

Seattle Chapter News



Seattle Chapter IPMS-USA
June 2001

PREZNOTES



As I write this, the Mariners are still firmly in first in the AL West, blasting the bejeebers out of everyone. They are a thrill to watch, as Lou has them playing basic, fundamental baseball, no superstars needed...It has cut into my modeling time somewhat, as the games are a visual treat to watch. It's hard to be cutting plastic when Dave Niehaus yells "swung on and belted...!"

In years past, it was good to have the game on, but at a low volume, especially late into a game when Bobby Ayala or Jose Mesa were warming up in the bullpen. There sometimes was a temptation to throw some sort of modeling tool at the TV. This year is definitely different with players like McLemore, Cameron, Ichiro, Boone, and everyone else making the plays. It's one of the reasons I haven't had anything to show at the last few meetings. Another reason is that I am still playing baseball myself. At the beginning of the year I was cut by the team on which I had been playing for the last five years. To say I was hurt was a major understatement, due to the nature of the cut (a badly written note). I was almost to the point of hanging up the spikes when I found out about a new division in the league forming, one that would allow me the opportunity to play baseball with my son ("Hollywood", #19). From the depths of despair to having the chance of a lifetime presented to me. A dream for any father. The interesting thing is now I'm the old man of the team (ewww!). Just call me "Pops" (EWWW!). Anyway, you are probably asking what this has to do with modeling. Nothing. Just a chance to work in a little bit of sports news. It could be worse: I could quote stats!

I have been working (slowly) on my "reel" Val, getting inspiration over Memorial Day with the plethora of programming on Pearl Harbor, the event and the new movie. Some of the other things on the bench are collecting dust and I fear that the model I

was hoping to take to the convention in Chicago next month might not be making the trip. It looks like I may have to take something already in the display case. One of the more interesting items at the local hobby emporium is the new Polar Lights C-57D spaceship from the movie *Forbidden Planet*. It looks pretty cool and in 1/72nd scale it still has a diameter of 28". Whew! It even comes with an inch high Robby "I seldom use it myself sir, it promotes rust" robot. You have about six months to build and finish one for the first Sci-Fi contest in the region, Sci-Fan 2001, to be held at Galaxy Hobbies in Lynnwood, on October 12 and 13. If you are looking to see a show with a little bit different take on modeling, check it out — it should be fun and interesting.

Well, I'd continue this column for another paragraph or two but Freddy Garcia is about to throw the first pitch of the game.

Remember: never walk the leadoff man, and unless you're Edgar, always take a 3-0 pitch.

Go Mariners!

Go Diablos!

See you at the meeting

Pops, #17

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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.

June 9, 2001**August 18, 2001 (Third Saturday)****July 14, 2001****September TBD, 2001**

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

Modeling the Champlin Collection

by Will Perry

Northwest Scale Modelers is taking the lead on building scale models of the Champlin Fighter collection, recently purchased by the Museum of Flight. This collection, now located in Mesa, Arizona, boasts beautiful examples of fighter aircraft of World War I and World War II. It'll be great to see the real planes when they arrive in Seattle, but that won't be for a few years. Until then, models will do - the Museum has approached the Northwest Scale Modelers and the local modeling community to build the new acquisitions in 1/48th scale.

The Museum is picking up the tab for the kits, and rewarding builders with a year's membership in the museum. Some of the early builds will make great fund-raising tools, and the assembled collection will show Museum attendees what's coming in a few years.

Because these are restored or replica subjects, builders may face some unique modeling challenges. Cockpits, engines, details and markings may not match the kit in the box. Some of the World War I planes have tail-wheels and modern radial engines, for example. Some daunting conversions await, such as the Super Corsair that Terry Moore has volunteered to tackle. Markings will likely require some serious decal scrounging or hand painting, though there is some possibility of a custom decal sheet to provide unique markings. And then there's all that rigging on all those World War I subjects.

The target completion date is a couple of weeks before the Northwest Scale Modeler's model display at the Museum in February 2002. The entire collection of 24 subjects will be a dramatic way to herald the Museum's fabulous new toys, and a great showcase for the skills of our modeling community. Relevant reference materials, decals and encouragement will be greatly appreciated.

Subjects and builders are -

Albatros D.Va - Mike Medrano

Aviatik D.I - Stephen Tontoni



Curtiss P-40N Warhawk - Bill Johnson

Fokker D.VII - Scott Kruize

Fokker D.VIII - Brian Cahill



Fokker Dr. I - Tim Nelson

Fokker E.III - Will Perry

Goodyear F2G Super Corsair - Terry Moore

Lockheed P-38L/M Lightning - Jon Fincher

Messerschmitt Bf 109E-3 - Mike Millette



Mikoyan-Gurevich MiG-17 - Terry Clements

Nieuport 27 - Jeff Johnson

Nieuport 28 - John Cate



Pfalz D.XII - Stephen Tontoni

RAF S.E.5a - Bill Osborn

Republic P-47D Thunderbolt - Ted Holowchuk

Rumpler Taube - Jack Matthews



S.P.A.D. XIII - Jeff Hansen

Sopwith Camel - Don Lake

Sopwith Pup - Ron Lake

Sopwith Snipe - Jim Schubert

Sopwith Triplane - Mike Millette



Supermarine Spitfire Mk.IX - Andrew Birkbeck

Yakovlev Yak-9U - Jacob Russell

Polar Lights 1/72nd Scale C-57D Starcruiser from *Forbidden Planet*

by Tracy White

I dropped into Emil's last Saturday intent only on updating part of his website and walked out a little bit and \$45 later with a Star Cruiser, the C-57D Starcruiser from the '50's sci-fi classic *Forbidden Planet* in fact. This kit has some serious "wow" factor and that probably explains why I was willing to exist on PB&J for lunches this week to have it. Open the box and you won't be disappointed; out of the box it is very impressive and led to several dropped jaws when I passed it around to some friends.



The kit is molded in 1/72nd scale, which gives it a twenty-eight inch diameter. If you plan on building this you'd better have some serious shelf space or a huge display case because it needs it. It practically screams out for a lunar surface base. The main sections are the upper/lower saucer (six sections each), the interior (very thorough and detailed) and the domes (top one clear to show the interior) and legs.

I can't vouch for the accuracy as I don't have ready access to the movie (yet), but a quick Google search on the Internet turned up some pictures that looked consistent with the kit's parts. Parts are crisp and warp-free, with little or no flash. A tiny Robby the Robot is included but no other figures or equipment.

