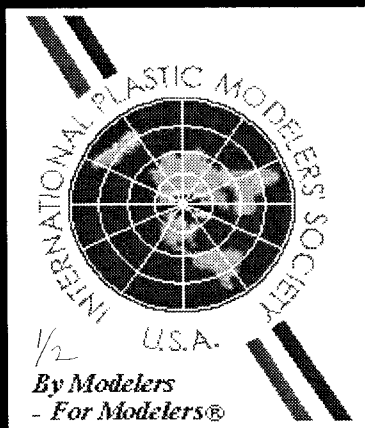
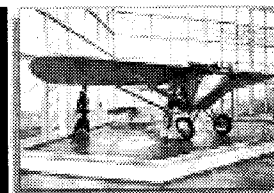


# Seattle Chapter News



Seattle Chapter IPMS-USA  
June 1999

## PREZNOTES



Well. Our fearless editor just called. No Preznotes column for the June issue! I suppose I should get to work. That happens to be a good thing, as I just discovered that the model I am working on has had the extreme misfortune of accumulating liquid glue inside the clear portions of the cockpit. Unfortunately, there are a LOT of clear portions to the cockpit and the model ain't exactly cheap. My conscience won't allow me to drive to the local hobby emporium to buy another kit just for the clear parts. A few years ago, maybe, but kits were much cheaper then. At least sitting in front of the computer for a while will take my mind off what I am going to do to solve this somewhat major problem now inhabiting my workbench. Oh well.

Why do some of us buy resin aftermarket products for models that don't really need them? I can see buying a resin product that will allow you to convert a model from one version to another, but why buy a set to replace a portion of a kit that does not need to be replaced? Look at all the resin interior sets for current Tamiya or Hasegawa aircraft kits. Why? Personally, I would rather see a nice resin interior set for kits from the '70's or '80's (or older!). I have dozens in my garage. Why buy a \$35 kit and then turn around and buy a resin interior set as expensive or nearly as expensive as the model when the kit parts are very well done? I have seen some detail sets that have been slightly modified kit parts just recast and sold as originals. There seem to be some items that are totally unnecessary. Why buy a cast engine on a very close-cowled aircraft engine? If you can't see it once the cowl and prop are in place then why buy it in the first place? Another thing is separate control surfaces. Is it really that difficult to cut the elevators or rudder from the model and reglue them in a deflected position? Personally, I'd rather buy a detail set for my Smer SM-79 or Frog Whitley than I would for my Tamiya F-84G. I only paid \$5 for my Whitley many years ago and all it really needs is a good cockpit set. I would pay \$25 for an interior detail set for the Whitley because it would enhance the

model (and it really needs it). I won't pay \$25 for an interior set for my \$25 Tamiya Bf 109 because it just does not need it! Now that I've vented, I'll go back to my problem on the workbench.

(About 15 minutes later)

Nope, it's still too much of a problem to deal with tonight. As announced at our May meeting, we will be selling, via auction at our July meeting, the Matt Hargreaves collection. Matt has decided to liquidate his entire collection and ALL proceeds will be donated to the chapter to provide a seed for our 2001 IPMS National Convention efforts. The collection consists of mostly '70's to early '90's vintage kits and includes 1/72nd aircraft, 1/144th airliners (most with limited production type markings), space & sci-fi subjects, assorted car models (mostly from Japan), some armor, ships, vintage vacuforms, some rare kits (if you have ever wanted a Greenbank Castle Ryan M-1, there are several!) and even a Mattel Vacuform in the box. I am working on a list and hope to have it done by the next meeting. A complete list will also be enclosed in the July newsletter. If you can't wait until the July meeting to look over the collection, give me a call and I'll arrange for a preview.

See you at the meeting,

*Terry*

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IPMS Seattle Web Site (Webmasters, Tracy White & Jon Fincher): <http://www.blarg.net/~ipmssea.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 \$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.

**JUNE 12, 1999 (2nd Saturday)**  
**AUGUST 21, 1999 (3rd Saturday)**

**JULY 10, 1999 (2nd Saturday)**  
**SEPTEMBER 11, 1999 (2nd Saturday)**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST 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

## IPMS-USA Pre-Convention Projections

by Bob LaBouy

The following is a copy of the information that was sent to IPMS-USA regarding Seattle's bid to host the 2001 National Convention. If you have any suggestions or comments on the proposal, please contact Bob LaBouy at 206-232-7784 or by e-mail at [ok3wirebob@home.com](mailto:ok3wirebob@home.com)

**Convention 2001  
Seattle Chapter  
July 25-29, 2001**

### Proposal Basics:

Proposed Convention Dates: July 25-29, 2001  
Proposal Date: May 18, 1999

Host Chapter & City: Seattle Chapter, IPMS-USA

Convention Theme: **Seattle 2001, It's More Than Just Modeling**

Convention Chairman:	Bob LaBouy	IPMS #3064
Convention Treasurer:	Norm Filer	IPMS #35777
Contest Co-chairmen:	Ted Holowchuk	IPMS #30240
	Jim Schubert	IPMS #2159

Hotel name: DoubleTree Hotel, Seattle Airport  
18740 Pacific Highway South  
Seattle, WA 98188

Room Rates: \$115.00 for either single/double occupancy

Number of rooms needed to offset cost of Convention 2001 space: 735 room nights

### Summary of Hotel Package:

This is the largest hotel facility in the SeaTac (Seattle Tacoma International Airport) area, with 838 rooms. We used this same hotel, then operated by the Red Lion Hotels, for the 1992 IPMS-USA Convention. The facilities are well suited to our purposes, they are very centrally located for all members who drive into the Seattle area (by both US Interstate 5 and 90 routes coming into Seattle) and located within a quarter mile to the SeaTac airport itself for those guests arriving by air. It is located approximately 25 minutes by car to the downtown Seattle area and 25 minutes to Tacoma, McChord AFB and Ft. Lewis. The hotel provides complimentary shuttle service to SeaTac every 15 minutes, 24 hours per day. SeaTac is the 2<sup>nd</sup> largest and busiest international airport on the West coast, served by over 50 domestic and international airlines and includes over 1,000 scheduled flights each day. The DoubleTree is equipped with all the features one would expect from a modern, well managed hotel, including an ATM, three restaurants, two lounges, 24 hour room service, a large outdoor pool and the latest in fire and security protection for its guests and visitors safety. As well as being easily accessible to the I-5 freeway, the Hotel offers over 1,000 convenient parking spaces surrounding the hotel. This single advantage provides outstanding access to our Convention attendees without added charge.

Overflow Hotels/Other Space: The DoubleTree is clearly the largest and best facility in the SeaTac area. However, there are also over 30 other smaller and in some cases, less expensive, hotel/motel properties in the immediate vicinity. These include Hilton, Marriott and many others within the mile radius around the DoubleTree, most of which within easy walking distance to the DoubleTree. There are

also numerous restaurants within easy walking distance of the hotel, in addition to those provided in the SeaTac airport itself. These include many fast-food types, franchise outlets (Denny's, Pizza Hut, Schumsky's, Sharp's and many other regional restaurants including one of Seattle's premier seafood locations, Thirteen Coins. Rental automobiles are available from every major and many smaller firms. The hotel is accessed by several national tour and bus firms offering day or specific location bus trips. In short, should there be a shortage of space at the host Hotel, last minute registrants can easily find locations and space at very reasonable prices within a few minutes of the DoubleTree Hotel.

