# Seattle Chapter News

*Seattle Chapter IPMS-USA*
*November 2001*

# PREZNOTES

Well, the M's didn't make it to the big show and consequently, I've been able to spend a lot of time lately at the workbench. It was too distracting trying to model and watch simultaneously what was perhaps the finest season ever of the pure essence of baseball. No egos - just a **team** effort by all hands - doing all the things required to achieve 116 wins. It was quite a ride. So, my background noise whilst modeling lately has been some really good (and bad) movies. Modeling to movies such as *No Highway in the Sky* with James Stewart is tremendously enjoyable. Since I've seen the movie a few dozen times, I don't have to watch it to know what's going on. I'll glance at the TV to see the Reindeer, and to watch his character (Theodore Honey, a scientist at the Royal Aircraft Establishment, and a bit of a "boffin", who postulates a theory that the tail will fall off the new Reindeer airliner) try to find his apartment. I enjoy modeling with a smile on my face. And, a model of the Reindeer would be really cool in 1/72nd scale...

As I write this I have three resin kits on my desk (which is probably why I need some humorous background noise!). They are a CollectAire X-15, a Ft Duquesne Military Miniatures AirCav figure, and my project for the MOF, the F2G-1 Corsair. The X-15 is being built for a customer and it's one of the first all resin aircraft I've built. The parts fit has been OK (just), the castings have a number of bubbles that required work and all the extremely fragile parts are cast in resin as well. Ewww. I've had to scratch build landing gear, vent tubes, some interior bits and more. Dealing with CA adhesive to glue major parts of a model together is a royal pain. You have to first make sure the part is aligned, **and then** glue the parts. As Homer Simpson would say, "**D'oh**!"

The AirCav figure, actually 101st Spaceborne, 2010, is a neat little figure from Ft Duquesne Military Miniatures. I saw a number of them built at the Dallas convention last year and just had to have one. It's a "let the imagination run a bit wild" sort of figure, and it's given me a chance to work on my oil techniques, as well as dry brushing and washes. The F2G is actually proceeding quite handily (knock wood). I took the Pend Oreille Model Kits F2G, threw away their horrible wings and mated the fuselage to the Tamiya F4U kit wings. Slow and easy, and not too many headaches, the biggest difficulty so far was to get the POMK interior bits ground down far enough to fit into their fuselage. It's nearly ready for paint.

A few weeks ago I attended the SciFan 2001 model show hosted by Galaxy Hobbies. It was a two-day show and there were over 150 models of science fiction nature at the show. *Star Trek*, *2001*, *Lost in Space*, and *Star Wars* spacecraft, Gundam figures, monsters, robots, creatures and all things imaginable were on display. It is certainly a unique area of our hobby and made for a very interesting model contest. I'm glad I didn't have to judge the figures (over 50, split into two categories). A special category was to build something out of the AMT Amtronic

*Continued on page 15*

## In This Issue

## *SEATTLE CHAPTER CONTACTS*


**President:**
Terry Moore
3612 - 201st Pl. S.W.
Lynnwood, WA 98036
Ph: 425-774-6343
moorethan4@worldnet.att.net

**Vice President:**
Keith Laird
528 South 2nd Ave.
Kent, WA 98032
Ph: 253-854-9148

**Treasurer:**
Norm Filer
16510 N.E. 99th
Redmond, WA 98052
Ph: 425-885-7213
n.sfiler@GTE.net

**Editor:**
Robert Allen
12534 NE 128th Way #E3
Kirkland, WA 98034
Ph: 425-823-4658
baclightning@yahoo.com

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 North Bellevue Community/Senior Center, 4063-148th Ave Ne, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, 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.

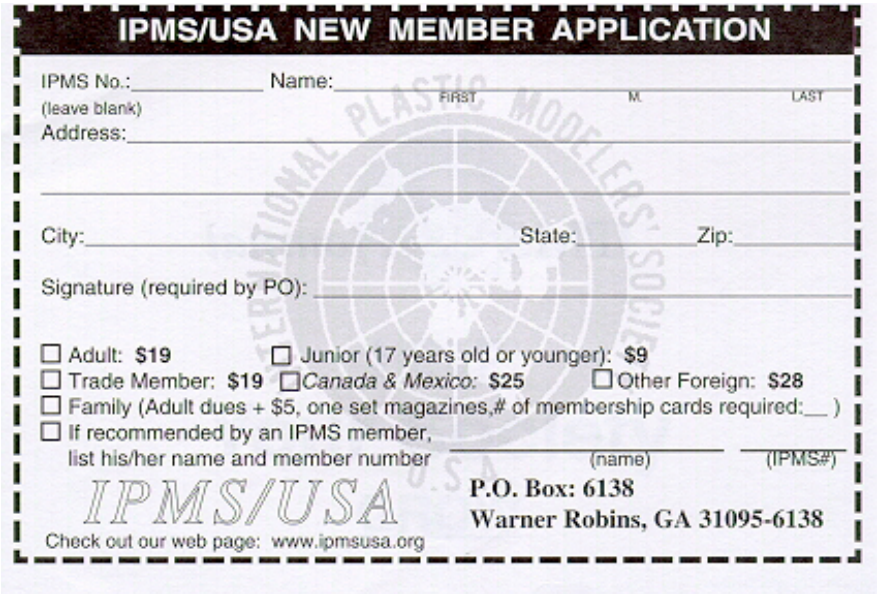
If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

**Upcoming Meeting Dates**

The rest of the IPMS/Seattle 2001 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events, and other events, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessable place. All meetings begin at 10:00 AM, except for the December meeting, which starts at 9am.

**November 10 (2nd Saturday)** **December 8 (2nd Saturday)**

**note: The December meeting is on the 8th, not the 15th as previously reported**



**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.:_____ (leave blank) Name:_____ 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

Check out our web page: www.ipmsusa.org

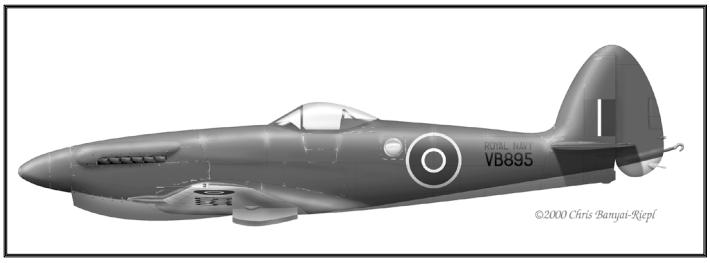
**P.O. Box: 6138**
**Warner Robins, GA 31095-6138**

# CMR 1/72nd Scale Supermarine Seafang FR.32

**by Ted Holowchuk**

The Seafang was the navalized version of Supermarine's Spiteful. They were the end of the Spitfire/Seafire line; 17 Spitefuls and 18 Seafangs were built. It is claimed that a Seafang achieved a speed of 494 MPH; making it, if the claim is valid, the fastest propeller-driven aircraft ever built in the UK. The Spiteful/Seafang has been aptly described as, "A Spitfire too far." Another distinction it has is that its wing was adopted for Supermarine's Attacker jet fighter. The Seafang was powered by a Rolls Royce Griffon 89 engine driving two three-bladed contra-rotating propellers. This aircraft was the final piston-engined naval fighter built by Supermarine. The writing was on the wall - the jets were coming. This particular aircraft, Seafang FR 32, VB895, was flown by noted test pilot Mike Lithgow in May 1947 during deck landing trials on *HMS Illustrious*.

