Seattle Chapter News

Seattle Chapter IPMS-USA
January 2001

PREZNOTES

Welcome to the true start of the 21st century and third millennium. We all seemed to survive Y2K with only a minimum of difficulty - there are still plastic kits at the local hobby emporium, the Internet did not render my collection of references obsolete, and resin models did not turn to dust!

It took until the end of the century but we now have kits of **every** version of the Spitfire **and** Me 109, more Stealth fighter kits than you can shake a stick at and finally, an injection molded C-123, although it's just as bad as the old Airmodel kit and not worth the $50 price tag! Accurate Miniatures finally released their B-25 series, although at what cost to the company and possible future kit releases? Resin aftermarket producers are still sucking dry the wallets of gullible modelers who think replacement cockpit sets for Tamiya kits are necessary when what we really need is a good resin cockpit set for the Frog Whitley (and other kits of that vintage). East European and Chinese kit manufacturers appear to be filling gaps left by U.S. kit producers and the quality of the kits out of Japan continues to amaze. As for what we'll see in the years to come...who knows, maybe a kit of the Capelis XC-12?

Why is it that some of the simplest models provide the greatest difficulty in completing? Case in point: A few meetings ago I brought a resin model by Geometric of Gort, the 8' robot from the movie *The Day the Earth Stood Still*. You would think that a resin kit only 4" tall, with just three parts, and finished with only one color, would be a breeze. Wrong-o. First of all I prepped the kit, sanded and filled a few minor seams. At this point I had not attached the hands, to make painting easier. I sprayed the model with Floquil Old Silver, rubbed out the paint the next night to get a nice smooth sheen on the model. Then I attached the hands with CA adhesive. All went well until I discovered that Gort was now firmly affixed to **my** hand. Needless to say, when I removed him from my hand, some of his paint remained behind - and not on the model. After sanding the bare

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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.

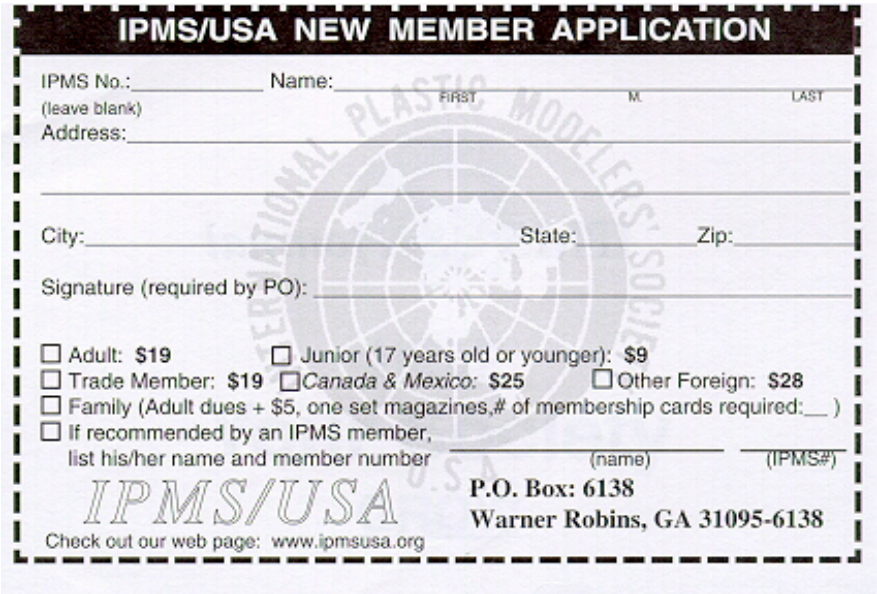
The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put 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 2001 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 (though all currently listed are second Saturdays). We suggest that you keep this information in a readily accessable place. All meetings begin at 10:00 AM.

January 13, 2001 **February 10, 2001**
March 10, 2001 (Spring Show) **April 14, 2001**



MOF February Model Show

by Will Perry

For the past several years, the Northwest Scale Modelers have hosted a model display and workshop event at the Seattle Museum of Flight. This year's event is on Saturday and Sunday, February 10 and 11. Because the event is not a contest, there has traditionally been a low-stress, high-fun, feel to it, and some years have seen some of the Northwest's largest assemblages of models. Several work tables will be available, so modelers can plug away on a project and interact with a curious public.

Modelers are encouraged to bring whatever subjects or scales they would like. There will be some designated special tables for Pearl Harbor, Eighth Air Force, Korean War, and Gulf War subjects. The Eighth Air Force Historical Association will display uniforms and equipment, and give everyone a chance to talk with 8th Air Force veterans. The Museum of Flight's 10-foot long Boeing 2707 model will also be on display that weekend.

The more the merrier? Setting up will start around 8 am on Saturday morning. There will be a number of folks around each day to talk with the public and keep an eye on the models. Tear down starts around 4 pm on Sunday. Non-Museum members will need to pay regular museum admission to get in.

What a Lovely Pair of Kits

by Andrew Birkbeck

From what I have been told, one of the most positively received innovations from last year's IPMS Seattle Spring Show was the giant model kit give-away. As you will remember, anyone entering a model in the show contest, or display only section, received one raffle ticket for each model entered, up to a maximum of ten tickets. Since the total number of models entered at the 2000 Show topped the 900 mark, it would seem that the promise of "booty" brought out the models! The entries for 2000 were nearly double the previous year's total. So we will try it again, to see if lightning can strike twice in the same place.

Most of the raffle prizes for last year's event came from two distinct sources. Firstly there was the generous donations from local model shop vendors, such as Skyway Model Shop, etc. Secondly, there were the donations from individual members. We plan to go to both wells again for the 2001 event.

Last year, the Show organizers asked for each IPMS Seattle member to consider donating two top quality models towards the raffle prize totals. It was stressed that these models would be door prizes, and therefore would need to meet the criteria of being good enough for you yourself to want to pick them if you won. However, being donations, we ended up taking anything that was given.

This year we must stress that we are only interested in the highest quality kits. The simple reason is that we have a large number of "lesser" kits that no one was interested in claiming as prizes from last year. Sorry to say, no one wanted an Airfix He 177 or a 1960's Revell whatever. So this year, we must be firm in declining all such offerings. If no one wants them, why offer them up as prizes?

To get the ball rolling, I will be donating the following Armor kits:

Tamiya W.German Marder APC
Tamiya British Landrover 7
Tamiya Ford Quad Gun tractor w/25 Pounder field gun and limber
Italeri Italian M40-75/18 SPG

*What we are **not** looking for...*

Two notes on which to end: Last year, a member came to me and said he wasn't going to donate because there was nothing in his collection he didn't plan to build. Sorry, but we didn't mention this as a criteria for not giving. The simple criteria for giving is as follows: I want to help my chapter run a first rate model contest, and the organizers have asked me to contribute. It's that simple.

Secondly, if you wish your contribution to go to a specific area of the show, e.g. **only** to the Junior Prize Drawing, then **please** state this up front when you hand over your donations.

And speaking of Juniors, we have **plenty** of Junior door prizes for the 2001 Show. We are therefore only actively seeking door prizes for Senior modelers, although if you wish to donate something towards the Juniors, go right ahead. However, the number of Juniors turning up at last year's event was abysmal, despite massive efforts on our part to attract them.

