20 mm cannon barrel.

The wheel wells are marvelous, at least for the main wheels; there is no nose wheel well as the nose gear attaches to the plain flat bottom of the cockpit floor. The nosewheel and strut are a one-piece affair, but due to their petiteness I can't think of any other way to build a sturdy one. The mainwheels are the Achilles' heel of this kit plain, with little detail, and ejector pin holes on one side they remind me of the ones that come with their P-40B kit. This will almost certainly need replacement or some filler if you want a smooth tread pattern. All of the various gun arrange-

ments used on the various marks are available with the under wing .50 cal being separate naturally, and the wing .30 cal or .303's presented in the form of nicely molded gun barrels that are applied to the wings. The ejection ports for the gun wing guns are engraved and may need to be filled before putting the gun pods on. Stores include a 500lb bomb and a drop tank; sway braces are included.

Markings are provided for a USAAF P-39Q flown by Lt. Col. William Shomo of the 71st TRS/82nd TRG in 1944, and a Soviet air force P-39N flown by Major V.F. Sirotin of the 17th IAP in 1944. The decals in my sample are thin and in register. All in all a very nice, and much needed, kit with a few shortcomings that are easily outweighed by its strong points.

Italeri 1/72 Boeing F/A-18E Super Hornet

by John Benson, IPMS El Paso

First rolled out on September 18, 1995, the F/A-18E Super Hornet is by no means a simple variant of an existing airframe. Developed in response to the lackluster range, load carrying ability, and bring back weight of the F/A-18A-Ds, the E and F models are essentially an enlarged and improved F/A-18. The major changes are in the airframe itself. The E has a fuselage extension of 34 inches, and a new wing with 25% greater area, two additional wing hardpoints, a 33% increase in internal fuel, and redesigned low radar cross section intakes for the uprated GE F404 engines which produce 35% more thrust. Currently undergoing evaluation, the Super Hornet is slated to enter squadron service in 2000-2001.

Italeri has released what is probably the first of many kits of this aircraft, which cannot be made as a conversion of an existing kit. The kit consists of 109 gray pieces on 2 sprues and a clear sprue with 3 parts. Surface detail is engraved and while not the sharpest I've seen is rather well done. The cockpit contains raised detail on the side consoles and totally spurious detail on the instrument panel, which

should look the same as that found on a late F/A-18C. The ejection seat is incorrect and should be replaced by an aftermarket Hornet seat. Due to the complex shape of this aircraft, construction is necessarily complicated and the major fuselage structures alone consists of half-a-dozen pieces. The intakes are cleverly done, with a short piece of tapering duct lending some forced perspective. Some modelers have reported fit problems with the intakes on rec.models.scale, so care should be taken in this area. The wheel wells have stringer detail but no plumbing, so superdetailers will have some work to do here once some decent references become available. There is a separate posable dorsal airbrake that is supplied to go in the area between the tails, it is my understanding that this airbrake is not there on the real thing, but I've been unable to find a good reference. The wheels are nicely detailed but have no tread; the mainwheels are two piece affairs. The landing gear struts are beautifully done, accurately replicating the complicated and beefy look of the real thing.

The unusual selection of underwing stores provided represent a mirror image of the port side of the asymmetrical load that was on the aircraft when it made its public debut. Included are two Sidewinders, two odd looking HARM's, two AGM-84D Harpoons, two AGM-84E SLAM-ER's, an item that previously has not been available anywhere, one AMRAAM that goes under the port intake, and an AN/AAS-46 targeting FLIR under the starboard intake. If you want to duplicate the stores carried for the rollout ceremony you will need to do some scratchbuilding, as some of the stores aren't available from any source. The rollout stores were, from port to starboard: AIM-9 Sidewinder, AGM-88 HARM, AGM-84D Harpoon, AGM-84E SLAM-ER, AIM-120 AMRAAM, AN/AAS-46 FLIR, BLU-109 JDAM, AGM-154 JSOW, AGM-65E Maverick, and another AIM-9 Sidewinder.

The decals provided are the lo-vis markings worn at the roll out ceremony and formation light strips. Overall this is a nice kit of what will be the U.S. Navy's primary fighter-bomber for the first part of the next century.

Tamiya 1/48 Douglas F4D-1 Skyray

by Phil Brandt,
IPMS North Central Texas

Put down that Lindberg Skyray, son; the Tamiya Ford is here!

Once again, one of my long-range projects has been permanently (and happily!) shelved by events in the plastic aircraft model industry. This time it's a most welcome addition by the master modelers at Tamiya to the heretofore thin ranks of quality 1/48 kits of Fifties-era Naval jets, the Douglas F4D-1, or Ford.

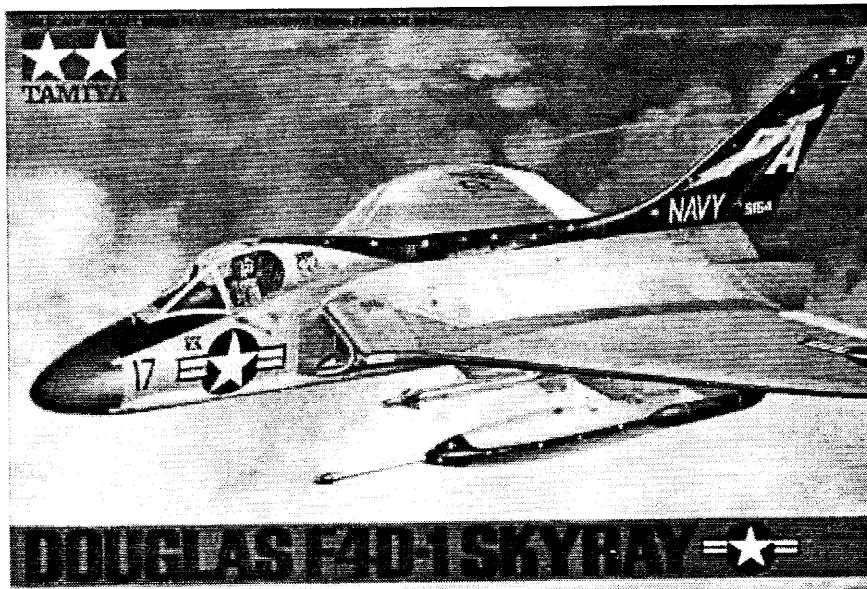
Prior to this new offering, the dedicated quarter scale Navy jet fan was forced to intensively kitbash the semi-prototype Ford that Lindberg issued in the Fifties. But hey, you could at least open the little fuselage hatch and see the compressor section of the engine!

