Seattle Chapter News

Seattle Chapter IPMS/USA
March 2002

PREZNOTES

Well, what can I say? What a show! (Insert appropriate ruffles and flourishes here). Jon and Tracy, Will and Stephen did a magnificent job in putting everything together for another terrific Spring Show. They kept the event the proverbial well-oiled machine, and they are already working on next year's show. Yayy! The venue seemed to work very well, although at mid-morning the parking lot was **full** (our contact at the facility had never seen the parking lot filled before). We had visitors from as far away as California and New Mexico, a visitor from the UK, as well as attendees from most of the IPMS Region 7 states. There were 561 models entered in the contest by 140+ modelers and well over 600 models total including collections and display only. With the raffle and all the walk-ins, we came out ahead dollar-wise, which made Norm (the money guy) happy.

I would like to thank all of the members of IPMS Seattle that volunteered to come early and stay late to help set up and take down the show. Plus, I'd also like to thank all those that were "volunteered" to help during the show. Your assistance during the show is more than greatly appreciated.

Inside you'll find more information including award winners, photos of some of the models, and much more, in fact, so much stuff that I'm going to stop here (our esteemed editor has informed me that I'd better not be too long-winded this month). Enjoy the issue.

See you at the meeting,

Terry

Opposite column: Steve Cosad's Red Devil Samurai (above) was selected as Best Figure; a few of the 1/48 scale aircraft (below). Special thanks to Dana Geraths for all of the show photos in this issue.

In This Issue

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of 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.

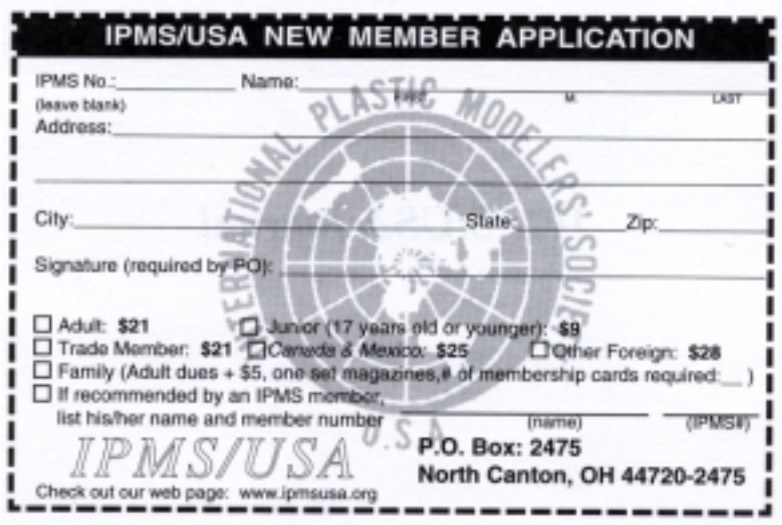
The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put 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 IPMS Seattle 2002 meeting schedule is as follows. All meetings are from **10 AM** to **1 PM**, except as indicated. To avoid conflicts with other groups using our new meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessable place.

April 13
May 11 (Meeting is from 9 AM-12 Noon)
June 8
July 13



IPMS Seattle Spring Show 2002

Photos by Dana Geraths

Clockwise from top left: James Harms' Macchi C.200 won Best Italian Subject; Bill Windus' 1/48th scale Eduard Bell P-39 won a very crowded category; One of Bill Johnson's two 1/32nd scale MiG-29s; A view of Juniors and Sci-Fi/Fantasy; Marty Martinez' Dilophosaurus was a first-place winner

Special Award Winners

(Category, Sponsor; Subject, Modeler)

MIDWAY, Tracy White; ***USS Vincennes***, **Bob LaBouy**
GREEN AIRCRAFT, Internet Modeler; **OV-10A Bronco, Warwick Wright**
CIVIL AUTO, Jon Fincher; **'69 Z 28 Camaro, Paul Stedman**
BATTLE OF BRITAIN, Anthony Roberts; ***Rearm, Refuel*** **Diorama, Glen Adams**
ITALIAN, Skyway Model Shop; **Macchi C. 200, James Harms**
NAVAL AIRCRAFT, Thom Morton; **TBF Avenger, Dana Geraths**
BRITISH, Robert Allen, Keith Laird, and Andrew Birkbeck; **Churchill Tank with Crocodile, Jonathan Stetson**
FRENCH AIRCRAFT, Dave Whitmore; **Caudron R.XI, James Gray**
SMALL AF, Stephen Tontoni and Will Perry; **Ukrainian Su-27 Flanker, Dennis Wilson**
FLOATPLANE, Bob Dempster (Douglas World Cruiser Foundation); **Kawanishi N1K1 Rex, Dana Geraths**
EMERGENCY VEHICLE, Larry Gaye and Pascal Valadier; **Bell 47, Kia Anne Geraths**

Thanks to all sponsors, and congratulations to the winners!