I look forward to receiving your generous donations at the January 2001 Chapter meeting.

Mini Subs at Pearl Harbor

by Tracy White

It seems I caused quite a stir with my unfinished 1/72nd scale Japanese Mini Sub at the December meeting. Not many people had heard about new evidence that a sub had managed to launch torpedoes and may have hit two battleships.

Some quick background for those not familiar with the Pearl Harbor Attack in 1941; as part of their assault on the US fleet, the Japanese Navy used five midget submarines launched from larger mothership subs to penetrate the harbor in an attempt to torpedo American Navy vessels still afloat after the air raid. One washed up on the shores of Oahu, another was sunk by the *USS Ward* before the attack, another was found intact in 1960 by Navy divers outside the harbor, and the fourth was rammed and depth-charged by the *USS Monaghan* during the attack in an exchange of gunfire and torpedoes.

The fifth submarine's fate had been unknown. Recent review of pictures and historical documents lends weight to the theory that one submarine successfully penetrated the harbor defenses and managed to fire her torpedoes at US Battleships. It is likely that if true, the fifth submarine was the one that did. This submarine was launched from the I:16 and was one of the first launched and had the best chance of making it inside the harbor before dawn; it also was in communication with its mother ship longer; the I:16 received a communication from it at 22:41 December 7th, reporting "successful surprise attack."

The shift in belief started to gain momentum in 1993, when a well-known picture of the attack taken from a Kate torpedo bomber right after the first attack wave was shown by a historian for the *USS Arizona* Memorial to an image analyst for Autometric, Inc. The historian believed an object shown in the picture was a Mini Sub and wanted Autometric to attempt to confirm his suspicion. Detailed analysis by Autometric (now Boeing-Autometric, by the way) concludes that the object in this picture is indeed a Japanese submarine that has just launched its pair of torpedoes.

The reasoning is thus; if you look on the left side of the picture where the open water is, you will see a group of concentric rings (these are shockwaves caused by an earlier torpedo explosion) radiating out towards the shores of Pearl Harbor. At the outer edge of those circles on the left upper side of the picture is a series of three splashes or rooster tails and a barely discernable shape. (I hope you can see this on the newsletter print-out). Those splashes are consistent with the type of spray a contra-rotating propeller would throw if it broke the surface. There were two types of devices that had contra-rotating propellers in the water on December 7th; torpedoes and Mini Subs. Since there are no airplanes in the pictures those splashes could not have come from an air-dropped torpedo and ergo, are a submarine. The reason given for the submarine breaking the surface inside the harbor is the updraft effect a shockwave in a shallow harbor would have, which would cause the submarine to breach.

If they are correct, one of the Japanese Navy's Mini Subs managed to get into the harbor and fired two torpedoes, one which appears to head to the *USS West Virginia*, and another that was targeted at the *USS Oklahoma*. The researchers are still analyzing documents and have not made a determination if either ship was actually damaged by the sub, but since the *Oklahoma* was never returned to service after the attack, there could finally be some measure of success given to the Mini Subs' attack.

Whether or not you believe the conclusions it makes for an interesting read. Below are a couple of links with information to whet your appetite. The first is an article that appeared in the US Naval Institute's *Proceedings* magazine which explains their theory and reasoning; the second is from **warships1.com** and attempts to refute the original argument, although personally I find their counter-arguments weak. The last is an article that specifically talks about Ha-19 (the sub that washed up on the shores and was captured) but has some other details of the Mini Subs' mission you might find or interest.

Lastly, the December 2000 issue of *Proceedings* has a new article and information by the team, with a timeline of the attack and new information adding credibility to their arguments.

http://www.usni.org/navalhistory/Articles99/NHrodgaard.htm

http://www.warships1.com/W-Tech/tech-053.htm

http://www.cr.nps.gov/maritime/nhl/ha19nhl.htm

[Both Tracy and Bob LaBouy passed along the last of these web sites as being an excellent introduction to Japanese Midget Subs. Since the site is a National Park Site and is in the Public Domain, I have included part of the text below - ED]

Japanese Midget Submarine *HA-19* National Historic Landmark Study

by James P. Delgado, December 1988

Midget Submarine Haramaki (Ha.) 19, a prize of war and for 24 years an exhibit of the Key West Art and Historical Association at the Key West Lighthouse Museum in Florida, has been returned to its owners, the United States Navy, and is currently in storage at NAS Key West. The submarine

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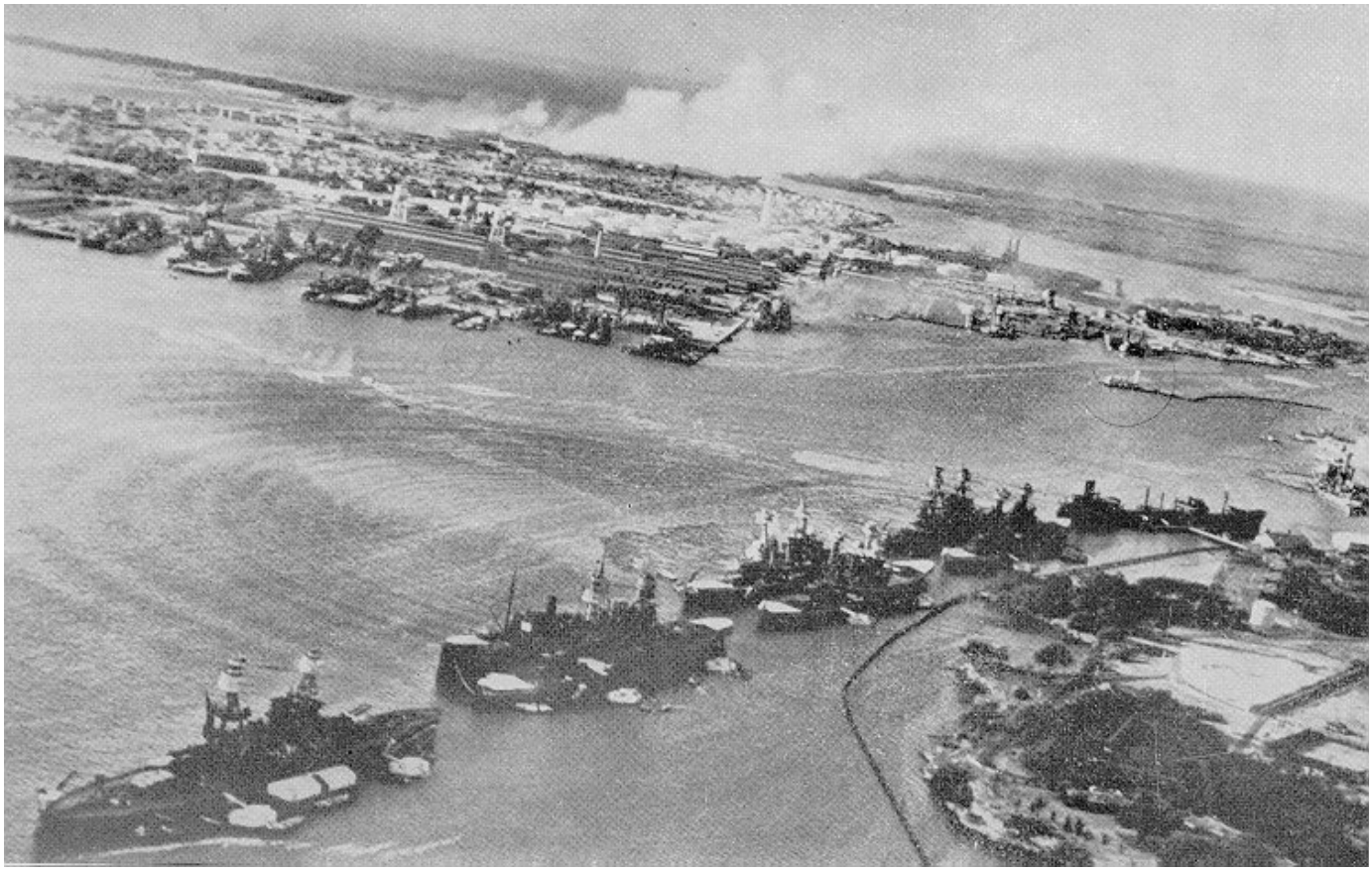

