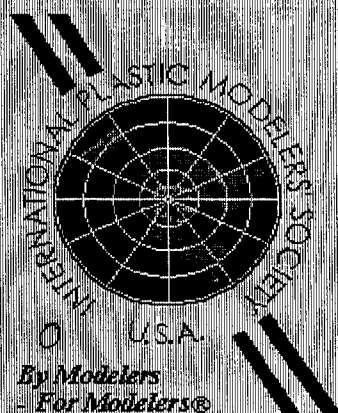
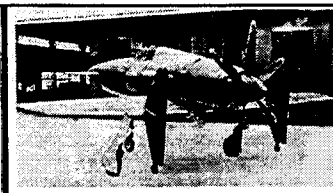


Spring Show Issue Seattle Chapter News



Seattle Chapter IPMS-USA
March 1999

PREZNOTES



chuck (chuk) v.t. 1. To throw or pitch. 2. *Informal* To throw away; discard.

At a recent meeting I was listening to a conversation between modelers. The subject of a particular model came up and one of the modelers indicated that he had messed up his model somehow and just "chucked it out." Threw it away. Amazing. In my 42 plus years of model building, I have never thrown away a model. In my younger years I blew up a few and set fire to a few others, but after they were finished. I have never thrown a model away because of some problem during construction. There are a few Airfix and Frog kits in my collection now that could be candidates for the trash bin but even those have some value. If not to me, then to a young modeler just starting out or as a source for my large collection of spare parts and fiddly bits. I have heard of modelers so frustrated with a model that they have thrown it across the room (rendering it somewhat unbuildable). I find this somewhat abhorrent. No matter how badly I screw something up I always try to find a way to correct the problem. Sometimes a model will sit on the back of the bench for a few years but eventually I'll find a solution to the original problem and the model will get finished. Maybe not to the level I was hoping for, but finished well enough to warrant a space in the display cabinet.

What brings all this to mind is that a current project on my workbench, the Hasegawa J7W "Shinden", has taken me to the depths of frustration, but with some careful work I have managed to salvage what some modelers would just chuck. The model assembled easily, all the parts fit quite well and only a minimal amount of putty was required. Due to the unusual color scheme, I had to finish the model a little differently from the norm. The aircraft was finished with camouflage upper surfaces and natural metal undersides. There were also a number of unpainted

panels on the fuselage. To obtain the best natural metal finish requires the smoothest finish on bare plastic with the paint I was using (Metalizer). After the basic assembly, I polished the entire model with Blue Magic. I masked off the areas that were to remain natural metal and painted the camouflage upper surfaces, painted on the hinomarus, then added my paint chips and aging - finishing the upper surfaces as much as possible so the somewhat fragile metalizer finish would not require too much handling. I masked the camouflage painted areas of the model (most of it) then removed the masking from the areas that were to be natural metal. I sprayed the Metalizer, finished it to the level I was happy with, then removed the masking tape from the top side of the model. That's when the problems began. On some sections of the model the camouflage paint came up with the tape. All the way down to the bare plastic. I had even used Floquil primer! The only thing I could think of was that I had not cleaned the model after I had used the Blue Magic to polish the plastic.

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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 the form below for further details. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

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

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

UPCOMING MEETING DATES

The IPMS/Seattle 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.

MARCH 13, 1999 (2nd Saturday - SPRING SHOW)
MAY 8, 1999 (2nd Saturday)

APRIL 17, 1999 (3rd Saturday)
JUNE 12, 1999 (2nd Saturday)

IPMS Seattle Spring Show - March 13, 1999
National Guard Armory - See back page for directions

Contest Schedule

Registration	9:00 am to 12 noon
Public Exhibition and Public Judging	10:00 am to 3:00 pm
Trophy Judging	3:00 pm to 3:45 pm
Awards Presentation	4:00 pm

Entry Fees

Adult	\$5.00
Juniors	2.00
Spectators	2.00
No limit on number of models entered	

Note: The model display area will be closed to the general public from 3:00 to 3:45 pm. Models must be removed only after 4:00 pm and before 5:00 pm.

For more information: Terry Moore 425-774-6343
Norm Filer nfiler@wport.com

Douglas AD-4W/AEW.1 Guppy Conversion for Hasegawa Douglas AD-6 Skyraider 1/72nd Resin set by RVHP (Czech Republic)

by Norm Filer

This may not be everyone's cup of tea. Post-WWII Navy is my modeling interest, and this one is obscure even by my standards.

An AD-4W is essentially an early single-seat Skyraider with a long narrow canopy fairing, two radar operators buried in the fuselage behind and below the pilot, and a huge, lumpy radome under the center section. Cap it all off with little finlets on the horizontal stabilizers and it really is a neat variation on the Hasegawa kit.

The British actually used them much more than did the US. They participated in the Suez thing, and until not many years ago the Swedes operated a few in overall yellow (minus the radome) as target tow birds.

Several sources, including the kit boxtop, have incorrectly credited this bird with a night kill over a North Korean Po-2. Since this version of the Skyraider is unarmed, that would be difficult. The kill is valid, but the Marine Squadron that got that kill, VMC-1, operated several versions of the Skyraider, and the kill actually was by an AD-4N, a more conventional appearing Skyraider optimized for night intruder work.

