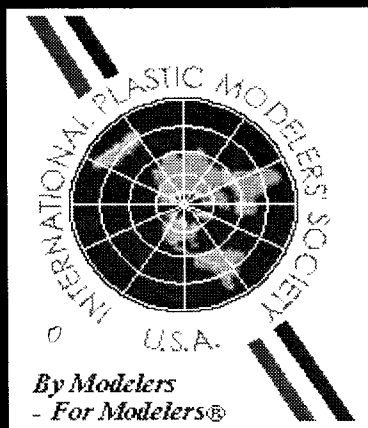
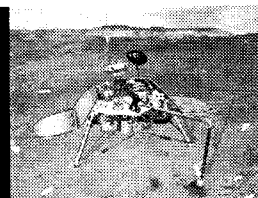


Seattle Chapter News



Seattle Chapter IPMS-USA
September 1999

PREZNOTES



As I write this, it is gray outside. No rain. Just gray. It might rain later. Or maybe not. The entire summer here in the Northwest has been like this. If I saw Harry Wappler, Jeff Renner, or Steve Poole walking down the street I'd probably pop 'em in the nose. This is one of the worst summers, weatherwise, I can remember in quite a while. I think the highlight (!?) of this summer was that two-day thunderstorm we had in early August. That was certainly a memorable event. During the height of the storm I was outside, at work, taking pictures of lightning. Well, attempting to do so. When one bolt struck fairly close by I looked at my surroundings: forklift

have sat at my bench a few times, but the only thing that moved was the remote for the TV. The several half-builts on the bench have a layer of dust. I finally did unpack and put away the models that I took to all the early contests, but that's all. Surprisingly, even my trips to the local hobby emporium have not been very interesting. No tools or paints, and the only kits I've purchased have been *Star Wars Episode I* models, the Naboo fighter and the battle droid. I don't ever remember having summer modeling doldrums in the past, at least to the level I'm experiencing

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with a tall mast, boom trucks, assorted metal vehicles. A target rich lightning environment. Is this really the best place to be? I still have too many models to finish. I shot the rest of my photos from inside.

The thing is, even with the weather around here being so bad, that I haven't worked on a model since July. Talk about an extreme case of summer modeling doldrums. Even on the worst weather days, I haven't so much as touched a model. I

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Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS/Seattle 1999 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

SEPTEMBER 11, 1999 (2nd Saturday)

OTHER DATES TBA

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

IPMS/USA

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

Explain It to Me

by Robert Allen

You may notice a bit of a difference in the newsletter this month. Unlike our recent newsletters, which have been running about 90% IPMS/Seattle-written material (thanks again!) and 10% from outside sources, this month's newsletter is composed primarily of material from other IPMS sources. I'll take responsibility for this; it's strictly a logistical matter. The college where I prepare the newsletter is going on vacation for a month, meaning that I had a strict deadline to get this issue out. I got caught unaware, and didn't have time to make sure our regular contributors knew they had to get things in early. Therefore, we have about four home-grown articles, and lots from elsewhere – that's OK, it did allow me to expand our subject matter a little, and I'd rather have a newsletter like this than none at all. If only this once. And I couldn't possibly do what Ed Esposito of IPMS/ North Central Texas does if he's a bit short of material – his *Babes of IPMS* feature provides pictures of actresses such as Lesley Ann Warren and Sandra Bullock with convoluted explanations of their IPMS connections. Besides, my favorite actresses are either from the Golden Age of Hollywood, or obscure European actresses of whom you've probably never heard...

We don't yet have the meeting dates for October and beyond, but we'll let the members know the October date in plenty

of time for the meeting, either by newsletter, or postcard, if need be. You can also check the web site for updates.

Terry Moore's notice last month of the auction of five PBYs reminded me of an ad from the April 1961 edition of *RAF Flying Review*. The three huge SARO Princess flying boats were cocooned from 1954 to 1967, waiting for more powerful engines that never came - aviation's equivalent of



E R

By Order of the Secretary of State for War.

SALE BY TENDER

On Behalf of the Ministry of Aviation

3 "PRINCESS" FLYING BOATS

(less engines)

and certain spares and equipment also available. Individual aircraft and spares will be sold separately, if required. Offers to purchase the aircraft for aeronautical or non-aeronautical purposes will be considered. Further information on application to ;

War Office, Directorate of Disposals,
First Avenue House,
High Holborn, London, W.C. 1.

the jilted Miss Havesham in Dickens' *Great Expectations*. They weren't broken up until six years after this ad appeared. If a similar situation appeared today, surely someone would have saved one of them for a museum. I hope so, anyway!

Preznotes

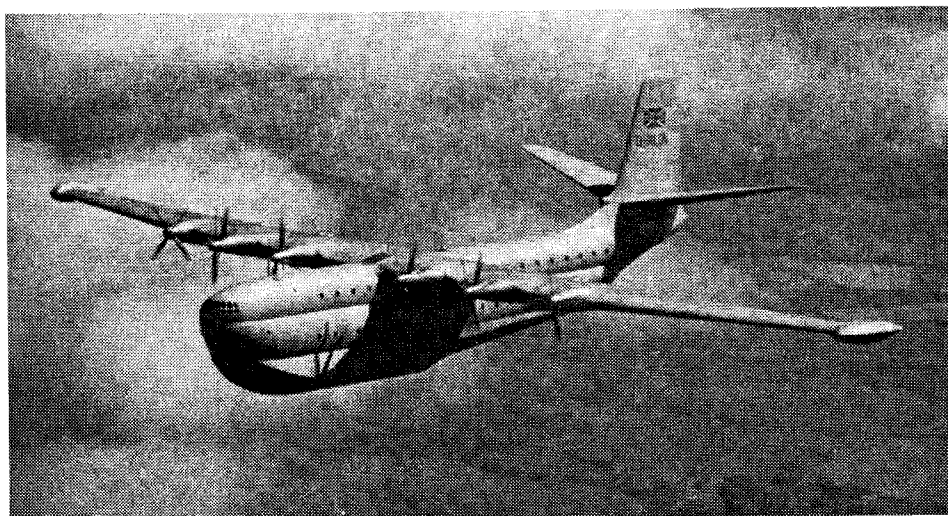
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now. Am I alone or are there some of you who have had this problem this summer? I hope it's only a temporary thing as I certainly would not like to forget how to use my X-ACTO knife. Is there some medication I can take to get me out of this? How about talking to someone? Anybody know a good head doctor that specializes in SMD (Summer Modeling Doldrums)? I hope there's a cure. I would hate to see myself as a poster boy for a Jerry Lewis type telethon. "See this poor soul. A person that has lost the ability to operate a simple tool like an airbrush. Send your contributions today, so we can cure this evil problem. Operators are standing by, call now. The toll free phone number is...."

I was hoping to have a kit review or two for this issue but my few recent trips to the local hobby emporium have not revealed anything worth adding to my "garage o' kits." Save for the aforementioned Naboo fighter, there has been nothing really new that I can write about anyway. My comment about the AMT Snap-Tite Naboo fighter is that it will fit in with all my other 48th scale stuff. It is molded in yellow plastic with a number of pieces chromed as per the movie vehicle. I have seen one built and the modeler removed the chrome and painted the parts with a metalizer paint which looks more realistic. With my SMD I haven't removed the parts from the sprue, so I can't tell you anything about the fit. All I can say is that it's a cool looking ship and will look terrific in my collection...

See you at the meeting

Terry



Modelcraft 1/48th Scale Noorduyn UC-64A Norseman

by Kevin Brown, IPMS
Vancouver

For fans of utility aircraft or Canadian aircraft, the release of the Modelcraft Norseman kit a while back should have been a good thing. You can turn out something that resembles a Norseman, but not without some effort and patience.

