

# Seattle Chapter News



Seattle Chapter IPMS-USA  
May 2000

## PREZNOTES



As I write this it is a beautiful spring day. A day to drive around town with the windows down, if you know what I mean. Not that this has anything to do with modeling. It doesn't. It just partially explains why this is such a short Preznotes. I could actually even stop here and have Robert, our esteemed editor, run my picture with a big smile on my face at the controls of a B-17, but that wouldn't serve our modelers well (not enough detail in the photo to enhance anybody's model B-17 cockpit). Besides, who would want a full page picture of your President for Life staring back at you while you are trying to relax after work with a bit of light reading. Things like that could lead to members cancelling memberships. Ewww.

Well, I've finally done it. I have started cutting up my magazine collection. I started with *Air Enthusiast*, cutting photos and articles of interest to me, and useful information for models in my collection. The enormity of the task ahead is just hitting me, as in the course of two days, I've only cut about three years of the one magazine and have already created over 100 files. Add to this the rest of the magazines I've collected over the years: *Wings*, *Airpower*, *Air Classics*, *FlyPast*, *Aeroplane Monthly*, *FineScale Modeler* and many others, it would appear that I have my work "cut out" for me. One thing that should keep me going is that I've found information on two subjects that I currently have on my workbench. Pretty exciting, considering I've only cut a few magazines. I also found stuff on a few projects for which I was previously looking for information, but had already completed! One thing that this will gain for me is a lot of information on an individual subject in only one place. No more time wasted scouring magazines looking for that one article I vaguely remember from a few years ago...

Another thing, it'll clear up space on my bookshelves. Mmm, more books. Of course, the downside is that it may take time away from my modeling. Then again, it usually rains around here a lot, preventing the lawn from being mowed on a regular basis. That's it, my lawn mowing time will go to editing my magazine collection. If you come visiting later this summer, my house will be the one with the waist high grass in the front yard and the search party in the back yard looking for the dogs.

See you at the meeting,

*Terry*

[Model of Ferrari, above, by Steve Holmes, not by our esteemed President - I just really liked the model! - ED]

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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, 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. Deadline for submission of articles is generally twelve days prior to the next meeting. 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**

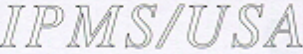
The IPMS/Seattle 2000 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

**May 13, 2000 (2nd Saturday)**

**July 15, 2000 (3rd Saturday)**

**June 10, 2000 (2nd Saturday)**

**August 15, 2000 (3rd Saturday)**

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.: (leave blank)	Name: FIRST M. LAST		
Address:			
City: State: Zip:			
Signature (required by PO):			
<input type="checkbox"/> Adult: \$19 <input type="checkbox"/> Junior (17 years old or younger): \$9 <input type="checkbox"/> Trade Member: \$19 <input type="checkbox"/> Canada & Mexico: \$25 <input type="checkbox"/> Other Foreign: \$28 <input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: __) <input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number (name) (IPMS#)			
		P.O. Box: 6138 Warner Robins, GA 31095-6138	
Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>			

## Visits to Two IPMSers

by Paul Ludwig

Back at the time of the National Convention in either Columbus or Albuquerque I saw a collection of 1/48<sup>th</sup> scale models of every version of the AD Skyraider, and asked to meet their maker. Ed Barthelmes of the Tri-City Modelers (a chapter based in Warren, PA) had made them, and he told me he was to be the author of an Aerofax book on the AD. I gave him some photos, and in exchange he agreed to build a 1/48<sup>th</sup> scale Collect-Aire Douglas F3D Skyknight for me. It took him a while because resin parts tend to have an orange-peel surface, and sanding resin uncovers bubbles that require further filling and sanding. Ed recently finished the model, and I was in need of a vacation. We agreed to meet on a weekend in March when the Tri-City Modelers were to have a model show.

Last October I went nuts over the beauty of the Curtiss BFC-2 Goshawk, and began collecting research material. The BFC-2 wasn't new to me. My obsession was.

Somehow, at least in my case, an obsession crops up at the darndest time and it needs resolution immediately. Soon after, it goes away as fast as does the sun in Seattle. But soon after this obsession hit, a story, with photos, came out in the *Journal* about Arlo Schroeder. His BFC-2 was in the photo, and I wanted to see it. I had to see it. Nothing would stop me from seeing it. After I had agreed to meet with Ed Barthelmes in Erie, PA, on March 24, I tacked on a chance to meet Arlo Schroeder at his home in Wichita, KS, a few days later. I sent Arlo an offering of one of my books, and gave him time to contemplate my arrival should he agree. After a decent interval I phoned him, and Arlo invited me to visit. I hate to travel alone, but JoAnne teaches school and couldn't take time off, so I packed up and flew out.

Making airline connections on a space-available basis is trying, but I made it to Erie the day before the model show. It was to be held in Youngsville, just miles west of the New York state border, in extreme northwestern Pennsylvania. While we were driving there, Ed told me that Aerofax had been bought by Ian Allan, and that

Ian Allan had declined to publish the Aerofax book on the AD that Ed had suggested. Squadron/Signal has decided to do a *Walk Around* on the AD, number 23, which should be available in the fall. Perhaps my photos may yet put my old squadron on the map. The green lightning flash coming rearward from the cowl is striking...

At the fire hall where the show was being held I rushed to the vendors room, where Ed had a friend reserve a kit I wanted. By noon the 260 models were in place, and lots of modelers from Pittsburgh, Cleveland, Buffalo, and especially Erie mixed with wives and kids, and people like me who came to visit. After lunch in an inn in the Pennsylvania hills we returned to await judging, which took far longer than is necessary. The rather great number of 1/48<sup>th</sup> scale aircraft and the lack of judging expertise tended to cause confusion, and repeated trips to worthwhile models were needed to sort out those models to be awarded a prize.

I had paid for the Collect-Aire kit that Ed built, and both it and his A-6E won firsts, and one won best aircraft. His two other entries won a second and a third. The 1/12<sup>th</sup> scale Bleriot that I thought would win all the big trophies won nothing. A judge told me that glue appeared at joints. The Bleriot of that early era was made of wood, and had no fabric on the fuselage. The builder had made and bent and joined and glued and used wire with real turn-buckles, and had machined the engine of metal, and made rubber tires. None of that mattered, because the judge had seen glue. The Bleriot won nothing. I was disappointed. Beauty is in the eye of the beholder, while judges look for glue.