### Tours:

Museum of Flight/Boeing Field	Est'd cost:	\$ 15.00
MOF Restoration Facility		25.00
Boeing Paine Field Facility (747, 767 & 777 home)		25.00
Fort Lewis Military Museum		25.00
McChord AFB Museum		25.00
Whidbey Island NAS		40.00
Bremerton Naval Base/Everett Naval Base (ship tours w/ nuclear carrier)		30.00
Automobile Collection (Tacoma)		25.00

Others: None envisioned at this early date. However, we will continued to pursue added opportunities including a tour to the Bangor Naval Undersea Warfare Base and one of the *Ohio/Los Angeles* class submarines (the cost would be in the \$30.00 range). As in our '92 Convention, such tours are difficult to arrange, very limited in their scope, and the number permitted (usually no more than 20 persons) and open only to U.S. citizens and subject to a prior law enforcement/background check.

### Other Information:

Contest room size: 13,600 square feet

Cost to Convention: \$ 7,000.

Estimated number of entries: approximately 1,400

Registration fee: \$1.00 model (first two included with Convention registration fee)

Banquet room size: 6,250 square feet

Seating: 600-800

Estimated number of attendees: 425

Price of meal: \$28.00

Banquet meal includes: Served meal.

Vendor's room size: 14,650 square feet (using a combination of 3 separate rooms)

Number of tables: 200 tables

Cost of table to vendors: \$ 90. per table

Cost to Convention: \$ 7,200.

Estimated number of trophies: approximately 390

Number of Special Categories: approximately 10 (one from the Seattle Host Chapter)

Estimated cost of trophies: \$ 9,000.

Cost to Sponsors: \$90. per trophy package per sponsor

Guest speaker: (unidentified at this time)

Cost of speaker: \$ 300.

Topic of guest speaker: (unidentified at this time)

Modeling seminars: (approximate at this time)

- German World War II markings and painting
- Photographing modern military aircraft & modelling research
- Basic model painting and finishing (tools & techniques)
- Building models for contests – strategy
- Modern USN carrier operations
- Planning for and hosting an IPMS-USA Convention
- Weathering and finishing model aircraft and armor
- Your first Miniature - painting and researching
- Establishing and maintaining your own modeling research

Nearest Airport: SeaTac International

Airport Shuttle from Hotel: Yes (see prior notes)

Will your Chapter need any start-up money? If so, how much?:  
No, we'll self-fund it from the Chapter's treasury.

## Why Seattle in 2001?

We believe there are three basic reasons why Seattle in 2001 makes sense and should be selected as our Society's Convention site. Our recommendation is like a perfect mathematical formula:  $A + B = C$

??	A	The People and Experience of the Seattle Chapter
???	B	Seattle's Location
???	C	Seattle is the Best Location for 2001

Why? From our perspective, the reasons are clear and overwhelming. We expect the IPMS-USA Executive Board members will agree and recommend you choose Seattle as the host Chapter for our Society's 2001 National Convention. Seattle will provide an excellent start for our Society's next century's modeling experience!

### People and Experience

The Seattle Chapter is one of the premier Chapters in the IPMS-USA organization because of its size, experience, track record & level of commitment to our Society. The Seattle Chapter is over 35 years old and stronger than it has ever been. We have published Chapter newsletters for more than 30 years and have constantly supported IPMS-USA in terms of its activities, management and operations. We have members who have held a variety of national and regional offices. Chapter members are professionally oriented, dedicated, well organized, bring a wealth of prior convention experience and are committed to making the 2001 IPMS-USA Convention the best.

- Seattle is one of (if not *the*) oldest IPMS-USA Chapters. Our Chapter history began in 1964 as one of, if not the first, *organized* Chapter in the U.S and hosted the first IPMS Convention. (We may have organized prior to the USA Branch.) We pride ourselves on our involvement with the USA Branch from the beginning, and have a number of original IPMS-USA members. We worked with the founding IPMS member, Bob Jones (in England) to insure that the USA Branch was organized with our founder Jim Sage. Several important aspects of management involvement in IPMS-USA include our efforts to insure the financial integrity of Society operations, publishing and distribution of Society publications, establishing a membership data base, formalizing our Constitution, By Laws and operational procedures, establishing our current Judging system and the Convention rotation system itself.
- The Chapter is capable of planning and managing the convention by itself (though we already have the commitments of three other groups to assist and participate in 2001 effort) and has been actively involved in the management of several other national conventions in other cities. Following our 1992 Convention, we prepared and distributed a summary of that

Convention, and a series of computer disks containing every aspect of our planning, organization, publication and advertising. We have encouraged subsequent convention planners and host chapters to use this information to assist in their planning and use any of that material (saving them the expense and time of "reinventing the wheel"). Our members have been very proactive in the long term Convention planning process and are prepared, as a part of the 2001 Convention, to provide a *How To Host A National Convention* booklet which the Society can modify, publish, and distribute to subsequent host chapters to assist them in their efforts.

- The Seattle Chapter has hosted at least several prior national conventions (1964, '72 & '92), first regional (1965), numerous regionals and an annual (most with at least two other groups) for over 25 years). Several of our members have participated in almost every National Convention since the first major convention in 1969 in Los Angeles. Our Chapter Convention Committee has already met over six times to establish our basic plans and organization in anticipation of the 2001 Convention.
- Our level of maturity, professional and business experience is very broad including careers in management, accounting, aircraft construction, law enforcement, computer technology, professional artists and model makers, engineers, manufacturing, law, and education. Many of our members are now beginning their retirement and have significant additional time to devote to planning and management of the 2001 Convention.
- From the standpoint of our modeling experiences, the Chapter is the home to about 100 members, whose modeling diversity and interest include all facets of our hobby including aircraft, vehicles, armor and miniatures. The Chapter meets formally each month as well as 3-4 times informally each month on Thursday evenings.

#### Location

- The Western location is in keeping with Society's stated intention of geographic dispersion and rotation to afford all members a location within their general area of country every 3 years.
- Seattle is a vacation destination without comparison in the USA. While our Conventions tend to keep our members fully involved in the convention itself, there are a wealth of opportunities for family members to enjoy, both at the hotel, in the surrounding community, and the downtown Seattle area. These include a host of wonderful days trips, including dinner train trips to a winery, visits to our three local national parks, ferry travel around Puget Sound, sightseeing from the Space Needle, high speed boat trips to visit Victoria or Vancouver, British Columbia, watching an active volcano, hiking onto active glaciers, running wild and scenic rivers, whale watching, visiting Seattle's well known Public Market and watching the famous "flying fish," or just walking around one of the cleanest large cities in the United States. Other visitors may wish to take in a baseball game at Seattle's new retractable roof stadium, a concert at our new symphony hall, visit on the new downtown art museum or just stroll along the robust, active waterfront area and parks. Many members will plan and use the Convention as their entree for a post convention vacation for their family and stay on for a week or more of touring this beautiful scenic part of our country (as many did following the 1992 IPMS-USA Seattle Convention). The location at one of our country's hub cities, provides easy air access and scheduling. There is also easy traveling access for those traveling by automobile and provisions for free parking.