First Impressions

When you open up the box, the bits in the box look pretty expansive. You get three landing gear options, wheels, skis, or floats, and two marking options. The plastic is translucent white. The sprue is abnormally thick and care will be required during the removal of some parts.



Cockpit

The cockpit features an unacceptable level of detail and fit. The seats are hideous; they are out of scale and barren of detail. You will have to play with the seat bases and the holes in the cockpit floor where the seats attach, as the location points are shaped and spaced differently than the seat bottoms. The instrument panel is poor, featuring some 2-D raised lines for detail. No cockpit framing is featured. The inside of the door is not scribed.

The cockpit floor does not fit the fuselage well. I had to tack mine in place and then use bits of sprue to secure the floor to the aeroplane. The instructions would have you attach the side and upper fuselage windows before assembling the fuselage. These pieces are quite poorly done and appear to have been tooled using a trowel. They would require sanding and polishing to be used, but I didn't bother with them. The kit windscreen is reasonably clear and fits fine.

Fuselage

The fuselage is barren of most external details. The Norseman was fabric-skinned, so there wouldn't be a lot of detail anyway, but molding the correct number of fuselage stringers would have been nice. The fit of the fuselage isn't great, but the only real fit problem that required addressing on my kit is the seam just behind the windscreen and ahead of the upper window.

Wings

The fit of the wings is acceptable, as is their fit to the fuselage. The problem with the wing is the excess depth molded into the fabric-covered surfaces; these are hopelessly out of scale. All the control surfaces are numbered backwards on the instruction sheet, so the left wing control surfaces are parts 3 and 11, not 9 and 16. Be careful of this - test fit everything. The under-wing struts don't mate well

and seem overly square to me. Alignment of wings, struts, and landing gear is all inter-related as they connect. I attached the wings first, making sure they were true, then tacked the struts in place while I attached the gear. Everything lined up fine, but better fit and locators for parts would help a lot.

Landing Gear

The kit comes with three types of landing gear.

Wheels - The main wheels are overly square and should be replaced or re-worked. No hub details are molded. The tail wheel is too flat, and the mounting hole for the wheel strut is off-center. The tail gear itself is plain and doesn't fit well. One of the fuselage holes for the tail ski will have to be filled if you use the wheels.

Floats- A rather large set of floats is included. I cannot attest to their fit, as I didn't use them.

Skis- The snow skis are much too thick, and feature poor scale fidelity.

Engine

The engine is a one-piece affair that features some raised detailing. A little drybrushing helps bring out the details. The cowl is overly thick, and mounts to the fuselage at two asymmetrical points. The kit includes a two-bladed and a three-bladed prop. RCAF aircraft typically used the two-bladed job. Note - part 39, the shaft the prop mounts to, is too short. I didn't realize this until after I had attached the engine and cowl!

AAAARRRRGGGHHH!

Decals and Finishing

The kit decals include two options: a USAAF bird in invasion stripes and two-tone camouflage, and a silver Air Transport Command example stationed in Alaska in 1946.

The decals are out of register and the yellow for the tail numbers was almost transparent on Olive Drab paint. I used assorted after-market decals to finish the bird.

Summary

I was building this model for someone else, and by the time I finished this kit, I thoroughly hated it. If you have to have a Norseman in your collection, then by all means get the Modelcraft kit - but don't expect it to fall together or win contests out of the box.

Using "Blacken-It"

by Alex Tula

I discovered "Blacken-It" a few years ago when I started dabbling in model trains. It is available at Eastside Trains and other train shops. For the record, "Blacken-It" is a trademark of the manufacturer: A-West, Box 1144, Woodstock, GA, 30188. According to the manufacturer, Blacken-It is a "cold chemical blackener for metals". I suspect it works a lot like the agents used to "blue" gun barrels. I have used it on brass and steel with good effect. The label warns "not for aluminum or stainless." I haven't tried it on these, but you might get some interesting effects, even if not black.

Blacken-It is a blue liquid of water-like consistency, looking all the world like Windex in a 4 ounce bottle (mine cost me \$4.98, and 4 ounces could be a lifetime supply at the rate I use it). The advantages of Blacken-It as compared to paint are that it adds no thickness to the part being blackened and it won't chip or flake off. My main use has been for blackening antenna wires for armored vehicles. I use thin brass wire, and dip it in the bottle for about 30 to 90 seconds, then rinse it and wash it off with soap and water. It can't get much easier than that! The resulting finish is jet black, matt, durable, bendable, scratch resistant, and as there is no thickness, it won't conceal any details.

Lately, I've also started using this approach for wire aerials on aircraft models. These may be a little overthick, but they won't sag or break and are permanently attachable by superglueing into drilled holes. I had become so frustrated with monofilament and stretched sprue that I'd given up on aircraft aerials rather than look at a shelf full of them all drooped and fallen off. This stuff should also work really well on those neat cast brass guns and for wiring/hydraulic hoses on cars, airplanes and tanks. I'm anxious to get some of that "fine brass tubing" advertised in FSM to try it for machine gun barrels on aircraft. As a precautionary note, this is nasty stuff, clearly marked "poison" and

containing various acids and metal salts. Don't spray it or keep it where kids can get to it. The company also makes "Weather-It" for wood and "Patina-It" for metal, which creates various shades of blue/green. I haven't tried either of these, but they might be worth looking into if you have an application. Happy modeling!

More On Brass Model Cars

by Paul A. Ludwig

If you saved the March, 1998 issue of *FineScale Modeler* and enjoyed seeing Tom Kirm's 1:15th scale model of a 1934 Packard, made of brass, you may be interested to know Tom has just completed a three-year job making a 1931 Duesenberg. He sent photos to me and if you want to see them, I'll bring the photos to a meeting.

Tom worked as a camera-body prototype experimental metalsmith for Kodak, and enjoyed his work so much that he filled his basement with machine tools to use to make brass models. He has built a railroad car, two automobiles, some engines and other things. I don't know why but the Duesy looks better than the Packard in terms of workmanship - and I'm just a voyeur. Tom said the three-year effort took a toll and he may take a break from modeling in brass. I'll be visiting him in 2000 to have a beer with him and see the model. For those of you who know me, I am not buying because retirement takes its toll - not to mention the fact that metal car models sell up in the five-figure range. But I hope he and *FineScale Modeler* will agree on another article to showcase this second masterpiece.

Gerald Wingrove casts his engine blocks whereas Tom machines his. I know we are a society that favors plastic, but the appreciation of excellent models knows no bounds. Three cheers for Tom!

Hasegawa 1/72nd De Havilland Mosquito B.IV

by Tom Gloeckle, IPMS/ Boise

What should I build should I get selected for Model Reviewer? Well timing and providence came together on the same day I was selected, for just hours before I'd purchased the latest incarnation of De Havilland's plywood beauty. I speak of the new Hasegawa 1/72nd scale Mosquito. The most exciting part about the model is that it is a B.IV! The first glass-nosed Mossie in 1/72nd since the REALLY ancient Frog kit.

The first logical comparison is to the Tamiya 1/48th scale kit. The basics are the same, but finer detail at a reasonable price in this small scale is not likely. I prefer to more fairly judge this kit against its predecessors. The quality of molding overall is much better than either the Airfix or Matchbox kits, no surprise. There is a much better interior and a bomb bay to boot! The Hasegawa kit has engraved panel lines and beautifully rendered fabric for the rudder. The main gear tires have very nice raised detail, separate hubs, and the struts also look very nice indeed. The only initial let down is the canopy. It's molded in half, though I can see why as this was the most economical way to render the side blisters. My thought would have been to mold a one-piece canopy with separate panels for the blisters.

