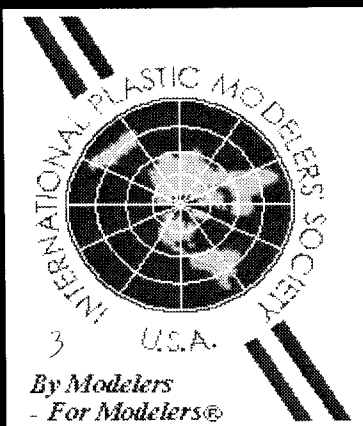
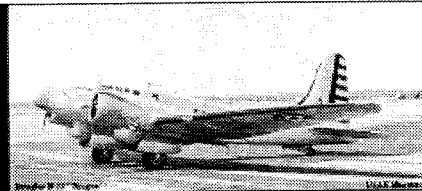


# Seattle Chapter News



**Seattle Chapter IPMS-USA**  
**August 1999**

## PREZNOTES



Twentyfivebidthirtygoingoncetwicesold! Bidder 906. Whew! What fun the auction was. Everybody got something they wanted at an auction price and the chapter was the beneficiary to the tune of nearly \$2000! In addition, we sold ALL the models. There were none left over at the end of the meeting! I would like to thank everyone that helped: Norm "the Money Guy" Filer, the two Andrews - Birkbeck & Bertschi, for clerking the auction, and Bill Johnson, Ted Holowchuk, Craig Rosner, Robert Allen, and Keith Laird for seeing to it that the models got to the auction stand and then to their respective owners' stacks. And last, but certainly not least, all you bidders that spent so freely. We even had absentee bids from out of state for a few items. Thank you all for participating.

The treasury is nearly \$2000 deeper but we don't have anyplace to spend it. Unfortunately, our bid was not accepted by the IPMS/USA board at the recent convention in Orlando and the '01 convention will be going to Chicago instead. As I write this I do not yet have the full details but by the meeting we'll have more information. What the ramifications will be for not having a convention on the west coast for four years are not known but there will probably be more than a few unhappy modelers. I even received an e-mail from a fellow west coast modeler expressing his disappointment at our not getting the '01 show and I am sure there are probably others. We'll see what happens...

As far as our enhanced treasury, we will discuss what to do with it at a future meeting. Some ideas have already been passed on to me include updating our esteemed editor's computer, enhancing our spring meet, and saving most of it for another bid attempt for the next time the national comes our way.

Andrew Birkbeck is planning on showing slides of a few of the 1900+ models and relating his experiences along with some of

the other Seattle members that attended this year's national convention in Orlando. I have seen some of his slides and a good show is in store. Don't miss it.

I recently took a day off work to see the Me 262 project at Paine Field. There are, in two former Air Force alert hangers, Messerschmitt Me 262s being built. Real ones! If it were not for the brand new 747s & '67s taxiing by and a complete lack of airfield defence Bf 109s and Fw 190s on the field, I could have sworn I just stepped out of the time machine my neighbor is working on. If you have the opportunity, check it out. The day I was there, the crew was working on the original aircraft being used as the pattern for the five new build machines. If you are building a model of one, fill those fuselage panel lines!! A very interesting aspect of this project is the fact that the new build aircraft have been assigned werk nummern (501241, -242, -243, -244, -245) as a continuation of the original 262 assembly line. The first flight of the first completed aircraft is scheduled for some time in Y2K. The only difference between the new aircraft and the originals is that the powerplant is considerably smaller (but much more powerful!). They

*continued on page 11*

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**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, (or \$18 a year for Internet newsletter only) 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 below for form. 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 1999 meeting schedule is as follows. To avoid conflicts with previously 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, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

**AUGUST 21, 1999 (3rd Saturday)**  
**FURTHER DATES TBA**

**SEPTEMBER 11, 1999 (2nd 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

## 1999 Orlando IPMS National Convention Report

by Bob LaBouy

To my fellow Seattle Chapter Members:

It is with great regret and a bittersweet taste in my mouth that I report to you on the results of my efforts in Orlando this past weekend. In many respects this was one of the better managed IPMS-USA Conventions and aside from the horrid (hot & humid) weather, it was a great show.

I say bittersweet, because while there were many rewarding aspects of the '99 Convention in Orlando, my personal disappointment couldn't be greater. We learned on Saturday evening at the annual awards presentation that the Society's officers had voted to award the 2001 Convention bid to the Chicago area. As you know, we weren't given any indications of favored treatment and because we did not submit a bid within the December, 1998 timeframe outlined by the officers, they asked for and received a bid from our Chapter and another from two chapters in Chicago area. I apologize for what I believe were my shortcomings and mistakes in not making a bolder and better planned pitch in Orlando. Even though I feel there were some circumstances beyond my control, I personally feel like I let you all down.

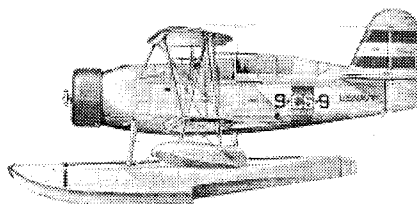
On Thursday evening, the 22<sup>nd</sup>, I submitted what I felt was to be our summary pitch for the '01 convention and hoped that we could win the executive board's endorsement for another Seattle convention. From the offset, much to their credit, the Chicago presentation was spectacular. It was very professional, both in their use of computer graphics, color, sound, music and humor. Aside from that, it was significant in two other respects, it provides for their hosting the '01 convention over the July 4<sup>th</sup> weekend in the area near O'Hare International and they plan for a net profit of over \$25,000 (keeping in mind that the Society will receive half of

that profit). Again, aside from my personal disappointment and not understanding how the Society officers currently arrive at their "business decisions," I believe the gentlemen I met from Chicago have put in a great deal of effort to win the bid and I suspect they will plan and host a successful convention in Chicago in 2001. I will forward copies of all our earlier '92 Convention materials (stored on computer disks) for their use. I certainly plan to attend and wish them the best of success in their efforts.

What do we now do? I've thought about that a great deal (especially as I contemplate my apology to each of you for my failure to bring home the "gold" from Orlando) and have put considerable thought into the subject. We certainly have additional time now to contemplate what and how to redirect our efforts as a Chapter. My initial thought is that we need to more clearly plan to go back and assert our interests and bid for what now appears to be a West Coast convention for 2003. I have some thoughts and suggestions and hope to work with you toward that objective — assuming you agree with me. I still feel the Seattle Chapter should take second place to no other Chapter and can clearly demonstrate its strengths on another day and in other ways. Please let me know what you think.

Again, I appreciate the tremendous support you've shown me and the Chapter and I sincerely apologize for my inability to successfully bring home the convention bid.

*Bob*



## 1999 IPMS/USA National Convention and Contest

article and photos by Jim Schubert

"And the winner is.....Chicago!" That's what we heard at 8:30 PM EDT on Saturday July 24, 1999, in the Martinique ballroom of the Caribe Royale resort hotel in Orlando, site of this year's IPMS/USA event. So you can go to the Windy City for the 2001 Nats the fourth through the seventh of July, abandoning your family's traditional annual get together on that holiday occasion.

These Nats were attended by 691 registered modelers (about average) who entered 1985 models (third highest ever) in the contest. The heat and humidity were typical for central Florida in late July - oppressive. At one point I remarked, hyperbolically, to Andrew Birkbeck, "I'm dying of the heat!" "No," he replied, "we're dead and we've gone to hell."

The Caribe Royale resort complex is large; 1330 suites in seven residence buildings, a central dining, lobby, office, services, etc. building and a very large convention center building. You easily got your minimum daily exercise requirement just by walking from/to/between these various buildings several times a day perspiring great quantities in the process.