The overall Tamiya molding quality of the Ford is, what can I say, what we all now expect of this primo firm. In short, nil flash, sharp detail and lots'a delicately engraved

panels. An interesting variation to the now customary scribing is that the external tanks have raised, circumferential lines, and there is a solitary raised line on the aft top fuselage half, near the burner assembly. The corresponding line on the bottom half is engraved!

This is a kit that is made to order for the OOTB builder, because the cockpit is only moderately detailed, with side consoles that taper forward incorrectly instead of aft, as plainly shown in Steve Ginter's excellent Skyray reference work, *Naval Fighters #13*. Additionally, there are no throttles, and the early Douglas ejection

seat is rather plain, with no harness, molded or otherwise. The instrument panel is not bad and has molded-in instrument hands for those that do the drybrushing or colored pencil routine. Otherwise, an ESCI-like instrument decal is included. The plumbing/electrics shelf behind the seat helps crowd the cockpit, and Tamiya includes a decently detailed pilot figure that should also serve to more properly 'busy' the area. I wouldn't call him "hunchbacked," as one Internet newsgroup reviewer said; he's merely leaning forward, a common body position in fighters. Only in an F-16 or some equivalent late model birds do you get to assume the 'Harley cruising position', laid back against the 'Sissy bar'. And, contrary to a depressing early Internet quote that the windscreen and canopy were cast as



one piece, they're separate but, strangely, Tamiya has not included any parts to fix the canopy in the raised position.

The wings can be displayed folded, if you wish, and appropriate internal detail has been cast on the ribs, which show. Ailerons are not separate, and a knowledgeable person has stated that, anyhow, they didn't droop when the airplane was parked. However, the thick 'flaperons' which are on either side of the burner area, have been engineered by Tamiya to pivot. Positionable leading edge flaps are also included (they drooped slightly at rest).

The gear struts are relatively plain, with no plumbing, but the mains do have disk brake calipers molded in. The nose wheel is especially delicately molded, with see-through areas between the spokes! The gear wells have inner sidewall ribbing and rivets above, but no plumbing. Gear doors have nice internal structural details.

As far as objects hanging from the wings, Tamiya has included a full load for the NORAD air defense birds of VF(AW)-3 (Ginter sez they used 'em that way): two external tanks, one with the air refueling probe; two pods containing air-to-air, free flying rockets, two Sidewinders and a NAVPAC pod.

Two sheets of Tamiya decals provide markings for both Marine squadron VMF

(AW)-114 and what is probably the most colorful Skyray unit of all, VF(AW)-3, "PA", with the yellow lightning bolt and star-sprinkled blue field on the spine, vertical fin and external tanks. Printing and registration are beautiful, but the decal film seems a bit thick; we'll see what effect Solvaset has. Superscale has had Skyray sheets on the market for years, and I'm sure Aeromaster or one of the other leading aftermarket decal firms will also

jump on this business opportunity quickly, that is if they've finally tired of doing the Messerschmitt and Focke-Wulf family!

Although this kit still cries out for attention by KMC or Cutting Edge, Tamiya has a winner here....again. Let's hope it's only a start into the wonderful jet aircraft of the Fifties and Sixties; I'm more than ready to move past WWII. [Cutting Edge has recently released a resin cockpit detail set, and three decal sheets for this kit, including one sheet with full stenciling. Eduard has released a photoetch set. - ED]

Hasegawa 1/48th Aichi D3A1

by Larry Horyna,
IPMS Albuquerque

Considering the proliferation of new releases in the past few years by Tamiya and Hasegawa it was only a matter of time before one of them released the infamous and famous Aichi D3A1 Type 99 "Val". Tamiya had released a 1/50th attempt in the '60s and Fujimi a 1/48th version in the '70s.

After looking over

Hasegawa's latest effort I can confidently say there simply is no comparison!

Molded in medium grey plastic (the

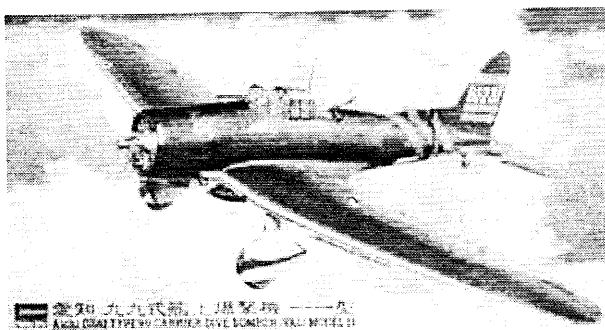
current standard for both Hasegawa and Tamiya) on nine sprue trees the cockpit alone boasts of no less than 38 parts! Not all of these parts are needed as there are different part arrangements for the rear gun cradle in the stowed or operational positions. Perhaps the two most amazing departures for Hasegawa are the molded weighted tires and the separated canopy sections for displaying the canopy open. If only they had done that on their Dauntless! Of interest on the wings is that the wing fold line is carried through to the inside of the wing to facilitate ease of cutting for a folded wing option. However, there are no detail parts for folded wings. Although the only part included for use on a model 22 (this being a model 11) is a spinner, this would lead me to believe a model 22 lies ahead. The main physical differences would be a longer canopy towards the rudder and a different cowling to accommodate the Kinsei 44 engine.

I don't know about many of you, but I have had trouble in the past with Hasegawa's fit concerning the wing to fuselage joint. Even though this is only a quick look review, I decided to tape together the wings and fuselage halves to

check. Hasegawa didn't let me down! I mean that sarcastically, they in fact have kept their trademark fit problem. It isn't serious, but it is annoying! With the technology employed in today's molds, especially those of the big manufacturers, these type of fit problems shouldn't exist. However, it's nothing that a little putty can't fix.

My only other criticisms are quite nit-picky and perhaps personal. The pilot's seat looks awfully thick and I'm not sure that it wasn't perforated like many Japanese

aircraft seats were in order to cut down on weight. I have mixed feelings about the engine. From straight on it looks fantastic



(and that may indeed be all you can see of it in the cowling, so this may be a mute point), but from a slight angle the pushrods are way too thick. The fins on the bombs are a bit thick also, but that is quite common in all injection molded kits. I believe Kendall makes Japanese bombs with photo-etched fins that would be a nice replacement.