As has become standard with most models these days, this kit is engineered for multiple versions. The nose section is molded separate from the rest of the fuselage. This is so they can do a gun-nose or late night-fighter Mossie. The wheel well is molded as part of the lower wing, and the top of the engine nacelle is part of the upper wing. The engines are separate, which leads to the prospect of a Mosquito with two-stage Merlin engines. That would be mighty tasty indeed! As I said earlier, it does come with a bomb bay, complete with very nice bombs, separate shackles, and engraved fuel tank detail in

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ICM 1/72nd Scale Polikarpov I-1 (IL-400b)

by Bill Osborn

At the August meeting, after I told you about all the problems with the kits I had brought, someone asked if I'd ever heard of Tamiya? Yes, I have, but this kit isn't Tamiya. It's from ICM, in the Ukraine.

nian, Russian, German, and English! Parts are shown by number and colors by letter. The flying surfaces are corrugated, which is a bear if they don't match. The model is much larger than I would have thought, due to its being rather bulky with a thick uncambered wing.

OK, let's get to the kit. There is so little flash that I had to look hard to find any, and even then it was almost missed. The

problems. The interior has a floor/seat combo, instrument panel, and stick. There is a wing box for the ten (!) part wings - five parts each side.

Let's go back to that corrugated surface. It's great! Everything matches, and is without blemishes. All the wing parts mate together with only a little filler required on the body seam. That was probably my fault for trying to build it too quickly; I didn't wait for one spot to dry before going on to the next.

This thing looks good. The only drawback is that the color scheme is Aluminum with a wooden prop and copper radiators. The detail is great and very clean. No, this is not a Tamiya kit, but it sure as heck could be.

Hasegawa Mosquito

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the roof. There isn't a ton of surface detail on the kit, which is quite accurate as this plane was seriously slick.

Markings come for two B.IVs. One aircraft is marked as DK333, HS-F of No. 109 Squadron, in Ocean Gray/Dark Green with the majority of the aircraft in black. This is a scheme very similar to the Lancaster, and will be the plane I build. The second aircraft is DZ353, GB-E, of No. 105 Squadron. It's in the standard day fighter scheme of Dark Green/Ocean Gray and Medium Sea Gray. I like this scheme on a Spitfire, but not on the Mosquito, don't know why. What's really nice is the roundel and fin flash look like just the right color of dark red, rather than the bright red that is more often seen

Overall this kit looks every bit the Mosquito. The next part will be the build. I'm pretty much going to build this baby straight from the box. Though I might break down and add some details. I do have the finest Mossie reference on earth, namely the SAMI book by Richard Franks. But remember, the arch enemy of good is better!



As the number shows, this was the first fighter (I stands for Istrebitel, or fighter) in the Soviet designation system introduced in the early 1920s. It was also Nikolai Polikarpov's first fighter design, though he had designed aircraft for other uses. It was a single-seat, fixed landing gear monoplane with composite structure - the fuselage was wooden, while the wings and tail were metal. It was seriously overweight and unstable, leading to production being drastically reduced.

The kit has 32 parts molded in a light grey plastic, one very small clear windscreen, and a decal sheet with two decals on it. Not much of a choice, but then only twelve aircraft were built. The instruction sheet is a single folded exploded view type. It appears to be in four languages - Ukrai-

sprue gates are small, and connect to the parts in spots that do not compromise the parts. There are no locator pins, but none are needed because the parts fit with no



Scale Model Technical Service 1/43rd Scale 1963 Lotus 29 Indy Car

by Wayne E. Moyer, IPMS/
Dayton Area Plastic Modelers

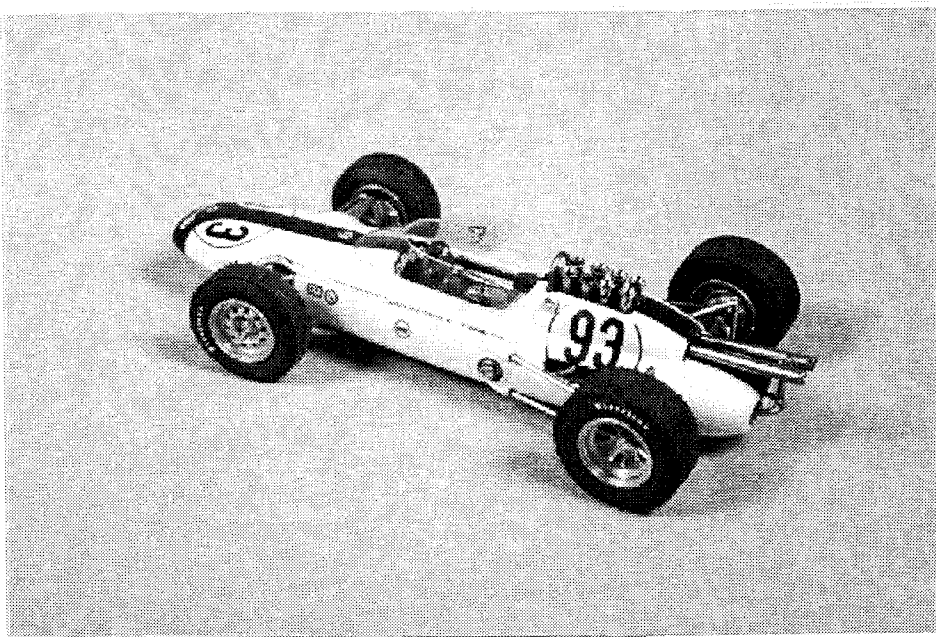
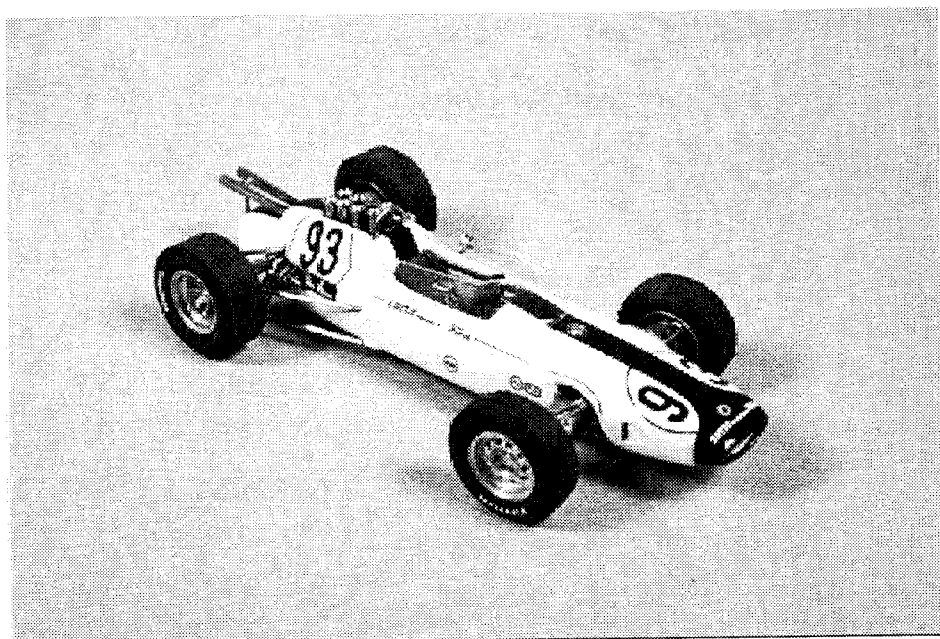
[The Lotus 29 was not the first rear-engined car to compete at Indianapolis, but it was the vanguard of the Lotus-Ford invasion that revolutionized Indy Car racing in the mid-60s. Inspired by Jack Brabham's pioneering efforts in an underpowered Cooper, Dan Gurney approached Lotus head Colin Chapman with the idea of building a rear-engined car to race at Indy. Gurney scored a coup by convincing Ford, who had previously been hesitant to get involved in Indy racing, to provide the engine, and Lotus duly came to Indianapolis in 1963 with cars for Gurney and Jim Clark. At one point Clark and Gurney were running first and second, but Parnelli Jones in a traditional roadster eventually won, with Clark second. Many observers felt that Jones should have been black-flagged because of an oil leak, but the organizers let him continue. Clark came back to America later in the year, showing the potential of the car by winning at Milwaukee. Two years later, Clark would win Indy in a Lotus 38, on his way to becoming the only man to win the Indianapolis 500 and the Formula One World Driver's Championship in the same year. - ED]