On balance it was a very good convention; not quite as good as Columbus in '97, but miles ahead of Santa Clara in '98. The IPMS-Florida chapter, an incorporated consortium of five local Florida chapters, did a great job. Our chapter's presence was, unusually, quite light, there being only ten of us in attendance: John Alcorn, Andrew Birkbeck, Brian Cahill, Ken Gunji, Les and Carol Knerr (on their honeymoon), Bob LaBouy, Shawn McEvoy, Tom Morton, and me. Andrew, Les, and I along with absentee Terry Moore entered a total of nine models in the contest and one in the display. We garnered four first places, one second place, one third place and one out-of-the-box award.

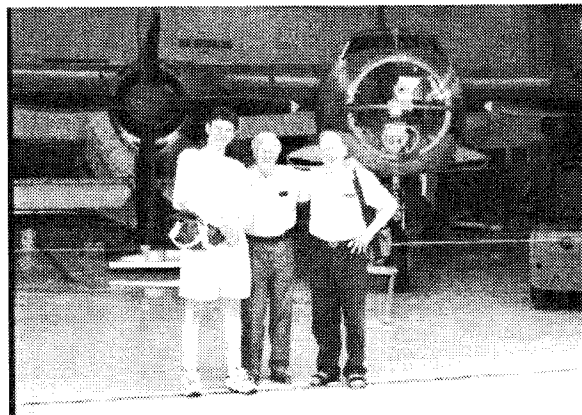
All of us, save Brian, missed seeing the Space Shuttle launch in the wee hours of Friday morning the 23rd. Brian was in the airport van en route to the hotel and, knowing the Shuttle was due to go off, asked the passengers in general, "Which direction is it?" A young woman with an exasperated, "you dumb s---t" tone of voice, replied, "It goes up!" Being thus enlightened, Brian looked up and there it was; "a small bright orange comma" high in the sky.

Everybody asks, "What did you see that was memorable?" That's really a tough question this close in time to the event. I'll be able to give you a much better answer in a month, but Bob Davies' 1/48th scale Douglas A-20A, massively reworked from the AMT kit clearly stands out. It was first in its category and selected Best Aircraft by the judges. Bob is an old friend of John Alcorn and as they were in the suite next door, Bob invited Andrew and me to see the A-20 before he took it to the contest room. The quiet, private, examination thus

made possible enabled us to fully appreciate the mind-numbing job that Bob had done. Arlo Schroeder's 1/16 scale (3/4 inch to the foot) Curtiss SOC-3 Seagull was the tragedy of this event. It was dropped whilst being unpacked and landed upside down. The top wing separated from the cabane and interplane struts and was only kept from being completely detached by the rigging wires. Both tip floats and one elevator came off. The other elevator was damaged and the water rudder was knocked off. There was also much additional other damage everywhere. Arlo gamely put it all back together and repaired it the best he could in field conditions and withdrew it from the contest, but left it on display on its catapult. Wait 'till next year when he brings it back all repaired and rebuilt for entry at Dallas.

One entry in the *Humor In Modeling* category especially tickled my funny bone. It was a 1/144th scale Hawker Tempest flying over a scenic base in a clear glass teapot - "A Tempest in a teapot".

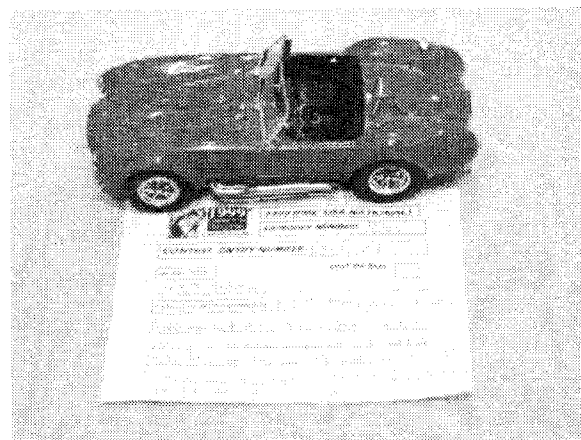
John Alcorn, Andrew Birkbeck, Bob Davies, and I lucked out during our personal visit to Kermit Weeks' Fantasy of Flight museum in Polk City on Thursday morning, when we found Paul. Paul is in charge of painting, colors and markings for the collection and is also a restoration mechanic (A&P Licensed) and occasional pilot of some of the collection's planes. He took his lunch hour to give us a very personalized



Andrew Birkbeck, Bob Davies, and John Alcorn with the world's only airworthy B-26 Marauder

two hour tour of the collection, the shops, etc. A keen enthusiast, he was quite energized in detailing for us his current project, the complete rebuild of the collection's Stinson L-1, which was essentially destroyed by hurricane Andrew several years ago. This tour that Paul gave us was, perhaps the highlight of my time in Orlando; excluding, of course, the camaraderie and bonhomie of old and new modeling friends from near and far.

Interestingly, this year Squadron/Signal were in the contest room taking pictures of selected models, much as *FineScale Modeler* always does. This is preparatory to launching, perhaps this fall, their new quarterly journal, *Squadron Models*. The per copy retail price is expected to be \$9.75.

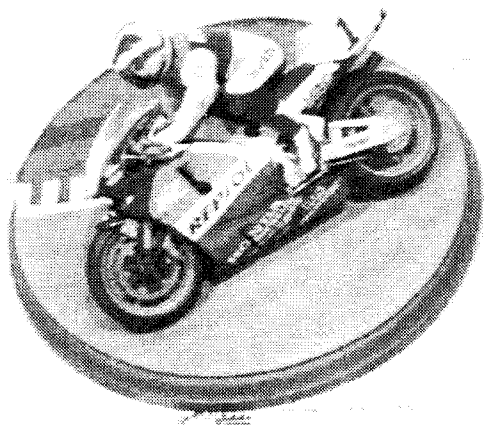


Terry Moore's AC Cobra 427



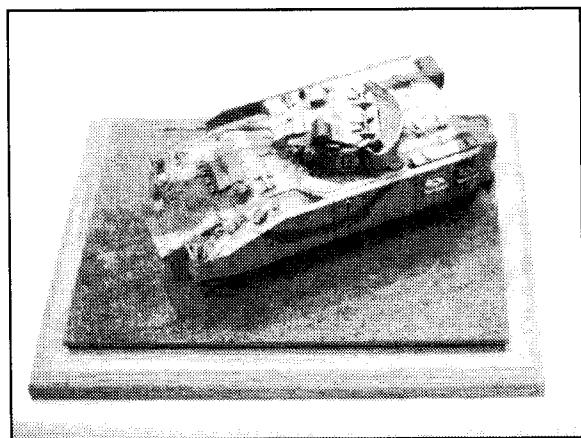
Bob Davies' award-winning A-20

"What about the vendor room?" you ask. Well, there were three of them in conveniently adjacent ballrooms immediately next door to the contest room. Everything



*Honeymooner Les Knerr's motorcycle racer*

you ever needed along with everything you'll never need appeared to be there. Personally, I was a good boy; as I am trying to focus my model building, I spent less than \$30 total on books, magazines and parts. One of my three suite-mates lost control and spent over \$130 on one day alone; but then he had a big suitcase to fill. The bottom line though is that we all had great fun and plan to do it all over again next year. See y'all in Dallas.



*Andrew Birkbeck's 1/35th scale Warrior*

## Book Review: *Aces and Wingmen II (Vol. 2)* by Bill Hess

review by Norm Filer

This *Volume 2* effort has been an ongoing project for the last ten years. Many of us had money into it a long time ago and some probably gave up and asked for a refund. Well it is finally here! It sure took a lot longer, and cost a lot more than originally expected, but so do most projects like this.

So what did "Unka Tom" do for us?

The good news is he crammed an unbelievable amount of stuff into it. By now most of us who are interested in USAAF fighters are familiar with the 4<sup>th</sup> and 56<sup>th</sup> Fighter Groups. Some even know a bit about a few of the other fighter groups that were a part of the Eighth and Ninth Air Forces. But extensive information about some of the later and more obscure groups was not as readily available.