The Kit




The instructions are on two European A4 size sheets. The first has an exploded drawing of the model with arrows pointing to the (approximate) locations of the parts, along with a couple of notes. The second sheet has a side and a front view drawing on one side of the sheet and drawings of both sides and of the top and bottom of the aircraft for decal placement on the other. Colors are called out by FS number. I like that. Also included is a brief historical note about this aircraft and its pilot.

The kit parts are all resin pieces of varying quality. The fuselage halves, spinner and wings are made from a medium gray resin and are a little crude. The fuselage halves are of slightly different lengths and the cross sections at the front are not the same on each half. Noticeably, the humps over the cylinder heads are quite different in shape and location on the two fuselage

halves. This ought to be fun! The panel lines don't match from the left to the right fuselage halves. The wing roots are slightly staggered from both a top view and a front view. Each wing is slightly different in length, panel lines, gun locations and wheel wells. There are "pot-hole" sized rivet indentations on the wings and fuselage.

The rest of the resin parts are a light tan color. Some of these seem to be of better quality than the gray parts. Could the masters have been made by two or three different guys who didn't talk to each other or compare parts?

One note: The wheels/tires master had to have come from an injection-molded kit, because the resin parts have ejection pin marks on the tires! Hmmm; very interesting. The rest of the resin parts were good to so-so. The seat looks awfully big for 1/72nd; we will see. Two vacuform canopies are included. That's a good idea.

The decals are printed by MPD. They look good, with all the markings needed for this one aircraft. The register of the roundels seems to be a bit out, but it is late at night, and it may just be an illusion. We will see; maybe I'm just losing it.

The Build

I began by washing all the parts. The gray resin parts had an unusually slippery feel that I did not like.

Fuselage and Propeller

Inspection of the inner fuselage revealed sparse detail with some of the ribbing broken or missing. Some air bubbles were also evident in the resin. The broken/missing ribbing was replaced with strip styrene and the bubble holes were filled with putty and super glue. I sanded and dry fitted the floor and the rear bulkhead. Oh yeah - the seat; it still looked too big and it took up a lot of room. To hedge my bet I dug a Cooper Details Spitfire seat out of my parts box.

The cockpit was painted with Interior Green, FS34227, as specified by the instructions. When dry, these parts were oil color washed, dry brushed and dull-coated ready for installation. I also painted both seats.

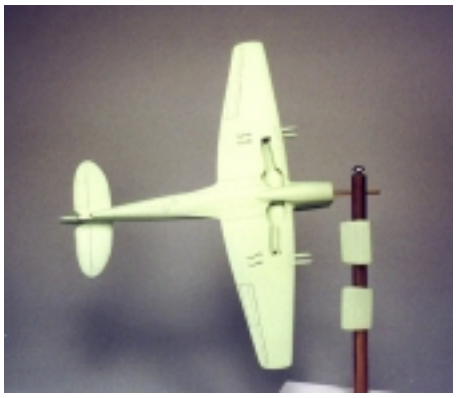
The instrument panel looked nice, but was also too big. I carved material out from under the coaming with a rotary bit. Be careful; you don't want to go through. I wonder how I know about that? The panel still didn't fit, so a little filing and sanding on its ends fixed that. The panel was painted dark gray, washed with black oil color, and dry brushed with off-white and silver. I picked out knobs, switches and such with red, yellow, and silver then dull-coated the whole thing. When dry, I used drops of clear epoxy for the glass faces of the instruments. The panel finished up nicely and looked good.

The floor and rear bulkhead were glued into one fuselage half with a gob of epoxy putty. A little fiddling with the fuselage halves resulted in a reasonable fit of these parts. The instrument panel was glued into the same half with epoxy. More prodding and adjusting produced a decent fit.

I used an old trick of mine to make a removable propeller assembly. I drilled into the back of the spinner and epoxied a length of 1/16" brass tubing in the hole. I used a homemade fixture to center the prop shaft, and keep it at 90° to the spinner back plate.

Before gluing the fuselage halves together, a large gob of epoxy putty was jammed into the nose of each fuselage half to prepare the nose for the propeller assembly. The fuselage halves were glued using epoxy and super glue, working slowly, trying to get as good a fit as possible. The fuselage halves, of different lengths, remember, were aligned on the cockpit, resulting in the nose and tail being slightly off. After the fuselage was glued up and the nose trued up, an oversize prop shaft hole was drilled in the epoxy in the nose. A length of 3/32" brass tubing was epoxied into the oversize hole. The spinner/prop shaft was slipped into the 3/32" tubing and moved around until the spinner sat squarely on the nose. This was done using the old "Mark One Eyeball" system. When everything was lined up as well as possible, the spinner/prop shaft was removed and everything was left to really set up. The epoxy putty takes about 15 minutes to set up. It worked pretty well and resulted in a reasonable fit. However, some filling, filing and sanding were needed to get a decent transition from the spinner to the nose.

That brass tube in the nose was also used to hold the model while painting and working on it. **See photo**. In addition to the work stand in the photo I used a tool, which consists of lengths of 1/16" diameter wire stuck into each end of a wood handle. The wire on one end was slipped into the nose in order to handhold the model while painting. When done, the wire on the other end was stuck into a hole in a piece of scrap wood. This let the model sit nice and safe while drying.



Oh! Oh! I forgot: Before gluing the fuselage halves together, I did a dry fit and tape-up of the halves to check the wing root and tailplane fit. I measured, marked and cut off about 1/16" from the longer wing. Maybe I should have added 1/16" to the shorter wing. Both the wings and tailplanes are butt jointed to the fuselage and I don't trust the strength of this type of joint. I measured and drilled holes into the ends of the wings and tailplanes. Oversize holes were drilled into the fuselage halves to match the locations of the holes in the wings and tailplanes. The oversize holes allow adjustment for a good fit when glued.

All the fuselage's differences in length, configuration, bulge shapes, etc., noted in the beginning, then came back to haunt me. The nose/spinner area was carved and sanded to a reasonable contour and profile. Filing and sanding brought the tail section area together. All those pothole sized rivets were filled and replaced with prick marks made with a pointed scriber. The panel lines were re-engraved to straighten and line them up. The vertical panel lines did not line up over the top, or under the bottom, of the fuselage from left to right. "Darn it!" I said. What now? I know. There will be no panel lines over the top, or under the bottom, of the fuselage. Solved that one.

I left those engine bulges until last because I'm a coward. They were awful. I puttied, filled, filed and sanded ad nau-seam until they still were not right, but were better and as good as they were going to get. The exhaust locations were revised slightly and the good-looking kit exhausts fitted into their slots.

The rudder top and bottom units were glued together. The tail hook hole was drilled out. The whole vertical tail was sanded and rescribed. Holes were drilled into the bottom of the fin and into the top of the fuselage. Short lengths of wire were used to strengthen the joint by gluing them into those holes and using epoxy to glue the tail unit onto the fuselage. The slow setting epoxy let me use the old eyeball to adjust the parts for as reason-able a fit as I could get.

