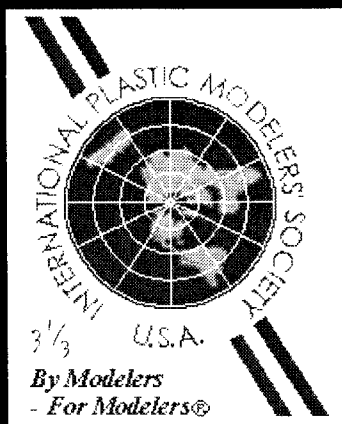
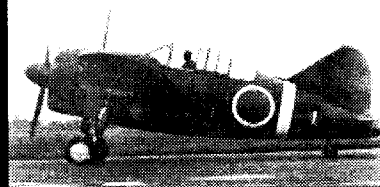


Seattle Chapter News



Seattle Chapter IPMS-USA
November 1999

PREZNOTES



Well. October sorta blew right through, eh? A contest every weekend for nearly the entire month. Vancouver, Galaxy Hobby, Recon 7 at the other Vancouver, Hobbytown Lynnwood, and I'm sure there were others somewhere. It's a little different building for so many contests so late in the year. I seem to remember only a few years ago the only fall contest was our annual trek to the Great White North...

Unfortunately, with my SMD (Summer Modeling Doldrums) I didn't have too much to show that's new. It certainly was different carrying only one or two boxes of models to a show instead of four or five! The good thing is that the SMD appears to have ended and even though I didn't finish anything new in time for the October contests, I have a lot of stuff on my bench that I am actually working on! Those projects that were collecting dust in September are definitely major works in progress - once the dust was removed! The three major aircraft projects all involve Tamiya kits: a Wildcat and two Brewster Buffalos. It is certainly a pleasure to assemble a model without having to resort to a lot of putty work. I didn't use any on the Wildcat. I ran into problems with glue on the canopy on one of the models which I attribute to general rustiness, but it's nothing a little sanding and polishing couldn't take care of. I also have a few assorted figures on the bench and I am excited about resuming work on my Blohm and Voss Bv 141, which I had nearly ruined earlier this year by spilling copious quantities of cement inside the canopy (it's a long story).

I have an interesting question to pose to you: I recently received an image of an XF-92 painted up as a "Mig 23" for the Howard Hughes epic *Jet Pilot*, starring John Wayne. I certainly do not remember seeing it in the movie so it would appear that I may have to watch it again. Ewww. The only good thing about *Jet Pilot* is all the airplanes, many painted in bogus Soviet markings (T-33, X-1, XF-89, B-50,

etc), and a terrific source for my "reel" planes collection. I have the old Microscale re-release of the ancient Allyn kit and it just screams to be done in this color scheme. My question is: At a contest, would a model of the XF-92 in two-tone camouflage, with MIG 23 painted in huge letters on the tail go in single-engine jets, flights of fancy, or some other category? The airplane **did** exist (probably for the briefest amount of time) painted in Hollywood colors, but the fact is, it **did** exist. Along similar lines I once entered a Hawk 75 with bogus British markings in a WWII single engine Axis fighter category. The airplane was one of several ex-French aircraft that were used in a German propaganda film. The contest organizers disregarded the fact that it was repainted and flown by Luftwaffe personnel and in their minds, that had no bearing on the fact that it had British markings! As inaccurate as they were, it had British markings. It went in Allied. So there. Thankfully these days, contest organizers look at models in a somewhat more open-minded way.

Also, where would you put a model of the *Proteus*, the submarine in the 1966 movie *Fantastic Voyage*? A full size prop was built (albeit a non-functioning submarine) and Lunar Models has a terrific kit of this sub. Where would you enter the model? Then there is the submarine *Seaview* from *Voyage to the Bottom of the Sea*. Only a portion of the sub exterior was built full size. All full sub shots in the movie and on TV were done with models up to 18' long. Enter both subs in the appropriate submarine category or somewhere else?

Food for thought.

See you at the meeting,

Terry

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, (or \$18 a year for Internet newsletter only) and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The editor pledges that he will not caption a photo of a Griffon-engined Spitfire as a "P-51 with RAF markings and 5 bladed prop." 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 1999/2000 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.

November 13, 1999 (2nd Saturday)
January 8, 2000 (3rd Saturday)

December 11, 1999 (2nd Saturday)
February 12, 2000 (2nd Saturday)

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____ FIRST _____ LAST _____
(leave blank)
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
Check out our web page: www.ipmsusa.org
P.O. Box: 6138
Warner Robins, GA 31095-6138

Casper Models *Miss Exide* Unlimited Hydroplane

by Terry D. Moore

At the October meeting, our esteemed editor asked me to write a piece about my *Miss Exide* model I did a few years ago, after reading about my encounter with the owner of the full size *Miss Exide* in my Preznotes column in that issue of our newsletter. He too is a hydro enthusiast, landing on our shores when all we had to cheer, sportswise, were the unlimited hydros.

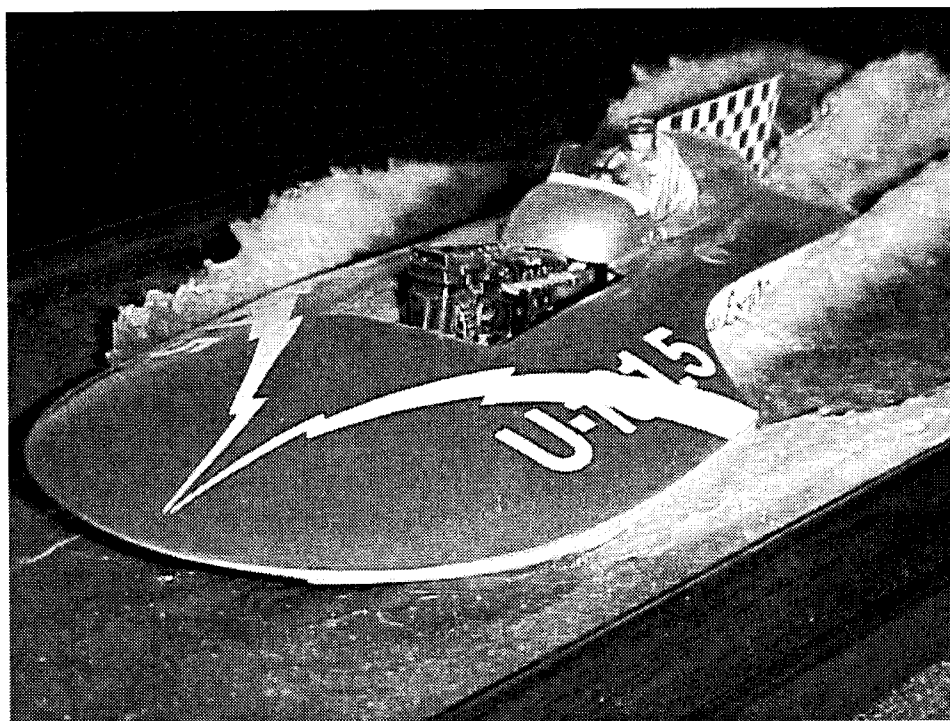
That's right sports fans. For those who are relatively new to the Northwest (within the last thirty or so years) there was a dark time without Seahawks, Mariners, or Sonics. Our only professional sports outlet was the unlimited hydroplane circuit that raced in Seattle once a year. Seattle fans were rabid about the sport, cheering on the home town boys and hoping the evil hydros from Detroit would break down or sink. Names like Bill Brow, Russ Schlee, Dallas Sartz, and Mira Slovak were then like A-Rod, Griffey, Kitna, and Payton are today. We talked of Ted Jones' latest hydro design instead of Mike Holmgren's play designs. The hydros of the time were powered by Merlins (Packards or even Rolls sometimes), or Allison engines. They were loud. They broke more often than the jet powered hydros of today. Everybody knew about quill shafts, nitrous oxide and more. Race week saw live coverage on all three local TV channels of time trials and race day coverage. They were all we had. More kids seemed to cut out wood or cardboard hydros and tow them behind bikes than played sports. I myself raced my wooden hydros in the back yard with the neighbor kids, and ours were as authentically painted as possible. We would race enough to turn the grass brown. My back yard looked like the Seattle course with buoys, pits and so on.