This is a traditional white-metal kit with very good castings. Decals are provided for both the Jim Clark (#92) and Dan Gurney (#93) cars. Mold lines were small and easy to remove, but care was required while removing them from the very thin suspension pieces. No chromed parts are provided so polishing the suspension, knock-offs, and other small parts to a shine required several hours work. The instructions provide component painting information, but "Green" is not a good description of the Lotus dark green. Most of the parts labeled "silver" should be polished, not painted, and the wheel centers are a darker magnesium shade.

I chose to model Dan Gurney's white and blue car; the carrier film of the decals had a distinct yellow tint, but that would not be a problem if Clark's dark green car is modeled. There was a problem getting the "wrap-around" part of the stripe to conform to the model's nose. The decal did not fit well nor did it respond to solvents well. I'd recommend painting the edge of the nose to match the decal before applying the decals. DO NOT blindly follow the "numerical sequence" assembly instructions - it won't work. While the rear suspension built up into a very realistic

assembly, I could not get the body over it during final assembly and bent several of the suspension pieces; fortunately I was able to straighten them. I do not have a solution to this problem, but since SMTS makes factory-built models there must be a way. It sure isn't clear from the instructions, though. My model sits nose-high as well, but builders who are aware of this problem in advance should be able to modify the front suspension hubs.

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Minicraft 1/144th Scale Boeing 377 Stratocruiser/ C-97/KC-97

by Ed Cope, IPMS/Dayton Area
Plastic Modelers

This review covers the recently issued Minicraft Boeing 377 Stratocruiser and the USAF variants, C/KC-97. The kit fits together fairly tightly with some cleanup required. There are some exceptions but most of these can be cleaned up with a little knife and file work. If you are looking to make an IPMS National Contest winner, you are in for a lot of work, but if you just want a nice looking representation of the "Queen of the Skies" that will go together fairly rapidly and look like the original, this kit will do nicely.

Construction

Fuselage: The fuselage consists of four pieces; right and left sides, clear cockpit nose section and the nose radome. (Clear boom operator's station, flying boom, boom rest and Air Refueling Director Light housing, on the KC-97 version.) There are flashed over holes in the bottom to be opened to add the boom operator's station and the refueling boom rest for the KC-97 version. There are also open holes on the bottom middle section for the addition of the air refueling signal lights on the KC-97 version (these need to be filled on the other versions). Holes for the nose radome are included in the fuselage pieces. This radome was utilized on nearly all of the military versions of the C/KC-97, but not all of the Stratocruiser models. It was added late in life to Northwest and Pan American aircraft. I don't know about the United, American Overseas, or BOAC. It can be deleted on the aircraft using the Pan Am kit decals and still be correct. (It does fit nicely) The clear nose section needs a bit of care when fitting. There seems to be some flash that needs trimming to avoid a noticeable step. Lots of dry fitting and trimming will insure a perfect fit on both sides. Don't forget to add nose weights. (Use more than indi-

cated. I used the suggested amount on the C-97 and ended up with a tail sitter.) I use lead fishing sinkers flattened in a vise then superglued in. The instructions indicate that the fuselage sides should be glued together then the clear nosepiece glued in. I fastened the nosepiece to the left side then glued the right side to the assembly. The aft locating pin on the rudder is too long and should be shortened, otherwise it will protrude through the mating surface on the rudder.

Doors and Hatches: The Matchbox "Trenchdigger" seems to be alive and well and working for Minicraft, as far as the panel lines, doors, and hatches are concerned in this kit. There is no right side door and hatch on the C/KC-97s, however the civil Stratocruisers had hatches and doors on the right side and none on the left side. I recommend that you fill the unneeded scribed hatches with Mr. Surfacer. This also includes the antennae on the vertical tail surface.

edges at the root are too thick to fit into the cutouts on the fuselage. This can be corrected by filing the root trailing edges down to fit. After the trailing edge wing root problem is solved, you will find that the wings and fuselage fit together nicely, and stay together without glue. This will come in handy when you get to final assembly.

Engine Nacelles: This assembly is the most frustrating part of the whole kit. The holes in the wings meant for the nacelle assemblies do not necessarily match up with the pins on the assemblies. This can be corrected by laying each nacelle piece on the appropriate part of the wing and marking the proper spot. The proper spots are close enough that you can elongate the kit holes with a knife to accommodate the assemblies. It is also necessary to recontour the edges of the nacelles to achieve a good fit to the bottom of the wing. The fit of the engine cowlings to the wing also needs work. The kit instructions



Wings: The wing assembly requires some cleanup, as the upper and lower surfaces don't seem to meet properly. It's nothing that a few good swipes with a file and sandpaper won't clean up. The fit of the wings into the fuselage cutouts is a problem, particularly on the right wing. Both wings have the problem, however. This problem is that the wing trailing

indicate fitting the propellers into the retainers before fitting the cowlings to the wing assemblies. I don't agree. The fit of the propeller shafts is tight enough to hold the propellers into the cowlings/engine assembly, so the retainer is not necessary. Secondly, you are going to have to do enough fitting, filling, and sanding around the air intake joint that you are surely

going to break some blades off before you're done. The fit of the cowling/air intake is very poor, and considerable dry fitting, reshaping and filling is required.

Propellers: The propellers are enough to make a grown man cry! The blades are very thick and appear to be bent back. The shape is very basic. The pointed spinners for the Stratocruiser version fit over the basic propeller hub leaving a slight gap, however there is no indication of the propeller cuff. There is no requirement for the spinners on the C/KC-97 versions, however the basic hub representation is not very good either.

Landing Gear: As gross as the propeller molding was, the landing gear is very fine. Unfortunately, the gear doors were designed by the propeller team. Mounting the gear doors requires some forethought and planning. The main gear doors have hooks that fasten around ridges molded in the nacelles. Attach the doors before inserting the landing gear into the wing. Otherwise you are going to have a lot of fun trying to get the doors attached. It can be done but it is very frustrating. Be sure to attach the wheels to the gear before inserting the gear since the doors cover part of the wheels. The nose gear is very delicate and the method of attaching it is confusing. The kit instructions indicate that the assembly is to be added after the fuselage is complete. However examination of the nose gear and fuselage show that there is a hole in the wheel well roof for the part and there is also a set of receptacles for the pins on the side of the gear assembly. This means that the nose gear assembly would have to be installed at the same time the fuselage halves were joined. I don't think the delicate nose gear would ever survive the rest of the construction, so I recommend cutting off the side pins and only using the roof cutout for attaching. The nose gear door is much too thick and a notch must be cut in the forward wheel opening in the fuselage for the attachment. All in all there is a bit of extra work and potential frustration in making an "on the ramp" model of this kit! It looks pretty good with the gear up, mounted on a pylon!

