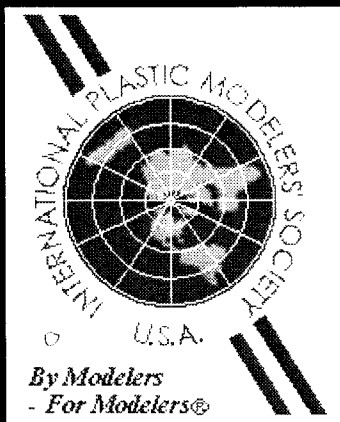
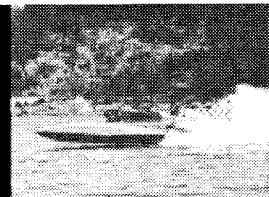


Seattle Chapter News



Seattle Chapter IPMS-USA
October 1999

PREZNOTES



As I write this, it is a beautiful very early fall day here in Seattle. Actually, the weather has been quite nice here for the last week or so, perhaps our summer has finally arrived. Last month I reported my affliction with SMD (summer modeling doldrums). With the weather being so nice lately, SMD has still got me. Jill and I went to the Washington coast early in the month for a few days sans kids or dogs. I packed four models that had been on my bench all summer (including dust), some paint and tools with hopes of an eagerness to glue plastic in an atmosphere devoid of TV, radio, or cell phones. Nope, never happened. The models stayed in the box. All we did was walk the beach, build sandcastles, let the sun cook the tops of my feet, and look at the Milky Way after dark. The only reading I did was *The Real McKay* by Jim McKay of *Wide World of Sports* fame (a terrific read by the way).

However, I may be seeing the light at the end of the tunnel. At the September meeting Kevin (Supply Depot) and Emil (Skyway Models) both had cool new stuff. What can I say about the new Classic Airframes F4B-4 and P-12E kits? I can finally consign my old Aurora kits to the back wall of the "garage o' kits". Emil had the new (?) Maquette Boeing 307 kit. I almost bit the big one and bought it, but with the Boeing fighters already in hand, I figure I had better wait 'til the next meeting. Upon first examination, the model is a hybrid of a complete Frog B-17 with an injection molded 307 fuselage. I didn't look past the very thickly molded fuselage that gave the appearance of the way plastic models looked at the beginning of time, so I don't have any idea about decals or anything else. If I pick up the kit, I'll do a more complete review...

In this age of "political correctness", it's probably not PC to ask the following. But, since I am of the belief that PC has been taken way over the edge, I'm going to ask anyway: Ginger or MaryAnn? (Actually, I think a more important question is Jennifer

or Bailey). How does this relate to modeling? Ask yourself: Tamiya or Airfix? Do you choose the gorgeous and exotic Tamiya Mosquito or the plain and simple Airfix Mosquito? I'm in a quandary (I seem to have a lot of these. You would think as President of one of the largest modeling clubs in the western US, I would have a better handle on all things model related and know the answers to everything. Nope.) Do I build the Airfix Mossie, which I already have, and which I think is one of their better kits but needs some enhancements, or do I plunk down the big bucks for the beautiful Tamiya kit which is an ideal out-of-the-box model?

Oh yes, an interesting aside on our trip to the ocean. We were walking down the beach when I spotted an older gentleman with a *Miss Exide* ball cap. Having built a model of my favorite hydro, I had to ask where he got the cap. His response was "Well, my brother and I used to own the boat".

Once I caught my breath, I asked "Are you Milo or Glen?" After he caught **his** breath, he said "Milo." (I think I caught him by surprise when I knew his name). Here we are, out in the middle of nowhere, and we're talking to the owner of my favorite hydroplane, Milo Stoen, and his wife AJ. I asked a thousand and one questions about Mira Slovak, Bill Brow, quill shafts, nitrous oxide and more. My hope is to show him the model at some point in the near future.

See you at the meeting,

Terry

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New IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

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.

October 16, 1999 (3rd Saturday)
December 11, 1999 (2nd Saturday)

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

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

Critical Mass!

by Jacob Russell

My father has written that everyone has at least one friend who is an idiot. The modeler's equivalent of this theorem states that every modeler has at least ten kits in their stash that **really suck**. Some try to build these kits; the more prudent of us unload them at the monthly meetings.

To every serious modeler comes a day which is dreaded by him/her and met with weary satisfaction by their partner, the day of Critical Mass: the day when there's no more storage space for new models. The dreaded day arrived for me about two months ago when my kit stash took up nearly half of my available closet space. It goes without saying that our partners and spouses have a radically different view of what constitutes Critical Mass - surely any reasonable person would consider ten or twenty kits an appropriate number to have at one's disposal. But if you're like me, that's not nearly enough kits to be able to randomly pull from the stash, examine the sprues and contemplate building one day. However, some of those kits had to go (if only to make room for more, but I digress), and to expedite this process I applied the "\$10,000 Renault Dauphine Futility Quotient" (again!) and made some painful (mostly to the wallet) but necessary deletions. Out came my sole Pavla kit (I'm not trashing Pavla but the kit was free and I didn't like the plane anyway); rejected were some of the cheesier vacuforms (I'm still a glutton for punishment, mind you, having kept on hand a number of vacs for future co-dependant modeling); dismissed was the 1/50th scale SMER Fiat G.55 (dare I mention that I had two?); and out came nearly all of those Arii/Otaki Japanese Army and Navy fighters about which I was so excited only six months ago. After Ted Holowchuk paid me the ultimate compliment and gave me one of his fantastic 1/72nd scale resin Bf 109G kits to build I knew that some of the more dubious (read Jo-Han, Emhar) 109 approximations had to go but at the last moment I resolved to save at least one for parts.

I'd like to report that the operation was a complete success and that the patient was recovering nicely but I couldn't bear to part with all things cheesy and banal. With some chagrin and embarrassment I have to admit that despite some well-intended and patient brow beating from Jim Schubert - who on more than one occasion has applied his powers of persuasion, or should I say dissuasion, on my behalf - I've kept some of my least rational purchases: an all-vac 1/48th scale Focke-Wulf Ta 152; the other aforementioned SMER G.55 (why?); a resin and white metal 1/48th scale Il-2m3 Sturmovik (thanks, Jim Greer!); etc. Although my fiancée would surely disagree, there is a method to my madness, even though I'm still determining what that is.

Critical Mass can manifest itself in other areas of our obsession - excuse me, **passion** - for the hobby, such as tools, reference books, decals, and paints. And it manifests itself in the same eminently practical way - one runs out of storage room. When I filled a 500-count #10 envelope box with AeroMaster and Polly-Scale Luftwaffe lacquers and acrylics I knew I had enough German colors, so I started a new box for Testors and Xtracolor enamels, and made separate boxes for Italian, Russian, and Japanese WWII paints. When I examined my decal binders (one for each scale, being anal-retentive as well as obsessive/compulsive) I discovered enough decals to build at least ten Fw 190Ds, a complete gruppe of Bf 109G-6s, ten G-10s, and ten K-4s in each scale, so I started new sleeves for Italian, Russian, and Japanese fighters...

If lack of space won't curb one's appetite for **more stuff** then surely lack of funds will. With this reality in mind I've promised myself (OK, I've promised my fiancée) not to purchase any more models in 1999 and I'm doing my best to keep my word. However, I keep finding discreet niches of my fascination that are not quite filled to overflow. Surely I can find room for that Morane-Saulnier MS.406 monograph? See you at the meeting!

The Best Acrylic Paint Stripper?

by Alex Tula

I made this discovery by accident. One of my Recon trophy winners had been sitting on the mantle for several years (I don't build like this anymore) when I was reminded by my resident conscience (aka wife) that it was more than a little dusty. I took it (a Monogram F-105G in 1/48th scale) to the sink, thinking to just rinse it off with hot water when I noticed the ubiquitous spray bottle of Formula 409 sitting there. "Self," I said to myself, "since this works so well on household gunk, it ought to be great for removing the dust and grime on this model!"

Right I was. But not only did it take off the dust and grime, it also took off half the paint! Since then, I've learned that 409 is a great brush cleaner. Even those brushes that you forgot about on the back corner of your work table and which are now totally congealed with Tamipollytesto acrylics can be restored to life. Just don't use it to clean your models! I have even had success removing recent drops of acrylic paint from the carpet using this stuff. Y'know, right there in front of the coffee table where I promised I'd never ever paint my models!

Hope this helps someone else, or at least avoids a tragedy.

PS: Anyone who shows this article to my wife will be sleeping with the 1:1 scale fishes.

PPS: Anybody wanting a practice project for airbrushing (such as an otherwise-well-done F-105G) should contact me.

Note the new IPMS-Seattle web address:

<http://www.ipms-seattle.org>

IPMS-Seattle Winners at the 1999 IPMS Nationals

IPMS-Seattle members were awarded four first places, one second place, one third place, and one out-of-the-box award at the recent 1999 IPMS-USA Nationals, in Orlando, Florida.

Here are our winners:

First Places:

Automotive Diorama - Les Knerr, Honda NSR-500 Grand Prix.

Submarines 1/401 and smaller - Jim Schubert, German Type VII.

Submarines 1/400 and larger, U-Boats - Jim Schubert, Type VII U-Boat. *See photo below.*

Automobile: Competition Closed Wheel 1/32nd and Smaller - Jim Schubert, Ferrari 750 Monza.