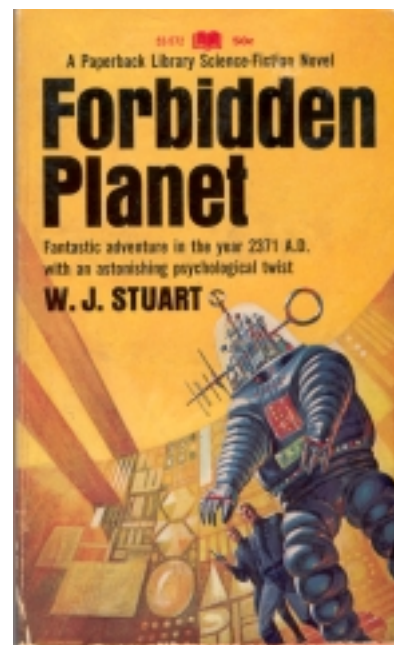
This is a big, impressive kit, but it's not without its flaws or challenges. Don't get me wrong, I think this is a great kit so far, but it may disappoint the "expect Tamiya quality from everyone" crowd. Fit is good but there's about a .010" gap between all the parts of the main saucer section. The locking tabs are rock steady with no slop, so it's not a matter of jimmying things; you are going to have to use some serious shims to do this kit well. Because of the silver finish, it's going to demand a lot of time and effort to make the surface adequate enough to pull off a silver/chrome look.



Potential problems to this perfect finish include the joints of the sections, some minor sink troughs along the bottom sections where there are plastic stiffeners molded on the insides, small nubs from the plastic injectors, and a .010" step up on the outer inch of the upper section caused by the tabs used to align and strengthen the joints. Some cursory filing on the alignment tabs failed to get rid of this step, and it exists on all the top pieces. This is the only fit problem I've found that will involve serious work to correct; the gaps between the sections are noticeable but alignment is easy and there should be no contouring other than the outer rim. Each

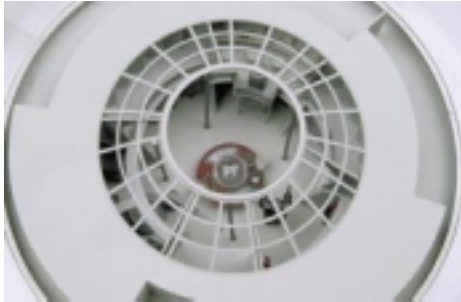
section has six tiny marks from where plastic was injected into the mold; small and a little annoying but totally understandable considering the sheer size of each segment.

Another potential problem is on the underside. The C-57D is molded in six sections but there are three landing gear legs. The solution Polar Lights went for involved six identical pieces with three plugs to fill in the sections that do not have landing legs. It makes sense from an engineering standpoint, but these parts have the gaps typical of the rest of the big parts so it leads to more work on the builder's part. On the whole though, I'd definitely have chosen this problem over not having the kit.



Because of its size I'm a little concerned about strength. Thankfully it was engineered so that the joints on the top and bottom are staggered, negating weak spots that would make building a model of this size very problematic. There are stiffeners in the plastic as well to aid in strength, but the sheer size of the completed discs will lead to flexing. There are at least 36 alignment pins for the top and bottom sections; this is definitely going to be a challenge to line up everything. Because

of the interior it will be hard to glue all of them, I'm not sure how I'm going to get around this yet.



The interior looks outstanding. It contains two decks and the upper dome is removable to show them off. Everything looks to be accurately molded and represented, but this is based on watching the movie a ton of times as a kid and not recently. All in all I'm very happy with this kit and am seriously considering bumping some projects I've had some good momentum on to start seriously building it. I have no idea where I would put it once finished, but I've had several friends offer to take it off my hands or store it free of charge for a while, so I guess I really have no excuse.

Some Preliminary Observations on the Polar Lights C-57D

by Gordon Erickson

Just got through watching the *Forbidden Planet* DVD all the way through and I thought I'd share some mistakes and observations:

1) I think the V-shaped bulge in the floor of the Mess Hall on the Main Deck is a misinterpretation of a couch made of dark-red vinyl-like material that curves along the back wall of the Mess just underneath the bookshelves. So remove the bulge, fill the hole and start rolling the Sculpey! (Don't forget to add the bookshelves!)

2) At least two of the Dome Supports, part

39, are the poles for the one-man elevators (and I'm pretty sure that's what all four are). You'll probably need to replace them all with poles that go all the way to the ceiling (if these don't) and scratch the elevators (pretty simple devices).

3) There are two errors in the instructions:

a) You are instructed to glue the Hatch Crane on top of the hatch! Glue it to the D-shaped hole next to the hatch housing instead (and don't forget to add a wheel to the top of the hatch).

b) Part 33, Power Station, is shown glued to the floor in front of one of the part 20 Bulkheads. It actually goes against the wall in the triangular space next to the bulkhead. The drawing of the Assembled Lower Deck shows this clearly. This part of the ship did not show up on my DVD so I can't verify that it even actually exists - but so far I have not found anything in the kit that didn't appear in the movie.

4) Exterior Colors: With the engines inactive, the ship's color scheme consists of two colors, a flat aluminum over almost all of the ship and a shinier, darker metallic color on the rim. The in-space shots of the model are ambiguous enough that I could see an argument for a silvery-gray color in place of the aluminum, but the full-size exterior set of the ship cannot support any other color interpretation - it is aluminum. I would recommend Testors spray can Metallic Silver for the base color and perhaps Testors Metallizer Gunmetal or Titanium for the rim. Interior Colors: The only thing I'm going to recommend is to replace the Testors MM 1705 Insignia Red with MM 2009 British Crimson. I need to study the DVD a bit more to nail down the other colors. Provisionally, I'm thinking FS 36270 for the walls and floors, and 36307 for the instrument panels that aren't black, 36622 for the chairs, and perhaps 35237 for the bunks.

And finally, you would think that from the way the Polar Lights kit is designed that the main entry to the ship is through the

part 20 bulkhead door at the top of the landing leg stairway - it is not. During the first infiltration of the ship by the Id monster, when the klystron relay is destroyed, we are treated to a monster POV shot of it climbing the stairway. At the top, there is a curved bulkhead and a circular corridor. We then cut to a view inside the ship as the critter raises the hatch and enters - that corridor must be below the Main Deck.

High Planes Models Update

via Keith Laird

New releases are the following:

1/48th scale Formula 1 Racer "Nemesis". This aircraft had a long winning streak at the Reno races before its recent retirement to the Smithsonian. First of a series of 1/48th scale Formula 1 racers to come from HPM. Cost is Aus \$20.00.

