

# Seattle Chapter News



Seattle Chapter IPMS-USA  
September 2000

## PREZNOTES



And yet another “airline” Preznotes. The airplane is broken. To paraphrase Monty Python’s “Parrot Sketch,” the airplane is “Dead. Definitely deceased. Bleedin’ demised. Passed on. No more. Ceased to be. Expired and gone to meet its maker. Late. Stiff. Bereft of life. Resting in peace. Pushing up the daisies. Rung down the curtain and joined the choir invisible.” However, I do find it a bit of a stretch for it to be “pinin’ for the fjords.”

The most positive thing I can say for the airline industry at this point is that it gives me a lot of time to write this column! Don’t get me wrong, I truly love to fly, but for once it would be nice to leave on time, in an airplane that isn’t like a 6-ounce can filled with 8 ounces of Spam.

Well, they’ve found another airplane. I can write the rest of my column now. Much better. I even have a modicum of room for my knees this time. As of the beginning of August I have completed nine models this year. One ship, two sci-fi space ships, one figure, and five aircraft. I have already surpassed my output from last year. One thing I’ve been doing recently is starting multiple projects with similarities: a batch of Navy aircraft, a batch of Luftwaffe aircraft, and now on my bench, three Korean conflict aircraft. I think my productivity has increased because I’ve been able to gang together various aspects of each group. For example, on my Korean projects I did all the subassemblies on the models I’m working on (Monogram B-26 Invader, Monogram F9F Panther, and Revell H-19 helicopter), sprayed all three interiors at the same time using the same color, and basically finished the interiors. Three models pretty much done in two evenings. Well, the interiors anyway. I’ll continue the process like a production line until done - putty all of them (no Tamiya kits here), exterior paint, which will slow the line down as all three have different color schemes, then finishing/decals/weathering until all are done. I am considering for my next gang project a whole swarm of Me 109s. I don’t know why I have so many as

it is not one of my favorite aircraft, other than the fact that the British, Americans, and a few other Allies flew quite a handful of them. It will make an interesting collection. However, I have so many of them I may even have to do one in Luftwaffe colors!

The three Korean conflict models have been a pleasure so far. I had the B-26 in subassemblies and ready for interior paint from the time Dorothy says “I don’t think we’re in Kansas anymore” to “There’s no place like home.” It went fast. I may have to start another... The H-19 I can build blindfolded because I built a bazillion of them when they were only 69 cents and I was under 5’ tall. The orange Antarctic scheme with the bright orange plastic. Remember that? On this one I have scratch built a cabin interior that the original never had. I would buy an aftermarket set for this model **if someone made one!**

These Korean aircraft I’m working on are part of a project that Andrew Birkbeck has organized commemorating the 50th anniversary of the Korean conflict, for a display at the Fall show in Vancouver, BC

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

**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, 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.

**September 16, 2000 (3rd Saturday)**

**Other dates TBA**

**IPMS/USA NEW MEMBER APPLICATION**

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If recommended by an IPMS member,  
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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

## Sword 1/72<sup>nd</sup> Scale Beechcraft T-34C Turbo Mentor

by Norm Filer

The modeling world is not populated by an overabundance of trainer kits. When a new one comes along it usually fills a long overdue space on the modeler's shelf, and hopefully even on a few display shelves. Why we are not more attracted to trainers is best left to those with more insight than I have, but it probably has something to do with "less glamorous" or something. Another of the gaps has finally been filled!

In any event, when this kit arrived on my desk, several long dormant but far from dead mental color schemes started slowly swimming to the surface of an already overcrowded brain. The white/gold/blue one from TAW-9 for the Navy's 50th Anniversary of Naval Aviation, the various test schemes used to establish a new trainer scheme, the unusual U. S. Army birds. Though not my usual choice, several foreigners came to mind as well.

Wow! I could use several of these things!

### History

The Beechcraft T-34 Mentor had a long and somewhat difficult birth. At the end of WWII there were enough surplus trainers in the U. S. military to just about give every GI his own airplane. And the requirement to train new pilots was declining just about as fast as the post war military budget. The only people interested in new military airplanes were those building and trying to sell them. Beechcraft was in about the same situation as all the rest of them; If they didn't sell something pretty quick, they were out of business. Beechcraft had done much better than many. They had the new and successful A35 Bonanza on the market and were doing OK. But what they really needed was a military order to keep things moving.

Walter Beech felt there was a need for a new trainer and proceeded with the company funded prototype designated

Beechcraft model 45. It shared the same landing gear, wings, and a large portion of the fuselage with its civilian brother, the Beechcraft A35 Bonanza. One thing it did not share was the Bonanza's V tail. The design and marketing folks speculated that the targeted military were too conservative for anything that different. But the more conventional tail surfaces bore a striking resemblance to the Bonanza's.

Three were built and all were completed during 1948. After a series of competitions, contract awards to others that were never completed, and inter service rivalry, the Korean War stopped the whole process.

### T-34A

With the war winding down, the Air Force awarded Beechcraft a contract for the T-34A Mentor in 1952. Deliveries started in late 1953. An interesting side note is that in addition to Beechcraft, the Canadian Car and Foundry built 100 Mentors. About a quarter of these went to the Canadian armed forces and eventually found their way to Turkey.

The Air Force did not stay with the Mentor very long. By 1961 they were rapidly moving toward an all jet training program. The Cessna T-37 was rapidly replacing the T-34 as the primary trainer.

### T-34B

The Navy, also now in the market for a new primary trainer, found the Mentor fit their needs quite well, but still dictated some



minor changes to meet their unique needs. The most noticeable external difference is the deletion of the small triangular fairing

below the rudder. While the Navy was the second T-34 customer, they became its biggest user. They built over 400 of them between 1954 and 1958.

In addition to the USAF and the USN, several foreign countries flew both the T-34A and T-34B, including Argentina, Chile, Colombia, El Salvador, Japan, Mexico, Peru, Philippines, Spain, Turkey, Uruguay and Venezuela.

### T-34C

The Navy was much slower in adopting the all jet concept, but the trend was



obvious. In 1973 a contract was awarded to convert two T-34Bs to turbojet power. Beechcraft made an excellent choice in powerplants, choosing the P & W PT-6. The two test articles were designated YT-34C. After considerable testing and some initial concerns about spin recovery the Navy eventually bought a total of 334 T-34Cs.

A quick look at the T-34C gives the impression that it is just a T-34B on steroids. Actually there was considerable change. As mentioned above, the A and B versions are based on the A35 Bonanza. The T-34C kept the fuselage and canopy, but the wings now came from the twin engined Beech Baron. Other components were donated by the Beech Duke. With over twice the horsepower, the tail surfaces were also enlarged and strakes and fillets added. When done it still had a strong family resemblance, but was a very different bird.

Like the earlier T-34s, the T-34C found its way into foreign service, including



Argentina, Ecuador and Morocco.

### The Kit

The first impressions when opening the kit are "Wow!" This thing is small! There is one light gray tree, about seven inches square, two resin parts, and an injection molded canopy. The injection molded parts have the usual somewhat thick sprues, but very little flash and the parts are very



nicely done. Recessed panel lines everywhere and nice detail. The unique grooves on the T-34 control surfaces are well represented by fine recessed lines. They look like corrugated material like the Ford Trimotor or Ju 52 in photographs, but are actually just what they look like on the model - grooves.

The two resin parts are the nose wheel well (?) and a complete cockpit tub. Yep, that's right. A complete cockpit tub. Floor, side consoles, rudder pedals, seats, control sticks, the whole works in one casting. All that needs to be added are the two instrument panels. This single casting may be the highlight of the whole kit. It all looks properly proportioned and delicate.