Overall, this is an outstanding effort from Hasegawa. In fact one might say there is a bit of extra effort bias in the level of detail, but hey, it is a Japanese subject from a Japanese manufacturer. As someone who likes Japanese aircraft of the Second World War, I can only hope the trend continues and we see a Kate in the not too distant future!

US Navy World War II Ship Colors

by Michael Benolkin,
IPMS Albuquerque

A new team of IPMS'ers are working together to fill another information void for

the ship modeler. John Snyder and Randy Short set out to find paint chips for WWII US Warships. This has definitely been an area needing attention!

Up until now, we modelers have had WWII Luftwaffe and RAF paint chips, contemporary Federal Standard paint chips and a few other topical color standards to work from, but nothing definitive for WWII US warships. I've had visions of building the USS Missouri in its Measure 22 scheme as depicted in Squadron/Signal's *US Battleships in Action (Part 2)*, and was impressed with the color breakouts on page 2 for Measure 22 (as well as the other camouflage schemes depicted in the book). The only problem was - what the heck is Navy Blue 5-N? John and Randy have researched and published the answers! They have developed a new series of paint chip pages matched against official Navy Yard chips when available, or against the 1929 *Munsell Book of Color (USN Spec)* when chips were not available.

In this first installment, they've produced two pages with 20 paint chips (and make no mistake, these are actual paint chips!) which cover the greys and blues used from the immediate pre-war period through early 1945. Included in this mix are two carrier flight deck stain colors and three deck colors.

They plan two additional releases in the near future. Set two will cover USN neutral grays, greens and browns. Set three will cover the Royal Navy in WWII (27 colors). Future sets being considered include the Kriegsmarine, Italian and Japanese colors.

These paint chips are a must-have for the warship modeler. They fill a significant void in the color references and I am looking forward to the next installments!

This first set is listed at \$12.00 (USD). You may order your chip sets from Bill Gruner at Pacific Front Hobbies in Kirkland, from White Ensign Models in the UK, or directly from the author/publishers at:

Snyder and Short Enterprises
9175 Kiefer Blvd. #224
Sacramento CA 95826

Modeling a Valentine of C Squadron, 2nd Queen Alexandra's Mounted Rifles Circa 1942/43

by **Richard Alexander,**
IPMS Wellington, New Zealand

From October 1941 through to the late 1960s, the New Zealand Army used three different marks of Valentine for training. In March 1943 100 Valentine IIs, 74 Valentine IIIs and 81 Valentine Vs were in service in New Zealand making it the most common AFV after the Stuart. During WW2, Valentines were used in the Pacific by the Special Army Tank Squadron, 3NZ Division. Valentine Scissor Bridgelayers were used in Italy by 2NZ Division. The Valentine was used in quantity during WWII for training and by the 8th Army in North Africa and Tunisia. It was supplied as a lend lease to Russia, and built by the Canadians. When the gun tanks became obsolete they were converted to many specialist roles including bridgelayers and self propelled anti-tank guns giving the kit a lot of conversion potential.

Modeling

The Dragon kit "British Valentine MkIII Infantry Tank", a slightly misleading description for this Valentine MkII, Infantry Tank Mk III, is in fact a reboxing of a VM kit from Russia. Dragon has added reworked tracks and a new commander figure to this 1/35th scale kit. Who cares? It is a long awaited British AFV in plastic. The kit provides markings and instructions for three paint schemes, two British in North Africa and one Russian, all WW2. For these patriotic Kiwi modelers out there this kit is another welcome addition to their New Zealand AFV collection.

As this kit is of Russian origin it is highly advisable to test fit each part before assembly. Sanding the mating surfaces of parts with 180 grit sandpaper is recommended for larger assemblies. Follow the instructions and you will not have any problems. A few things I did differently are:

Step 1

I didn't glue the roadwheels until the model was completed and painted. I articulated the suspension as I intended to display the finished model in the Waiouru Tussock. Make sure everything lines up correctly.

Step 2

Make sure you fill the two small locating holes in the rear plate as instructed. It is a good idea to slightly enlarge the locating holes in parts n°47 (x4).

Step 5

Tracks, tracks, tracks and tracks. I for one am not of the opinion that track links are the preferred option. Give me a detailed one-piece vinyl molding any day. Three one hour sessions (all I can handle on tracks in one sitting) and they were all on the vehicle. Those wanting to display the vehicle with track skirts could take a shortcut by not bothering with the top run of tracks. Still no painting.

Step 6

The driver's rear view mirror was left off and two brackets made from lead foil and glued over the locating holes. About the only "detailing" I did was to replace the molded-in hatch handles (on parts A13 and 14) with some left over photoetched items.

Steps 13 & 14

I left the commander's hatch open to accommodate the commander I might make for it in the next year (or so). A little putty was required to blend in part 39 to the rear turret stowage bin. A towing hawser was added from twisted wire.

Step 16

Leave off the track side skirts. A mud mixture was mixed up from model putty and static grass and brushed over the lower half of the vehicle. Clean your brush with X-Tra thin Liquid Cement.

Painting (the Fun Part!)

Using the scheme from the November 1997 issue of the IPMS Wellington Newsletter, my model portrays a Valentine of C Squadron, 2nd Queen Alexandra's

Mounted Rifles Circa 1942/43, while on maneuvers at the Waiouru NZ Army camp. I painted the whole thing in Tamiya's JN Green (XF11) Acrylic. I sprayed the lower hull with Flat Earth (XF52). Once dry I gave the model a wash of highly thinned down flat black enamel, blotting puddles away with a dry paintbrush. This is NOT weathering. It is shading. This is what figure painters do to shadows on model soldiers and it represents the elusive "scale light effect". A slightly thicker, less thinned down, mix was applied to the tracks. The rubber wheels were painted in an off black mixed from black with some brown added. Once everything was dry it was on to the actual weathering.

Weathering

The previously applied putty and static grass mixture was highlighted with a 50/50 mix of Humbrol enamel Cream (103) and thinner. This was brushed on and allowed to collect in puddles amongst the putty and grass. Re-apply this mix as many times as is necessary to color the mud. Carry the color up the back and front of the hull and feather the edges with a brush moist with thinner. Again, this is a figure painting technique. A slightly less intense mix (more thinner, less paint) was stippled all over the rest of the surfaces. Blot any puddles with a dry brush and don't let the wash run (it looks quite out of scale). Dry brushing was done with white oil color mixed with green enamel, very lightly and just to add highlights to the previously applied shadows.