The reason I chose to model the *Miss Exide* was that it was one of my favorite boats. Prior to becoming *Miss Exide*, it

raced as the *Miss Wahoo*, U-101.5. It became the second *Miss Exide* when the original *Exide* was destroyed in its second race. I was even able to have a picture of myself taken whilst sitting in her. Finding that picture after it was lost for many years is what inspired me to build the model.

I used the Casper models vacuform, which is approximately 1/48th scale, depending on which way you measure, length or beam. As vacuforms go it is quite crude, being molded over a male form, with lower and upper hulls, cockpit section and a squarish lump that's supposed to be an engine. The kits have been around for a long time and are still available, the newer

compartment, added details such as fuel tanks and plates to protect the tanks from the exhausts. The Merlin engine itself came from the Engines & Things resin release with the only modifications being to add the carburetor intake and build a new gearbox, to which was added the propshaft. The cockpit was left pretty basic as I was going to add a driver. At one point in time I found a seat from an old Aurora WWI type aircraft and was going to use that as the shape is very similar to the hydro seat, but I did not use it. I scratch built the steering wheel out of styrene and wire and attached it to the driver's hand. The driver himself was modified from a variety of Monogram pilot



releases having electric motors! Many hulls from the '50's to '80's are represented, and markings are provided of the stick-on variety.

I began my model by trimming the excess plastic from the hull halves (upper and lower). Due to the soft edges on the lower hull I added sheet plastic to the sponsons, non-trip, chine, and transom, to give good sharp edges. I then added ribs and formers to the lower hull in and around the engine

figures, the primary one from the F-16 kit with the head from the F-86 pilot because the helmet was the correct type. I built up a life vest from epoxy putty, painted him and set him aside for installation later. I added the padding around the cockpit with epoxy putty and scratch built the fin from sheet plastic with wire braces added. Since the model was going to be in water I did not add the prop or the rudder. I painted the model as the second *Miss Exide*, in an interim scheme, with the *Miss Wahoo*

number. The decals provided for the lightning bolts across the bow were actually stick-ons. Ewww, totally unusable.

too highly disturbed, i.e. avoiding a big roostertail. I made the basic wave forms using Sculpey clay, baked hard in the oven

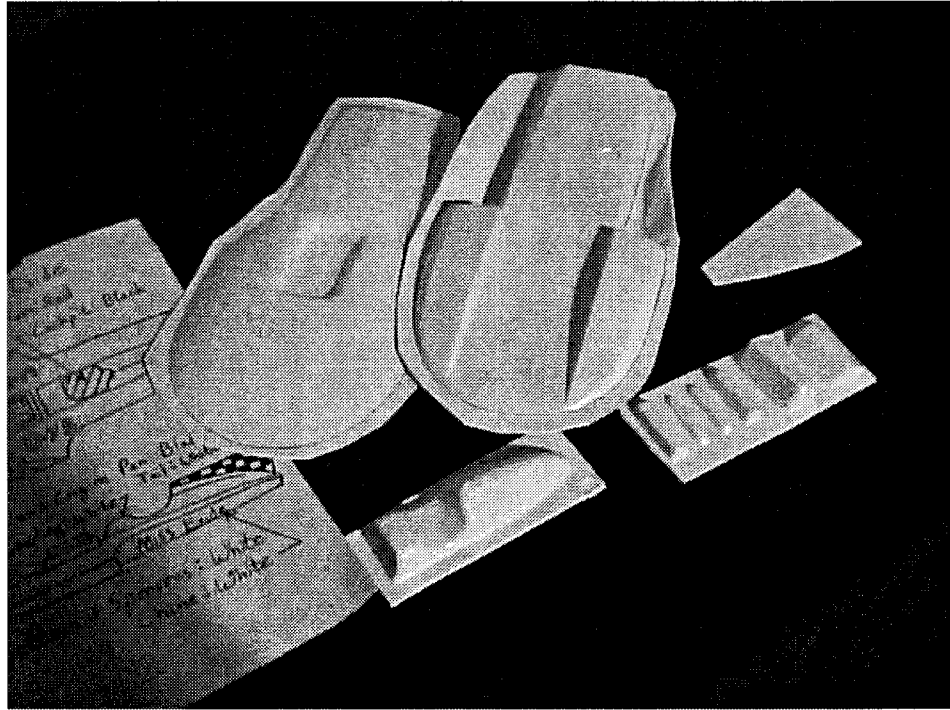
clear sprue and attached it to the side of the hull, painted on a coat of gel medium and I had the cooling water vent.

Oh yes. After the owners of the *Miss Exide* decided to get out of racing, they sold all the engines and equipment to Bernie Little, among others. The hull of *Miss Exide* was buried in a gravel pit. My next hydro will be the second *Miss Thriftway* as raced at the 1958 Gold Cup in Seattle. I am thinking of building her in the midst of her second heat of the day, with a Coast Guard Cutter firmly wrapped around her bow. Until that race, the Coast Guard had never lost a vessel in peacetime operations...

Sources:

Casper hydros available at Galaxy Hobbies; Sculpey and Liquitex gel medium at Michael's; Detail Master polishing system at Skyway Models, Hobbytown Lynnwood, and other shops.

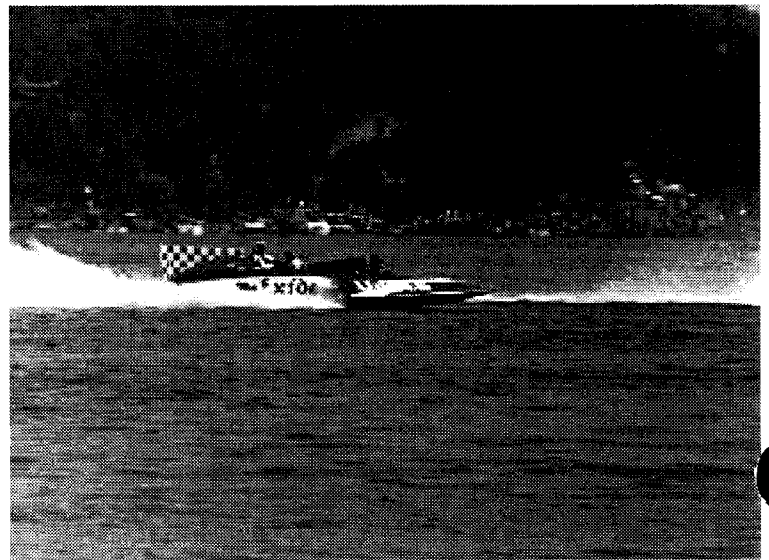
Photo below borrowed from *Hydros by Hall* http://ourworld.compuserve.com/homepages/hydros_by_hall/Homepage.htm



However, I was able to use them as a master to cut a mask with. I painted the hull with white paint and applied the lightning bolt masks, then sprayed the hull with multiple coats of Modelmaster red. I removed the mask for the lightning bolts then sprayed the entire hull with Duracryl clear lacquer. I then rubbed out the finish with the Detail Master finishing system (3000 to 12000 grit sanding papers). I cobbled up the number decals from my spare decal box and found a red checkerboard decal of the correct size (whew!) for the tail. I hand painted the *Miss Exide* name onto clear decal stock and I also hand painted the name directly onto the cylinder head covers. I cut out a windscreen from 10 thou clear acetate and affixed it to the cowling. The final touch was using a silver pencil around the edge of the hull, to replicate a narrow chrome strip on the actual boat.