Like a lot of the reference books, this is not everyone's cup of tea. If you are seeking modeling details on Mustangs and

Thunderbolts, code lists for the squadrons, or color and markings defined, this is not it. Oh for sure, some of that is here. In fact in surprising amounts, but that is not what this book is about. This is not a camouflage and markings book.

This is a tour of the fighter planes, bases, crews and world of WWII Eighth Fighter Command. There are hundreds of shots of fighter noses and names, whole airplanes, and the people that flew them and kept them flying. Each photo has an extensive caption. In fact, these captions are a very significant

portion of the text of the book. One plus to me was the fact that we never get far from the flightline. No English or French villages, pubs, and "then and now" stuff.

Color photographs of this era and subject are rare. What we have seen, usually, we have seen many times. There are twenty pages of color photos here, and another 12 pages of color drawings of aircraft. We have seen some of the color drawings subjects before, but not many. Most are new and well worth considering as modeling subjects.

The down side? I am not sure there really is one. I am not a big enthusiast of the way the book is laid out. It is difficult to read and find information due to the "crammed" format. Is it a fault? I am not sure. Perhaps I should quote from the introduction.

"Every effort has been made to effectively utilize our chosen 256 page format to the max. We bled the photos in order not to waste the space margins occupy. We packed a whopping 1,183 photos and 21 stories into this tight, ecologically friendly volume."

The results are truly impressive, but I am left with the feeling that the 256 page limit was more important than anything else. Considering the fact that the book is already \$49.95, perhaps it was. Nevertheless, I would have liked a more comfortably formatted effort.

I consider my aviation books to be a reference library. One of these days, one of you will ask me a question about the Eighth Fighter Command and I will start digging for the answer. The answer may very well be in *Aces and Wingmen II (Vol. 2)*, but I am not sure I will find it quickly, nor enjoy the search.

(See page 16 of the newsletter for a picture of the book jacket - ED)

## AMT/ ERTL Yellow Submarine

by Robert Allen

The Beatles' "Yellow Submarine" is a children's song, period. Realizing that Ringo Starr's limited vocal range made everything he sang sound like a children's song, John Lennon and Paul McCartney decided to write him one. The resulting track was one of the first Beatles' songs to make extensive use of sound effects, with

film, performing "All Together Now," another sing-a-long which indicated that if the Beatles had chosen to do kids' songs full-time, they would have blown Raffi into the next galaxy. *Yellow Submarine* featured a slightly dippy message of peace and love (it was co-written by *Love Story*'s Erich Segal, if that'll give you a clue) and was festooned with the last vestiges of psychedelia, providing a memorable villain in the Blue Meanies. While hardly *Fantasia*, it was an enjoyable experience.

It was also just about the last gasp for the merchandising mill that had fed off the

Beatles since the days of Beatlemania.

Among the many movie-related items that appeared were models of the title machine, including a die-cast from Corgi (recently rereleased at an exorbitant price), and a model kit from MPC. This wasn't the first Beatles-related model kit; in 1964 Revell offered

place a coin to trap the rubber band? Oh, yes, provision for a wind-up rubber band is included, just in case you want to float it in the bath when you're done. If that isn't to your liking, wheels are included. (Wouldn't that make it a Yellow Amphibian?) There are 35 parts molded in light gray, plus a couple of screws. Despite that, this isn't a snap together kit. Fit looks iffy; the mold is over 30 years old, and it was hardly a Hasegawa kit to begin with. A quick dry fit of the major components indicates that I'd better get a new tube of White Stuff. There are two pop-open hatches, which reveal pictures of Old Fred, and The Boob (that's his name, honest). Scale? I have no idea. Accuracy? It's a cartoon submarine...

The hardest part of this kit is likely to be the painting. Decals are included for the rainbow on the conning tower, the windows, and the torpedo tubes, but the color scheme (which, incidentally, is much more white and orange than yellow) is up to you. It's not a Luftwaffe wave mirror pattern, or an Italian mottle scheme, but it's clearly pretty complicated for the audience this model is aimed at - particularly the red cheat lines between the orange, yellow, and white areas.

I was going to build this kit as a rest between "serious" builds (or as serious as my talents allow), but now I'm not so sure. While I hate to make a final judgement on something I haven't actually built, the toy-like quality and potential hassles make me think I may pass this one up. Great song, though.



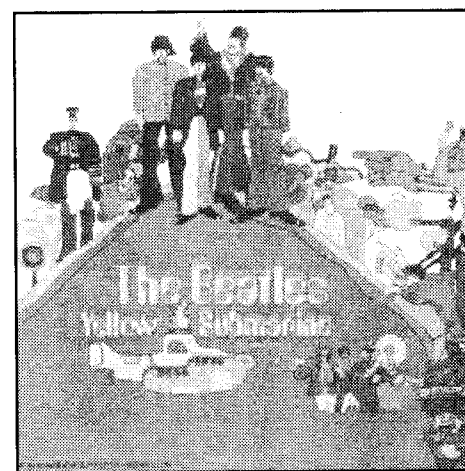
a brass band popping in and out from nowhere, and had perhaps the most unusual instrumental line-up of any Beatles hit - John blowing bubbles through a straw, and George Harrison swirling water in a bucket! "Yellow Submarine" was a huge hit on both sides of the Atlantic in late 1966, and was a featured track on the Beatles' seventh album, *Revolver*, which thirty-three years after its release remains the finest rock album ever made.

"Yellow Submarine" was a natural to inspire an animated movie, and that film came out in June 1968. Aside from providing several new songs, the Beatles didn't actually have much to do with the film, their cartoon likenesses being voiced by actors. The Beatles (the real ones) did appear in a short segment at the end of the

figures of all four members, of varying accuracy.

After an absence of many years, AMT/ERTL has rereleased the ex-MPC *Yellow Submarine* kit. The first thing you notice is that the word "Beatles" appears nowhere on the box, the surviving members being very protective of the Beatles' name and likenesses. Apparently the rights to the Beatles' cartoon figures are owned by someone else, and are prominently displayed.

To say this is a simple kit is an understatement. It's a toy even by late 1960s standards. Even if most of the Beatles' music, by the late '60s, ("Yellow Submarine" excepted) wasn't aimed at kids, the merchandising certainly was. After, all, how many kits these days instruct you to



## On the Camaraderie of Modeling

by Jacob Russell

Prior to my first IPMS meeting I viewed modeling as a rather solitary pursuit. I was on the fringes of the hobby in every sense of the word. This changed after the '96 Museum of Flight model show. Emil Minerich had a table at the show and I picked up one of his cards and made a mental note to get to Skyway Model Shop someday. I kept making plans to go - at the time I viewed Skyway as an out-of-the-way, obscure location, and it would *surely* be a waste of time to go there. But why not go anyway? Well the rest, as they say, is history.

It is a disservice to slight any of the equally well-known local shops (we **all** know the shops I'm talking about) in the area, but in Emil's shop I found myself among the Faithful Committed Few. This is where my love of the hobby began, right up there on Renton Avenue South. Here was a shop where people not only spent a lot of money, but spent a lot of **time**. Time discussing the latest kits and accessories. Time recommending the best reference for the project you're working on. Time suggesting a painting or finishing technique that I might not know about. Time spent just hanging out with Emil and the Friday night regulars. All right, perhaps I'm getting a bit mawkish here, but you get my drift. During my frequent visits Emil happily took my money and urged me to attend an IPMS meeting, insisting that many of the modelers whom I met at his shop were regular attendees, and that I would learn a lot and expand my skills as well.