All the markings were hand painted with a high-quality 000 sable paintbrush using enamel paints. Enamel's longer drying time allows for finer lines and more time between cleanings of the brush. Once the markings were dry, they were weathered with a thinned cream/black mix to blend in with their surroundings.

All exposed bare metal areas were given a wash of thinned Humbrol enamel Leather (62). These areas included tracks, spare tracks, exhaust "pipe" and towing hawser. Tools were painted dark grey with small scratches painted on with darkened silver enamel. The wood box and spade handle

were painted cream and shaded with browns and greys. A .303 ammo box was stuck on the rear fender for extra stowage and painted dark brown with yellow lettering. An aerial cut from extra fine K and S piano wire was inserted in the pre-drilled aerial mount.

The Base

A friend "gifted" me a roughly sawn and finished bit of wood to display the model on so I used it. A properly finished and routed base would have been more suitable! I masked off a border and applied the ground-work which consisted of Faber Castel Paper Mache mixed with water and PVA glue (white glue). This was sculpted into shape so that it matched the contours of the previously articulated suspension and tracks. Once dry, steam-straightened theatrical crepe hair was cut into appropriate lengths, then glued on with a dollop of PVA to represent the tussock common to the Waiouru region. Once set the base was airbrushed red brown with a random black overspray, carefully not spraying the tussock. A dark black wash was applied to the base of each clump of tussock to represent the dark roots that infest tussock and peroxide blondes. Test fitting the model every now and then will ensure a tight fit between the earth and tracks.

Conclusion

A very welcome addition to my collection of NZ AFV's and highly recommended to those of reasonable experience, due to the individual tracks. My thanks go to Esselte New Zealand Ltd, the importer of Dragon in New Zealand, for the review sample.

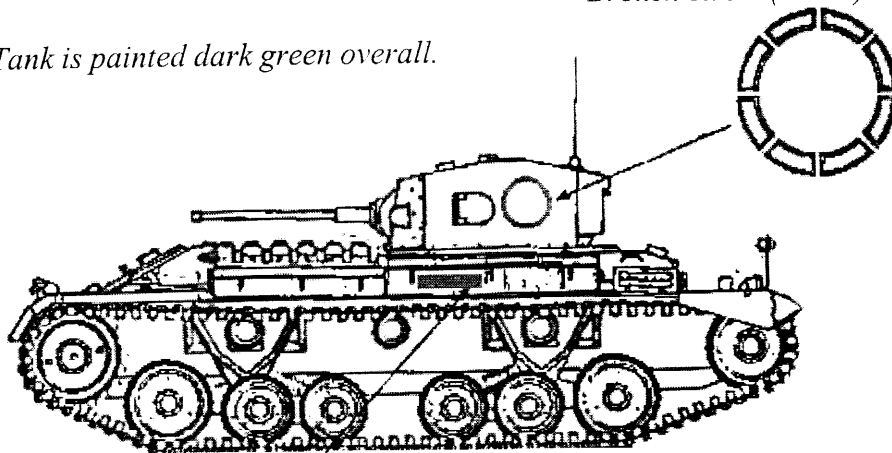
References

Armoured Fighting Vehicles Of New Zealand 1939-59 by Jeffrey Plowman. 1985. A highly recommended book if you can ever find one

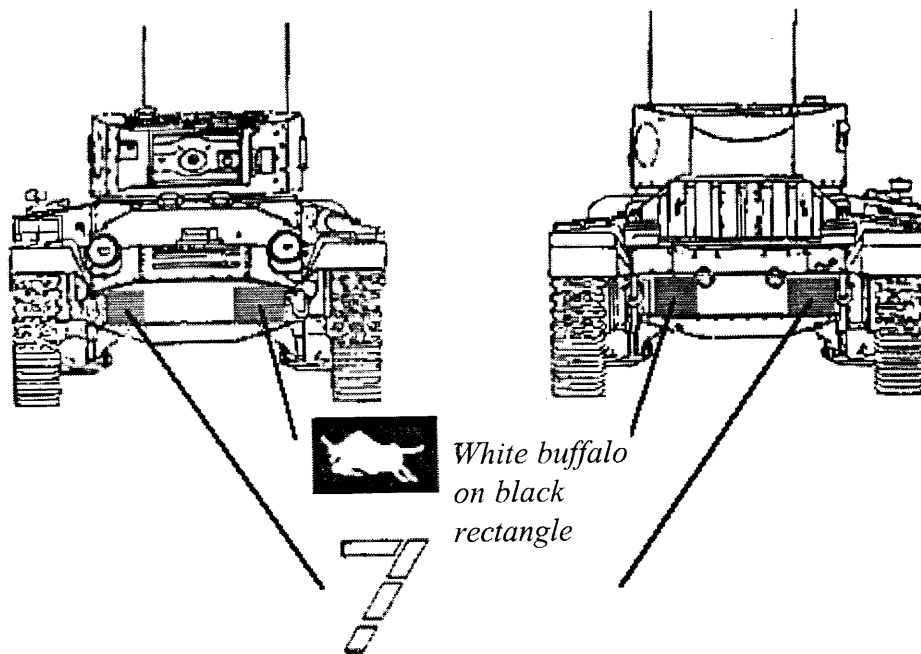
Fighting Vehicles Of The New Zealand Army by Michael Burgess. Burgess Media Services Ltd 1980.

Tank is painted dark green overall.

Broken circle (White)



NZ16522 solid lettering (White)



White buffalo on black rectangle

White broken "7" on light green rectangle

Hasegawa 1/48th Hurricane

from page 16

Why after all this trouble to make their most accurate cockpit ever, would Hasegawa mold the canopy closed? State of the art in 1/48th is better than that!

The wings leave room for even more modification. With the front gun panel separate you get two panels; one with a .303 Browning for sighting the 40mm cannons (in a future Mk. IIc) or two variations of 20 mm Hispanos for the Mk. IIc. There are also counter-sunk points on the inside of the wing that can be drilled out right where the bomb racks go. I

predict a Hurri-bomber. Clear landing lights and lenses and clear formation lights add a touch of class. The landing gear and wheel wells are better than the ones on the Airfix 1/24th scale Hurricane. There are also resin bulged tires, a concession to the current fashion in the US Market. The decals are fine, but the choice of markings is uninspired to say the least.