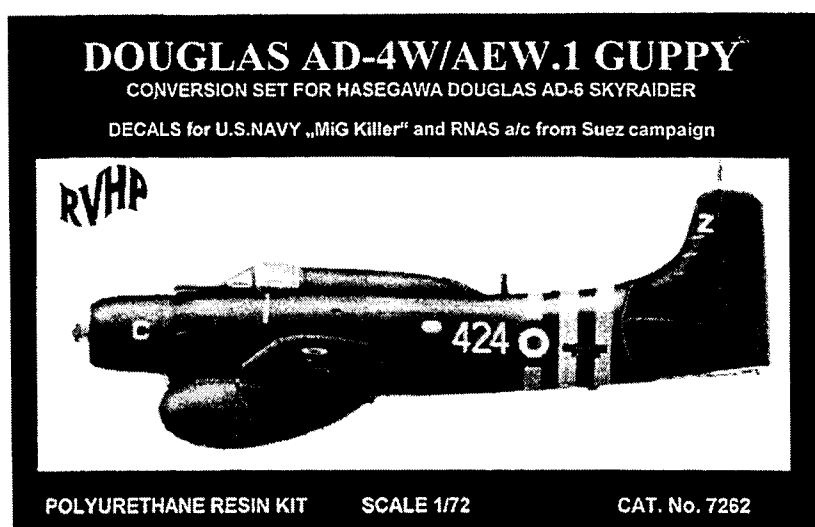
The kit consists of two fuselage halves to replace the Hasegawa ones, new cowlings sides, the big radome in one piece, two new, much smaller inboard pylons, and the finlets. Also, some smaller bumps and antennas and a pretty decent vacuum formed canopy are included. Highlight may be a set of decals for a British Suez airplane, (no stripes included) and the previously mentioned VMC-1 blue Marine bird.

One major omission is that nowhere do they mention that this bird has the early Skyraider wing with round wheel wells and no gear doors. Since they do catch the fact that you should cut off the gun barrels, you wonder why they thought it was a killer.

The resin is the usual cream colored yellow, but somewhat softer than usual. The fuselage halves are nicely scribed. Fit is really surprisingly good. After fitting the interior from the Hasegawa kit into one side and gluing the sides together, it

blue. I had heard and read of others having problems moving decals after application but that seemed odd to me. Now I am a believer! You had better have these exactly where you want 'em 'cuz they ain't goin' noplacelse! I have some touch up work to do as a result of trying to move a couple.

In summary, a neat little kit that allows you to quickly park another obscure bird on your display case shelf. Models of Korean War-vintage aircraft are like Phantoms—you can never have too many!



required very little putty and clean-up. The little radar operators' windows on each side of the fuselage are open holes, so you need to figure out how to install glass in the holes. I turned down clear acrylic rod and polished it after installation.

The wings are where most of the work is. All the small pylon holes need to be filled, and the wheel wells corrected. Actually the wheel well work is easier than you might expect. The existing wells have a ledge where you normally would glue the doors. I carefully cut a piece of .015 sheet plastic to drop onto that ledge and when dry lightly sanded and filled it, then drilled and carved the round shape. If you ever doubted that the Skyraider carried a LOT of stuff, filling all those holes for wing pylons will make a believer out of you!!

The decals are generally good. The white is very opaque when applied over the dark

Wanted: Information on WW2 Slovakian AF

Andrew Birkbeck writes: I am looking for any articles/books on the Slovakian Air Force in WW2, as fought on the side of the Germans on the Eastern Front. In particular, I am researching the units that flew the Bf 109E-4/7, the men and the missions. If you have leads, please contact me at (206) 522-3539 or by e-mail at:

