

Seattle Chapter News



Seattle Chapter IPMS-USA
July 2001

PREZNOTES



As you read this, I am winging my way eastward, towards Chicago and the 2001 IPMS USA national convention. We left early to spend some time with Jill's aunts and cousins, who all live in the Chicago area. We'll see some of the sights that Chicago has to offer and I have plans to visit Mike Kellner, a B-17 enthusiast like myself, except he is restoring a real one. A B-17E to be exact.

I have even packed a model to enter in the show, contrary to the best efforts of the Seattle Mariners to keep my focus off the workbench! My shopping list for the vendors' room is a short list (like last year) but I fully expect to have to be shipping something home. I will have a full report on the convention in the next issue.

At the June Meeting I briefly touched on the subject of someone becoming chairman for our 2002 spring show. Duties include making arrangements for meeting space, soliciting awards, sponsors, and door prize donations, and a small handful of other tasks. Most items are taken care of by other members (awards, tables, judges, and so on). It is not a difficult or time-consuming job and it should not take any serious time away from your workbench. I would like to have someone step forward as soon as possible so that we can get an early start on things for next year. Please give me a call @ 425-774-6343. Thank you.

I also may have misspoken at the last meeting regarding the date of this month's meeting. The July meeting is on **July 14**, which is the **second** Saturday of the month, not the third. I hope no one was confused.

I saw *Pearl Harbor* a few weeks ago. If it was history vs. Hollywood, then Hollywood won. Not that it was a bad movie. I was entertained for three hours. That is why I go to the movies. It was very similar to *Titanic*, except it had a lot more explosions. The CG battleship row was pretty amazing, as well as some of the attack sequences, but I felt somewhat let down

by some truths that were stretched and more than a few technical flubs. For example, General Marshall with a Vietnam Service ribbon? And do you think that the US Navy would go all the way to the nearest Army air base to recruit volunteers to help rescue survivors of the overturned *USS Oklahoma*?! Oh yes, the Doolittle raiders did not fly in formation on their way to bomb Tokyo. Alec Baldwin as Col Doolittle? Puhleeze. Like I said, I was entertained (I feel I got my money's worth), and I came up with a few more subjects for my "reel" planes collection. I have a Monogram B-25 and an AMT P-40N that just scream to be done in late 1941 markings.

Anyway, overlooking some of the details, and some of the historical inaccuracies, I would recommend this movie to families with children or grandchildren.

Take them to see it. Lest we forget.

See you at the meeting,

Terry

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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 - earlier would be appreciated! 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 accessible place. All meetings begin at 10:00 AM.

July 14, 2001

September TBD, 2001

August 18, 2001 (Third Saturday)

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

Check out our web page: www.ipmsusa.org

How Do I Get Myself Into These Things? Part 2: Am I an Idiot or What?

by Terry D. Moore

You would think that with the new *Pearl Harbor* movie on the big screen that I would be even further inspired to finish my Hollywood Val. Nope. Problem is, no amount of inspiration will replace the perspiration that this little project has created. Someone recently told me they once saw a resin model of the BT-13. Arrghh! If it were true, then this vacform "BT-13" would be back in the box on a shelf in the garage o' kits. But, I can't confirm that one was ever available or I probably would have bought it. Anyway, I'm still plugging away at this beastie. I have the fuselage half lengths sorted out, the fuselage at the aft cockpit is now the correct shape (it's not torqued any more), and I have started the interior, utilizing parts from the Monogram T-6. I have filled the gaping chasms where the wing attaches to the fuselage with epoxy putty and changed the contour of the nose with the same. I will scavenge wing tips from the spares box, wheel spats from an old "real" Val kit, and other parts as necessary. Pass the Advil...

Part 3: Captain of the *HMS Foolish Adventure*

Post Script: Speaking of the *Pearl Harbor* movie...a few more possible subjects for my "reel" plane collection: late model B-25s painted up as early model B-25s, real Zeros painted up as "reel" Zeros, Spitfires and Messerschmitts (in a movie about Pearl Harbor?!). Excuse me; I gotta go to the hobby shop...

What The Hell Was I Smoking (When I Bought That Kit)?

by Jacob Russell

Just as the Road To Hell is paved with good intentions, the Road to Modeling Nirvana is similarly strewn with the wreckage of kits that should never have been purchased, let alone manufactured, in the first place. If there's one thing that most modelers have in common regardless of their areas of interest, it is fickleness about what they choose to buy and hopefully, **build**. Let's face it: there are those who collect, there are those who admire what they collect, and there are those who build. I like to include myself in the third category. Delusional thinking, perhaps, but please indulge me!

Lately I've been questioning the quality of my discerning eye, or if I even have one in the first place. After four years as an IPMS member I am convinced that I'm not the only modeler with too many kits. I never cease to be amazed at how many members of IPMS/Seattle purchase a stack of kits from Kevin Callahan or Emil Minerich at each monthly meeting-yet I have never seen **any** models produced by some of these modelers! What happens to these kits? One of two things: First, they never get built and second, they wind up for sale at next month's meeting at a **greatly** reduced price! Who am I to sit in judgment of anyone else's intentions or dreams, with my stack of Falcon vacuforms and Ventura limited run kits? Obviously I'm in no such position, but I can state that I clearly recognize that we're all victims of a fleeting and insidious disease, the disease of Modeler's Fickleness! The symptoms of this lamentably incurable illness that strikes many a modeler are simple and obvious: we develop tremendous enthusiasm for a model and buy it, the essential accessories, and reference books. And then we gradually lose interest in it. Only to buy another kit that we decided we just had to have, and sell the "old" kit (at a loss) to another modeler who's been struck by the feeling that yes, he's always wanted

that kit, thank you very much! And far be it from me to poke too critical a finger into this particular pie when I've got some of my most desirable kits in this way, kits that-of course-I fully intend to build some day!

My good friend Chris Cowx of Vancouver, BC has an interesting policy that I think merits mention here. He calls it the "20 Kit Rule." The concept is simple: if you have no more than 20 kits, you'll be able to maintain the enthusiasm that drew you to the kit in the first place and the kit is more likely to be built. Once past that golden number the likelihood of a kit being built decreases in inverse proportion to the number of kits you have. The more kits you have, the fewer you're likely to build! Of course since Chris is still one of us - albeit possessed with more self-restraint and discipline than most - he is not exempt from the ravages of our disease and the 20 Kit Rule has now become the 25 Kit Rule! Is it heresy to suggest that if we buy fewer kits we're likely to build the ones we already have? Who knows? I **do** know that I'll be at next month's meeting, standing next to you at Kevin or Emil's table with cash in hand, ready to buy that new kit that I've just **got** to have...

Accurate Miniatures RIP

The following message was posted on the Accurate Miniatures web site:

Goodbye

It is with both sadness and regret that we announce that with effect from 5:00 p.m. on June 30, 2001, Accurate Miniatures, Inc. will cease operations.

At this time, we would like to thank all the model builders (worldwide) who purchased our kits for their unwavering support over the past eight years. Your input and advice was truly valuable and very much appreciated.

Thank you all for great memories.

Accurate Miniatures, Inc

Classic Airframes 1/48th Scale Curtiss P-6E Hawk

by Jim Schubert

History

The Curtiss P-6E Hawk, 46 of which were delivered to the USAAC in late 1931 and early 1932, ended the series of Curtiss Army biplane Hawks. This series started with the P-1 (redesignated from XPW-8B), 15 of which were ordered in 1925. That year was also the start of the intense Boeing/Curtiss Army/Navy fighter competitions of the '20s and '30s. Seattle aviation historian Peter M. Bowers recently covered this competition in good detail in a three-part article (see reference below). The P-6E was both the last and the prettiest of the Army biplane Hawks. As the P-6Es were obsolescent when delivered in '31/'32 the Army did not invest much in heavy maintenance or overhauls on them and, with benign neglect, allowed them to quickly become obsolete and to fade from service. Mr. Bowers notes that one survived in service into 1940. That's a service life of only eight years! It takes longer than that now to get a new model from prototype rollout to production!