Second Place:

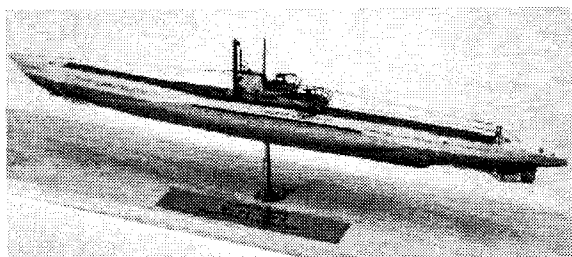
Closed-Top AFVs post-1945, 1/48th and larger, US - Andrew Birkbeck, British Warrior AFV. *[British is US? - ED]*

Third Place:

Armor, Fully Tracked, 1/49th and Smaller - Jim Schubert, Mk.IV tank.

Out-of-Box:

Submarines 1/400 and larger, U-Boats - Jim Schubert, Type XXL "U-2511".



The Spirit of St. Louis II

by Greg Reynolds

[Reprinted from the July 1972 IPMS Seattle Chapter Quarterly]

An airplane receiving multiple color schemes during its career is not rare, but seldom, especially in modern times, does it reach the proportions of the following North American F-100F.

Early in 1957, a recently delivered F-100F-1NA, serial 56-3730, was selected by the Air Force to appear at the Paris Air Show. As that year's show was held on the thirtieth anniversary of Lindbergh's flight, *Spirit of St. Louis II* was painted on the nose and it was planned that Lindbergh

himself would occupy the rear seat on the flight to Paris. Because Lindbergh was unable to make the flight, Major Robinson Risner made the six-and-a-half hour flight from McGuire AFB, New Jersey, to Paris alone, and the *Spirit of St. Louis II* began its long career on May 21, 1957.

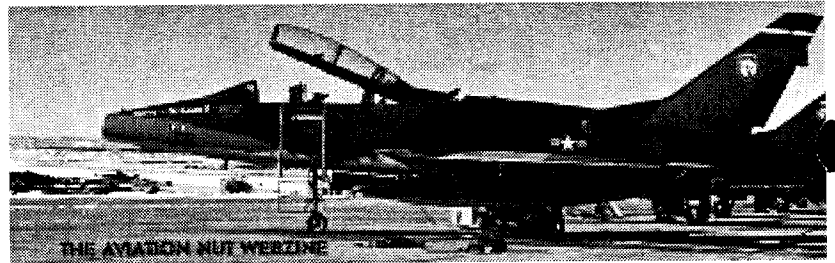
1) "730" as it appeared at the Paris Air Show. *Spirit of St. Louis II* on the port nose in black, as in profile #2, and red, white, and blue stripes on nose and fin (red at the extremes of both).

2) *Spirit* next appeared at Wetherfield, England, in the 20th FBW, where it was used for training pilots transitioning from the F-84F to the F-100D. Nose markings remained the same, but green lightning bolts and the 20th TFW badge replaced the tail stripes.

3) In 1958, *Spirit* was with the 417th TFS, 50th TFW at Toul-Rosieres AFB, France, carrying red stripes with white stars on the tail and nose, the 417th's unit badge on the tail, and *Spirit* on the nose in red.

4) Still with the 417th, "730" was then stationed at Ramstein AFB, West Germany, in December 1959. *Spirit* again on the nose, but arced around a pilot's wings. The stripes on the tail were: Top and bottom, red with white stars and outline; middle, yellow with black stars and outline. The 417th TFS badge appeared on the tanks, and the 50th TFW badge was centered on the tail.

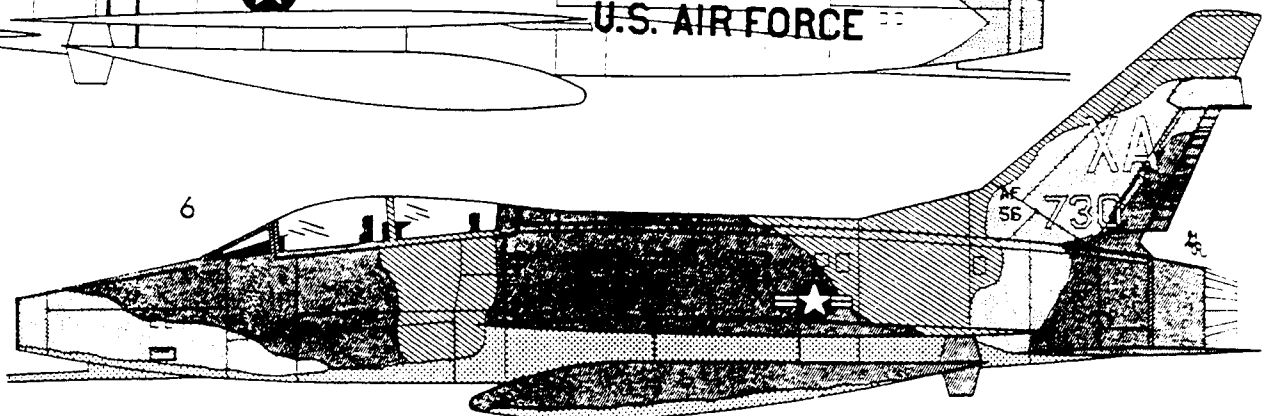
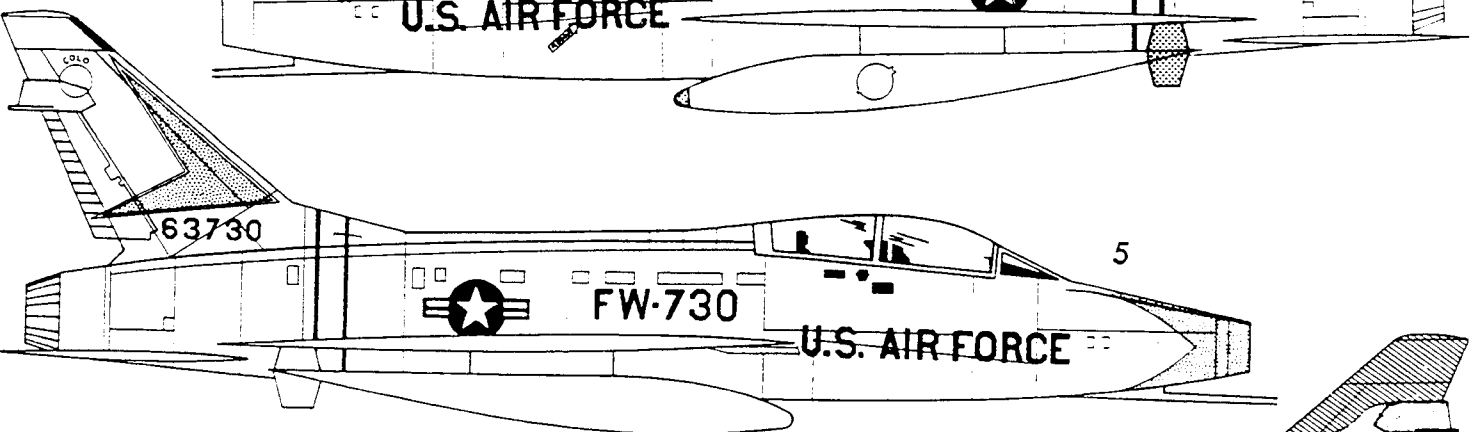
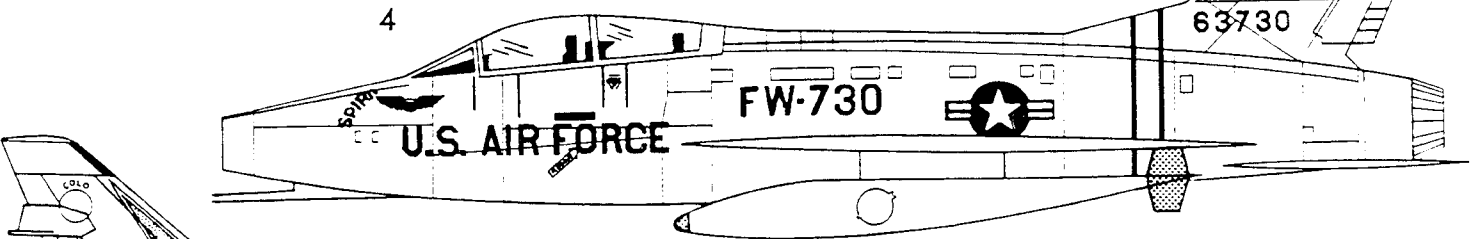
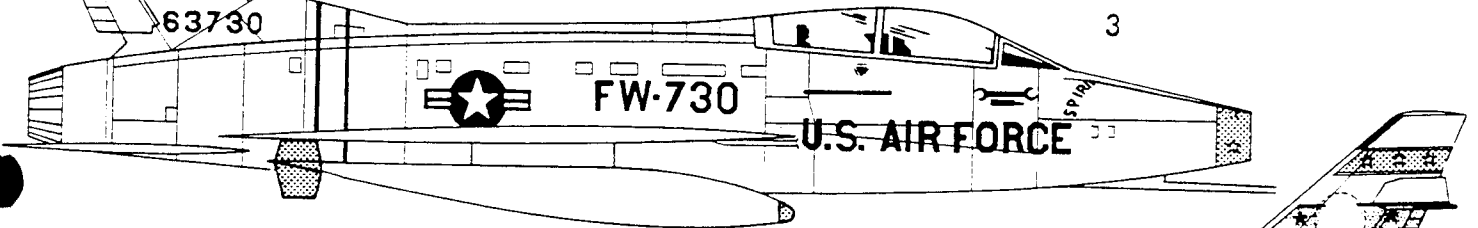
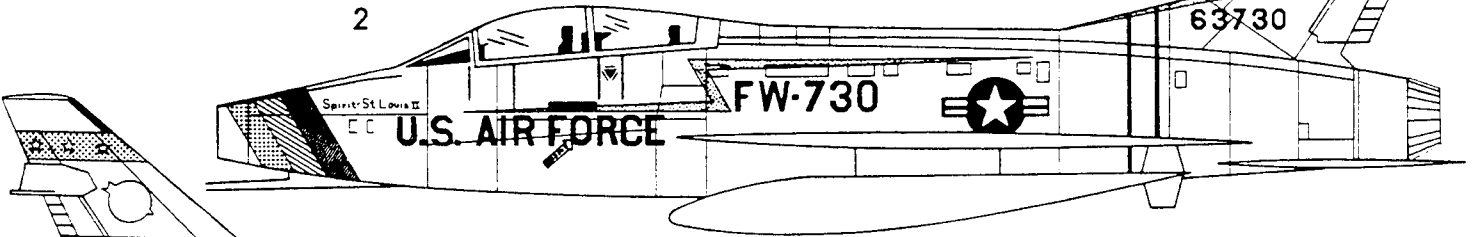
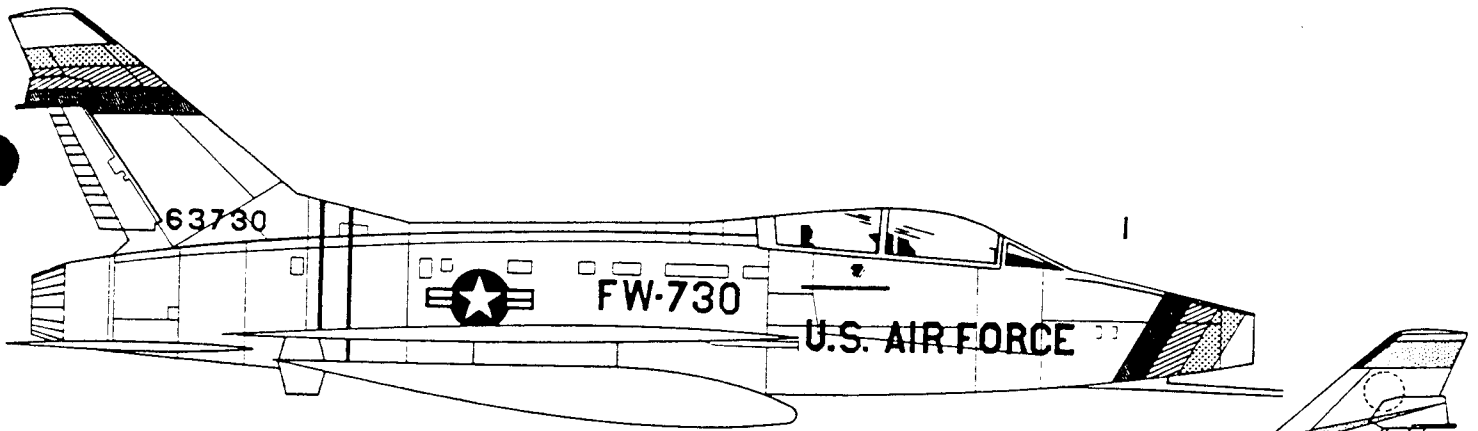
5) "730" returned to the United States in September 1961, and was used by