The natural environment for an unlimited is the water. I chose to show *Miss Exide* just starting out on her next heat, figuring it would be easier to model water that is not

(before I put the hydro on!), and painted it basic Lake Washington blue/green and white. Over the base coat I applied Liquitex acrylic gel medium, a thick paste that dries clear. After a few coats I would airbrush a little white or a little color and then add another coat of the gel medium. I repeated this step until the water gave an appearance of depth. To show clear water splashing out from the bow I cut out a piece of 10 thou clear in a random pattern and glued it under the sponsons. I then covered it with gel medium and *voila!*, reasonably decent looking waves. I also took a short length of



Amodel 1/72nd Scale Polikarpov I-17

by Bill Osborn

On our recent vacation to the other side of the Atlantic, I dragged my long-suffering wife to the Mecca of all hobby shops, Hannant's. If you have ever been there, you'll wonder what all the fuss is about. The shop is small. It's divided into two areas, aircraft, and targets (armor, ships, etc.) Sorry about that, but I couldn't resist. This is not about a hobby shop, however, it's about one of the three models that I came away with.

I spent my social security check, again, on three Russian kits of dubious quality - a Yakovlev Yak-18, Polikarpov I-17, and Shavrov Sh-2, a small parasol flying boat with which I was previously unfamiliar. They all come under the label "Amodel." It seems as if I've built one of their kits before, and should know better.

As soon as we got home, I attacked the I-17. The kit is fairly basic, with a three-piece wing, three-part fuselage, very basic cockpit, ten-part landing gear assembly, and a blob of semi-clear plastic that I think is the canopy.

Surface detail on the wings and horizontal tail is good, but raised and a little ham-fisted. The entire kit suffers from some weird divots and lumps. Much like a golf course after I've played it.

The cockpit consists of a floor, seat, and instrument panel. It isn't much, but the interior is so small and dark that you can't see inside it anyway. The landing gear has a strange arrangement that seems to slide outboard as it retracts inboard. I decided after looking at the parts on the sprue to scrap most of them and make new struts and wheel covers.

After smoothing the mating surfaces of the body sides, they fit together quite well. Next was the upper engine cowling; again, it fit the sides better than I had expected. The interior was installed with only minor

tweaking. The lower wing to fuselage assembly required a little work as it was just a little longer in the lower fairing than the body opening. With this done, the upper wing halves were installed.

The first major work was then started. The aircraft had a very large wing fillet and fairing extending almost back to the horizontal tail. *[This is accurate, even if the box art seem to downplay it. - ED]* On the kit, one side extends farther back than the other, and they are both rather heavy.

When the wing fillets were finished, I was fondling the model and admiring my semi-well done fairings when Mr. Murphy and his law showed up. The vertical tail had a decided bend to it. After voicing my

the contour of the kit, I started on the canopy.

As the canopy was very small and unusable, the whole thing was filled with Bondo to build up a vacuform mold. In accordance with my past experiences, I made four new canopies. So far I've used up two. There probably wouldn't have been a problem if I had opened the canopy, as the whole thing slides forward on the body. It must have been fun to open at speed.

All done, the model was ready for paint. The model is gloss red with a dark blue nose and spinner, black prop, and grey wheel wells and gear interior. There are no decals as the airplane had no markings.



dismay (much to the neighbor's dismay) I found that this condition was not due to warpage, but that one half of the tail was molded concave, and the other convex. This condition was soon remedied, with total loss of all detail. It does look a little better, if still not quite square with the rest of the model.

Finally, the horizontal stabilizers went on without any major problems. Then the whole model was given ten or twenty coats of primer to fill all the divots I told you about. After smoothing out as much as I could without completely changing

Only two prototypes were built, flying in 1934 and 1935, respectively, and they had significant differences, so color options are limited. I believe the model represents the first prototype.

The model is small, and will fit well into my Russian collection. Now I can start the other two.

IPMS Vancouver Fall Show

by Jim Schubert

On Saturday October 9, 1999, IPMS Vancouver held their annual Fall Show at the Bonsor Center in Burnaby, B.C.; the third year for the event in this beautiful, large facility near Metrotown Mall. 465 models were entered in the contest by modelers from British Columbia and from Washington. This fine event is always the second largest each year here in the Pacific Northwest.

10 of the 18 IPMS-Seattle members in attendance entered a total of 31 models and scored 7 firsts, 7 seconds, 3 thirds and 2 Honourable Mentions. Ted Holowchuk won the trophy for Best Aircraft with one of his new 1/72nd scale Bf 109s and Terry Moore won the trophy for the Most Popular Model with his 1/35th scale buried Crusader tank.

Not bad for a bunch of hack amateurs!

The quality of the models seemed to be higher than last year with far fewer models at the lower end of the quality spectrum. It must be the IPMS theme of "Modelers-Helping-Modelers" working. The many vendors present seemed satisfied that they had done well at the end of the day. Very few of the vendors had much "new" stuff, but there sure were a lot of older "rare" kits in the aircraft, auto and armor categories, but very few in the ship category. Unusually, the vendors had very few books on offer. Already having too many kits in my cache, I bought nothing.

Seattlites attending were: Andrew Bertschi, Andrew Birkbeck, Brian Cahill, Gordon Erickson, John Frazier, Steve Holmes, Ted Holowchuk, Bill Johnson, Keith Laird, Paul Ludwig, Mike Medrano, Emil Minerich, Terry Moore, Tom Morton, Bill Osborn, Will Perry, Craig Rosner, and me.

An interesting feature of this annual event is the daylong raffle. Tickets are \$1 each or \$5 for seven or \$10 for an "arm-pull". Several of our guys had Terry do the arm-pull for them as he has the greatest arm span of any of the Seattlites there. I got only 33 tickets with my short wing, whoops - arm span. Ten tickets were drawn every half-hour from 10:00 to 4:00. Two of my tickets were drawn late in the day. The retail value of the two prizes that I selected from the prizes remaining was ~\$25. I have never failed to get more than my money back in this raffle.

Through the years, and my experience is from 1968 to date, IPMS-Vancouver and Seattle have maintained a very close, mutually supportive relationship. This is probably due to our being only about a hundred miles apart, but another big factor has to be the large numbers of good spirited, enthusiastic modelers on both sides of the border. This event is always fun with a lot to be learned from examining the many fine models entered. If you've

not been for awhile, or ever, I urge you to attend next year. I believe that all modelers who attend contests, anywhere, should participate fully, and show their respect for the event and its organizers, by entering at least one model.