Most people, when they think of the P-6E, mentally picture one of the 17th Pursuit Squadron, First Pursuit Group's "Snow Owl" marked airplanes. The beautifully striking black and white markings were first applied to "tart-up" the unit's khaki-brown and chrome yellow planes for their participation in the 1932 National Air Races in Cleveland. Most modelers will opt for this flamboyant scheme, two versions of which are provided for in the kit, but you don't have to use one of those, almost, trite schemes. If you want to be different you can do a P-6E in the later blue/yellow scheme of 1935-39. So far, in checking my sources, I have found several blue/yellow planes with the open-faced wheel pants, which are also provided in the kit.

The Kit

There are 41 well-molded, sharply detailed parts on two sprue trees of light gray styrene and 20 resin detail parts. The resin parts include two especially beautiful 12-port exhausts. In my kit some of the small resin parts were broken. Two vac-formed windscreens complete the kit parts



inventory. The six-page instructions provide: a brief history, specifications, parts map and twelve illustrated, wordless, assembly steps. There is also a rigging diagram. A separate sheet provides a mask template for the "Snow Owl" black nose. The two sheets of very nice decals provide for two 17th Pursuit Squadron airplanes; one with full wheel pants in the full "Snow Owl" scheme and another for open wheel pants in partial "Snow Owl" markings; both are in the khaki-brown/chrome yellow basic color scheme.

I find no fault with the overall accuracy of the parts presented in this kit by Classic Airframes. There are, however, a few nit-picking quibbles:

The gun troughs in the fuselage sides are too shallow to accept the resin gun barrels. It should be fairly easy to deepen the troughs.

My kit has a blemish (from a

mold crack?) in the left forward fuselage half.

My kit has two sink marks each in the two outside panels for the open wheel pants. Friend Bill Johnson's kit does not have these sink marks, but has one in each of the landing gear struts.

Four lifting lugs and a small servicing hatch are omitted from the top of the top wing.

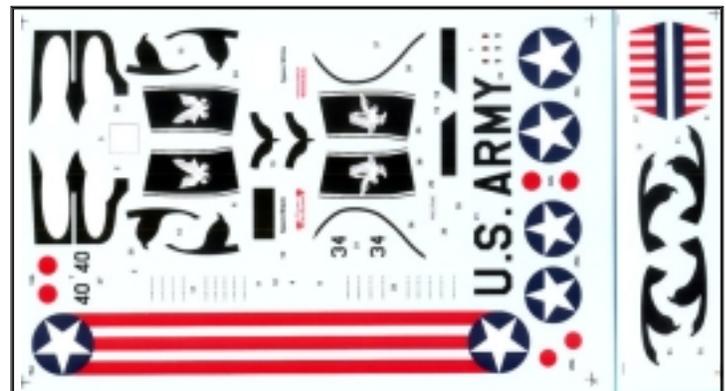
A small servicing hatch is omitted from the bottom of both bottom wing halves.

The rear running light is omitted from the rudder.

As a matter of personal taste, I will leave off the resin external fuel tank when I build my kit; I think the P-6E is very sleek looking without it.

Conclusion

As reviewed in-the-box, this is the best and most accurate Classic Airframes biplane kit so far. I hope the fit is as good as the parts. Forget the early 1960s Lindberg P-6E in 1/48th scale; it is no match for this kit. If 1/72nd is your scale you can do no better than the 1968 Monogram release of the P-6E. Except for the lack of interior detail, the Monogram kit is the equal of this Classic Airframes 48th scale kit. I paid \$25.46, plus shipping, for my P-6E from Squadron Mail Order. Now,



Messrs. Classic Airframes, that you have given us the Hawks and the Ducks how about that Boeing Stearman and that Tiger Moth in 1/48th scale?

References

Curtiss Aircraft 1907-1947: Peter M. Bowers, Putnam, London, 1974, ISBN 0-370-10029-8

Profile Number 45: Peter M. Bowers, Profile Pubs., Ltd., London

Curtiss Army Hawks In Action: Larry Davis, Squadron Signal, Carrollton, TX, 1992, ISBN 0-89747-286-1

Airpower magazine, March 1994: Jack Dean article on Ralph Rosanik's repro P-6E

Historical Aviation Album, Volume V: Paul Matt article and drawings

IPMS/USA Quarterly, Fall 1986; 17th Pursuit Squadron color schemes

Air Classics: Issues Unknown, Two-part article by Peter Westburg including his fabulous drawings (These are the best P-6E drawings available.)

Airpower/Wings magazine, January, February and March 2001: Three-part article by Peter M. Bowers on Boeing/Curtiss competition

William Wylam's drawings of Curtiss F11C-2 and P-6E

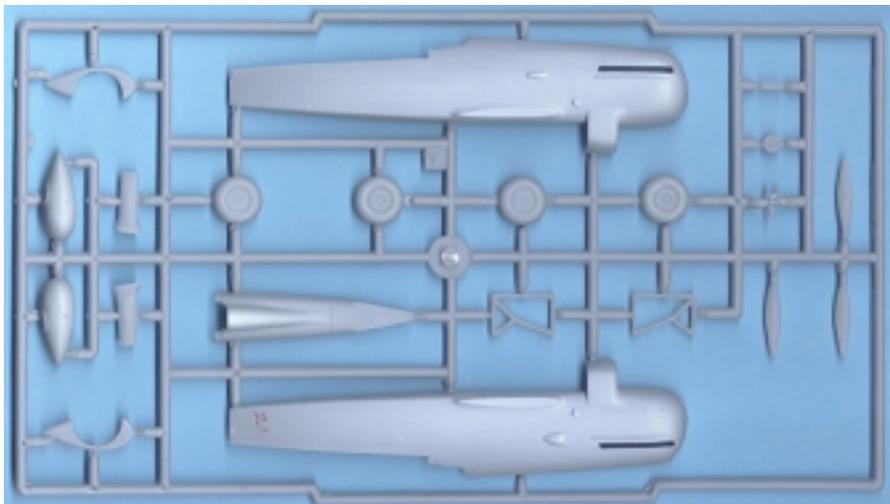
Aeromodeller Scale Drawings #2698, P-6E and F11C-2

The Curtiss Hawks: P. Shamburger and J. Christy, Wolverine Press, Kalamazoo, 1972, Library of Congress Card Number 79-173429

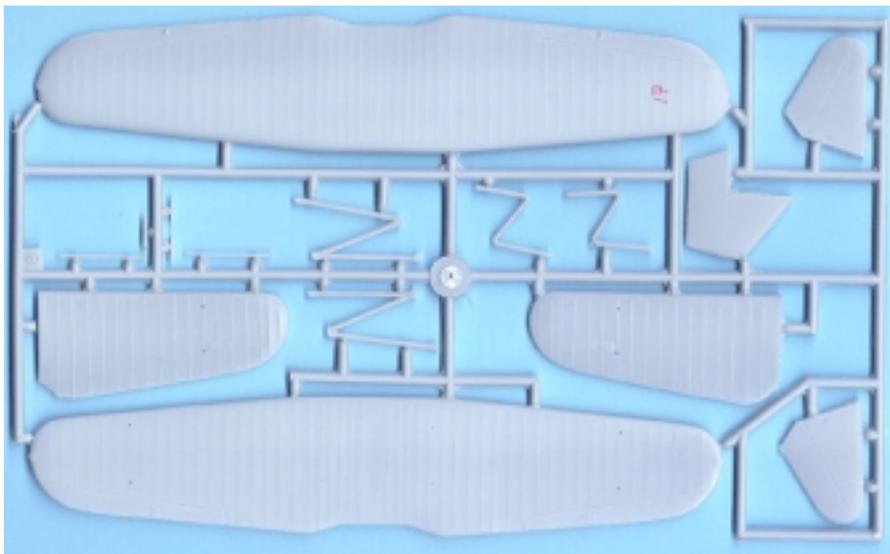
[Thanks to Chris Banyai-Riepl of Internet Modeler at