In an unfortunately all too familiar mood of hubris I decided that rather than attend a meeting I'd simply attend the March IPMS contest where I was bound to win **something**. I'd allowed myself to be seduced by my successes at various hobby shop shows. Needless to say, I didn't win anything at the Contest. My jaw dropped at the level of craftsmanship and skill I saw that day. I was embarrassed at my arro-

gance and was ready to leave with my tail slunk between my legs when I was stopped by Lee Thornhill, who not only complimented me on my model, but also thanked me for entering the show and urged me to attend the next IPMS meeting. That was all it took. With the exception of the February '98 meeting, I haven't missed a meeting since. Boy, have I learned a lot and I've improved my Public Speaking skills as well, by virtue of having to get up and talk about my models.

Here's a quick riff on some of the things that I've learned since I started attending meetings: Bob LaBouy recommended that I try masking canopies with simple Scotch tape, whereas Mike Medrano and Ted Holowchuk suggested Bare-Metal Foil. Gordon Ericksen advised me to weather panel lines with Burnt Umber oil paint (but to **not** let it dry before I removed the excess; I learned this the hard way on the 1/72nd scale Italeri Bf 109F I reviewed last year) and to use Tamiya Smoke for cockpit washes rather than Black. Bill Osborn had some pointed advice on sanding vacuforms having seen the disaster I perpetuated on the Wings 48 MiG-3 that I started and then abandoned. Ted helped find the correct color of Wine Red to depict a Weinrot/RLM 02 Rumanian Bf 109E. Besides introducing me to his singular modeling and painting methods, Brian Mulron showed me the definitive way to make stretched sprue aials. Larry Baldwin has also invited me to come over and learn from him. Jim Schubert took me under his wing and graciously gave me unrestricted access to his extensive reference collection (as has Norm Filer - **thanks** Norm!) on Japanese aircraft which has certainly disabused me of the notion that every Japanese fighter, be it Army or Navy, was graced with a cockpit in the beloved Aotake color (rats!), the inaccurate profiles by Watanabe included with the Otaki/Arii kits notwithstanding. Robert Allen helped me determine the true identity (G-5 or G-14?) of that famous shark-mouthed post-war Finnish 109. Jack Kline came up to me after I purchased the Tamiya 1/48th N1K1 George and offered me the use of his very rare references on this wonderful plane. John Cate shook his head when I told him of my plan to build the Modelland 1/72nd scale vacuform

Reggiane RE 2005 and offered me a Supermodel Macchi C.202 (*free* - where do these people come from?) To save me having to use a vacuform propeller, wheels, and landing gear. Andrew Birkbeck sold me the 1/72nd scale Italeri Caproni Ca 313/314 for a buck, but I'm not sure I should thank him for it... John Greer keeps selling me multi-media kits at a considerable loss as injection-molded versions of these planes come out to thwart his best intentions. I hope I haven't left anyone out who has been helpful or encouraging to me since I've joined IPMS. If I've forgotten you, feel free to slap me at the next meeting.

The camaraderie of modeling extends to the manufacturers, as well. For at least a month I tried, unsuccessfully, to convince Emil to give me a wonderful Hasegawa poster of the Mitsubishi J2M2 Raiden - nothing doing. So I wrote Hasegawa, and to my surprise they sent me not only the poster but also some replacement parts I needed for a project I was working on. Airmail, from Japan, *in one week*. Three weeks ago I wrote to High Planes Models in Australia to request some parts from their excellent (OK, according to Brian Mulron it's excellent) P-47N kit in order to build an upcoming project combining the Heller and Rareplanes 1/72nd scale P-47N kits. Yes, more "co-dependent modeling!" The requested parts arrived yesterday from Down Under. (When making overseas inquiries it is helpful - and appropriate - to include several International Reply Coupons with your letter to help defray the cost of the items you are receiving; IRCs are available at the Post Office.)

The individuals and manufacturers cited above have in common an enthusiasm for modeling which they've freely and generously shared with me, and I'm grateful because I've expanded my areas of interest within the hobby thanks to their support and enthusiasm. When I took up this hobby I discovered that I have some talent for modeling as well as an ability to write about it. Joining IPMS was the logical next step and I have learned a lot but more importantly I have made the acquaintance of some pretty neat people and companies that share my enthusiasm. Is this a **great** hobby or what?

## Academy 1/72nd Scale Republic P-47D Thunderbolt Razorback

by Bill Osborn

Everybody keeps telling me to build a model from a kit that at least looks like the airplane it's supposed to represent. Well, this one is all of that. The detail of the molds is outstanding. I think it's better than the Hasegawa Razorback. The parts fit is great - no putty! There is a choice of two props, two drop tanks, two bombs, and two very nice tri rocket tubes.

The interior is basic but usable with a nicely molded instrument panel. All parts are clean and crisp. No flash, and just a little mold part line to clean up. The aft part of the canopy is about the best fit I've ever seen. However, the windscreen is a little wide, and doesn't appear to be the correct shape. It's not sharp enough.

vertical surfaces. The other option is also an Olive Drab and Neutral Gray scheme, from the 317th FS/325th FG, Italy '44. This one has yellow and black checkerboards on the vertical and horizontal surfaces, with a red cowl ring and cooling gills. There is also a large personal marking on the cowl.

Everything went along great, even the paint looked good, until I put the decals on. I couldn't get them to suck down very well. The checkerboards on the tail are made up of two parts; when they went on, they just bridged across all the hinge lines. The rest of the decals showed the scribed lines underneath.

I think that the next time I build an Academy kit I'll look for other decals. I've used them before, however, and have had no problems. Perhaps they have a new supplier.

Oh, well. It will look good in the back of the display cabinet, along with all the other non-showers that grace my collection.

## Product Review: Dr. Microtools Supreme Model Putty "It's Plastic Compatible"

by Bill Osborn

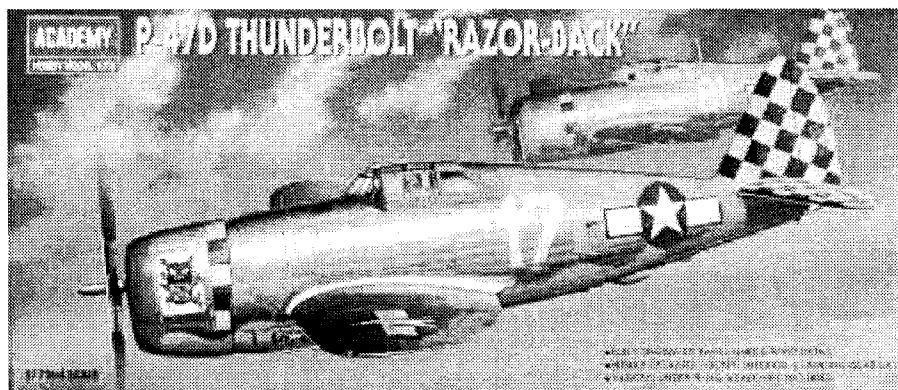
I'm always looking for new things to make my modeling struggles a little easier. So when I found this tube at one of the last few Nationals I bought it. OK, I didn't break the seal until I ran out of what I was using at the time. I don't remember what I paid for it, but it couldn't have been more than a couple of dollars. What the heck. It's only money, right?

This is smooth, brick red, fairly thin fine grain putty that spreads well and fills small holes the first time. It doesn't seem to shrink or take too long to dry.

After letting the good Doc's Supreme Putty dry overnight, just to be sure, a medium sanding stick was used to knock off rough edges. A fine sanding stick was used to clean up.

DMSMP sands to a smooth surface that should take paint very well. So far, I've only found one small drawback. The darn stuff doesn't adhere to plastic! Even after a twelve-hour cure time, the sanding stick lifted off putty in big chunks. It didn't even leave a trace where it had been. It was very easy to remove from all of the other parts that this Supreme Putty had been applied to.