Modelers in the hills of northwestern Pennsylvania tend to model cars they own, or would like to own, and car models predominated. Very near to dinnertime the judging and awards ceremony were completed, and Ed and I rushed back to Erie, where I treated the family to dinner out. We passed through a town where George Washington had slept, and I got out to take photos of plaques. Sunday

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## Upcoming Model Shows

**May 20: Spring Model Contest and Show** at Hobbytown USA, 18500 - 33rd Ave W., Lynnwood. Registration starts at 10am. All categories and scales. Special trophy: "Armed Forces Day" - for "best modern (post-1990) US military subject". All models in store 20% off day of show. Info: 425-774-0819.

**June 3: Northwest Scale Modelers Show**, Museum of Flight, Seattle. **See page 16.**

**June 17: RECON 7, 2000**, presented by IPMS Aces Wild. German American Society Hall, 25 W. 3rd Avenue, Spokane, Washington. **See page 6.** Theme: Pioneers of the 20th Century. Contest chairman, Mike Tsoumpas at [mdt@ior.com](mailto:mdt@ior.com)  
Web site: [www.users.uswest.net/~clarkmonster/Recon2000.htm](http://www.users.uswest.net/~clarkmonster/Recon2000.htm)

**July 8: Scale Model Show & Contest** sponsored by IPMS/Yakima Model Makers, Selah Civic Center, 216 South 1st St., Selah, WA. Registration starts at 9am. All models entered into the contest will be awarded Gold, Silver, or Bronze ribbons. Make It/Take It event for young model builders, sponsored by Revell-Monogram. Info: Stu Alvord, 509-697-7914

**July 19-22: IPMS-USA National Convention**, Dallas, TX.  
Web site: [ipmsnct.org/toc.html](http://ipmsnct.org/toc.html)

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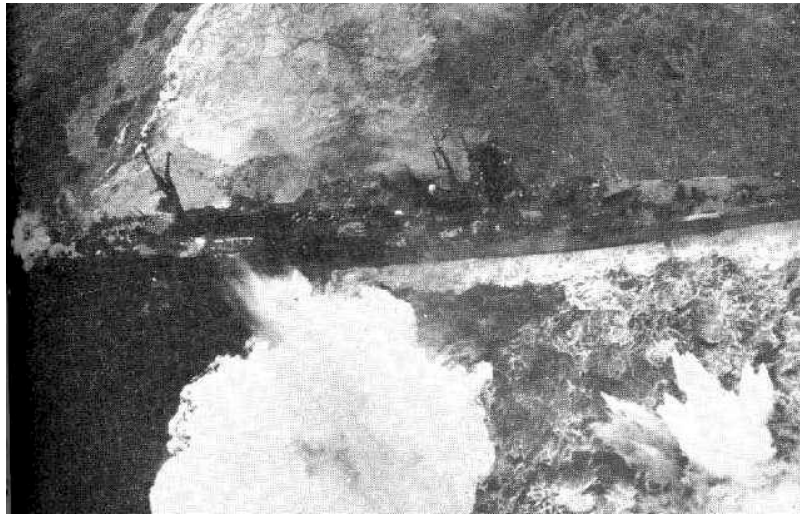
evening rolled around, and Ed boxed the F3D, and I went to the motel and packed my bag. On Monday I flew out to Wichita with my bag gone into luggage-cyberspace and me holding the F3D so very carefully, trying to avoid passengers rushing to their seats on the three flights connecting Pennsylvania and Kansas.

Arlo Schroeder and I have a few things in common. We were in the Navy, we flew in attack-type aircraft, and we love 1/16<sup>th</sup> scale models. It is my assumption that the Museum of Flight is holding its corporate breath waiting for some 1/16<sup>th</sup> scale models. But that's just me. How could I know?

Arlo picked me up at the airport and got me checked into a motel in Valley City, and we went to his house. The house is next to a grass strip, with a hangar containing his homebuilt, his Aeronca, and a Link Trainer, stored for the day a museum wants it. Arlo can drive, but walks with a cane if the surface is level, and he has his scooter to get him on long trips, such as at conventions. He led me to his basement model room, which also houses his wife Kathryn's miniature dollhouses. Kathryn was a Marine Link Trainer instructor during World War Two; the two met in a roller rink and now share in our world of scale modeling.

I headed for the BFC-2 model behind glass, and felt at home worshipping 1/16<sup>th</sup> scale aircraft models. Surrounding the BFC-2 were large-scale, and some small-scale, models (some made from kits). There was an entire squadron of 1/72<sup>nd</sup> scale Boeing F4B-4s, painted exactly as a squadron's aircraft were painted, from the Skipper's down to the sort of position I flew as last man. Arlo's TBD Devastator is going to be at the Dallas show, and since beauty is in the eye of the beholder and judges look for glue, the TBD may not satisfy everyone. By that, I mean that I saw no glue, but I'm not a judge. I think the TBD is great, but I'm biased. I thought his F6F was great. How silly of me!

Extreme southern Kansas does not have a modeling club, and Arlo misses the camaraderie that we in Seattle take for granted. My visit may have lifted his spirits, and if it did – which was part of my homage to a Navy hero and combat veteran and his models – why, then my sort-of-vacation was not in vain.



*The sinking of the Yahagi, April 7, 1945*

I got homesick, and after 36 hours in Valley City I told Arlo and Kathryn I had to depart, and I came home. I threaded my way through the herd of passengers on two more connecting flights carrying the boxed F3D, and arrived home with a model and some wonderful memories of visiting two IPMSers.

On the way to the Wichita airport, Arlo and Kathryn expressed concern over the value of gifts of models to museums in terms of tax deductions, and I stated that a model of his should be worth at least fifteen thousand; he said he'd donate them five days before he dies. Bill Johnson has some knowledge of gift model value, and I learned from Bill.

Some of you might know that Arlo was a turret gunner on a TBF. He and his crew of three sank the IJN Light Cruiser *Yahagi*, and were on the scene when the *Yamato* was sunk. VT-10 was known as the

Buzzard Brigade, and Arlo was awarded the DFC, and his pilot the Navy Cross, for sinking the *Yahagi*.