Two things are quickly apparent. Getting this to sit on its nose gear will be impossible, and you will need to do something imaginative with both the prop and those very noticeable exhaust pipes. The first is not news to those of us who have built the neat little Hasegawa T-34 kit. There is just

not enough room to stuff lead in the nose, and if you used depleted uranium or something, the gear would collapse. The only solution here is to glue the finished product to a small square of clear material.

The second item is equally challenging. The prop is one of the two really poor parts in the kit. When parked, most turboprops appear to be feathered, and look most odd. The kit prop is molded in a more "normal" pitched attitude. The one in this kit looks like some small bugs chewed on one blade. It may be salvageable, but will be interesting.

The exhaust pipes are each two small parts that have pretty much the right external shape but are not hollow, nor convincing. A bit of effort will be required here too.

The real fumble on this play is the canopy. It is injection molded, and appears at first to be overly simple. No frames to speak of and cloudy. When compared to photos it starts to look a bit better in shape. Typical of light planes, the front windshield is one piece, with no frames. The rear portion is also a one-part bubble. Perhaps a bit of work with the polishing materials and maybe a coat or two of Future will make it work.

The decals, like the kit in general, give an initial impression of being overly simple. Again like the kit, there really isn't a whole lot required. What is needed is there and they are quite nice. Markings are provided for a tiger mouthed (again?) white and orange bird from Training Wing Five, based at Pensacola, and an Argentine bird of perhaps blue, sand, and light green?

### Conclusions

Sword has provided us with another neat kit. It appears to be very buildable, with a bit of effort here and there. If you have ever wanted to expand your trainer

collection with some colorful examples, this may just tickle your "build me" button.

The poor instructions make it a bit of a crapshoot in places, and the foggy canopy and inability to sit on the nose gear will be challenging, but all in all a very welcome kit.

Now where is my replacement for the aging and somewhat inaccurate Heller T-28?

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## Johnnie Johnson to Miss Vancouver Show

I am sad to report that Johnnie Johnson will not be able to attend our show this year. He has suffered a mild heart attack and his doctors have forbidden him to fly. We have sent our best wishes along and we hope that JEJ has a speedy recovery.

I am sorry to have to pass this unfortunate news along.

Kevin Brown  
IPMS Vancouver

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## IPMS Victoria Has New Web Site

IPMS Victoria, BC, has a brand new website,

[www.geocities.com/victoria\\_scale\\_modellers](http://www.geocities.com/victoria_scale_modellers)

This site also contains info about the upcoming show, [see page 12 for more information on the September 30 show - ED], as well as further info about our club. For further info please contact me at [whendriks@home.com](mailto:whendriks@home.com) or at the address below.

Will Hendriks, President, Victoria Scale Modellers (IPMS Victoria), 2024 Hornby Place, Sidney, BC, CANADA V8L 2M5 telephone: 250 656 2217

## Tamiya 1/48<sup>th</sup> Scale Dornier Do 335 Pfeil

by Michael Benolkin, IPMS Albuquerque Scale Modelers

### History

In 1937, Dr. Claude Dornier patented the unique design of a “push-me, pull-you” power system for a combat aircraft. However, it wasn’t until 1942 before the German High Command authorized development of this radical design. In many respects, the Do 335 is fairly conventional design employing a low-mounted wing, tricycle landing gear, and a relatively low frontal cross-section for reduced drag. The fact that the aircraft was powered by a Daimler Benz DB603 engine in the nose, modified to allow a 30mm cannon to fire through the spinner, was also nothing radical.

It was just the other DB603 in the tail, which drove a second, ‘pusher’ propeller that was new. *[It wasn’t that new; the concept had been used previously by other WW2 prototypes, including the Fokker D.XXIII and Moskalev SAM-13, though both of them had tail booms – ED].* While the Do 335 was evidently not available for combat duties before the end of the war, flight test results had shown the promise of this design, and design variants were already underway. These included a two-seat night fighter and a fighter-bomber version with a payload of 1000kg of bombs at high speed. Performance data for the Do 335 showed that it had a level top speed more than 40 mph faster than the P-51 Mustang, and despite the twin-engine design (and associated weight), the Do 335 possessed the same agility as its single-engined contemporaries. For air-to-air firepower, not only did it have the 30mm cannon firing through the spinner, it also had two 20mm cannons mounted over the front engine. The Do 335B carried two additional cannons, one in each wing. For survivability, the Do 335 incorporated several innovations. In the event of a landing gear problem, the ventral fin could be jettisoned before attempting a belly landing. On the other

hand, if bailing out of the aircraft was the only option, the aircraft was equipped with an ejection seat. Provisions were also underway to allow for jettisoning the rear propeller as well. The jet-age had all but rendered this concept obsolete for a combat aircraft. Even Dornier’s designers foresaw the promise of jet power and had provisions for a Do 435, powered by a piston engine in the nose and a turbine engine in the tail (this wasn’t a unique idea, Ryan was already working on the same type of power combination in its FR-1 Fireball for the USN. This innovative piston-powered tractor/pusher system would not reappear until Cessna’s Skymaster series. Since then, only a handful of prototypes and unique aircraft, like Rutan’s round-the-world Voyager have also embraced the centerline thrust concept.



### The Kit

Tamiya’s latest release is molded in medium-gray plastic, features engraved detailing throughout the external surfaces, and is flash-free. The kit is comprised of 106 grey parts and five clear.

There are some small ejector-pin marks inside both main gear wells that will be difficult to remove without destroying the nice details molded inside. All of the landing gear doors and the inside of the weapons bay doors are also plagued with ejector pin marks. These will also be a bit of a challenge to remove without damaging the surrounding details.

The kit features a nicely executed cockpit, complete with ejection seat, an accurate Y-styled control column, a nice instrument

panel and rudder pedals. The fuselage is molded in such a way that the two-seat variant will also be available in the near future. In fact, two pilots are included in this release (you’ll only need one this time).

The weapons bay is also laid out nicely, and includes the bomb cradle and 1000 kg bomb. The layout of the cockpit floor and weapons bay bulkheads is very similar to the way Tamiya crafted their 1/48th Mosquito, so assembly should be tight and flawless. Given the volume of plastic aft of the main landing gear, this model would be a definite tail-sitter if not for the steel ballast that Tamiya also includes in this kit. The landing gear detailing is likewise nicely done, though in a reversal of trends, Tamiya did not include flattened tire options in this kit. We’ll have to simply sand down the round wheels or locate a set of Squadron’s True Details Do 335 Resin Wheels.

Markings are included for Do 335A-0 VG+PH (W.Nr.240102), Do 335A-0 (W.Nr.240107), and Do 335A-1 #1-3 (W.Nr.240161). If you want to do an interesting variation, VG+PH was used for flight evaluations by the US before being stored away in the Smithsonian’s Silver Hill restoration facility. This would entail some field-applied ‘cover-ups’ of the German markings and application of USAAF insignia. By the way, VG+PH was rescued from Silver Hill with the help of Lufthansa and some private donations, restored, and is now on display in a museum in Munich.

### Conclusions

I am a bit disappointed with the number of ejector pin marks on this kit. This is not the usual situation with Tamiya kits to date. The loss of flattened wheels is unfortunate as well. Nonetheless, this kit will build into a great version of the single-seat Do 335, and I can’t wait to tackle the *Nachtjager* two-seater in the future. I can recommend this kit for virtually any skill-level builder.