1/72nd scale Sea Fury Unlimited racer "Signal Sea Fury". In its original scheme from 1966 and '67, it looks very attractive in its yellow and hot rod paint scheme. Cost is Aus \$26.00

The 1/48th and 1/72nd "Smirnoff" Bearcats in white with blue trim have been delayed a tad as the printing of the gold outline on the "Smirnoff" script was a bit thick and we are awaiting a reprint. We will probably have them in June. Also at that time should be 1/72nd Sea Fury "Furies" from Reno 2000, and 1/48th "World Jet" Griffon Mustang.

A new digital server has been installed and my email address is now mailto:
hiplanes@corryongcec.net.au

The High Planes web site is now at
<http://www.corryongcec.net.au/~hiplanes>

Greg Meggs, High Planes Models

Revell 1/25th Scale *Bullitt* '68 Ford Mustang - Prepainted Metal Body Kit

by Andrew Bertschi

This is the first pre-painted kit that I have bought other than fully assembled 1/43rd scale "collector" cars. My longtime personal interest in the Ford Mustang, the film *Bullitt*, and Steve McQueen helped pique my interest in getting an example of this kit when I read they would be available.



Looking at the box, you're presented with a relatively large and sturdy package with a clear window to display the pre-painted body. There are photo stills and other info on the car and its history from the original film on the outside. Upon opening, the upper two-thirds of the box has the car's body sturdily packed under a second acrylic cover that (*I might add*) isn't easy to cleanly remove. The rest of the kit parts are packed in several plastic bags under cover in the lower portion of the box.



The car's body itself is fully painted in Highland Green, the color of the original vehicle from the film, and already has the front and rear bumpers, head and tail lights, original *blackplate* California license plates and rear fuel filler attached. The window trim and exterior side marker lamps are also prepainted on the body. The paint itself isn't bad. It's not a "Best Auto" finish, but it is quite smooth and cleanly done. In addition to the body, the one-piece exhaust system and center portion of the chromed American Racing Torque Thrust wheels are also painted. The wheel centers are a metallic grey as on the real car. Looking at the body itself, the

general shape looks very good, although to my eye, the front bumper sticks out a bit too much from the body and I think the car rides a bit on the high side. Perhaps the bumper looks that way since the normal Mustang "Horse Collar" grille piece is not present here? (That is how the car actually appeared when the film was made). Otherwise, although I didn't check any measurements, it looks like a '68 Mustang to me.

The kit itself is an all-new tooling, and although done in a somewhat simplified style, has a very good level of detail. The interior is done in the now common (*and easier to detail*) platform style and molded in black plastic. It has two-piece separate front bucket seats, a steering wheel and column, shifter, plus a multi piece rear seat and a good instrument panel. Being familiar with the real thing, I thought the engraving on these parts is quite good.

Several of the parts had flash on them that should be cleaned up. The main chassis pan/lower interior floor is a large one-piece molding that has no seams on the substantial molded-in interior "carpet" areas, which impressed me.

On the downside there are a good number of ejector pin and seam marks on some of the kit parts (*especially the exhaust system*), but most are pretty easily cleaned



up. Engine compartment area detail is not as generous as one might find on today's normal glue kits, but in spite of this it has hood latch, brake master cylinder, and radiator/fan area detail that is better than a lot of other kits. In addition, there is an exhaust heat riser/cold air pipe that is not always present on other, more detailed car kits. The front suspension is a simplified one-piece unit that looks good. Again, the rear suspension is simplified, but decent, although somewhat surprisingly there are no rear shocks included (*spare box..?*)



So far, the parts clean up and limited amount of basic assembly I have done on it have gone well. I do plan to slightly lower my kit as I build to remedy the aforementioned ride height.

This kit and its stable mate, the *Bullitt* '68 Dodge Charger, were announced in November 2000, and there also are additional versions of each that include a scale Steve McQueen figure along with the

car. All four versions seem to currently be in short supply from what I understand. Apparently there is a large interest from muscle car and McQueen fans out there so I expect to see more of this type of multi-media kit in the future.

Overall, recommended.



Revell kit #85-1513, skill level 2, MSRP Approx. \$17 - Features: Metal painted body, w/black plastic, painted, and chrome plated injection molded parts; vinyl tires. No decals. 5 metal screws and a tube of glue are also included.

Lindberg Lighthouse Diorama

by George Lewis, IPMS Austin Scale Modelers

This is another reissue of an old kit, so old I never had it as a child, or it never caught my eye. I did slip and build a lot of Airfix and Revell 1/72nd scale planes while in Junior High.

The model is of a generic lighthouse, patterned after no light station in particular though the "rocky coast" base is reminiscent of New England. The tower and keeper's quarters are white plastic. The lens house is clear. There is a naked 1.5v bulb in there and no Fresnel lens to focus the beam, which was no doubt beyond the molding technology of the 1950s. There is a simple derrick for hoisting out the

station's boat. This can be better detailed and rigged. Many keepers were married and had their families with them so you may add a small flower or vegetable plot. The United States Bureau of Lighthouses was one of the few institutions that employed women on a footing equal to men, and there were a number of women Keepers on the rolls in the 1800s. Therefore, a woman standing on the platform would be as correct as a man. Decals are for four red horizontal stripes that will divide the tower into equal parts red and white. Each lighthouse on the coast was painted in a distinctive pattern to act as a day marker with Cape Hatteras' black and white "barber pole scheme" the most famous, and the sequence of the flashes identified it at night. I don't know what mariners would think of the Lindberg light as it does not rotate. Some enterprising

Morris Island, South Carolina, lighted in 1885.

Other lighthouse models currently available are a German one by Kibri, (which I used to make my Point Bolivar Light Station diorama) and several small US type HO scale wood kits. There are quite a few paper models available. I recommend this kit.

Reference: *America's Lighthouses; An Illustrated History*. Francis Ross Holland, Jr., Dover Press 1981.

36 parts in white and clear plastic, and lighting with battery box. No scale listed. MSRP \$13.25



modeler could fit a rotating device to the tower's innards...nah, too much like work. Build it and have fun.