Few of you probably know Ed Barthelmes, who works full time as the international sales and marketing manager for a firm in Erie. Constant travel limits his modeling time. The demise of Aerofax, and the

change of mind of the people at Ian Allan, have cost the world the best book about the AD that might have been. I saw the draft and nitpickers, myself included, have lost a source for the *Skyraider*. What with the recent errors in the *Walk Around* publications on the F-86 and the Me 210/410, I don't expect any great sense of authority coming from the Squadron/Signal book.

My vacation went well, and I had a preview of a magnificent model to be entered in the scratchbuilt category come July. The corrugations in the wings of the TBD alone are worth attention. The TBD was a large aircraft; the model is huge, and it is in the wonderful colors of the Navy's 1930s schemes.

Lastly, the model show in Youngsville that I attended is apparently known as the Oil City show. Oil City is nearby, and is the home of Francis Gabreski. 'Nuff said.



## Book Review: *de Havilland DH.2 in Action* by Peter Cooksley

review by Robert Allen

The Squadron/Signal *In Action* series is so well-known that it seems superfluous to describe the particulars - 50 pages in landscape format giving a technical and operational history of the aircraft, filled with photos and drawings that explain detail differences, and illustrated with three color paintings by Don Greer and a center spread of color profiles. *De Havilland DH.2 in Action* is number 171 in the series, and is the fifth on British WW1 aircraft to have been written by Peter Cooksley.

insufferable Larry Davis, whose habits of using unnecessary exclamation points and CAPITALS for emphasis make anything he writes virtually unreadable.

*De Havilland DH.2 in Action* begins with a short section on Geoffrey de Havilland's early designs, followed by a nice eight-page treatment on the DH.1, a two-place pusher biplane that led directly to the DH.2. The rest of the book concentrates on the DH.2, the first viable British single-seat fighter aircraft. The last two pages cover a flying DH.2 replica that has appeared in recent years.

Due to the lack of a British-built interrupter gear, the pusher format was the only real option for a fighter to fight the "Fokker scourge" of 1916. The DH.2 served

A nice feature of the book is that the photos are reproduced as large as possible, often just one or two to a page. This lets considerable detail be seen, although the photos are often not of the highest quality. That's understandable; virtually all of them are over 80 years old, and the field conditions of WW1 were hardly conducive to taking studio quality photos. We should be grateful for what we have. One especially grainy photo shows a poor mechanic starting the engine by twirling the prop, after which he was required to deftly escape by ducking under the tail booms. The caption apologizes for the substandard quality of the photo, and then notes that it is the only one known to exist showing this procedure.

*Windsock Datafiles* still remain the industry standard for info on WW1 aircraft, but books like this are certainly welcome. It is considerably cheaper (under \$10) and much more easy to find than a *Windsock* monograph, yet it still gives you pretty much all the historical information you could want on the DH.2.

We are rapidly approaching the time when all new material on WW1 aircraft must, out of necessity, be second-hand accounts. Few can be alive today who flew or worked on the DH.2, and those who are must be at least 100 years old. Books like this keep alive the memory of the aircraft and men from the first great air war.



What must be mentioned about this volume is a distinct improvement in Squadron/Signal's previous glaring weakness - atrocious editing and proof-reading. Compared with others in the series, and especially Cooksley's own *Bristol Fighter in Action*, which seemed to suffer from a typo per page, this is remarkably free of obvious production errors. The text is concise and quite well written, a refreshing change from some of the other writers in the series, such the

admirably in that role, though it soon became obsolete once the Germans introduced the Albatros fighters. My favorite fact about the DH.2 is that the Germans captured one *before* it went into squadron usage; the prototype was sent to France for trials, and in August 1915, just two weeks after arriving there, was forced down and captured, several months before any production examples entered service!

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## All-Glass Display Case for Sale

by Andrew Bertschi

For Sale: Glass display case with glass top  
 Dimensions: 77" W x 30" D x 28" H.  
 Beveled front [approx. 28" D at top]  
 Rear loading, no shelves included, overall good condition, four castoring wheels - easily moveable, includes built-in fluorescent lighting unit.  
 Price: \$80  
 Contact: [A\\_Bertschi@hotmail.com](mailto:A_Bertschi@hotmail.com)

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## IPMS/USA Aces Wild RECON 7, 2000 Saturday, June 17, 2000

### Directions and Area Map

This year's RECON 7 will be held at the German American Society Hall, 25 W. 3rd Avenue, Spokane, Washington. The Hall is easy to find from Interstate 90. Traveling

either east or west, just take the Division Street exit (if exiting from the west turn left (north) under I-90). Travel one block north to 2nd Avenue, turn left (west), go one block to Brown St and turn left again (south), go one more block and turn left (east) once more onto 3rd Avenue. The German American Society will be just a few hundred feet to the right side of the street. You won't be able to miss our club banner on the front of the hall. There is tons of

free parking in the lot adjacent to and behind the German American Hall, under I-90.

### Agenda

**8:00am** Doors open for vendor set-up.

**9:00am** Registration begins.

**12:30pm** Registration closes.

**2:00pm** Contest Hall closes for judging.

**3:30pm** Contest Hall re-opened.

**4:00pm** Best Of's and Special Awards announced.

**5:00pm** Thanks for coming!

on their entry forms if his or her model is to be considered for a theme award.

**Examples:** First type of operational jet fighter, first man on the moon, first aircraft carrier, etc. Essentially, anything that represents a pioneering first, man or machine. But be prepared to explain and justify your "pioneer" on your entry form. Don't be afraid to be creative.

Here's what the basic awards will look like. (See photo in lower left-hand corner of page). The award is a 6"x 6"x 1/2" ceramic flooring tile with silk screened logo. The award text will be blue on first place tiles, red on second place tiles and white on third place awards.