www.internetmodeler.com

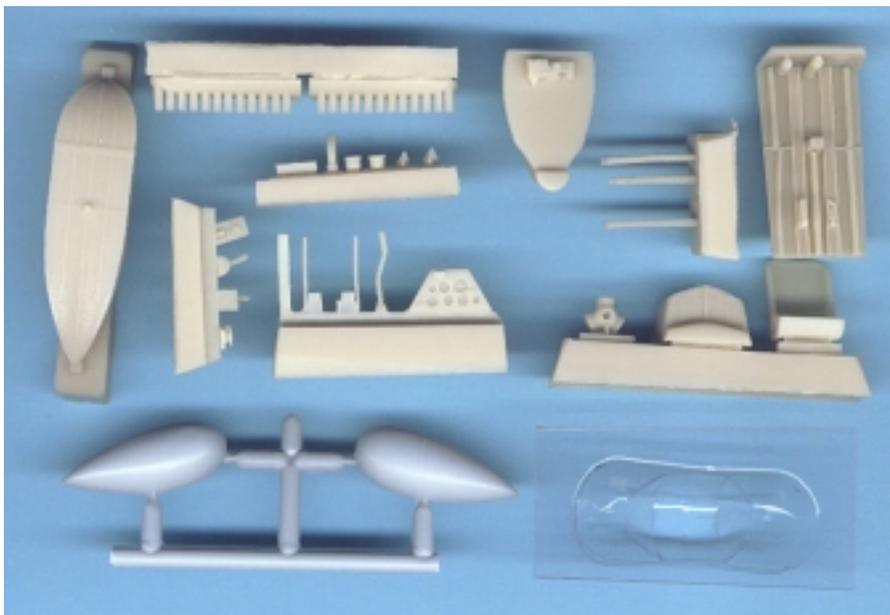
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The plastic sprues (top and center)



The resin/clear vacuform parts (bottom)



2001 McMinnville Model Show

The Portland and Salem IPMS clubs present the Fourth Annual Model Show and Contest on September 22, 2001. Working in conjunction with the Evergreen Air Museum in McMinnville, Oregon, the two clubs are working together to produce the best model show in Oregon, underneath the wings of the newly restored Hughes HK-1 Flying Boat. The main theme of the show is to commemorate the Conflict in Southeast Asia 1950-1975. There will be 25 vendor tables, and a raffle, for which the Grand Prize is a warbird flight, courtesy of the Evergreen Museum. Food will be available.

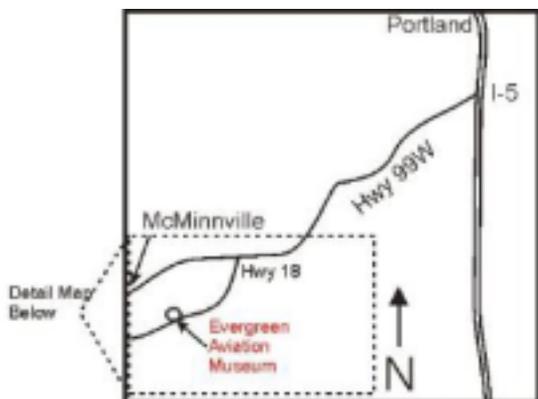
Fees:

Museum admission – Adults \$9; Seniors \$7; Children \$5
Museum members free

Contest admission:

Adults: \$3 for 1-3 models, and \$1 for each additional model
Juniors age 11-17: \$1 per model
Juniors age 10 and under: Free
Display entry: Free

The Evergreen Aviation Museum is located about a one-hour drive southwest of Portland. From I-5, take Highway 99W to Highway 18 and proceed to 3685 NE Three Mile Lane, just south of McMinnville, Oregon. The Museum is across the street from the McMinnville Airport.



Hours:

9am - Open to public; Registration opens
12noon – Model entry closed
3pm – Judging completed
3:10pm – Awards presentation
3:30pm – Models may be removed from tables
4pm – Doors closed

Corporate Sponsors:

Alpine Hobby and Craft
Bob Berry Hobbies
Bridgetown Hobbies/Military Corner
Skyway Model Shop
Tammie's Hobbies

Class Lists and Special Awards

Special Awards

Michael King Smith Memorial Award: Best of Show
The Evergreen Award: Best Rotary Wing Craft
Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject - sponsored by Tony Roberts
Best Axis Armor
Junior Awards sponsored by IPMS Seattle
Best S.E Asia aircraft subject
Best S.E. Asia armor subject
Best S.E Asia maritime subject
Best Dutch subject - sponsored by Hans Beernink
Best Hughes Flying Boat
Best of Show: Peoples' choice
Best Nightfighter Aircraft - sponsored by Larry Randel
Best NASCAR subject
Other special awards to be announced.

01 - AIRCRAFT

11 - 1:73 and Smaller
12 - 1:72 Single Prop
13 - 1:72 Multi-Prop
14 - 1:48 Single Prop/Allied
15 - 1:48 Single Prop/Axis and other
16 - 1:48 Multi-Prop
17 - 1:32 and Larger Prop
18 - 1:72 Single Jet
19 - 1:72 Multi-Jet
20 - 1:48 Single Jet
21 - 1:48 Multi-Jet
22 - 1:32 and Larger Jet
23 - Civil, Sport, and Racing: All scales
24 - Biplanes/Vintage Types/ Airships: All scales
25 - Airliners: All scales
26 - Rotary Wing: All scales
27 - Vacuforms
28 - Scratch-Built/Conversions: All scales
BEST AIRCRAFT AWARD

03 - MILITARY VEHICLES

31 - 1:72 - Military Vehicles
32 - 1:35 and Larger Open Top AFVs, 1945 and earlier
33 - 1:35 and Larger - Closed Top AFV, 1945 and earlier

The following individuals, organizations or companies have provided a sponsorship package or are vendors for the upcoming convention. Portland and Salem IPMS thanks them and encourages patronage of the services of all of them.

Individual Sponsors:

Tony "Roundel" Roberts
Larry Randel
Greg Schell
Larry Weinstock
Chuck Zellmer

IPMS Sponsors:

IPMS/Spokane
IPMS/Seattle

34 - 1:35 and Larger Open Top AFVs, Post-1945

35 - 1:35 and Larger Open Top AFVs, Post-1945

36 - 1:35 and Larger - Half-Tracks and Self-Propelled Guns All Eras/All Scales

37 - Towed Artillery and Missiles - All Eras/All Scales

38 - Conversions and Scratch-Builds - all Subjects/Eras/Scales

BEST MILITARY VEHICLES AWARD

04 - AUTOMOTIVE

41 - Racing Cars

42 - Street Machines

43 - Custom Cars

44 - Hot Rods

45 - Pick-Up Trucks, SUV

46 - Showroom Stock, box stock cars

47 - Trucks and Semis

48 - Motorcycles

BEST AUTOMOTIVE AWARD

05-SHIP AND SAILING VESSEL

51 - Ships-1/400 and larger, motorized

52 - Ships-1/400 and smaller, motorized

53 - Ships-Non-motorized, All scales

54 - Submarines-All scales

55 - Speed Boats / Motor Patrol Boats

BEST SHIP AWARD

06-SPACE FACT/SCI-FI/FANTASY

61 - Space Fact

62 - Space /Sci-Fi Fantasy

BEST SPACE FACT/SCI-FI/FANTASY

07 - FIGURE

72 - Figures, Smaller than 54mm

73 - Figures, 54mm, 1/32 and 1/35

74 - Figures, Larger than 54mm

75 - Figures, Mounted

76 - Dinosaurs

BEST FIGURE AWARD

08 - DIORAMA:

81 - Aircraft

82 - Armor/Military-Less than 5 figures

83 - Armor/Military-5 or more figures

83 - Automotive

84 - Ship/Maritime

85 - Space Fact/Sci-Fi/Fantasy

86 - Diorama-Miscellaneous

BEST DIORAMA AWARD

09 - OTHER

91 - Flights of Fancy

92 - Collections - Five or More Related Models

93 - Humorous

94 - Miscellaneous - Anything Not Covered Above

10 - JUNIOR- (Under 18) (All Scales:)

101 - Aircraft

102 - Armor

103 - Automotive

104 - Ships

105 - Space Fact/Sci-Fi/Fantasy

106 - Figures

107 - Diorama

BEST JUNIOR Ages 11-17 AWARD

Special award for under-10-year-old modelers

Exhibition Display

All Subjects/All Scales (Not Judged)

Contest Rules and Notes

Judging rules: IPMS/USA National

Contest Judging Rules.