## Web Site Review: “The Battle of Midway,” Webmaster Chris Hawkinson

by Terry Clements

[www.centuryinter.net/midway/midway.html](http://www.centuryinter.net/midway/midway.html)



I'm sure you don't need me to tell you that Midway was the single most decisive battle of the Pacific War. Understandably, it has been the subject of extensive coverage of all types and quality in books, magazines, films and video documentaries ever since those days in June 1942. Now we have this terrific web site, one of the best uses of this medium I've seen recently. The site contains a wealth of information, all nicely organized and presented. Included of course is a detailed, multi-part narrative history of the battle. But unlike so much history writing on the web, this is well written, factually and analytically rigorous, and appropriately documented. Periodic revisions and additions keep the site up to date. In addition to the narrative articles, there are feature articles on related matters such as intelligence issues, veteran's accounts, an art gallery, a model gallery, the usual links to related sites, and a discussion group. The graphic presentation is simple but effective.

One of the features I like best, and the one that drew me to the site in the first place, is “Torpedo Eight in Color.” If you have any interest in early-war naval aviation, you need to dial up this page **right now**. What it contains is a series of color pictures of almost every crew member of the legendary Torpedo Eight. There are also several excellent color photos of VT-8's TBD Devastators. Most of these shots were taken from the incredibly rare color memorial film made by John Ford for the families of VT-8's aircrews. These pictures reveal many interesting, and surprising, details, such as light gray torpedo warheads and twin-gun mounts in the rear cockpits, not to mention all the color and markings details so loved by modelers. But the color photos that are most likely to stick in your mind are the amazing scenes of these planes taking off from the *Hornet* on their ill-fated mission on June 4, 1942.

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## These Are a Few of My Least Favorite Things

by Robert Allen

As Jacob Russell correctly noted in an article a few issues back, we are living in a Golden Age of Modeling. The amount of choice we have today, in kits, paints, decals, and even reference materials, is staggering. The aircraft on my “most-wanted” list are dropping like Kazuhiro Sasaki's forkball – Fairey Fulmar, Sopwith Snipe, Mosquito Mk.IV, and Beech Staggerwing. In 1/72<sup>nd</sup>, of course. Yet there are still a few things that kit manufacturers do that bug me...

1. Separate propeller blades. Just how hard is it to mold the prop blades in the correct pitch? Mold makers have been doing it for years – until recently.

It's a fairly simple task to line the things up correctly, but if you get just one blade wrong, it stands out like a sore thumb. And it's always the airplanes with five blades, like the Academy Spit XIV, that have this “feature,” making your chances of screwing up exponentially worse.

2. Getting the airplane designation wrong on the box. The Japanese manufacturers, to whom you'd give the most leeway (can you write your name in Japanese?) are actually pretty good at getting it right. But what's with the Academy “Me-163”? Where'd the hyphen come from? The classic has to be Revell-Monogram, whose 1/48<sup>th</sup> Spitfire Mk.II is marketed as a Spitfire Mk.II. I guess Revellogram is unfamiliar with the concept of Roman numerals, but how on earth did that one get through?



BTW, I'm not totally pedantic. The “Bf” versus “Me” controversy just amuses me. I know that “Bf” is technically correct, but if Adolf Galland called it an “Me 109”, who am I to correct him?

3. Painting instructions that match the manufacturer's paint line. Airfix and Heller are most noted for this, being linked to the Humbrol empire, but there are others. Revell-Germany gives the paint call-outs as their own line of paints, which is even more frustrating because their paints aren't available over here, and have funny names like “Matt Dust Grey.” That really helps. Tamiya hypes their own paints, but also gives the correct designation, like RAF Dark Green – most of the time. What's frustrating is when they give only their own paint mixes to represent colors you can get elsewhere.



One part XF-5 to one part XF-65 to three parts XF-21; I think they mean RAF Cockpit Green. Humbrol 78 to you and me.

- One canopy option. Many people like to build their planes with the canopy open, to show off superdetailed cockpits. Others, like me, consider adding seat-belt decals the height of detailing. Most kits come with one canopy, either a closed one, or one in several pieces to exhibit in the open state. Someone is going to be disappointed. The superdetailers will either have to saw the thing open, or use an aftermarket canopy, or poor fools like me will be unable to line up the numerous parts correctly. It only takes a couple of extra pieces to provide both open and closed canopies; KP was doing it back in the '70s. Yet, in 1/72<sup>nd</sup> scale at least, it's still a rare occasion when it's provided. It should be standard.

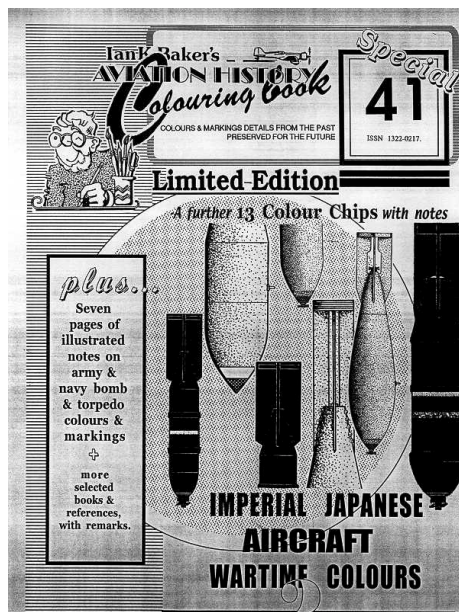
- Weird scales. What's with all these 1/48<sup>th</sup> scale airplanes? Yecch! No, seriously, as much as I kid about the preponderance of these oversized beasts, I realize that other people like to build them, and that I should be tolerant. I draw the line at country "music," but that's another story. No, what I mean are kits in really strange scales, (a 1/53<sup>rd</sup> scale Lockheed 10 Electra, anyone), or kits packaged in boxes that misrepresent the scale. I know that the Revell and Monogram "classics" that are being reissued were often originally made to fit the box size, and that's fine. What bugs me are companies from metric countries, like France and Japan, packaging 1/50<sup>th</sup> scale kits as 1/48<sup>th</sup> ones. The sneakiest was L&S, who several years ago put out their 1/75<sup>th</sup> scale kits, marking them as "1/72<sup>nd</sup> scale class"; i.e. they're close. What was maddening was that some of them actually were 1/72<sup>nd</sup>, but you had to read the box very carefully to figure it out.

Oh well, that's a load off my chest, anyway...

## Book Review: *Aviation History Colouring Book. Part 41: Imperial Japanese Aircraft Wartime Colours 2, and Part 42: Imperial Japanese Aircraft Designations, Wartime Markings & Other Details* by Ian K. Baker

review by Terry Clements

These latest installments of Baker's multi-part *Aviation History Colouring Book* wrap up his set of seven booklets covering WW II Japanese colors and markings. (Parts 36 and 37 covered camouflage and markings of IJN aircraft, Parts 38 and 39 dealt with the IJA, and Part 40 was comprised of a set of 20 paint chips).



Part 41 (8 pages plus card covers) is comprised of 13 additional paint chips, supplemented by detailed drawings and notes on the colors and markings of Japanese bombs and torpedoes. The paint chips provide representative samples of the following colors: interior green variant 1 (Mitsubishi), interior green variant 2

(Kawanishi, etc.), interior green variant 3 (Nakajima A6Ms), interior khaki (Kawasaki), interior blue-gray (early Nakajima), red-brown ("tea color") variant 1, red-brown ("tea color") variant 2, Ki-84 propeller green, propeller tip yellow, red-orange trainer color, wing ID strip yellow, markings blue, and "black-brown color" variant 2. As Baker wisely points out, these chips are "indicative," not "definitive." He also provides useful brief notes for each color, and of course the other booklets in the series provide all the details necessary for using them.