Decal Sheet Wanted

Wanted: AEROMASTER decal sheet 48-046, *U.S. Aircraft in FAA Service*. Markings for the Grumman Martlet III (F4F Wildcat) serial AX736, 805 Squadron.

Also require copy of the color and marking instructions.

Andrew Birkbeck, e-mail:
abirkbeck@worldnet.att.net



IPMS-Seattle members enjoying Canadian hospitality: (L to R) Brian Cahill, Craig Rosner, Terry Moore, Paul Ludwig, Jim Schubert, John Frazier, Ted Holowchuk, Bill Johnson, and Will Perry.

Fresh Blood!

by Jacob Russell

When Andrew Birkbeck talked at the October meeting about building models with his daughter, and the need to bring fresh blood into the hobby, it really struck a chord in me. A cursory glance around the room at our monthly meetings reveals that we're mostly middle-aged. In certain respects modeling is a "mature" hobby for those of a contemplative bent. This has much to do with the aspects of our hobby calling for solitude and complete focus on the task at hand. (It also "requires" a healthy level of disposable income, but I digress). Any hobby will wither on the vine if young people with a fresh outlook aren't brought in and encouraged to give it a shot. When children bring their innate curiosity to our hobby we may find that they have things to teach *us* provided we're willing to listen.

I've shared my passion for modeling with my sons from the very beginning; you've noticed that I always have at least one of my children with me at the meetings. I'm also trying to interest my stepchildren in modeling; with six children the opportunities for one-on-one modeling sessions are limited but I try to work with at least two of them every weekend. Before you hand me the Father-of-the-Year award, I have to admit that working with them is at the expense of my own modeling - which I'm **not** always happy about - because I work at night and as you well know, during the week I have an 11-month-old daughter to keep track of. So I scramble to take any opportunity I can to do my own modeling. But let's take the long view here: I've made lifetime commitments to both my children and the hobby (and my commitment to the hobby is a *lot* newer,) and I'll have plenty of time (I *hope*) to do my own modeling once they're gone to college.

Children can learn a lot from modeling: the satisfaction of finishing a complex task, the marshaling of many disparate skills, patience, learning to appreciate and respect tools and materials, the confidence

in one's own abilities which is elevated by a job well done. It teaches us adults patience in our efforts to explain our modeling methods and approach to the hobby. We all benefit when we share our passion and skills with others; children use this as a springboard to find their own niche in the hobby. And life in general.

The one thing that I'm trying to **not** pass on to my children are the (for **me**, at any rate) obsessive aspects of the hobby. A case in point is the 1/48th scale Monogram Pro-Modeler Messerschmitt Bf 110G-4 *Nachtjager* that I'm building with my oldest son, Miles. It wasn't sufficient to buy the kit for his twelfth birthday. No, we had to go overboard and in rapid succession purchased the following: the Aero Detail book, the Verlinden detail set (complete with separate engines and control surfaces,) True Details resin wheels, and AeroMaster decals and stencil decals. Keeping in mind that my son lives with his mother and I only see him on weekends, is it any wonder that a year later we've only just got the fuselage together? The kit would have been **fine** without any of the aftermarket stuff, and it'd probably be done, too. So we're backtracking: we've put that project on the back burner and will build some of the more basic kits I've been unloading at the meetings. Typically, I have to overdo something as simple as an out-of-the-box project, as I tried to give him a choice of at least 15 camouflage schemes from decal sheets I've yet to use. There's a reason they say Keep It Simple, Stupid...

An Invitation to a Model Show

by Isaac Alexander, Sakura Con 2000

To IPMS Seattle Members:

Thank you all for your hard work in promoting modeling in the Northwest. I very much appreciate the long hours of work you put into your projects. I would like to invite you to display your products at an upcoming convention - Sakura Con 2000: The Pacific Northwest Japanese Animation, Manga, Gaming and Asian Culture Convention taking place March 31-April 2, 2000 at the Double Tree Inn at Southcenter Mall.

We'll be having a model show during our convention. The rules for the contest are posted on our website:

<http://www.sakuracon.org>

We're looking for models that fit the theme of our convention, which means we'd like models of characters or vehicles/mecha from Japanese anime/manga series. If you have any questions about the contest, please E-mail Kathy Goslee at kattyg@pullman.com.

She's in charge of the contest. If you have questions about the convention, E-mail them to me at isaaca@theglobe.com.



Details, Damned Details

by Jim Schubert

Yep. "D Cubed" is back. Oh, you hadn't noticed it was missing. Well, such is life. Read on.

Catch-up:

In my report on the IPMS-USA Nats in the August issue of this newsletter I noted that Arlo Schroeder would enter his Curtiss SOC-3 Seagull, that was heavily damaged when it was dropped upside down in the contest room in Orlando, in next year's Nats at Dallas after it was repaired. I was wrong. Arlo repaired it very quickly and presented it to the Naval Aviation Museum in Pensacola later this summer. So we won't be seeing it in Dallas.

In a caption snafu (or fubar?) I left Ken Gunji's name off the photo of him studying Bob Davies' prize winning A-20 at this year's Nats. Mea culpa.

Also in that Nats report I mentioned Squadron/Signal's impending launch of a new journal, *Squadron Models Quarterly*. Well, that's gone now too. S/S spent the budget allocated for the quarterly to buy KMC Models. Until that budget is recovered Glen Phillips, the putative editor of *Squadron Models Quarterly*, will publish the articles currently in work as "features" on the S/S web site. I'm doing a feature for him on the Emhar 1/72nd scale British Mk.IV Male WWI tank. I've no idea when it will appear.

Homilies:

1. Learn from the mistakes of others; you won't live long enough to make them all yourself. (Anon.)

Grumman Trivia:

Twelve Grumman airplanes have either the word "cat" or the name of a cat in their name:

1.	F4F	WILDCAT	7.	F9F-6/8	COUGAR*
2.	F4F-3S	WILDCATFISH	8.	XF10F	JAGUAR
3.	F6F	HELLCAT	9.	F11F	TIGER
4.	F7F	TIGERCAT	10.	F14	TOMCAT
5.	F8F	BEARCAT	11.	X-29	POLECAT
6.	F9F-1/5	PANTHER	12.	G-164	AGCAT

2. Our critics are our friends for they show us our faults. (B. Franklin)

3. Our work, seriously done, defines us. (Anon.)

Caches:

Why do we have 50, or 300, or 1,400, or however many kits cached all over the house and garage and continue to buy more, when we know - **absolutely know** - we won't live long enough to build even a significant fraction of them? Because each time we buy a new kit we are buying a dream; a dream of the finished work of art we can produce from that box full of plastic bits; a dream of the thrill of the research on configuration, mechanical details, colors and markings, new techniques, etc: and finally a dream of the pleasure and satisfaction of accomplishment. Dream on!

World War 1 Aeroplanes, Inc:

This is a shameless plug for this non-profit organization run by Leonard E. Opdycke. It publishes two bi-monthly journals: *WWI Aero*, the *Journal of the Early Aeroplane* (covering aviation through 1919) and *Skyways*, the *Journal of the Airplane 1920-1940*. Mr. Opdycke edits *WWI Aero* and David Ostrowski edits *Skyways*.