#### Best Convention Bid for 2001 IPMS-USA Convention

- We will host and provide a Convention which is well planned, organized, staffed and carried out, leaving nothing for our members but to arrive, check-in and enjoy four days of an outstanding experience—in short providing members and guest alike with the type of experience they look for and want from the IPMS-USA Convention.

## Building the Hasegawa 1/48th Scale Republic P-47D Thunderbolt Razorback

by Stephen Tontoni

The P-47D Razorback has always been one of favorite aircraft; that could explain why this is the third one that I've built in the last two years. The previous builds were ARII/Otaki molds; definitely buildable and a hoot, but not state of the art. I was very excited by the prospect of building Haegawa's kit, and since I had the references and a bunch of aftermarket stuff, I wrote this as half review and half how-to.

### The Fondle:

The kit is very nice, as we have come to expect of Hasegawa; molding is generally crisp with a minimum of flash and sink marks. There were a couple of ejector pin marks on the landing gear; that was about it. Around the engine cowling, there were some problems with molding; the panels were not level with each other and it took some amount of sanding and rescribing to correct this.

Decals look all right, but not terrific; I already had the AeroMaster set from the IPMS Nationals in Santa Clara anyway. One thing of note was that there are a LOT of stencils on the kit decal sheet. On the other hand, there were no Curtiss Electric or Hamilton Standard decals. Clear parts are crystal clear and thin. Bombs and a drop tank are provided with the kit. The bomb shackles and drop tank connections are especially nice touches.

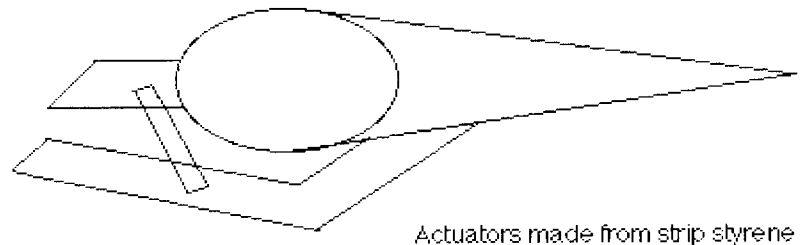
### The Build:

**Cowl Flaps:** First I cut away about two-thirds of each cowl flap using a razor saw. I then filed what was left until it was slightly recessed to take the KMC photoetched cowl flaps later on. They were too large. I ended up cutting them into individual bits of brass and then painstakingly bending each into a gentle curve to follow the line of the fuselage. I really could have done that just as well with sheet brass and saved myself a few bucks. In order to get the angle of the flaps to be uniform, I glued

a lead wire to the ledge (kit stub) parallel to the joint line. When gluing the flaps to the fuselage, they sit at an angle using the wire as a step; that ensures that the angle is uniform all around. I have drawn a quick and dirty cross section to show how that works. (See diagram at bottom of page).

They need to have an extension system to be believable. I ended up experimenting with several different media before choosing Evergreen strip styrene to scratchbuild my actuators. See the diagram for a rough and ready idea of what my actuators look like. The end result is that the flaps on my Jug hang the way they

(not to scale)



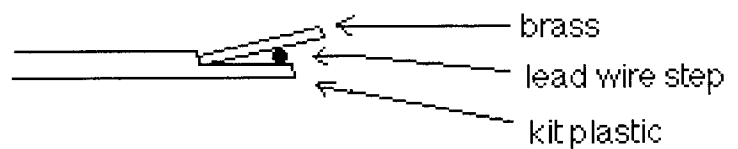
Actuators made from strip styrene

**Flaps:** I next cut out the kit flaps to replace them with KMC P-47N resin flaps. Unfortunately, they were way too large in length, width, and chord. I ended up carving my flaps from this resin. The other control surfaces were also too large for the model; I ended up throwing them away. Also, the KMC set did not come with actuators. I assume that the only way that those flaps could possibly fit the model would be by jamming them into the holes left in the wing after sawing away the kit flaps. That is inaccurate; the P-47 had Fowler flaps that extended out as they were dropped.

should although the actuators are a touch over scale. I suggest that you drop the flaps on your Jug but be prepared to really apply yourself to the task. Determination will pay off in the end because dropped flaps make the model come to life.

**Cockpit:** I cannibalized the Jaguar interior from an earlier P-47 (ARII) I built and dropped it into the fuselage; the fit was very close. On the Jaguar set that I was using, the armor plate behind the pilot's head was bent forward as it was designed for a bubbletop Jug; I cut off the resin

Cross section of cowl flap



headrest and replaced it with the kit part. I had to fudge the fit of the cockpit tub a little bit until I was happy with it. The Jaguar set is beautiful, by the way; it is well worth the investment.

**Wings:** After mating the wings, I used Milliput to fill in the gap inside the wings at the flap joint. On the prototype, the fillet in there is curved. Using Milliput and a sculpting tool, I shaped it until I was satisfied that it resembled pictures I had in my references. One terrific thing about Milliput is that you can smooth it with your finger and water to really get a finished surface.

I later drilled and filed out square holes in which the flaps actuators would enter.

**Wing/Fuselage joint:** I had some problems here; the wing is not as thick as the fuselage joint is deep. I was a little disappointed with that, but not a problem of note. It is wise to test fit over and over; this kit would probably have taken a small shim to get it fit better. I ended up filling gaps with CA glue, sanding, and rescribing. The shim might have been simpler.

**Engine:** I decided to build a hybrid engine; rather than using two rows of kit cylinders, I put an Aires resin P&W R-2800 cylinder row in the front. See the diagram for cutting instructions. The Aires resin engine is very nice and it's almost a shame that I used only a fraction of it. Although a little tedious, there really wasn't too much

to building it cylinder by cylinder, and adding the push rods. The same thing goes for the photoetched ignition harness that came with the Aires set. I noticed that the Aires cylinders are markedly smaller than the kit cylinders; I lost no sleep over this issue as most of the stuff in there is invisible anyway. The ignition harness and some of the push rods are visible and that adds to the realism of the model. In retrospect, if I did it over again, I'd wire the harness myself and added my own pushrods to the kit cylinders. Still, it was fun to build the hybrid engine and I liked admiring until I pushed it into the dark nether regions of the nacelle.

**Landing Gear:** Aside from some minor ejection pin marks, the landing gear is very nice indeed. I really like that Hasegawa has included separate oleo scissors; that adds a lot to the realism of the model. I chose to use True Details tires after I had sanded away some of the flatness of them; they are overbulged a bit. I also added brake lines fashioned from lead wire. The wheel wells are adequately detailed and just drop in beautifully.