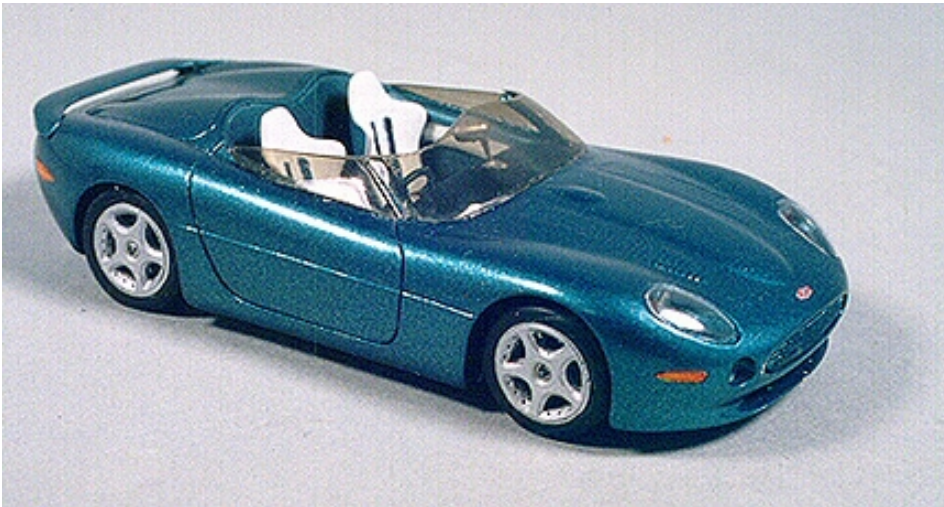
Part 42 (20 pages plus card covers) provides a handy summary of Japanese wartime organizations and aircraft designation systems in addition to a nice overview of the complicated evolution of IJN and IJA command, unit and formation markings practices. Baker illustrates all of this with his usual mass of nicely rendered ink drawings. Although there is still much to be learned about the subjects covered in these booklets, these seven installments of the *Aviation Colouring Book* are probably the best overview currently available. They are highly recommended for modelers wanting sound information in a concise, reasonably priced package.

ISSN 1322-0217. Published by the Author, Queenscliff, Victoria, Australia, 2000.

## Provence Moulage 1/43<sup>rd</sup> Scale 1999 Jaguar XK-180

by Wayne E. Moyer, IPMS Dayton Area Plastic Modelers

Jaguars have always been something special. Whatever their faults (principally Lucas electric components and heavy, oil-consuming engines) in the past, they were more than offset by the lovely bodywork and the exhilarating performance of the cars. The XK-120 took the sports-car world by storm following World War II, the much prettier C-type established Jaguar in World Championship racing, and the sleek, aerodynamic D-Type wrote the Jaguar name into the record books for all time with three victories at Le Mans. Then there was the XKE; if you were into sports cars in the 1960s and 70s nothing more needs to be said. Yes, the E-Type rivaled Italian cars in unreliability, but it looked so great that you didn't need to drive it to love it.



The later 1970s and all the 80s were hard times for Jaguar enthusiasts, but an infusion of Ford money brought new designs and (gasp!!) reliable engines and electrical systems to Jaguar in the 1990s. First there was the V-8 powered XK-8: were my first-born younger I could consider a swap for a British Racing Green convertible! Then the XJS Sedan - I'm not ready for such sedate motoring yet but someday...

Now Jaguar has come up with the XK-180, a beautiful roadster that blends elements of the D-Jag, the rear-engine XJ-13, XKE, and XK-8. Jaguar says that it's only a show car and there are no plans to put the XK-180 into production, but fortunately, for 1/43 scale modelers at least, Provence Moulage has released a very nice resin kit of this beautiful Jag.

The resin body is superb; perfectly smooth surfaces with crisp panel lines and hood louvers. There's "mesh" in the radiator air scoop, but the lower scoop is open all the way through the body. The rear wing is a separate piece, but mine was absolutely straight. Don't worry about the seam where it joins the body as there's one on the real car. The base plate, interior, inner door panels, seats, and wheel spiders are crisp resin castings too, while the wheel rims are machined aluminum with photo-etched brake disks. The tinted windscreen and clear headlight covers are vacuformed, of course. Instructions

consist primarily of annotated photos of a completed model, enough to build the kit but not enough to detail the interior correctly.

Mold lines and flash are almost non-existent on this kit, so parts cleanup took very little time. The first primer coat revealed that there were no pinholes in the body, either (PM castings are improving) but there were a couple of blemishes under

the nose that were easily filled with a small dab of putty. The upper surfaces needed no filler at all. According to *Sports Cars International* (June/July 1999) the color is "Teal Gold," whatever that is. The July '99 *Road & Track* is also a useful reference. Naturally, all the color photos differ somewhat, but I found that Plasti-Kote Ford FM 3958 was very close, and lightened it with GM 3886 just enough to achieve a good "average" of the printed colors. Both the seats and inner door panel castings have the color separation lines engraved in the castings, so I painted both with my body color and then brushed on several coats of flat white acrylic. When all was dry, I sprayed all the interior pieces with semi-gloss clear before applying the instrument panel decals and painting the integral seat belts. The "engine-turned" aluminum instrument panel and console face are supplied as decals with the gauge faces included and look good when carefully applied.

P.M. has done the wheels right for this model; aluminum rims with resin spiders and separate resin backing plates. Since the wheels should be a single solid color, I glued the spiders to the rims and then sprayed the assembly with Metalizer "aluminum", followed by a clear gloss coat. The backing plates were painted "steel" on the outer surface and flat black on the inside. When they were dry the photo-etched disks and calipers were glued to the backing plate before the wheels were assembled. Simple, but very realistic.

Final assembly was a breeze as the few parts fit very well. Leave the windscreen as a single piece; it fits outside the "A" pillars. My finished model matches photos of the car as it first appeared, but by the time "drive test" reports were published individual roll bars had been added behind the seats. Overall lines (from the side) and details, right down to the asymmetric "power bulge" on the hood, match photos very well. Seen from above, the model looks a bit short, but it's not. Wheelbase and length are right on 1/43rd scale, but both width and track are 0.13" too great; almost six scale inches. It's only notice-





able, though, if you very carefully compare the model to overhead shots. All in all, it's an easy-to-build kit that makes a beautiful model of an absolutely stunning car!

SOURCE: Grand Prix Models, 3 Noke Lane Business Centre, St. Albans, Herts AL2 3NY England

<http://www.grandprixmodels.co.uk>

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## It Wasn't Always the Same...

by Hal Marshman Sr., IPMS Bay Colony Historical Modelers

I had a Val in competition recently, and overheard an onlooker say words to this effect, "Too bad the builder of this Val didn't show a lot of bare metal on this. These planes were always very worn." It proves that a little knowledge can be a dangerous thing. I agree, from about 1943 on, Japanese aircraft had a tendency to shed their finish very rapidly. Much of this was due to the very poor quality of late war paint itself. The Japanese were at the end of a very tenuous supply line, and paint of whatever quality just wasn't high on the priority list. In addition, Japanese

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airplane mechanics had a lot more to worry about than keeping their charges up to snuff, finish wise. All this having been said, the viewer mentioned above failed to take into consideration, the info I had printed on my detail sheet, to the effect that this airplane flew off the *Zuikaku* in 1941. Such being the case, none of the above post-1943 info would apply. To the contrary, in the pre-Pearl Harbor days, the Japanese Navy mech crews took very good care of their airplanes, and photos of this period reveal very little in the way of worn paint. Some of the Kates reveal that the Japanese were in the midst of changing their camouflage at this time, as were the Vals, from overall pale grey to dark green, solid or blotched. This means that the green on my example should almost definitely not reveal much in the way of worn bare metal.