All in all, a nice kit, it certainly looks like a Hurricane. The slight dihedral on the outboard wings was the most notable imperfection, but can be overcome. With all the various options it looks like we will be seeing different Hurricane kits for a long time.

Building the Hasegawa 1/72 Douglas A-1H Skyraider

by Chris Bucholtz, IPMS Silicon Valley

Saying the Douglas AD Skyraider was a remarkable airplane is a vast understatement. Its development was extraordinary, its achievements legendary and its longevity astounding. It evoked in its pilots a devotion that few airplanes ever earn, and it lasted far longer than its designer, Ed Heinemann, could have dreamed.

The Skyraider-or "Able Dog," or "SPAD," as her pilots called her-was the result of a remarkable gamble taken by Heinemann and his design team in the summer of 1944. Douglas had been a contender in the contest to design the US Navy's next carrier bomber, and its BTD-1 appeared it could hold its own against its competitors, the Kaiser Fleetwings XBTK-1 and the Martin XBTM-1 Mauler. The BTD-1 evolved from the XSB2D-1, which was a two-seat bomber with two remotely-controlled power turrets and other innovations. The BTD-1 was a large, gull-winged bomber with an internal bomb-bay, and was a rather complex aircraft. Heinemann thought a simpler design might be better. At a meeting with BuAer personnel to help pick the winner of this three-plane race, a host of conflicting views on the XBTD-1 convinced Heinemann that Douglas stood a great chance of losing out to Martin and Kaiser. So he took a gamble.

"We would like to request that the Navy allow Douglas to cancel the existing contract for the BTD," Heinemann said to an astonished collection of military and civilian air authorities. "Instead, we ask permission to use the unexpended funds to build an entirely new bomber, one I am convinced will do the job for you."

Heinemann asked for 30 days to draw up the design. Admiral Lawrence Richardson, the assistant BuAer chief, thought for a few moments, then said, "All right, Ed. But

we can't give you 30 days. You'll have to have a design for us by 0900 tomorrow." Heinemann, Leo Devlin, Reid Bogert and Gene Root retreated to a room at the Statler Hotel in Los Angeles, where they worked from 6 p.m. until 3 a.m. to design a simpler, stronger and more capable plane. The four woke up at 7 a.m. to find a blueprint shop, and by 9 a.m. they had the new design ready for BuAer personnel's inspection. This plane, devised during an all-night cram session, was the XBT2D-1, which was later named the AD-1 Skyraider.

The plane could carry a massive amount of ordnance, absorb a terrific amount of punishment and loiter over targets longer than any other plane in the Navy's inventory. The SPAD was truly the workhorse of the fleet in Korea, and it continued to serve well into the Vietnam War. From Operation Pierce Arrow, the response to the Gulf of Tonkin Incident in 1964, until its retirement from front-line duty in 1968, the A-1 flew combat missions against North Vietnamese targets, gaining considerable success in what was considered to be a jet war.

As if to emphasize this, the old SPAD scored two kills during the war over MiG-17s. The first kill was scored on June 20, 1965 by LT Clint Johnson and LT Charlie Hartman of VA-25, who countered a MiG attack with a Lufberry Circle. One MiG tried to turn with the SPADs, flying between the two Navy airmen. They took turns riddling the MiG with 20mm cannon fire, which caused the MiG to crash into the jungle. On November 11, 1966, a second MiG fell to the SPAD. This time, the plane belonged to the Thunderbolts of VA-176, whose A-1Hs bore the red and yellow bumblebee markings most associated with the SPAD. LT(jg) William Patton was inbound on a strike mission when he saw a MiG-17 jump another SPAD below him. Quickly, Patton jettisoned his ordnance and tanks and threw his plane, call sign Papoose 409, into a dive toward the enemy plane. The MiG pilot spotted Patton and broke off his attack, closed his speed brakes and started a hard climbing turn to the left. Once again, trying to out-turn the SPAD proved to be the wrong maneuver.

Patton closed to within 200 feet of the MiG before opening fire. Shells from the 20mm cannons punched holes in the MiG's mottled-green fuselage, and went out of control in an inverted position, its pilot ejecting before the plane slashed through the jungle canopy and exploded in a sheet of flame.

Until a year-and-a-half ago, building a 1/72 model of the SPAD presented you with few choices. For the AD-5, Monogram's old offering is the only choice, and not a bad one. For the single-seat Skyraider, options were more daunting; the oversized Fujimi kit (later reissued by Testors), the wretched Tsukuda kit (recently flogged under a trio of misleading banners by HobbyCraft), and the best of this bunch, the Airfix kit, which suffered from oversized rivets, inaccurate folding wings and a complete lack of cockpit detail.

That's changed now, thanks to Hasegawa's A-1H kit. This model is a real gem-beautifully scribed panel lines, terrific fit, and an accurate outline. It's also engineered in a thoughtful way-separate cowl flaps that go over exhaust pipe detail; landing gear door hinges that allow for positive alignment of the doors; and pylons with actual sway braces. The model also presents the bolted-on armor of the A-1H and A-1J beautifully, and the flame glare shields and boarding steps are also presented as in-scale, molded features.

I armed myself with my references and some extras to make the model just a little better. First, I picked up the Kendall Model Company detail set for the SPAD, which includes correct seats and wheels for the Navy and Air Force versions, a cockpit tub, control panel, control column, cowl ring with retracted cowl flaps and gunsight. Next came the Eduard brass set, with its myriad of details for the landing gear, tie downs, catapult bridle hooks and other exterior features. Finally, although the kit engine is good, I picked up an Engines & Things R-3350 to add a bit of depth to the plane's nose.

The Kendall set was a bit of a disappointment. The nose cowl ring was riddled by air bubbles, which required lots of filling

and sanding to eradicate. Worse yet, the retracted cowl flaps were molded backwards! The cockpit was also problematic. The tub had one sidewall molded to its side, but this left a sizeable gap between the side of the plane and the sidewall detail. I had to cut the sidewall from the tub, sand it thin and add it separately. The instructions, while thorough for USAF versions, completely ignore the colors and antenna placement for Navy birds.

On the plus side, the wheels are very nicely detailed, and the seats are quite nice. The Navy seat even includes a small water bottle—a handy accessory for any Yankee Station SPAD pilot!