abirkbeck@worldnet.att.net



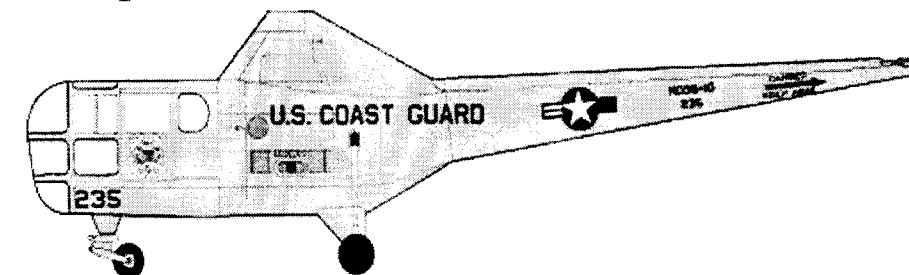
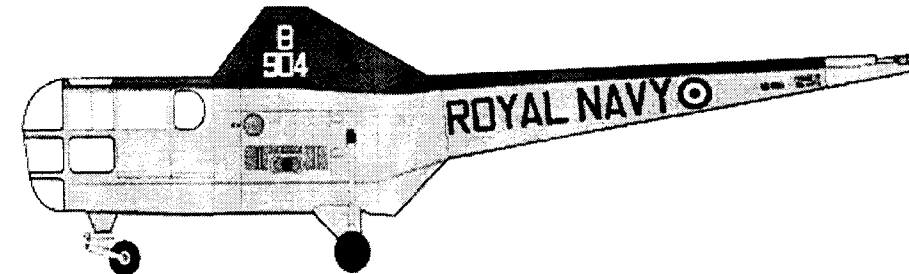
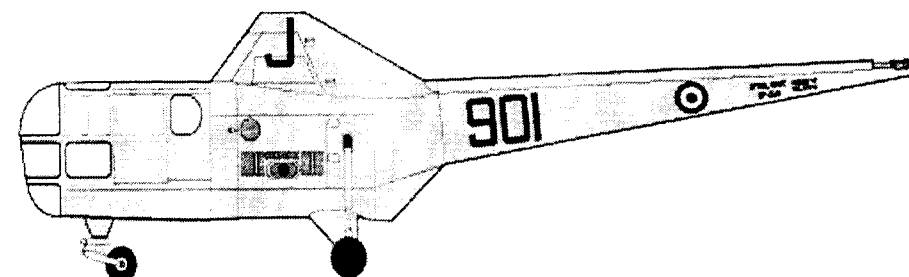
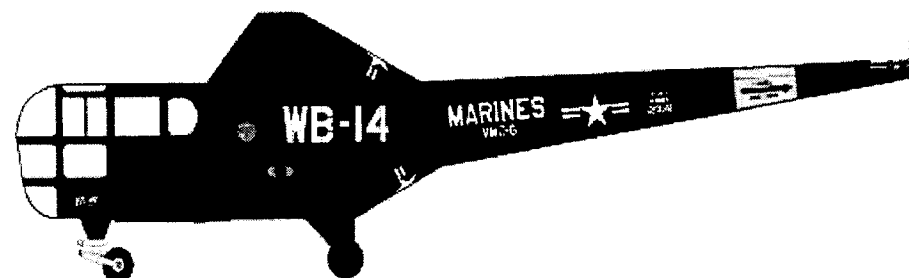
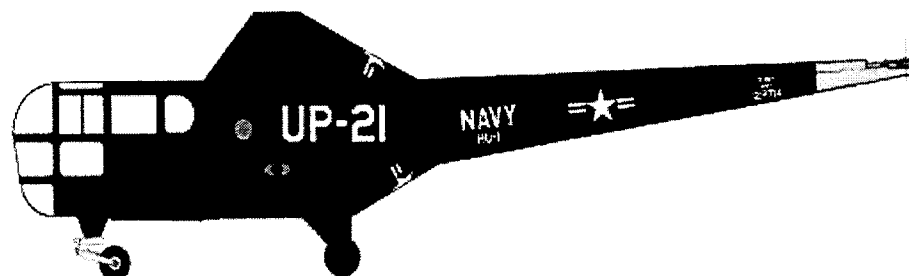
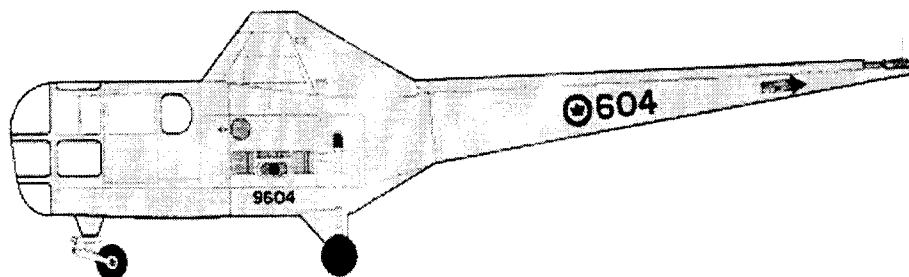
Belcher Bits 1/48th Scale Sikorsky S-51/H-5

By Terry D. Moore

The Sikorsky S-51/H-5 is one of my favorite helicopters and when Mike Belcher announced his release of a resin kit, I just had to have one. The model is a mixed media kit with resin as the primary medium, with a vacuform cockpit and a few plastic bits for details. This was my first venture into a complete resin aircraft subject and I was ready for a challenge. The instruction sheet is well thought out and printed with good drawings of the helicopter. I would suggest reading completely through the instructions before starting to familiarize yourself with the kit and its assembly. Alternative parts are provided to do different variants.

The resin parts on my sample were for the most part bubble free, with only a few small pin holes to fill. Parts clean up went quite fast and the basic airframe was assembled in about an hour. I used brass rod instead of the plastic provided for the shock struts, which will support the model better. The only details that had to be made for the cockpit were the collective and cyclic sticks for the pilot, as well as the seat belts. The vacuform cockpit section required careful sanding to achieve a good fit and it needed only a minimal amount of putty. Crew and passenger doors are provided as extra parts and can be assembled open or closed. The only problem I forsee with this kit is that the main rotor assembly is all resin and the rotor blades may sag with time (it's even called out in the instruction sheet-with a fix). I would replace part of the rotor assembly with brass rod/tube stock for strength.