Contestant may enter a model in IPMS

Contest Classes and OHMS Special Award Classes.

Juniors may compete in Senior categories, if desired.

IPMS rules and guidelines will apply to contest and judging.

For more information, call 503-282-2790, or visit the website, at

www.geocities.com/oregonshow

MPM 1/72nd Scale Fairey Albacore

by Paul Fontenoy, IPMS FAA SIG

The Fairey Albacore, despite the important role it played in World War II and its operational successes, has been overshadowed by the aircraft it was intended to replace but that outlived it - the illustrious Swordfish. It also was a strange amalgam

of new and old, introducing monocoque construction, enclosed cockpits and variable pitch airscrews to the FAA's torpedo squadrons, yet still retaining fabric covered biplane wings and a fixed undercarriage.

Despite its importance, the Albacore has not been treated well by kit manufacturers. Hitherto, only the cottage industry has offered us Albacores, including several vacuforms and at least two resin kits, from Czech Master Resins and Magna, of which only the last is still available.

MPM's new kit, therefore, is a most welcome addition to its range. The kit includes two sprues of pale grey injection molded components, a very clear injection molded canopy, several resin parts for internal detail, a small stainless steel etched fret and a nice negative for the main instrument dials. External surface detail is very fine and the wings are excellent representations of fabric covered structures.

The cockpit is fitted out very well and will satisfy all but the most avid super-detailers. All its contents will be very clearly visible through that large canopy, so attention here will not be wasted. The engine is a clean resin casting, and armament is a sensible mix of injection plastic, resin, and etched metal.

Construction seems straightforward, although the butt joints of the lower wings, in two pieces, and empennage to the fuselage may require reinforcing.

The kit includes decals for three aircraft, an Albacore from 822 NAS aboard *HMS Furious* during Operation Torch, another with black undersurfaces from 828 NAS shore based at Hal Far in late 1942, and a third all-black example operated by 145 Squadron RCAF from Manston in 1944/45. The decals are excellent. They are thin, with good registration and color. They may not be the easiest to apply, though, but time will tell.

This is a very fine kit, at least in the box.

Academy/MRC 1/35th Scale UH-60L Blackhawk

by Steve Belanger, IPMS Eastern Carolina Plastic Modelers

The Academy/MRC 1/35th UH-60L Blackhawk kit looks impressive just sitting in the box. The box is quite large (approximately 19"x12"x3.25") and the fuselage halves themselves come in at about 16". In addition, the assembled four-bladed main rotor diameter is about 18" so this kit will take up a good chunk of space. All external detail is recessed including rivets, which is technically wrong but at least the detail is there. The instruction booklet is very nice and thorough as well, as it is illustrated with the construction exploded views and also many pictures of the real H-60 (in black and white of course).

The decal sheet is rather large. It has lots of stencil data and also large black decals for the external black panels if painting these areas is not preferred. There are five decal options, all for US Army Blackhawks: three UH-60As (78th Aviation Battalion, 101st Airborne, California Air National Guard) and two UH-60Ls (a "generic" L [or even another A], and an unknown Desert Storm aircraft.) All are painted in the standard current Army helo green except the Desert Storm one, which is overall sand (with the large coalition chevron in black.) The 101st Air Blackhawk just happens to be the one featured on the cover of Squadron's *UH-60 Blackhawk In Action*. Decals are also provided for some internal cabin markings, which is another nice touch.

The interior looks quite nice for the most part. Ten troop seats are provided in addition to the sideways gunner and crew chief seats. The seats themselves are nice and are made up of several parts - the back tube frame assembly, the lower seat assembly, and the back seat, then two very thin frame supports on the bottom. They

proved to me to be quite flimsy to assemble but that is not saying much. In any case, they look nice. They also attach to the frame supports that are attached to the overhead. The pilot's seats also are rather complicated looking and look nice, they are constructed of two side frame supports, the back frame, and of course the seat. The seat itself has two rather large ejector marks, and one of them is at the bend of the back and bottom so it might be a little difficult to fix. All of the Blackhawk pilot seats I have seen have a black fuzzy/furry carpet cushion, so it may be OK to hide the ejector pin marks. The pilot's movable side armor is molded in the slid-back closed (not in use) position; these also have some pin marks. The main instrument panel and other panels look nice, however some details are missing on the overhead panel in particular (the numerous levers are not there.) Two pretty M-60s are provided for the gunner's stations (the windows can be open or closed) but no miniguns are provided. I assume they will/should be for the future MH-60.

Even with the nice seats, the large side supports around the gunners' windows, and all the other nice detail, the interior still looks a little lacking. There is no detail on the cabin top, bottom, or rear bulkheads. They all are basically flat sheets of plastic (with the exception of the raised outline on the floor for the cargo hook access, which should have rows of tie down recesses.) The pilots' doors outlines are also thinned from within the fuselage but they have no internal detail whatsoever so they will look rather plain if opened. The large main cabin doors are also featureless on the inside but that is not really any concern unless you close one (or two.) There are insulation/sound-proofing "blankets" on most of the bulkheads, which would be nice to have been molded in some detail (which should be tan or OD colored.)

With some relatively easy scratch building and/or spare part scrounging some extra details can be easily added. Some styrene

"blocks" may be used to fill in the visible gap ahead of the center console, since it ends where it attaches to the main instrument panel. Another smaller "box" appears to be behind the center console. Mounted behind the pilot seats also looks to be some type of frame; what it is I do not know but it looks like it could be easy to make if desired. Also missing, which would have been a nice touch, are the fire extinguishers (they had them in the MRC 1/35th UH-1C kit for one) and the first aid kits.

The whole interior assembly (made rectangular from the bottom, back, top, and the two side supports) gets trapped inside the fuselage halves. Mounted to the top are some other bulkheads for support around the engine area. The main rotor assembly also attaches to the top of the cabin by a ribbed circle that aligns the rotor, which connects to a truncated cone. The main rotor assembly looks very nice and is quite large with the four blades attached, all that it really needs are some wires. From looking at photos of the real assembly, it looks as if the vibration absorber (part B50) should have the mold line on it, so I only removed the mold line on the end cap areas (the weights). While the main rotor assembly consists of about 20 pieces, the tail rotor assembly consists of two. The whole unit is one piece with the blades attached; the only piece that attaches to it is the pitch control shaft and linkages. Really that is all that is needed and the assembly looks pretty dead on accurate (some wiring needed though of course.)

Like almost all of the MRC kits, one of the engines is provided (left) but it would of course need some plumbing and engine bay detail. The air intake assembly is nicely molded in separate parts to get the correct shape (rather than molding it in two halves, it is in three). A minor nitpick is that the ice sensor is missing between the right auxiliary air inlet doors, but this can be easily added if desired. The hover IR suppressor system (HIRSS) looks great

and I wish they looked like this for their AH-1W Cobra model.

The tail wheel assembly looks very nice but without getting a ruler out, either the actual wheel seems too big or the strut holding it is not long enough. The picture in the instructions shows a large space between the actual wheel and the strut's fork but in plastic they almost touch. Maybe some filing and sanding can fix that if it matters. The main wheel assembly looks nice as well. I noticed that the struts with the three cable cutter attachment rings mounted on it are not molded as nicely as the ones without the three bands (in the kit but not mentioned in the instructions). I am not sure if it was just my kit or not but the plain ones also were much easier to clean up so I went with those instead and will add the simple cable cutter bands with strip styrene. (The molded ones look way too over scale anyway to me.)

There are also several optional parts: a personnel winch, the "disco light," "wing" fairing attachment points on the fuselage, and of course the stub pylon wings with two drop tanks (with decals for both the pylons and tanks.)