Wings and Tail

I rechecked the wings for size and configu-ration. Some filing and sanding soon had them looking kind of similar, except for the scribed lines, cannon locations and wheel wells, which were different on each wing. I cut off the cannons and drilled the front of each cannon fairing to accept appropri-ately sized metal tubing for the actual cannon barrel. Each was chucked in a Dremel tool and sanded round, eliminating the as-cast oval cross sections. The wings were measured and marked to locate the cannons. Holes were drilled at each location to accept a length of plastic rod the diameter of the base of the cannon fairings. The rod was glued into the holes to create the stubs of the cannon fairings and putty and primer were used to build up a small fillet around the base of each stub. All scribed lines were filled and the wings were rescribed. My limited references did not indicate where the panel lines should be. I chickened out and only scribed the aileron and gun bay panel lines. These were supposed to be laminar flow wings and so, like the Mustang, should have no other panel lines showing.

The tailplanes were rechecked and a little trimming and sanding resulted in good fit.

They were also different left and right, but not as bad as the wings, so I left them uncorrected. The panel lines seemed to line up pretty well from left to right.

I attached one wing at a time adjusting the wing pins in the oversize fuselage holes. The first wing joint was allowed to cure before I started the second one. I checked and rechecked from every direction to get as good a fit and alignment as possible. It's as good as I could get it. Not great. Still slightly out of whack, but that's what I had to work with.

A similar process was repeated with the tailplanes, squaring them up with the wings and the vertical tail.
When all the parts were set and the epoxy had cured, I used filler, files and sandpaper to trim the fit of the wing and tailplane roots. The cannons were now glued onto their stubs using pins and epoxy.

Turning my attention to the underside of the model, I was not surprised to find that the wheel wells were still different in shape, size and location. No miracle had corrected their problems while I wasn't looking. After careful consideration and a few choice phrases, I left them alone.

The underwing radiators were trimmed to fit the wings in a reasonable manner. The landing gear struts, wheels and gear covers were cleaned and painted.

The cockpit was masked off and all parts were primed with my favorite automotive primer. All parts were then rechecked. More filling, filing, sanding and chasing of panel lines was needed. This whole prime-sand-prime process was repeated a few times on the main assembly trying hard to make a silk purse out of this sow's ear. By the time I had finished, it didn't look too bad, as long as you didn't look too closely.

Canopy

I cut the canopy from the surrounding material and then cut the windscreen from the canopy. I cut along the framework molded into the part and found that the framing between the canopy and the windscreen was not square with the canopy centerline. Also, the base edges of both sides of the canopy/windscreen were slightly flared and not symmetrical side-to-side. I swear I cut the parts correctly on the indicated frame lines. What else? At this point I was ready to round file the whole thing. But, having made a commitment to Chris to build this thing, I instead went into the WTH Spares and After Market Department looking for possible replacement clear parts. No luck! So I took a deep breath and went to work on the kit parts. First I dipped the clear parts in Future floor wax three times trying to clear up the slightly cloudy, rough, vacuformed parts. When dry, the windscreen was glued to the fuselage with tiny drops of super glue and then a liberal application of white glue was applied as both a bond and gap filler. When dry, I masked the clear parts with Bare Metal Foil and the new Tamiya masking tape. A lightly sprayed coat of black primer was applied to the framing of the clear parts in preparation for the final external color. A little sanding of the windscreen-to-fuselage fillet had this area looking pretty good.

Painting

Believe it or not - this thing was now ready to paint! The underside, gear doors and radiators were painted with the recommended Sky, FS34583. When dry the Sky color was masked off and the top of the aircraft and the spinner were painted Extra Dark Sea Gray, FS36099. The masking was removed and the whole thing was sprayed with a couple of light coats of clear gloss auto lacquer. Hallelujah! Decal time! Light could be seen at the end of the tunnel. Or was that the headlight of an oncoming locomotive? The decals were great; easy to apply, good coverage and no silvering. What else could I ask for? The only problem was me. In order to touch up a little paint glitch near the canopy area I managed to let a piece of tape touch the roundel on the right side of the fuselage and lifted off a fairly large piece of the decal. "Oh darn!", I said. After much swearing, and thinking, I ended up hand painting most of that roundel. It **was** an oncoming locomotive!

Back To The Propeller

I drilled out the blade holes at the points marked by small indentations molded into the spinners. The blades had already been cleaned up, thinned and painted dark gray with yellow tips. I made a fixture to align the blades in their proper 120° spacing. I used epoxy glue again to give me some working time. This process takes quite some time, but allows me to position things just right. But - the prop holes that I had drilled in the marked positions on the spinner were not positioned 120° apart like my fixture was. I guess I should have checked first and used my fixture to locate the prop holes instead of trusting CMR to have gotten it right. Darn! I was stuck with the holes I had already drilled, so I made the best job of it that I could and fudged the blade positioning around until they all looked right, even though they were wrong. I finally completed this job and looking it over, rather pleased with my work, I dropped it and broke off a blade. Aaargh! I redrilled the hole and remounted the blade. And, would you believe? I dropped it again and had to replace another broken blade. But, anyway, it was now finished and ready for installation.

Painting Resumes

While I had been working on the prop

assembly I had also been spraying a few coats of clear gloss auto lacquer onto the painted model to build up some thickness over the decals. When dry I lightly sanded the decal areas to eliminate the decal edges. Another final coat of clear gloss was applied to check my sanding. When this was dry I lightly buffed the model with Scotch-Brite and sprayed everything with a light coat of clear semi-gloss auto lacquer for my final finish.

Final Assembly

It was now time to remove the masking and proceed with final assembly. The rear edge of the windscreen was still not square. Some very fiddly, fine cutting with a sharp scalpel resulted in a much better look. I made, painted and installed the rollover framework behind the cockpit; none was included in the kit. I made and installed a stick and a gunsight. The kit seat would **not** fit into the finished cockpit. No way! The Cooper Details seat that I had painted as a backup went in just fine and looks great. White glue was used to fit the canopy in a slid-back position. A short length of monofilament nylon was used for the VHF antenna on top of the fuselage behind the cockpit.

I turned the beast over to fit and glue the radiators into their locations. The fit was not great. A little filler, Sculpey, was pushed into the gaps, cleaned up with a toothpick and touched up with the Sky color paint.

The landing gear was attached next. The wheels were glued on and the aircraft was turned over and put down on its landing gear. It promptly squatted as the wheels splayed out sideways like an old duck. Now what? The resin landing gear yokes were too weak to support the weight of the model. I made replacements for the large gear doors from .010" sheet brass and made them a bit longer than they should have been. These were super glued into the wheel wells at the top, that's what the extra length was for. The lower ends were then glued to the small wheel covers, which were glued to the lower gear yoke making a very sturdy structure that does hold up the model. Throughout this whole process I was constantly tweaking and prodding the parts to get a reasonable looking fit and alignment.

The arrestor hook, pitot tube, tailwheel, and tailwheel doors were glued on. The wing tip lights were painted on. The camera window behind the cockpit on the left was painted dark gray and gloss coated. What was next? There were no parts left. I was finished! The damned thing didn't look too bad. Not a prizewinner, but an acceptable model. Boy, I sure don't want to do something like this again.