All-in-all, I highly recommend this putty to anyone who has the time to do things over rather than get it right the first time. Yes, it's "plastic compatible." It just doesn't stick to it!



I left the cowling off until after painting because of the way the prop shaft fit into the back of the engine. This turned out to not work too well because the shaft as too short and the prop didn't clear the cowl. So much for trying to think ahead.

There are decals for two different ships. One is from the 391st FS/366th FG in France, late '44. Color is Olive Drab and Neutral Gray with natural metal cowl ring, and white stripes on the horizontal and

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## Book and Info Wanted

I'm looking for a book called *The Complete Encyclopedia of Battleships*. Or any colored pictures of the Russian Battleship *Potemkin*. Please contact Donald Lake at [dsmtlake1@msn.com](mailto:dsmtlake1@msn.com)

Thanks



## Tamiya 1/72nd Scale Republic F-84G Thunderjet

by Norm Filer

This kit is proof that if you behave yourself, good things happen. As most of you probably have figured out by now, my modeling interest is exclusively 1/72<sup>nd</sup> post-war U.S. Aircraft. Every now and then something comes along in "that other scale" that really tempts me. The recent Tamiya Thunderjet was almost too much to resist. But somehow I managed to keep the plastic out of Emil's almost worn-out credit card reader.

Those nice folks at Tamiya must have noticed because now I have the exact same kit in teeny weenie scale!

And what a kit it is! We often hear about "shoot downs" of larger scale stuff but I can't remember it actually being the case before. Due to the smaller size things are often simplified or retooled to make the injection process possible. Since I don't have a 1/48<sup>th</sup> scale kit for comparison, an actual part by part look is not going to happen here, but I sure spent enough time slobbering over the big one to 1) remember most of it, and 2) ruin the decals. Based on that, I think this is as close to a real reduction as we have seen. Perhaps to the point where it might not be as advantageous as we originally thought. The gear struts are really thin, and the nose gear assembly has five parts! While I had some difficulty finding enough space to put in

the two ounces of nose weight the plans call for, after about a week of sitting on its landing gear, everything still looks normal.

This thing is really impressive. The delicateness of the molding and the fineness of the details have got to be about as good as we have seen. This is the first 1/72<sup>nd</sup> kit I have seen that steps up to the standards that Bill Bosworth and his band of elves at Accurate Miniatures have established in 1/48<sup>th</sup> kits. I had been somewhat disappointed that those new standards were not happening in the smaller scale as they had in the larger stuff. Well, Tamiya was willing to compete. This kit required no filler, and very little sanding of the joints to make them disappear. I spent more time determining where the parts were on the sprues than assembling the model.

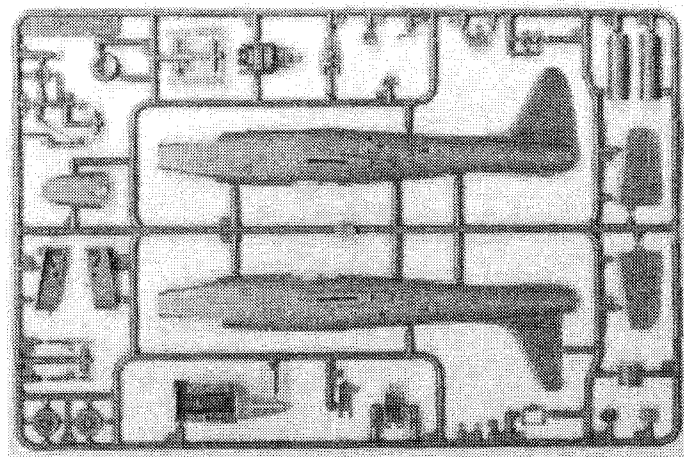
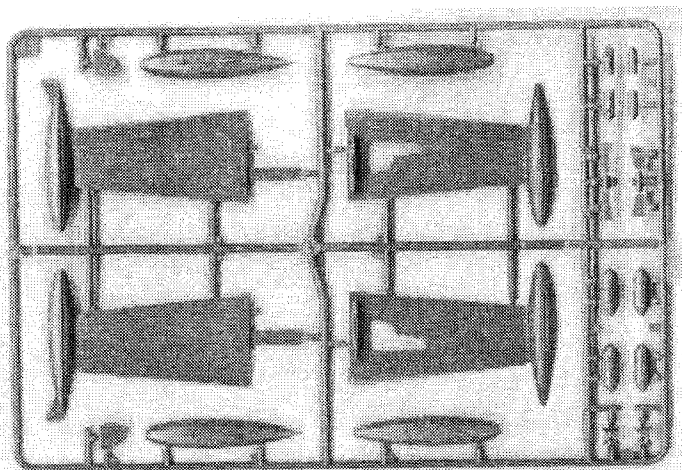
The aftermarket people are going to get the day off with this one. The only thing that might be desired would perhaps be different choices for underwing ordnance. You get 500lb bombs, tanks, and JATO bottles for the rear fuselage, but no rockets. It seems to me that good 5" HVARs are something that the brass folks

have overlooked. Especially if they make them so they could be "stacked" like the F-84 and some other birds did.

Oh yeah, the hood opens and the ammo cans and guns are there too. Just like its big brother.

While the decals look fantastic and have all the stenciling and markings you would ever want, they appear to be somewhat thick. That is not the case at all when you apply them. They are probably some of the finest decals I have ever used. They fit the subject perfectly. This is important because Tamiya has chosen to use some rather large, complex decals for stenciling and outlines of panels and warning stripes. If the fit were not perfect it would show. They respond well to setting solution and

*continued on page 11*



## Spoken Alphabets

by Jim Schubert

The primary purpose of a spoken alphabet is, of course, to avoid confusion when saying a letter of that alphabet. "B", "D", "P" and "T" in English, for example, can all sound alike unless very clearly enunciated and heard; as can "S" and "F". Spelling my name for someone on the phone sometimes results in a piece of mail addressed to "Jim Fchubert". I can't even begin to pronounce that one.

I've been fussing with this subject for a few years stuffing notes into my file of

material for future articles. Nothing, however, had motivated me to get off my inertia and do something about it until Wes Moore showed me a sheet of his work on the same subject at the June meeting. Seeing that he was not as far along as I was, I finally decided to put it all on paper and send it to our illustrious editor Mr. Robert Allen to see if he'd like to use it.

The British appear to have created the first spoken alphabet for their forces in WWI. This, for example, gave us "Ack-Ack" for Anti-Aircraft. This alphabet was not dropped until the Allies agreed a new one in 1943. Even then the British frequently reverted to the old one and even added some new, unofficial, variations of their

own to confuse historians. The current international spoken alphabet promulgated March 1, 1956 by the International Civil Aviation Organization (ICAO) of the United Nations (UN) was designed primarily for non-English speakers to facilitate safe international civil aviation. Later, virtually all the world's military forces, save the ex USSR/CIS states also adopted the ICAO alphabet.