There are a few real light stations that the model resembles. These are the Key West Light Station, Florida, lighted in 1825, the Bodie Island Light Station, North Carolina, lighted in 1872 (still in service but now unmanned and automated, as are all others), and the Charleston Light Station,

IPMS Tacoma Web Site

IPMS Tacoma Les Sundt Chapter has a new website. As of now, it's just getting started, with directions to the meetings, and a few photos of members' models: <http://hometown.aol.com/tacomaipms/myhomepageprofile.html>

***Japanese Aircraft Interiors 1940 - 1945* by Robert Mikesh**

review by Paul Ludwig

Japanese Aircraft Interiors 1940 - 1945, written by Robert Mikesh and published by Monogram, arrived in my mailbox as a total surprise. It had been so long, that I can't remember when I ordered it or what I paid for it. But I am glad I got it. You will be too, if you buy it.

I once met Bob Mikesh and mispronounced his name, and he told me it is pronounced mick-ish. That said, I am astounded by his *Japanese Aircraft Interiors*. Bob Mikesh has contributed mightily to the preservation and restoration of rare aircraft at the NASM and his books have been an asset to all modelers. I had not bought Kenneth Merrick's *German Aircraft Interiors 1935 - 1945*, also published by Monogram, so I borrowed it from Ted Holowchuk, to make the comparison with which to write this review.

The two books are similar, but it is apparent that the photographic resources and the presentations of the material in the two books is different, and no doubt Bob Mikesh was able to call upon resources in a somewhat greater manner than Ken Merrick. I would also say that Bob Mikesh appreciates modelers, by the way his book appears. The first two notable differences in Mikesh's book are: (1) the excellent cutaway drawings done by Giuseppe Picarella, and (2) the effort to have Thomas Tullis do all the face-on instrument panel drawings. A third difference is the standardization factor in Mikesh's book.

In Merrick's fine book, there are a variety of cockpit drawings, which may have been done by different artists. The differences range from less distinct drawings to those more easily understood. There is a full-cockpit drawing of the Fw 190 A-8 on page

147 done by one artist, and a full-cockpit drawing of the Bf 109 E-3 on page 62 done by someone else. The viewer sees both types as if he is sitting far back in the cockpit and the near objects have the necessary foreshortened depiction giving them much greater size in comparison to the more distant instrument panel.



Mikesh made an effort to depict a standardized presentation of cockpits for each plane through photos, of course, but mainly through the efforts of two artists. Picarella's cutaway drawings and Tullis' flat-panel drawings afford a more realistic treatment of sizes and placements of the equipment in Japanese cockpits. This is not a criticism of Merrick's book. Most modelers should find Merrick's book just as valuable as Mikesh's despite the differences. However, I do prefer the Picarella cutaways, should I make a model with a full cockpit.

As in Merrick's book, Mikesh unearthed details of Japanese aircraft most of us have never seen and for that reason alone, the new book is a wealth of information about interiors. As a former pilot, close-up color photos of individual instruments fascinate me. I'm not altogether sure why, since an instrument in a scale model often appears too small to the naked eye, but besides that point, looking into a former enemy's

cockpit is a bit like window-peeping: there is a thrill in being privy to former secrets. World War Two cockpits are a lot like the boiler room on a ship: foreign, cramped, confusing, and not user-friendly, as they say nowadays. That said, to see the cockpit of the Myrt is a thrill. Whatever was its performance, the Myrt was a beautiful design. If length of fuselage and spread of landing gear are any criteria of beauty, the Myrt is in a class all by itself.

Naturally the family of Zeroes has to be presented, and the A6M2, A6M3, A6M5, and A6M7 are each given wonderfully detailed exposure. Where the NASM has fully restored a Japanese aircraft, Mikesh and his crew has gone to great lengths to totally portray the subject. The Irving looks fresh off the assembly line and Mikesh devoted fifteen pages of color photos and drawings to it.

I have not had a chance to fully read Mikesh's book but it is obvious at a glance - besides the color chip presentations - that questions about the interior colors of Japanese aircraft are laid to rest, thanks to Bob Mikesh and Tom Hitchcock of Monogram.

Lastly, some examples of Japanese aircraft were not preserved at the end of the war, and all that can be depicted of those lost to us are wartime black-and-white intelligence photos of cockpits taken under poor lighting conditions in the field of a former battle. And G.I. thieves ransacked the cockpits for souvenirs of some of the Japanese aircraft before the planes were guarded and then preserved, leaving questions about those cockpits that modelers must solve themselves.

But *Japanese Aircraft Interiors* is the finest work there shall ever be on the subject, and whatever the price of the book, if you are interested, buy it. It has 328 pages to the German book's 256. Monogram called its German book "Volume 1" but there may be a long wait for Volume Two.

Tamiya Supermarine Spitfire Interactive CD-ROM

by Terry Ashley, IPMS Perth Military Modellers' Society, Australia

Cassell & Co., in conjunction with Tamiya, has released a series of Interactive CD-ROMS entitled "Absolute Air, Land & Sea." The first six releases are of the M4 Sherman, Tiger I, and T-34 tanks, while the aircraft feature the P-51, Bf 109, and the Spitfire, which is the subject of this review.

On inserting the CD into your drive you have to display the contents of the CD and double click on the file SPITFIRE.EXE (or SPITFIRE on the MAC). Personally I would have liked to see an auto run feature (for the PC) so you don't have to hunt down the .exe file, but that is a small point. On starting the program you see the main screen from which you can choose to view a preview of the other five titles or start the Spitfire program.

Before clicking on the main Spitfire Icon, look to the bottom right corner for the "Spitfire Movies" tab which takes you to the movie menu.

Take a few minutes to familiarize yourself with the navigation controls, as this will come in handy during your travels through this CD. Along the bottom are the controls to take you back to the main menu and other control areas, which you can do at any time. Of note is the "Map" which takes you to a screen from where you can go to any area on the CD.

But back to the movies, there are some excellent black and white movies from the early war period. Some of these also contain some interesting Luftwaffe shots as well. The full color movies of restored

Spitfires in takeoffs, landings, and fly-pasts are simply superb. Turn up the sound and listen to the hum of those Merlins, a sweeter sound you are not likely to hear. There are also some interesting 360° panoramas in which you use your mouse to drag the movie around the cockpit for some excellent views; you can also zoom in for a closer look. This feature comes to the fore with the tank CDs as there is more space to swing around, unlike the cramped cockpits of WWII fighters.

There are also sections with some nice models where you can again use your mouse to swing the model around to view from all angles.



There is much to see in this CD. As well as many pictures, there is a lot of text, which includes things like technical data, and lists of all squadrons that used the Spitfire. A detailed history of the Spitfire is included, as well as eyewitness and wartime stories from pilots and others, and listings of all Spitfire aces and their stories.