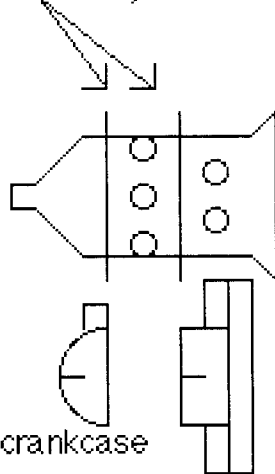
**Painting:** I chose the scheme *Damon's Demon* from the sheet of AeroMaster decals that were given away at the Nationals last year in Santa Clara. That meant that I had to paint invasion stripes; I love it. First, I masked the wheel wells, engine, and cockpit. Then I primed the entire model using Floquil primer (is Floquil really going away? Say it ain't so, Joe!). I then shot it with Floquil reefer

white. After that dried, I applied strips of Bare Metal Foil that I had cut to the correct width on the paper cutter. Having masked all the white parts, I shot Floquil Grimey Black. It is really a very dark gray. It is not as intense a contrast and it looks faded already. In addition, it is easier to weather it further later on. After that dried, I masked the black and shot Floquil olive drab. Make sure to get USAAC olive drab; that is the correct shade for this aircraft, I understand. After masking that, I shot neutral gray. The next day, I had the pleasure of unwrapping my painted Jug. I also discovered that the Bare Metal Foil that I was using didn't adhere well to the surface for some reason; I had bleed through in several places, necessitating touch up. Be sure to have fresh Bare Metal Foil, and burnish it down well to ensure a seal.

**Decals:** I sprayed the entire aircraft with Future Floor Wax to achieve a good surface to which the decals could adhere. There were some interesting effects here due to my hurrying the job along. I found some time ago that decals can be applied successfully to Future before it has dried completely. On my Jug, I had sprayed Future on too thick and removed the excess with a cloth dabbed in ammonia (diluted). Then I applied some decals and used Solvaset to melt the decals in. A reaction occurred somehow in there and I had severe frosting around the decals. By washing the area with Solvaset, I dissolved much of the frosting. The rest of it went away by itself. Who says this hobby ain't exciting? The decals went on very well after my initial faux pas. One problem with the AeroMaster decals is that the white is translucent; you should put down white decal below the insignias prior to laying them down. Other places should not be a problem. Another area in which I think I goofed is that I used many of the kit stencil decals and in my exuberance, applied them to areas of the aircraft that had invasion stripes. On the real aircraft, those stencils would have been painted over when the stripes went on. I will correct that later.

**Miscellany:** Rather than using the kit ID lights under the port wing, I used MV

Cut out one row of cylinders



Aires P&W R2800 engine

Use kit crankcase

and kit back row firewall



lenses. That's pretty easy to do; apply a little CA glue to the recess in the wing and then maneuver the lens to the spot. I found the most effective method of transport is spit; I lick my finger and then pick it up with that. I modified the kit navigation lights slightly; I drilled a shallow #76 hole inside each light then touched a little green paint in one and red in the other. Remember, red is port and green is starboard. The kit has molded in actuators for the tail wheel doors; I cut them out with a scalpel and replaced them with music wire. I weathered the aircraft by rubbing it down with a fine Scotchbrite pad, wicking very thin paint into panel lines, and used pastels and silver pencil. On a Jug, don't worry about too much weathering; there is no such thing.

Jug. Many of those modifications were based on aftermarket sets, but could have been scratchbuilt. I think that of all the aftermarket sets, the Jaguar interior was the best investment. I strongly recommend the Hasegawa P-47D Razorback.

the Dutch markings, as the polished skin was too far gone. Mark has passed on and the airplane is for sale. His widow is Lori Hoskins at 360-491-7616.

It is interesting to see that this model kit has the staying power that it does. A note those who wish to do different versions of the Ryan trainers: the STA, STM-2 and PT-22 all had fuselages of different width. The STAs were all basically a hand-built airplane - very light and very responsive for aerobatics. The STM-2 and PT-22 were beefed up for military use and did not have the performance of the STA. Any one needing any information to do a model, feel free to ask me. Testor's response:

"Thank you for the information you sent to us regarding the amazing history of the Ryan PT-20 airplane. Our plastic model of the Ryan was included in our popular series *The Golden Age of Aviation*. We are currently producing this kit and it is still a good seller after all these years. We are forwarding the information you provided to our sales and marketing so they may consider adding the updated history on the instruction sheet of our model. We appreciate you taking the time to write to us with this interesting information. Thank you."

For those of you who have the Leading Edge decal sheet for the RCAF Red Knight CT-33, or other after market sheets for this

*continued on page 16*

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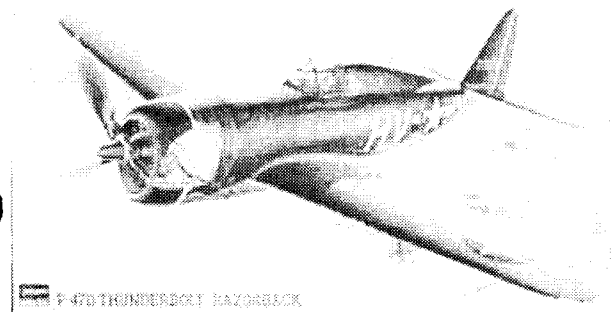


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## Ryan PT-20 and Red Knight CT-33 Notes

by Keith Laird

Here is a response I received from Testors to a letter I sent them. The original 1/48<sup>th</sup> scale Hawk Ryan PT-20 kit came out with box art for Dutch East Indies Air Force aircraft S-17. I was married to the family that owned this airplane. It was evidently captured by the Japanese and was eventually found in a trade school in Hong Kong, being used as an engine test stand. A trade was made for a Fairchild PT-19. My father-in-law, Mark Hoskins, owned this Ryan and several others, including an STA that was strafed at Honolulu airport on December 7, 1941. The PT-20/STM-2 is currently on display at the Pearson Air Park Museum in Vancouver, Washington. Mark did not do



Conclusions: The Hasegawa kit is well worth the time required to build it. It would make a beautiful kit straight from the box, but it begs for modifications. The modifications that I did added a lot to the representation of a worn and weathered

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## Upcoming Model Contests and Shows

**June 5** - Museum of Flight, Seattle, contact: Bill Johnson 425-257-3284

**July 21-25** - IPMS USA NATIONAL CONVENTION, Orlando, FL, contact: 305-827-2666

**August 21** - Puget Sound Auto Modelers Association & American Eagles Tacoma

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

**October 25** - IPMS REGION 7 Convention, Pearson Aviation Museum, Vancouver (WA), contact: Dave Redlich, 503-228-8544

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

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## Model and Book Review:

### Tamiya 1/35<sup>th</sup> Scale M25 Dragon Wagon/ "Dragon Wagon": Pacific Car and Foundry TR-1 M25 Tank Transporter by Jochen Vollert

review by Andrew Birkbeck

Late last year, as part of the 30th Anniversary celebrations of their "Military Modeling" series, the giant Tamiya Corporation of Japan released what is arguably the finest, most detailed injection plastic kit of all time: the M25 "Dragon Wagon". At a retail price of \$115 (although I have seen it as low as \$80), this kit is worth every penny asked for it.

the "Dragon Wagon" are intricately detailed, amazingly so. Chassis detail on both the M26 and M15 is incredible, the cab detail of the M26 is superb, the winch detail awesome.