That is basically the kit; the rest involves attaching the subassemblies and the numerous external parts. Of note are the nice windshield wiper assemblies, respectable thin and convincing cable cutters, antennas, fuel dump, and pitot tubes. Some more minor nitpicks: The chaff/flare dispensers are a little peculiar; the grid pattern is recessed into the parts. The main cabin doors and pilot doors also have their external handles molded in so they are represented by a little plastic stub. It might have been better to provide these as separate handles. The tie-down rings are also missing on the sides of the fairings near the main gear strut.

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Unicraft 1/72nd Scale Sukhoi Su-15

by Ken Duffey, courtesy RMS

No, not the delta-winged Su-15 Flagon that gained notoriety by shooting down Korean Airlines flight 007, but the earlier swept-winged fighter of 1949 powered by two RD-45 turbojets that were mounted one on top of the other in a staggered arrangement that was later used successfully by the English Electric Lightning. The arrangement on the Su-15 however had the lower engine exhausting under the mid fuselage whilst the upper engine exhausted at the rear.



I have just received the resin Unicraft kit from Hannants, so I thought I would share my initial impressions with you. The kit comes in a cardboard box with a striking picture on the front obviously copied from a Sukhoi monograph that Polygon did some years back.

All the parts are neatly packaged in shrink-wrap plastic with separate 'pockets' for each item, a great idea for which Unicraft are to be congratulated. The kit parts are molded in a rather brittle resin about which Unicraft warns you to be careful, and to use a hot knife - you have been warned! The panel detail is engraved and would benefit from a quick going over with a scribe. The swept wings are molded as one-piece port and starboard, and each

wing has a large casting block that must be removed. The two tailplane halves and vertical fin are similarly cast in one piece and there is a resin nosecone, complete with radome, to finish off the fuselage. The canopy is a clear vacuform with the resin master left in place to protect it and to allow the modeler to plug-mould a replacement, if you have the bottle! Finally there are a number of resin 'wafers' that contain:

1. A floor, a two-part seat, an instrument panel and a rear bulkhead.
2. Two undercarriage main legs, two pen nib fairings for the lower engine, and one main wheel plus an integrally molded nose wheel and leg.
3. All the undercarriage doors, complete with interior detail.
4. The other main wheel and the exhaust nozzle for the lower engine.

The instructions consist of a simple 'blow-up' diagram of parts with simple color

and markings notes. Decals are not provided but as the markings only consisted of six red stars, obtaining them shouldn't be too difficult. A set of 1:72 scale drawings are included but the photocopying of the accompanying photos is rather poor (mind you, the originals aren't brilliant!) Finally, there is a small sheet giving the type's history and pertinent data. This is a very well produced kit of an important Soviet type and I am looking forward to building it.

Unicraft are a limited run manufacturer of resin kits and conversion sets. They specialize in the weird and unusual, check out their website at:

<http://members.xoom.com/unimod/uni.htm>

“The Horror” - Natural Metal Finishes

by Lee Rouse, IPMS Eastern Carolina Plastic Modelers

OK, so that's not what Marlon Brando had in mind when he uttered those words in the movie *Apocalypse Now*. I think it's safe to say, however, that the idea of doing a natural metal finish conjures up all kinds of dark fears in many modelers.

So what's so hard about doing a natural metal finish (NMF)? Well, there are at least two issues that must be dealt with to achieve a good NMF. One is that the surface of the model must be extremely smooth, almost mirror-like. Unlike typical camouflage or drab military color schemes, any blemish or minor fault will show through, and actually seems magnified by the NMF. Secondly, there is the issue of “tricking” the eye into thinking that it's looking at real aluminum when it's actually looking at paint. This can be facilitated by using various shades of “aluminum”, polishing out some panels more than others, etc.

There are many ways to approach the problem. My first natural metal finish was done about 10 years ago using the Floquil Railroad color “Old Silver” and polishing it out with toothpaste after it had thoroughly cured. Not exactly virtual aluminum, but it looked pretty good. I've also used SNJ, Alclad and Alcad II paints with success. These paints can be supplemented with SNJ aluminum powder which when buffed into the painted surface, will yield a brilliant and metal like finish. The Model Master buffable paints are useful for masking and highlighting specific panels, but are too delicate for the overall finish (in my opinion, of course).

For my latest project, the Tamiya F-84G, I thought I would try something a little different, combining some tricks I have learned in the past with a couple of new ideas.

Preparing the surface: Fortunately, I started with an extremely well engineered model, the 1/48th scale Tamiya Thunderjet. The parts fit together beautifully. This meant that I did not have to do any major surgery or extensive puttying and sanding. The seams were joined with MEK (methyl ethyl ketone) applied through a Creations Unlimited liquid glue applicator. This little jewel is great for ensuring that you get the glue medium exactly where you want it. After the seams were dry, I used a Whiteout pen and ran it along the seams. The Whiteout pen is an improvement of the “old brush in a bottle” applicator that has been around for ages. Similar to a roller ballpoint pen, the Whiteout pen deposits a narrow line of Whiteout, which can be precisely applied. Once the Whiteout is dry (I usually give it five minutes), the excess can be sanded gently away. I recommend starting with 600 or 1000 grit. I have even used 3200 grit effectively as a starter. In most cases, you will not need to use a grit coarser than 600. Remember, the coarser the grit you start out with, the more scratches you'll have so sand and polish out.

This procedure will take care of most seams- remember, even the smallest imperfections will be glaringly obvious with a NMF. For those micro pits that persist, I apply a thin layer of super thin cyanoacrylate with a Microbrush. Put a small amount of super thin superglue in a bottle cap, dip the Microbrush in the glue, and run it quickly across the seam. After drying for a few minutes, the seam can be sanded and polished. This should take care of any pesky imperfections in the seam.

Polishing the Plastic: To polish out the plastic I use Micromesh polishing cloths. These come in a set and range from 3200 to 12000 grit (“grit” hardly seems the appropriate word to describe the higher number cloths, which have no perceptible grain). I try to start with the highest number possible in order to minimize the amount of polishing needed and avoid any sanding scratches. Do your work under a bright

lamp. The kind that combines a lamp and magnifying glass is best as you can inspect your work as you go and detect any imperfections in the plastic. Large areas of the model surface may be shiny and smooth enough right out of the box to bypass this step. You don't need to achieve a mirror finish at this stage. The next step will take care of that.

Once you have sanded and rinsed the sanding dust off the model and let it dry, a coat of Future Floor wax can be applied. It can be airbrushed, but I've found that the finish seems smoother and glossier if I use a wide flat brush (½” or 1”) for application. Dip the brush into a small container of Future, rake off the excess, and apply a thin coat using one continuous stroke. For example, if I am applying Future to a wing, I might start at the wing root and drag the brush all the way to the wing tip without raising it off the model's surface. Immediately go back and load the brush with Future, rake off the excess, and apply another thin line parallel and slightly overlapping the first. If you need to go over an area again, do so immediately. Future sets up quickly and waiting more than 20 seconds to rebrush an area will result in visible brush marks. On the positive side, because Future sets up so quickly, you can reapply a second coat to the model within five minutes. Usually two or three coats are all that will be needed to produce a mirror finish. Now set the model aside for 24 to 48 hours.

Final Polish: Once the Future has cured, inspect all surfaces under a bright light. Look for small imperfections. There will probably be some minute grains of dust imbedded in the Future. You can the polish these out. Start with 6000 grit polishing cloth, then 8000, then 12000. Wet each polishing cloth with a little water, and gently polish the surface with a circular motion. This will usually smooth out any small imperfection. If you need to, you can reapply Future over the area to restore the shine and ensure a smooth surface.

Time to Paint: Now for the moment you've been waiting for - applying the paint. Although I've used SNJ and Alclad, I decided to try something a little off the beaten path for this model - Krylon spray chrome paint. In order to airbrush the paint, it was obvious I was going to have to remove it from the can. First, I held the can upside down and kept the nozzle button depressed for several minutes until all the propellant was expended. Once this was done, a small nail was used to punch a hole in the can beneath the nozzle. (If you do this, **be careful**, there may still be a small amount of pressure inside the can). Leave the nail imbedded in the can until the propellant is completely gone. This will allow the propellant to escape while minimizing any paint loss. Then you may remove the nail and pour the paint out into a container for storage. I know this procedure sounds a little scary, but it can be done safely if you take your time and use common sense.