The model was quick to assemble because of the necessity of using CA glue, but just make sure the parts are aligned before you apply the glue! The model comes with markings for a variety of 'copters including US Coast Guard and Navy, Canadian, and Royal Navy subjects. There is even a set



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Book Review: JaPo Bf 109K Monograph

by Jacob Russell

Building my reference library is almost as pleasurable as modeling itself. Finding some of the more obscure, out-of-print books takes nearly as long - if not longer - as building some of my more recent projects. Through the acquisition of these reference books I have learned most of what I know about my favorite plane, the Bf 109. My interest in the 109 has become less general and more specific as I have learned more about its varying role in World War Two. I like all 109s but have come to prefer the models introduced during the last two years of the war, the G-10, G-14, and K-4. These planes interest me because of their sleek lines, and dark camouflage schemes which contrasted with often bright and colorful Defense of the Reich fuselage bands.

Last year I purchased the excellent JaPo Publications monograph on the K series and I can heartily recommend this book to all Messerschmitt enthusiasts. The book is 94 pages in length, and is published in Czech with a complete English translation. Veterans of the hobby might well have already seen many of the photographs in this book before but much of the material was completely new to me. For example, there are five external views of an unidentified K series prototype and the quality of these photos is outstanding. Eight equally good photos depict the prototype interior and it's plain to see just how the K interior differs from that of the earlier G series. Following these and other detail photos are six pages of detail drawings that are a superdetailer's feast. Next are photos of the engine installation, profiles

of each of the projected K series variants and original Messerschmitt factory drawings depicting the various plane systems - MW-50 boost, lubrication, external drop tank, etc.

The next portion of the book can be regarded as the main course, with the previous information having served as the appetizer. Included are numerous pictures of the K-4 in action (the K-4 was the only variant of the projected series to see widespread service with the Luftwaffe),



most of them previously unpublished, and photos of a host of crashed or partially cannibalized planes which all have unique camouflage schemes. Fourteen of these planes are depicted in color in the following pages and there are a grand total of 26 shown throughout the book, 23 of those in

color. Especially notable is the plane depicted on the monograph's cover, a red "tulip"-nosed plane serving with JG 52; this same plane can be modeled with the aid of Cutting Edge's new K decal sheet (sheet number 72085 or 48085). But the most admirable aspect of the color profiles is the research undertaken by the authors to make the profiles as accurate as possible. They devote the last two pages of the monograph to a discussion of the late war camouflage colors (which were used primarily for ground concealment as the Allies enjoyed virtual control of the skies over Germany in the War's closing stages) and how they have interpreted the accompanying photographs, because some of the resultant camouflage schemes contradict earlier interpretations.

A good example of this is Werk Nummer 330 204, "White 1" from (3?) 9./JG 77. A photograph of this plane appears on page 47 and this same photo is on page 52 of Squadron's *Bf 109 in Action, Part 2*. "White 1" appears on SuperScale sheet number 48-520 and is depicted wearing splinter camouflage of RLM 81/82 with the fuselage sides oversprayed with RLM 02 and then mottled with blotches of RLM 81 and 82. This is identical to how Squadron interpreted the photograph. JaPo, however, depicts "White 1" as painted in RLM 82/75 splinter camouflage with the aft fuselage oversprayed in RLM 75 and with an RLM 81/82 tail - quite a different interpretation of the same photograph. From these photographs I also learned that K series 109s had visual landing gear indicators ala the Fw 190; I believe that the K series was the only 109 so equipped.

If you fancy the "Last of the Last," the Kurfurst 109 variant, pick up this book and you won't be disappointed. Highly recommended.

AMT '67 Camaro Z-28 running review

by Jon Fincher

OK, continuing what I hope to be a tradition, I'll follow up the Hasegawa VW review with a running review of AMT's '67 Camaro Z-28. I love these cars - the Chevy F-body from '67-'69 is still the definition of Detroit muscle for me. Don't get me wrong - I love 60's 'Stangs, and a cherry 'Cuda can turn my head, but a vintage '67 or '69 Z-28 works on me better than Viagra. Anyway. As you read this, remember this - I never worked on cars when I was a teenager, or even an adult. There was no one around to show me the inner workings of automobiles, so I never learned my way around the engine compartment until I was much older, and then it was a matter of necessity, not desire. My lack of knowledge may seem to be a detriment to building detailed cars, but it's not - how many armor modelers have actually rebuilt a tank? How many airplane modelers have ever been lead mechanic on a Spitfire or Corsair? Their knowledge comes from the same place mine does - books, research, talking to other people, making mistakes in front of more knowledgeable people, etc. Correct me if you see something that's wrong.

I bought the kit for the reasons listed above. After washing the sprues, I inspected everything and read the instructions. The kit comes in the box with numerous options you can install at your will - a stock single carb with multiple air cleaner options or dual-carb with a blower; stock exhaust or chrome side pipes with custom manifold; chrome headers or stock; rear spoiler or not; mag rear Firestones or stock Goodyears. If nothing else, when you're finished choosing your options, you'll have bolstered your parts box. Because I really wanted this model to stand out, I bought a few after market pieces. Detail Master makes a detailed PE set for this model, including interior and exterior detail. I also bought a hood-pin set, since my wife wanted hood-pins on it.

Last item was a Detail Master distributor kit, which really adds a lot to the model.