What Types of Aircraft Were Stationed at Pearl Harbor on December 7th?

by Bob LaBouy

One night recently, Mike Medrano and I were talking about what aircraft models could be built to portray those stationed in the Hawaiian Islands on December 7, 1941. We both mentioned some of those we "felt" must have been there. That caused me to remember one of the several scholarly books written about the infamous attack on Pearl Harbor and our other military installations on Oahu that sunny Sunday morning almost 60 years ago. I started to realize some other Chapter members might be wondering the same question. While this is far from conclusive research, it may help you to jog your memory and get your creative juices flowing as well.

In Michael Slackman's book, *Target: Pearl Harbor*, he outlines what he considered to be the Army and Navy's aircraft strength on that day. On pages 65-66 he states:

"The three services had 394 planes in Hawaii when the Japanese struck on December 7. Nearly all were on the ground, unarmed, and with empty fuel tanks. Of the army's 232 aircraft nearly half were obsolete or unsuitable for combat. Bomber strength was concentrated at Hickam. Field, adjacent to Pearl Harbor; it consisted of twelve B-17 heavy bombers, twelve A-20 attack bombers, thirty-three obsolete B-18 medium bombers, and a scattering of miscellaneous types. The mainstay of the army's fighter squadrons was ninety-nine P-40s; thirty-nine obsolete P-36s and fourteen ancient P-26s rounded out the interceptor strength. Most of the fighters were at Wheeler Field in central Oahu, with two squadrons temporarily based at Haleiwa and Bellows Fields.

Navy and Marine Corps air strength totaled 162 aircraft. There were seventy-one reconnaissance patrol planes, divided nearly evenly between Ford Island Naval Air Station and the new air station at Kaneohe Bay on the opposite side of Oahu. Most of the navy's fighters and bombers were at sea with the carrier groups, but Ford Island held twelve F4F fighters and three SBD dive bombers. At the marine airfield at Ewa, west of Pearl Harbor, were twelve F4Fs and thirty-two SBDs. The navy patrol planes, too few to conduct daily long-range flights covering a 360-degree sector around Oahu, had searched south and southwest of the island the day before and lay placidly at anchor and on their airfields as dawn broke on December 7,1941."

From the many widely published photographs, there are also several plainly visible aircraft. These include the SOC Seagull, the OS2U Kingfisher, and PBY Catalinas. As to the markings on these aircraft, the interested modeler can take his choice of using standardized and reasonably well defined color markings specified for that period and/or a mix of non-standard markings. From both photos and personal recollections of some of those who served in and around Pearl Harbor at that time, there are many reports of some non-camouflaged pre-war markings (on several of the Seagulls as an example) and of Naval aircraft with and without the "candy stripes" on their rudders.

So for those of you wondering how to meet Terry's challenge of building for the forthcoming anniversary of the Pearl Harbor attack, you have a lot of opportunities and various kits in numerous scales to build from.

Book Review: *New Zealand Tiger Moths, 1938 to 2000* by Cliff Jenks and David Phillips

by Andrew Birkbeck

Of all the basic trainer aircraft to see service immediately prior to, and during WW2, the most famous must be the North American T-6/Harvard. Second, at least from a Commonwealth point of view, surely is the DH.82A Tiger Moth. And from a New Zealand perspective (the focus of the book under review), there is no more important aircraft, period. A total of 479 Tiger Moths ended up in New Zealand, either imported from the United Kingdom, or license-built at the De Havilland factory at Rongotai.

This book is nothing short of brilliant if you have any interest whatsoever in Tiger Moths, or NZ aviation history. Produced by the Aviation Historical Society of NZ, the book is printed in standard A4 size, softbound, at 160 pages. It covers the history of the Tiger Moth in New Zealand service, both military and civilian, pre-WW2, WW2 and post-war. The text is backed up by hundreds of nicely reproduced period photographs. For anyone interested in this book, I will have my copy at the January 2001 Chapter meeting.

Hasegawa 1/48th Scale A-4E/F Skyhawk

by Andrew Birkbeck

I won't delve into the history of this aircraft, as you probably know more about it than I do. Suffice to say it was the U.S. Navy's jet replacement for the venerable A-1 Skyraider. I happen to like the look of both these aircraft. I have Tamiya's superb example in 1/48th of the latter, and for Christmas received Hasegawa's equally superb example of the former.

Prior to the release of Hasegawa's Skyhawk, the modeler had two choices for producing a model in 1/48th scale of the A-4E/F: Monogram and ESCI. The Monogram kit must be 30 years old by now, with raised panel lines, although still a nice kit despite this. ESCI's Skyhawks, like almost every 1/48th kit the firm produced, is best forgotten, although their Cartograph decals were always excellent. Either way, the Hasegawa entry replaces both in all categories but price.

Hasegawa's A-4 is for the E/F model, although it contains parts allowing you to build a Royal Australian Air Force A-4G if you can find the decals. It also contains excess parts that strongly indicate Hasegawa plans on offering later models of the A-4, such as the "M" and "K" versions.

Hasegawa gives the modeler nine sprues jam-packed with exquisitely detailed parts, along with a decal sheet covering two aircraft: an A-4E of VA-192 and an A-4F of VA-22, both CAG aircraft and hence reasonably colorful. One can probably still find examples of the various SuperScale sheets produced for the earlier Monogram/ESCI kits as well.

Initial test fitting indicates that with a little prep work, the parts fit of this kit is very good. I have worked on the main fuselage parts, and the wings, and fit here is excellent.

I won't go on and on with accolades for this kit. Simply put, if you have any interest in the A-4 in 1/48th scale, this is a "must have" kit. Mine was purchased by Santa from Emil Minerich's Skyway Model Shop, or so the rumor has it.