The Krylon was very thin coming straight out of the can, but I found that I got better results if I thinned it even more before airbrushing. I tried lacquer thinner, which worked well. I then tried using a medium temperature automotive paint reducer (available at most auto parts stores), and that worked even better. I thinned the Krylon 50/50 with the reducer, then airbrushed at a very low pressure (between 10 and 15 psi) within 6" of the model's surface. I started with a mist coat, working with one section at a time (a wing, for example). After misting on a coat, you can go back over the same area with a slightly heavier coat. In fact, I found that a heavier coat was needed to produce the brilliant shine that looked almost like real chrome. One point of caution: only use this type of thinner if you have very good air circulation (e.g. a vented paint booth with an exhaust fan) and wear a dual cartridge respirator.

Shading the finish: Shading individual panels will break the "monochrome" appearance of the finish and give your model a more three-dimensional look.

Shading can be done in several ways. Rather than darkening the original chrome paint or apply another paint such as Testors Metalizer, I tried something different. First, select the panels you want to contrast with the overall finish. This is where reference material comes in handy. Individual panels must be masked off. This can be done with low tack drafting tape. For this job, however, I used Parafilm. The Parafilm was stretched, allowed to relax, and then applied over and well beyond the boundaries of the panel that is to be painted. Next, I **carefully** cut along panel lines with a **new** #11 blade and removed the Parafilm from the panels that were going to be painted. This left a very precise and cleanly masked border around the panel. I then thinned a Tamiya clear color (4 parts alcohol/1 part paint) and airbrushed it onto the panel, gradually building up the color with light mist coats. I used the Tamiya clear Yellow to shade some areas, and the Smoke color for others. You can also mix the clear Blue and Smoke together for another tonal variation. Starting with heavily thinned paint allows you to build up the shading gradually. Because the colors are translucent, the underlying aluminum paint will appear darkened, not repainted.

Once the shading was complete, the Parafilm was removed, and a final thin coat of Future was hand brushed onto the model. I know that some modelers would consider applying a topcoat over the NMF as sacrilege, but I was pleased with the result. The Future is thin enough that it simply gives shine to the paint without really looking like a topcoat.

Once the Future had dried, I used artist's black watercolor heavily thinned with water and a drop of dishwashing detergent to create a wash for panel lines. This was allowed to dry and the excess was then wiped off with a paper towel very slightly dampened with water. Decals were applied next.

So, that's it. My "method" of producing a NMF was really an experiment that

fortunately worked out well. I'm certainly not advocating this as being **the** way. I think it does illustrate though, that you don't have to do things strictly "by the book" to get good results.

Materials List:

- Future acrylic floor wax
- 1/2" to 1" flat brush
- Micromesh (or other brand) polishing cloths
- Krylon Chrome spray (or some better known modeling metalizer paints such as SNJ or Alclad II)
- Medium Temperature Automotive Enamel Reducer (or lacquer thinner)
- Dual cartridge respirator
- Tamiya clear Smoke, Blue, Yellow
- Isopropyl alcohol, or Tamiya thinner
- An Airbrush (of course)

Academy/MRC UH-60L

from page 9

Is it perfect? No. Is it junk? No. It is just a very nice kit. Yes some things should have been better. With some great looking parts already there why were other things overlooked or simplified? No idea, but I like it anyway! For one, I do not really care that the rivets are recessed instead of raised. Out of the box it can be built into a very convincing Blackhawk and with some minor scratch building it can look even better.

I assume the size/scale (and cost) of this kit will probably turn off the standard 1/48th and 1/72nd builders, but I recommend this kit to anyone really. This kit is really a must for a helicopter fan or that 1/35th armor modeler looking for a potential colossus diorama. If you are one of those then you probably already have this kit anyway. I am really looking forward to their upcoming MH-60 version and will definitely buy it as well!

Now where are the MRC 1/35th USMC UH-1N and CH-46E kits?

Plastic Model Kits and Supermarionation - Part Two

by Marc J. Frattasio

THUNDERBIRDS

Duchess Assignment Jet

The small jet fighter seen landing on top of a large "carrier aircraft" during the air show in "The Duchess Assignment" was constructed using an Aurora, Revell, or Monogram F-104 fuselage combined with an F-101 Voodoo's wings. I suspect that this aircraft's vertical stabilizer came from a SAAB Drakken kit and that the F-101 kit provided its horizontal stabilizer. A large drop-tank was mounted below the fuselage between the wings. The strange World Navy markings seen on this aircraft, its carrier jet, and also seen on other aircraft models in *Thunderbirds* appear to have been made by combining U.S. and German Air Force decals.

Gyropedo

The "Gyropedo" guided torpedoes seen in "Atlantic Inferno" were made from a jet aircraft kit's drop tank parts with small "wings" added.

Martian Invasion Aircraft

The light aircraft used by the hood at the end of "Martian Invasion" appears to have been a Monogram Piper Tri-Pacer kit modified with a new "butterfly" tail section. This miniature was later used in the *Captain Scarlet* episode, "Codename Europa" as Mysteron Agent Dr. Carney's radio controlled "ECM" model.

Cham Cham Enemy Fighters

The three enemy jet fighters seen in "The Cham Cham" were made using the fuselage, wings, and other parts from a Monogram, Aurora, or Revell F-104 kit combined with the vertical stabilizer and outer wing panels taken from an Airfix, Revell, or Lindberg SAAB Draaken. The F-104's nose was shortened. Outer wing panels were made from F-104 horizontal stabilizer parts split in half and a drop tank was attached to the joining surface.

Horizontal stabilizers were actually the Drakken's outboard wing panels. Sharp "Cham Cham" observers can see the shadow of a short rod used to link two of these jets together in the scene where they take off from the enemy base. Two of these models were later repainted with Soviet Air Force style markings for use in the Joe 90 episode "King for a Day".

Cham Cham Airfield Jet

If you look very closely as the USAF "RTL-2" rocket transporter aircraft leaves its hangar in "The Cham Cham", you will notice a small red jet parked near the "RTL-2's" hangar door. This aircraft appears to have been made from a Revell or Airfix 1/72 scale SAAB Drakken kit modified with a Monogram B-58 jet engine on each wing and a new "butterfly" (V shaped) tail made from two Drakken vertical stabilizers. The Drakken's outer wing panels were replaced with F-104 horizontal stabilizer halves.

Red Arrow



The two Red Arrow prototype aircraft featured in "Edge of Impact" were made from Airfix, Revell, or Lindberg SAAB J-35 Drakken aircraft kits modified through the application of Monogram or Revell B-58 inboard engine pods to the wings and outboard engine pods to the top of the vertical stabilizer.

Edge of Impact Enemy Jet

The unusual enemy attack jet seen at the very beginning of "Edge of Impact" was made using a Monogram, Aurora, or Revell F-104 Starfighter fuselage. The vertical stabilizer came from a B-58 kit. The miniature's wings, missile pods, and

ventral stabilizers were of unknown pedigree. The markings applied to this miniature's vertical stabilizer apparently came from a U.S. Air Force "Thunderbirds"



aerobatic team F-105 or F-100 kit. Interestingly enough, this exact same decal was also used on the large "SAF" target tug aircraft featured in "Trapped in the Sky" and "The Mighty Atom".

Jet Mole

The Jet Mole TB2 pod vehicle used parts from the Airfix model railroad truss bridge, Revell Mercury Atlas rocket, an unknown model car, and B-58 Hustler in its construction. The truss bridge is immediately recognizable as the elevating portion of the Mole's trolley. One half of the Atlas rocket is mounted on either side of the bridge. Hustler main landing gear strut parts are visible attached to the front of the rocket. The car part is noticeable as the boxy housing at the rear of the drill itself. The Jet Mole, Recovery Vehicles, Lifting Equipment (DOMO), Excavator, IR3 Transmitter Truck, Firefly, and other similar tracked Thunderbirds vehicles appear to have all used the same unknown toy tank or model kit for their wheels and tracks.