**Vendors:** Tables are available on a first come, first serve basis, at a cost of \$15 per table. Contact the contest chairman, Mike Tsoumpas, at [mdt@ior.com](mailto:mdt@ior.com)

### Awards and Categories

Aces Wild will be using modified, condensed IPMS National Convention categories. In addition to Best of Show and Peoples Choice, Best Of category awards will also be issued; Best Junior, Aircraft, Car, Diorama, Armor, Ship, etc. The list of Special Awards follows:

Pioneers of the 20th Century awards  
Sam Greshio Memorial Award - Best US

WWII Pacific Theater Fighter  
Best Vietnam War Subject  
Best WWII Axis Armor  
Best WWII Allied Armor  
Best Mopar  
Best British Aircraft

For more information, see the RECON 7 web page, from which this information was taken:

<http://www.users.uswest.net/~clarkmonster/Recon2000.htm>



### Theme: Pioneers of the 20th Century

Six theme awards will be handed out; one each for the model that best represents a first of its kind:  
**Aircraft, Auto, Figure, Space, Armor, Naval.**  
Entrants will need to indicate

## Simply One Man's View: One a Month

by Andrew Birkbeck

I started the New Millennium with the following New Year's Resolution: that I would model for at least one full hour each and every day. It is now May 1<sup>st</sup>, and so far I have kept to my resolution.

The need for this particular resolution was simple: it was obvious that despite all my talk about "intending to build every model I own," my actions were not consistent with my words. In 1999, I finished six models. My best year ever, ahead of 1998, which had seen five models completed. Problem was, with close to 350 unbuilt models in my current collection, that is a building rate requiring 58 years to complete the task. And this doesn't factor in my buying habit that averages these days about six new models per year.

A few years back, in a fit of bravado, I boasted that my building goal was two models per month. This fell flat fairly quickly when I soon realized that having first one, then a second, child really ate into one's spare time. I also lacked the discipline required to give up one thing to concentrate on another. There are 24 hours in a day, and you can't do everything.

However, by the end of 1999, things fell into place. I felt I had the discipline required to stick to a more realistic program of modeling, I had also cleared the time schedule with my wife. Our eldest would be in bed by 8:45pm, and the youngest would spend the time period between 8:45pm and around 9:30pm going through the process of getting ready for bed, and falling asleep with Mom. I chose, therefore, the time period 9pm until 10pm for my "Modeling Hour".

At the same time as these decisions were made, I canceled our cable television subscription. As mentioned above, there are 24 hours in a day, and that isn't enough time to do everything one might want to achieve. The biggest distraction/

time waster in our household was the Demon Tube. I would find myself attracted to watching television, simply because it was "easy". It didn't require much thought, just switch it on, and dial through the 75+ channels until you found something "interesting". It was very relaxing. It also used up much of my spare time. With cable gone, I also became very selective about what I watched. I actually started choosing my shows days in advance. Today, I watch television for two hours on average per week.

I now get my news via the radio, while building my models. The BBC News from London comes in over the airwaves locally from 9pm until 9:30pm, covering world news, sports, and finance. And in better detail than much of what you see on television, I have found. No more "if it bleeds, it leads" coverage, but you have to take the good with the bad...

As for the modeling itself, at first it was tough going, "forcing" oneself down to model at a set time, for a set amount of time. I ended up starting a modeling "journal", both to note my progress, and as a way of saving time. Initially, I would go down and spend much of my hour working out what I was going to do. I soon clicked to the idea of spending the last couple of minutes of each hour writing down what I was doing, and what I needed to do the next day. That way the moment I stepped into my modeling room for the "Modeling Hour", I would pick up my journal, give the notes a brief read, and start productive work. And after the "Modeling Hour" was established for a month or so, it became part of everyday life, and didn't seem in any way "forced." I looked forward to it each night, after a hard day.

And the results of all this? Well, pretty spectacular, really. I mean just think about it, a minimum of 30 hours of modeling a month, wisely spent, produces a lot of assembled and painted parts. I have finished one 1/48<sup>th</sup> aircraft model, one 1/72<sup>nd</sup> armor model, and am coming close to finishing two 1/35<sup>th</sup> armor models and another 1/72<sup>nd</sup> armor model. About right for one finished model per month, I would

say! And because I am actually seeing results on a consistent monthly basis, I am encouraged to spend even more time on the hobby of building and finishing models. I had forgotten how much fun actually **finishing** a model could be! I now also manage to scrape perhaps two, even two-and-a-half hours out of each weekend day for the hobby. I get up with the children at 7am, and by noon, I have worked in the yard or around the house for at least three hours. Another four hours or so of constructive work in the afternoon, and one has built up plenty of brownie points with the rest of the family to allow a guy extra time for modeling!

One important note: I had prior to all this been working towards improving my modeling techniques in all areas, from improved construction, to decals, painting, and final weathering. Over the past three years, this effort has shown great improvement in my work, to where I placed Second with an armor subject at the 1999 IPMS/USA Nationals in Orlando, and another Second with a motorcycle subject at the 1998 IPMS/USA Nationals in Santa Clara. This winning of awards will almost certainly stop now. Simply put, when your goal is output, you must cut corners in overall "quality". No longer can I spend great amounts of time filling sink marks and ejection pin marks that only someone with a pen light, dental mirror, and a desire to find flaws would see (aka a Judge). My new credo is "if sitting on its wheels/tracks, I can't see it, then that will do." I will no longer spend hour upon hour cutting, filing, and bending little bits of etched brass parts in order to improve on the quality of the base kit. I build out of the box now, with perhaps a few minor exceptions. No more spending hour upon hour scratch building little bits and pieces out of sheet plastic and stretched sprue. My overriding goal is to build all the models I have purchased, or will purchase in the future. My end product, the finished models, will be as good as I can get them, in the time I have allotted for their completion. This will still be perfectly acceptable to me, but perhaps not to some others. But then this is my goal; they can create their own goals for their models.



## Book Review: *4<sup>th</sup> New Zealand Armoured Brigade in Italy* by Jeffrey Plowman and Malcolm Thomas

review by Andrew Birkbeck

A friend of mine spent WW2 in the British Fleet Air Arm aboard carriers in the Pacific. Immediately after the cessation of hostilities, he found himself in Newport News, USA, where his ship underwent some minor repairs. Ashore the first day in port, he and his friends ran into a friendly group of US sailors, and started chatting amiably. At one point in the conversation, one of the US sailors called across the bar to a friend to come over and meet "some of our brave allies in the war against the Japs." To which the other sailor responded with a look of incredulity, "can't be, we beat the Japs all by ourselves." Such was the ignorance of many.