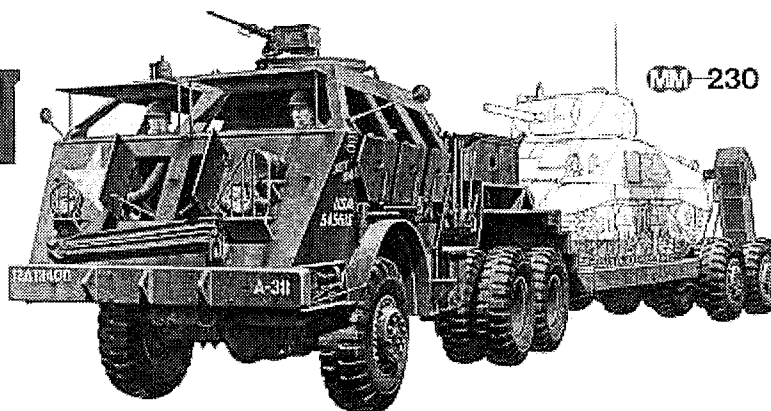
The overall quality of the kit's components is everything that Tamiya is famous for: superbly engineered, and highly detailed. I can't find any sink marks on the plastic parts, and most of the ejection pin marks will be well hidden when the model is complete. And while I have not yet built the model itself, I have read four reviews from various sources, ALL of which state that the kit can be built without any major hurdles to overcome, other than finding the time in your hectic life schedule!

For those who have to add a little extra to their models, Eduard is releasing a two-part set of etched brass components to compliment the Tamiya kit. And for those

and 110 black and white photographs of the M25/M15. These are taken from WW2 archives, the US Army technical manual, and photos of a preserved example which took part in the D-Day 50th Anniversary celebrations in June 1994 in France. All the pictures are well captioned in German and flawless English. Every component of the two "vehicles" is covered in greater or lesser detail, certainly well enough for most modeler's needs. And given the scarcity of sources of information on the "Dragon Wagon", this is a "must have" for anyone interested in building Tamiya's superb model.

Both the Tamiya model and the Vollert book are HIGHLY recommended for anyone interested in American WW2/ Korean military vehicles.

**DRAGON  
WAGON**  
U.S. 40 TON TANK  
TRANSPORTER



CE TAMIYA EUROPE GWSH  
MODEL NO. 352530-9800  
MADE IN JAPAN

**1:35 SCALE**  
アメリカ 40トン 戦車運搬車  
**ドラゴン・ワゴン**

**TAMIYA**  
ITEM 35230\*\*9800

The kit allows you to build the M26 6x6 tractor and the M15 semi-trailer (this combination being designated the M25), the kit consisting of 20 sprues of plastic parts, along with two photo etched sheets, various metal components, and 18 honest-to-goodness rubber tires.

To help you assemble all these bits and pieces, Tamiya supplies the builder with a very detailed and well-illustrated 28-page instruction "book". The decal sheet allows you to build one of five schemes, four of which are post D-Day European schemes, and one being a JGSDF vehicle from 1950. Every area of the two units that make up

who want to add even more, Jochen Vollert's book is just the ticket.

The book is soft covered, and consists of thirty-six 8 x 11.5" pages. The book begins with a short written developmental history, followed by a technical description. The M26 unit was basically a giant tow truck for armored vehicles, used for literally dragging very heavy things about. When coupled to the M15 trailer, it was a 40 ton hauler, for everything from Sherman tanks, to captured German vehicles such as the Panther tank.

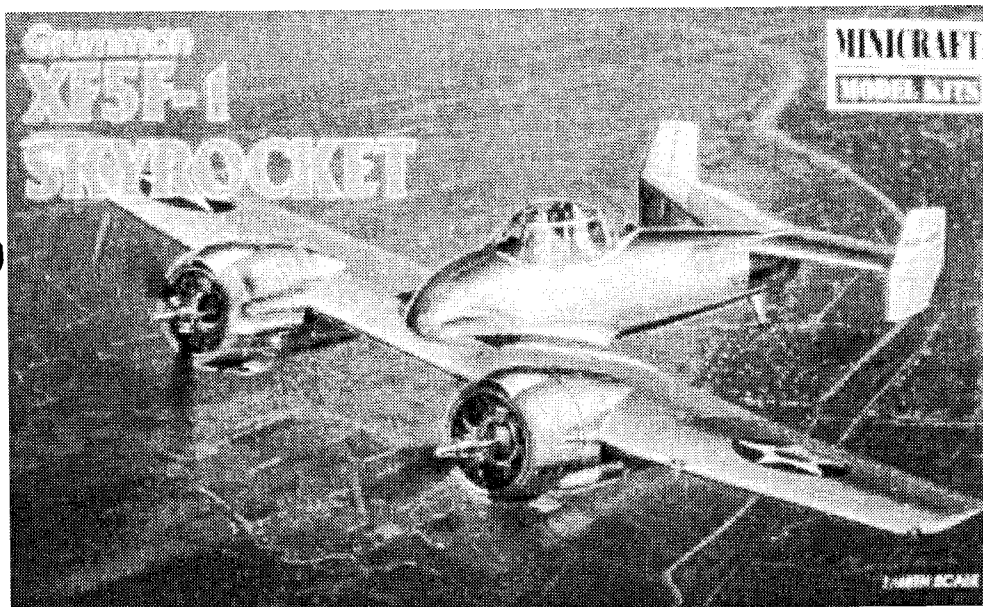
The rest of the book consists of one color

"Dragon Wagon": Pacific Car and Foundry TR-1 M25 Tank Transporter. Konig Verlag 1998. Available from Warehouse Publications, 5 Rathbone Square, Tanfield Rd., Croydon, Surrey CR0 1BT, England. 8.00 Pounds Sterling plus 25% for airmail shipping.

## Minicraft 1/48th Scale Grumman XF5F-1 Skyrocket

by Bill Johnson

Longer ago than I care to admit, a twin-engined Navy fighter from Grumman Aircraft Engineering Corporation (The Ironworks) was announced. Roll out took place in March of 1940. As it turned out, only one Skyrocket was ever built. It went through three major modifications, but in the end, the US Navy deemed that any production run would suffer from weight



increase, with an increase in wing area on an aircraft that the Navy already considered overweight. In September of 1942, the contract was officially terminated, and the one-and-only XF5F-1 was transferred to the Experimental and Development Squadron at NAS Anacostia outside Washington, DC. After much testing and modification, the aircraft was belly-landed at NAS New York in December 1944, leading to it being finally struck off charge in February of 1945.

The aircraft might have been gone, but it certainly was not forgotten, as anyone who remembers *Blackhawk* comics from the 1940s can tell you. Blackhawk and his

mighty men went about saving the world from the cockpits of black-painted Grumman Skyrockets!

So, to bring you up to date, in the early 1970s Rareplanes came out with a rather crude 1/72nd scale vacuform model. It was reissued in the 1980s with cast white metal parts and a very nice decal sheet.

Along about 1995, MPM Ltd. of Prague in the Czech Republic issued a kit for a 1/72nd scale injection-molded XF5F-1 Skyrocket with inspiring box art. The kit came with accurate decals, and a fret of photoetched parts to enhance the plastic.

For our purposes, these were the Skyrocket offerings until very recently. Enter Minicraft, with their very nicely modeled XF5F-1 Skyrocket in 1/48th scale. The full-color box art is very well done, depicting the Skyrocket in flight. Box contents consist of two trees molded in light gray plastic, containing 72 parts. The clear tree adds four more parts, for a total of 76 parts. The small decal sheet is done by Scalemaster, and contains markings for the single aircraft built. I'll bet someone is already working on decals to model a *Blackhawk* aircraft!