American Automobile Kits

Many American automobile kits from the early to mid 1960s showed up in unmodified or slightly modified form in *Thunderbirds*. Some of these kits included: Ford Thunderbird kits appeared in several *Thunderbirds* episodes including "City of Fire" and "Thirty Minutes After Noon". Corvette Stingray automobiles with bubble tops appeared in "City of Fire", "Thirty Minutes After Noon" and "Terror in New York City".

Lincoln Continental Estate automobiles appeared in “Move and You’re Dead” and “The Cham Cham”.

A Pontiac Bonneville appeared in “The Duchess Assignment”.

Although I do not know for certain exactly which manufacturer’s kits the *Thunderbirds* team used, I suspect that AMT 1/24th scale kits were the most likely candidates. Many of these kits were later reused in *Captain Scarlet* and *Joe 90*.

Impostors Jet Type #1

The two blue and white World Navy jets seen being elevated and launched from an aircraft carrier in “Impostors” used Revell, Monogram, or Aurora F-104 fuselages. Wings were actually B-58 vertical stabilizers. The long ventral engine was made using the front intake portion of a Revell B-58 engine pod mated to a tube that may have been metal or wood. Horizontal and vertical stabilizers came from unidentified sources.

Impostors Jet Type #2

Two crudely finished aircraft models with black or dark blue fuselages and white tails can be seen being elevated on World Navy aircraft carrier ramps in “Impostors” immediately following the aircraft described above. One of these jets can be seen being catapulted off the deck just before the launching of a former WASP fighter from *Stingray*. I suspect that these miniatures were made using Revell or Monogram X-15 research aircraft kits that were modified through the addition of a new tail and a ventral fuel tank made from a B-58 weapon/fuel pod.

Impostors Jet Type #3

Three unmodified Revell F-101 Voodoo jet fighters can be seen overflying Tracy Island in “Impostors”. It looks like these jets have light blue bodies and a white vertical stabilizer.

Impostors Helijet

There is a brief clip during the “Impostors” search operation sequence with a long, dark helijet. This helijet was apparently made using the forward fuselages from two Aurora or Revell S55/H-19 helicopter kits joined back to front, four B-58 jet engine

Pods, and the horizontal stabilizers from two F-104 kits.

London Airport Air Sea Rescue Jets



The yellow and red air sea rescue jets seen in “Operation Crash Dive” and “Impostors” appear to have been reworked from the “Impostors” World Navy jets described above. The only visible difference, except of course for paint scheme, is that these ASR jets have a triangular extension applied to the front of their vertical stabilizers.

UN Rescue Helicopters

The yellow UN rescue helicopters (also seen in the *Captain Scarlet* episode, “Place of the Angels”) had B-58 outboard engine pod halves mounted on the sides of their landing skid supports.

Navy Rescue Helijets

The blue and red World Navy rescue helijets seen in the episode “Atlantic Inferno” appear to have used some kind of model car kit for their main body combined with B-58 inboard engine parts, F-104 horizontal stabilizers, and drop tanks from an unknown aircraft kit. These models can also be seen in the background behind the yellow rescue helicopter in “Thunderbirds Are Go”.

Monorail Inspection Helijets

The two Atlantic Pacific monorail line inspection helijets seen in “Brink of Disaster” were made using a HAWK Kaman Husky helicopter kit’s cabin mated to a tail boom made from the rear fuselage and vertical stabilizer from a B-58 kit.

Helijet Type #1

The small helijets seen in “End of the Road” (red), “Pit of Peril” (yellow), and “City of Fire” (blue) were made from two HAWK Kaman Husky helicopter kit cabins joined back to back. The miniature was detailed with wings, jet engine pods, and other parts from B-58 Hustler kits.

Pit of Peril U.S. Army Helicopter

The twin rotor U.S. Army helicopter (radio call sign “Copter Watchdog”) seen in “Pit of Peril” appears to have been made from a Boeing Sea Knight or Chinook kit fuselage, modified with a new extended cockpit, wire landing gear, Lindberg B-58 jet engines (the actual jet engine assemblies, not the external pods), and other unidentifiable bits and pieces.

U.S. Army Rescue Helicopter

The red and white U.S. Army rescue helicopter seen at the end of “Pit of Peril” was made using an (Airfix I think) Sikorsky Sea King kit and B-58 parts. Two B-58 outboard engine pods were mounted in place of the helicopter’s tail rotor, the kit’s 5 bladed main rotor was replaced with a three bladed version, and the model was fitted with new landing skids made from wire.

Glenn Field Air Sea Rescue Jets

The four silver and multicolored tail (red, yellow, green, and blue) Glenn Field Air Sea Rescue Service search jets seen in “Thunderbirds Are Go” were made using Revell or Aurora F-102 fuselages combined with F-105 wings. Winglets were made from Monogram or Revell F-105 horizontal stabilizers. A rudder-top scanner pod was made from an Aurora or Lindberg B-58 kit’s bomb minus the tail section. The tail section of the B-58 bomb, complete with cruciform fins, was grafted onto the F-102’s nose. Skid landing gear appears to have been made using small bombs taken from the F-105 kit. The large rear engine came from other unknown sources.

Zombite Fighters

The three Zombite fighter jets featured in “The Uninvited” were made using Revell, Aurora, or Monogram F-104 fuselages and B-58 inboard engine pods. The unique ring

tail came from an unknown source and was supported by an assembly constructed from a split F-104 horizontal stabilizer fin.

Helijet Type #2

The long helijet seen at the beginning of "Impostors" and at the end of "30 Minutes After Noon" appears to have used a severely modified Boeing Chinook helicopter kit for its main body. The model's forward stabilizer fins came from the HAWK Kaman Husky kit and the rear fins are F-104 horizontal stabilizers. I am not 100% certain about the pedigree of this miniature. Although it has many Chinook characteristics, there is something not quite right about the shape. Perhaps the miniature was based upon a plastic Chinook toy, not a scale model kit. This model was later used in the *Captain Scarlet* episode "White as Snow" and then repainted blue and white for use in the Joe 90 episode "The Big Fish".

TB1 Robot Camera

The remote controlled flying video camera that comes out of Thunderbird 1 in "Pit of Peril" and "Edge of Impact" appears to have used the old Monogram Space Taxi kit combined with three B-58 jet engine pods.

Spy Satellite

The U.S. spy satellite featured in "Cry Wolf" was made using a pair of Vollmer gas storage tank segments, electric road race guardrails, and other assorted bits and pieces of junk. This model may have been reworked into the pirate radio station featured in "Riccochet".

Background Airliner

The red and white airliner that lands in front of an Air Terranean Fireflash jet in "Impostors" appears to have been built from an (Aurora I think) Boeing 727 kit. This model also appears in airport backgrounds in "Trapped in the Sky" and several *Captain Scarlet* Episodes.

Sunprobe Gantry

The Sunprobe rocket gantry seen in "Sunprobe" was built using Airfix model railroad truss bridges, and parts from the

Revell Mercury-Atlas rocket kit, Monogram Redstone rocket kit, and Airfix SRN1 hovercraft kit. This model was rebuilt into the scaffolding used to move the Empire State Building in "Terror in New York City".

UN 10 Jet



The dark blue and white aircraft with white "UN 10" markings that appeared in "Trapped in the Sky" was made using the fuselage, vertical stabilizer, and inboard jet engines from a B-58 Hustler kit. A new jet fighter type cockpit canopy, swept wings, and a "T" type horizontal stabilizer from unknown sources were added.

Desert Airfield Aircraft

The derelict aircraft seen inside a hangar at the abandoned desert airfield featured in "Thunderbird Six" appears to have been made using a stock Airfix or Revell AD-1 Skyraider model kit.

World Navy Target Submarine

The World Navy target sub featured in "Atlantic Inferno" appears to have used a US Nuclear submarine kit (one of Renwal's SSBN kits perhaps) as its basis.