To the best of my knowledge this is the only 1/72nd Seafang kit around *[Actually, Magna Models also make a resin Seafang - ED]* so, I guess, this is it. Overall, it's a real tough build with all the problems encountered, aside from my own ham-handed ways.

I am pleased that someone has put a kit of this unusual subject on the market but I must say, having had a little experience myself with making masters and with resin casting, that a little more time and care spent taking care of the details of mastering the parts would have resulted in a dynamite kit of a rare aircraft. As it is, if you want a Seafang, have a go at it - and good luck. This kit is not for the faint of heart. A good supply of time, diligence, effort and vocabulary will be an asset.

Remember - model building is fun.

References

*Spitfire - A Complete Fighting History*: Alfred Price, Promotional Reprint Co., Enderby, UK, 1991, ISBN 1-85648-0151.

*Spitfire - The Story Of A Famous Fighter*: Bruce Robertson, Harleyford Pubs., Ltd., Letchworth, UK, 1960.

*FineScale Modeler* Magazine, March 1998: Jack Smith's article "Modeling The Supermarine Spiteful"

*[Thanks once again to Chris Banyai-Riepl and* **www.internetmodeler.com** *- ED}*

## New to the Eastside?

**by Bob LaBouy**

I know from talking with several members that coming to our new Bellevue meeting location is a daunting, if not rewarding experience. Many of our newer members and guests don't know that we actually met on the east side of the lake previously, in the old Bellevue library, the Mercer Island Community Center, and the Luther Burbank County Park until space concerns forced us to look elsewhere.

Not to worry. Relax, one doesn't have to have a BMW, drink nothing but Starbucks and shop exclusively at Nordstrom's to enjoy life in the "new" communities on the Eastside of Lake Washington. Aside from the clean, beautiful, well lit, and nicely furnished meeting location at the North Bellevue Senior Center, driving to our meetings is now a bit less challenging for many of us (though I note sadly that a few of our senior members are having trouble just finding Bellevue in general, though rumor has it they are busy laying out a long line of popcorn and bits of colored string for future reference and route marking….). One other friendly aspect of our new meeting place is that we now have paved parking close by and aside from not having to jump over small bodies of water and mud, one doesn't have to take the obstacle course approach to watching for and missing the numerous Canada Goose "calling cards" which seem to be everywhere in the Interbay location.

Restaurants, bookstores and hobby shops galore! One of the nicest aspects of our meeting in the Eastside's largest community is the ready access to a large number of "resources." These include not only the ever popular places to eat, drink and be merry (both before and after our meetings) including every name of restaurant you can name and almost all types of food. The food court at the Crossroads mall has foods from at least 6-8 different countries in one common location. Combined with a Michaels (art supplies, etc.), the Daily Planet magazine shop, Barnes and Noble, and Half Price Books, this is a "one stop" Mecca for many of us modelers. Most of these places are within a mile or two, can be driven to quickly and offer good parking access. Aside from the two large Barnes and Noble bookstores in Bellevue, there is a large Borders in Redmond's Town Center mall, and Half Price Books in both Bellevue's Crossroads center and nearby in Redmond.

If you leave the meeting and just have to have another "hobby shop fix," you have the options of a HobbyTown USA shop in downtown Redmond, Inside Gateway just south of our meeting location (off 148th as it is crossed by NE 20th), Abernathy's Northwest Hobbies (a bit further down the hill, just north of NE 20th at 130th NE) and Eastside Trains in downtown Kirkland. Hopefully we will continue to be pampered by both Kevin (Supply Depot) and Emil (Skyway Models) at our meetings. But sometimes you have to have a quick fix of enamel, some Floquil paints, some brass for detailing or look over the numerous things those trains guys are modeling with—these shops should solve your dilemma easily.

Not to put too fine a point on it, but if you feel lonely, somewhat lost, confused or just don't know where to go on the Eastside, please ask someone at a meeting. I have lived on the Eastside since 1960 (most of the time at least) and feel comfortable and would love to assist you in feeling at home in this area as well.

Latte, anyone?

## Correction

In last month's Seattle Chapter News, there was a selection of photos from the IPMS Vancouver show. Unfortunately, two armor models, on Page 13, of a Panzer IV and a SDKFZ 263, were miscredited. These were actually models built by **Bill Glinski**, in 1/72nd scale. My apologies.

## Book Review - *Fleet Air Arm: British Carrier Aviation 1939-1945* by Ron Mackay

**review by Robert Allen**

Squadron/Signal publications rarely divert from their established format. Whether the *In Action*, and *Walk Around* series, or their photo books on various air forces/units, you pretty much know what you're going to get – relatively inexpensive paperbacks printed on good paper, full of photos and drawings, and fairly light on text.


Britain's Fleet Air Arm has long been the forgotten Allied air force of World War Two. Compared with either the Royal Air Force or the US Navy's air arm, the FAA has taken something of a back seat. Yet their activities were both important and wide ranging, despite being handicapped by inadequate equipment, especially at the start of the war. The Admiralty did not gain control of the FAA from the RAF until 1937; until then, naval aircraft had been an afterthought to land-based aircraft, meaning that at the start of the war, the

*Continued on page 15*

# Italeri 1/72nd Scale Sukhoi Su-37 Berkut

**by Bill Osborn**

While sitting in my cave the other day, contemplating life in general and modeling in particular, I started to think (always a bad sign), why it is that most of us will take a great kit and try to make it better. The people who put out the kit did a first rate job. Well, most of the time, anyway. But can we build it just the way it comes out of the box? Heck no, we buy aftermarket resin and photo-etched goodies that can triple the price of the kit. Sometimes, the new parts are not as good as we think they should be, so we buy another brand on the chance that maybe those parts will be better.

Then we get out our reference material, and right there in glorious color is the inspiration to build the kit. But wait, what's this? I want to build an "A" model like the picture shows, and the kit is the "B" model! And when the subject is at rest, all kinds of things happen. The flaps hang down, and the elevators don't sit the same way they do when the power is on. So what do **we** do? We grab our trusty razor saw and hack away at the great kit we just spent the wife's last month's lotto winnings on. This brings me to the reason I started this tale of woe…

At this year's IPMS Seattle show in Ballard, I picked a copy of *Soviet X-Planes*. On the cover is a great flying shot of the Su-37 Berkut (which is Russian for "the plans are upside down.") There are a number of good photos in the book, so being a fan of strange, and Russian, aircraft, this fit right in. It wasn't too long afterwards that Zvezda came out with an Su-37. All right! I had a quick look at the kit, and thought I'd wait for the rumored Italeri kit. When it arrived, it was the same kit, with better decals. More on that later.

After starting the kit, my wife and I went up to the Vancouver show. While visiting with John Tarvin at Burnaby Hobbies, I found a new book on the MiG MFI and Su-37. This is a great book on what could have given our air force pause if things hadn't turned out as they did. Anyway, with all the information on hand, just building the kit from the box didn't seem to do the airplane justice. Out came the razor saw, and the hacking began.