Minicraft's Al Trundle has really outdone himself in this kit. In my opinion, it is on a

par with anything from Tamiya. I understand the molds were done by the same people who do Tamiya's molds.

The parts layout diagram in the instruction sheet leaves a bit to be desired. There are no parts numbered 25 or 26 on the diagram. These parts are two boarding steps, and are located on the tree close to the props. The parts shown on the drawing three times as number 10 are actually parts number 53 and 54, the machine guns for the fuselage.

The plastic parts are beautifully molded, and are totally flash free. Two sets of fins and rudders are furnished for early and late versions, as are separate wing fillets. All the versions are detailed in the instructions. If I had to be critical, there are three minor sink marks on the outside of the left fuselage, in the cockpit area.

The interior consists of molded-in frames and boxes in the cockpit area, a very nice instrument panel, two separate rudder pedals, seat, and control stick. Each engine is assembled from five pieces. The props are properly handed, and machine guns are furnished.

Mike West of Lone Star Models in Texas is offering a resin cockpit set for this kit priced at \$11 and \$3 P&H. I can furnish Lone Star Models' address and phone number to anyone interested.

This is a must build kit for those interested in early Grumman, and one-of-a-kind experimental, aircraft.

References:

*Naval Fighters #31: Grumman XF5F-1 and XP-50 Skyrocket* by David Lucabaugh and Bob Martin. 33pp.

"The Scarce Skyrocket" by David Lucabaugh and Bob Martin. *Journal of the American Aviation Historical Society*, Summer 1989. 18pp.

## Marivox 1/72nd Scale SAAB B-17

by John Kelly, IPMS Tidewater

The B-17 was considered Sweden's first "modern" aircraft in spite of having license-built 50 of the Northrop B8N dive bombers (a Dauntless predecessor). The aircraft was considered so radical that SAAB felt compelled to hire a number of American engineers in 1938 to work on this successor to the B8. The result was the B-17, an ungainly looking (on the ground) but effective multi-role aircraft that served in the Swedish Air Force throughout the war and after. The somewhat novel use of the landing gear doors as dive brakes gave the aircraft the appearance of a gorilla walking on its knuckles, with the huge landing legs seeming out-of-place on such a relatively small aircraft. Seeing this airplane on the ground, it is hard to believe that it shares a common ancestor with the graceful Dauntless dive bomber.\*

Designed as a dive bomber, it was also used as a reconnaissance aircraft and also fulfilled the "Army Cooperation" mission. It proved to be versatile and adaptable, and its economy and relative simplicity made it ideal for a number of less glamorous roles. After the war it was used by the Danish, Finnish, Austrian, and Ethiopian air forces, mostly for training, target towing and other support missions. There are a few of them still around, and one flies in Sweden as part of their version of the historic flight.

The Marivox kit is a wonder. Produced in Poland, this Swedish company has released only three kits, and they are all of Swedish aircraft. Virtually every version of the B-17 can be built with this kit, and the decal sheets give you 18 options! It had no less than three engine cowlings, two props (each with a different pitch for engines with a reverse rotation), two engines (one of them represents two different engines), two canopies, a set of skis, a set of floats and a variety of target-towing gear. The most difficult part of building this model is deciding which version to build. It has 92 parts molded in a soft, light gray plastic with *extremely* fine

engraved detail and seven parts in clear plastic. For the most part, the parts are well molded, but my example had some flash on the ailerons and on the wing roots that had to be removed from the inside, sort of like a vacuform. You must decide early what version to build, for the different engine/cowling/prop combinations determine what markings to use. My method was to find the markings I liked best, then work backwards through the less-than-clear directions to find what I had to do to model that particular airplane.

The directions are the worst part of the kit. They consist of a single sheet of relatively crude drawings, with arrows showing you



which parts go to which version. One of the drawings is wrong, but the correction is annotated on another part of the instruction sheet. The directions show only six of the variants available on the decal sheet, for the others you have to refer to the box, including the painting on the box top. None of those variants are duplicated on the instruction sheet, and the box bottom has the color three-view and wing marking layouts. There is no indication of unit, operational history or time frame given for any of the marking variations.

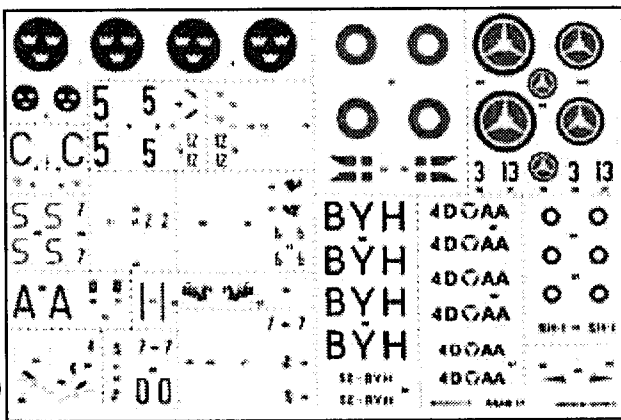
Once the version being built is decided, assembly is relatively easy. The interior is fairly complete, with a full-length floorboard, two relatively well-done seats, instrument panel with deeply engraved instrument pits, stick and crash pylon. It also includes a machine gun, which I

thought was the worst part of the kit. It is vastly over scale, looking more like a 20mm cannon than the 7.9 mm it is supposed to be. I painted the instrument pits (very deeply engraved holes in the instrument panel used to represent the instrument faces) gloss white, then dry-brushed the instrument panel itself flat black. That is probably inaccurate, since most instruments on WW2 airplanes were black with white letters, but it seems to look all right.

Assembly follows the familiar pattern. Upper/lower wings, but with separate ailerons, rudder and elevators. The left/right fuselage halves have the vertical stabilizer molded in, so you can set the rudder angle. I am not sure the separate ailerons are a worthwhile feature. Aircraft may droop their flaps when at rest (this kit does not have separate flaps), and the rudder may be to one side if the stick is pulled over when the pilot gets out, but they rarely have their ailerons out of line. I just glued mine flat, aligned with the wing centerline and went about my business. They have no locating pins so the ol' calibrated eyeball is the most useful tool to make sure they are properly set.

Fit is within acceptable parameters. This is not a Hasegawa kit, but it is as good as most kits manufactured these days and better than many. The wing have a generous butt joint with the fuselage, but rather than a locating tab, there are two small locating stubs. Some cleaning up was required to get a snug fit at the wing roots, but I still had to use a small amount of putty on the wing roots and the elevator/fuselage joint. The canopy has two-pieces, allowing you to leave off the aft end to deploy the gun. Since I didn't care for the gun, I glued mine in the stowed position and cemented the aft canopy shut. The canopy is commendably thin, so thin that the aft portion will fit under the forward portion as on the real aircraft. It is not as clear as one would like but a single coat of Future fixed that problem. The crash pylon has to be

trimmed to allow the canopy to sit on the fuselage, otherwise the fit of the canopy was not bad. I did use some putty to fare in the edge of the permanent canopy sections with the fuselage. I feel since aircraft canopies are part of the structure, the seam where the kit canopies meet the fuselage should be filled just like the wing root and fuselage seams. I also had to add some putty around the leading edge of the cowling scoop, as it did not quite meet the edge of the cowling as it should.