CAPTAIN SCARLET

Medevac Helicopter

The white medevac helicopter seen in "Place of the Angels" and on the airport in "Treble Cross" was actually made using parts from a HAWK Kaman Husky, an F-4 Phantom, and two B-58 Hustler kits. The HAWK Husky provided the main body, rotor, and exhaust pipe. Combining the Phantom's wing center section with two B-

58 weapon pods created float landing gear. The tail boom was actually the inverted forward fuselage of the F-4 kit with horizontal stabilizers attached and drop-tank segments stuffed into the cockpit opening. This model was repainted into a red and silver paint scheme for use in the episode "Model Spy". It later received



World Navy markings for use in "Flight to Atlantica" publicity stills and may have been used in an episode of Joe 90.

Base Concord J17 Fighter

The red, silver, and black "J17" military jet seen in "Renegade Rocket" appears to have been made using an Airfix French Mirage IIIc kit's fuselage, wings and vertical stabilizer, along with three external fuel tank parts and horizontal stabilizer from unidentified sources. The Mirage's nose was extended using the front half of a bomb or external fuel tank.

Base Concord Missile

One of the missiles seen being lowered into a bunker at Base Concord in "Renegade Rocket" appears to have been built from a Regulus missile kit.

Mysteron Construction Vehicles

One of the Mysteron construction vehicles seen in "Lunarville 7" and "Crater 101" appears to have used the inverted fuselage of an unknown (European military?) helicopter kit. Another one of these vehicles may have been made using the forward half and side doors of a HAWK Husky helicopter kit.

Background Airliner

One of the airliners seen in the airport backgrounds in "Flight 101" was actually an un-modified Monogram or Revell Supersonic Transport model kit.

JOE 90**Mission X-41 Helijets**

The green helijets seen in "Mission X-14" were made using slightly modified Monogram or Revell US Cobra helicopter gunship kits.

Mission X-41 Interceptors

The two yellowish VTOL interceptor aircraft seen in "Mission X-14" were made using Revell SR-71 Blackbird kits. The Blackbirds were modified through the application of large triangular vertical stabilizers that may have come from an F-102. They were also provided with new cockpit canopies (it looks like the entire forward fuselage may have come from another jet kit but I'm not sure) and landing skids. These miniatures are in my estimation, the worst-looking converted model kits to appear in any Anderson series!

Double Agent Helijet

The yellow and black helijet seen in "Double Agent" appears to have used the same sort of kit or toy (Boeing Sea Knight

or Chinook) that the Thunderbirds Pit of Peril helicopter described above used along with the exhaust pipe from a Hawk Kaman Husky kit.

Most Special Astronaut Space Station

The space station featured in "Most Special Astronaut" incorporated many parts taken from the Airfix Apollo Saturn 5 rocket kit. Parts used include the front half of the lunar module ascent stage, the lunar module descent stage, lunar module landing legs, lunar module antenna, service module sides and rear parts, and service module high-gain antenna.

UFO**B-412 Space Craft**

The B-412 camera spacecraft featured in "Close Up" used the Revell Apollo lunar lander kit's descent stage for its main body. Kibri model railroad oil storage tanks were also used as detail elements.

Moonmobile

The SHADO Moonmobile models used the high-gain antenna, landing struts (as bottom detail pieces) and various other parts from the Revell Apollo lunar lander kit.

Space Tracker Craft

The space tracker craft featured in "Con-

flict" and possibly other episodes of *UFO* appears to have used model railroad oil storage tanks for main body parts. This model also looks like it used two Revell Apollo 3rd stage lunar lander shrouds for side antennas.

Limpet Mine

The limpet mine featured in "Conflict" was made using rocket body parts from the Airfix Apollo Saturn 5 rocket kit.

SPACE 1999

The Hawk space ships used in *Space 1999* used Airfix Apollo Saturn 5 engines in their construction.

TERRAHAWKS**Spacehawk**

The front of the Spacehawk miniature appears to have been constructed using three C-130 Hercules transport aircraft kits. Also, the three winglike extensions that protrude from the center of the ship were made from MPC Darth Vader TIE fighter solar panels. The Spacehawk's radar scanner looks like it may have been made from a model railroad car's underframe and disposable razor parts. Many areas of the model were detailed using what appear to be Japanese armored suit or robot kit parts and plastic disposable razors.

Upcoming Shows

Saturday, September 22

Capt. Michael King Smith Evergreen Aviation Educational Institute 4th Annual Model Contest. Co-sponsored by Portland and Salem chapters of IPMS. 3850 Three Mile Lane, McMinnville, OR, phone (503) 282-2790. See page 6 for details.

Saturday, October 6

IPMS Vancouver 31st Annual Fall Model Show and Swap Meet. 9 am- 4:30 pm. Registration: Adult -\$5 CDN; 16 and Under - \$4 CDN; Spectator - \$2 CDN; Spectator 16 and Under - Free. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. Contact; Kevin Brown, phone (604) 939-9929; e-mail ipmsmail@home.com. Web site: <http://members.tripod.com/~ipms>

Friday-Saturday, October 12-13

Sci-Fan 2001. Science Fiction and Fantasy Model Show. Contest entry and display; 12 noon- 7 pm 10/12; 9 am- 12 noon 10/13. Judging 1:30-2:30 pm 10/13. Awards/Door Prizes 4 pm 10/13. Airbrush demos both days. Fee: \$5 for up to five models, \$1 for each additional model. Galaxy Hobby, 196th and Highway 99, Lynnwood, WA. Phone (425) 670-0454. E-mail: info@galaxyhobby.com

Golden Age Stars of IPMS #15

Since we have a photo of Terry Moore on the front page of this issue (see the *Preznotes* box), I figured that we might as well have a photo of **Terry Moore** on the



back page. More than one of them, in fact. For not only was Terry Moore a Holly-

wood starlet, there's also the Terry Moore who was a four-time All-Star centerfielder for the St. Louis Cardinals in the late '30s and early '40s. And then there's the Terry Moore who is the creator of my favorite comic book, *Strangers in Paradise*. Our esteemed President may not be unique!

Terry Moore (the actress) was actually born as Helen Koford. She made her film debut in 1940 at age 11, but by the end of the decade had graduated to grown-up roles, notably opposite a gorilla in *Mighty Joe Young*. If you can call that graduating...

Her best performance, for which she received an Oscar nomination, was in *Come Back, Little Sheba*. Truth be told, Moore was more famous for her off-screen activities than for her movies, most notably her secret marriage to Howard Hughes.

The Hughes connection is what gets her a place in this series; Moore was the first person whom Hughes taught to fly to receive a pilot's license. Whether that indicates that Hughes was a

lousy teacher, or that he didn't have many pupils, I don't know!



Terry Moore, St. Louis Cardinals



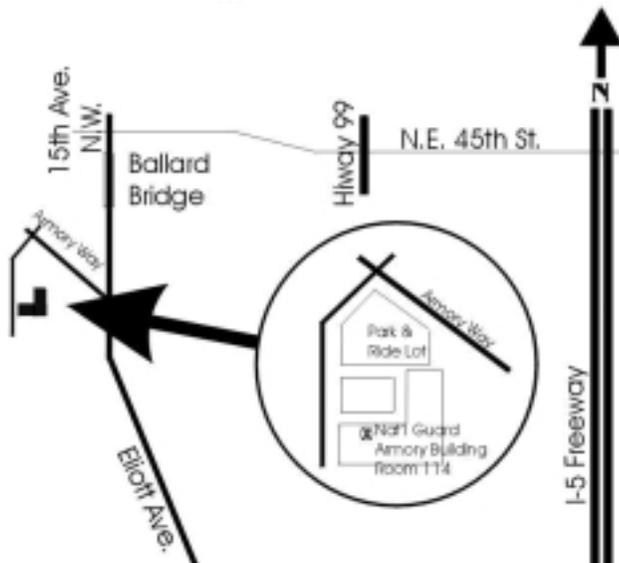
Francine and Katchoo, from *Strangers in Paradise*, © Terry Moore

Meeting Reminder

Saturday, July 14

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.