This brings to mind the various times I've heard guys say that a particular model just doesn't match the photos or profiles he has seen of the real item. For example, there's the time I built Frank Klibbe's P-47. I had a reference that showed Klibbe's Little Chief with just two victories, and no white outlines on the red nose ring and rudder. At that time, almost everyone was familiar with Klibbe's jug in its final

configuration, although many didn't notice that his inner gear covers were edged in red, ala U. S. seventies jets. Anyhow, I put my version on display and waited for someone to fall into my snare. Sure enough, it didn't take long for one of my best friends at the time, to point his finger, and ask, "Hey, didn't Klibbe's plane have white outlines to its red nose and rudder?" Bingo, snared another unbeliever! We've all done it. You get so familiar with one of Galland's 109's, or Sakai's Zekes, Tuck's Spit, or whatever, that we forget this photo reference was what the airplane looked like at one particular instant in time, and very well might have changed the next day, or changed since the day or week before. Might even be a different plane!

The aforementioned Galland was known to have more than one fighter in his stable at one time. Of course we all remember Heinz Baer, and #23, when red 13 was his normal mount. Look at George Preddy; if memory serves, we can document one razorback jug, two P-51Bs, and two P-51Ds, all variants on the "Cripes Almighty" theme. I remember a fellow who fell victim to this malady. In his case, he had chosen Preddy's last spam can, with his final tally of victories. Did a nice job with the plane, and natural metal finish. Only trouble was, he showed it while having its D-Day stripe applied. Too many victory markings and the wrong plane for the time the modeler was trying to depict. The list goes on and on, but I think you get my drift. This is particularly important if you are a contest judge. If you differ with someone as to why he/she has decorated their model in what seems to you to be an incorrect scheme, try to locate the modeler and question him, if you feel strongly that he has erred in his choice of colors or markings. He may have access to info you haven't seen. Unless you have a glaring situation here, with no plausible explanation, just give the builder the benefit of the doubt, particularly if you have what seems to be a well turned out model, otherwise.

*Continued on page 15*

## South African Air Force F-51 Mustangs in Korea

original article by **R. Allport**,  
additional research by **A. Dyason**,  
IPMS South Africa

After WWII, Korea was of little importance to the West, it but saw the first combat of what became known as the Cold War, between East and West. Korea's geographical position between the Soviet Union, Communist China, and Japan was the main reason for the conflict, as Korea was divided into two areas, North and South, after WWII. The 38th North parallel divided the two areas. In 1947 the UN wanted to establish an independent state, but the Soviet Union refused UN control over the Northern part. Therefore, separate elections were held in the two areas, which resulted in two governments, each claiming the whole area of Korea. The US and Russian forces left Korea in 1949 and both North and South Korea intensified their propaganda campaigns and even sabotage and terrorism, against each other.

When the Korean War broke out on 25 June 1950, with some 90,000 North Korean soldiers and hundreds of Russian-built T-34 tanks crossing the border and overwhelming the South Korean forces, South Africa, as one of the founding members of the United Nations, decided to contribute a fighter squadron to the Allied Forces. The UN had acted quickly, calling for a cease-fire, and, when this was ignored, passed a resolution authorizing the UN to send troops to help South Korea. The South African Prime Minister, Dr. D.F. Malan, stated during the debate that followed South Africa's decision to take part that he felt it was South Africa's duty to side with the anti-Communist countries to combat 'aggressive communism' wherever necessary.

While General MacArthur was gathering all the troops, aircraft and ships he could muster in the Far East, 50 officers and 157 other ranks of 2 Squadron sailed from Durban on 26 September 1950 for Yokohama Harbor, where they were

welcomed by the Americans. Altogether, 15 other nations sent troops and equipment to join the main American force in the Far East. Their contribution was small when compared to the large American commitment, but served to emphasize the unity of the countries of the UN in making a stand against communist aggression.

The pilots of 2 Squadron underwent conversion training on F-51D Mustangs and by 16 November were ferrying their aircraft across to Pusan East Air Base in

Within a few weeks of the start of 2 Squadron's operations, however, the situation had changed. On 16 October 1950, the Fourth Field Army of the Chinese People's Republic began crossing the Yalu River in secret. At first the Americans thought it was a 'limited intervention' by Chinese volunteers to help the North Koreans avoid total defeat, but by the end of November it became clear that the Chinese had entered the war against the UN forces. Full scale attacks by the Chinese started on 26 November and 2



Korea. Three days later, two of the pilots took off together with two USAF pilots to fly the first South African combat sorties of the war. At that time MacArthur had just made his famous landing at Inchon and the Americans were pursuing the fleeing North Korean troops towards the Yalu, confident that victory was in sight.

The South African squadron came under the operational control of the 18th Fighter-Bomber Wing of the US Fifth Air Force, which was the tactical air force of the Far East Air Forces (FEAF). The task of 2 Squadron was to destroy enemy air power, support the ground troops, fly air strikes, and carry out reconnaissance flights for the ground troops.

Squadron was thrown into a major air effort to stop the flood of over 200,000 Chinese troops from overrunning the now retreating UN forces. The weather at this time was extremely cold and the ground crews worked under freezing conditions to keep the Mustangs flying, often having to scrape ice and snow off the aircraft before they could take off.

On 5 December the first SAAF aircraft was lost when it attacked a railway truck that turned out to be loaded with explosives. The resulting blast knocked the pilot temporarily unconscious and he was forced to crash land. An American L-5 aircraft later landed on a narrow road near

the crash site and was able to rescue the pilot and his observer. The squadron flew numerous sorties to assist the hard-pressed ground forces, but were continually moved back to new bases as the communist advance continued. Despite the all-out air offensive, the UN troops were pushed back to Seoul and on 6 January 1951 they abandoned the city and moved further back to pre-arranged defensive positions. The air attacks were intensified and the aircraft found that they were subject to an increasing amount of ground fire from the communist forces. During February at least 3 SAAF aircraft were lost as a result of small arms fire while strafing enemy vehicles and troop positions.

On 1 March the squadron flew 32 sorties in one day, establishing a new record in 18th Fighter-Bomber Wing, destroying seven vehicles and two tanks, but at the same time losing another two pilots. By this time General Ridgeway had decided to counter-attack in Central Korea and sent the 25th US Division across the Han River. The communists abandoned Seoul and on 15 March the 8th US Army drove into Hongchu in the central area. No 2 Squadron was by now fully integrated into the 18 FBW and was building a reputation for operational skill and aggressiveness. By 12 April 1951 the squadron had flown 2,000 sorties against the enemy and received a letter of appreciation from Lt.Gen. Stratmeyer, Commanding General of the Far East Air Forces. Lt.Gen. Patridge, Commander of the 5th Air Force also complimented the South Africans on their 'outstanding performance'.

On 22 April the communists launched another major offensive with 70 divisions, forcing the UN forces to withdraw in some sectors of the front, but by the end of the month the attack petered out, largely due to the efforts of the air force in disrupting enemy transport and supply dumps. On 9 May a huge strike, comprising 300 aircraft, took place on the communist air base at Sinuiju. Major Blaauw of 2 Squadron was awarded the American Silver Star decoration for his part in protecting and rescuing a downed pilot. By 22 May the communist

offensive had collapsed and by the beginning of June the UN forces were again in possession of all South Korean territory.