First, a few words about the kit. It's a basic kit, without much detail. It is (or was) a classified project. The parts are clean, and the leading and trailing edges are thin. Part fit is good, but the instructions should be followed. The cockpit tub is very basic with only an FBW stick, instrument panel, and a seat I didn't use. Decals were provided for the side consoles and panel. The canopy is in three sections, and fit the body quite well.

Now here's where the saw comes in. All of the ground photos show that when the power is off, everything sags. Flaps, ailerons, horizontals, and canards all hang down like Granny's wash. The means the controls must be hydraulic, or they're really loose. So off came the flaps and the ailerons. Next to go were the mounting tabs for the horizontals. They attach at the side of the body, but should hinge on the aft end of the body next to the burner cans. This led to filling the slot on the side of the body and working with the horizontal hinge area. After getting the horizontals to the proper angles, another problem showed up. It seems that there is a vertical fairing that is attached to the horizontals, which slides into the verticals as the tail is actuated. Well, that shouldn't be too big a matter. The easy way to model this would be to just shape and trim a new part to fit. That would be the easy way, but it's not the way I did it. The base of the tail should be wider, to allow the aft fairing to slip inside. The quickest way is to slather on a goodly layer of filler, and smooth it out with a fine file and a sanding stick. You must wait until the filler is really dry to do the shaping, or you'll get a god-awful mess.

Most of the parts are the way they should be; as I said, it's a very basic kit. The wheels are round, meaning the upper and lower molds match, always a plus. Some of the probes, and the nose spike, are very delicate, but they look good. You can have any number of color schemes as long as it's flat black with white antenna panels. Information in the new book indicates that the flat black was not just to look good. It hid features that the Russians didn't want known. It seems to work quite well; there are very few small things that show up.

The decals are sharp and on register. The problem is that there are not enough of them. The aircraft still uses red stars in six locations, which are given on the sheet. The rest of the sheet contains aircraft numbers, Sukhoi logos, something in Cyrillic script, and four stylized Russian flag strips that go on the wing tips and outer vertical fins. That's the problem. They should also be on the underside of the wings, and on the side of the intakes. It also seems that after the first flights,

*Continued on page 15*

# Hasegawa 1/48th Scale Junkers Ju 87D-5 Stuka

## by Hal A. Marshman Sr., Bay Colony Historical Modelers

I purchased this kit to build the Stuka featured on the back cover of Squadron/ Signal's special on the Hungarian air Force, a very colorful and unusual bird. The kit represents the extended wingtip of the Ju 87D. Before I get any further into the review, let me say that Hasegawa uses their molds to the fullest extent, and close examination will reveal that the basic parts are common with the –B and –G birds, and enough details are on separate sprues to provide the subtype changes. In this case, the wingtips were extended the requisite amount by Hasegawa, but will need your attention to put to rights. The joint work is crude; we have come to expect better from this manufacturer.

The model is cast in easy to work with light gray plastic, with all panel details engraved. All castings are very much to scale, and quite well done.

The clear parts are very thin and very clear. Bear in mind that many of the canopy braces are on the inside only, and Hasegawa has represented this well. Besides the individual stackable canopy parts, you will find a landing light lens, a cover for the RDF unit, and a bomb-aimer's window, which may be discarded, as it is not needed.

The late Ju 87 landing gear is well done, with the leather/canvas oleo cover boldly cast. The gear legs have the siren mountings cast on, and the instructions tell you to remove them. The wheels themselves are well done, but not weighted. The tail wheel assembly is a neat little casting.

The main bomb, wing bombs, and bomb racks are excellent. The twin barrel Mg. 81 cockpit machine gun is good as far as it goes. Hasegawa's instructions are unclear on how to display the gun sight racks, if the rear canopy is slid open. Unlike the –B bird, the machine gun does not slide back with the canopy. I've seen photos of –D and –G birds with the rear canopy in the aft position, with the sight trees and sights in view. My question is, how the blazes are they rigged to slide back with the canopy, but not the gun? If anyone knows the answer to this, please advise!


Hasegawa provides a separate sprue with the wide-bladed props utilized by the Ju 87D, but bear in mind these are more than likely wooden bladed, and as such should be painted RLM 66 or 02, not the usual shade of 70 Black Green.

The interior is most acceptable, with very little to be done, other than the seat belts and buckles. Be careful with the bucket frame for the observer's seat. This little gem is very delicate, and must be handled accordingly. Lots of detail is in this interior for the dry brush fanatic.

Decals are comprehensive, with markings for one of Hans Ulrich Rudel's planes, and another Russian front item with a half-and-half snow camouflage over the basic 70/71 scheme. The latter has very unusual separation lines.

I'm glad I bought this kit. Other than those mentioned above, I had very few fit problems. Many of the above comments are applicable to the entire Hasegawa Stuka range.

# Revell Profinish #88 Dale Jarrett NASCAR UPS Ford Taurus Stock Car

### by Don Norton, IPMS Lakes Region Scale Modelers

Well, the world has come to an end. I'm building car models. Okay, it's not that bad, I just need to try something different every now and then.

In the last few months I have developed somewhat of an interest in NASCAR, and it seemed natural this would carry over to my modeling hobby. I've built a couple of the pre-decorated car kits, with stickers, and thought they weren't much more than toys. Now with this kit I make a step up to real modeling.


This kit, of the 2001 Dale Jarrett UPS car, is pre-decorated; the body comes in white and dark brown, with yellow trim. The windows have the braces and mountings painted black, but instead of stickers, we are now using real decals. Other improvements include an opening hood that reveals a passable engine, detailed interior, and a driver figure of Dale himself. Not bad.

I had no reference material on Dale's car, so I looked on the UPS website ***[www.ups.racing.com** – ED]*, which is conveniently given on the rear of the car. I found a wealth of photos of Dale and the car, and a few were of use to me in modeling the vehicle, so I printed them in color. Researching most military vehicles is no problem to me, I have a pretty good library at home, but the car posed some problems. I wanted a good shot of the engine, so I could see the colors and wiring details, but none were available. The instructions gave some rudimentary painting details, but the frame and interior was molded in red, and they did not indicate to paint it gray, the color in all the website photos. To confuse the issue, I found photos of the unveiling of the UPS car that showed some red in the interior, such as the roll bars. It is not unusual to paint elements of these cars different colors, or add different decorations to the body in different races, and there is not just "one" car, but several different bodies, frames, and engines.

So, since I couldn't find the definitive references I wanted, I decided to build a generic UPS car that would look good on my shelf. I assembled the frame and interior and painted it medium gray, the color in most of the photos. The fire extinguisher is red, and the padding on the roll bars is black. A few other details are painted silver or black and called out in the instructions. The engine was simplistic, but looked okay, so I painted it gunmetal with silver and black details.


Dale's uniform is white and brown with sponsors' patches on sleeve and chest. I painted him flat white, and his lower half dark brown. The stripes on his legs and arms are decals, as are the seat belt. Use plenty of decal setting solution and it will turn out fine. I did some touch-ups with white and black after the decals had set. The racing helmet has a complicated one-piece decal and I was unsure of how this would go on, but I slathered the Solvaset on and the decal became one with the helmet. It looks great. I glued Dale to the seat and placed the seat in its place. With the soft rubber safety net on the driver's window, you can't see much of the figure anyway, but he looks good sitting in there. Other details in the interior were added, including the gearshift and air duct hoses. The hoses are soft rubber, and their location is rather vague.