In spite of having seen photos of the restored Swedish aircraft, to me this thing still looks odd sitting on its landing gear. The assembly of the landing gear was actually quite simple, once those #&^%\*#@ directions were studied for a few days. The landing gear assembly instructions are given only for the ski version, and determining which fairing went with which version took a little guesswork. One caution: if you build the float version of the B-17C ski version, you must fill in the opening in the wing for the landing gear before you assemble the wing halves. The instructions don't tell you that until the end.

I selected a SAAB B-17B from the selection offered. This one had a somewhat unusual unit marking, but had the standard Swedish gray and olive green paint scheme. The B-17B was the first production version and it had markings I could almost recognize from my other references. It also appealed to me because of the somewhat bulbous cowling caused by the single-row Bristol Mercury XXIV

engine. It gives the model a slightly more old-fashioned look that I found appealing.

The final finish is the relatively simple olive green and light blue-gray found on all Swedish aircraft until recently. I used the Blue-Grey and Olive Green from the Humbrol contemporary Swedish set (no longer in production). I could find no FS cross-reference to WWII Swedish colors, but it seemed close enough. [Urban Fredriksson quotes FS numbers of 36329/36250 for blue-gray, and 34096/34079 for Dark (Olive) Green- ED].

The instruction sheet does give you Humbrol and XtraColor paint numbers, for whatever they are worth. The old Swedish color set I used matched the blue-gray on the instruction sheet (which gave the SAAB factory color numbers, as do the Humbrol tinlets), but was a little off for the green. The national insignia were a somewhat darker shade of blue than I am used to

seeing in kits of Swedish aircraft, but they looked authentic enough.

*\* The Swedes are, naturally enough, a little prickly about the importance of the US engineers' involvement. The SAAB-Scania Story, an excellent book produced by SAAB in 1987, states:*

*"The importance of the American influence has been the subject of controversy, one source maintaining that 'strength and load distribution calculations were made exclusively by Swedes working to German standards.' The Americans had never seen these standards, nor could they understand them...Production was under Swedish direction, the Americans being responsible for the drafting work, although 'this could have been undertaken by any one of our shipyards.'"*

-ED

## Reflections

by Bill Osborn

Just the other day I had a rather profound thought about my modeling. You would think that at some time in my forty-plus years of plastic modeling, I would have had at least some sign before now.

Many of you have made comments about all the ugly kits that I've built over the years. I was also one of the few to build vacuforms when they started to show up. People still think I'm nuts to build these God-awful kits. They could be right. Most probably, they are. Friends ask me, why fight these losers when we have so many great kits from the likes of Tamigawa or Revellogram?

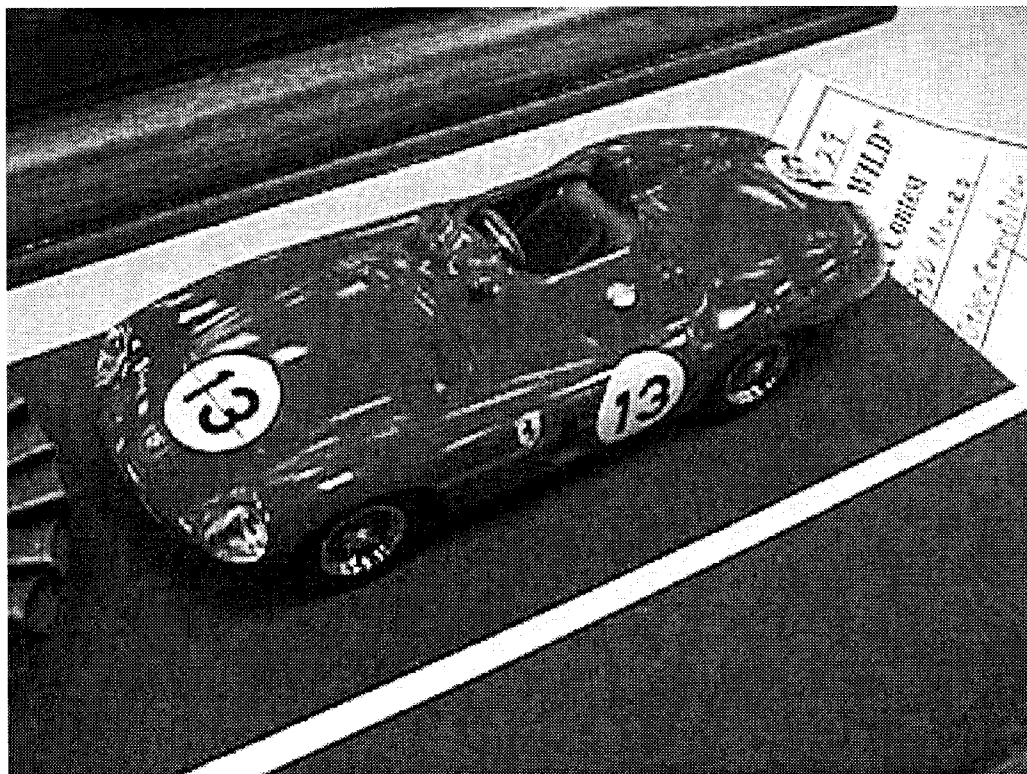
Well, here's where my somewhat old and tired brain came through. I like to build something that is unlikely to be seen from anybody else in the Great Northwest. Does anybody else have a Valiant, B-45, Yak-25, or some of the other plastic lumps that are offered to the unsuspecting builder? Could this be why so many shops won't let you look at a kit before you buy it?

I look at these offerings as a challenge. Can I turn an ugly mess into a presentable model? Note that I did NOT say a contest winner. I got over that dream a long time ago. However, I do enjoy all the scraping, sanding, filling, and cussing that comes with building something only a mother could love.

All this came to light as I sat in the dungeon I call my modeling workshop (dog house) sanding my latest project - a Tu-14 Bosun. Remember that Red Hurricane kit I brought to the meeting a few months ago? Well, it's almost finished and should be at the meeting after this goes to press.

As I wait for the filler to set, there are a couple of no-brainers also in progress, so maybe this will be a productive month!

## IPMS Seattle Winners from IPMS Aces Wild (Spokane) Spring Show



One thing that I would like to include in the *Seattle Chapter News* is more pictures of members' models. Unfortunately, our ability to reproduce photos well is less than perfect. With that in mind, here are some of IPMS Seattle's winners from the recent IPMS Aces Wild show. These photos are courtesy of Dave Clark from IPMS Aces Wild. Thanks, Dave!