I started construction with these cockpit components, substituting the wonderful Eduard brass instrument panel and photo-negative instruments for the resin panel. I painted the seat Dark Gull Gray with light gray seat belts, and painted up the water bottle in olive drab. The control panels were painted tire black, and were drybrushed with light gray paint to bring out the detail. The control column was left out until later, so that it would not be broken during the masking of the cockpit. To add a bit of detail to the cockpit floor, I trimmed the Eduard brass floor and added it to the resin tub.

Before I secured the resin and brass components into one of the fuselage halves, I cut the DF housing, TACAN antenna and UHF antenna from the model's spine. These are molded into one half of the fuselage, making sanding the seams around them very difficult. I wish kit manufacturers would include these details as separate pieces that could be added on after basic assembly is complete instead of as obstructions to construction. I also sanded away the large canopy guide rail, which is molded as a very big cylinder; in reality, it's a thin rail that's raised above the fuselage. I set these parts aside to be added to the model later.

The fuselage halves fit together with no problem. Small seams were present in the tail hook and tail wheel bays; I filled the former and blanked off the latter with a part from the Eduard set. The scoop on top of

the cowl is molded as a single separate part, which required a bit of sanding to fit properly. When in place, it captures the look of the Skyraider.

The wings assembled just as easily. I cut the cannons from the wings, to be replaced later with tubing; this made sanding the leading edge seams much easier. The trailing edge also needed some sanding and sharpening. I chipped away the molded-on pegs in the catapult bridle hook bays and added the photo-etched replacements from Eduard, and I removed the wingtip lights from the model so I could replace them with clear lights later. The wings joined the model with a minimum of fuss on the leading edge and wing roots, although the trailing edge joint was thin and required special attention. I had to rescribe the panel detail under the fuselage at this point, especially the ventral dive brake.

The horizontal tail also fit cleanly to the fuselage, with a minimum of gap-filling required. The pylons went on next, again fitting with virtually no seams. Each pylon-15 in all-has separate sway braces, which require a bit of attention to ensure alignment. A slip-up here means that ordnance won't be aligned properly later.

The drop tanks were assembled next. Even though I planned to use only one tank, I built all three because they were so wonderfully detailed. These are easily the best drop tanks I've seen in 1/72. I also built up the rest of the underwing stores—two four-shot Zuni rocket pods, taken from the Fujimi A-4 Skyhawk kit, and six Mk.82 500-pound Snakeye bombs. The Zunis were assembled and sanded down by with a piece of sandpaper rolled into a tube to preserve the roundness of the pods. The pods were airbrushed white, and the rockets' noses were brush painted olive drab.

The Snakeyes were roughed up with a piece of 200-grit sandpaper to simulate the cast texture of Navy Mk.80 series bombs. The noses of the bombs were airbrushed yellow, then masked off. The bombs' bodies were airbrushed olive drab, and the fuses were brush painted brass.

At this point, with the basic aircraft assembled, I figured I'd be done in no time. That was when A.M.S. set in, with an assist from the Canadian Postal Service. Just after I ordered my new R-3350 from Engines & Things, there was a postal strike in the great white north, delaying my engine for what seemed like forever. When it finally arrived, I was pleased with the detail, which was much better than I expected. I painted the engine in the proper colors and rigged it with a brass ignition harness from an Aires R-2800. As a final touch, I added a "data plate" to the top of the crankcase with a small rectangle of black rub-on transfer.

I used my Dremel tool to grind away the "engine mounts" inside the nose, mounting bits of styrene on the second flange in the nose until the engine sat at the proper depth. I took the Kendall cowling ring and replaced the backwards nose cowl flaps with paper and wire flaps, which were painted white before the ring was cemented in place.

I re-attached the DF housing, the TACAN and the UHF antenna in advance of painting. I also removed the static boom from the tail and drilled a hole for a metal replacement to be added later and drilled small holes to accommodate the aerial antenna.

The clear parts were dipped in Future floor polish and allowed to dry overnight. The windscreen was installed into the nose, first with white glue and then with superglue. The seam was sanded flush, and the clear areas were masked with Parafilm in preparation for painting. I masked the cockpit with wet tissue paper and prepared my trusty airbrush. I used a 50-50 mixture of Humbrol and Testors Model Master white; I figured that Humbrol covers well but is grainy, while Model Master goes on smoothly but doesn't cover well, so I figured I'd combine them and see how well it worked. It took three coats, but the paint eventually covered the model's lower surfaces, rudder, ailerons and elevators.

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Hasegawa AH-1 Skyraider

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After masking the rudder and upper control surfaces—and tacking the cowl flaps in place—I sprayed a coat of gull gray over the upper surfaces. I free-handed the demarcation line on the cowling, to simulate the one place on the Skyraider that had a soft break between the colors. I made a mixture of chrome silver and white and used this to simulate the corrugard on the leading edge of the wings, a process that required quite a bit of masking. I brush-painted the three dielectric antenna covers on the outboard wing panels with a mixture of brown and yellow paint. The two diamond-shaped covers were originally for the APA-70 homing equipment system fitted to the AD-3N and -3Q, and the rounded panel covered the APR-9 waveguide. Since all outboard wings were built to identical specifications after the AD-3Q, these covers were present on all subsequent SPADs, although there were no antennas behind them.

Once the paint was dry, I hit the model with a good, thick coat of Varathane to prepare the surface for decals. At this point, another problem cropped up: despite being the most famous aircraft from the most famous Vietnam War SPAD squadron, Papoose 409 has never been portrayed in decals! This turned my project into a learning experience.

The book *U.S. Navy Carrier Markings, 1964-1973* includes a profile of Papoose 409, including a detail of the unique kill marking applied to the airplane. Photos of the plane revealed that the nose modex number was slightly larger and more squat than ordinary nose numbers. I had a decal sheet with the number “402,” so I took this and the kill marking detail and enlarged them by 400 percent on a copy machine. I took these blow-ups and scanned them into my computer. Using the scanning program, I altered the images bit by bit, taking out the thunderbolt from the kill marking and altering the modex to make the “4” in “402” more elongated and turning the “2” into a “9.” When I printed this out, I reduced it to about the size I’d need for the model. I ran the printout through the

copier to get an template showing where to position my decal film.

Earlier, I painted Future onto a sheet of clear decal paper and allowed it to dry. I cut the sheet into several pieces and taped them to the positioning template. Then, I ran this piece through the copy machine. It took several passes to get satisfactory results, but ultimately I ended up with two “409”s and a kill marking that would work. These were painted with a second coat of Future to seal them.