I started with the body - I chose the rear spoiler option, and fitted it to the rear of the car. The spoiler overhangs the trunk lid on each side, so I carefully scribed the trunk lines on it - then realized that early Camaro's had a one piece spoiler that didn't attach to the rear quarter panels. Oh well, lesson learned. I built the engine next, detailing as I went. Fit was great, and a coat of Chevy Red makes it look like an engine. I went with the standard headers, painted with MM non-buff aluminum. I hope they are supposed to be aluminum. I like the way the engine came out - the distributor kit really added quite a bit to feel of the engine, and the custom chrome open element air cleaner tops it off quite nicely. I had a bit of a problem getting any of the air cleaners mounted - the distributor kit is higher than the stock distributor, and the bottom of the air cleaner doesn't clear it. In the future, I'll test fit this better, and I might have to build up the plenum a bit (or drop the distributor down a bit) to seat the carb and air cleaner higher on a future kit. In this case, I used my rotary tool to open the mounting hole for the air cleaner so I could position it a little further forward on the carb. That way, the trailing edge clears the distributor. I painted the chassis flat black, and there's not much detail on it, so I'll be adding brake lines and exhaust. I was going to build the exhaust system using solder wire, but what I have is a bitch to bend in tight spaces, so I cleaned up and painted the kit's exhaust with on-buff aluminum. Haven't decided on the stock or side-pipes yet. The body is going to be gloss black.

After fixing the spoiler, I inspected the detail kit. It comes with the Camaro logo for the front and rear quarter panels, so the raised lettering came off after making sure I knew the location from my research materials. The detail kit comes with engine numbering up to 350 - since it's a '67, I'll have to find out what came stock and go with that. It also has Yenko logos for the car - they'll go to the parts box for now. After a light sanding, I primed, sanded

and fixed any abnormalities, primed again, lightly sanded, two mist coats, another light sanding, and the first wet coat is curing now. I'll put another three wet coats on before a finish sanding, clear coating, polishing and waxing. I'm using MM Classic Black in my airbrush, thinned 20-30% for everything. More on this project as I slowly progress...

Tamiya 1/72nd Douglas F4D-1 Skyray in the Box Review

by Norm Filer

A friend hauled this one home from Japan for me. Have had it less than a hour so can't tell you how it fits yet. Considering the label on the box (Tamiya) I am not very concerned about the fit. I have mostly ignored the 1/48th kit 'cuz I don't build in that scale and looking at it very long would have made my buy one. Thus I can't do much of a comparison. Markings are for VF(AW)3, VMF(AW)114 and VMF(AW)115. They appear to be typical Tamiya, a bit thick, but good register and opaque. No stenciling, but does have the wingwalks. There is no provision for folding wings like its big brother has. Top and bottom division along the wing leading and trailing edge, two part vertical tail and left and right nose halves, split vertically. Few other parts here and there and you are looking at paint. Interior looks real good. Seat is left and right halves that include the rails, with bucket and footrest part separate. Instrument panel is raised detail and also has a decal if that is the way you want to do it. The area behind the seat looks great. Can't comment on accuracy of that area, but they sure made it convincing.

Inside of the gear doors is nicely detailed as well. The thingies under wingies are a real plus. There probably are things that this bird hauled around that are not included but they will be rather obscure items. Two tanks, two rocket pods, the

continued on page 16

Book Review: Mustangs Over Korea by David R. McLaren

review by Norm Filer

What you say? Yet another book on the Mustang? Yep, afraid so. In my opinion, there are three aircraft that have been worked to death; The B-17, the Mustang and anything WWII German. As a recovering aviation book-aholic, I have developed some immunity to the B-17, and am totally recovered from the German illness, but obviously still need more medication when it comes to the Mustang.

This is a Mustang book with a different area of focus. The transition from a high-stepping classy filly that controlled the skies over Germany and Japan during the second big misunderstanding to a down-in-the-mud plow horse in Korea five years later is a classic example of how fast aviation was moving during the early jet years.

McLaren does a really good job with this book. He sets the stage in chapter one with a brief discussion of why Korea was politically screwed up in 1950. It is short, but readable, and it does not take long to understand who the bad guys are.

Next two chapters introduce the players, the North and South Korean Air Forces. Again McLaren shows a great grasp of subject, and he tells it well. He explains why neither amounted to anything prior to the war, then moves into the growth during the war.

Last six chapters cover the organizations that flew the F-51 during the Korean War. The Australians and the South Africans each get a chapter, and of course the South Koreans are covered. Then the 8th FBW, 35th Fighter Interceptor Wing, and the 18th Fighter Bomber Wing are detailed. Last chapter covers the 45th Tac. Recon. Squadron.

As with most of these books, this is not exclusively intended to be a model reference book. The whole story of the

Mustang in Korea is here. People, events, a lot of political understanding and lots of photos of everything.

While there were a lot of great markings on Korean War airplanes, the Mustangs as a general rule were not real eye catchers. They spent almost all their time operating out of mud hole forward bases where just keeping them in the air was difficult. Also, few of the Squadrons existed prior to the

mouths, interesting ordinance, some decent boss's birds, and Dean Hess' real Korean Mustang. Not the one he flew in the movie.