Both journals are excellent resources for the serious historian, researcher, restorer, replica builder, model builder, in fact anyone with an enthusiasm for aviation in these periods. Both journals have been criticized in the past for the poor quality of their paper, their poor reproduction of photos and drawings and their too small type, which faults made it a chore to get to the gems contained in these otherwise fine publications. Recently both journals have switched to good quality glossy paper, better printing - so that you can really see the details in the photos - and larger type

(for us old farts). I'll bring some examples of both journals to the next meeting so that you can see for yourself what I'm talking about. I've also persuaded (his arm will be out of the sling in a couple of weeks) our estimable editor, Sir Robert Allen, to run a subscription blank for these fine journals in this newsletter. Thank you Robert.

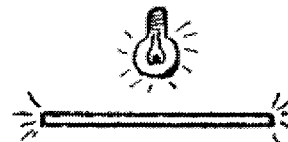
Bill Johnson recently gave me his collection of both journals. Fortunately his subscriptions had ended just before mine began. The now combined collections run from *WWI Aero* Nos. 98 through 165 and from *Skyways* Nos. 1 through 5 and 9 through 52. I've ordered the missing Nos. 6, 7, and 8 of *Skyways* and a list of all of the *WWI Aeros*. This could be rationalized as the pursuit of thoroughness, but I suspect it is really more representative of the obsession of collecting. Got to have a complete set. As with all the resources in my library, these are available for loan to anyone.

An Olde Tip:

This appeared in IPMS-Seattle's old Quarterly Newsletter Vol. 2, No.3 for October 1971. Wow! That's 28 years ago! Apparently it needs repeating.

EDGE LIGHTING:

EXPERIMENT: Apply a light to the middle of a clear plate, or sheet, of plastic thus, and the edges light up! This is edge lighting.



*The nickname in the fleet for the TF9J (F9F-8T) two seat trainer version of the F9F-8 Cougar was "Twogar".

Now apply the light to the middle of an injection molded, or vac formed, canopy, or windshield,



and lo, the edges light up! And you can see this edge lighting through the canopy installed on a finished model. This is the worst giveaway there is that a model, is a model. Fortunately, the preventive is simple.



Paint the edges of the canopy the same color as the framing or the interior color, whichever is the darker. Then affix the canopy with white glue or epoxy and fill and file the seam as usual before painting the exterior of the model.

IPMS-Seattle Quarterly Newsletter:

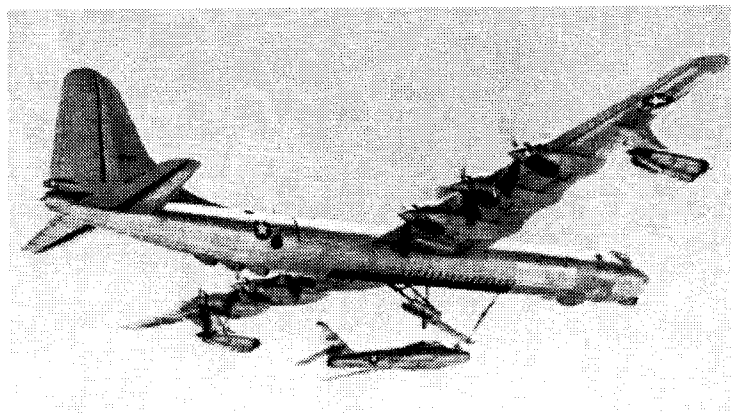
I have been surprised recently to learn that many of our current members have never heard of the old *Quarterly* mentioned above. It was published from June 1970 to April 1973. Although "quarterly" in name, its appearance was rather more random than that name implies. Volume 1, Number 1, edited/published by Bob Labouy, was loosed upon the local modeling world in June 1970 and comprised 16 pages. Bob handled it through Volume 2, Number 2. For reasons long forgotten there was no Volume 1, Number 4. I took over from Bob for Volume 2, Number 3 through to the last issue, Volume 3, Number 3/4, which had 44 pages. Earlier on, in November of 1971, in response to popular demand (Yes. Really.) we did a composite reprint of Volume 1, which itself went through three printings.

That 32 page reprint was sold for \$1.25 postpaid anywhere in the world. Even though things were cheaper then we barely broke even. This was rationalized as an example of "Modelers-helping-modelers", a philosophy always keenly practiced by this chapter of IPMS.

Miscellaneous Ramblings

by Keith Laird

Leading Edge Models has released two new sets of decal sheets. One is for a Canadian Armed Forces Air Mobility Command Lockheed T-33 in a low-viz gray color scheme. The sheet provides decals for the entire airplane and you can do one of four squadrons, in 1/72nd or 1/48th. Using the Heller kit I built mine in markings of 434 Squadron. The decals are easy to use. They are durable and very forgiving if you make an error. As long as you keep



them wet you can maneuver them around on the model. Once dry, any clear film is almost invisible. I use Micro Sol for the setting solution. Leading Edge recommends that you test a scrap piece of decal with the setting solution you use as there are two or three foreign-made solutions that are not compatible. The second sheet is their first offering of RCAF Sabre Jets. This sheet gives you a choice of two camouflaged Sabres for European-based squadrons. More Sabres will follow. These

sheets are in 1/72nd, 1/48th, and 1/32nd. The 1/32nd scale sheet has one hundred stencils!

I have become friends with Carlos Medina, who is in charge of product development for Williams Brothers. Carlo says they will continue to represent the Golden Age of Aviation (1926 to 1935) with their offerings. They have two more racing airplanes they would like to do, and then will embark on a new theme. They have not decided exactly which story line to follow but I have been told what the first one may be. As soon as Carlo gives me permission I will share what I know. I can field any request you folks have for kit ideas.

New web site for Williams Brothers Models: www.williamsbrothers.com

One of my E-mail pen pals said that for the 1/144th scale folks, they will soon have a B-36 with the Ficon configuration. He did not say who was doing the kit but I suspect it is Minicraft as a continuation of their 1/144th line. My pen pal is also in the

process of writing a book on the Ficon projects and another book on the B-52A and B-52B drop ships. If these sell well he will follow them up with a book on the B-29 and B-50 dropships. He has informed Revell/Monogram about his

book projects in the hope that they will reissue the 1/72nd B-52 with X-15 kit. We can all help in this effort by writing to Revell/Monogram requesting a reissue of the kit. I sent them one letter suggesting they give you markings for both the B-52A and B with any detail differences and also look at the possibility of adding the lifting body series of test vehicles.

continued on page 16



Leonard E. Opdycke, Editor



David Ostrowski, Editor

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Revell/Germany 1/72nd Scale Challenger 1 British Main Battle Tank

by Andrew Birkbeck

The British Challenger 1 tank is the current main battlefield tank for the British Army. It was developed from the Shir 2 tank, a design originally ordered for the Shah of Iran's armed forces, but this was canceled when the bearded clerical fellows took over Iran. Instead, the British Ministry of Defense decided that it was too good a design to waste, so starting in 1983, the British Army began to receive them instead. The Challenger is armed with a 120mm L11A5 cannon with rifled barrel,

Over the last couple of years, Revell of Germany has launched what appears to be a new line of 1/72nd armored vehicles. I say "appears to be", because a number of the kits in the line have been released by other manufacturers over the years, and with Revell, one never knows whose kit you are going to find in any given box.

However the kit I am reviewing this time around is certainly a new tooled kit, the molds originating in South Korea. And what you find when you open the box is a superb set of moldings, completely flash free, and without a single sink mark anywhere that I could see. The few ejection pin marks that appear on the kit parts are well placed, so that they won't show up on your finished model.

individual links. The main gun barrel is in one piece, and on my kit was completely straight. It was also very well detailed.