From there, things went fairly simply. I used SuperScale decals for the tail markings, mission markings, wing modex, data stencils and national insignia. ModelDecal sheet #8 provided the “USS Intrepid”/“Navy”/“VA-176” legend, and my own home-made nose numbers went on the cowling. I used extra red decal material to make a tiny red thunderbolt (from a rectangle and a triangle) for the kill marking. The small home-made kill decal went over this thunderbolt and completed a most convincing kill marking.

I added the exhaust stains behind the cowl flaps with pastels. Another coat of Varathane sealed the pastels and prepared the model for further weathering, which was accomplished with a wash of dark gray watercolor paint. The centerline drop tank was always streaked with oil; to replicate this, I put small drops of thinned black paint atop the tank, and blasted the drop with the airbrush, blowing small streaks of “oil” back along the tank.

The landing gear was added at this point. I painted the Kendall wheels tire black with white hubs, which were liberally washed with a mixture of dark paint. The landing gear struts lock firmly into place, as do the retraction struts. The Eduard set includes a brass parts to add detail to these struts; I also added drag links made from telescoping tubing and brake lines made from brass wire. At this point, I also painted and added the tail wheel and the tail hook, which benefited from an Eduard brass tie down. The gear doors fit easily into place to complete these assemblies.

The little details came next. I used a small bit of airfoil-shaped styrene to depict the white light fairing on the plane’s spine, and a piece of stiff guitar string was bent and added to replicate the canopy guide rail. The propeller was painted black, with white tips in front and yellow in back. I added red decal stripes to the tips on the front of the props, and the kit’s data decals finished off the propeller.

I used two sizes of telescoping tubing to replicate the cannons, and drilled holes in the wings to accommodate them. The cannons were slightly staggered on the wings, with the outboard cannon on the centerline and the inboard cannon slightly above the centerline. Once in place, the cannons were painted black and the ends of the barrels were wiped to reveal bare metal, giving the illusion of a weathered gun.

On went the drop tanks and the Zuni pods; the Mk. 82 bombs had bits of very thin wire tied around the fuse and attached to the electrical connectors molded into the wing; these wires are used to arm the bombs’ fuses when the bombs are dropped from the plane.

Small holes were drilled in the wingtips, and bits of stretched clear styrene were glued into them. I held the clear styrene close to the flame of a candle, causing them to “mushroom” into properly-shaped wingtip lights. Clear red and green paint finished the effect off. A bit of five-minute epoxy dyed red with food coloring went onto the tail-top beacon.

I added the kit gunsight and glued the photoetched mirrors and handles to the sliding canopy and glued it into place. To finish things off, I painted the two-piece control column and, with the aid of tweezers, glued it to the cockpit floor.

Despite the brief hang-ups in my particular project, the end result was a model that embodied the pugnacious SPAD to a tee—chunky, dirty and loaded for bear. If you want to build a model that falls together and lets you add to the model whatever level of detail you wish, this SPAD is for you.

Web Sites of the Month

The German Luftwaffe of WW2 is one of those subjects that will be popular for as long as modelers build airplane models. From the fledgling days of the He 51 and Bu 133 through the classic Bf 109 and Ju 88 to the final days featuring the Me 262 and Ar 234, there's enough to keep any modeler busy. And is there anything as weird in modeling as this compulsion some modelers have to build the 1946 Luftwaffe, complete with planes that never flew, and may not have if given the chance?

There are many Luftwaffe related pages on the web, from overall histories to ones dealing with specific aircraft or units. Almost all have strong disclaimers such as the one found on the JG 54 page: "Due to this page's subject content, the following statement must be made to ward off the PC police. This page and its author do not reflect the beliefs and ideals of Nazism. Its sole purpose is to provide a historical reference." It's bizarre to me that anyone would think that someone interested in the aircraft of the Luftwaffe could be sympathetic to the Nazi cause. I would think that the more you learn about the Nazis, the less sympathetic you would be, and in any case, the evils of the regime have very little to do with the men and machines of the rank and file Luftwaffe. Here are a few web sites to look at:

The Luftwaffe Homepage home4.inet.tele.dk/mholm/index.htm

A fairly basic page giving details on the units and equipment of the Luftwaffe. A short history would be useful, but I couldn't find one. There's currently an article on Luftwaffe Catapult Vessels and Seaplane Tenders, a nicely obscure subject, but it tends to be more skewed to giving specifications rather than details of operational use.

The Luftwaffe 1939-1945 www.xs4all.nl/~rhorta/luftwaff.htm

An excellent overall view giving details on Luftwaffe colors, emblems, markings, and (soon) a special section on the Defense of the Reich bands. Contains an excellent

section giving color profiles of aircraft used by Germany's allies, a subject often neglected.

Luftwaffe Emblems 1939-1945 village.vossnet.co.uk/t/toles/lwaffe2.htm

Sweet! This site contains color plates and black and white photos of Luftwaffe Unit markings, Code Identification markings, and Defense of the Reich bands. There is special attention given to single-engined day fighters and ground attack units. Well laid out, and informative. Highly recommended.

Luftwaffe Profiles www.geocities.com/Athens/Troy/4412/index1.html

Lots of nice color side views of every Luftwaffe aircraft you can think of, from the Bf 109 to the Bv 222. The only down side is that almost all of these will seem strangely familiar to anyone who owns a book like *The Concise Guide to Axis Aircraft of World War Two* or any other book that Pilot Press provided the profile drawings for. Very useful if you're looking for wallpaper for your PC.

Pauke, Pauke! The German Nightfighters Resource Page www.geocities.com/Pentagon/7404/main.html

A real winner; this page gives details of the aircraft, bases, and men of the Luftwaffe night fighter force. Did you know that Ju 87s were used as night fighters on the Eastern Front? It has extensive information on colors and markings, even attempting to give examples of accurate colors, which can be tricky over the Internet. They look pretty good to me, though. Excellent.

SIG Luftwaffe Home Page home.sol.no/~odybvig/index.html

An IPMS Special Interest Group concentrating on the Luftwaffe in Norway. Run by Norwegians, so they should know what they're talking about! There are lots of original color profiles and computer generated drawing showing Luftwaffe (and

some RAF) aircraft in (presumably) accurate color schemes, and a history of every year the Luftwaffe spent in Norway. Of special interest to modelers is the section on available decals for Norwegian-based Luftwaffe aircraft.