On 24 June another SAAF pilot won the American DFC when he led 3 other Mustangs in an attack on enemy troops that were poised to overrun an American position. One of the Marines later commented that:

*"We were catching all hell because of an overwhelming G--k counter-attack. The tide of battle was leaving casualties in its wake like seashells cast upon a beach. It was then we saw four silvery streaks plummet from the skies with guns blazing. It was so wondrous a sight we completely forgot our whereabouts or line and just stood up in our foxholes and cheered. The Hall of Fame does not possess any greater men than those who flew that day."*

In July, with the start of peace talks at Punmanjon the air war entered a new phase, with the emphasis now on maintaining air superiority. On 8 July, 2 Squadron had its first encounter with MiG-15 fighters, but the Mustangs managed to beat them off. The UN forces launched a major offensive on 18 August, and 2 Squadron was kept extremely busy. On 25 September the squadron flew 40 sorties in one day, the highest number since its arrival in Korea. In a total of 4,920 sorties in its first year, the squadron had lost 36 of its 61 aircraft, but had destroyed over 2,000 buildings, 458 vehicles, 14 tanks, 13 bridges and numerous other targets.

On 20 March 1952 the squadron had its second encounter with MiGs when a flight of four Mustangs was attacked by five MiGs, resulting in one Mustang being shot down and one MiG damaged. The communists now had flak batteries placed along all their railway lines, making air attacks extremely dangerous. Nevertheless the air attacks were increased in order to put pressure on the communists at the peace talks.

The increasing appearance of MiGs led to No 2 Squadron being re-equipped with F-86F Sabre jets and training courses were held in Japan in November. The last mission flown by Mustangs was on 27 December, and by January the first Sabres had arrived. Training of the SAAF pilots continued into February and by 12 March the squadron was once more flying sorties. The squadron was mainly employed in a ground attack role as the Sabre proved to be an excellent aircraft for dive-bombing, carrying two 1000lb bombs or napalm and rockets.

Finally, on 27 July an armistice was signed, with 2 Squadron flying a record 41 sorties that day before the armistice finally went into effect. The overall total of sorties flown by 2 Squadron during the war was 12,067 and altogether 34 pilots and two ground crew had lost their lives. By October all operational flying had ended and at the end of the month the SAAF pilots began to return home to South Africa. As the last of them was about to leave Korea the Commander of 18th Fighter-Bomber Wing showed his high regard for the Flying Cheetahs by issuing a Policy Order that said:

*In memory of our gallant South African comrades, it is hereby established, as a new policy that all Retreat Ceremonies held by this Wing, the playing of our National Anthem shall be preceded by playing the introductory bars of the South African National Anthem, 'Die Stem van Suid-Afrika'. All personnel of this Wing will render the same honors to this Anthem as our own.*

The Korean people erected a SAAF Memorial, 60 km southeast of Seoul as a tribute to the 36 South African personnel who lost their lives during the Korean War.

### **The SAAF Museum's F-51D Mustang**

The SAAF used the Mustang from 24 September 1944, when P-51B/C Mustang IIIs replaced Kittyhawks in 5 Sqdn, during the Italian campaign. P-51K Mustang IVAs, plus a few Mustang IVs, were introduced later. It was extensively used until October



1945. 2 Sqn again used Mustangs, re-designed F-51Ds in the Korean conflict from 1950 to 1952. When the Sabre entered service in 1952, the Mustang's career in the SAAF was over.

One of the main goals of the SAAF Museum is to acquire flying examples of important aircraft flown by the SAAF during its 80-year history. In 1986 all the ex-Dominican F51D's went to Florida in the USA for sale. FAD 1917 (c/n 122-38661) was an F51D-20-NA built as s/n 44-72202 and delivered to the USAAF on 9 Jan. 1944. In 1945 it was delivered to the 8th Air Force in the UK, but it is unlikely to have seen combat. In March it went to the Swedish Air Force where it received the

identity Fv. Nr. 26112 and was operated by F16 Wing at Uppsala. On 31 October 1952 it was one of 42 Mustangs sold to the Dominican Republic, where it saw considerable action with the FAD.

FAD 1917 arrived in Cape Town on 14 November 1987 and moved to Lanseria. The aircraft had extensive corrosion, but the SAAF's excellent ground crews rectified most of it. The engine was completely rebuilt by the Museum's technical teams. Despite the difficulty of obtaining spares for the aircraft, the project was completed in September/October 1998. The color scheme represents no 325, an aircraft used by the SAAF in Korea, which was built from three wrecks

by the ground crews. A photo still exists that shows the name "Patsy Dawn". This refers to the names of the crew chief's two daughters. The pilot was "Tubby" Singleton, who even today, has a photo of 325 in his office. Col Tony Smit carried out the first flight on 13 October 1998. The aircraft is normally kept at Swartkop, but is not accessible to the general public, due to the historic value of the aircraft. No 325 can only be viewed by special arrangement with the SAAF Museum.

The best photos and info on the Mustang and Sabre as part of the Korean conflict can be found in the book: *SAAF at War*, by S. Bouwer and M. Louw.

## Upcoming Model Shows

### September 23:

IPMS Salem Annual Contest and Show at Evergreen Air Museum in McMinnville, Oregon. Contest starts at 9 AM; judging completed by 3 PM. Presented by The Captain Michael Smith King Evergreen Aviation Educational Institute and the Salem and Portland Chapters of IPMS-USA.

This year's theme: The Korean Conflict 50<sup>th</sup> Anniversary. Guest speaker: Col. John Misterly, Jr. Judging in all IPMS categories, including juniors. 25 vendor tables. Entry fee \$8; includes one admission to museum. Each additional entry, \$1. Juniors entry fee \$6, plus \$1 for each additional model. Museum is located just east of McMinnville, along Highway 18. For more information, contact George Piter at (503) 362-2088 or by e-mail at [gmpiter@aol.com](mailto:gmpiter@aol.com).

### September 30:

Victoria Scale Modellers Island Open VIII Annual Contest and Show will be held Saturday, September 30, 2000 at the Esquimalt Recreation Centre, 527 Fraser Street, Victoria, British Columbia, Canada. Registration from 9:00 am to 1:00 pm. Showtime 9:00 am to 4:00 pm. Open to the public. Admission by donation.

For more information, see the IPMS Victoria web site at: [www.geocities.com/victoria\\_scale\\_modellers](http://www.geocities.com/victoria_scale_modellers)

### October 7:

IPMS Vancouver, Canada 2000 Fall Model Show and Swap Meet. Bonsor Rec Center - 6550 Bonsor Avenue, Burnaby BC. General Info: Kevin Brown, 604-939-9929, e-mail: [ipmsmail@home.com](mailto:ipmsmail@home.com). Info and Vendor Tables: Scott Hall, 604-837-9988, e-mail: [scottdhall@hotmail.com](mailto:scottdhall@hotmail.com)

Johnnie Johnson, unfortunately, will not be able to attend the show, as was previously advertised. Provisional Trophy Categories: Best of Show Senior; Best of Show Junior; Best Aircraft; Best Auto; Best Naval; Best Armour; Best Figure; Best Canadian; Masters Award; Best Diorama; Best Academy Kit; Best TV or Movie Monster; Modeller's Choice; Best Open Wheel Race Car; Best Battle of Britain Subject; Best Mopar; Best Korean War Subject; Best Tank; Best TV, Movie or Animated Vehicle; Best Pre-World War II Aircraft; Best Nose Art Aircraft.