It wouldn't surprise me to find some out there who believe that the US military single handedly defeated the Axis forces in Italy, and "what the heck is a NZ Armoured Brigade in Italy?" Well, exist it did, the 4<sup>th</sup> NZ Brigade consisting as it did of three armored regiments. The manpower for this Brigade came from NZ units that had fought in the Middle East where the Kiwis had provided strong support to the British 8<sup>th</sup> Army doing battle with the Afrika Corps.

The Kiwis landed in Italy in October 1943, immediately moving to the Sangro front, where they joined up with the 2<sup>nd</sup> NZ

Infantry Division doing battle with the Germans. Following action here, the Kiwis next found themselves helping out at Cassino, along with the British, Americans, Canadians, and Poles. Then it was off to join in the battle for Rome, then Florence and on to Trieste.

As one might imagine, books on New Zealand armored formations in WW2 are not exactly thick on the ground. In fact,

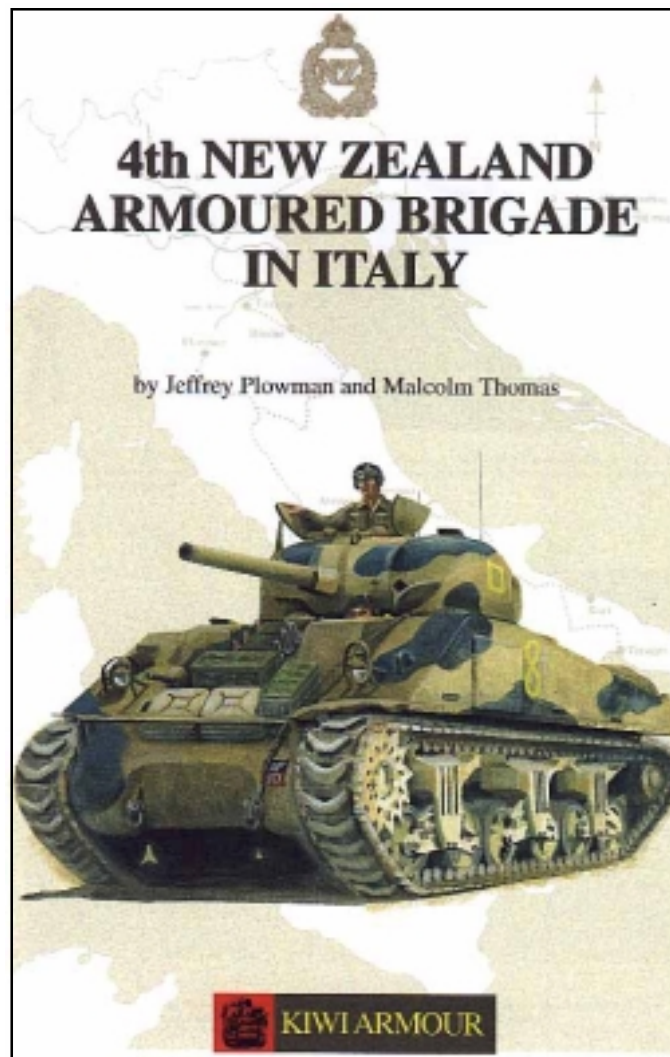
good potted history of the Brigade's activities in Italy. Also included is useful information such as unit organizational charts, lots of fairly crisply reproduced black and white pictures of the men and machines that made up the Brigade, color and markings information, and even a "Modelling NZ Armour" section, detailing kits to be used in making up a collection of Kiwi armored vehicles.

And what a great mixture of vehicles the Kiwis used. Sherman III's (M4A2), Sherman VC Firefly, M10 Gun Motor Carriage, Stuart V (M3A3), M31 Armored Recovery Vehicle, M3 White Scout Car, Universal Carrier (aka Bren Gun Carrier), Scammell Pioneer and Diamond T M20 tank transporters, etc. All of these vehicles are available in kit form from one source or another.

All in all, a great book on a neglected chapter of the Allied push through Italy in WW2. And one that allows the modeller to take well-known US military vehicles, and create something a little different. When was the last time you saw a military vehicle in NZ markings? (NB: Italeri's 1/35<sup>th</sup> kit of the M3 White Scout Car actually comes with markings for New Zealand vehicles in Italy).

Hopefully one or two of you might be interested in obtaining this book for your collection. If so, please contact me as the book is currently available only directly from the authors. Cost is a very reasonable NZ\$27, which includes airmail shipping to the USA. This is US\$17, and I can arrange for payment to be made to the authors

in NZ funds, for this amount, saving you the hassle and expense of having to purchase a foreign check from your bank.



this is the first to enter my reference collection. It was a very pleasant surprise to discover via the Internet that this book had been self-published by the two authors. The book consists of 44 A4 sized pages, contained within a soft covered card cover. Packed within these pages is a



## Academy 1/72<sup>nd</sup> Scale Messerschmitt Me 163B/S

by Greg Reynolds, IPMS Santa Rosa

The first impression you have on opening the box is that this is a beautifully done kit. There are 35 medium gray parts and 5 clear for the aircraft itself with 18 more for the Scheuschlepper, the Komet's unique ground handling tractor. This kit also includes optional parts for the two-seat Me 163S as well as faired and unfaired tail wheels. All the parts are all crisply molded, totally free of flash and sink marks. The surface detail is finely scribed and generally agrees with photos. The fabric surfaces are nicely represented, although it is a little heavy handed on the upper side of the ailerons for my taste. All the main components fit together without gaps.



The engineering of the kit seems needlessly complex. It is very similar to the 1/48<sup>th</sup> scale Tri-Master kit. The main fuselage is molded in upper and lower halves while the tail cone and vertical stabilizer are left and right halves. The break for the tail cone is at a point well aft of the real joint. This means you can sand the seam without worry of re-scribing. The wings are molded with the correct "wash out" (twist) and feature separate leading edge slats.

The cockpit is nicely detailed with a tub, seat, instrument panel, stick, and rear bulkhead. There is an additional separate

lever, the flap hand pump, but as molded it appears to block the pilot's left leg from reaching the molded-in rudder pedals. The detailing in the cockpit is basically correct.