Detailed diagrams show the varied camouflage schemes carried by the Spit as well as the variations in the national markings. Dimensions are given for all markings as well as the colors and patterns.

Excerpts from the user manuals of the Mk.II, V, and VI are supplemented by some nice four-view plans of the Mk.I, II, Vb, Vc, VII, VIII, IX, XIV, and XVIe. These can be printed out in various scales. In fact you can easily print out any of the information on the CD as it has been optimized for ease of printing.

There is also detailed information and diagrams of the armament fitted to the various variants. In just about every section with panorama movies or graphics you can also use the zoom feature to gain a closer look.

There is a lot of information on this CD, from the excellent movies, drawings and plans to the in-depth text. It will keep you browsing for hours, and that is what is needed to get full value from the contents. If you just have a quick look around and then leave you will miss most of what is on offer.

OK, just who can use this CD? The minimum requirement is listed as a Pentium I 166Mhz with 32MB Ram running Windows95/98, NT4 or higher and 200MB of hard disk space. You'll also need a CD Drive (obviously) and importantly Quick Time 3 or higher to run the movies and panoramas.

Personally, I would recommend a minimum of Pentium II 250Mhz with 64MB ram to get the best from the intensive graphics and movies, I would also recommend a generous serving of Video Ram (8MB minimum) although this is not mentioned in the comprehensive readme file included on the CD. You would be well advised to print out this readme file and have a good read as it gives a lot of tips on navigation and other features of the CD.

For the MAC you will need a minimum PowerPC 120 with 32MB Ram, System 8.1 or higher plus a CD-ROM drive and again Quick Time 3 or higher.

Due to the intensive graphic nature of this CD you would be advised to return to the

Continued on page 16

Building the Doolittle Raider B-25B

by Bob LaBouy

These notes are intended to serve as just that, random notes about what I found when I embarked on building the 1/48th scale Accurate Miniatures B-25B kit. They are not intended as a review of the kit, though I will pass on several notes of my experiences building the Accurate kit and hopefully share some information you may find useful.

My Inspiration

One of my first exposures to the Doolittle Raiders was the well-known book, *Thirty Seconds Over Tokyo*, by one of its better-known participants, Capt. Ted Lawson. His notoriety and the publishing of this book resulted from a decision by the surviving Raid crewmen to allow Lawson to first publish his book on behalf of all the Raiders (in part because of his injuries sustained during the raid). This particular early-World War II military action by then LtCol. James Doolittle and a small group of very brave Army Air Corps pilots, navigators, and crewmen was one of the best-known and most publicized actions by the United States. This was in very large part because it was just that - a publicity stunt, gauged to capture America's interest, involvement and support for this country's efforts as we began our efforts to win a war just then beginning. Along with others, I always wanted to build a Doolittle raider aircraft.

Immediately following the shock and dismay over Japan's attack on Pearl Harbor in December 1941, President Roosevelt charged the War Department to come up with some type of a diversionary plan to boldly attack Japan. Both General "Hap" Arnold and Admiral Ernest King undertook this task. Both assigned smart, younger staff officers to devise such a plan. The Navy's key officers included Captains Donald B. Duncan and Francis F. Low and the Army's Lieutenant Colonel

James H. Doolittle. Doolittle was already very well-known for a variety of aviation feats, and his achievement as the first aeronautical engineering doctor (at MIT).



Secrecy was one of the hallmarks of the very quickly organized mission planning. The Army's unit consisted of only 70 officers, 130 enlisted men and 16 B-25B Mitchell aircraft. When the aircraft were loaded aboard the *USS Hornet* at Alameda Air Station by the Navy, only about six Naval officers were even privy to the mission and intended targets. When the crews were briefed on the mission, they wondered about how to land their aircraft back on the deck of the *Hornet*. So much emphasis had been placed on the short take off that it wasn't until they were told not to worry about landing (which was thought to be an easy task in China following the raid), that they understood their true mission. In spite of what the new *Pearl Harbor* movie depicts, the crews who flew with Doolittle did not think it of as a suicide mission.

One other small personal note: My uncle, Ray Cosgrove, was one of the crewmen aboard one of the Task Force 16 ships serving under Admiral William F. Halsey, Jr., who led this Doolittle Raiders to their eventual launching spot in the north Pacific that April. Like many other young men serving aboard the *USS Vincennes* (CA-44) (indeed like the *USS Hornet*

herself), he was lost at sea during the Battle of Savo Island in August 1942. He was never able to relate the many stories he would have had to tell about the Doolittle Raid, the Battle of Midway, or Guadalcanal.

During the early 1970s, I had the pleasure to meet and talk with retired LT Gen. Doolittle on two occasions. When the planning began for the 1978 IPMS Convention (in Atlanta), Gen. Doolittle was sought as the special guest. He declined due to health concerns and recommended his executive officer for the Raid, retired BGen. John A. Hilger, who was retired and living in Las Vegas. During that convention, I was able to spend quite a bit of time with Jack Hilger and became as impressed with him as I was with Jimmy Doolittle. They were very intelligent, accomplished pilots and engineers, self-effacing and very inspirational gentlemen.

When the original concept for the Tokyo raid was conceived and Doolittle selected as its leader, he ask for experienced support and choose Jack Hilger, who was then one of the best trained and experienced B-25 pilots in the Air Corps. Hilger served as Doolittle's deputy and executive officer, performed much of the recruiting, oversaw most of the logistical support, training, and eventually the navigation for the mission to bomb Tokyo. At the time he was recruited, Hilger was attached to the 17th Bombardment Group's 89th Reconnaissance Squadron and flying from the Army's McChord Field and Pendleton remote field here in the Pacific Northwest (as were many of the then reasonably new B-25B Mitchell bombers).

One of my most prized items of memorabilia is a photocopy of the souvenir map prepared by Hilger and signed by the entire Doolittle Raider 80-man group. This was one of several special maps prepared aboard the *USS Hornet* while the ship was enroute across the north Pacific in April 1942. While several maps were made and given to the ship's captain, Adm. Halsey, and Mitscher, the sole surviving copy is believed to be the one at the U.S. Naval

Academy Museum. It was Admiral Marc Mitscher's and was fortunately flown off the *Hornet* before she was sunk. Those kept for the crew and others were less fortunate and were lost with the ship and personal gear belonging to the Raiders.