The main hull deck and turret parts are also very well detailed, and will be a dry brusher's delight. The only parts that are a bit weak on the kit are the two turret baskets, which on the real vehicle are a series of steel beams, with mesh. On the kit, these are solid parts, and could best be replaced with some fine etched brass mesh and plastic card. The really anal amongst us might be tempted to remove the turret grab handles, but frankly I can't see you being able to do this to scale, so I will certainly be leaving the kit-provided parts as is.

The decal sheet covers three different vehicles, two from the Queen's Royal Dragoon Guards attached to SFOR, in Baraci during April 1997, while the third is from the 2nd Royal Tank Regiment, 7th Armoured Brigade, during the Ulan Eagle 96 exercises. These are very sharply printed on a matt film, and my set is in very good register.

I can as yet not comment on the fit of parts, but I hope to have construction well underway shortly, with the model set to be finished in time for the December meeting. Revell Germany kits are often hard to find in the Seattle area. I know Hobbytown Lynnwood and Galaxy Hobbies stock them occasionally. I am not sure about our two in-house vendors, The Supply Depot or Skyway Models. The range from Revell currently has a number of WW2 subjects, such as the Tiger I, Panther G, Sherman, Firefly and even a British Comet tank, as well as modern subjects such as the Challenger, Russian T-80, German Leopard 2 etc. If they are all new tooled kits to the quality of the Challenger, I can't recommend them highly enough.



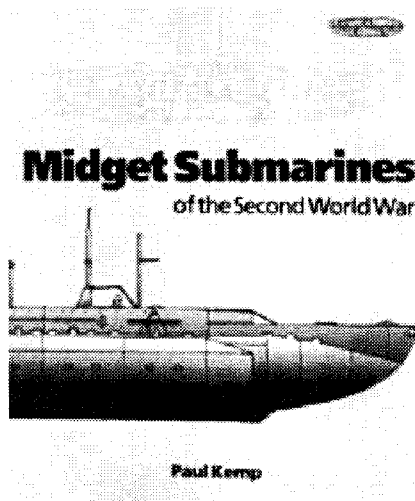
perhaps the finest tank cannon in the world today. The vehicle was certainly very effective when tested during the Gulf War, when Iraqi shells fired from Soviet-designed tanks bounced harmlessly off the Challenger's armor, while at the same time the L11A5 cannon laid waste to the Iraqi tanks.

The parts are molded in a tan colored plastic, and there are just over 120 parts to the kit. At a full retail price of \$8.50, I feel the model is great value for one's hard earned money. Detail on the parts is excellent, and very crisp. The main road wheels are two parts each, while the tracks are a combination of lengths of track, and

***Midget Submarines of the Second World War*, by Paul Kemp with plans and drawings by David J. Hill**

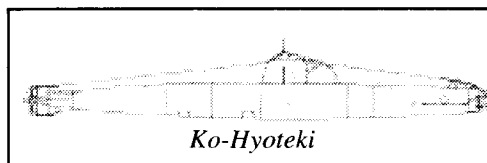
review by Greg Reynolds

Originally, **all** submarines were midget submarines. This was as much a reflection of primitive technology as the intended missions. David Bushnell's *Turtle* (1776) and the CSS *Hunley* (1864) were both conceived as a stealthy means of approaching an anchored ship to attach a mine. As the mainstream of submarines developed, diesel, electric and ultimately nuclear propulsion replaced human power and submarines evolved into long range open ocean hunters, this original mission has never been entirely forgotten.



Although the Italian *Mignatta* sank the Austrian battleship *Virbus Unitis* in 1918 and the US Navy will operate the "ASDS" (Advanced SEAL Delivery System) into the next century, the heyday of midget submarines was surely World War II. Most of us are aware of the British X-Craft attack on the *Tirpitz*, the Japanese midget subs launched against Pearl Harbor and the Italian human torpedo *Maiale* attacks on British harbors in the Mediterranean.

Paul Kemp, certainly the world's leading expert on this arcane subject (author of dozens of books on naval history, several on submarines and two previous volumes on midget subs in particular), has woven these stories, and those of the less successful types, into a highly readable narrative. Other than tying up the resources of both sides defending against midget submarines, they had little impact on the course of the war. All too often the stories follow a pattern of Desperation, Innovation, Bravery and Disappointment. Nevertheless, it is a remarkable tale of engineering and heroism.



The book is divided into three sections: Human Torpedoes, Submersibles, and Midget Submarines. Each of the 18 types discussed is placed in its historical and military context, its development and design described, and operations summarized. In the interest of space, Paul is very brief on well-known chapters, such as the *Tirpitz* mission itself, devoting space instead to new material, photographs and drawings. The large format of the book allows the latter to be generously printed, to the delight of modelers. Despite the obvious limitations of wartime secrecy, the number of close-up and interior views is remarkable. Nearly every type has a nice large side-view scale drawing. Two-page spreads illustrate the Chariot Mk I (multi-view), the Seehund (interior side view) and the X-Craft (interior perspective). A bonus is a D-size (approximately 20 x 30") insert with 1/24 scale 5-views and sections of the X-Craft (X-5 - 10) and Type XXVII B Seehund. *Midget Submarines of the Second World War* is the definitive work on this topic and will surely appeal to many modelers, especially those of us with a few "off the wall" kits in the stash! Highly recommended.

Midget Submarines of the Second World War, by Paul Kemp with plans and

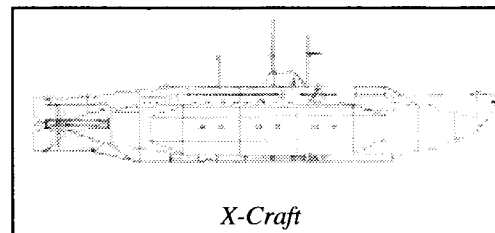
drawings by David J. Hill. In the "Ship Shape" series, Naval Institute Press and Chatham Publishing, London 1999. ISBN 1-86176-042-6. Hardbound, 125 pages, 10 x 12", illustrated throughout, indexed. List \$55.00 or \$38.50 from Naval Institute Press (members) or Amazon.com.

Related Books: *Underwater Warriors*, Paul Kemp, Naval Institute Press, 1996, 256 PP with tables and 10 plans, plus 32 pages with 75 b/w photos. Hardcover, 24 x 16. ISBN 1557508577.

Midget Submarines, Paul Kemp, Warships Fotofax, 1990 (48 page photo collection)

Midget Submarine, James Gleason, Ballantine Weapons Book 42

Against All Odds, the Midget Submarines against the Tirpitz, Thomas Gallagher, Harcourt, 1971



Advance Force: Pearl Harbor, Burl Burlingame, Pacific Monograph, 1992. History of the Ko-Hyoteki attacks on Pearl Harbor in bewildering detail.

Above Us The Waves, The Story of Midget Submarines and Human Torpedoes, C.E.T. Warren & James Benson, London, 1953, 256 PP with three diagrams & four maps, plus 24 pages with 36 b/w photos, hardbound, 21.5 x 14.2. Development and training, attempts against the *Tirpitz*, Mediterranean & Norwegian operations, attacks on Singapore, Hong Kong, and Saigon.

Suicide Submarine!, Yokota & Harrington, Ballantine 1968. 256pp, illus, paperback. Memoirs using his diaries, of a Petty Officer training as fighter pilot who volunteered for suicide midget submarines, Kaiten, and their operations.