MPM 2001 Releases

via Norm Filer

End of 2000:
Grumman F3F-1
Cierva C.30 Autogiro
Bloch 151/152
Northrop X-4
Fw 189A-1
Hansa Brandenburg W.29

January - April 2001:
Arado 231 (1/48)
Ju 388J
Ki-21 Sally
Loire 130 (Reissue)
Douglas DC-2
Fairey Albacore
Lockheed Model 12 Electra Junior
Northrop A-17
Hawker Sea Hawk
Northrop XP-56 I/II
Fairchild F-91
Lockheed TR-1

After April 2001:
Fw 189B
Fw 189V-6
Fokker G.1 Upgraded Kit
Hawk III Upgraded Kit
XF-85 Upgraded Kit
P-35A Upgraded Kit
Potez 25
Defiant Mk.I
Defiant TT Mk.II
Defiant NF.II
Fokker D.XXI (Multi-version)
X-15 (1/48)
Douglas DB-7 Boston
Douglas A-20B/C
Douglas A-20G
Douglas A-20J
Douglas A-26C Invader
Douglas A-26B Invader
He 114
Fairey Firefly Mk. I
Douglas Devastator
Wultee Wengeance (Yes, that's how they spelled it!)
Northrop BT-1
Salmson 2A2
Breguet 19
Nieuport Delage 29
Gloster Meteor
Bristol Beaufort Mk. I
Bristol Beaufort Mk. II
Martin Maryland
Martin Baltimore
Curtiss Sparrowhawk
Ar 231 (1/48)
Bv 141
Fw 190
Do 335
Morko Morane
Savoia 62
Caproni 310
Bristol Blenheim Mk.I
Bristol Blenheim Mk. V
P-47N
Kingfisher

Italeri 1/72nd Scale Boeing X-32 JSF Prototype

[I was hoping that someone would review this kit; I even downloaded the box art before receiving a review! As it turned out, not one, but two club members submitted reviews of this kit. Here are both. – ED]

by Tracy White

The X-32 is Boeing's entry for the JSF (Joint Strike Fighter) contest, the winner of which will supply the US and English forces with a multi-role, stealthy strike aircraft. Italeri is releasing kits of both the Boeing and Lockheed-Martin hopefuls in 1/72nd, with the Boeing X-32 first, out in late December.

Although the box is labeled as "X-32 JSF" the kit is actually of the X-32A, which is the first of two variants Boeing will be testing. It covers the Air Force and Navy variant and lacks the VTOL (Vertical Take-off Or Landing) gear that is mounted on the X-32C variant that is being developed for the Marines and Royal Navy. If Boeing's design wins, there will be a significant difference between the prototypes and the production aircraft; namely a change from a delta wing to a more conventional design with tailplanes. So be aware that right off the bat you are buying a kit that is definitely one-time design; modifying it to either the full scale development aircraft (assuming it gets selected and doesn't have its funding cut!) or USMC/RN prototype would be complex and time consuming.

The kit captures the look of the design well, with its delta wings and weird forward-swept intake. Interior details, such as the gear wells and cockpit are vague, but that's understandable for a design that has had little in the way of good pictures released. Fit is good if you take your time. I was excited and got in too much of a hurry and one side of the fuselage dried in the wrong position and will require some time with putty and a file. This is the only part of the kit that I have puttied up so far however.

The kit's largest failing, and this is understandable with such a new and secretive design, is its panel lines. There are numerous inaccuracies and omissions, most of which are easily fixable. The leading edge extensions on the outer portion of the wings have a line that was cut wrong; it should be perpendicular to the leading edge instead of parallel to the flow of the air stream. What look like leading edge spoilers on the inner areas of the wing are omitted but can be created easily with some thin sheet plastic. The aircraft has both a refueling probe and receptacle; the receptacle is inscribed but the door for the probe on the right of the cockpit is not. Several round access ports on the top of the wing and fuselage are out of place as well.

I also think the shape of the forward fuselage is off; the pictures I found at the Air Force's web site **(http://www.af.mil/photos/fighters_jsf.shtml**) show a sharper edge along the top of the fuselage than what I've been able to get the kit to portray. However, as I've stated before, the kit captures the look well and you may be fine with these small inaccuracies.

Painting and markings have some minor problems as well. According to the instruction sheet the aircraft is overall Light Ghost Gray. This is true except for the leading edges of the wings and verticals as well as a stripe that extends from the leading edge of the wings forward to the nose; all of these areas look to be a Dark Ghost/Gunship Gray to me. I suspect

this is a radar absorbing paint. Some of the decals are shown in the wrong position, but looking at pictures on the Air Force's web page should show you where they should go.

All in all it's a good kit, and for $14 at Skyway Models it's a fun and decent project.

by Bill Osborn

I worked for Boeing for 35 years, and have known about their airplanes for a whole lot longer than that. I've always thought that airplanes from Boeing were good looking, from the P-12, F4B-4, and P-26 through the B-17 to the 777. Now they are flying the most butt-ugly aircraft to come along since some of the pre-WW2 French offerings. This is not to say that it's a bad product. I don't recall Boeing turning out a bad airplane. It's just that the old saying keeps going through what's left of my mind, "If it looks good, it'll fly good." This thing looks like a basking shark. With that big maw in front, it could be used to dig trenches if they retract the nose gear.

Enough said about how it looks. There are 45 pieces in the kit; three clear, and the rest in a light medium gray plastic. There are two main body/wing parts, upper and lower, a three-part intake, and a five-part exterior exhaust nozzle. All of these parts fit together quite well, but I did a lot of dry fitting first to make sure. It wouldn't hurt to paint these sub-assemblies first, because they are deep inside, and hard to get at.

The weapons bay on the starboard side is kind of tricky if you think you know it all and don't read the instructions first – like I did. There are two small saw tooth pieces that go in each end of the opening before the bay fits on the inside of the lower body half. There are two pylon stations in the bay with three choices for two missiles, or one missile and bomb. As far as I can tell, there is no provision for a gun, although the instructions say that the real thing is equipped with a 27mm cannon. I suppose they will hang everything else under the wings, as with every other attack aircraft.

The kit molding is very clean, with fine engraved lines. The two-part canopy is clear and thin, and can be posed open or closed. As the cockpit tub and seat are rather basic, it might be best to leave it closed, or do as I'm doing and stick in a resin seat. The wheel wells are detailed and the struts and doors look OK.

The instruction sheet gives the paint scheme as Light Ghost Gray overall, or Gloss White overall! I don't know where that came from, but it would give the model a little pizzazz; so would Gloss Red, but as far as I can tell, all three are wrong. From the few pictures I've seen, the X-32A is a combination of Light and Dark Ghost Gray.

The decal sheet is a full inch-and-a-half square, with 16 (count 'em) little stickers. Regardless of the way I think the real thing looks, this is a very nice kit, and will go great with the X-35 when Italeri brings it out. From all the photos I've seen, it looked like a much bigger airplane. It looked like you could walk under it without knocking off your hat. Well maybe Terry…

Whose Project Is It, Anyway?

by Jacob Russell

If you read Andrew Birkbeck's article in last month's newsletter you're aware that he and I are building the same kit, Hasegawa's excellent 1/48th scale Nakajima Ki-84 Hayate (Frank). This is a truly superb kit of a significant airplane that has been available in kit form for some time (in 1/72nd, 1/48th and 1/32nd scales), but not with the finesse of Hasegawa's new kit.

After my struggles with a limited-run 1/72nd scale plane and later my first vacuform kit I decided to reward myself by building my first high-end 1/48th scale kit as close to "drop glue and paint in the box, shake and out comes the model" construction as possible. The only addition to the kit was to use aftermarket decals (AeroMaster sheet #48-174, Special Attack Squadrons); everything else came from the box.