the 140th TFW, Colorado ANG. It was now designated an F-100F-2NA, and had the later-style refueling probe. A large dark blue arrowhead with yellow-orange trim appeared on the tail with the ANG Minute-man, and a dark blue band surrounded the nose.

6) Along with all the other 140th TFW F-100s, "730" spent a year's tour of duty in SE Asia and returned in the spring of 1969 with still another color scheme. Standard USAF SE Asia camouflage with white codes.

When David Menard's article, "The Spirit of St. Louis II," appeared in the AAHS Journal, Vol. 15, No. 4, the *Spirit* was still training new F-100 pilots, and was the third oldest surviving F-100. Thanks to Doug Remington for loan of color slides and other material.



Sword Models 1/72nd Scale Vultee P-66 Vanguard

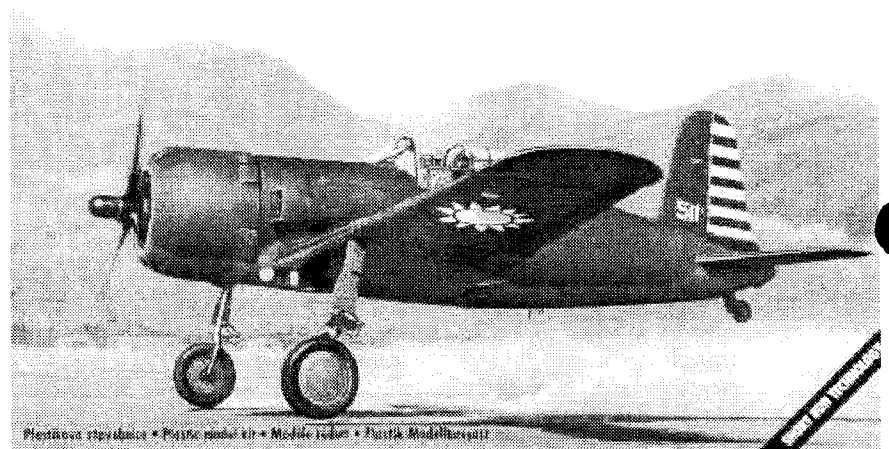
by Wayne E. Moyer, IPMS
Dayton Area Scale Modelers

The Vultee Vanguard is one of aviation's "might-have-been" stories; with a little less "help" from the U.S. government, the P-66 might, just might, have been one of WWII's most famous fighters. *[A trifle optimistic, perhaps... - ED.]* Like Northrop and the F-5/F-20 thirty years later, Vultee never really intended to sell their lightweight fighter to the Army Air Corps but designed it for the growing export market of the late 1930s. If the P-66 looks familiar, it should; the designer, Richard Palmer, had worked with Howard Hughes on the record-setting Hughes H-1 racer. Vultee Design P-48 (the Vultee in-house designation, not an Air Corps number) was of simple, lightweight construction, carried a mixed bag of two .50 caliber and four .30 caliber machine guns, and was powered by the equally simple air-cooled, highly reliable Pratt & Whitney R-1830 engine.

Vultee quickly found a customer as Sweden ordered 144 P-48Cs under the Swedish designation J10 in February of 1940. Production began in October, but before any were delivered, the State Department, fearing that these "front-line" fighters might be captured by the Germans, barred their shipment to Sweden. England stepped in to take 100 Vanguard Mk. Is (there was still no U.S. designation) as operational trainers in Canada, but after delivery of only three, quickly agreed to accept North American AT-6s instead. *[My sources indicate that the Vanguards were never actually accepted by Britain, but at least two were painted in RAF markings by Vultee for propaganda photographs. Britain did, however, give the aircraft a name that stuck. - ED]* The USAAC purchased 144 P-66 Vanguards for delivery to China in May of 1941. By this time the Vanguard order had been completed; most of the P-66s sat outdoors in southern California while various governmental agencies wrangled over what to do with them.

By December 7th, 1941, about 60 P-66s had been disassembled and crated for shipment to China; the rest were sitting on slowly deflating tires. Pearl Harbor changed that! About 15 P-66s were assigned to American operational training units and an unrecorded number were quickly assigned to the 48th Pursuit Squadron for the defense of Los Angeles. The 14th Pursuit Group, assigned to defend the Golden Gate Bridge, also got some Vanguards. Air Corps pilots wrecked at least 16 P-66s; the wide-spread landing gear should have been an asset, but it was too weak and would collapse if there were

of a CAF General who arrived at Karachi to determine why the Vultee personnel were bad-mouthing the Chinese pilots. He promptly lost control of a P-66 on takeoff, ground-looped it, and destroyed the airplane. Poorly trained Chinese pilots continued to litter the aerial delivery route to China with bent Vanguards. The Vanguard quickly developed a very bad reputation, which was somewhat restored when ex-AVG pilot Bob Raines flew one and opined that "things would have been different if we'd had these - it will turn inside any P-40 I ever flew." Somewhere between 60 and 80 Vanguards eventually



any sideways motion at touchdown or during a ground loop. Eventually, at least 122 Vanguards were shipped to Karachi, India for assembly, check-out, and delivery to China. Naturally, there were very few people in Karachi available to reassemble the Vanguards, even fewer who knew anything about them, and no pilots who'd ever flown one. Photos indicate that most, if not all of these arrived in India in USAAC colors and markings, complete with U. S. insignia. Apparently Chinese colors and insignia were applied after the fighters reached China, if ever. Eventually the Vanguards were assembled and Vultee hired a couple of American pilots to check out Chinese fighter pilots. When they complained that the CAF pilots were in no way qualified to fly such "high performance" aircraft, they drew the wrath

equipped three Chinese squadrons, but flown by poorly trained (and led?) pilots and operating without the warning net used by the AVG, they had very little success. You have to wonder, though, what might have happened if the Vanguards had been delivered directly to Chennault instead of to a U.S. Army facility in India that was under the control of one of his bitterest enemies.