Horizontal Stabilizer: This is the poorest and most irritating fit on the whole model. The surfaces are designed with negative camber (airfoil is upside down) with recessed cutouts on the fuselage to accommodate the stabs. However when the tabs are inserted into the fuselage slots there is a small but noticeable gap. I have carved on the cutout, filed down the root end of the stabs, and the gap remains! The only solution I have found is to fill the gap with a filler. This is particularly irritating when the stab is NMF and the fuselage is white, per the Stratocruiser kit scheme.

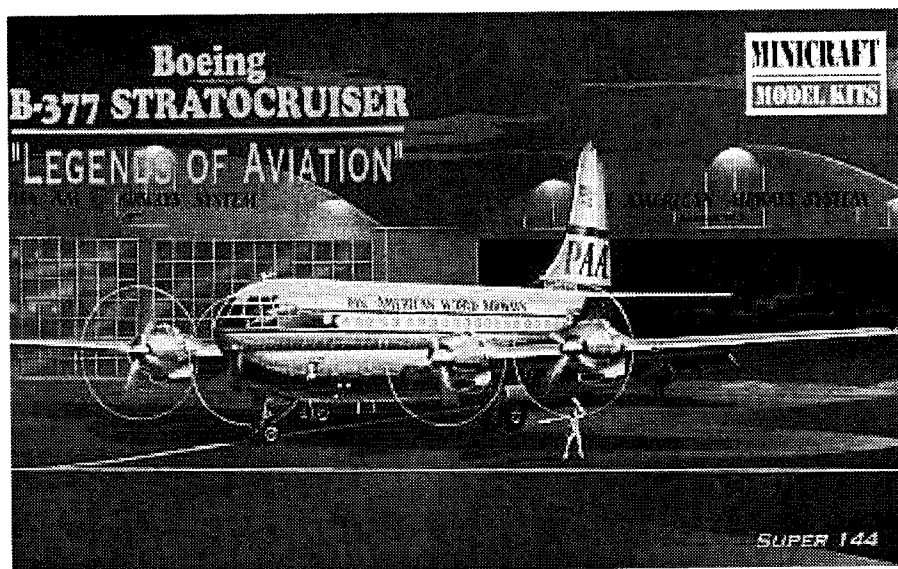
Painting and Final Assembly

The major subassemblies, Fuselage, Wing Assemblies, and Horizontal Stabilizer may be assembled and held together without using any glue, so each subassembly can be painted by itself. I prefer to mask off the cockpit windows and it really isn't very difficult. The window outlines are deep enough allow you to see the cuts if you use a thin masking tape. (Thank you trenchdigger!) If you do this it is a good idea to paint the inside of the transparent nose black, except in the window area. Others may prefer to paint the cockpit windows black to match the decal windows. I used Mr. Surfacer 500 to fill the seams in the assemblies and it seems to do a good job. The only colors you will need for the model using kit decals are White, Aluminum, and Black. If you want to jazz it up a little you could use Steel for the

propellers and landing gear; and a mixture of aluminum and gray for the fabric covered control surfaces. There is a small gap where the wings plug into the fuselage. This can be filled with white glue and touched up with aluminum paint, if you want to go to the trouble. If the overstated panel lines on the model are not to your liking you can fill them with a filler like Mr. Surfacer and they will still show up but will be very faint.

Decals and Aftermarket Stuff

The kit decals are very good. As mentioned earlier the Pan American scheme can be used with or without the nose radome. The KC-97 painting guide does not show any red color on the wings from the inboard edge of the ailerons outboard. SAC KC-97s had red wings if they carried the "Arctic Markings." To correct this problem is not easy since the USAF marking and the National Insignia had a two-inch natural metal outline. The simplest method of handling this problem is to completely omit the red markings, because many KC-97s did not carry Arctic Markings, and some that did had them removed in the summer time. If you really want to get colorful, you could add the fluorescent orange nose, wingtips, and aft fuselage band used during the late 50's and very early 60's, on KC-97s. These were even used in conjunction with Arctic Markings. Several aftermarket decals are being issued for the Stratocruiser. I had



some old early Pan American and Northwest decals issued for a 1/144th Griffin Vacuform kit. There are United decals from ATP; BOAC from Flying Colors and Airway Graphics; and TAL decals from Airway Graphics. Later Pan Am markings are on the way, and Northwest and American Overseas Airlines are also rumored to be coming out. There are no aftermarket accessories on the market yet, but a set of proper propellers, landing gear, wheels, and engine cowlings is reported

on the way.

Overall Assessment: Even with all my criticisms the kit builds up to be a nice reproduction of the original right out of the box with a little care and cleanup. It looks like a Stratocruiser/C-97 and if you construct it "gear up" many of the problems go away. I think you will enjoy the simplicity, especially if you've just finished a Tamiya/Hasegawa/Accurate Miniatures masterpiece.

Lotus 29 Indy Car

from page 7

Although the castings are very good, lack of explicit instructions and final assembly difficulties prevent me from recommending this kit for novice modelers. Experienced modelers with good photos and/or a copy of the Isom scale drawings should be able to build a very accurate and realistic model. The suspension, though scale in appearance and highly detailed, is very sturdy. My completed model matches photos of the Lotus 29 very nicely and major dimensions check out to 1/43 scale just as well.

Material(s): 39 white-metal parts, 8 photo-etched parts, rubber tires, vacuformed windshield

Price: About \$50.00

Source: Scale Model Technical Service, Brunel Road, Hastings, Sussex, TN38 9RT, England



Fort Duquesne Military Miniatures Cy Young, American Baseball Immortal

by Ned B. Ricks, IPMS/ Lakes
Region Scale Modelers

This 90mm figure is of an unusual subject in figure modeling these days – an American sports legend. In a hobby dominated by soldiers of all eras or “fantasy” and sci-fi figures, some of which should not be displayed in public, this is a real breath of fresh air. This superb figure of Denton True “Cy” (for his cyclone fastball) Young has been painted by some of today’s masters and has won awards at national and international level competitions. Cy Young was one of the greatest figures in baseball history. In a career spanning from 1890 to 1911, he won 511 games, still the record for career victories by a pitcher. His name is revived annually by the awarding of the Cy Young Award, given each year to the best pitcher in each major league.

The folks at Fort Duquesne Military Miniatures have turned out their usual superb casting in cream-colored polystyrene resin. There are a total of four pieces (body, two arms, and base) and an excellent sheet of background information on Cy Young.

Construction consists of positioning the feet into the proper recess on resin pitcher’s mound, and attaching the arms, which can only fit on the body in the correct position. The painting instructions coincide with the excellent photo provided as box art. More on that below. The sculpting is amazing with beautiful detail in the folds and creases of the uniform, the much-used look of the glove, and even the stitches on the baseball.

The box art specimen photographed was painted by the Master painter/sculptor Raul Garcia Latorre, of Spain. Senor Latorre painted Cy in a light gray uniform, but my

research shows that this may be wrong. In *Baseball Uniforms of the 20th Century: The Official Major League Baseball Guide*, by Marc Okkonen, it shows that the Boston Pilgrims American League team (they were not called the Red Sox until years after Young joined them) wore a road uniform patterned like the one on the figure, in the years 1903-1907. But that uniform was a distinctly bluish gray, so I painted it that way.

I am really pleased with the finished piece. A hobbyist who is tired of military or fantasy subjects should try this kit.

Source: Fort Duquesne Military Miniatures, 105 Tristan Drive, Pittsburgh, PA, 15209.