Jack Hilger served as the pilot for crew no. 14 and flew B-25B, serial no. 40-2297. He departed as the 14th aircraft from the deck of the *USS Hornet* on April 18, 1942. His crew included Lt. Jack A. Sims (co-pilot), Lt. James H. Macia (navigator-bombardier), SSgt. Jacob Eirman (flight engineer) and SSgt. Edwin V. Bain. Each was awarded the Distinguished Flying Cross for their action for participation in this historic action. In 1978, over 36 years after the Raid, Jack Hilger was unable to remember any specific details about their aircraft or markings other than that they were all in basic Air Corps markings and in as fine a condition as was possible, having been recently overhauled, finely tuned, and having received the best maintenance available at that time. He clearly remembered no specific or individual markings (aside from those on the *Ruptured Duck* – Lawson's aircraft).



Accurate B-25B Kit Notes

As a reminder, this is not intended as an in-depth review of the Accurate B-25 kit. Others have already done so in detail. These are just a few of my observations...for what they may be worth to you.

Several folks have commented that I was highly critical about the Accurate Miniatures B-25B kit during a recent meeting. I did not intend to do so. This kit certainly

represents the finest B-25 kit on the market (in any scale) in my opinion. This kit certainly represents one of the best-engineered and most accurate kits I've ever purchased. The folks at Accurate are also all scale modelers and endeavor to bring us a kit that is very well thought out. I believe they clearly succeeded in the Mitchell bomber kit and applaud their efforts. That said there are a few areas where I was slightly disappointed. These include the fit (at least on the one I purchased) around the ends of the engine nacelle (behind the wing trailing edge) and where the horizontal stabilizer meets the fuselage. In both instances, I found that it required more filling, sanding, and rescribing of surface detail that I would like to have seen.

I also encountered a few areas where the final fit of components into the final assembly wasn't quite as easy or straightforward as I would have liked. It is significant to note (as I have experienced in every Accurate Miniatures kit I've built) that the assembly and construction is best accomplished by following the order of their kit instructions very carefully.

The kit's instructions are very good, providing a host of detail information and all of my parts were excellent condition.

The added copy of Gen. Doolittle's Raid report information is very informative (containing several aircraft and marking detail notes you'll want to review). Decals for the markings for each of the Raider aircraft are included on the decal sheet, allowing for a variety of aircraft to be built.

Aftermarket Parts

One of the things I often notice when talking to almost any modeler, is that we all have things we see in a model, which are either a hurdle to us or an error on the

manufacturer's part. I am not sure this isn't just human nature and not related to these kits. This kit is no exception and while Bill Bosworth clearly says in his comments about this kit that it represents some compromises on the kit manufacturer's part, there have been some complaints from those who reviewed and built this kit.

There are several very interesting articles on the Internet about building the Accurate B-25 kit and numerous comments about various builders' observations as to how the kit can be improved to more accurately portray the famous bomber. One reads these articles, the entire research material available, and looks at numerous photos (normally my favorite research tool, not of rebuilt aircraft, but actual period photos whenever available), and in most instances I reach what I refer to as my "threshold of pain." By this I mean that I attempt to add or correct what I can, when possible or feasible. Sometimes, some of these things just aren't feasible for me, I lack the skills, tools, know-how, can't figure it out, or just don't think that item/modification/correction will be visible in any case. I read or learn about some facets of the kit's proposed modification and just say "to Hell with it." That's beyond my skill level or me. At the very least, it is beyond my "threshold of pain," and I am not going to even worry about it. My hat's off to John Alcorn and those who can achieve that level of perfection. I can't.

This said, there are a number of articles commenting about Accurate's B-25B kit, in which the authors are critical of the engine cowl, the canopy fit, the shape and number of the side windows, the lack of antenna detail, engine wiring and shape detail, etc. I know of several aftermarket parts related to this kit, some of which I used and enjoyed. I believe there are more out there, though I just haven't seen or attempted to use them.

Parts-R-Parts #005

Bruce Radebaugh has a small cottage industry in which he is producing a small number of aftermarket parts for quarter scale kits. I found the air intake and

exhausts for the B-25B kit to be invaluable and worth the entire price. They saved me a bundle of time correcting what was given in the kit. I didn't use Bruce's engine fronts and think the kit's look fine.

005 B-25B update set. Includes engines fronts, corrects and includes exhausts, and corrected carburetor intakes for the Accurate B-25B kit. It sells for \$12, plus shipping and handling. For U.S. orders under \$30 add \$4 for shipping and handling. Make checks payable to: Bruce Radebaugh

Mail orders to: Bruce Radebaugh
Parts-R-Parts
211 Barecky Dr
Warner Robins, GA 31088

Bruce's email: bradebau@netzero.net

Verlinden Moving Surfaces # 1580

This small package (retailing for about \$17) contains all of the moveable surfaces for the B-25 kits wings, elevators and rudders. They appear to be copied directly from the kit's basic parts and require some work to cut out of the resin trees and to create a workable fit. However, they give your kit the look of a real B-25 and allow for a more normal appearance when fitted to your kit.

Cutting Edge Corrected Cowlings (Early) Part # CEC48184

Again, probably like many of you, I see the numerous aftermarket parts out there and think "wow, with this (or that) I can really improve the kit I'm building!" One such recent aftermarket part I could hardly wait to get were the correct cowlings for the Accurate B-25B kit, which were after all, reputedly of very poor quality.

B-25 Corrected Cowlings for Accurate Miniatures (Early) S•bet you didn't even know how bad the Accurate Miniatures cowlings are! Take a look at the photo to see the differences between the AM cowl (light gray plastic) and the correct Cutting Edge cowl (dark gray resin). AM got the ogive (curves) wrong, and

inexplicably used at 30" cowl opening (36" is correct). [typos are theirs]

I should have seen by their basic grammar and spelling that something was amiss here, but didn't. I bought these cowlings, which are nicely done (including the repaired intake area filled in on the top of each cowl). Their plastic is very nice to work with and while I don't believe it is resin it is certainly an improvement over many of the after market parts I have bought. However, much to my surprise, these cowlings do not match the diameter of the kit's engine nacelles and leave a very noticeable "step" up to the nacelle when put into place. While I finished them (including painting and weathering), in the final analysis, they didn't meet my "threshold" test and I didn't use them. They only served as another chapter in my "life's little lessons" saga and I don't recommend them.