Interestingly, my primary source, an article in the summer 1984 AAHS Journal, reports rumors of "P-66's stored away in Chinese caves along with other lend-lease arms." Is the P-66 really extinct?

Sword Models' Kit

Sword's P-66 (kit 72002) follows the trend of limited-run kits towards true multi-media components. There are 26 injection-molded plastic pieces, 6 resin castings, two vacuformed canopies, and 16 photo-etched pieces. Most of these are double etched, or "3-D" and the landing gear doors are especially nice; near scale thickness with structural detail on the inside. There are decals for an American, British, and Chinese Vanguard; these appear to be based on the AAHS article mentioned above as the serial numbers all appear in photos there.

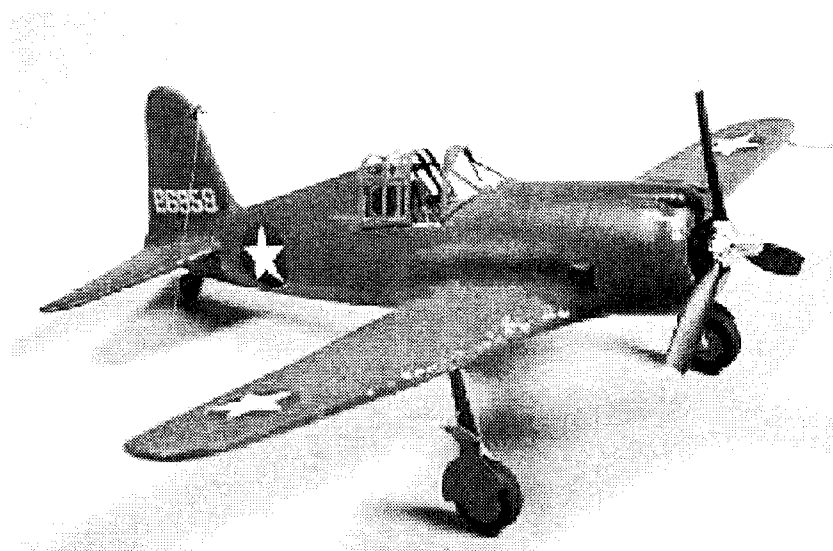
Finally, the instructions are broken into ten assembly steps and include a 4-view drawing, complete with FS paint references, for each color scheme. I made two Vanguards, one in Chinese colors and the other as a USAAC aircraft.

Like most low-volume kits, there are quite a few feed runners to each part but they aren't too big and the plastic is soft so it's easy to sand them away. All the panel lines are very delicately engraved;

sanding, filling of seams, and even a heavy coat of primer will fill them in so be prepared to re-scribe as needed. The resin castings in my kits were truly excellent and had no bubble holes or incomplete areas. After cutting them away from their runners, all I had to do was sand the edges and wash them before spraying on a coat of primer. Sword provides two canopies, vacuformed from thicker plastic than usual but still very clear. Frames and the edges of the canopies are very crisply defined. The canopies are identical, so there's a spare, or you may choose to use both, as I did with the USAAC model, to create an open canopy.

The cockpit sidewalls have the throttle quadrant, some other boxes, and fuselage framework (the P-66 was not a full

monocoque structure) details on the insides, so paint all this before gluing them to the floorboards. I bent the thin photo-etched belts to fit the seat before painting either piece; once the belts were painted khaki it was very easy to dry-brush the raised hardware with silver paint and the result is very realistic. All the gauge faces are printed on a piece of clear film and have white pointers and details. I painted the photo-etched instrument panel semi-gloss black, added gloss black gun butts and lower boxes, and glued the instrument faces to the back side with Kristal Klear. I painted the front bulkhead flat black before



gluing the panel assembly in place - black gauge faces with white pointers and details and a clear recessed lens!

Fitting the cockpit to the fuselage takes a bit of experimenting, as there are no locator pins, bars, or any type of alignment guides at all in this kit. With the back side of the front bulkhead just touching the canopy cutout in the fuselage, the bulkhead is thick enough to become the glare shield and the seat back lines up with the "notch" in the canopy side cutout. Besides that, it fits right at that point, too. Test-fit the fuselage after the interior and engine are glued into one side; I had to do a little sanding on both the cockpit bulkheads and the engine firewall to get the fuselage halves to fit together. When everything is right, they mate up perfectly!

The upper wing halves fit the one-piece lower wing very well too. I did have to sand both the front and back stub to get the wing to fit into the fuselage cutout, and the upper surface roots had a gap that had to be filled with putty. That was the only joint that needed putty. Sword provides separate fairings for the .50 caliber nose guns and the four .30 caliber wing guns. The latter were more suited to the size of 37mm guns, and since the photos show the gun muzzles almost flush with the wing leading edges, I left off the wing fairings and simply drilled holes for the guns.

All three tail surfaces are intended to be butt joints without any tongues, so I carefully drilled a hole horizontally through the rear fuselage (the tail root locations are engraved) and super-glued a piece of brass wire through it. Each horizontal tail was marked and a hole drilled to accept the wire stub. Once the tails were glued in place, it was still possible to tweak their alignment by

gently bending the brass wire. The tail-fuselage joints were small and were easily filled with some thick primer. The paint schemes are simple but there are no pre-mixed Chinese colors.

I added some Model Master Ford Engine Blue to FS 34079 Dark Green to match my FS 34058 color chip and some Flat White to FS 35164 Intermediate Blue to match the 35526 Light Blue lower color. It should be noted that the upper surface color specified is much more "blue" than shown in the box art painting. Both sets of decals were very easy to work with, though they are very thin; wetting the intended location with Micro-Set before applying the decal is highly recommended. They do

continued on page 12

The Fine Points of Making Your Own Decals

by Garfeld Ingrim, IPMS Toronto

This article will outline a technique for producing custom decals for your models. I am the kind of guy that just likes to be different or, should I say, have a model that is different from the next one. As of late, I have been concentrating on 1/48th four engined bombers that, needless to say, are big. One thing with big models that should be avoided is to have large areas of blank space, so I am always looking for a combination of exciting tail, fuselage and nose markings. There is an extremely limited supply of nose art decals despite volumes of photos of the subject.

To produce a custom nose art decal, I start with a photocopy of the piece, which is as square to the subject as possible. Photographs that were taken of the actual aircraft at an angle will foreshorten the subject and require adjustment. Using opaque poster paint, I will paint the photocopy directly, often making educated guesses of the colors, based on black and white value contrasts. If there are tight, blank spaces such as the negative space in the letter 'A', it is wise to paint it the color of the surface to which it is going to be applied.

Next, take the artwork to your friendly neighborhood photocopy store and have it reduced to the final size in color. It may take several shots to get the color balance right. To determine the reduction factors simply measure the width of your artwork and divide this larger number into the desired size of the artwork. Use panel lines, windows etc. for references.

Following this stage, pick up some decal paper in 8-1/2" x 11" sheets (make sure that it's the type that can be used in a photocopier). So far only clear sheets have been available but if you can get white, get it. The more fancy color copiers can repeat the image several times at once on the same sheet, so make a few copies for experiments.

Copy the reduced artwork on the sheet again, check for color accuracy. If you can save a step by going straight from the artwork to the decal, all the better for sharpness of the image. If you do this, try the reductions first on white paper to ensure that the colors and values are correct. If you were able to obtain white decal paper, just trim the piece and apply it as usual. If you used clear, you must apply the photocopied decal onto white decal, let it dry thoroughly, trim it and apply it as usual. For simple geometric shapes, it is easier to paint the area white, mask it, and then apply the decal after painting. If you double decal, again, make sure the first decal is completely dry, trim it then wet it from below to ensure that the two layers don't separate. After application of the decals I find it necessary to touch up the edges with a very fine detailing brush.

Polar Lights *Lost in Space* Cyclops Scene

by Chip Johnson, IPMS Phoenix

If you were born after say, 1970, you may have a hard time appreciating the fun of sci-fi television shows like *Land of the Giants*, *Voyage to the Bottom of the Sea*, and *Lost in Space*. The special effects were primitive, the plots banal. But in the '60s any sci-fi show was cutting-edge compared to the other dreck you had to watch, mostly westerns, sitcoms, and variety shows like Sonny & Cher. Ecch. *[To be technical, The Sonny and Cher Comedy Hour didn't debut until 1971. - ED]*

The late and lamented Aurora model company kitted a huge variety of subject matter back then, from figure kits of Mandarin Emperors, to an actual working model of a guillotine, complete with "two piece" victim. They also covered most of the schlocky TV subjects of the time. *Lost in Space* kits included a model of the robot, and, I believe, two dioramas of the

one-eyed monster, this issue, and one with the Robinson family's RV, the Chariot.