Like all the Schiffer books I have seen, grammar, spelling and typos occur throughout the book. This is a noticeable distraction but McLaren has a good grasp of subject and overcomes the handicap of having to be his own editor.



war. The airplanes were old, weary, and came from wherever they could be found. Many were awaiting scrap in Japan and the States. The fact that they carried any Korean War unit markings at all is amazing. Having said that, I still found some potential modeling subjects. Huge tiger's

While the focus is a bit out of the average WWII modeling guy's interest, it is a great tribute to the Mustang's ability to adapt.

Schiffer Military History; \$45.

Brass Model Cars

by Paul A. Ludwig

If you retained the March 1988 issue of *FineScale Modeler* and are as impressed as I was with Tom Kim's 1/15th scale 1934 Packard 1108 Coupe, made of brass, you'll understand why I felt the need to see it "in the flesh" so to speak. I didn't attempt to reach Tom right away. But when a professional car model-making company back east put on a big show of model cars in a museum in Stamford, Connecticut this past summer, I was drawn to the show by mention that Gerald Wingrove's models would be there. Mr. Wingrove is to model cars what Babe Ruth is to baseball, but now, Tom Kim, in my estimation, is right up there with Gerald.

So it was that I flew to Stamford and saw approximately 70 car models of various scales. I like airplane models so much that until that trip I hadn't appreciated car models but the masterpieces on display seduced me into paying attention to car models. I become weak in the knees when confronted with masterpieces in miniature. And quite by chance, Tom Kim's Packard was there! I wrote to *FineScale Modeler*, who passed my letter on to Tom and we corresponded, until the first week of February when I took a plane to Rochester, New York, to spend two days listening to Tom and getting a demo in his machine shop.

Some men and women are much more than what they do, and Tom is a much greater presence than just his fabulous Packard model. Although the Packard and two chassis (he's building a Duesenberg coupe too) were there for me to feast my eyes upon, my attention quickly turned to Tom who is a Renaissance man of many talents, one of which is photography. His salon images in black and white rival those of Ansel Adams (who is to photography as Babe Ruth is to baseball) and I was surrounded by a man and his masterpieces.

I had nothing to bring to the table except my interest and admiration for Tom. On the

second and last day he gave me a demo of how to work a lathe, a milling machine, two kinds of soldering, and some other metal arts. He made it seem so easy to make small metal parts in brass that I nearly came away vowing to buy a lathe and hunks of brass. As you may know, I'm hard put to join two pieces of styrene, so upon my arrival in Seattle my vision of making a Bearcat from brass cooled a bit.

Although we are a plastic modeling society, it almost goes without saying that a model made of brass suggests that it has a longer shelf life than one made of plastic, and it was for that reason that I made the trip to meet Tom, who is now my friend. Our correspondence told me that Tom appreciated my interest. The world of model makers working in brass is small, and they don't hold monthly meetings over coffee and witty conversation because you won't find two in the same city, or state, making Duesenbergs and Packards. But aside from me developing a new friendship with Tom, I would think that all modelers will agree that Tom's 1934 Packard 1108 coupe has to be the finest car model in the world.

Hasegawa 1/48th Hawker Typhoon Mk.Ib

by Mark Smith, IPMS North Central Texas

It's been exactly thirty years since Monogram released their quarter-scale Typhoon. Who would have thought it would take this long before anyone offered an alternative?

For an aircraft with such a comparatively brief career, the Typhoon offers the modeler a happy glut of permutations (Happy Glut...didn't he play tight end when Otto Graham was quarterbacking the Browns?) It featured notably different canopies, guns (the earliest versions carried *twelve* Browning .030s as opposed to the eventual four 20mm cannon),

payload, exhaust configurations, and tailplanes.

Many will be pleased to see that Hasegawa's new Typhoon is an early "car door" Ib, unlike Monogram's bubble-canopy version. The best news, if rumors from a reliable source come to fruition, is that our Japanese friends will follow with a bubble-top themselves, and finish with a third release which will include the Tempest tailplane retrofitted to most operational Typhoons.

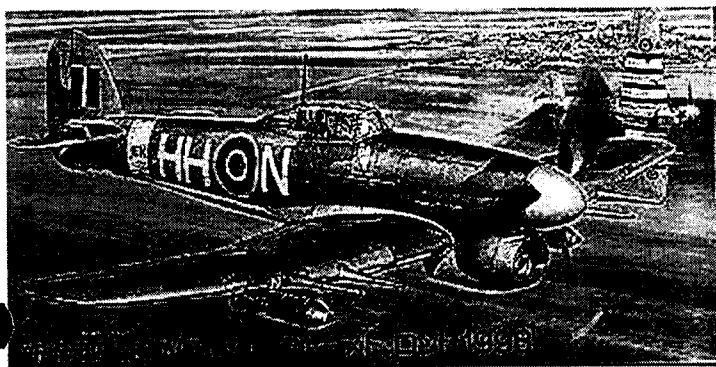
Options are offered in the kit for building the model with car door open or closed. But the versions apparently to follow have made the kit a bit of a jigsaw puzzle, like a lot of recent 1/72nd Fujimi releases. The center of the fuselage is a drop-in insert - the left side of it is in one piece, while the open door option dictates three pieces on the right side. Thus instead of two fuselage halves, you've got six pieces to deal with that will require careful alignment and filling. Though these parts dry-fit reasonably well, who would have thought we would look back fondly on kits for the sake of a fuselage that comes in a mere two pieces...