While researching my model I solicited the advice of many people whose opinions I respect. Jim Schubert lent me an article from *The Asahi Journal* that stated emphatically that the Ki-84's interior should be a dark blue-grey, rather than the distinctive blue-green Aotake lacquer called for by both the kit instructions and AeroMaster's decals. My aircraft (the Ki-84 type KOU of Army Special attack force #182 Shinbu-Tai) was painted a very dark brown-green. Jim advised a mix of USAAF olive drab with a dash of dark green (lightened with white for scale effect) to match this unique color. Because of systematic Allied bombing of all Japanese industries associated with the war effort Japanese paint in the last year of the war was of very poor quality and it rapidly peeled off leaving exposed the underlying metal. Ted Holowchuk advised me that one very effective way to depict this was to paint the entire aircraft Floquil old silver and to then apply rubber cement where I wanted the paint to be worn off. Next paint the camouflage color, allow it to dry and then remove the rubber cement with tape. The end result: one very weathered plane. I called Andrew for advice on putting the plane together. He brought to my attention a possible step at the wing trailing edge/fuselage junction, and told me that he was pursuing a similar approach to weathering his model.

When I brought the model in progress to the November meeting the "problems" began. Jim came to me and expressed

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Sword 1/72nd Scale Beech D-17S Staggerwing

by Robert Allen

The Beech Staggerwing has long been among my favorite aircraft; with the Gee Bee R-1 and Lockheed Constellation, it may be among my three most-liked American designs. There's just something about its looks, the retractable undercarriage, cabin biplane configuration, that appeals to me. It's probably my attraction to anything vaguely Art Deco. Unfortunately, like most primarily civil aircraft, it hasn't been well served when it comes to models. The twenty year-old 1/48th scale AMT kit was in a scale I don't build from a company I don't trust, and the only 1/72nd scale kit I can remember was an atrocious one from Meikraft. The Staggerwing would seem to be a natural for Williams Bros.; not only is it a US design from the Golden Age, but it was actually a successful competition machine, winning the 1936 Bendix Trophy in the hands of Louise Thaden and Blanche Noyes. In the absence of a 1/32nd scale kit from them, this 1/72nd scale one from Sword will have to do. Maybe.

The D-17S was the most numerous civil variant of the Staggerwing, and was also built for the military during WW2 as the C-43/GB-2 Traveler. Over 100 were supplied to Britain, where they were known as Travellers. Sword's kit is a limited run kit (with all that implies), 57 parts molded in a hard gray plastic, and four clear parts. The instructions are the usual "arrows pointing everywhere" pictorial type. There are some nicely detailed drawings of the undercarriage, to help you provide the detail that the kit lacks. Molding is typical for a limited run kit; some parts seem to be very finely done, while the P&W Wasp engine is as nondescript as possible. The upper and lower wings consist of four pieces, upper and lower left and right, and unlike most kits of this type, the upper wings have locating pins where they attach to the fuselage. The lower wings also have flanges that fit into the underside of the fuselage. With both wings attaching to the fuselage, and just one interplane strut per side, the Staggerwing is considerably less fiddly than, say, a Sopwith Snipe, but it's still a biplane. Care will be needed to align it correctly.

The cockpit consists of a floor, two sidewalls (which attach to the floor, and should be fun to fit inside the fuselage), two front seats, a rear bench seat, control stick, and instrument panel. A rear bulkhead is provided to prevent peeking down the fuselage. As in any airplane of this type, the configuration of the clear parts presents a challenge. Sword has chosen to go with two separate side windows, and a two-part main window, which is split right down the middle. Test fitting of the main window leads me to believe that Krystal Kleer will be needed between the two parts, never a pretty idea. There is no detail in the wheel wells.

One major reservation that I have concerns the tail section. While the fuselage and wings scale out reasonably well with the three-views of the C-43 that I have, both the tailplanes and fin/rudder (which is separate to the fuselage) look to be severely lacking in chord. I agree with those that say that plans should not be taken as gospel, but, if my plans are anywhere correct, the tailplanes are off by 1/8", which is about 9" in 1/72nd scale – a noticeable difference. (The plans aren't the post war D-17S, with larger control surfaces, BTW.) The tailplanes appear to have a small locating pin, but there is no corresponding hole in the fuselage – it looks like they must be butt jointed, but at least there's a strut to help stabilize them.

Decals are provided for one rather dull Olive Drab/Neutral Gray USAAF example, and one RAF bird in desert camouflage, but with Southeast Asia Command roundels, and the telltale "SNAKE" lettering indicating that it was being transferred to the Far East. The decals look basic, but useable. It would have been nice to have a civil option, but you can't have everything.

I've always wanted a Staggerwing in my collection, and Sword's kit gives me the opportunity to actually build one of those limited run kits I keep stashing away. Sword kits do not have the reputation of being easy to build, and there are some places (the cockpit/fuselage fit, wings/fuselage joint, and clear parts) that I'm already inventing nightmares about. But it is a Staggerwing…

Whose Project Is It, Anyway?

from page 9

reservations about the cockpit color, which to his everlasting credit he immediately retracted when I brought to his attention the source of my references! Andrew walked up and had a similar opinion. I asked another friend for his opinion, Chris Cowx, who'd already built the kit and had spent some time in Japan. He had lived very close to the Nakajima factory where the plane was built. He repeated what I'd already been told, that the cockpit should probably be painted Aotake. I had sent him a copy of the Asahi Journal article and he thought that at the beginning of the war greater care and attention were given to aircraft finishes. Therefore early Franks were likely painted the blue-grey color. But later in the war as conditions worsened and the Allied bombing campaign took its toll more often than not Franks had cockpits painted with Aotake or were left unpainted. I decided to leave the cockpit in the color I'd painted it. I had tried Ted's cockpit painting system for the first time and I was very pleased with the results. I had the airplane in its natural metal undercoat at the December meeting. Andrew was two stages ahead of me, and had progressed to the decal stage. His model looked superb. The first thing that I noticed was that contrary to advice he'd given me between meetings he hadn't attached the engine and cowl to the fuselage but he'd left these as subassemblies and painted them separately. As my plane was all of a piece it was obvious which approach I'd taken!

After the meeting I returned to the workbench and pre-shaded the panel lines and prepared to apply the rubber cement. At this point Chris weighed in with the information that the plane I was modeling was part of a Squadron that operated in defense of the Home Islands. The weather was similar to that in Seattle. So in all likelihood this airplane was **lightly** weathered, rather than the heavily weathered, war-weary bird in my imagination-and plans! The next "expert" to advise me was Brian Mulron. He produced a *Model Art* magazine with many pictures and color profiles of the Ki-84. There was a color rendering of the aircraft interior and it was painted with the Aotake blue-green lacquer. My aircraft was also depicted with a red spinner rather than the green one illustrated on AeroMaster's instruction sheet, which of course was the color I'd already painted it. Brian told me to paint it red, and Chris concurred, pointing out that my plane was flown by the attack force leader and that flight leaders' aircraft usually had red spinners. I went home and painted it red.