Bibliography

Doolittle, General James H. with Carroll V. Glines. *I Could Never Be So Lucky Again*. Bantam Books, 1991 and reprinted by Schiffer Publishing Ltd. in 1995. [This is Jimmy Doolittle's authorized autobiography, written largely by Col Glines and contains a wealth of information about their 1942 raid]

Glines, Carroll V. *Doolittle's Tokyo Raiders*. Van Nostrand Reinhold Company, 1964. [Col. Glines, USAF (Ret) is the designated Doolittle Raid historian, draws from a huge wealth of information and background on all facets of the Raiders and has published numerous articles, stories, interviews and books on this subject]

Lawson, Ted W. with Robert Considine, *Thirty Seconds Over Tokyo*. Random House, 1943. [This book is the representative history of the mission by its participants (as decided by the survivors) and

also served as the basis for the very entertaining movie, with Spencer Tracy and Van Johnson]

Morison, Samuel Eliot, *The Rising Sun in the Pacific, 1931-April 1942, History of the United States Naval Operations in World War II Volume III*. Little, Brown and Company, 1948. [This 15 book series of the Naval History of WW II is felt by many scholars and researchers to be the definitive history of WW II and our U.S. Navy's actions in that combat]



Modelling References

Cohen, Stan. *Destination: Tokyo*. Pictorial Histories Publishing Co., 1983. [I know Mr. Cohen's books don't excite some. Their organization and presentation are sometimes a bit awkward. However, he brings together a large number of photographs and history into a single volume and for the money provides a modeler's research tool I find without equal. In one form or another, he has reproduced most of the known or published government prints involving the Doolittle Raid. I find it to be an invaluable aid and recommend it]

Johnsen, Frederick A. *North American B-25 Mitchell*. Warbird Tech Series, Vol. 12. Specialty Press, 1997. [Again, great basic B-25 research, copies of tech manuals, close up detail photos and some Raid information]

Kinsey, Bert. *B-25 Mitchell In Detail and Scale* Vol. 60. Squadron/Signal Publica-

tions, 1999. [With many fine photos and specific notes about the “B” version of the Mitchell and drawings by Lloyd Jones, I find myself using this resource more than any others]

McDowell, Ernest R. *B-25 Mitchell In Action*. Aircraft No. 34. Squadron/Signal Publications, 1978. [While a bit dated, it is still a good basic modeler’s research tool and I believe still available]

Pilot’s Manual for B-25 Mitchell. Aviation Publications. [This is a partial reprint of the Army’s Pilot’s Handbook for the B-25C and B-25D. However, there is a wealth of photographic and drawing references contained, which again helps fill in the modeler’s critical “need to know” about the basic B-25]

Internet References

As with some of my earlier notes, this probably best seen as a “jumping off place” in your modeling research. It is certainly not a comprehensive list of Internet resources, but does contain most those I have utilized.

Naval Historical Center’s presentation on the Doolittle Raid, “Doolittle Raid on Japan, 18 April 1942.” Many of us will never be able to visit this giant historical collection (and even if you do physically get there, you will quickly become overwhelmed by what you find and rarely actually find what you are looking for without days of research. The U.S. Navy has done a tremendous job of providing us with the basics and provided photographic and written documentation we would have previously never seen or located. I cannot recommend this source too highly to any historian or modeler. The specific site dedicated to the Doolittle Raid also provides several other useful “links” to other sources regarding this mission as well. It provides a wealth of great photographs!

<http://www.history.navy.mil/photos/events/wwii-pac/misc-42/doolti.htm>

Accurate Miniatures own web site and four-episode On-line Build article on

building their B-25B kit. (formally shown as “Online Build featuring Tips from Modeller Bill”)

http://www accurateminatures.com/OnlineBuilds/b25/b25_build.htm

Cutting Edge Corrected B-25 Cowl Construction by Don Fenton. In this article, Mr. Fenton tells you (with nice color photos) how to correct the “corrected” Cutting Edge cowl you just bought.



This photo is not of Bob’s model; it is taken from the Accurate Miniatures web site - ED

Accurate Miniatures 1/48 North American B-25B Mitchell By Michael Benolkin.

Probably my favorite basic “how to build the Accurate B-25 kit” article. Lots of basics and a very thoughtful and well-presented article.

<http://www.internetmodeler.com/2000/mar2000/aviation/b25.htm>

North American B-25D-1 by Don Fenton. This is a basic build article, again with nice color photographs. It allows you to get a sense of how another modeler has put the Accurate kit together.

http://www.hyperscale.com/features01/b25cddf_1.htm

Accurate Miniatures B-25B Cowl Fix by Bruce Radebaugh, edited by Lynn Ritger. This article is one of a couple done by Bruce Radebaugh in which he shows how to overcome some of the Accurate kit’s basic flaws (as he sees them) and is well done, along with drawings and photos to support his recommendations.

<http://detailsite.tripod.com/b25bpage.htm>

http://www.clubhyper.com/reference/b25cowlfixdf_1.htm

DetailSITE This web site contains numerous modeling “how to” articles and several concerning the Accurate B-25 kits.

<http://detailsite.tripod.com/>

HyperScale. Squadron Shop sponsored site: This is a terrific modeling resource and provides some B-25 specific information for the modeler.

<http://www.hyperscale.com/>

North American B-25D by Eli Raphael. While the aircraft photographed is a later version, this “page” still provides some nice photographic background on the basic aircraft – in full color.

http://hyperscale.com/gallery01/d25der_1.htm

North American B-25D by Barney Dunlevy. Good basic “how-to” build article and photos on model.

http://hyperscale.com/gallery01/b25dbd_1.htm

Heller 1/650th Scale Tour Eiffel

by Valentin E. Bueno, IPMS
Battleship Row, Hawaii



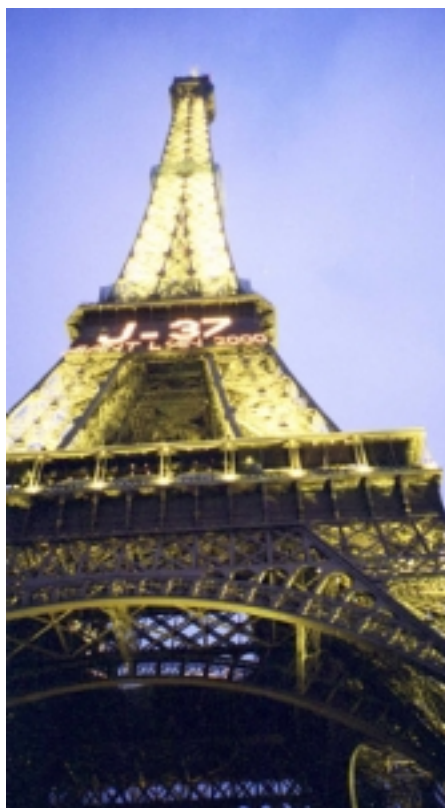
Ahh, Paris

I visited Paris in November of 1999. Naturally when in Paris, you must visit the Eiffel Tower. Built as a temporary structure for the 1889 World Fair, Gustav Eiffel's creation has become symbolic with Paris. Since then I have been itching for a kit of the tower. Doyosha created a kit of Japan's Tokyo Tower and now Heller has done the same for the Eiffel.