Having just finished a Monogram Typhoon (it never fails), I can note three areas where Hasegawa's offering is more accurate. The tailplanes are sufficiently thick in chord - it's ugly but it's right; there's a cockpit (a separate tubular structure is offered a la their recent Hurricane - very nice - but the rest is rather mundane); and the outline of the fin and rudder appear slightly superior. Normally one would add that the engraved panel lines are an obvious improvement over Monogram's faint raised detail. But in this case, they're very heavy-handed, not typical of Hasegawa. This is the immediate negative impression upon first glance, and under paint it will be noticeable. The clear parts are beautiful, as you would expect, with the heavily framed canopy very well rendered and having surprisingly thin edges if you build it open.

There are gaps at the wing roots that will need attention, though there's no discernable step. The same is true of the

ailplanes, which are molded in halves. On the whole, other recent Hasegawa models fit better and need a lot less work. Am I complaining here?

Only bombs are provided on this version, although the flashed-over holes are evident in the lower wing for the racks and rockets which will come with later releases. Nice bomb racks and ordnance are provided, though you can probably find better bombs in resin these days. Other parts not utilized or mentioned in the instructions include a very nice set of unfaired cannon with the exposed recoil



springs, which would suggest a possible fourth release. {Hasegawa has just released a limited edition of this kit with parts and decals for such an earlier version - EDJ}. The landing gear struts have exaggerated detail, though the wheel wells are a nice start and sufficient unless your local judge/voyeur is snooping around. You get flattened wheels without the silly bulges. There's a beautiful three-bladed propeller, though the radiator and oil-cooler detail, so prominent on this monster, is disappointing when compared with photos.

The Kendall aftermarket set for the Monogram kit might be helpful, though it would need some trimming to fit. In fact the Kendall set, one of their best efforts, will come in about as handy as it did for the Monogram model, though I don't know how much adjustment it will require for fit in various areas.

Markings are given for Nos. 198 and 175 Squadrons; for the first time, the correct

stenciling is available for this airplane, and to scale, too, which makes it awfully small. AeroMaster's recent decal sheets for car door Tiffies should really start moving with the release of this kit - they're typically well done, and the subjects are well chosen.

As far as dimensions and accuracy, things sure 'look right' by and large - on the sprues, and especially in the photos in the instruction booklet. But I know that such subjectivity would be insufficient for this reviewer's hard-bitten audience. When I pulled out the *Warpaint Series #5* mono-

graph on the Typhoon to confirm this, and shot David Howley's drawings up to 1/48th, I was mystified. Either the model or the drawings were way off in the wing chord, and the kit looked right. These drawings were "by permis-

sion and based on originals by A.L. Bentley," and I remember Bentley's drawings, originally done for *Aeromodeler* in 1969, as being, to borrow a phrase, "canonical" for the type. But after shooting G.P. Duval's 1/72nd drawings from *Typhoon and Tempest at War* to quarter scale, the kit wings matched those drawings beautifully. On the basis of this and several photos, I'm convinced that Mr. Howley's drawings are significantly inaccurate in regard to the wing chord. I don't bring this up to be critical, but to make a point: when somebody disses a kit on the basis of a single set of drawings, second opinions are in order. Tamiya's M6A1 Seiran kit, for instance, is far more accurate than any previous drawings of that aircraft. It was manufactured from extensive photos and measurements taken of the sole survivor at the NASM in Washington D.C. Along the same lines, one Typhoon remains, in the RAF Museum at Hendon...I wonder if it's "accurate" according to drawings. I certainly hope so.

I'd like to say this kit is exceptional, and break out the usual superlatives one associates with Hasegawa - but it isn't. It's crisply molded and a step forward past the old Monogram classic, but the parts breakdown is clumsy, the heavy engraving is a difficult fix, and in places the detail is inadequate. It's simply not on the level of recent stuff from Tamiya and Accurate Miniatures, for instance. But all Anglo-philas will have to have one, and it's finally possible to make a car door Typhoon out of the box. Anyway, why should we complain?

Because we can.

But you'll buy one. Enjoy.

Revell Monogram's *Babylon 5* Starfury Mk I

by Scott Hall, IPMS Vancouver

Revellogram is the first mainstream manufacturer to offer a kit of a spacecraft from the popular syndicated sci-fi series *Babylon 5*. This is an interesting subject and makes a nice change from the endless string of *Star Trek* and *Star Wars* kits that seem to dominate hobby shop shelves.

The Starfury MK I is offered up in 1/72nd scale, a refreshing change from other sci-fi offerings of late. The kit is packaged in a rather large box, which features color photos of the built-up kit in the five marking options available on the decal sheet.

The kit is molded in a medium gray and features raised panel details. The basis of the kit is two rather large pieces, parts four and three, which form the basic structure of the craft.