Related Websites:

German Midgets - <http://uboat.net/types/midget.htm>

Ko-Hyoteki - <http://www.cr.nps.gov/history/maritime/nhl/ha19nhl.htm>

Kaiten - <http://www.skypoint.com/members/jbp/kaiten.htm>

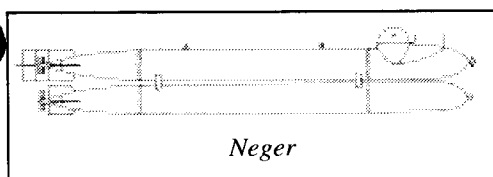
<http://www.geocities.com/Pentagon/Quarters/1259/>

Models:

Hecker Goros 1/35; Biber, Neger, Seehund, Suicide sub Linda

Fine Molds 1/72; Kaiten Type I, Japanese Type A (Ko-Hyoteki)

Wings 72 1/72; Japanese Type A (Ko-Hyoteki)



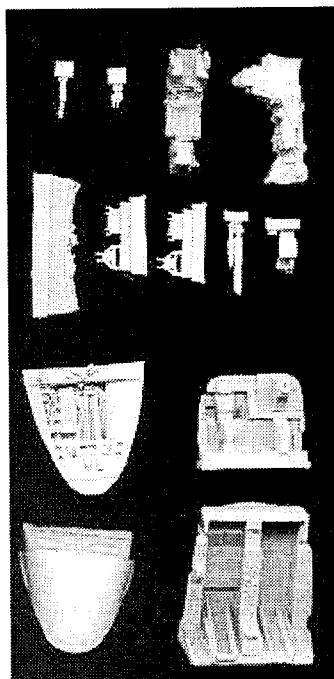
Black Box 1/48th Scale A-6E Intruder Cockpit

by Michael Benolkin, IPMS
Albuquerque Scale Modelers

As many of you know, Kendall Model Co (KMC) decided to stop the production of aftermarket resin parts to pursue their new line of 1/72nd airliners. Squadron has purchased the molds and will begin reissuing the old KMC line under the "True Details" line.

The gentleman who crafted the more outstanding cockpit sets for KMC decided to start his own line of products, and so

begins the "Black Box" series. This first installment, item number 48001, is a complete replacement for the cockpit as well as the details under the sliding canopy for Revell-Monogram's nice 1/48th A-6E Intruder. Containing 14 parts, this set is sweet.



The set includes a new cockpit tub, aft cockpit deck, rear canopy fairing, overhead console, instrument panel, pilot's stick and throttle, two ejection seats with harnesses, and the other assorted details that round out the cockpit. Revell-Monogram's A-6E is fortunately one of the kits that is regularly reissued, and this set will dress up the Intruder's cockpit very nicely.

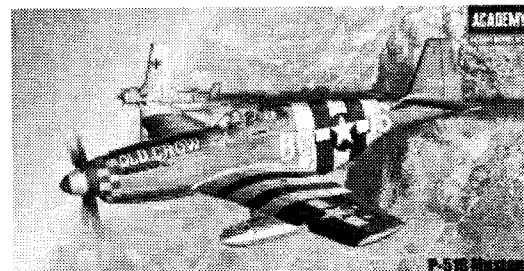
Black Box has recently released the F-16C and FA-18 cockpits, and I'll be getting those as soon as I can lay my hands on them. Watch out, this set will make your next Intruder into a show stopper!

1/72nd Academy North American P-51B Mustang

by Keith Bunyan, 72ndUSmilair
list

Just picked this up. My comments after a very quick look. The news is not great. Fuselage appears to have exactly the same outline as the Hasegawa kit. As this is slightly short in the nose you can draw your own conclusions. Fuselage panel lines appear to be the same as Hasegawa. Wings seem too broad in chord as one measures toward the root. OK at the tips. Not D shape, just too broad. On second thought, very slightly D shape. Wheel wells are too shallow as per Revell. Raised detail on instrument panel but not "B". OK if you are content to "swag" it. The good news is the fuselage is broken aft of the belly intake. Sounds like a P-51A is coming. They will probably say A-36, P-51 or Mustang 1 but an A is what it will be. Even then it will not have the correct exhaust stacks unless I am misreading their parts breakdown.

Wheels are reasonable, better than some but I still prefer those in the original Hasegawa "D". Very large and quite nice decal sheet, gloss finished. I have not checked its accuracy but it has 3 options: Anderson's *Old Crow*, Fred Glover's *Rebel Queen* and a 315 Polish Squadron RAF version with Malcolm Hood. Clear parts breakdown is similar to the old Monogram kit except they have given the option of an open canopy.



Model-Aire International 1/72nd Scale Payen Pa.22 Flechair

by James V. Sanders

(Reprinted with permission from *Small Air Forces Observer*, October 1999)

The Payen Pa.22 is so unique and the pedigree of the kit is so unusual that this review is drawn extensively from the instruction sheet that accompanies this kit.

"With his eye on the prize in the form of the 1939 Coupe Deutsch de la Meurthe, Payen set about to produce the Pa.22/IR. Payen's airframe, named 'Flechair', was a radical design with tandem wings. The foreplane was of short span with ailerons and flaps. The main plane was 67 degrees, placed aft and containing elevator/flaps. The cockpit was situated over the main wing leading edge and was faired into the vertical tail. The Pa.22 had been completed in 1939 and was taken to the wind tunnel at Chalais-Meudon, where it was captured by the Germans."



The Pa.22 immediately after capture.

The story of the kit is almost as strange.

"The masters for the major components of this, MAI's first injection-molded kit, were carved more than fifteen years ago by Matt Hargreaves. They were passed on to MAI by Greg Reynolds. Tom Young made

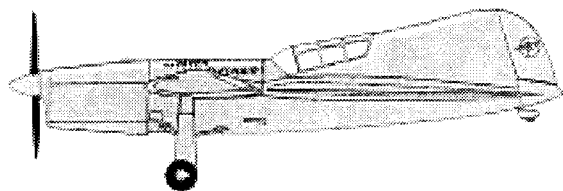
the small parts and passed the masters along to a well-known cottage manufacturer in Texas. After more than two years of inaction the masters were returned to MAI and were sent to High Planes in Australia, where Greg Meggs improved a couple of parts and molded the injection molded parts of the kit. Canopies are by Falcon in New Zealand. The decals are by GR Decals of Australia from artwork by Greg Reynolds. The small cast parts are by CMA Mouldcast in England." Talk about your global economy.

The results of all this international intrigue are: A small tree (about 5 inch by 4 inch) of light-blue plastic with thick gates (no problem), lots of flash (no problem either, but irritating none-the-less), and a lack of locating pins. Surface detail is minimal, probably like the prototype. The interior detail consists of a floor, seat, rear bulkhead, and featureless instrument panel. An additional small tree provides four wheel halves which may be meant to replace the wheels on the main sprue

which are rather indifferently molded. The vacuformed canopy is clear with well-defined frames. The three small cast-metal parts provide the tail wheel and what may be landing gear struts.