There was one more surprise yet to come. I called Andrew again to check my progress against his. I told him of my intention to differentiate the fabric control surfaces by giving them a lightened coat of the base camouflage color; actually I'd already painted them. He matter-of-factly pointed out that according to his references the control surfaces were metal. I sent off yet another nervous e-mail to Chris asking him to confirm my suspicion that the control surfaces were in fact fabric covered and when I returned home from work that evening before I even removed my coat I went straight to my Frank reference folder. Jim had allowed me to copy a cutaway illustration of the Ki-84 from *Air International* magazine and for once I was able to breathe a sigh of relief: the control surfaces were indeed fabric covered! At this point I made a decision that I feel was very practical: I was not going to ask **anyone** for any more advice on my model.

The model is in its finishing stages as I write this and should be finished in time for the meeting. The end result is a composite of the opinions and information I received. It doesn't look at all like I pictured it in my imagination, but it's probably more accurate than it would otherwise have been. This project demonstrates that accurate references are of paramount importance to build an accurate model. And that despite having accurate references, there's always someone with a different opinion on how to build the exact same model. Andrew's excellent Frank is a good example of a different approach to the same subject. If you are as fortunate as I have been, the contradictory information and opinions you receive will enhance your model, rather than detract from it!

Preznotes

from page 1

patch smooth (of the model, not my hand) I repainted him. Unfortunately, after sanding, I did not clean the model sufficiently, went straight to paint and discovered that there was a fair amount of sanding residue under the fresh coat of paint (place expletive here). Sand again, this time wash the model, then repaint. Looks great. Turn it around (another expletive). Must've touched the wet paint with my finger. Sand. Wash. Repaint again. No fingerprints or other problems. Set it down for a few days. It's looking good now - I can see it finished. I start rubbing it out adding a little SnJ powder to make it shine a little brighter. It's looking **really** good now. I rub a little more powder. My hands make me look like I'm related to Gort. Almost finished. Just one more time with the powder. One of his hands pops off (place several expletives here). On my hands and knees under the workbench looking for it. I bang my head on the bottom of the bench. I might switch to ship models (sailing ships with rigging!). Found it. Being very careful, I reglued the hand back on then I carefully attached it to its base. There. It's done. I can put it in the display case.

I have no idea what happened - Maybe the planets were in the wrong alignment. Sunspots? I know the moon was full for part of the project. I don't know, sometimes it's amazing how things really can go south in a hurry. I guess it just happens that way some times.

"Klaatu barada nikto" (See you at the meeting),

Terry

Revell 1/24th Scale 2000 NASCAR Monte Carlo #24

by Ken Zinnen, IPMS/Grand Touring and Racing Auto Modelers

After a bit of a delay Revell's new 2000 Monte Carlo kit has finally hit the shelves. I decided to build Jeff Gordon's car because it is rumored to be the last year for this paint scheme. Many updated parts are included in this kit, so let's pop it open and see what's inside. The most obvious difference is the new body. Revell has captured the lines and proportion of the body very well. After talking with a fellow modeler, we both came to the conclusion that the rear spoiler is neither wide enough nor tall enough, but this is easily corrected with strip plastic. The only other thing I noticed missing is that there are no hold down pins for the trunk lid (I think Revell just accidentally overlooked this). Otherwise cleanup will be minimal, with only slight mold lines on the front fenders.

The engine has all of the SB-2 updates that includes a new intake manifold, oil pan, valve covers, and air box. The only change that I would have liked to have seen here is a new set of headers. I always have difficulties filling the seams on the headers. Revell also gave us the new single sided flat exhaust (very nice). The fit of all of the parts is excellent. The rollcage is the same as in previous kits but now includes a new style of upper A-Arms. The A-Arms in previous kits were molded to the frame cross member, but due to the new oil pan, the cross member is no longer used. It is very important not to remove the support strap molded between the frame rails until after the upper A-arms are glued into place. This support strap holds everything in alignment until after the A-arms are glued into place, then the strap may be removed. The rear suspension adjustment tubes are the only other new addition to the chassis. I found the tubes to be a bit too tall and cut about 1/4 of an inch from the bottom of each tube. This keeps the tubes from interfering with the window once the body is in place. It will also be necessary to temporarily put the body and window into place to line up the tubes with the holes in the window as the glue sets. What I find strange is that with all of the updated parts, no Earnhardt Bar is included as in the previous Ford Taurus, leaving you to again scratch build your own. Otherwise the chassis goes together just as in the old stock car models.

The driver's area of the car is completely unchanged. I would have liked to have seen a different gauge layout on the dash and more importantly an updated and correct seat. Once the chassis was finished a test fit of the body onto the chassis showed that some adjustment in the rear ride height would be needed. To lower the rear of the car, I cut about 1/8 of inch from the rear springs. With the rear wheels centered in the wheel wells, I found that the front wheels sat too far back in the wheel wells. Normally to correct this I would drill out the hole in the wheel backs, but with the new open wheel backs this is no longer possible. I found that the best way to adjust the front wheels was to cut off the spindles and reposition them up and further forward to position the wheel correctly the wheel well. (Drill a hole though the separated components and add a small piece of wire to add strength). Once finished the model sat correctly.

There are lots of mold lines on the roll cage bars that will keep you busy for an evening. I prefer to glue the entire rollcage together using the chassis as a jig (do not glue the rollcage to the chassis at this time) before painting. This will make assembly much easier, but makes detail painting a bit more difficult. After you have the engine, seat, pedals, shifter, and steering shaft into place then you may glue the roll cage to the chassis. The suspension components are largely unchanged with the exception of the aforementioned A-arms. The wheels, however, have changed; the 10-hole Aero wheels are now drilled all the way through as in the Pontiac kits. A new, open wheel back is provided and now includes a very basic brake disk. Although the disk is hard to see, it does add some realism to the model. Building the chassis and suspension is straightforward.

Now on to the part we all love the most - painting the body. Cleaning the mold lines only took about five minutes. I chose to paint the body with Testors stock car colors No. 24 blue and neon orange. Since the body is molded white, and the neon orange requires a white base coat I'd decided that a primer coat was not needed. Using the kit decals as a guide, I masked the front and rear of the body for the neon

orange paint. I used Tamiya masking tape to mask the front portion of the body and I used bare metal foil to mask the rear of the body. I then sprayed the neon orange paint from the can into my air brush bottle and sprayed on about four coats to get complete coverage. I then masked the neon paint and again sprayed the metallic blue from the can into my air brush bottle and sprayed on about three coats for complete coverage. Once dry, I carefully removed all of the masking tape, being careful not to pull up the neon orange. After a close inspection I found that the color of the blue was a perfect match, however the orange did not look correct until I sprayed on the few coats of clear. The neon dries flat and requires the clear gloss to bring up the proper shade of color. After letting the body dry for about a week it was time to apply the decals. The kit decals are well done and complete but they did not capture the correct neon color of the stripes. For this reason I chose to use Slixx decals instead. All that was left was to cleanup, paint, and install the glass.