The craft features an x shape. The outer surfaces of the wings are one piece. The inner pieces are inserts, and these don't fit that well. Decide if you want the gap for the parts at the front or at the back and

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JB Models 1/76th Scale Vickers Mk VI Light Tank

by Glen Broman, IPMS Quad
Cities

The Vickers Mark VI Light Tank is the latest release from those prolific folks over at JB Models. This kit is a welcome addition as no injection molded kit of this vehicle has ever been released. I remember cannibalizing many Airfix Universal carriers when I was younger to use in my scratchbuilding efforts at a Vickers Mark VI.

The Vickers Light Tank owes its ancestry to the evolution of the tracked machine gun carriers in use by the British Army. In the 1920s, the British were looking for

version has the circular cupola. The C has a split hatch and a Besa 15mm weapon in place of the .50 caliber. The kit comes in a box with painting information on the back. The parts come in a resealable plastic bag which is very handy if you need to put the kit aside during building.

The Vickers, like all JB Models kits, is an easy, straightforward build. The instructions are the exploded view type with international symbols. There are three decal options. The first is a Royal Tank Regiment (RTR) display vehicle in overall Brunswick green, and the others are two British Expeditionary Force (BEF) vehicles from France in 1940. Both BEF vehicles are in a two-tone green scheme. The Vickers was also used in the Western Desert, so you have some additional schemes available for your painting pleasure. I

There is plenty of additional room for detailing, if you so choose. My improvements include an MV Lens spotlight, plastic card fenders, a wire radio aerial, plus some wiring for the smoke grenade launchers. The JB Models Vickers Mark VI is an enjoyable build, and very inexpensive - so you can build your own Hussar Squadron and send them dashing off on patrols across your display shelves!

Babylon 5 Starfury

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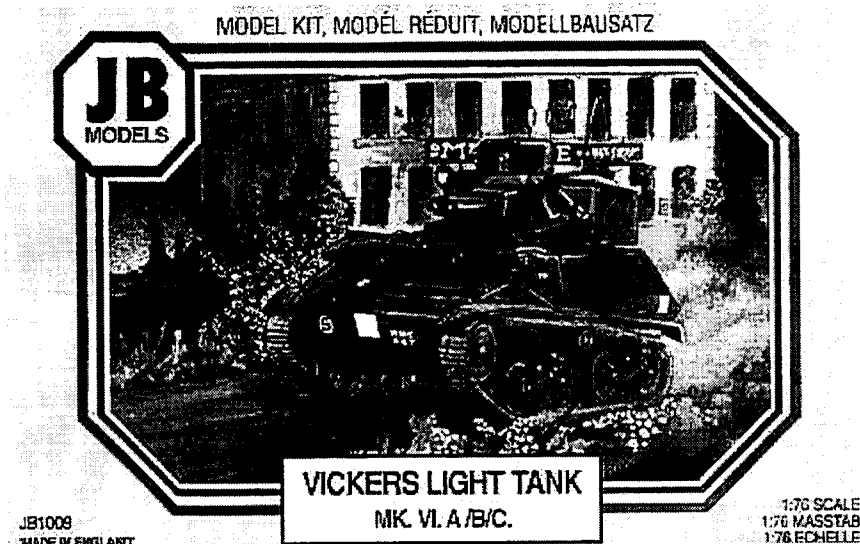
correct the fit of all the parts uniformly, otherwise the inside of the wings will not feature symmetrical details. Be ready to spend some time filling and sanding the inner wing surfaces.

The upper and lower wings mount to the fuselage tub. These fit into the wing surfaces. Make sure you test fit parts 11 and 12 before you decide which fuselage mating seams you want to fill. The inner upper wing surfaces will conceal some of those gaps. However, this leaves another seam to fill where these meet the fuselage.

The only weapons in the kits are the guns, two of which mount under the upper wing and two of which mount under the lower fuselage. These are basic one-piece assemblies. Engines and maneuvering thruster are carried at the end of each wingtip. These include separate nozzles and thrust vectoring vanes. Surface details on these parts are either in relief or scribed. The cockpit consists of a one-piece tub that inserts in the nose of the kit, and an instrument panel that straddles the included astronaut figure. A decal is included for the inside of the canopy, but this can't be seen once the canopy is secured so it can be left off. The 1/72nd scale pilot is one piece. The pilot's face is actually a decal that is placed on the helmet face.

Painting and finishing will be more complicated. Not because of any particularly difficult paint scheme, but rather trying to capture the look of the kits as

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inexpensive vehicles to help keep order in the relatively low-tech wars of Empire. The armored car had been the weapon of choice, but upgrading the chassis of the light carriers into a light tank provided an inexpensive and very mobile weapons system ideally suited for patrol and reconnaissance work.

This latest release from JB contains parts to make the Mark VIA, B, and C versions. The differences are minor. The A version mounts a .50 caliber and .303 machine gun and has an octagonal cupola. The B

purchased several kits just so I could do them up in some of the alternative schemes.

The overall quality of the molding is good, although the detail is a little on the heavy side. The suspension is well done. Each side consists of a single piece containing the sprocket, idler, and road wheels. The springs are then glued to the suspension, and the entire assembly glued to the hull. What could be easier? And it looks good, as well.