You get 27 parts in gray styrene. According to Playing Mantis, the parent company, the molds are all-new, but the sprue trees and overall kit resolution are rather crude. The plastic used doesn't take glue well. I tried some really "hot" liquid cement with nominal result. Be prepared to clamp everything together. The fit is flat-out horrible. Most assemblies need mucho filler and shaping. Detail is for the most part, soft. Careful painting is required to bring out the character's faces. These kits weren't "pro" or "world-class" anything for their time, so I'll chalk up the crudity to a faithfulness to the original kit. Yeah, right.



Danger, Will Robinson! The price for this kit is really open to interpretation! I paid ten bucks for mine after shopping around, and I've seen it in some hobby shops for as much as eighteen. I'll sum up by saying that if the subject matter gives 'ya warm fuzzies, the model is worth the aggravation. The robot kits are also on the shelves now. These kits will probably be good investment material for you collectors out there too.

A Letter from Bosnia

[The following letter was sent to IPMS/USA. I don't know if anyone from IPMS-Seattle contributed to this program, but I wanted to print the letter because it shows a side of modeling that we rarely think about, and because I think the sentiments expressed in the letter are worth repeating. -ED]

CW4 Floyd S. Werner, Jr.
F Troop, 1st Squadron, 7th Cavalry
Regiment
1st Cavalry Division
Camp Comanche
OPERATION JOINT FORGE
APO AE 09789
August 27, 1999

Dear IPMS:

I wanted to thank some club members for their support during my recent deployment to Bosnia during OPERATION JOINT FORGE.

First some background, it all started about one year ago when the 1st Cavalry Division was alerted to go to Bosnia in support of SFOR 5. My unit was not selected to go in the first batch but I wanted to help. I've been there before and I know that there are times when a model can take your mind off of the loneliness and the possibility of hostile action. My club, the Austin Scale Modeler's Society, initiated a program at their contest to collect models for the troops in Bosnia. It was a big success with over 80 kits donated along with tools and supplies. The Army sent the kits for me.

When my unit was alerted to go for the last six months I contacted Penny Thomas, the Region VI coordinator. She knew of my program and she wanted to continue it, especially since there was an IPMS member in country. We established IPMS Region VI (East). Penny took the reigns and orchestrated a masterful program. She posted a listing on RMS and had a poster board at the Regionals and Squadron Scalefest. To date I have received over 800

kits from modelers nationwide. I need to thank IPMS/North Central Texas, IPMS/Tidewater, IPMS/Hampton Roads, IPMS/Alamo Squadron, IPMS/Austin Scale Modeler's Society, and numerous companies especially Squadron/Signal and the Toolman. Not to forgotten are the individuals who donated their kits, time and money, including Al Superczynski, Mike Burns, Mike Powlen, Bill Kluge, Knox Bishop and many more.

I can tell you that there is magic in a model kit. I've seen it. Grown men and women, my soldiers, with the glow of Christmas morning shining in their eyes. Each day that a box would arrive there would come a radio call, "Bandit 8 (my callsign) you have a box." Many of the soldiers built the kits and displayed them proudly in the Cappucino Bar (our meeting place). There were cars, planes, tanks, figures and every one of them was lovingly cared for. Some people got really into the kits. Adding some extra details, for example my Captain and I flew out to the local training area to take detail photos of a Sherman that was there. We couldn't land because of the minefield but we got lots of photos. The most amazing thing that happened was that not a single person was overly concerned if this model had 21 rivets in this row or 22. They were building for the fun of building. For a time, they were transported away from Bosnia to a place that only a model can take you. A place of concentration, and for a little bit you are transported out of the Boz. For that, my soldiers and I will always be grateful.

My soldiers may never build another model and they may never join IPMS but they appreciate the organization for the thoughts of love and caring that each and every box contained. It is important for our soldiers to know that the American people appreciate the job they do. They leave family and friends to go to far away countries to do their jobs so that others may live in safety and freedom. This thankless job is often not recognized for the sacrifice that the soldiers and their families give willingly. As there are more peacekeeping missions worldwide, our

services are smaller now than at any time since the Korean War. This forces us to leave home many times throughout a career, Bosnia, Korea, Haiti, Saudi Arabia, Kuwait and lots of other places too secret to mention. Not an easy life but we do it because of wonderful people like the ones involved with IPMS.

I know that in time, the soldiers will forget the separation and the anxiety, but they will remember the fun they found inside a little box of plastic, for that I thank you.

Sincerely,

CW4 Floyd S. Werner, Jr.
"Bandit 8"
OH-58D Production Control OIC/
Maintenance Examiner/Model Builder
IPMS# 26266

Book Review: *Israeli Military Vehicles: The First 50 Years 1948-1998* by John Myszka

review by Terry Ashley, IPMS Perth Military Modelling Society, Australia

This book could be summed up in just a few words: Simply the best reference for Israeli Military Vehicles in one volume you will find anywhere.

As the name suggests, it covers the IDF from the birth of Israel in 1948 through to 1998. There is at least one photo of every vehicle ever used by the IDF. A brief description of each vehicle and its use within the IDF is given (in some cases, not so brief). Many of these descriptions are supplemented with 1/76th scale plans.

Of particular interest are the many softskin and support vehicles of the IDF. These vehicles have received very little coverage over the years and this book fills in many

continued on page 12

Making Waves: The Royal Mail Ship *Titanic* in 1/800, 1/573, 1/550 and 1/350 Scales

by Richard Briggs, IPMS Toronto

One almost hesitates to write a review of the available *Titanic* kits, lest one be accused of "jumping on the proverbial bandwagon" in the wake of Mr. Cameron's film set against the backdrop of what is, arguably the best-known marine disaster of all time. However, as an informed Titanophile of some 20 years standing, this passage of time has afforded me the seniority and the right to write this piece regardless of what the latest cinematic flavor of the week may be!

Having already stated that this is pretty much the best-known of all marine disasters, I shall not attempt, even in an encapsulated form, to describe it here. However, I will suggest, for those wishing to obtain more than a cursory knowledge of the tale of *Titanic*, the following books:

A Night to Remember, by Walter Lord

The Night Lives On, by Walter Lord

Titanic: End of a Dream, by Wyn Craig Wade

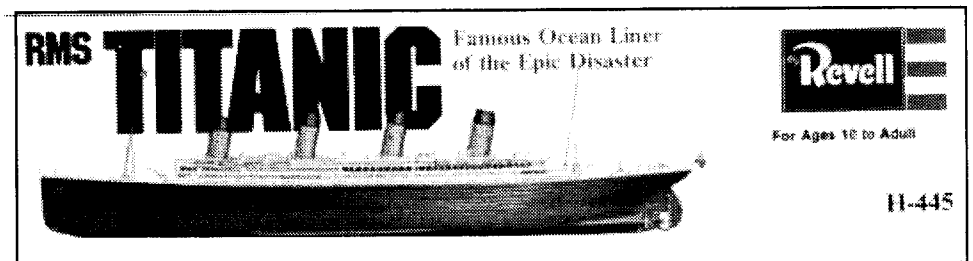
The Titanic: The Full Story of a Tragedy, by Michael Davie

Titanic: An Illustrated History, Text by Don Lynch and Paintings by Ken Marschall

The last book listed is an excellent reference for modelers as well as those interested in the history, and has gone back into print only this year. Indeed, there are other books available, which, like literary zombies, have risen from the dead manuscript stacks of publishers following the massive popularity of James Cameron's film. Some of these books provide better insights than others. Truly however, most would have been better left unpublished. If you're searching for really good *Titanic* information, I would recommend looking for something published prior to the release of the Cameron film simply to avoid

picking up some piece of drivel published in order to make a quick buck by a less than scrupulous publishing house. One example of such a book I recently saw actually had the date of the collision between *Titanic* and the iceberg incorrectly listed!

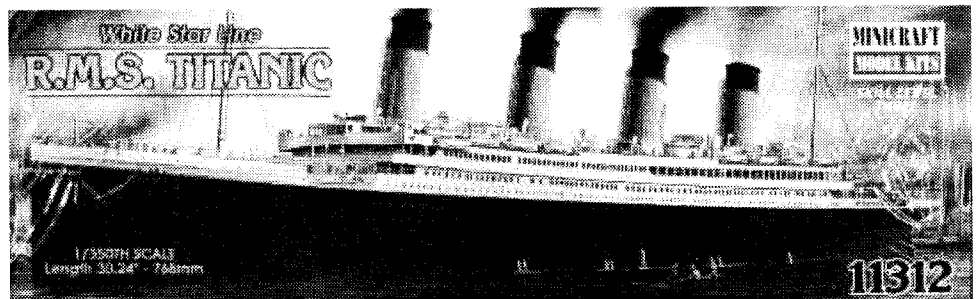
can form the basis of a museum-quality replica. At around \$100 Canadian, this one isn't for the faint of heart or the person who wouldn't mind dashing out a quick build up of *Titanic*. In fact, if building this kit, one really should consider the Tom's Modelworks set of photo-etched railings and other fittings as well as Gold Medal



For many years, there were but two injection-molded kits of the *Titanic* available. The first was Revell's 1/573 scale effort. This is only an approximate scale, as the kit was simply designed to fit a standard-sized box used by that manufacturer. The other kit was the Entex (now marketed by Academy Minicraft) masterful 1/350 scale replica of *Titanic*. There is little to compare between these two kits, they are that different. The Revell kit does, at least, more or less adequately replicate the *Titanic*, but alas, it does so

Models' sets representing fixtures, deck furniture and passengers. True, purchasing these will add somewhat to the overall price tag of the finished model, but, the truth is that one might as well add the bells and whistles on this kit, since building it properly is going to require a good bit of modeling time anyway.