Once finished I had another fantastic stock car kit to add my collection. Assembling the model was fun and straightforward, only requiring a little tweaking here and there to achieve great results. For those that have not yet built one of these kits, the rollcage construction will be a challenge, but with a little patience you will find it easier than it looks. My only minor complaints with the kit are that there is no Earnhardt bar, no hold down pins on the trunk, and the undersized rear spoiler. I apologize to Revell for not using their decals, but it is rare that I can achieve a perfect paint job on my first try, and the decals had to also be perfect. If you have already built one of the Revell stock car kits, building this kit will be a walk in the park. I really enjoyed building this kit. And I know you would too!

Hasegawa 1/72nd M4E8 Sherman

by Tony Leger, IPMS Ottawa

While I usually build aircraft, every now and again I stray off to do something different that fits my fancy. I've always liked the M4 Sherman so when I got this one, the A3E8 (Easy Eight), I was off and running. This project is like many on modeler's workshop tables where it's been worked on over the course of many

months bit by bit...guess I have a few in this state, but that is a whole other story. I must say, I'm very pleased with the results and my son's first response was *cooool* ! I hope it will inspire others to try something off the beaten path reusing the skills they've picked up.

The kit is the Hasegawa M4 (A3E8) Sherman, which is part of their small-scale armor series in 1:72nd. The kit is nicely molded in dark green and comes with 84 parts overall. The tank treads are molded in a soft vinyl material that is able to stretch. Looking at the sprues and the box art you can see the potential waiting to be unleashed with some simple enhancements. Following the box art as my guide as well as what I remembered of the tank sitting out front of Ottawa's War Museum I trimmed the front fenders and chose not to use the side skirts (parts 26 and 27). I glued the assemblies together per the instructions. The parts fit was pretty good overall. One aspect I've not particularly liked is the strength of the plastic for the main sprockets, in particular parts 8 and 9 where they attach. I've begun to drill out the pins and replace them with a wire piece that will be superglued in. This assures that when you are stressing to mount those treads you won't break off the part or it bend out of position. Down both sides of the upper hull I carefully removed the little triangular shaped bracings. At the top I used my Pinvice to drill a pilot hole for the brass wire I was using as the brace. I cut several small lengths of the brass wire and glued in each with superglue into the pilot hole. Once dry I bent them down and glued the other side. Lastly I used my favorite Radio Shack side cutters to trim the ends flush. All the handles I could spot on the tank were then trimmed off and replaced by thin sized brass wire superglued into place. I used small flat-faced alligator clips to help get a nice straight bend.

Looking at the kit's headlights and taillights relative to the box art they just had to go. They were too bulky and didn't really look like they should. The answer again was to pull out some trusty wire, this time from some electronic components I had lying around. I experimented, as you need to do sometimes, bending the wire to a reasonable facsimile of what the box art revealed, and pictures I'd seen of the frames. For the lamp portions I opted to cut away the excess from the kit's lights. I sanded and then glued them in place. I guess I could have used MV lenses, but didn't think of it at the time... I drilled pilot holes for the frames and installed the front frame part followed by smaller side braces made again from brass wire. On the whole they look good and if doing it again I'd try an even thinner wire and use MV lenses for the lights. I did a similar process for the taillights.

Midget Sub HA-19

from page 4

awaits transfer to the National Park Service and transportation to the *USS Arizona* Memorial at Pearl Harbor, Honolulu, Hawaii. There the submarine, which achieved international notoriety for its part in the events of December 7, 1941, will be stabilized, possibly restored and publicly displayed.

The 1938-built, Type-A Japanese midget submarine *HA-19* is a unique vessel significant to both the history of Japan and the United States. Built as part of Japan's expansion of its armed forces in the 1930s, *HA-19* is an early example of a specific type of craft made famous by the Imperial Japanese Navy's use of it during the Second World War, namely the midget submarine. *HA-19* is of exceptional significance in American history as well.

The capture and subsequent display of prizes of war has been a common feature of most societies; among the more notable prizes are the enemy's warships. For example, Antony and Cleopatra's vanquished fleet's bronze rams were displayed in a special memorial built by Augustus at Actium. The U.S. Navy toured several captured U-Boats in American port cities after World War I. *HA-19*'s public display in the United States was a more modern example of the same behavior.

A participant in the Japanese attack on Pearl Harbor on December 7, 1941, *HA-19* was the only Japanese vessel captured intact from the attack and is representative of the successful U.S. defense against this type of "secret weapon." one of *HA-19*'s sisters was the first confirmed kill of the United States Navy in the Second World War. Yielding significant intelligence information as well as the United States' first prisoner of war, Ens. Kazuo Sakamaki, pilot and commanding officer, *HA-19*'s story is a significant aspect of the "day of infamy' at Pearl Harbor and its immediate aftermath. *HA-19* is also of exceptional significance because of her role as a display used to good effect to sell war bonds during a nationwide tour that lasted from 1942 to 1945. Visited by millions in the major cities of the United States, *HA-19*, played a significant part in helping win the war against Japan as she raised funds, helped make an image of a clever, perfidious enemy, and helped ensure that the nation remembered Pearl Harbor.

Midget *HA-19* as Built and Modified

As built in 1938, *HA-19*, designated as "Midget C" by the U.S. Navy, was a Type-A class two-man midget submarine of the Imperial Japanese Navy. Constructed of four longitudinally welded, cold-rolled, 10-inch steel strakes reinforced by welded transverse angle-iron frames, *HA-19* is 78.5 feet in length overall, with a 6.1-foot breadth and a 6.1-foot draft. *HA-19* displaced 46 tons submerged. Two bolted joints allow the submarine to be separated into three sections. There is a single 93-inch long, 50-inch high, and 20-inch wide conning tower welded and mechanically attached to the pressure hull. The hull, originally coated with yellow zinc-chromate primer, a bitumastic tar and then painted with a finish coat of black and red enamel, is now painted with a gray gloss enamel finish coat.

The vessel was equipped with a single Type 92 periscope manufactured by the Japan Optical Manufacturing Company in May 1941. Raised by electrical winch, the periscope was 10 feet long, 3 5/8 inches in diameter, and had magnification settings of 1.5 and 6.0. The periscope was removed by the U.S. Navy after the submarine's capture in December 1941. The armament consisted of two 18-inch torpedo tubes mounted one over the other. During the submarine's participation in Japan's "Hawaii Operation," it was armed with two torpedoes, each with approximately 1,000 lbs. of explosive in the warhead.

The submarine was propelled by a single-shaft electric motor of 600 h.p. Powered by acid-cell batteries, the submarine carried no generator and required recharging by a mother submarine or tender. At top speed (23 knots surfaced and 19 knots submerged) the submarine's battery charge would last only 55 minutes. However, at a submerged speed of 2 knots, the submarine had an effective range of 100 miles. The shaft connected to two tandem-mounted, counter-rotating propellers, the forward propeller turning right and the after propeller turning left.

The submarine is divided into seven compartments—a free-flooding bow tank; torpedo room, forward battery room; control room; after battery room; motor room; and a free-flooding tail section. The battery rooms and control room, separated by riveted watertight bulkheads with doors, are integral to the center section of the submarine; the torpedo room and motor room comprise two separate sections that are bolted to the center section. The submarine carried 534 lead pigs weighing 5,899 lbs. as ballast equally loaded throughout; these pigs were shifted by the crew on December 7, 1941 to correct trim and help work the craft off a submerged reef after grounding.