The Goodyear Eagle tires are nicely done, with screen-printed markings. The engine required a little creative twisting and shoving to get it into place. I glued in the radiator and then found I couldn't get the radiator hose to fit. In frustration, I left this part off, if Dale ever starts this car up, it's going to overheat immediately. Everyone is forbidden to open the hood anyway, I don't know if the engine is the right color.

To finish up the body, the excellent decals were placed, and they responded well to the Solvaset. The decals were not totally opaque, the ones on the chocolate brown areas aren't pure white, but overall, I like the decals much better than the stickers on the previous kits I built. Finally, I screwed the body and chassis together. It was done.

The lines of the car look accurate compared to photos and I'm pleased with the end result. I'm a fan of Dale Jarrett and UPS (they bring me models and all kinds of neat stuff). I'd recommend this kit to modelers who had some experience, and I think a modeler who had good references or a basic knowledge of NASCAR vehicles could do up a knockout version of this car.

## French Translation Charts - Part One

### by Jacob Russell and Jim Schubert

My primary area of modeling interest is aircraft and in the past year I have discovered the superb French language publications *Replic* and *Wing Masters*. The quality of the models and the standard of the photography in these two publications is among the highest to be found anywhere. Unfortunately, unless the reader understands French he or she is at a loss because there is **no English** to be found in either of these excellent publications. Quelle catastrophe!

I had the privilege of translating some French reference material for Jim Schubert earlier this year, and he and I agreed that it might be useful to compile some French/English translation charts for those curious about what's actually written in these magazines. This will be a two-part article. Part One, compiled by Jim, is a translation chart of Aircraft Nomenclature. Part Two, to be published in next month's newsletter, will be a translation chart of modeling tools, products and techniques. Jim And I both hope that this information is useful and informative. Bonne chance!

**FRENCH/ENGLISH AVIATION TERMS**

Aileron...Aileron
Auto Pilot...Pilot Automatique
Body...Fuselage
Ceiling (altitude)...Plafond
Cockpit …Habitacle, also Reduiter
Elevator...Profundeur
Engine...Moteur
Fin…Derive
First flight...Premier Vol
Flap...Volet
Instrument Panel...Tableau de bord
Jet Engine...Reacteur
Length...Longeur
Longeron...Longeron
Machine Gun...Mitrailleur
Maximum Range...Autonomie maximale
Maximum Speed...Vitesse maximale
Nacelle...Nacelle
Propeller...Aero helice
Rudder...Direction
Seat...Siege
Span (wing)...Envergure
Speed brakes...Aerofreins
Stabilizer...Stabilisateur
Supercharger...Compresseur
Undercarriage Train...d'atterissage
Wing...Aile
No Parking…Estationment ici est interdit

(It's translations like this last one that are driving even the French to use English!)

Sans blague! No kidding!

## Banner 1/350th Scale *USS Arizona*

### by a mystery author, Quad Cities Scale Modeler's Society

There has been some discussion that the Banner *USS Arizona* kit is just a scaling up of the old Revell 1/426th scale kit, but this does not appear to be true. The hull on the Banner kit is two pieces, one from the waterline down, and one piece from water line to deck, with no railing details. The Revell kit has two pieces split down the center from bow to stern, and the hull is from keel to deck. It also has molded on rails and over size portholes. The main deck on the Banner kit is three pieces. The first piece is the deck forward of the number one gun turret, the second piece is the main deck hull piece and has mounts for all the main gun turrets, and the third piece is aft of rear turret to stern. By comparison, the Revell *Arizona*'s main deck is molded in only two pieces. The Banner second deck is very different from the Revell in the layout of the gun shields, stack mount and lifeboat mounts. The Revell kit has no life boat mounts on this deck and no deck planking details. The Banner main gun turrets have separate barrels; the Revell turrets are molded as a single piece. The secondary armament is more detailed on the Banner kit.

Detail differences also exist on the stacks. Both are similar in layout, but differ in a couple of ways. Revell has searchlights on the stack, while Banner does not. The Revell kit is more like the *Arizona* prior to her refit in 1939, and has biplanes on the catapults. The Banner kit is more like the *Arizona* was after her refit, and has Vought Kingfishers on the catapults. So I would say the Banner is a totally new version of the *USS Arizona*, and is correct as she was on Dec 7, 1941. The only things I have seen on the Banner kit that I don't like are a big seam along the broadside gun deck, and anchor chains molded into the deck.

# Sword 1/72nd Scale Vought V-173 Flying Pancake

**by Jim Schubert**

History

Being an old guy I read the Obituaries and Passages sections of my daily newspapers along with the news, editorials, and comics. On Sunday, May 12, 1996, I read with interest that "Charles Horton Zimmerman, 88, an aerospace pioneer at NASA's Langley Research Center died May 5, 1996, at Hampton, Virginia." That's all it said. Well, if you dig aviation history, you'll know a bit about Mr. Zimmerman's "aerospace pioneering." You'll know, for one thing, that the concept and design of the airplane that is the subject of this review was his.

While employed by the NACA, Zimmerman experimented on his own time and with his own funds with low aspect ratio[1] flying wings. Spurred by an informal 1933 intra-NACA competition for the design of a "safe" light plane, Zimmerman refined his ideas, focusing on that objective. His design won the competition. It featured large diameter, counter-rotating[2] propellers at the leading edge tips of a wing with an aspect ratio of about 1. The left hand prop rotated counter-clockwise, viewed from the rear, and the right hand prop rotated clockwise to "unscrew" the efficiency robbing vortices that spiral off the tips of any wing in forward motion. High-pressure air from under the wing spilling over the tips into the low-pressure area above the wing creates these counter-rotating vortices, which spiral downstream in the wake of the wing. The tip vortices spiral clockwise at the left tip and counter-clockwise at the right tip. You will notice that Zimmerman's propellers counter-rotate in an opposite sense to the rotation of the wing tip vortices. Suppressing the wing tip vortices increases the efficiency of a wing. The "Winglets" that you see on the wingtips of modern jet airliners are a mechanically static means of partially achieving the same objective. In Zimmerman's design the wing tip vortices, in the process of being mitigated, also straighten out the prop wash of each propeller. Propeller placement and wing form thus produce three benefits: 1. A more efficient wing due to greatly diminished tip vortices, 2. A wing almost completely buried in straightened prop wash providing both lift and positive control at very low air speeds and very high angles of attack; and 3. More thrust from the near straight prop wash.

Zimmerman won the competition, but NACA considered the design too radical for acceptance by industry or the public. Two other designs from the competition were released to industry for development. Fred Weick's became the well-known Ercoupe and the other became the little known Stearman-Hammond Model Y-1


Safety Plane. Zimmerman continued work on his own with models to prove, and further refine, his concept.

Chance Vought took an interest in Zimmerman's ideas in 1937 and invited him to join the Vought firm as a consultant. The first fruit of this union was Vought Model V-162, an electrically powered captive part-scale flying wing. Model V-173, "Zimmer's Skimmer" was proposed to the US Navy's Bureau of Aeronautics in 1939 as a vehicle to study the STOL and general flight characteristics of an airplane of this configuration. BuAer, following their review and approval of drawings and data, executed a development contract with Vought. BuAer assigned s/n 02978 and work started in Stratford, Connecticut on this flying saucer. It has a wingspan of 23 feet, is 26 feet long and is powered by two Continental Model A-80, 80-hp, six cylinder, horizontally opposed, air cooled engines swinging 16-foot diameter counter-rotating propellers. It is of traditional wood and fabric construction.