For more information, see the IPMS Vancouver Web page at <http://members.tripod.com/~ipms>.

## Black Box 1/48<sup>th</sup> Scale F-16A and B Cockpits

by Dave Roof, via IPMS Quad Cities

I received the new cockpits for review at the Nationals from Jeff of Black Box. I will begin with the F-16A cockpit, #48026, mainly because I already have it installed in a Hasegawa F-16. The overall quality and detail of this set is typical of what we have come to expect from Black Box. The only minus for this particular set is the fit. This one is not a drop in, paint up, you're done set. The tub and sidewalls needed some minor modifications to get everything lined up properly. I will go over this in more detail later. Consisting of 21 parts (one not used), the set is broken down as follows.

### Cockpit Tub:

The tub included is a completely different tub than what was provided in the F-16C cockpit set. A lot of new detail has been added to the rear bulkhead and side consoles. Most notable are the addition of the map case, oxygen hose, some wiring, and a larger base for the control stick. There is also a large "box" like structure on the aft bulkhead/deck of the pit. I do not have any photos of the F-16 pit without the ejection seat, but I am sure that it is there on the real thing. Two foot pedals complete the cockpit assembly.

### The ACES II:

The seat consists of six pieces and is a major improvement over the ACES II that was provided in the original F-16C release. It is probably one of the best ACES II seats on the market. All harnesses are molded on and look very realistic. The air sensor probes, ejection pull ring, and catapult rails make up the rest of the seat assembly. Although very nicely cast, you may want to replace the resin pull ring for a photo-etched one.

### Side Walls and Attachments:

The side walls are completely new items and are about 95% accurate. The small light is included on the right (starboard) side wall, as is the forward arm rest. The aft armrest is a separate piece and is included on a small casting plug with the control stick. Care must be taken when removing these pieces from their plug. They are small and delicate. The left (port) side wall is very nicely done and has the throttle lock molded on (this is the yellow "birds foot" seen on the upper forward portion of the side wall). The throttle itself is more accurate in size than the one included in the F-16C pit. It is found on the casting plug with the HUD frames.

### Instrument Panel and Coaming:

The instrument panel is very well done and represents the F-16A through Block 15 airframes. MLU and Block 20 F-16As have an instrument panel similar to the F-16C with the 2 CRT displays. The panel is cast with the aft panel for the two-seat F-16B (this is the part not used). Both are cast flat and will require lots of careful sanding to get them to the proper thickness to fit. The lower portion of the instrument panel is cast as a separate piece (found between the side walls). The new coaming is the same piece that was included in the F-16C cockpit set. It corrects the undersized coaming provided in the kit. The HUD frames are cast separately. **Note:** Due to the design of this set, the use of the BB instrument coaming will not allow the canopy to be displayed in the closed position.

### Aft deck:

Black Box has included the whole area behind the seat as a new resin piece. This really adds to the overall accuracy of the pit and makes the entire assembly look a lot better.

### Assembly:

As mentioned, this set does not just "drop in." I began with the aft deck. Carefully measure and remove the area behind the seat per the instructions. Don't take away

too much the first time. Once the main portion is removed, you can come back and carefully cut away plastic until the assembly fits snug. I took a bit too much on the right side, but fixed it with gap filling CA and Stucco putty. Once the aft deck is in place, install the side walls. I only applied CA to the top of the walls until I got everything lined up. This is where the fit problems occurred. Once the side walls are in place, insert the cockpit tub. Mine did not fit once the walls were in place. There was a gap between the top of the aft bulkhead of the pit and the aft deck. Some of the buttons and switches on the side consoles interfered with the walls. With a new X-acto blade, very carefully remove small portions of the side walls. You may also need to remove some of the buttons and switches on the consoles as well. I had to remove approximately 1/16th of an inch from each side wall. Cut until the top of the tub bulkhead fits flush with the bottom of the aft deck. Once all of this is done, install the new coaming. Once again, don't take too much plastic on the first cut. I got lucky on this part and got a perfect fit on the second cut. The rest of the parts go in with no trouble. With a little patience, you can get all of the parts to fit the way they are supposed to. I added bits and pieces from the Verlinden F-16A set, Eduard photo-etch set and Waldron Jet instruments to the BB pit. Once everything was painted up and detailed, it really brought the area to life. Yet another winner from Black Box. Like all of BB's sets, they are limited production. Once they're gone, they're gone. I took photos as I went along. Provided they came out well, I will have them up at <http://orionmodels.bizland.com> within the next few days.

### F-16B Cockpit:

Almost all of what was mentioned in the F-16A cockpit review applies to the F-16B cockpit, except the fit and assembly. I have not started this one yet so I don't know how this one goes together. The only major difference in this set is obviously the inclusion of the rear cockpit tub with side

## Comparison Review: 1/35<sup>th</sup> Scale Tamiya and Italeri Leopard 2 A5 Main Battle Tanks

by Terry Ashley, IPMS Perth  
Military Modelers Society

### The Kits:

The release of the Leopard 2 A5 by Tamiya so soon after the same subject from Italeri leads to the inevitable comparison between the two. This is even more prudent because the kits reflect the state of the art of both companies at this time.

The Italeri kit has more parts, at 270, compared to Tamiya's 240. The Italeri kit also has the option of the standard 120mm Rheinmetall L/44 Smooth Bore cannon or the new longer caliber L/55 gun, as well as the tall commander's hatch tunnel for deep wading. The Italeri kit is half the price of the Tamiya kit. Unfortunately, that's where the good news for Italeri ends. It's all down hill from here.



To see if this price difference is worth it, let's have a look at both kits part by part. A direct comparison of the parts reveals the surface detail on the Tamiya kit to be far superior to the Italeri offering. The rendering of the surface texture and small details such as bolt heads and other fine detail on the Tamiya kit is light years ahead of the Italeri Leopard.

### The Lower Hull and Suspension:

Both kits have separate suspension arms, shock absorbers and idler wheels. Again the detail on the Tamiya parts is far superior (a comment that is going to become quite common during this review). The bolt head detail on the Italeri road wheels border on the crude. Some of the extra parts in the Italeri are here with separate wheel hubs on the road wheels and return rollers. Even this doesn't do anything to improve the detail. The Italeri drive sprockets have some impressive sinkholes in the center, as do the suspension arms. Tamiya also include a tool to aid in aligning the suspension arms, a real bonus that makes fitting the arms a breeze.

### The Upper Hull:

Both kits have the upper hull as a single large part, with the surface detail rendering and details much finer on the Tamiya part. The Tamiya hull also has the engine fan grills as separate parts while they are integral on the Italeri part. The big difference here is the driver's hatch. It is molded closed on the Italeri hull, while the Tamiya hull has the hatch separate and can be assembled so it slides open and closed like the real Leopard 2.

At the risk of being repetitive, the detail on the Tamiya turret is again far superior to the Italeri item. The two forward side armored panels on the turret are designed to swing outward on the Tamiya turret, while they are molded in the closed position on the Italeri turret. Other refinements on the Tamiya turret include open periscopes and main sight with clear parts inserted for the lenses as opposed to solid moldings on the Italeri turret. The turrets are laid out differently in both kits, the Italeri has the forward panels molded with the turret top, with separate pieces added to the bottom part. Tamiya does it just the opposite; this is to allow for the operating side panels as mentioned above.