Here then are the seven spoken alphabets that I have found:

|   | <u>BRITISH WWI</u> | <u>ALLIED '43</u>        | <u>GERMAN WW2</u> | <u>ICAO</u> |
|---|--------------------|--------------------------|-------------------|-------------|
| A | Ack                | Able ( <i>Apple</i> )    | Anton             | Alpha       |
| B | Beer               | Baker                    | Berta             | Bravo       |
| C | Charlie            | Charlie                  | Casar             | Charlie     |
| D | Don                | Dog                      | Dora              | Delta       |
| E | Edward             | Easy                     | Emil              | Echo        |
| F | Freddie            | Fox                      | Fritz             | Foxtrot     |
| G | George             | George                   | Gustav            | Golf        |
| H | Harry              | How                      | Heinrich          | Hotel       |
| I | Ink                | Item                     | Ida               | India       |
| J | Johnnie            | Jig                      | Josef             | Juliet      |
| K | King               | King                     | Karl              | Kilo        |
| L | London             | Love                     | Ludwig            | Lima        |
| M | Monkey             | Mike ( <i>Mother</i> )   | Marta (Martha)    | Mike        |
| N | Nuts               | Nan                      | Nordpol           | November    |
| O | Orange             | Oboe                     | Otto              | Oscar       |
| P | Pip                | Peter                    | Paula             | Papa        |
| Q | Queen              | Queen ( <i>Queenie</i> ) | Quelle            | Quebec      |
| R | Roger              | Roger ( <i>Robert</i> )  | Richard           | Romeo       |
| S | Sugar              | Sugar                    | Siegfried         | Sierra      |
| T | Toc                | Tare ( <i>Tommie</i> )   | Toni              | Tango       |
| U | Uncle              | Uncle                    | Ulrich            | Uniform     |
| V | Vic                | Victor                   | Viktor            | Victor      |
| W | William            | William                  | Wilhelm           | Whiskey     |
| X | X-Ray              | X-Ray                    | Xantippe          | X-Ray       |
| Y | Yorker             | Yoke                     | Ypern             | Yankee      |
| Z | Zebra              | Zebra                    | Zeppelin          | Zulu        |

(*British variations in Italics*)

**POLAND**

A Adam  
 B Barbara  
 C Celina  
 D Dorota  
 D -  
 E Ewa  
 F Franciszek  
 G Genowefa  
 H Henryk  
 CH -  
 I Irena  
 J Jadwiga  
 K Karol  
 L Leon  
 L' -  
 M Maria  
 N Natalia  
 N -  
 O Olga  
 P Pawel  
 Q -  
 R Roman  
 R -  
 S Stanislaw  
 S -  
 T Tadeusz  
 T -  
 U Urszula  
 V -  
 W Wacław  
 X Xantypa  
 Z Zygmunt  
 Z -

**CZECHOSLOVAKIA**

Adam  
 Bozewa  
 Cyril  
 David  
 Dumbier  
 Emil  
 Frantisek  
 Gustav  
 Helena  
 Chrudim  
 Ivan  
 Josef  
 Karol  
 Ludvik  
 L'ubochina  
 Maria  
 Norbert  
 Nitra  
 Oto  
 Peter  
 Quido  
 Rudolf  
 Rehor  
 Svatopluk  
 Simon  
 Tomas  
 Tepla'  
 Urban  
 Va'clav  
 -  
 Xaver  
 Zuzana  
 Zofia

**USSR/CIS**

A Az  
 B Buki  
 V Vedi  
 G Glagol'  
 D Dobro  
 Ye Yest'  
 Zh Zhivete  
 Z Zemlya  
 I Izhe  
 K Ka  
 L Lyudi  
 M M'islete  
 N Nash  
 O On  
 P Pokoi  
 R Rts'i  
 S Slovo  
 T Tverdo  
 U Ukho  
 F Fert  
 Kh Kha  
 Ts Tsepochka  
 Ch Cherv'  
 Sh Shapka  
 Shch Shcha  
 i Yer'i  
 E E'oborotnoye  
 Yu Yula  
 Ya Yako

**Preznotes***from page 1*

have solved the size problem with the new engines by making detailed castings of the original Jumo engines and hiding the new engines completely within the Jumo replicas. Ingenious. They are also looking for volunteers to help with the project, and I believe they operate until 5pm, Monday thru Friday. They are located adjacent to the fire station at the south end of the main runway.

Getting back to auctions for a minute. On August 30, five PBV Catalinas and a Douglas B-23 Dragon will be sold via auction at Grant County Airport in Moses Lake. Also in the auction are a variety of spares and ground handling equipment. If you need an extra PBV for your collection (or a PBV to hold your collection in), here's your chance.

See you at the meeting,

*Terry*

**NB** Polish has no Q, V or Y. **NB** Czech has no W or Y.

Can anybody add to or correct any of the above? How about other languages?

**Tamiya F-84 Thunderjet***from page 9*

just about disappear. I only found one small error on the markings provided. The bright 58<sup>th</sup> FBW bird has 58<sup>th</sup> Air Bmbr Wing inscribed on the red nose gear doors. It should actually say 58<sup>th</sup> Ftr Bmbr Wing. But it is almost too small to read, and thus not a noticeable problem.

Another interesting sidenote is that some of the stenciling is actually a brief outline of the F-84's history and of course does

not belong on the side of the airplane. If you had not seen that on the larger kit you wouldn't notice it at all here.

By the time you read this, this kit should have arrived in the local shops. I understand the suggested retail is low enough to give both MRC (Fujimi) and Marco Polo (Hasegawa) heartburn. My how things change — Here I am reviewing Tamiya kits, in 1/72<sup>nd</sup> no less, and happy about the prices!



## Two New Supermarine Spitfire Mk.IX Kits

by John Tate, IPMS Albuquerque

### Italeri 1/72<sup>nd</sup> Supermarine Spitfire Mk. IX

Although the Spitfire itself needs little introduction, it may be useful to describe the Mk.IX. Next to the Mk. V, its predecessor, the Mk.IX was the most-produced Spitfire variant. From mid-1942 on, 5,665 saw action with RAF, Commonwealth, Allied, Soviet, and U.S. forces in Europe, the Eastern front, and the Mediterranean. A stop-gap solution to the challenge posed by the Luftwaffe's Fw 190, the Mk.IX was nevertheless an elegant, potent fighter and the last of the classic Merlin-powered Spitfires. Post-war, the Spitfire Mk.IX continued to enjoy a colorful career, remaining on strength with a variety of foreign operators into the early 1950s, seeing combat in Israel and with the French in Indochina.

Although long-neglected in 1/48th scale, Hasegawa released a superb 1/72nd scale Spitfire Mk.IX in 1997. Having built two of Hasegawa's Mk.IXs, I knew Italeri would have stiff competition when they announced their own Mk.IX in 1998.

Finally released in January 1999, Italeri's Mk.IX is molded in soft, light gray plastic. It has engraved panel lines, excellent instructions and a first-rate decal sheet. In the box, it looks like a winner. Best of all is the low price, less than \$9.00.

I started with the cockpit. Here, I was a bit disappointed. Although the kit has a decent cockpit floor, control stick, instrument panel, gunsight, seat, and seat-support headrest, it lacked sidewall detail, a rear-cockpit rib-frame bulkhead, headrest, voltage regulator, or support bar. These had to be scratchbuilt or borrowed from the spares box. Not a major project but a little extra work by Italeri could have placed these parts on the sprue.

The cockpit hatch was molded as a separate piece and can be positioned open. However, since there is no detail on the interior of the hatch, most modelers will probably want to build it closed.

The cockpit fit into the completed rear fuselage assembly without difficulty. The usual filling and sanding were required along fuselage seam lines. More of a job was mating the separate engine cowl halves to the assembled rear fuselage. A lot of trimming, filling and sanding was necessary to get the engine cowl to fit right. Italeri provided separate engine cowl pieces to allow a variety of Spitfire variants to be produced from the same mold but unfortunately, the parts fit is poor.



The kit canopy was thick and lacked the crystal clarity of most contemporary kit canopies, reminding me of a transparency from an old Frog kit. I ended up using an extra Hasegawa canopy as a replacement. An aftermarket vacuum form canopy is another alternative.

Two separate rudders are provided, the standard version and the later, pointed type. Do not attach a radio antenna wire from the rudder to the antenna mast. Spitfire Mk. Vs and Mk.IXs did not carry these wires.