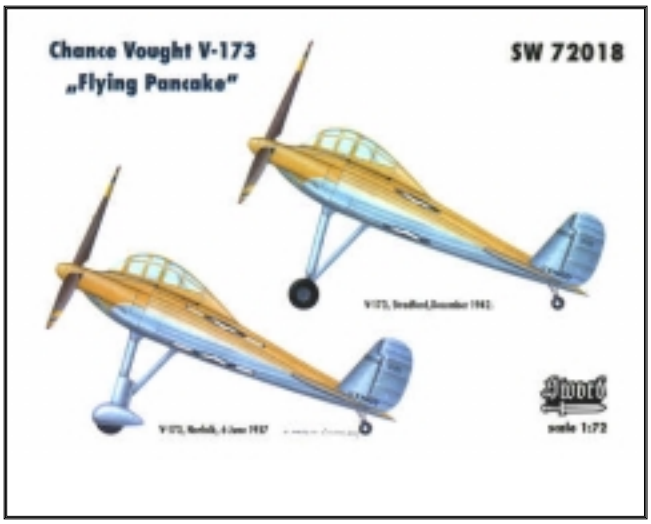
BuAer gave Vought (now merged with Sikorsky to become Vought Sikorsky) a Request For Proposal (RFP) in January 1942 for a STOL, carrier fighter based on the unflown V-173. Vought Sikorsky assigned model number VS-315 to this project, which ultimately became the XF5U-1. But that's another story and another model - by Hasegawa in 1/72nd scale - for another time.

V-173 first flew November 23, 1942 in the hands of Boone Guyton, Vought's Chief Test Pilot. Maximum speed was only 138 MPH as V-173 was woefully underpowered. In still air V-173 required a mere 200-foot take off run and a landing roll of only 50 feet. It was fully controllable, under power, at angles of attack up to 45°. As the plane was pitched up it did not stall; it settled very gently under full control about all three axes. The pilot balancing thrust and pitch could control the rate of this settling quite easily. It could not be made to spin while under power.

V-173 made (sources vary) either 171 or 190 flights, accumulating 131.8 flight hours through its last flight on June 30, 1947. It was stored intact, and occasionally shown, at Naval Air Station - Norfolk and was later removed to storage for the NASM at Silver Hill where it awaits restoration and display. Boone Guyton made 54 of V-173's flights. Richard Burroughs, another Vought test pilot, along with a number of Navy pilots all flew V-173. Col. Charles A. Lindbergh is reputed to have made flight number 34, but one of my sources disputes this.

The Kit

S. Fleicsher did the accurate and attractive rendering on the top of Sword's standard flimsy, end-opening, crushable box. The bottom of the box has color profiles of the airplane in its two slightly different main configurations. The first is sans wheel pants and with white star-in-blue roundel national insignia. The second has wheel pants and blue outlined white bars added to the insignia.




The box contains one tree of 14 very good looking parts, injection molded in a medium hard, styrene of medium gray color, 18 well cast resin parts, two vacuformed clear parts (the windscreen/ hood and the lower nose glazing), a small well printed decal sheet with, inter alia, the two styles of national insignia, and a single folded European A4 size sheet of instructions. The instruction sheet has a brief historical note by Chris Hughes, a parts map, a four-step assembly sequence, a painting guide for the airplane in its final configuration, a color guide, and a color key.

All four injection molded wheel pants parts in the review kit had easily filled sink marks in their outer surfaces. One of the resin parts was broken as usual. I have never reviewed a Czech kit in which at least one of the resin parts was not broken. Come on guys - quality control is the name of the game these days. Careful packing into stout top-opening boxes would reduce breakage. Hint, hint.

If you assemble your models out-of-the-box, this kit will be a quick build for you. The only correction required for a very accurate model is to shorten and widen the slots in the spinners for the prop blades. If you suffer from AMS, you'll need to add the small fixed fairing on each main landing gear leg that blends with the diagonal struts when the oleos are extended in flight.

Un-panted wheels are not included for the first configuration of the plane illustrated on the back of the box so if you choose to do this configuration, you'll have to raid your spares box for appropriate wheels. You'll also have to rescribe the "ailevators" to add separate elevators and you'll have to delete the big elevators in the trailing edge of the wing proper.

The prop blades, being hinged, coned backwards quite a bit when the airplane was parked. This is best shown in the photo at the top of page 7 in Steve Ginter's book, referenced below.

I like this kit. It's simple and almost dead-accurate out-of-the-box and it is certainly an interesting oddball type. It is my kind of airplane. Remember to check your references very carefully if you choose to deviate from the configuration provided in the kit. The differences were few, subtle and important. Score another hit for Sword. Good on you lads.

References

*Naval Fighters Number Twenty One - Chance Vought V-173 and XF5U-1 Flying Pancakes*: Steve Ginter, Steve Ginter Books, Simi Valley, CA, 1992, ISBN 0-942612-21-3.

*Aviation History Magazine*, September 1997: Stan Soloman article – "When A Pancake Flew".

*Scale Aircraft Modeler* Magazine, Vol. 3, #2, Fall 1975: Wayne Moyer article – "Flying Flapjack".

*Historical Aviation Album*, Volume 8: Arthur L. Schoeni article – "Vought XF5U-1 Flying Flapjack".

*Air Enthusiast* Magazine, June 1973: uncredited article – "The Untossed Pancake".

*Wings/Airpower*, Issue unknown: Francis J. Allen article – "The First Flying Saucer".

Time/Life Aviation Series - *Designers And Test Pilots*.

*The Aircraft Treasures of Silver Hill*: Walter J. Boyne, Rawson Associates, New York, 1982, ISBN 0-89256-216-1

*Aeroplane Monthly* Magazine, November 1975.

[1] **Aspect Ratio**: The square of the wing-span divided by the wing area. Thus the greater the wingspan in relation to the wing chord, the higher is the aspect ratio and, conversely, the less the wingspan in relation to the wing chord the lower is the aspect ratio. Some sailplanes have aspect ratios in excess of 15, while Concorde, and some delta-winged fighters, have aspect ratios of less than 2.

[2] **Counter-Rotating vs. Contra-Rotating**: Things are counter-rotating when they rotate in opposite directions on parallel axes. Things are contra-rotating when they rotate in opposite directions on the same axis. The P-38 and P-82, for example, had counter-rotating propellers, whilst the Boeing XF8B-1 and Westland Wyvern had contra-rotating propellers.