The rear quarter windows behind the canopy are molded as a single-piece "arch". This does simplify assembly, but I wish Academy had gone a step further and eliminated the thin rib of gray plastic between the canopy and the rear window segment. Another flaw in Academy's approach is that this clear segment also has molded onto it the armored glass behind the pilot. This means that the armored glass is too far aft and creates a nasty edge lighting effect on the quarter windows. If this bothers you as well, it is possible to cut and file the optional windscreen for the "S" to replace the "B" quarter light part and eliminate all these problems.

The front armored glass is molded as a separate piece, although it is a little

undersize because of the thickness of the canopy.

The skid is naturally a separate piece and the "well" for the retraction mechanism is molded open.

This area begs for some additional detail since the kit only (and incorrectly) provides two crude posts to support the skid.

The two-seat "S" option consists of a whole new upper fuselage half, a two-place bathtub, extra cockpits bits, second canopy and windscreen.

The Scheuschlepper is a vast improvement over the Heller kit, but it is still a little simplified, especially the tracked wheels.

Decals are provided for 1/JG 400 "Yellow 26" (Baron Munchhausen), 2/JG400

"White 14" (Flying Flea), and a generic Luftwaffe marking for the "S". It is a shame that Academy did not include decals for the "S" in Soviet markings since this is how it appears in all known photographs. The decal sheet also includes a comprehensive set of stencils and white a/c numbers 0 to 9. There are no swastikas and the colors of Baron Munchhausen are not correct. My sheet is a little out of register on the unit badges, but otherwise the decals look quite useable.

### Pick of the Litter?

So, besides having fashionable scribed panel lines, is there any reason to pick the Academy '163 over the Heller or Airfix? Let's compare.

The first thing you notice is that they are all different lengths! The difference between the Heller and the Airfix is about 3/16"! The Academy falls in-between, slightly longer than the Airfix. This is not surprising. I discovered the same thing when I dug into the library. Few books agree, quoting lengths ranging from 6000mm (19' - 8 1/4") to 5700mm (18" - 8 3/8"). This is not an uncommon problem, which deserves a separate article.

Draughtsmen and mold makers misuse many published dimensions because there is no indication of what the numbers mean. "Span" is usually unambiguous, but "length" can mean many things. Is it measured to the end of the fuselage, end of the rudder or end of the elevator? Is it parallel to the fuselage axis or the ground? Does it include or exclude pitot tubes, gun barrels, or antenna? Sometimes dimensions refer to engineering datum points that have no physical reality.

Well, getting back to the Komet, I located a published wartime Messerschmitt drawing of the Me 163B in Alexander Lippisch's *The Delta Wing, History and Development*. It clearly shows 5920mm (19'-5") between the tip of the generator hub and the end of the rocket nozzle (parallel to fuselage). Although labeled as the "B" model, it is not clear that this drawing is of

*continued on page 12*

## So You Want to Fly a PBY?

**from Don Kile, Santa Ana, CA,  
via RUPANEWS,  
via Walt Fink**

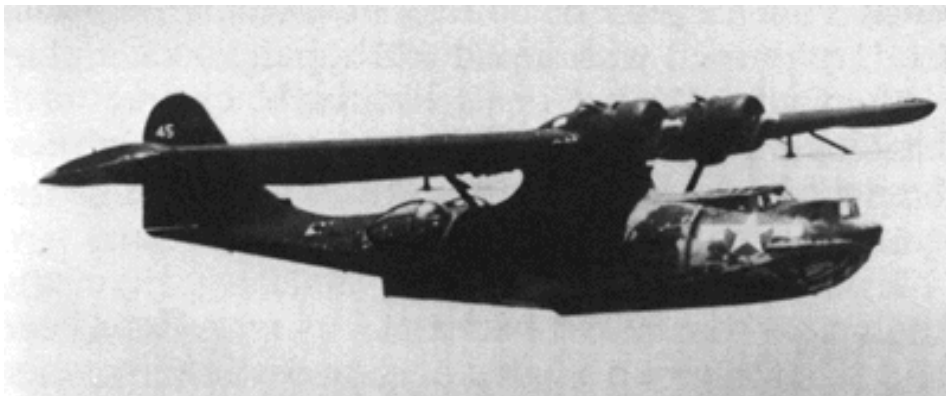
I can see why you would want to fly a Catalina, but you wouldn't care to do it for a living. I used to watch the PBYs (I don't think they were called Catalinas in 1939) making their stately circuits around North Island over San Diego Bay. I thought there could be nothing finer than flying one of them.

I was wrong.

I flew in them for a year in Hawaii on uneventful patrols far from the actual war. They were steady and comfortable, but no fun to fly. We had good hot meals from the galley and the bunks were very comfort-

He should have quit when he was ahead. This time at the top of the loop, everything that wasn't tied down bowed to the law of gravity and dropped to the top of the plane. Believe me, we carried a lot of unattached equipment in a PBY. There was all the navigator's equipment, the radioman's typewriter, a galley full of pots and pans, manuals, and even a potty with a paper bag insert full of you-know-what. Not to mention a few years' accumulation of dirt and detritus in the bilges. Tom never tried it again.

The PBY was much loved by the Black Cat Squadrons who sank many a ship on night bombing runs, and as Dumbos they saved many a downed flyer, but when attacked by Zeros they fared rather poorly; two fifties and two thirties was not very impressive armament. Believe me, we were happy to accept the PB4Y as a replacement.



able. (Some of my airline colleagues will understand my appreciation of the bunks.) To me, the beautiful thing about it was landing at night in Kaneohe Bay. As I recall, the procedure was to steady on at 68 knots with a 300 fpm rate of descent and just hold it there until we heard the gentle lapping of the waves on that big hull.

It was not an agile plane by any means, but one of my college classmates did manage to loop one. He said he was in a steep climb when he realized he had gone too far so he just kept going. It worked out fine—perfect [one] G forces. In fact, it worked out so well he decided to try it again.

## Williams Brothers Photo Gallery

**by Carlo Medina, General  
Manager, Williams Bros. Inc.,  
via Keith Laird**

I have some exciting news for you and I thought this would be of interest. A number of you have been sending me digital images of your Williams Brothers "built-up" models and they are fantastic! You will now be able to post all those great pictures at our Web Site with full credits

given to yourself and contact info if you choose. At the bottom of our Home Page you will find a "Visitor Photo Gallery" button. Complete, detailed instructions are there in regards to uploading your images. All posts will appear immediately.