I was relieved when I began the wing assembly. Yes, Italeri correctly molded the gull-like, compound curve of the rear underwing area. Lack of careful attention

to this area has been the bane of many Spitfire kits, including the recent Pro-Modeler 1/72nd scale Mk. Vb. Italeri, however, got it right. The wings themselves are the common, mid-production "c" type, accurately molded with two inboard Hispano 20mm cannon and four outboard .303 Browning machine guns. Later Mk.IX's had the "e" type wing which lacked the machine guns. For some reason, Italeri used heavy, raised rectangles to represent the gun-port locations and these had to be carefully removed. Two wingtip types are provided, the F-type (standard) and LF-type (clipped). The two underwing radiators have blank plug inserts but in this scale, the lack of detail is not a serious problem.

Wing and fuselage fit was actually not bad although I had a lot of work filling and smoothing wing-root gaps under the nose. Two types of carburetor intakes are included and should be cemented in place once the wing and fuselage joints are worked out.

One of the nice things about this kit is the generous selection of markings and beautiful decals. Markings for three Mk.IXs are included, all from 1944: a RAF Spit from 126 Squadron and two Free French machines, one from RAF 602 Squadron and the other from RAF 329 Squadron. All of the Spitfires have the standard RAF Dark Green/Ocean Grey/Medium Sea Grey day fighter scheme. One of the Mk.IXs, from 329 Squadron, is depicted with invasion stripes, although you have to paint them yourself. The roundels are in perfect register and the centers have the correct shade of dull red. Full maintenance stencils are included.

Overall, I enjoyed building the kit because it was generally accurate but required work to make a decent model. After assembling

so many near-perfect Tamiya and Hasegawa kits lately, it felt good to rummage through the spares box again. The incomplete cockpit, rough canopy and poor parts fit are problem areas, but a skilled and patient modeler can turn this kit into a model that rivals the Hasegawa one, at about half the price.

all fit onto an oval rib frame which attaches to the cockpit floor. The only thing missing is the small support rib that spanned the gap from the headrest frame to the rear cockpit frame. Although no seatbelts are included, I was happy with the completed cockpit and found the level of detail sufficient for a model of this type. I added a Tamiya Spitfire pilot figure to the cockpit in lieu of rigging a complicated Sutton seatbelt harness.



### Occidental 1/48<sup>th</sup> Supermarine Spitfire Mk.IX

After taking a first look at the kit parts, I got to work building my Spitfire. Here is what I found:

#### Cockpit

Occidental's cockpit is completely original. The instrument panel is nicely done and Occidental devised an ingenious way for the panel and rudder pedals to fit into the cockpit floor. A reflector gunsight is included, but many Mk. IXe's were fitted with the later gyroscopic model. Basic throttle quadrants and levers are provided for the fuselage sidewalls, which have appropriate ribbing. The small cockpit door is scribed to simplify cutting for open display. The seat, headrest and armor plate

#### Fuselage

This is where things started to go bad. The completed cockpit assembly fit into the fuselage OK, but the bottom of the cockpit floor had to be trimmed to allow the fuselage to properly mate with the wings. Once the fuselage halves were together, the fuselage section from the cockpit to the tail assembly appeared too long. Don Alberts, ASM's longtime member and expert modeler, first told me about this when he compared the Occidental fuselage to scale Spitfire plans. Occidental's Spitfire fuselage appeared two scale feet too long. He was right. I noticed a few other things about the completed fuselage I did not like, such as the plastic lump behind the radio mast that supposedly represented a formation light. This light was not present on most Mk. IX Spitfires so I removed it.

Also, Occidental made the fuselage fuel filler cap an oblong hole. I had to fill this in and later carefully drew a ring to represent the filler cap.

#### Engine Cowl

Occidental chose to design the kit with a separate engine cowl top cover. Supposedly, this would allow the cover to be removed so the modeler could view a piece of plastic representing the top of the Merlin engine. Not seeing the value of this, I left out the "Merlin" piece and simply glued the top cover in place over a flat piece of plastic with the exhaust stubs on either side. But when the cover was in place, I was horrified to see Occidental had produced a monster, not a Spitfire. The entire engine cowl was bloated and misshapen. It looked like a cross between a PR Mk. XI and an early, inline engine nacelle from a Do 17. When I saw how badly the engine cowl looked, I had serious doubts about completing the model. But I promised a full review in two weeks, so I pressed on. Using photos and scale plans, I carved, shaped, sanded, filled and re-sanded until I had something resembling the sleek, shark-like, nose profile of the Mk. IX. Of course, when I was finished, I had to rescribe the panel lines that had disappeared. Fixing the nose profile added several days to the completion time of the kit.

#### Wings and Horizontal Stabilizers

The kit is marketed as a Mk. IXe. The "e," had outboard cannons, inboard .50 cals and no outer wing machine guns. Olav Hungnes, a Norwegian Spitfire expert, told me via e-mail that the inboard .50s did not protrude past the stubby blast tubes or even past the leading edge of the wing, as I had mistakenly believed. In any case, I decided not to build the model as a Mk. IXe. With the other flaws in the kit, I did not trust the kit markings schemes without photographic evidence. Occidental left the spent-shell ejector holes for the outboard machine guns in the wing undersides, which were not correct for a Mk. IXe. Therefore, I took the easy way out and made my Spitfire a Mk. IXc, using readily-

available aftermarket decals. Converting the kit to a Mk. IXc was simple. I only had to reverse the removable gun covers in the wing. I did this by cutting off the aft ends of the covers and swapping them. With a little bit of filling and sanding, this worked fine. Once that was done, I assembled the wings and placed the cannons in the inboard holes and the plugs in the outboard holes. Given the other problems in the kit, I was not surprised to find the cannons were too short and had to be extended with bits of scrap plastic. But the big problem was the thickness of the wings. The real Spitfire had relatively thin wings. The Ocidental kit has fat, thick wings, like those on the old Monogram Spitfire kit. There is really no fix for this so I left the wings alone. Also, a substantial amount of carving was necessary at the wing root to get the proper dihedral angle.

Problems did not end there as I found the horizontal stabilizers had the same thickness problem as the wing. Even worse, they were lumpy. I was able to reduce the thickness a bit through sanding but the fat profile was still noticeable.

### Canopy

Will troubles never cease? The Ocidental canopy has an OK windscreen, but the sliding canopy hood seemed too short and bloated. The model looked strange with it in place so I replaced the canopy hood and windscreen with spare transparencies from a Tamiya Spitfire. Thankfully, the Tamiya canopy parts fit great and looked a lot better than Ocidental's. In fact, the only remaining canopy problem was Ocidental's rear quarter canopy window. It did not seat right without filling and sanding adjacent fuselage areas.

### Finishing Up

I painted the model in standard RAF Dark Green/Ocean Grey/Medium Sea Grey with yellow leading edge ID stripes. After giving the model a gloss overcoat, I used a combination of kit decals and markings for a No. 416 Sqn. (RCAF) Mk. IXc from one of WaterMark Decal's excellent Spitfire sheets. I used RAF roundels and mainte-

nance stencils from the kit's AeroMaster decal sheet. They worked fine and reacted well to Solvaset.

### Conclusions

This kit is a headache: the fuselage is too long, the canopy inaccurate, the nose is a disaster and the flying surfaces too thick. It is hard to believe Ocidental spent more than a year preparing this kit and yet so many problems still remain. After much hard work and many corrections, I think I have a presentable Spitfire, but I would not build one again. If you already purchased one, I would suggest cross-kitting it with the Fujimi Mk. VIII. The Fujimi kit is essentially accurate in outline but lacks a decent cockpit and detail parts, which Ocidental got right. Plus, you could use the curved section on the Ocidental lower rear wing area and put it on the Fujimi kit, which lacks one.

I take no satisfaction in criticizing this kit. I liked Ocidental's T-6 kit and was looking forward to the release of their Mk. IX. But this kit, unfortunately, is off the mark. I am glad Ocidental is around, but they still have some work to do before their kits can compete with larger manufacturers. Better luck next time.