## Photos from SciFan 2001

**courtesy of www.galaxyhobby.com**


### *Preznotes*

*from page 1*

automobile, a kit released in the late '60s and recently re-released. There were three completed for the show: a NY taxi, a King County Police (by yours truly), and a modern/retro Batmobile (center left, page opposite). One modeler took a number of the old Aurora monster kits, did a lot of reworking and resculpting to produce some really nice models. He even painted some of them in black and white, just like their movie counterparts. However, the best model at the show was a Starship *Enterprise "D"*, which the modeler had added interior and engine lights (top left, page opposite). Amazing! I conducted two airbrush seminars, and there was also a seminar on casting parts. Bob and his staff put on a good show and all the prizewinners received cash awards in addition to their ribbons. It was a fun show and Galaxy already has plans for a show next October. Start building! On the opposite page are a few photos taken by Galaxy Hobbies of the SciFan contest.

Well it's time to go. As Theodore Honey said: " Uh,Uh, Uh.....Th, the t-t-tail is going to f-f-fall off this aeroplane...". Use your imagination.

Oh yes, last but not least, at the November meeting, try not to show up before 10am. Our time in the facility is from 10am to 1pm. We can set up our tables and such at 10:01, after the other group is through. Thank you (besides, they are **armed**!).

See you at the meeting,

*Terry*

### *Fleet Air Arm*

*from page 7*

FAA was mainly equipped with biplanes. It wasn't until the middle of the war, when American Lend-Lease aircraft and a few newer British types became available that the FAA had much to work with. That they accomplished so much with obsolete or unsuitable aircraft is a testimony to the skill and courage of the crews.

Mackay's book consists of 64 pages, eight of which are devoted to color profiles, with the back cover featuring five WW2-era color photos. His text is short but functional, giving a brief overview of FAA operations. Brief is the operative word – the *Bismarck* operation is covered in two paragraphs, and Taranto in one! The emphasis is where it should be, on the photos. They are well chosen and laid-out, with often only two or three to a page, allowing details to be seen. As with virtually every naval aviation book, there is a lot of photos of prangs – I guess that's when people got their cameras out!

Squadron/Signal has improved its previously dismal proofreading over the past few years. There are fewer typos, although the Fulmar is credited with a top speed of 256 mph on page 9, and 280 mph on page 17. One irritating habit is the convention of putting ship's names in capitals rather than italics. Each first mention of a ship or aircraft type in the text is also accompanied by putting the name in bold, which isn't a bad idea for a book without an index.

How useful is this book to modelers? There are some great ideas for models (the all-black Swordfish with full D-Day stripes is tempting), many photos offer details, and the author gives color information where possible, both the official British paint names and the FS equivalents, which is a nice touch. The color profiles are good but not outstanding – and what is a 1920s-era Blackburn Blackburn, one of the ugliest aircraft ever built, doing in here at all?

*Fleet Air Arm* is a useful introduction to the subject, and because of its price, is well worth picking up. And then if you get interested, you can check out the IPMS FAA SIG web site at **http://www.faasig.org** for the specifics…

### *Su-37 Berkut*

*from page 8*

yellow warning strips were added to the intakes. There are also a lot of small yellow squares, a few red ones, and some light blue dots scattered over the airplane.

Come to think of it, I know a fella who has an ALPS printer, and makes his own decals. Maybe if I sweet-talk a little I can con him into overcoming the omissions in the decal sheet.

I don't know about dimensions. I seldom check unless something doesn't look right, and this model looks right. It's big, not as massive as the MiG MFI, but a little longer. If this keeps up I'm going to have a fair representation of the Russian Air Force. Please, a Bear, somebody, anybody. Well, almost anybody…

## Golden Age Stars of IPMS #17

Some movie stars have careers. Others have one moment in the sun – or in this case, the ever-dark night of film noir. **Ann Savage** worked steadily for a decade in the '40s and early '50s, in grade B thrillers and westerns, but it will always be for one role that she'll be remembered. You couldn't find a less likely candidate for film immortality than 1945's *Detour*. Made on a budget only slightly larger than that of this newsletter, *Detour* compressed the essence of the entire film noir genre into one fast-paced descent into blackmail and betrayal. It wasn't just over an hour long because of any artistic decision – the director couldn't afford to shoot any more film…

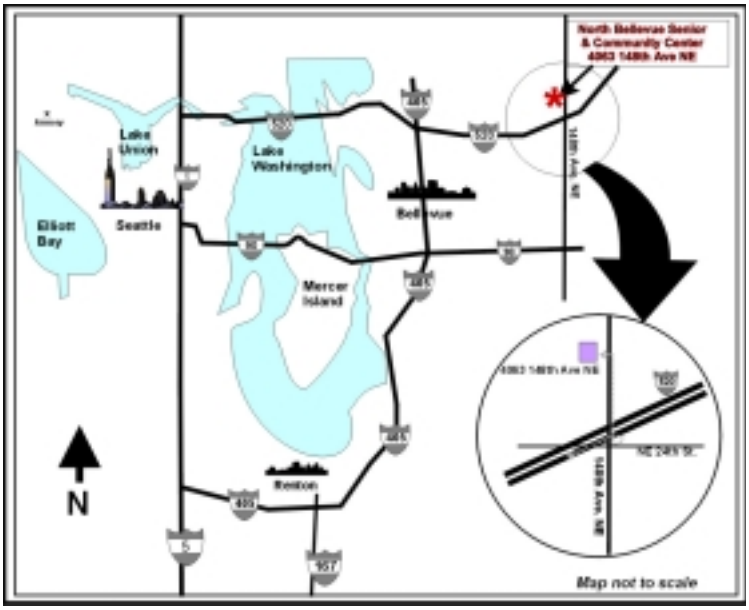
At the heart (if it has one) of *Detour* lies Ann Savage's portrayal of Vera, simply the nastiest, most conniving femme fatale ever put on screen. Vera bounces from one extreme to another, petulant, manipulative, and always looking out for number one. Not all of it may be strictly acting; Savage reportedly got her screen name because of her temper. It's a performance for the ages, and Savage never matched it. She married her agent and retired in the mid-1950s, but after his death in 1969, she discovered a new passion – flying.

Savage's Piper PA-24-250 Comanche is what gets her into this series. Savage still attends the occasional film convention in her late 70s, finally getting the respect that eluded her while she was active. I have no idea whether she flies herself to them…

Due to overwhelming demand (well, one person asked me), here's an index of all the stars featured so far in this series...

| # | Name | Mo | Yr |
|---|---|---|---|
| **1** | Heather Angel | 9 | 99 |
| **2** | Barbara Stanwyck | 11 | 99 |
| **3** | Hedy Lamarr | 12 | 99 |
| **4** | Olivia de Havilland | 3 | 00 |
| **5** | Lupe Velez | 5 | 00 |
| **6** | Jennifer Connelly | 6 | 00 |
| **7** | Merle Oberon | 7 | 00 |
| **8** | Carole Lombard | 9 | 00 |
| **9** | Marilyn Monroe | 11 | 00 |
| **10** | Patricia Neal | 1 | 01 |
| **11** | Joan Fontaine | 2 | 01 |
| **12** | Ella Raines | 4 | 01 |
| **13** | Linda Darnell | 5 | 01 |
| **14** | Anne Francis | 6 | 01 |
| **15** | Terry Moore | 7 | 01 |
| **16** | Ursula Meissner | 8 | 01 |
| **17** | Ann Savage | 11 | 01 |

# Meeting Reminder Saturday, November 10 10 AM




**North Bellevue Community/Senior Center**
**4063-148th Ave NE, Bellevue**

**Directions:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.