Interestingly enough, in the wake of the success of *Titanic* (the movie) three other kits have appeared from Asia. The first kit, I have only seen in the box from a



with as little above-deck detail as possible. All of the ornate windows in the first and second class public rooms are missing, since the entire superstructure is virtually devoid of any but the promenade deck and bridge windows. The kit markets at around \$20 and, if one has a casual interest in the subject, can be used to build a passable replica.

The 1/350 scale kit, on the other hand, is so well executed that, with proper care, it

distance. It is a 1/350th scale kit and five will get you ten that it's an inferior copy of the superb kit referred to above. Now, to be fair, I've not seen inside the box, but I really think in this scale you would be better off with the original. It is interesting to note that Academy appears not to have copied the old Entex model, but, either purchased the molds, or developed their own kit — if the literature in the kit is to be believed.

The next effort, by CC Lee of China, is an interesting knock-off of the Revell kit. The new kit is slightly larger, but the parts breakdown is identical with the exception being that the hull has been molded as one piece rather than the two-piece assembly present in the Revell kit. However, every other part is the same —right down to the pin placement of the funnels and the lack of upper deck windows. Sadly though, the kit even faithfully duplicates most of the shrink marks and heavy casting seams found on the aging parts of Revell's original. Unfortunately, the one-piece hull isn't quite as sharp as Revell's original — although it doesn't look horrible. The "new" kit also offers the option of building a motorized version — presumably so that younger builders can enjoy the spectacle of *Titanic* ploughing through the frigid waters of their bathtubs or local creeks. Fortunately, the motorizing option, if simply ignored, doesn't interfere with building a static scale model of the ship. The knock-off costs about the same as the Revell kit (around \$19 Canadian) and offers less flash to clean up over the Revell kit.

The final kit is either "new" or is a knock-off of a kit I've never seen before. Not surprisingly, no company name or other manufacturer's information appears on the box in English — leading one to suspect, on circumstantial evidence alone that the pedigree of this kit is "questionable" to say the very least. It is possible that the Chinese characters contain some information about who is responsible for the release — but, unless your Chinese is up to the task, the identity of the manufacturer will probably remain a mystery. Even in 1/800 scale the kit measures just over a foot in length. Many details have been abbreviated because of the scale, but that having been said, the kit offers acceptable detail for its size. This kit is an ideal subject for younger modelers since it is molded in a variety of plausible colors and, for a beginner, could minimize the amount of mandatory painting required in order to bring off a passable replica of the ship. Detail is generally overstated on this example especially the hull plating, portholes and molded impressions of railings at the bow, stern and on some of

the upper decks. These so-called "railings" are best removed. For a modeler with anything but a cursory interest in the subject this model will be entirely inadequate. But as already noted above for someone with a passing interest, or as a model to build for somebody's desk at work....it would fit the bill nicely, requiring a minimum of effort to build. As an interesting aside, the kit even contains thread representing the guy wires used to hold the funnels in place on the real ship. Naturally, as provided, the thread is grossly over scale, but still will make for a nice effect if used as per kit instructions.

Non-plastic offerings of the *Titanic* include a 1/200 scale paper model (big in Europe, but never quite figured out the attraction) available around town for about \$20. This is a huge model when completed, but of course, one small slip of the scissors renders the entire project into nothing more than Blue Box Fodder (as in Recycling box.....). The other non-plastic "model" of which I am aware is a small metal casting somewhere in the area of 1/1200 scale. I saw this one built up in at Keith's Hobbies and was impressed by the overall look of the model — however, the cost of this tiny jewel almost rivals the Entex/Academy offering, leaving one to wonder just what the point of the small kit might be....

So what kit to build? Easy, if money, time and interest in the subject are all present in abundance, then build the big kit — and build it well. If you really would like to knock something off in a couple of weeks, without having to pass up that latest Tamiya kit or whatever, than build either the Revell or CC Lee kit. The Revell kit is easily the better of the two, in terms of detail, although it is fraught with fit problems — everywhere. The detail on the CC Lee kit suffers from both soft and dubious details but probably has less construction hassles when compared to Revell's offering.

If, on the other hand, you really just want a good identification replica that looks the part, but isn't exactly going to wind up in the Smithsonian, than you might consider

the small 1/800 scale kit, although the detail on this one is almost laughable in terms of the state of the art to be found among comparable kits in 1/700th scale. If some relative grovels for you to build a *Titanic* for them, this kit would fit the bill really quite nicely, since it's cheap, quick to build and would therefore provide the least disruption of one's own modeling agenda.

I've built the Revell example (sort of a test model for the big one, which I also own) and found that, once one managed to get around the pathetic fit of the parts, it was possible to produce a reasonable replica.

At \$14.25 the 1/800 kit isn't likely to break the bank. In fact, it probably costs more to paint it than to acquire the kit! The \$20 or so of either of the mid-sized kits isn't likely to cause financial hardship either, while the \$100-plus to execute the 1/350 scale kit tends to limit this project to those who really possess a serious interest in the subject. Once you take into account the genuine need to use one or more of the photo-etched after market sets to enhance the large model the cost of the project begins to escalate. Frankly, to not use the after market enhancements available when building the 1/350th kit seems foolish, when one stops to consider the investment in time that will be required to build it properly in the first place.

Unfortunately, as of this writing to my knowledge, there are no kits available, in any scale, of the other principle players in the drama, namely, *Carpathia* or the *Californian*.

One thing that is a bit annoying is that none of the available kits of *Titanic* provide correct lettering. The name appeared in gold on both sides of the bow and on the stern. Additionally, the name of her homeport, Liverpool, appeared in letters about half as big as the name, and below it, on the stern — also in gold. The Academy kit supplies orange (!?) lettering, while all three of the smaller kits provide white lettering. *Titanic* also had a thin gold stripe painted all the way around the ship between the white painted upper works

and the black painted hull. On the smaller models, painting this could prove to be frustrating — although I used two-point graphic tape to mask the stripe on the Revell model I built.

It may be possible to find fine gold lettering and striping in the Microscale line of train decals, however, I have not been able to obtain these in Toronto — although some retailers did carry them in Montreal. I would suggest looking at “N Scale” (1:160) decals, if you can find them, since they may yield up letters fine enough for the purpose.

All White Star Line ships had their funnels finished in a buff color that is close to a light version of WWII German Overall Sand (Dark Yellow). Aircraft modelers will probably be more familiar with the color Mid Stone used on RAF aircraft in the desert. Either way, these colors need to be lightened down a couple of tints, and generally should exhibit a marginally more orange hue. The model makers in the movie *Titanic* did a splendid job on the replicas, and excellent photographs of the models used in the film can be found in James Cameron’s chronicle of the making of the movie — available for around \$29 Canadian at most big bookstores. This book has also surfaced at some local used bookstores for around \$20, and, despite the success of the movie, will likely start turning up in the remainder book sales pretty soon. From the consumer point of view, it really is fortunate that publishers have little patience when it comes to newly published books of mass market appeal — they tend to dump their stock after a relatively short time, meaning that many books can be picked up cheaply simply by waiting a few months after their publication. Alas, the same can not be said of most specialty books — especially those classed as reference publications.

In closing, I guess I should add that, any of the available *Titanic* kits could be used, with minor modifications to the upper deck levels, as the basis from which to build examples of *Titanic*’s slightly smaller sister, *Olympic* or the ill-fated *Britannic*. However, additional lifeboats will need to

be obtained for those wishing to model *Olympic* after April 1912 or, of course, for *Britannic* in any of her configurations. Modeling *Titanic*’s sisters could prove appealing to more military-minded builders, since both served in the Royal Navy during World War One. *Olympic* served as a troopship, and while serving was unsuccessfully attacked by a U-boat, which she promptly turned on and rammed, which resulted in the sinking of the unfortunate, and doubtless, surprised U-boat. During her time as a troopship, she carried a dazzle camouflage scheme that would make for an attractive model. *Britannic* served as a hospital ship until she struck a mine in 1915 and sank in the Mediterranean. As a hospital ship, she was painted overall white with large red crosses and a green longitudinal recognition band running the length of her hull as per international regulations for the painting of such vessels. This style of painting remained in use right up through the Second World War. Modeling either of *Titanic*’s two sisters as they served in the Royal Navy would make for an interesting model, displaying a paint scheme that would be a welcome change of pace from the usual black, white and buff livery associated with these ships.

Sword P-66 Vanguard

from page 7

snuggle down into the fine engraved panel lines very well with the aid of a mild solvent. I spent quite a while masking the canopy frames, but like any vacuform, their edges are too soft to permit precise brush painting — at least for me. Frames are defined well enough to make masking them with Para-Film easy, though.