JG 26 Homepage www.ndirect.co.uk/~1.butler/jg26.htm

JG 54 Homepage www.geocities.com/Area51/Zone/1480/index.html

These two pages are devoted to giving details of a couple of the most famous Jagdgeschwaders, or fighter units. The JG 26 page is currently far more comprehensive and detailed, though the JG 54 page contains what appears to be an original color side-view or two. There's also a page for JV 44, the famous Me 262 unit, but ignore it unless you're into playing the video game of the same name!

Zlinek Magazine Number 12

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1945 contains a color profile of what appears to be the same aircraft with a light blue 12! This plane is interesting because of the way that the only known photo of it - taken in an aircraft graveyard after the war - has been interpreted by various model and decal manufacturers. It is also an interesting modeling subject because there are few decal sheets for Axis allies as compared to Luftwaffe 109 sheets. AeroMaster are to be commended for their recent efforts on this subject, and Aviation Usk and others have produced some interesting sheets. Bf 109 fans who like their planes in even more unusual schemes will also find in the *Zlinek* color profiles a G-10 in the RAF green/grey colors of 318 Squadron, a Polish fighter/recce squadron in Treviso, Italy circa 1945.

This article in *Zlinek* magazine does an excellent job of putting together much of the extant material on the fastest and most agile of the *Gustavs* and is highly recommended.

Hurricane Books

from page 6

is somewhat like identifying the variations in Erik Satie's piano pieces. There are also more variations in national markings and code letter presentation than you might think and, contrary to popular belief, some RAF fighters sported personalized art work.

Holmes' well-written prose takes a different tack than Price's Spitfire books. Price uses the development saga of the Spitfire as a framework to hang the stories of the pilots on. Freed of having to explain the complicated history of that plane, Holmes can concentrate on the operational exploits of the Hurricane, and the men who flew it. The book is divided into six sections; a short bio of New Zealander "Cobber" Kain, the first Hurricane ace; the Phoney War, before the German invasion of the West in May 1940; the Hurricane's extensive use during the invasion of the Low Countries and the Battle of France; the Battle of Britain; and Malta and North Africa. Appendices include 1/72nd scale drawings of the major Hurricane variants, including ones such as the Hurricane Mk.IIc that fall outside this work's scope.

These are two worthy additions to the Hurricane reference library, interesting, well-presented, and by the standards of today, reasonably priced.

Hasegawa 1/48th Hawker Hurricane Mk.IIc

by Steve Erickson, Twin City Aero Historians

It's a Hurricane. Hasegawa has released a 1/48th scale Hurricane Mk.IIc and by the looks of it this kit is the first of many. Rumors abounded about this kit, problems, errors and horror stories on how bad this kit was going to be. The fabric section of the fuselage aft of the cockpit was supposed to be rippled like an accordion and the wings were supposed to have dihedral. After seeing a test shot at one of the hobby shows, the owner of Hannant's Hobby from England asked the Hasegawa representative, "Can you stop this"? Well, we can stop worrying, cause it ain't that bad. As a matter of fact it's pretty good. Hasegawa is supposed to have fixed the kit before release; whether they did or not, it's still the best Hurricane around.

The fabric may be a bit overdone, but it compares to the old Monogram kit and that looked fine built up. I sanded mine lightly with 400-grit sandpaper trying to soften the look. Don't waste the time. It looked better before I sanded it. No comments about the klutz using the sandpaper. It does however have a slight dihedral on the outer wing panels. Actually, the Hurricane had a thick wing plan

form. The upper surface being straight, the taper was on the bottom outboard panels getting thinner as it reached the outer tip. In effect it gave the wing its dihedral. The kit has both upper and lower outer panels sloping upward. I just held my upper wing under hot water, then bent it down. That took most of the dihedral out. It did change the fit a little, but nothing too bad and certainly it's not a reason to pass on the kit.

From the layout of the kit and the parts breakdown, it looks like we are going to be swamped with Hurricane kits. The fuselage comes in four separate pieces. The cowling being separate enables them to do both the Mk.I and the longer nosed Mk.II with the Merlin 22 engine. It means an extra seam, rather than just an engraved panel line. The fit is very good, but it does require more care be taken aligning four parts and working in three rather than just two dimensions. Just be careful! The bottom-cowling panel is also a separate piece as is the carburetor intake. This makes room for the Volkes tropical filter. The cockpit is excellent, perhaps Hasegawa's best yet. Separate seat, armor plate, floor all attached to side panels and instrument panel. These have the same tubular structure as the real aircraft. Also, provisions are made to cut the emergency door to show it open. Now my real gripe!

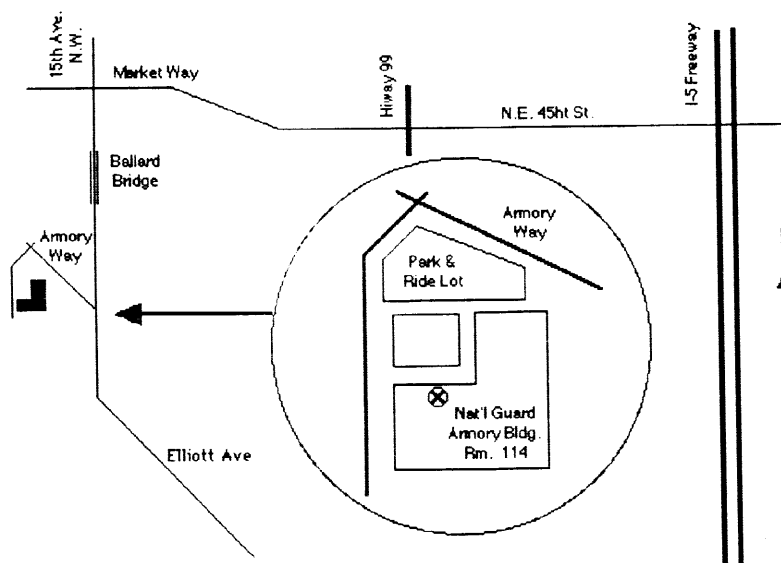
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Meeting Reminder:

Saturday, September 19, 1998

10:00 am

**National Guard Armory, Room 114
1601 West Armory Way, Seattle**



Directions: From North or Southbound I-5, take the 45th St. exit. Drive west on 45th, crossing under Highway 99 (or Aurora Ave. North) toward N.W. Market Street in Ballard. 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. Park in the Metro Park & Ride lot.

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.