E-mail: ftuq@usaor.net

Web site:

<http://users.sgi.net/~ftduq/>

Book Review: *Squadron/ Signal Armor Number 38, U.S. Self-Propelled Guns in Action* by Jim Mesko

review by Cookie Sewell, courtesy
AMPS

Advantages: Concentrates information on WWII U.S. SP artillery designs in one place; color profiles of US and French vehicles.

Disadvantages: Some familiar photos from other works are repeated.

Rating: Highly Recommended.

Recommendation: To US and French WWII armor fans.

This is a pretty big chunk of recent military history to bite off at one time, and it should probably have had a “World War

II” subheading somewhere in the title. That aside, this book is pretty good fare as a short synopsis and overview of US development of self-propelled artillery weapons during the Second World War. It covers the systems that were developed prior to the war, and those developed during the war which saw service. The only exceptions to this are the M24 Chaffee derived vehicles, the M37 105mm HMC and M41 155mm HMC, which were covered in Jim’s previous book on the M24 Chaffee series (*Squadron/Signal Armor Number 25*).

It covers the M3 halftrack based weapons (the 75mm M1897, 75mm T30, 105mm T19), but the heart of the coverage is the M7 105mm HMC or Priest. Using both contemporary photos and shots of a beautifully restored vehicle in the collection of Jacques Littlefield, Jim provides good coverage of this popular model subject.

The book also covers the M8 75mm HMC in good detail, plus the M12 155mm GMC, M40 155mm GMC, and M43 8” HMC vehicles. All are given as good coverage as can be asked for, given that Jim tries to avoid using the same photos as other authors wherever possible. Modelers will be happy with the release of this book, as there are soon to be released kits of nearly all the vehicles covered. Italeri will re-release their late-model M7 Priest kit later this year or early next year, and it can still be found at shows and swap meets. Tamiya still has the kit of their M8 75mm GMC available, and interior upgrade kits are available for this kit as well. Academy has announced an M12 SP 155 for release this year, and AFV Club has an M40 under development. Italeri also makes a 105mm howitzer kit which can be adapted to the Tamiya M3A2 halftrack kit to produce a T19. Life is good...

Thanks to Chuck Haransky of Squadron/Signal for the review copy.

IPMS/Oregon Historical Modelers Society General Marion Carl Memorial 1999 Region 7 Convention

OHMS is presenting its first convention since 1995, in October of 1999. In conjunction with Pearson Air Museum in neighboring Vancouver, Washington, they are hosting the 1999 IPMS Region 7 Convention. The convention and contest will be dedicated to, and in memory of USMC Gen. Marion Carl, an Oregon WW2 hero who was brutally murdered in 1998. All members and chapters from the great Northwest are invited to attend. Here's the current information on the event:

When: Saturday, 23 October 1999, 9 a.m. to 5 p.m.

Where: Pearson Air Museum, 1115 E. 5th St., Vancouver, WA.

RECON Committee: Chairman: Larry Randel, and Co-Chair David Redlich. Contact (503) 228-8544 for more information.

Admission Costs:

Pearson Air Museum (PAM) Admission:

\$4 Adults / \$3 Seniors / \$1.50 Students / \$0 Pre-school

PAM Members: Free (PAM Memberships start at \$10.00/yr)

Contest Entry:

Adult: \$7* for 1-3 models, and \$1 each additional model

(*Note: Discount with presentation of current IPMS Membership Card)

Juniors 11-17: \$1 per model entry

Juniors 10 and Under: Free

Display Entry: Free

Other Fees

Vendor's Tables: \$30 Each (Includes 2 PAM passes per vendor)

Award Package: \$30 buys 1st, 2nd, 3rd Place Awards with Sponsor Credit Given

Guest Speakers:

Two outstanding speakers are lined up. First is USAF Col (Ret) William "Wild Bill" Holloman III, a former Tuskegee Airman from World War Two. Second is a former Flying Tiger, Ken Jernstadt, who went on to be a test pilot for Republic Aviation. Both are riveting speakers and great airmen.

Schedule:

7:00 a.m.: Open to Vendors

9:00 a.m.: Open to Public

12:00 p.m.: Model Entry Closed

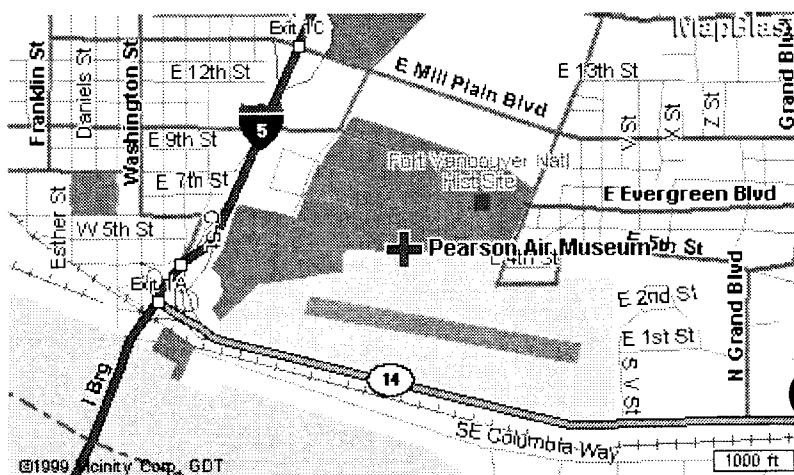
3:30 p.m.: Judging Complete

4:00 p.m.: Special Awards/Class Awards/Category Awards Presentations

4:30 p.m.: Models may be removed from tables

6:00 p.m.: Doors Close

Categories: All of the standard IPMS categories for entries will be accommodated covering aircraft, armor, cars, figures, ships and Sci-Fi.



Special Categories:

Models for these categories are also eligible for prizes in the regular categories they belong in and will be judged for the special category separately. For example: A 1/48th scale Grumman Wildcat with Marion Carl's markings would be judged in class 104, Single Engine 1/48 scale Aircraft, and would also be eligible to compete in the Marion Carl Memorial Category.

Gen. Marion Carl, USMC (dec.) Memorial Award* (Aircraft flown by Marion Carl in his career are eligible, such as Wildcats or Corsairs and others.)

Tuskegee Airmen Subject Award w/ Judging by Col. Holloman*

Flying Tiger/Republic Aviation/ Ken Jernstadt Subject Award*

**Winners receive Special Award and Custom Glass Display Case*

Best of Show: Judges' Choice

Best of Show: Contestants' Choice

Masters - prior IPMS RECON/ Nationals 1st Place Winners

Best Bare Metal Finish

Best British Aircraft Subject

Best French Subject

Best Japanese Subject

Best Republic F-84 Straight-Wing Thunderjet

Best Small Air Force Subject, (150 Aircraft or less)

Sow's Ear Award - Any Aircraft Subject reworked/detailed from an old, poorly engineered kit, i.e.; Aurora, Lindberg, Revell, et al. - All Scales.

You can E-mail your comments to IPMSOREGON@Geocities.Com.

For a contest information packet, send a SASE to:

OHMS/IPMS

PO Box 33

Portland, OR

97207-0033

or visit the RECON web site at:

<http://www.geocities.com/CapeCanaveral/Hangar/7129/recon99/recon99.htm>

Other Upcoming Shows

October 8/9

1999 Gathering, IPMS Salt Lake City & IPMS/Utah

Ogden Union Station

25th & Wall

Ogden, UT

Contact: Ian Andrews 801-466-1310.

October 9

IPMS Vancouver (BC) 29th Annual Fall Model Show

Bonsor Recreation Centre

6550 Bonsor

Burnaby, BC

Contact: Kevin Brown 604-939-9929.