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## Book Review: *B-24 Liberator Units of the Pacific War* by Robert F. Dorr

review by Robert Allen

This is a book that needed to be written. B-24 crews are often overlooked in preference to B-17 crews, and ETO operations always seem to be favored over Pacific exploits, at least where the USAAF is concerned. This excellent book goes a long way to redress that imbalance. Both Army B-24 units and Navy PB4Y operations are covered, along with a short mention of RAAF use of the B-24.

Due to its long range, the B-24 was the primary USAAF heavy bomber in the Pacific, and Dorr covers that usage from the first (a B-24 was the first aircraft destroyed at Pearl Harbor) to the last. Unlike many aviation writers, Dorr is an excellent writer; he knows how to tell a story, not just regurgitate facts, and his biases come through - his contempt for MacArthur is thinly veiled.



The book follows the now familiar Osprey format. One difference from the Aces series is that the B-24s are larger aircraft, so the 30 color profiles are arranged vertically, two to a page, rather than horizontally, four to a page, as with the smaller fighters. Well-known aircraft such as *The Dragon and His Tail* and those from the *Jolly Rogers* are interspersed with lesser-known examples.

The book covers only the Pacific theater; the CBI, where the Liberator was the only RAF heavy to see combat, is not covered. Perhaps another one for down the road?

## Artist's Oil Paints: The "Color" White

by Andrew Birkbeck

I am a big fan of the technique known as "dry brushing", used to a great extent by armor modelers, but also modelers in other fields such as aircraft, science fiction etc. Anywhere that a modeler uses matt paints, rather than gloss. This is a technique that essentially allows the modeler to achieve a more three-dimensional effect by "high-lighting" the raised detail on the model with a lighter hue of the base color.

Simply put, the modeler takes the base color, and adds white to it, to lighten the hue. He then takes a suitable brush (I find the best are those known as Filbert), and dips the tip in the lightened paint. He then takes the brush, and using a white piece of card, brushes the tip back and forth until all the paint appears to have been removed. However some paint remains on the tip, and the brush tip is then dragged across the raised detail of the model, leaving a small deposit of the lightened paint behind. This gives the effect of dark recessed areas, and light raised details, for a more three-dimensional appearance. However, it only works well with matt paints, as with gloss, the surface is too "smooth", and the dry-brushed paint will not adhere properly.

The problem I have experienced is that using my preferred enamel or lacquer based paints, the paint dries too quickly on the tip of the brush, and so has trouble adhering to the raised surface of the model. Either it dries totally, and doesn't adhere at all, or it dries to such an extent that the paint left behind is grainy.

One day, just for the heck of it, I took out a tube of artist's enamel oil paint, and deposited a blob of it onto a small sheet of glass. Using the glass, instead of say a white card, stops the oil from being prematurely absorbed. The paint then stays "wet" for far longer. It was this "wet" appearance of artist's oils that got me thinking. Since my problem was premature drying of the paint, perhaps I could take my base enamel color, and instead of lightening it with white model paint, I could do it with the white artist's oil, thereby extending the drying time of the paint?? Sure enough, it worked. In fact, in some ways it worked too well, because it now takes a few days to dry!! Still, this beats the heck out of my paint drying too quickly.

After using this technique very successfully for a while, I then discovered another useful property of artist's oil paint: when it comes out of the tube, it is a thick opaque sludge. However, in very thin applications, it is for all intents and purposes, translucent. This being so, I reasoned, if I apply PURE WHITE over dark colors, in very

thin applications, the result will be that the initial color will show through the white, but as a lighter hue. In other words, if I were careful, there would be no need to mix my base coat into the white artist's oil paint, but simply apply the white right over the base coat. While not working in all cases, my experiments indicate it works well in many. Experiment, experiment, that is how one progresses in this hobby.

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## Auto Interiors

via IPMS/ SMA

Here's a tip on painting interiors. There is a paint on the market called Apple Barrel Acrylic Paint which can be found in the craft department at Wal Mart for 98 cents. The paint has the right texture for interiors. I use two to three coats and there are no brush strokes.

Keeping with interiors, I found felt simulates carpeting just as nicely as flocking, but is a lot less messy and a lot cheaper. It's only 20-25 cents a piece and can be applied with the above paint or white glue.

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## Upcoming Model Contests and Shows

**August 21** - Whidbey Plastic Modelers Contest, IPMS/North Whidbey, Oak Harbor Elks Lodge, 155 NE Ernst, Oak Harbor. Contact: Royal Gaffney, 360-679-4331.

**August 21** - Puget Sound Auto Modelers Association & American Eagles Tacoma, 5412 S. Tacoma Way, Tacoma. 206-474-5765.

**October 8/9** - 1999 Gathering, IPMS Salt Lake City & IPMS/Utah, Ogden Union Station, 25th & Wall, Ogden, UT. Contact: Ian Andrews 801-466-1310.

**October 9** - IPMS Vancouver (BC) 29th annual fall model show, Bonsor Recreation Centre, 6550 Bonsor, Burnaby, contact: Kevin Brown 604-939-9929.

**October 23** - IPMS REGION 7 Convention, Pearson Aviation Museum, Vancouver (WA), contact: Dave Redlich, 503-228-8544.  
Web Page: <http://www.geocities.com/CapeCanaveral/Hangar/7129/recon99/recon99.htm>  
**Note: Date was incorrectly given as 10/25 in last month's newsletter. 10/23 is correct.**

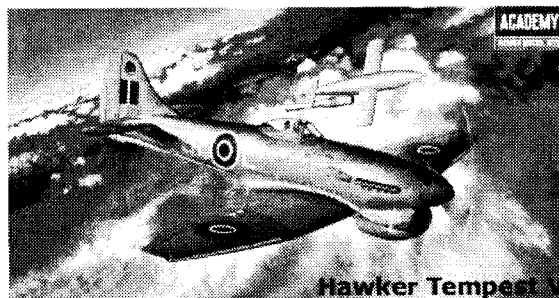
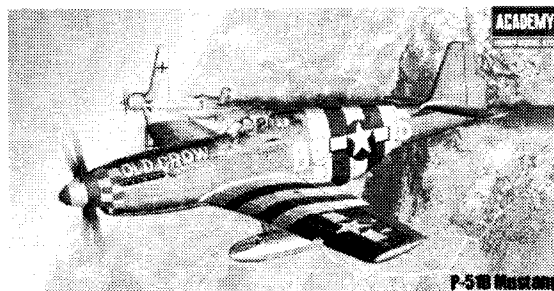
**November 7** - Puget Sound Auto Modelers Association, Puyallup.

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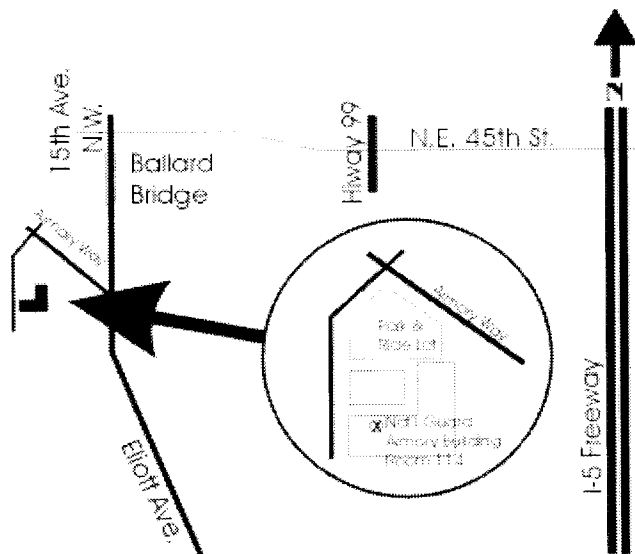


Cover art for Aces and Wingmen II. See page 5 for the review.

## Coming Attractions



## Meeting Reminder:



**Saturday, August 21, 1999**

**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.