All remaining details such as the smoke generators, hatches, MG3 machine gun, the side skirts, and all other small parts are again far superior on the Tamiya kit. A commander figure is also included with the Tamiya kit. The method used to mold the side hull details is also indicative of the state-of-the-art of each company. Tamiya includes these details as part of the lower hull molding with no loss of detail. Italeri include them as part of the side skirt parts. Even so, the detail on the Italeri parts is not as crisp as the Tamiya item.



### The Tracks:

The Tamiya tracks are truly state of the art moldings. They are continuous length track in a soft flexible material that has exceptional detail on both sides. There is daylight between each track shoe and the end connectors. Center guides have detail bordering on that which you will find on individual link track. The Italeri track on the other hand is in four equal length segments in a harder, less flexible material. They are some prominent pin marks on the inside of every shoe, and the detail is not as refined as the Tamiya tracks.

### Kit Markings:

The Italeri kit has markings for two Leopards, one German and one Dutch Army vehicle. The Tamiya kit has markings for seven German Army Leopards, including one serving in the KFOR forces in Kosovo. Also included with the Tamiya kit is a small printed card with six Division Plates as fitted to the rear of the turret.



### Conclusion:

To answer the question: Is the Tamiya kit worth double the price of the Italeri offering? In my opinion it's a definite **yes**; the Tamiya kit is vastly superior in every regard and really shows the gulf between Tamiya and the others in today's kit production. The only reason to consider buying the Italeri kit would have to be economic. If your budget can take the extra price and you want the best Leopard 2 A5 going, then it has to be the Tamiya kit.

### References:

**Leopard 2 / 2A5 Main Battle Tank:**  
Concord Books #7501

**Leopard 2 Main Battle Tank 1979-1998:**  
Osprey New Vanguard 24

### *It Wasn't Always the Same...*

*from page 8*

While I'm on the soapbox, it isn't wise to get too hung up with what the various rules and regulations of the war time period stipulate. In all air services, front line aircraft were not always decorated according to specs. This is most acute in the matter of regulation changes once the airplane was in a combat outfit. What was used, was what was available. Witness, captured French paints on Battle of Britain 109Es, tractor paints on Russian aircraft, Italian desert colors on Luftwaffe desert planes, RAF paints on U.S. planes, home brew mixes to approximate new U.S. Navy colors in the far reaches of the Pacific. Remember, the printed word got there much in advance of the materials needed to make it happen. Hope this article provides you with food for thought, as we've all (myself included) been a little pedantic sometimes, and too much reliance on one reference, or a set of regulations was the reason why.

## IPMS Nationals Round-Up

Here's a list of IPMS Seattle winners at this year's IPMS Nationals.

Small Prop and Turbo Prop, 1/72, a. In-Line. Second Place: Me 109G-1, **Ted Holowchuk**.

Small Prop and Turbo Prop, 1/48, b. Allied Navy. Sponsored by: Aeromaster Products. Out of the Box: F4F Wildcat **Terry Moore**.

Large Prop and Turbo Prop, 1/51 to 1/143. Sponsored by: IPMS/James J. McKinstry. Out of the Box: G4M2E "Betty", **Ted Holowchuk**.

Small Jet, 1/72. Sponsored by: IPMS/Northern Virginia Modelers. Second Place: Mitsubishi J8M1 Shusui, **Jim Schubert**.

Conversions, 1/72 and Smaller. Sponsored by: IPMS/Gateway. Third Place: Yokosaka MXY8 Akihusa, **Jim Schubert**.

Airliners, 1/100 and Larger. Sponsored by: IPMS/South Metro Model Society. Third Place: Ryan M.1, **Jim Schubert**.

Dismounted Figure, 71mm and Larger, b. Non-Uniformed. Sponsored by: Mr. J.B. Sowell, Jr. Third Place: "Don't Mess With Texas," **Terry Moore**.

Submarines, 1/401 and Smaller. Sponsored by: IPMS/Memphis. Second Place: USS Ohio, **Jim Schubert**.

Competition Automobile, Open Wheel, 1/31 to 1/20. Sponsored by: IPMS/Denver-Rob Wolf. Third Place: Honda RA 272E F-1, **Jim Schubert**.

Former IPMS Seattle member **Matthew Burchette** swept his category. Powered Ships: All Others, 1/401 and Smaller Sponsored by: IPMS/Lakes Region Scale Modelers. Third Place: USS Manhattan, Matthew Burchette, Houston, Texas. Second Place: CSS Manassas, Matthew Burchette, Houston, Texas. First Place: USS New Ironsides, Matthew Burchette, Houston, Texas.

In addition, we can almost claim this one as won by one of our own; Vacuum Formed, 1/59 and Larger. Sponsored by: IPMS/USS Hornet, Alameda, CA. First Place: Westland Wyvern, **Wayne Holmes**, Delta, British Columbia, Canada.

### *F-16 Cockpits*

*from page 13*

walls and an additional ACES II. Compared to photos, the tub is accurate for a 'B'. It's the aft instrument panel that is the problem. It represents an F-16D aft panel. I would recommend using the Hasegawa aft panel if you are modeling a 'B' model Viper. My set included the aft deck that is supplied in the F-16A cockpit. If your set has this part, **do not use it!** The B and D have a completely different set-up where the canopy actuator is. You can however, use it on your F-16C kits if you haven't already started them. All in all, a beautiful set. The mix-up in the aft instrument panel is a very minor problem that can easily be fixed. All is not lost either. You can swap the front instrument panels from your B and C sets and accurately build a D. Then just a build an A with your former C set. Confused yet? As with all of BB's cockpits, this one is also a limited production set.

### *Preznotes*

*from page 1*

this October. We would welcome any and all of you to help with this display. If you have any Korean conflict aircraft in 1/48th scale or AFVs in 1/35th scale completed or on your bench, we would like to have you participate in this display. It won't be necessary for you to go to the show as Andrew or I will be able to transport your model(s). Give Andrew or myself a call.

See you at the meeting,

*Terry*

## Golden Age Stars of IPMS #8



**Carole Lombard** was the only American female star to “die in the line of duty,” during World War Two. Glenn Miller, of course, was the most prominent male star to lose his life.

Lombard is best known for being one of the queens of screwball comedy, exempli-

fied by her role as woman “dying” of a terminal illness in *Nothing Sacred*. Her final role was in *To Be or Not to Be*, a 1942 Alexander Korda production. Lombard died before its release while on a domestic War Bond tour. On January 16, 1942, she and her “entourage” (including her mother) bumped three aviation cadets off a TWA DC-3 at Las Vegas, which then flew into a mountain at night in clear weather. It was later theorized that the inexperienced co-pilot filed an erroneous flight plan, and was flying the departure whilst his captain was distracted by his famous passenger.

She was married to Clark Gable, who, for that and other reasons, became a B-17 gunner in the 8th Air Force, and made *Combat America* to convince enlistees that being an air gunner was a cool thing to do.

*To Be or Not to Be* is a comedy about a thespian troupe in Warsaw. Lombard and Jack Benny play the leading lady and man. The plot revolves around stopping a Gestapo double agent. The warning is brought by a Polish RAF pilot (a very young Robert Stack). The stock footage they used to illustrate “his squadron” (for about 3 seconds) was (muffled drum roll) a flight of PB-2s! You could even see the tail stripes on the things!

Unfortunately, the scene where she goes flying pre-war with Stack was cut from the movie due to the circumstances of her death, so we’ll never know what Hollywood thought a “Polish bomber” looked like.

Thanks to **Wesley Moore** for the suggestion, and for most of the information.



## Meeting Reminder

## Saturday, September 16

### 10 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.