So come on! Lets get the gallery filled with all sorts of current and past Williams Brothers projects that you guys have been working on. Hope to hear from all of you soon.

<http://williamsbrosinc.com>

## Attention Modelers: An Ideal Display Case for Your Models at Home

The following *museum quality Plexiglas cases* are available at very, very reasonable prices.

8 X 12 X 8H	\$28.00
18 X 33 X 14H	\$83.00
18 X 22 X 16H	\$58.00
22 X 40 X 24H	\$90.00
26 X 40 X 24H	\$127.00

The above prices are nearly one-third of present retail prices.

Please call or fax Mrs. Mieke Hayes at 360-779-9394.

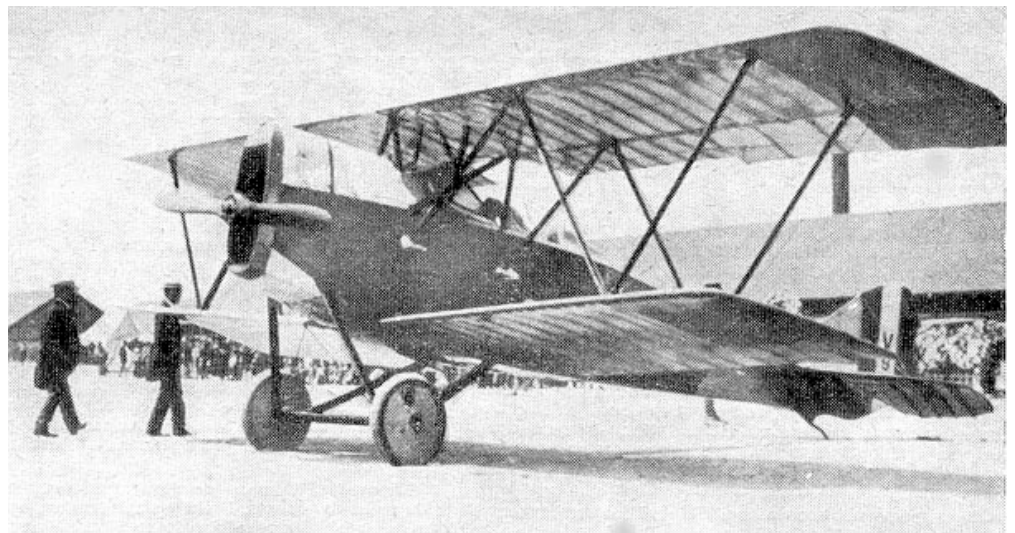
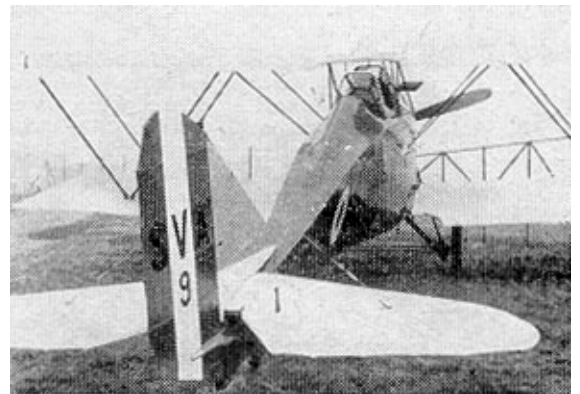
## Why the Case Ads Are Being Repeated

You may have noticed that two ads for cases are being re-run in this issue, the one above, and Andrew Bertschi's on page 5. Both have been run in recent issues. However, there is both rhyme and reason behind repeating them. Andrew has a new e-mail address in his ad, to replace the incorrect one given last month, and Mrs. Hayes' telephone has been out of order for some time, and she may have missed any calls that came in. If you were unable to contact either one of them before, why not try again?

## Ferrarin Rises Again!

by Greg Reynolds

Not to flog a dead horse, but I just ran across a few more photos of our old pal, Arturo Ferrarin. [See Seattle Chapter News 12/99 and 1/00 - ED]. These are from an old (probably c.1970) *L&K*. All were taken in Osaka. The one of Arturo in samurai garb is great!





## Academy Me 163

from page 9

a production version. It illustrates under wing cannon pods, which as far as I know were never developed. I needed a reality check.

I posted the question on RMS and got a reply from IPMS member Caz Dalton, whose model appears on this page. He quoted me a length of 5900mm (19' - 4 1/4") measured from the Canadian War Museum's Me 163, which is now awaiting restoration at the National Aviation Museum of Canada. That's good enough for me. I consider the 5920mm to be correct. This is the same figure that Ian Stair used in his fabulous scale drawings (MAP # 2907) which first appeared in *Scale Models* June 1970. (I have also been able to verify Ian's depiction of the wing against original dimensioned drawings. Chords, span, and sweep are all correct.)

It turns out the Heller kit is the closest to the correct length. It is about 0.05" too long. The Academy is about 0.075" short and the Airfix about 0.150" short.

On span, the Heller is again a little over, the Academy and Airfix are right on. However, the Academy kit has another problem with the wing. Because the fuselage is a little scrunched, so is the wing root chord. This tip chord is fine, but at the root it's about 0.03 shy on both the leading and trailing edges, about 0.06 on the total chord. Although the Airfix fuselage is even shorter, its wing does not suffer from this distortion.

If you are a real masochist, you could add a 0.075" plug to the Academy kit between the fuselage and tail cone, raise the vertical stabilizer, scab on the Airfix wing and wing roots... But sacrificing all the surface detail wouldn't be worth it for most modelers.

There are a couple of areas where the Academy kit really shines. I think it is the first to correctly capture the contours of the upper fuselage. It is quite flattened, not a circular arc as previously kitted.

The ventral spine, which runs from the skid to the tail wheel, really has a constant width, as depicted, until it reached the tail wheel well. All of the taper occurs in the tail wheel fairing. I think the edges of the spine are too square and should be rounded off a bit, but otherwise this area with all its vents and bumps is superbly done.

Although not perfect, I think the Academy is the kit of choice, and one that most will build straight from the box with great results.