November 7

Puget Sound Auto Modelers Association, Puyallup, WA.

AeroMaster 1/48th Scale Decals - *The Royal New Zealand Air Force in WW II: Single Engine Fighter, Attack, and Patrol A/C In Color*

by Jim Bates, IPMS/ Fame Cities

AeroMaster's special edition decal set provides us with some decals for an overlooked participant in the Pacific theater of WW II - New Zealand. The package includes a color booklet, with placement drawings of all of the included aircraft, and a history of the New Zealand air forces in World War Two, and four sheets of beautifully printed decals. The set gives enough decals for two Corsairs, two late model P-40s, two PBYS (I'm not sure how the twin-engined PBY fits into the set's subtitle), two TBM Avengers, and four SBDs.

The booklet is an excellent reference for the aircraft provided. We get three view color diagrams for each aircraft, with scrap views as necessary. Also included are a general history of the New Zealand Air Force, and an individual history for each aircraft. Unusual equipment fits, such as no arrester hooks on the Corsairs, are noted. Additionally, AeroMaster correctly notes that the early P-40N is identical to a P-40M so be careful which kit you use to build this plane. Strangely for AeroMaster, no kit recommendations are made. Choices are pretty obvious though. My only complaint with the booklet is that no photos of the aircraft are provided.

The decals themselves are beautifully printed in register. All markings are provided for the 12 aircraft, with the exception of stencils. One Corsair, one P-40, the TBMs, and all of the SBDs have colorful nose art. All of the aircraft depicted retain their normal U.S. paint schemes, so this nose art really adds color to the scheme. Some of the roundels have

continued on page 16

Academy 1/35th Scale M48A5K Patton Construction Notes

by **Christophe Jacquemont, IPMS
Wellington, New Zealand**

History of the M48 Patton

The M48 Patton medium tank has been around for quite a long time and various versions have been produced since the first ones rolled off the assembly lines in 1953. The first versions were the M48, M48A1, and M48A2, equipped with a 90mm gun and a petrol engine. The first major improvement appeared with the M48A3, still armed with a 90mm gun but fitted with a diesel engine, which drastically extended the range of the vehicle. The M48A3 was used extensively in combat by the US Marine Corps during the Vietnam war. The next upgrade came with the M48A5, armed with a 105mm gun (the M48A4 code name is only used by the Americans to designate the Israeli modified M48s which were the first to adopt a 105mm gun). Like the Israelis, some countries using the M48 made their own modifications: the German M48A2GA2 and the South Korean M48A5K (with its distinctive armored side-skirts) are but two examples. Some countries also developed specialized versions based on this tank, like the ARVs and engineer vehicles built by Germany and Spain on M48 chassis, but these never got past the prototype stage. There was also a flame-thrower version, the M67 (used in the Vietnam war) and an ill-fated anti-aircraft tank, the M247 Sergeant York. Although they do use many M48 components, the M88 and M88A1 tank recovery vehicles are more distant cousins than direct relatives of the M48.

Other M48 Patton Kits

The vehicle is well represented in kit form. I will only write here about 1/35th scale kits but other kits exist in 1/72nd scale. Monogram made an M48A2 kit in the sixties which has recently been released

(for nostalgia's sake). Tamiya put out an M48A3 in the late seventies. This kit was judged excellent in its time but it has some problems, mainly in the turret area, and doesn't compare well with today's releases. Tamiya also produces an M247. Academy used to market the same M48A3, presumably under license from Tamiya. Seminar, a South Korean manufacturer, also produces a direct copy, of poor quality, of the Tamiya M48A3. Azimut Productions of France sell the Seminar kit under their own label, Ironside. They make an M48A3 (just adding AFV-Club workable tracklinks and a small photo-etched brass fret) and an M67 (same add-ons as the M48A3 plus resin parts). Ironside also made a very nice M48A3 with dozer blade but this kit stayed at the prototype stage and despite making a brief appearance in the Azimut catalogue it has unfortunately yet to be produced. AFV Club makes an M48H (which is strictly speaking not an M48: it is a Taiwanese built tank using a M60 hull and a M48A5 turret). This kit contains Academy parts from their M60 and M48 kits plus a few original AFV Club parts, AFV Club workable tracks, and wheels from AFV Club's M88 kits. The most recently tooled kit of a true M48, Academy Minicraft M48A5, enables you to build the US version of the M48A5 as well as two Korean versions (early and late) almost straight from the box (the US version requires some basic modifications, clearly highlighted in the instructions). I chose to build the late Korean version which is illustrated on the kit box.

Building the Academy Kit

The first thing I did upon opening the kit box was to compare the sprues with those of a Tamiya M48A3: everything is different, nothing is carried over from the Tamiya kit! As with all the latest Academy releases this kit is crisply molded with lots of detail, the machine guns are extremely delicate and realistic. The tracks are the best one-piece flexible vinyl tracks I've ever seen, very detailed. Separate rubber tires are provided: they speed off painting and give a perfect finish. There's a realistic cast armor texture on the hull and turret. This texturing is carried over to the engine

deck, which seemed strange at first but after checking my references, it appears to be so on the real tank, albeit not as rough as in the kit. I just toned the texturing down slightly with very fine sandpaper in this area. I ran into some minor problems while assembling the suspension: on each side the first road wheel station ends up slightly higher than the next six road wheels, if assembled as per instructions (stage 2). This is probably because the shock absorber is too short and I would advise modifying the first road wheel station accordingly. Unfortunately I noticed the problem once the glue had set and had to resort to gently bending the suspension part and re-gluing the top of the shock absorber slightly lower on the hull. Strangely the three suspension arms E35 are not strictly identical (same problem with the three E36). I glued them in no particular order and they fitted fine, but you can do dry runs, trying different combinations to stay on the safe side...

In stage 3, make sure to fill-in half-a-dozen ejection pin marks on part B15. This is tricky to do without damaging adjacent detail, so take your time. In stage 6, don't glue the side skirts yet as this would complicate things at the painting stage.

In stage 8, the turret builds beautifully, the fit between the lower and upper parts is excellent (the best I've seen in any kit so far). There are however a couple of inaccuracies. First, contrary to the instructions part B39 (machine gun deflector frame) should only be used for the Korean early version, if you build one of the two other versions don't use this part and don't make the holes marked « 1 » on the diagram. Secondly, the outer edge on the vertical sides of the gun mantlet dust cover look suspect, although they might be accurate for some vehicles: I've never seen this stepped pattern before, even the box art doesn't show them. In doubt, I decided to carve the stepped pattern away, restore the turret surface in the areas involved and replicate the attaching strips using plastic strip and sliced stretched sprue for the tiny rivets. You just have to copy the pattern of the upper dust cover attaching strips, as depicted in the kit. In

stage nine, the "Urdan" type cupola needs some detailing (apart from the photo in *Jane's Armour and Artillery*, there is an excellent close up of this type of cupola in *M48 in Action*). Put two small pieces of plastic rod on the left and right front, a moon crescent shaped piece on top of the hatch, cut and move slightly forwards the machine gun attachment molded on part B3. At stage 11, it is almost impossible to fix the towing cable (E1) as supplied, I broke mine three times but managed to repair it and put it in place. I would advise cutting the ends and substituting nylon thread for the cables, with strips of foil to replicate the attachment clips. Use fine solder wire for the smoke discharger cables, rather than the stretched sprue recommended in the instructions. I used telephone wire inside the rubber tube provided for the searchlight to give it the desired shape. I also added a glass to the searchlight using a piece of transparent plastic (not provided in the kit). The searchlight support is a very complex and delicate assembly on the real tank and is simplified in the kit, however it would be difficult to do better in this scale, even with photo-etched parts. It is difficult to locate precisely the boxes fixed on the turret of both Korean versions. I managed to fit them with trial and error and a very handy 1/30th scale plan of the Korean M48A5 early version published in an old issue of the Japanese periodical *The Tank Magazine* (12/1979). I finally detailed the front mudguards with plasticard, plastic strip and rivets made with Historex Agents punch and die set, again using the box art as reference.