The Kit

The kit is a nicely done representation of the tower. Of course a complete model of every strut and bolt would be impossible to mold, not to mention take years to build. The pattern of the ironwork seems accurate, and it certainly matches my photos of the tower. Bolt detail on the outer surface is very nice and looks good.

You might think that the bolt heads are oversized for 1/650 scale, but they are necessary to portray the puddle iron nature of the tower. The truly AMS inflicted person could add more bolt heads at all the intersections of all the beams, and glass to the top observation deck. Perhaps someone will produce a photo-etched set for this kit. Eduard, y'all got your ears on? What could you possibly add, you ask?



The kit is missing the three elevators in three of the legs. The last leg has a stairwell for those with the strength to climb to the top (1,665 steps to the top). The observation deck has two levels that are accurately molded. The central elevator from the observation platform to the top of the tower is also missing. When I was in Paris, there were several nets arrayed around the tower at several levels. I thought they were as an anti-jumper measure, but after watching the 2000 New Year's celebrations, I figure the nets were there as a safety measure for the fireworks

contractors. The antenna towers at the top are molded as a single solid piece. Surely a candidate for a PE set.

I plan to add about 100 1/700 scale photoetched figures to the finished model. I feel the need to add myself to this model, maybe even Grace Jones jumping off with a parachute.

The Box Art



I feel a need to say a little about the box art. It depicts a straight road on the Champs de Mars side of the tower. It should have a small roundabout there. There also weren't any cars parked under the tower when I was there. I don't think that has changed. If you plan on putting this model on an accurate base, you might want to check out several websites about the tower with photos of the base area:

<http://www.tour-eiffel.fr/indexuk.html>

<http://www.endex.com/gf/buildings/eiffel/eiffel.html>

Scratch Building Scale Engine Covers

by Ian Sadler, via IPMS Finland

I wanted to open up the bonnet, or hood as our American cousins say, on a Zil Truck in 1/35th scale. This was to show off the engine bay and details. Unfortunately, when I examined the plastic parts I soon realized that they were way overscale in thickness. I then remembered that I had previously faced a similar problem with scratch building replacement handles on the side of T-34 fuel tanks.

I scraped away the two locking handles and the grab handle from under the louvers on the kit part. I then smoothed down this area with emery cloth (wet and dry), which left me with just the louvers on the plastic side. I cut a piece of aluminum from the bottom of a Chinese take-out foil dish. This is very thin and malleable - and free. This piece was larger than I needed, so I folded the top and bottom edge under the original part. This served to hold it in place while I carried out the next step.

Taking a cocktail stick I smoothed the point with emery paper to a more rounded but blunt shape. I simply burnished the cocktail stick over the surface of the aluminum on the raised detail. It simply fell into the louvers and formed a replica of the original. By repeating the burnishing in the opposite direction I was able to get the louvers to stand proud of the backing plate.

After I was satisfied with the result, I slid the new engine cover off the original by loosening the folded area at the back. Carefully I cut around the imprint of the new engine cover edges and filed to shape.

I then repeated the process for the top half of the engine cover - the bonnet or hood, which has a complex curve. By simply cutting it out and again filing to shape, I then had the two parts to the engine covers. All that was left was to super glue them at the correct angle and add a seam from a piece of suitable plastic strip along the top half of the hinge where the bonnet and side cover folds in two, as per the original.

End result - engine covers folded in the correct manner and in scale.

Lastly I made a new grab handle from the same material and two tie-down clips by copying them from the original using the opposite side as a guide. All that was left was to super glue them on.

This method can be used for lots of applications, including lockers, fenders, and toolbox lids, pressed steel ammo boxes, or door skinning on 1/24th scale kits. Since I wrote this article I have tried it out on dimple pattern and chequer plate plastic and it replicates it very well. To stiffen it up I use super glue on the reverse side and this gives strength to the very thin metal. It is up to the model maker to perfect his or her own method and give it a try.

Upcoming Shows

July 4-7

IPMS/USA National Convention. Hyatt Regency O'Hare, Rosemont, IL. Website: www.geocities.com/ipmsusa2001

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.

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 #14

Planet, she also appeared in *The Blackboard Jungle*, and *Bad Day at Black*

Tamiya Spitfire CD-ROM

from page 9

Even in this age of digital special effects, *Forbidden Planet*'s special effects are still pretty impressive – the city of the Krell, and the attack of the Id monster are just two of the sequences that hold up after forty-five years. But one of the film's most stunning visual moments has to be **Anne Francis** as Morbius' daughter, Altaira, playing with her pet tiger. To be fair, the character of Altaira is one of the most dated elements of the movie, a beautiful, smart young woman whose main purpose is to be "saved" by the ship's commander – Leslie Nielsen, no less.

Forbidden Planet wasn't Francis' only notable excursion into sci-fi. She starred in one of the best episodes of *The Twilight Zone*, "The After Hours". You'll never again look at department store mannequins in the same way after seeing "The After Hours".

Francis made her film debut in 1948, and found her way into a surprising number of classic movies – in addition to *Forbidden*



Rock. During the 1960s she regularly appeared on television, starring as detective *Honey West* in the short-lived series of the same name.

No matter what role she played, though, that cute little mole was unmistakable...

main menu periodically when viewing a lot of graphics to give your system a "rest". You may experience some system lockups during viewing, but this is usually due to your system not keeping pace and not as a result of CD bugs.

Speaking of bugs, there are known issues when using Windows ME and this CD, but then again there are issues when using Windows ME with just about anything?

It is best to use resolution settings of 800 x 600 with thousands of colors, but obviously if your system can handle more then it should be OK. I viewed the CD with settings of 1024 X 768 True color (32bit), but I do have 32MB of video Ram on a PIII with 128MB system Ram to help things along. I did experience one lockup when jumping quickly between multiple movies and pictures, which overloaded the system. Normally you wouldn't do this during viewing. Well, I don't think so anyway!

I would recommend this as a good source of reference material on the Spitfire in one place as well as some nice interactivity with the panoramas and excellent movies.

Meeting Reminder

Saturday, June 9

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.