However, there are a few things worth correcting, some easy, some not. Curiously, the four support ribs for the slats are not included. They are quite easily seen from the underside of the wing. The kit has a large bump at the base of the pitot tube. This should be filed away. Although the kit includes a panel under the rear quarter windows, so you can't see into the fuselage, it omits the panels between the windows so it is (incorrectly) possible to see through the two windows sideways. Add the two little triangular wedges with lightening holes. The bottom edge of the tail wheel well is too high. Add a skirt of styrene sheet to lower it about 0.040". Replace the crude skid supports. The real mechanism has three triangular levers made of welded tubing. It will be a challenge to model, but is a very distinctive feature of the Komet. (This may be in one of the photo-etch sets, but I'm not aware of it.)

Although basically correct, I find the cockpit very cramped. I'm sure this is the result of the thickness of the plastic in the fuselage walls forcing everything inward.

With a little judicious thinning and trimming you should be able to widen the tub by 0.040" and replace that ridiculously narrow seat. Another feature that can be easily fixed is the shape of those lethal "T-stoff" tanks on either side of the cockpit. Those tanks have very large radii, not sharp corners. This is very obvious in photographs. Eduard makes two PE sets for detailing: 72099 for the Heller kit (it contains mostly parts for the Scheuschlepper) and "Zoom" set SS136 for the Academy kit (mostly cockpit stuff).

### References

Fortunately, Rob de Bie has created an Me 163 "Home Page":

<http://www.kolibri.lr.tudelft.nl/people/students/fun/rob/model163.htm>

Rob has listed just about every kit, decal, accessory, book and article ever published on the Komet. He also has links to other Komet material on the web. You will find an amazing collection of close-up photos of preserved Komets from every imaginable angle.

I'll just mention a few of my other favorites. Already mentioned is Ian Stair's scale drawings MAP # 2907. Although these first appeared in *Scale Models* June 1970, I'm sure they have been re-published many times since. They are worth looking for. I think these are the most accurate scale drawings available. There is a fine set of detail sketches by S. Nokara in *Koku Fan's* monthly feature "Modeling Manual" c. 1982. (Sorry, I don't know the exact date.) Unfortunately the scale drawings are based on an incorrect overall length. Another fine collection of detail drawings can be found in *Model Art* #348 "German Jets in WWII," c. 1980. If you really want to build that two seater, try to get a hold of the German magazine *Zugzeug* 6/91. It contains a dozen photos and drawings of the Me 163S undergoing evaluation by the Soviets. An English translation is included. Lastly, two highly recommended classics about the history of the Komet from the insider's perspective: *Rocket Fighter* by Mano Ziegler and *Top Secret Bird* by Wolfgang Spate.

## NorthWest Scale Modelers Model Show 2000

NorthWest Scale Modelers will be holding their annual Exhibition and Contest on Saturday, June 3, at the Seattle Museum of Flight, 9404 East Marginal Way South, on the west side of Boeing Field. Contest registration starts at 10am, and runs until 12 noon. Public viewing is from 10am to 3pm; the room is closed for awards from 3pm to 3:45 pm, and reopens at 3:45pm. Models may be removed at 4pm, and must be removed by 5pm, when the show closes.

Contest or exhibition model entry is included with regular Museum of Flight admission; Museum of Flight members do not need to pay to enter the show. There is no limit to the number of models you may enter.

Contest categories are similar to those at the IPMS Seattle Spring Show, with a couple of exceptions; there is no "Flights of Fancy" category or Pentathlon competition; and the Modelfying subject this year is any 1/72<sup>nd</sup> scale Messerschmitt Me 262 kit. At least one major base kit part must be apparent in the end result of a Modelfying entry. There is also a separate Youth category for modelers age 10 and under, in

addition to the regular Junior categories for ages 11 through 15. All Youth and Junior entrants will receive prizes and ribbons. There will be door prizes for adult entrants.

There will also be a display-only exhibition for those not wishing to enter their models in the contest. Everyone is encouraged to bring as many models as he or she wants.

For more information, contact Andrew Birkbeck at 206-522-3539 or by e-mail at [abirkbeck@worldnet.att.net](mailto:abirkbeck@worldnet.att.net) or Bill Johnson at 425-257-3284.

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## Golden Age Stars of IPMS #5

**Lupe Velez'** career was one of transitions; from Mexico City to Hollywood, from silent films to the talkies, from dramatic roles to comedy. She and Dolores del Rio were the two great Hispanic female stars of Hollywood's Golden Age. Lupe's vitality and talent were best shown in the series of *Mexican Spitfire* comedies that she made in the late '30s and early '40s.

Unfortunately, she's better remembered today for her love affairs (a disastrous romance with Gary Cooper, and a failed

marriage to Johnny Weissmuller) and the tragic-comic circumstances of her 1944 suicide. She deserves better.



One way to memorialize her justly would be a "what if" model. Think of her nickname, the Mexican Spitfire. Mexico never flew the greatest fighter of WW2, but wouldn't a Spit Mk.IX look great in natural metal, with those red, white, and green triangles, and Lupe's name, or perhaps some nose art if you're feeling ambitious, across the lower cowlings...

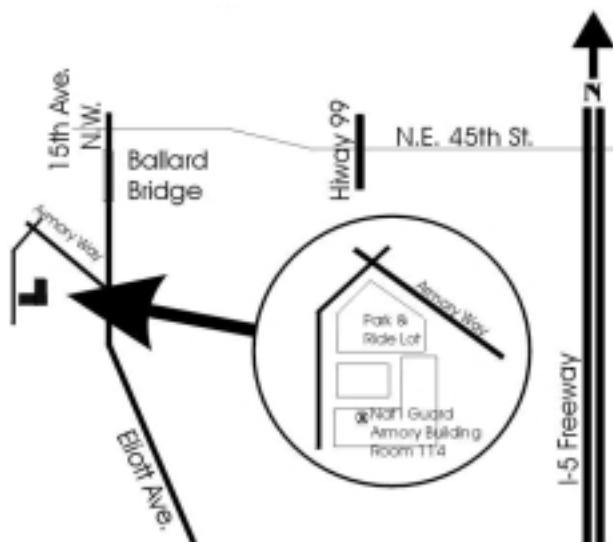
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## Meeting Reminder

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## Saturday, May 13 at 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.