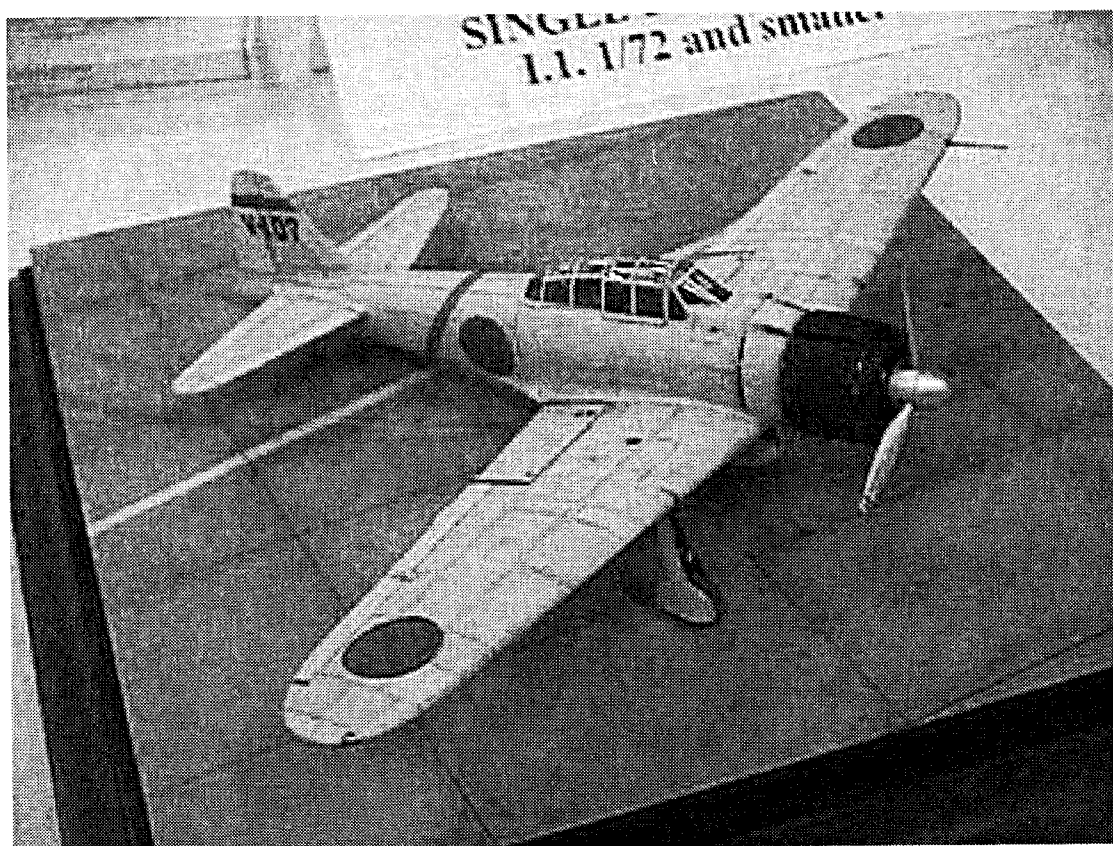
*Jim Schubert's Ferrari 750 won best Competition Automobile, and Best Car in Show.*

*Andrew Birkbeck's SEPECAT Jaguar GR.1 won the Small Jet Aircraft category.*





*George Stray's SWS Panzerwerfer won Best Half Track and Armored car, Best Armor in Show, and Judges' Best of Show.*



*Ted Holowchuk's Mitsubishi A6M2b Zero won the Small Single Engine Prop category.*

## Web Sites of the Month

Here's a few assorted web sites that may be of interest:

**Ulrich F. Hoppe's Electra Page**  
[www.germany.net/teilnehmer/101,51581/ELECTRA.HTM](http://www.germany.net/teilnehmer/101,51581/ELECTRA.HTM)

It's nice to see a comprehensive web site devoted to a civil aircraft. This page dedicated to the Lockheed Electra has some history and specifications, but the site's core is its fantastic collection of photos (many in color) of the Electra in every livery you could imagine. Perfect for the inspiration needed to build the recent Minicraft kit.

**George Rarey's World War II Air Force Cartoon Journals**  
[www.rarey.com/sites/rareybird/index.html](http://www.rarey.com/sites/rareybird/index.html)

George Rarey was a professional cartoonist who became a P-47 pilot with the 379th FS, and was KIA in June 1944. He documented daily life in the USAAF with a series of cartoons and letters home. He also painted nose art on several P-47s. His son Damon has gathered many of these, and this web site is a tribute to his father. It's one of the most fascinating looks at an "ordinary" (and I use that with respect) pilot and his life during wartime that I've

ever seen. Rarey's cartoons are great (he knew how to draw) - the thumbnails show only part of the cartoons, so click them to see the rest. The site also works as an ad for the book of Rarey's drawings that has been published, but there's certainly enough here to make repeated trips.

**Biplane Fighter Aces From the Second World War**  
[www.dalnet.se/~surfcity/index.html](http://www.dalnet.se/~surfcity/index.html)

This wonderful site gives information on both the biplane fighters used during WW2 and the pilots who flew them. It gives great detail - the section on the Avia B.534, for example, is broken into ten parts, covering B.534 use in every air force that operated them, and giving a complete list of all claims made while flying the fighter. Highly recommended.

**Dryden Research Aircraft Graphics Gallery**  
[www.dfrc.nasa.gov/gallery/graphics/index.html](http://www.dfrc.nasa.gov/gallery/graphics/index.html)

Want photos or a 3-view of the AD-1 Oblique Wing aircraft? This official site gives drawings and photos of virtually every NASA aircraft that has operated from Edwards since the 1940s. This link goes to the graphics section; a click will get you to the photos. A great resource.

## T-39A Kit Wanted

Bud Martin at [budm303@earthlink.net](mailto:budm303@earthlink.net) writes:

I'm looking for help in finding a T-39A kit (Formaplane?/ Airmodel #193). I flew one around the world in '69 (wrong way— West bound), AF61-672. If you can help, e-mail at the above address.

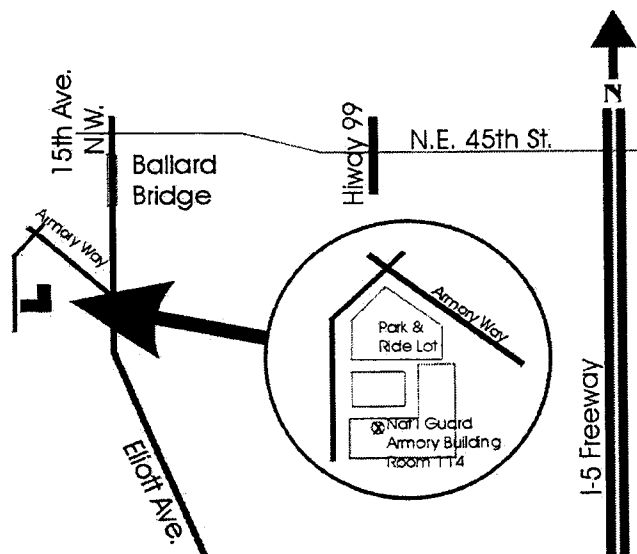
## CT-33 Colors

from page 9

airplane, here are the proper colors from my friend Dave of Leading Edge, and comments from one of the Red Knight pilots. I also have a magazine article that has the entire Red Knight history that I will copy for any one who would like more information:

"The new Modelmaster 2 bottle of Dayglo Red is supposed to be the color. Don't forget the nickname "Pink Dink" is due to the pinkish hue of the dayglo. Talking to Ray Goeres who lives here (1961 Knight), he said the paint was quite thick with several UV-protecting clear coats, so the finish was glossy. The final two years the aircraft were just bright red."

## Meeting Reminder:



## Saturday, June 12, 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.