All three prop blades and the hub are separate pieces, which requires you to get the location, pitch (blade twist), and angle between each blade (120 degrees) correct while keeping all three blades in the same plane and keeping that plane perpendicular to the hub. It can be done, but it takes time! The only other tricky area is installing the landing gear; there are no

sockets for the gear legs. I put a drop of super-glue on the upper wing surface and held the gear leg in the proper alignment until that set. A second drop of glue between the leg and the lower wing surface made it quite sturdy and the multi-piece door covers hid all evidence of the glue. The U.S. P-66 seemed to sit a bit nose-high after everything was in place, so I shortened the gear legs by about 1/8 inch for the Chinese model and am happier with its stance.

That AAHS article has two pages of scale drawings and there’s also a Scale-Master “Fax File Sheet” (#62) on the P-66. It would appear that Sword had these too, as the finished model match the drawings to a T and both wingspan and length measure out to exactly 1/72nd scale. I’ve built a lot of limited-run kits, from the first Rare-Planes vacuforms through resin kits and the Meikraft/Merlin/Pegasus and eastern block injection-molded kits and this is the best one I’ve seen to date. I wouldn’t recommend this kit to a complete novice because of the multi-media format and the complete lack of alignment aids. If you’ve built a few kits you should be able to make an excellent P-66 from the Sword kit.

IDF Vehicles

from page 9

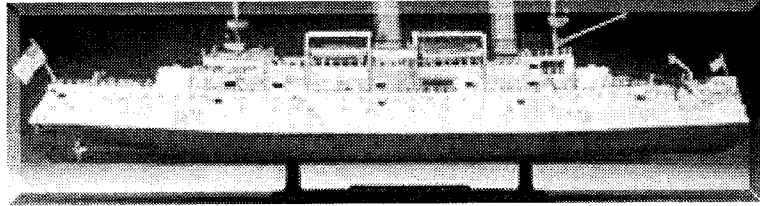
gaps and answers questions often asked. The section covering the Engineer and Engineer Assault Vehicles is of special interest. The monster APCs built on old T54/55 and Centurion chassis are really impressive. The many captured Soviet vehicles modified and put into IDF service are also covered.

A section with detailed coverage of the markings and paint schemes carried by IDF vehicles is also included with many large drawings. This includes the best possible matches in available model paints for the mysterious Sand Grey. This is a real bonus for modelers.

This book is a must for any IDF armor fan. As I mentioned, you simply will not find a better reference in one book on the IDF than this volume. Do yourself a favor and get one. Highly recommended.

Revell 1/232nd Scale USS *Olympia*

by Matthew Wieczorek, IPMS
Lakes Region Scale Modelers



The *Olympia* was by definition a protected cruiser. She was built by the Union Iron Works in San Francisco, and was commissioned on February 5, 1885. She measures 344 feet from stem to stern and has a beam of 53 feet at the waterline. Her first action came in 1898, when the *Maine* blew up in Cuba, and as a result of this incident, Commodore George Dewey sailed to Cuba in anticipation of what was surely going to be a naval battle. Dewey selected the *Olympia* to be the flagship of the fleet. The first blow of the war by the United States was struck on May 1, 1898. Dewey steamed into Manila Bay on board the *Olympia* and gave his famous order, "You may fire when ready, Gridley." Upon Captain Gridley's order, the first shot came from the forward 8-inch turret of the *Olympia*. Within seven hours Dewey's fleet had completely destroyed the Spanish fleet in Cuba. After this action the *Olympia* went on to a long and distinguished service life. The *Olympia* is the only ship still extant from the Spanish-American War, and is currently undergoing restoration in Philadelphia.

Upon opening the recently re-issued Revell kit, I noticed some good things right away. First is the hull plating. It is molded in the correct formation, with each plate

overlapping the next from bow to stern. The rivets look too good to be true; no sanding here! The kit is molded in white, with very little flash. This is very encouraging; many re-issues show signs of age. There are approximately 304 pieces to the kit. Decals include the bow and stern crests, along with the correct flags for this time period, a nice touch. The kit box indicates that it's 1/232nd scale, but it scales out to about 1/240th.

I used super glue, Model Master acrylics, and the Tom's Model Works photo-etch set on this kit. I debated long and hard whether to build this kit stock or to add extra detail. After seeing that the Tom's Model Works set was only \$17, and that the stanchions were way out of scale, I decided to go the extra yard and do it right.

The hull went together very well for a kit designed in the early '60s, with no warping at all. I hit my first snag when I was dry fitting the three-piece deck into the hull. I found that the deck is about 1/8" too short. To compensate for this problem I pushed the stern piece of the deck all the way back into the stern, then placed the middle deck next, butting it up next to the stern piece, and finally the bow section. This placed the gap at the bow. Here, it

isn't as noticeable. If you have a chance to see the box art, you can see the large gap at the fantail. I sanded away the bow shield as it was molded on, and the decal would not correctly fit over this anyway. I also removed the life-ring racks from the stern and replaced them with photo-etched ones.

The main deck house and fittings went together very well, with a little sanding and filling. After placing on the main deck, you have to plan out your next steps very carefully if you intend to add photo-etched parts. Study the plans, and map out your moves, or it will cost you later, especially when you need to add a short railing or staircase. The deck fittings have some cleaning up to be done on them, especially the air vents, not unusual for parts of this size. The ship's boats are well done; they include oars and one even has the steam boiler. As for the rigging, I found only one good picture of the *Olympia*, and followed it the best I could.

I rate this kit a pretty good one; I spent about 40 hours on it, mostly on the photo-etched work, and have a great ship to add to my collection.

Upcoming Model Contests and Shows

October 16 - Annual Model Contest, IPMS/Palouse Area Modelers, Moose Lodge, 210 N. Main St., Moscow, ID. Contact - Wally Bigelow, 509-332-0603; e-mail uwshushys@hotmail.com [*uwshushys?* - ED]

October 23 - IPMS REGION 7 Convention, Pearson Aviation Museum, Vancouver, WA, Contact: Dave Redlich, 503-228-8544.
Web Page: <http://www.geocities.com/CapeCanaveral/Hangar/7129/recon99/recon99.htm>
See the September issue of *Seattle Chapter News* for a full rundown on the RECON.

October 30 - Hobbytown USA Lynnwood Fall Model Contest and Show. 18500-33rd Ave West, Lynnwood, WA. 425-774-0819. All major categories covered. Trophies for best vehicle, aircraft, figure, Junior (age 13-16), and Youth (age 12 and under). Plaque for Best in Show. Display-only table also. Entry fees - 1-2 models, \$2; 3-5 models \$5; \$1 for each additional model over 5; all Youth entries half of adult fee. Door prizes, \$2 gift certificate to everyone that enters; model sale at 20% off day of show.

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

MPM 1/72nd Scale Grumman FF-1/G-23 Goblin

by Bill Coffman, IPMS Toronto

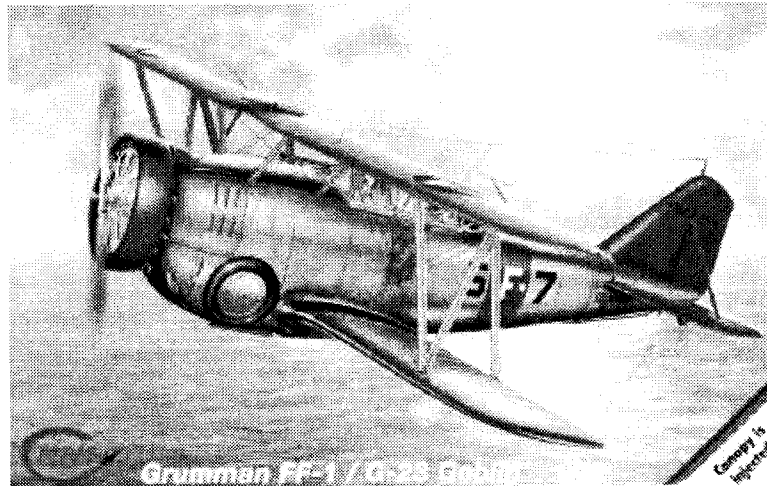
Some Historical Background

This aircraft definitely has a Canadian history, having been assembled in Canada (using American-built components) and used by the RCAF. The Grumman Design G-5 represented a number of firsts in the aircraft industry. The first military product of the new Grumman Aircraft Corporation in 1931, the new two-seat XFF-I fighter was the first U.S. Navy airplane to have retractable landing gear, the first to have an enclosed cockpit and was also the first naval fighter with all-metal construction, although the flying surfaces were fabric covered. The performance of the prototype led to a production order for 27 aircraft in 1933. Most of these went to VF-5B, the "Red Ripper" squadron. A number of FF-1s were modified as FF-2 fleet trainers in 1935.

Another production run of 33 G-6 Grumman biplanes were ordered as SF-1s in 1934. These had slightly more powerful R-1820 Cyclone engines and a wider Townend cowling. These Grumman airplanes served in the U.S. Navy until 1940.

In 1936, foreseeing the need for the production of aircraft in Canada, Canadian Car and Foundry of Fort William, Ontario (now Thunder Bay), set up an assembly plant to produce the Grumman G-6 design as the G-23. This was to be an introduction to aircraft manufacture, pending Canadian production of the new and somewhat more technically advanced Hawker Hurricane. Sales were slow, with only single aircraft being sold to Nicaragua and to Japan. However in the summer of 1937, an order for 40 aircraft was received from "Turkish" interests. The initial production was assembled from 24 sets of wings from Brewster and 24 Grumman built fuselages. None of these machines were to be equipped with armament. A second order soon followed for 10 more aircraft.