The torpedo room, in addition to the two 18-inch tubes and ballast, also carried a 7.5-foot ballast tank, two low pressure air tanks, two impulse tanks, and the torpedo tube firing valves. The forward battery room carried air and oxygen flasks, a 90.5-gallon trim tank, air purification equipment, and 12 battery cells. The control room carried the depth and control instruments, periscope, a small crystal radio, torpedo tube controls, gyro compass, electrically actuated directional gyro, a small electric trim pump, a low-pressure air manifold, a small regulator tank, and a hydrogen detector. The after battery room contained 36 battery cells, sound equipment, air conditioning apparatus, air purification equipment, and one 56.5-gallon trim tank. The motor room carried the motor and

control panels. The free-flooding tail section housed the gear box. The submarine's exterior equipment and accouterments were few and consisted of a vertical rubber-sheathed 32-inch radio antenna, the periscope, two white running lights, the forward light blanked off, probably for the "Hawaii Operation," the battery ventilation exhaust, a jack for telephone communication with the mother submarine while still tethered, the mounting studs for attaching the midget to the mother submarine's deck, and a U-frame fairing sheer that supported two 3/4-inch diameter 3-strand steel wire rope net cutters running fore and aft.

Upon its capture on December 8, 1941, the submarine was examined and found to be damaged as a result of several groundings. This included damage to the rudders, torpedoes, propellers, and the bow net cutter. Other than this, the vessel was in good condition and was hauled ashore, dismantled, and subjected to exhaustive documentation by the U.S. Navy. The vessel was then reassembled to be an exhibit without periscope, motor, ballast, batteries, armament, and most of the equipment. Outfitted with "dummy" wood and sheet metal air tanks and equipment, sheet metal cones to simulate the torpedo warheads, and with U.S. Navy-issue electrical light fixtures added to illuminate the interior, a mounting pad welded to the bottom, and 6-inch wide, 6-foot long "windows" for viewing cut into the hull and covered with plexiglass, the submarine, complete with two mannequins dressed as the crew, was mounted atop a trailer and toured the United States. In 1947, following the submarine's transfer to the then US Submarine Base at Key West, the viewing windows were blanked with welded filler plates.

Current Condition and Appearance

HA-19 has been displayed out-of-doors since 1942. After 1947, the submarine was displayed in a corrosive salt-air environment in the Florida Keys. As a result, serious localized corrosion on the exterior and lower interior of the hull has resulted. Nonetheless, an April 1988 professional marine survey of the submarine summarized its condition as "fair," with ultrasonic testing finding no weakened or failed structural welds or mechanical joints and a loss of less than 10 percent of hull plate original thickness. The survey noted most of the original equipment is no longer present. This includes the interior watertight doors. The survey did note the presence of the torpedo tubes, portions of the arming mechanisms, control rods, and compressed air tubes, the control rod and angle drive for the ballast tank valve, and two dummy air cylinders in the torpedo room. The forward battery room houses the battery racks, two dummy air cylinders, and an oxygen flask. The control room holds the periscope housing, winch and cable for raising and lowering the periscope, water ballast transfer pump, steering gear cylinder, emergency steering gear, an electrical fuse panel, and two tanks integral with the hull. The after battery room contains the battery racks, wiring brackets, the control rod for the ballast tank, and elevator and rudder control rods. The motor room holds the shaft, with a steady bearing and bearing mount, the mounting beds for the motor, elevator and rudder control rods, lube oil tank, oil transfer device, oil tubes, and hull penetrations for through hull valves.

While no longer possessing all of the equipment and the armament with which its crew intended to attack the United States Fleet at Pearl Harbor as part of Japan's "Hawaii Operation" on December 7, 1941, *HA-19* retains its basic integrity of design and form. The interior, modified during WWII by the US Navy, retains the "dummy equipment" and lighting fixtures installed for public exhibition, and the hull penetrations for viewing, now blanked, also remain. The vessel possesses a good level of integrity for its 1942-1945 configuration as a touring prize vessel used to sell War Bonds.
[copied from: **http://www.cr.nps.gov/history/maritime/nhl/ha19nhl.htm**]

Golden Age Stars of IPMS #10

Upon reflection, it's surprising that **Patricia Neal** hasn't already been featured here. She was an attractive, Oscar-winning actress whose resume includes two things that make her a strong candidate for this series: she was a star of *The Day the Earth Stood Still*, and she was married to a WW2 ace fighter pilot. I have to mention that I take a certain delight in using the first issue of 2001 to feature so heavily (see also Terry Moore's *Preznotes*) one of the best and most influential sci-fi movies ever made - just not *that* one!

Neal had many varied roles, in a career that stretched from the late '40s to the late '80s. In addition to TDTESS and her Oscar-winning turn in *Hud*, she's remembered for her performances in *The Fountainhead* and *Breakfast at Tiffany's.* In 1965, she courageously fought back to resume her career after suffering three strokes.

The ace? Neal was married for a time to Roald Dahl, the writer of twisted stories, who flew Gladiators and Hurricanes with the RAF in North Africa and Greece, and was credited with either four or five victories, depending on whom you read.

2001 IPMS-Seattle Dues Renewal Last Notice

Well, as mentioned in last month's newsletter, and again at the December meeting, it is time to collect dues renewals for 2001.

If there is a sticker on your envelope with "**Last Issue**" on it, this will be your last issue. If you have not renewed by the February mailing, you will **not** receive that and subsequent issues. We would hate to see you miss our newsletter so please renew soon.

You can renew by writing a check for $24 to **IPMS-Seattle** and mailing it to Norm Filer at the address on page two of this newsletter. You may also bring the form and payment to the January meeting. **Please be very careful when filling out the form**. Many of our returned newsletters are the result of my poor interpretation of handwritten address information.

IPMS Seattle 2001 Dues Form

Full Name _____

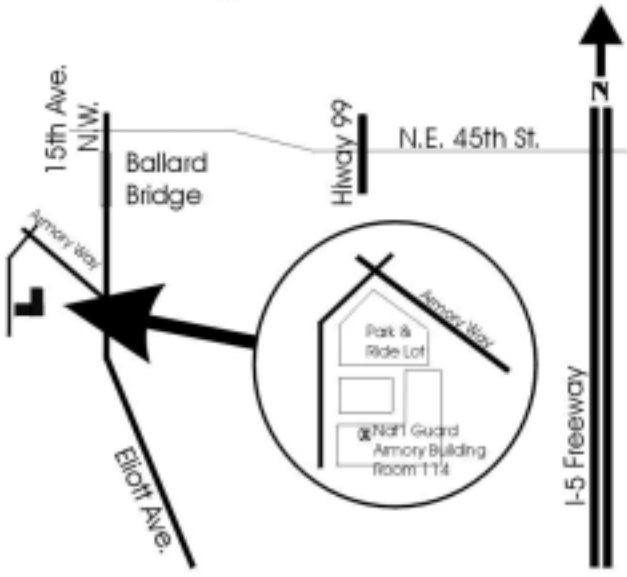
Mailing Address _____

City _____ **State** _____ **Zip Code** _____

Telephone (Area Code) ( ) _____

E-mail address (optional) _____

Meeting Reminder



Saturday, January 13
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.