The decal sheet (2.5 inch by 3 inch) provides the inscription 'Payen Flechair' and winged 'P' insignia for the otherwise unmarked aircraft in overall 'Coupe Deutsch blue', and the small inscriptions and

winged 'P', Luftwaffe insignia, and codes 'BI+YB' for the aircraft when painted in dark green upper surfaces with light blue (later yellow) under surfaces. The four-page instruction sheet provides the

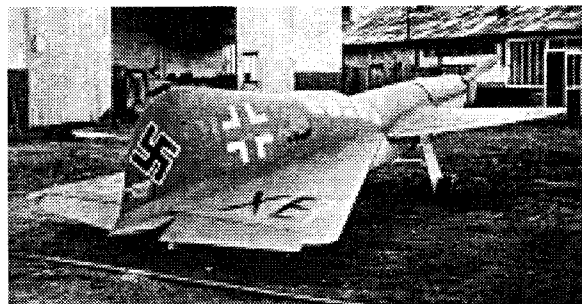


The Payen Pa.22 in its roll-out paint scheme for the Coupe Deutsch race.

history of the aircraft and kit, a side-view drawing of the aircraft in its original racing blue side-, top-, and bottom-views of the aircraft in Luftwaffe markings, a short bibliography, and six poorly-reproduced photos. There are no construction diagrams, but this should not bother the experienced modeler who has good photos of the Pa.22 to study.

The MAI kit of the Pa.22 will make into an excellent model that would be a fine addition to any collection depicting aircraft of unusual aerodynamic configuration. However, because of the lack of precise locating pins and construction information, it is recommended only for the modeler with a bit of experience in putting together limit-run injection-molded kits. The price for MAI's Pa.22 is a very reasonable \$12. California residents add 87 cents for sales tax. Outside the US and Canada, add \$2 for postage. Review kit provided by Tom and Lynne Young of MAI.

Model-Aire International, PO Box 554, Corte Madera, CA 94976-0554.



The Pa.22 after the rudder had been raised.

Revell/Germany 1/72nd Scale Hawker Hurricane IIB and Sea Hurricane IIC

by Phil Pignataro, IPMS Lakes Region Scale Modelers



When I bought the Revell Hurricane IIB in Germany a while ago, it was obvious from the layout of the sprue that Revell had other versions of the Hurricane in mind. Well, on a recent trip to London I purchased the first spin-off, the Sea Hurricane. Both kits are the same aside from the naval version's hook and cannons. As an added bonus, the Sea Hurricane has pieces for a tropical air filter. These kits are quite good except for one detail. Read on to find out what it is! Comments apply to both kits except where noted.

Parts are molded in gray plastic with finely scribed detail, along with a couple of raised panel lines on the wings. Clear parts are also nicely molded and consist of a windscreen, canopy, and landing light lenses. A note here: the canopy is too thick to fit over the fuselage aft of the cockpit, so it must be positioned closed. Typically for Revell, the instructions come in booklet form with several pages of multi-lingual verbiage before getting to the actual construction details. The kit has a normal construction pattern, so the cockpit is assembled first. The only nit pick here is

one I read about in *Scale Aviation Modeller International*, Vol. 5, Issue 10: the real thing did not have a headrest. File it off! [This is not entirely true. It is true that most land-based Hurricanes did not have headrests, but many Sea Hurricanes did. It was more circular in shape, however, than the rectangular one

provided in the kit. See page 17 of Walk

Around: Hurricane in the Squadron/Signal series for an excellent photo of a Sea Hurricane headrest. - ED]

Each kit has a separate panel for the

lower fuselage with the Sea Hurricane having provision for the carrier hook. I deviated somewhat for the construction of the five-part wings. After the fuselage was assembled, I attached the bottom center section. I then glued the top panels to this section of wing and the fuselage. When this had dried, the bottom outer wing panels were added. By doing the construction this way, the only place where I had to fiddle with filler and sand paper was the lower wing joint, where the judges will never find it. No filler was needed in the upper wing to fuselage join. I did have to trim the oil cooler bath intake to make it flush with the rear portion.

After I saw an article in the May issue of *Scale Aircraft Modelling*, I finished my IIB in the desert configuration using a tropical air filter from the old Heller kit. It looks OK, the but the additional pieces in the Sea Hurricane kit would be better. I didn't use the kit decals because they were for different aircraft; AeroMaster and MicroScale provided my decals. The Sea Hurricane kit provides decals for Nicki, with a white over sky with red code letters paint scheme.

Revell has provided us with a well-engineered and nicely detailed set of Hurricanes. So what is it I don't like? Basically, the shape of the windscreen looks too triangular to me. When you view the actual aircraft from the front, the windscreen is definitely more rectangular. The other feature I don't care for is that the frame lines are molded on the inside. Is it a big deal? It depends. I worked around the lack of scribed/raised lines on the windscreen by applying decals and hand painting. I'm trying to ignore the shape.

Overall, the finished model is pretty convincing. It has the look of the Hurricane, and I bought the spin-off after building the first one. Yep, I'd recommend it.



Golden Age Stars of IPMS #2



Unlike the first actress featured in this series, Heather Angel, **Barbara Stanwyck** could hardly be called a starlet. She was one of the biggest stars in Hollywood for decades. She's often regarded as the greatest Golden Age icon who never carried home an Oscar; in my opinion she should have won two, for *The Lady Eve*

and *Double Indemnity*. Those who remember her only as the matriarch on *The Big Valley* may be surprised to learn that Stanwyck was quite the babe in her younger days; she made her name in pre-code movies by playing a variety of women you wouldn't take home to meet your mother.

What does this have to do with modeling? She'd make a great diorama. Stanwyck had an acute fear of flying; she wouldn't go near an airplane. Her husband, actor Robert Taylor, on the other hand, loved to fly his own planes. When America entered WW2, Taylor volunteered for the Navy, and spent the war as a flying instructor. Barbara was less than thrilled about his decision, to put it mildly. She made a trip to his base near New Orleans during the war years, where she reportedly read him the riot act. The diorama: have Taylor climbing into the cockpit of an N2S, with a wide-eyed trainee staring at the sight of two Hollywood stars squabbling. Position Barbara a few feet away from the plane, back turned, arms crossed, with her face in that famous "don't mess with me" expression. Just a possibility...

Miscellaneous Ramblings

from pag

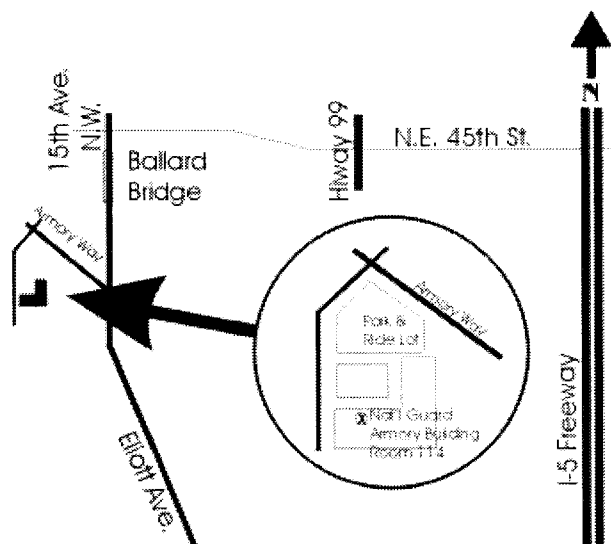
Wanted: I have a pen pal in Sweden who is building up a museum around interned aircraft in Sweden and Switzerland. He is illustrating the airplanes through 1/72nd scale models. Does any one have Super Scale sheet 72-574? This is a B-24 sheet. He wants the decals for *Boulder Buff*, codes 9A-J.

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Meeting Reminder

Saturday, November 13, 10am



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.