I masked the places where the hull and the side skirts were going to be glued together, and proceeded to paint the whole tank green except some road wheels which I painted dark earth. I then fitted the rubber tires on the road wheels and weathered the lower hull and road wheels. The armored skirts were then cemented to the hull and the tracks and road wheels added. I masked the tracks and road wheels using paper and masking tape, touched up the skirts and hull with green and airbrushed the camouflage pattern of dark earth, buff and black. The areas that were going to

receive decals were covered with Johnson Klear acrylic floor polish applied with a brush. When dry, decals were applied using Microscale Solvaset. The final weathering was then done by airbrushing several coats of a very diluted mixture of grey, buff and flat base (I use Tamiya acrylics) and one coat of Microscale flat varnish. Steel wire antennas were then added and painted Humbrol Metalcote polished steel. This model took approximately 30 hours to build, about average for such a large 1/35th scale kit considering the scratchbuilt improvements and modifications.

In conclusion, this is a highly recommended kit for those who like modern armor and probably the best all-around Patton kit, along with another Academy kit, the Israeli M60A1 Blazer and the hard to find Esci kits (also marketed by AMT/Ertl). For those wanting an accurate M48A3 or M247 it is worth considering kit-bashing the Minicraft Academy M48A5 kit with the respective Tamiya offerings to get superior results.

References

I came up with many pictures of the Korean early version in various books and publications but it was difficult to find anything on the late version. The box art turned out to be invaluable for reference. The following were particularly useful in the project.

M48 Patton in Action (Armor Number 22), by Jim Mesko. Squadron Signal Publications (1984), ISBN 0-89747-165-2. This was very useful.

M48 (Modern Combat Vehicles No. 4), by Geoffrey Tillotson. Ian Allan (1981) ISBN 0 7110 1107 9 This also proved very useful. Out of print.

Jane's Armour and Artillery 1992-93, edited by Christopher F. Foss. Jane's Information Group Limited (1992). ISBN 0 7106 0997 3. I only managed to locate a close-up of the cupola in this book. Out of print.

Chipped Paint

by IPMS/Phoenix

Aircraft get chipped up with normal wear. Some aircraft lose large amounts of paint due to poor adhesion (Japanese aircraft in WWII were notorious for shedding). There are several methods that enable chipped paint to be replicated. The easiest is to use grey or silver paint to "pick out" small chips and dings with a tiny brush. Use odd shapes, irregular and random so they don't appear like they came off the same brush. Some folks say that silver is too bright for small scales- maybe tone it down with grey.

Another method is to use a colored pencil (silver, grey, graphite, etc) and pick out the chips. This method works well for small, almost unnoticeable chips.

The final method is rather drastic, but works quite well. Undercoat the model with a natural metal paint (Testors metalizer, SNJ, Alcad, etc.) and buff it up to a highly smooth shine. When fully cured, paint your model with the topcoat. Before the topcoat is fully cured (but dry to the touch), use small pieces of high tack cellophane tape to literally peel and chip away the paint. The underlying metal color will be bright, but further weathering and a flat coat will reduce it to a proper sheen. This method is quite convincing.

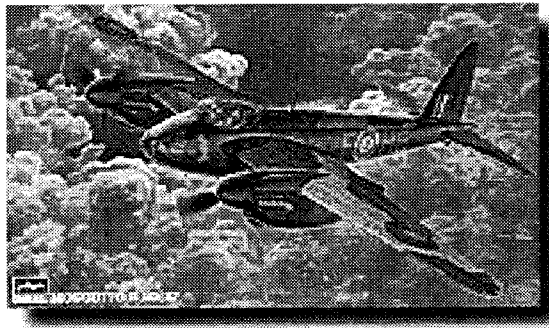
RNZAF Decals*from page 13*

separate centers for the modeler to align, and some are printed in one piece. The alignment on the one-piece roundels is spot on.

I chose to build the overall Gloss Sea Blue Corsair with the name *Kohimarama IX* from 23 Squadron. The plane has both a personal emblem of a witch in white and the 23 Squadron emblem of a ghost in green. On the Corsairs, even the white outline of the fuselage fuel tank and wing walkways are provided. A yellow spinner on *Kohimarama* adds even more color to the scheme. The Corsairs carry their roundels in all six positions, more in keeping with the RAF than the U.S. Navy.

The decals settled down well on my glossy blue Corsair with the help of some decal setting solution. They all fit as advertised, and the coverage was sufficient over the blue. Once applied everything looked good, and the model is an attractive alternative to the usual U.S. Corsair.

All in all, this is a great set. With twelve aircraft provided this set could keep you busy with Kiwi aircraft for quite a while. This is another excellent AeroMaster offering, and is highly recommended to all 1/48th scale modelers who are interested in Commonwealth subjects.



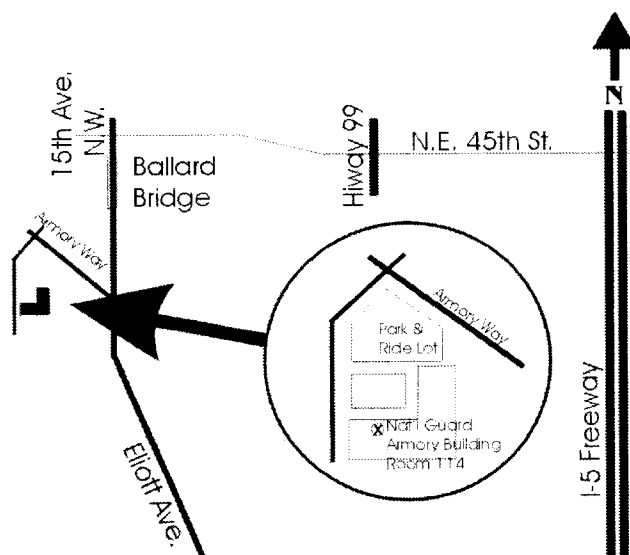
*Hasegawa 1/72nd Scale
Mosquito B.IV. See page 5 for a
review*

Golden Age Starlets of IPMS (with apologies to Ed Esposito of IPMS/ North Central Texas)

OK, I might (see page 3). **Heather Angel** was an exceedingly gorgeous British actress who moved to Hollywood in the late '30s and stayed there throughout the war. She's best known for her role as Bulldog Drummond's girlfriend in the Paramount series of b-movies. She's also one of the few actresses to have a bomber named for her - B-24D 42-72783 *Heather Angel* of the 372nd BS/307th BG. The nose art on the bomber is considerably more revealing than any legitimate performer of the period would comfortably approve of. I don't know of a decal sheet for this plane, but that's never stopped a really dedicated modeler before...

**Meeting Reminder:****Saturday, September 11, 1999****10:00 am**

National Guard Armory, Room 114
1601 West Armory Way, Seattle



Directions: From North or Southbound I-5, take the 45th St. exit. Drive west on 45th, crossing under Highway 99 (or Aurora Ave. North) toward N.W. Market Street in Ballard. Continue west on Market St. toward 15th Ave N.W. Turn left (south) onto 15th Ave N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter.) Watch for signs. Park in the Metro Park & Ride lot.

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.