The initial shipment of 34 aircraft to Turkey was mysteriously unloaded at Le Havre and transhipped to Spanish Republican (mostly Communist-Socialist) authorities in Spain who were at the time involved in a vicious Civil War with the Spanish nationalists (mostly Fascist) under Franco, and desperately needed combat aircraft. The "Delphin" as the Spanish named it, served with little distinction in the Air Forces of both factions as a dive-bomber and ground attack aircraft. Several survived the civil war and were used into the mid 1940s.



Since most other nations (except Russia, Germany, Italy and occasionally, France) had embargoed shipment of war materials to Spain, and the Americans were very unhappy about the CC&F "Turkish" deal, Canada did the right thing, and stopped shipment of the remaining machines. (Turkey was later cleared of any involvement. All of the purchase documents had been forged by Spanish Republican agents.) This left CC&F with 16 paid for, but undeliverable aircraft. One was sold to Mexico, and many attempts were made to re-sell the rest of these biplanes to the RCAF, who wanted nothing to do with the vintage design. Even political pressure failed to sway the Air Force, who could see no valid use for the aircraft. However in 1940 it was realized that Canada had no fighter aircraft to defend our Maritime harbors, so 118 Squadron was re-formed in November, to defend Halifax with G-23 Goblins.

The squadron was initially formed at Rockcliffe but the aircraft were totally unserviceable, having sat outdoors at the Lakehead for two years, and had to be refitted. The fabric on the wings had badly deteriorated, some engines had internal rusting, and most of the canopies shattered in the cold Ottawa weather. Guns from Northrop 17s were installed. The aircraft were not fully operational in Dartmouth until July 1941, and never did have their canopies replaced. The Goblins remained in service only until December when they were replaced with Kittyhawks, to the relief of all concerned, especially the

pilots. Despite a further attempt to utilize the biplanes as dive bombing demonstrators, they proved totally inadequate for the task and the remaining five aircraft had their engines removed for Army instruction

and the airframes were broken up.

Looking at the kit

This is a true multi-media kit, with injection molded parts, photo-etched parts, and a cast resin engine. MPM has taken another forward step with a beautiful injection molded, thin-walled canopy. It will be difficult to cut it up for open canopy display, but it would be easy to cut off the windshield portion to depict an RCAF version with no canopy.

The two injection sprues are very clean with little flash and no sink marks. This in spite of the wings being solid in three panels. There are some "knock out" pins on the inside of the fuselage halves that will have to be carefully removed. The sprues and attachment points to the parts are commendably fine, but there are a lot of them.

Components for the different versions are included, with both wide and narrow chord cowlings; two sets of cabane struts, with and without fairings (note that all the Canadian aircraft had fairings); and a cowl insert for the Spanish G-23 version with a single row of five vent louvers. All the photos of Canadian-built aircraft show two louvers in the top row with three in a row beneath, while U.S. Navy aircraft had two rows of three louvers. This is the version depicted on the kit fuselage.

The photo-etch parts are mostly used in the cockpit and include a rather large instrument panel, with a photo negative of the instruments to back it up. All of the complex landing gear struts are cleanly molded on the sprue although mounting points are not well defined. Location points for the molded struts on the wing and fuselage are also very faint. A rigging diagram is provided for both versions, and this is one of the simpler two-wire systems, for those normally scared off by rigging. I also had a bit of trouble locating the "park bench" aileron balances on the sprue and their location on the wing, but it's all there.

The resin engine casting will only need a bit of cleaning up, and the molding post removed with a razor saw. The loop exhaust system is provided for Canadian and Spanish aircraft, but the stub exhausts and intakes for the U.S. Navy version will have to be scratch built.

The decal sheet includes markings for two U.S. Navy aircraft, two Spanish Republican aircraft, and one RCAF aircraft, c/n 147, No. 344, RE-W, one of the few aircraft retaining a full canopy in photos taken in September of 1941. The color profiles included in *Air Enthusiast Nine* are invaluable here, as they appear to be MPM's major reference source.

One of the earlier FF-1 kits represents the best of the Rareplanes vacuforms. The Rareplanes molding was also utilized by Esoteric who added a beautifully cast metal (Aeroclub?) engine, struts, wheels and a prop along with a set of U.S. Navy decals. The Meikraft kit is injection

molded, sort of, in bright orange plastic, and stands as an early example of limited-run kits. It's more of a historical curiosity than anything useful.

The MPM offering is an accurate and important addition for the builder of Canadian aircraft, or of U.S. Navy planes with yellow wings, or to those who build the varied aircraft of the Spanish Civil War. Those few remaining faithful who still build 1/72 kits, that is....

New Kit:

MPM Limited Edition FF-1/G-23 Goblin

Old Kits:

Rareplanes Vac-Form
Esoteric Vac-Form, Multi-media
Meikraft Limited Run Injection

References:

Air Enthusiast Nine: A Grumman by Any Other Name...
Air Classics, May '67, Dec '71
Grumman Guidebook: Maybom
U.S. Navy and Marine Fighters: Harleyford
Aero Album Winter 1970: Paul Matt
Aviacion Mundial en Espana: Miranda & Mercado
High Flight, Vol 1, No.4,5, & 6: Richard Sanders Allren & Carl Vincent
Avions, Hors Serie No.3: L'Aviation de Chase de la Republique Espagnole 1936-1939

Verlinden 1/48th Scale Sea Mosquito Conversion Kit

by Terry Ashley, IPMS Perth
Military Modelling Society,
Australia

If you like your Mosquitoes a little different, then this conversion set could be for you. The set consists of 31 resin and 72 etched metal pieces plus two lengths of different thickness wire.

The nicely cast resin bits include two new four bladed spinners, eight new prop blades and two alternate nose sections for the APS-4 (ASH) radar. There are new rear elevators, a torpedo (in three parts with etched fins), the rear fuselage RATO tanks, and arrestor hook. Two new weighted tires and small pieces to fit to the instrument panel for the radar finish off the resin bits.

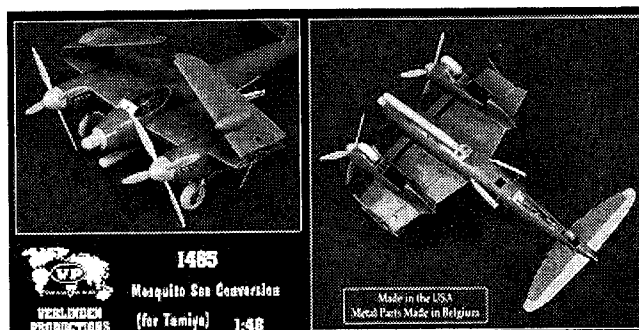
Holes have to be drilled into the fuselage for the torpedo and RATO mounts. The instruction sheet gives you a template for the torpedo mount holes, but you have to work out the position for the RATO mounts yourself. A bit of care and trial positioning would be in order here.

The other surgery involves the wingfold, if you choose to incorporate this. The instructions show where to cut the wings and the resulting gaps are filled with extremely detailed etched metal wing fold mechanisms. These are made up with bulkheads in double thickness copper with all the hinges as separate pieces. Get out those tweezers here. This would be a time consuming exercise, but if you take your time and get all the hinge pieces in the

right place you end up with a workable wingfold.

As mentioned the resin bits are well cast, up to the normal standard from Verlinden and the etched metal is also nicely done.

A well-done conversion set for that something different.



IPMS-Seattle Meeting Dates

Fall 1999/Fall 2000

- October 16, 1999 (3rd Saturday)
- November 13, 1999
- December 11, 1999
- January 8, 2000
- February 12, 2000
- March 11, 2000 (**Spring Meet**)
- April 8, 2000
- May 13, 2000
- June 10, 2000
- July 15, 2000 (3rd Saturday)
- August 12, 2000
- September 16, 2000 (3rd Saturday)

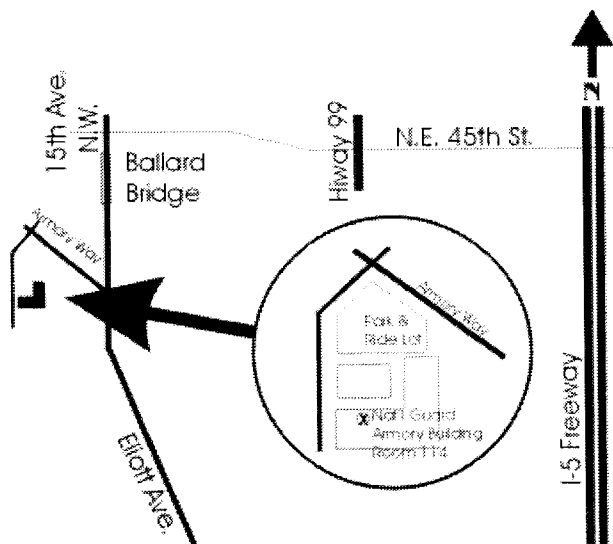
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Your handy official IPMS-Seattle pocket schedule to clip and save in your wallet - just like the Mariners!

Meeting Reminder

Saturday, October 16, 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.