Spring Show Award Winners

Junior-Aircraft
1st - A-10 Thunderbolt, Joseph Nathan
2nd - Bell HTL4 CG, Kia Anne Geraths
3rd - MH-606 Pavehawk, Joseph Nathan

Junior-Armor
1st - Four Vehicle Diorama, Michael Calvin
2nd - Bofors AA Gun, Shelby Striclen

Junior-Auto
1st - Shelby Mustang, Stewart Quam
2nd - '61 Ranchero, Stewart Quam
3rd - Acura Integra R, Stewart Quam

Junior-Sci-Fi
1st - Klingon Battlecruiser, Sean Gaffney
2nd - Gundam Diorama, Eric Benka
3rd - Blue Gundam, Kenton Callahan

Junior-Naval
1st - RMS *Titanic*, Zac Johnson
2nd - U-Boat, Shelby Striclen

Junior-Miscellaneous
1st - Dino Tub, Brian Johnson
2nd - T Rex, Catie Perry
3rd - Visible Man, Kathleen Enlow

Junior-Prefinished
1st - VW New Beetle, Roxanne Hilby
2nd - Revell Chevy, Travis Spitzer

Best Junior - A-10 Thunderbolt, Joseph Nathan

Aircraft-1/73rd and Smaller
1st - Caudron R.XI, James Gray
2nd - Saab Viggen, Herb Arnold
3rd - Airco DH.2, James Gray
HM - F-8 Crusader, Herb Arnold

Aircraft-1/72 Single Prop
1st - P-51D, Jim Schubert
2nd - La-5FN, James Gray
3rd - F6F Hellcat, Chris Bucholtz
HM - Avia B.135, Herb Arnold
HM - F4F Wildcat, Michael Gates

Aircraft-1/48 Single Prop-Axis
1st - Fw 190 A-3, Mike Medrano
2nd - N1K1 Rex, Dana Geraths
3rd - Me 109G-6, Randy Colvin
HM - Ki-27 Nate, Mike Howard

Aircraft-1/48 Single Prop-Allied
1st - Bell P-39, Bill Windus
2nd - Yak-3, Bill Windus
3rd - P-47, Randy Colvin
HM - P-51B, Keith Chmielewski
HM - P-47D, Bob LaBouy
HM - Hurricane, Randy Colvin

Aircraft-1/72 Multi Prop
1st - OV-10A Bronco, Warwick Wright
2nd - Focke Wulf Ta 154, Larry Baldwin
3rd - Catalina Mk.I, Jim Priete
HM - Me 323 Gigant, Dan Johnson
HM - AC-119 Gunship, David Hempel

Aircraft-1/48 Multi Prop
1st - Mosquito FB.VI, Bob Windus
2nd - Beaufighter Mk.X, Bob Windus
3rd - Ju 52, Randy Colvin
HM - He 219A-7, Steve Gallacci

Aircraft -1/32 and Larger - Prop
1st - A6M5 Zero, Dana Geraths
2nd - Fw 190A-6, Sid Miller
3rd - Me 109E-4 Trop., Troy Enlow
HM - Me 109G-6, Steve Gallacci

Aircraft-1/72 Single Jet
1st - Harrier GR.5, Warwick Wright
2nd - TA-4 Skyhawk, Daniel Carey
3rd - F-16, Hans Beernick
HM - Vought F6U, Herb Arnold
HM - Saab Draaken, Brian Birk

Aircraft-1/48 Single Jet
1st - F-86F, Mark Oliver
2nd - A-7 Corsair, Dennis Wilson
3rd - MiG-15, Sid Miller
HM - CF-104D, Brian Birk

Aircraft-1/72 Multi Jet
1st - F-4 Phantom, Daniel Carey
2nd - F-5 Tiger, Daniel Carey
3rd - Ho 229, Steve Gallacci

Aircraft-1/48 Multi Jet
1st - F-4 Phantom, Dennis Wilson
2nd - Me 262, Randy Colvin
3rd - Su-27 Flanker, Dennis Wilson

Aircraft-1/32 and Larger- Jet
1st - Tornado GR.1, Ken Conrad
2nd - MiG-29, Bill Johnson
3rd - MiG-29, Bill Johnson

Aircraft-Civil, Racing
1st - Chipmunk, Larry Schiller
2nd - Seversky P-35, Tom Hoard

Aircraft-Airliners
1st - Boeing 737-800, Tim Bradley
2nd - Boeing 377 Stratocruiser, Brian Birk
3rd - Boeing 737 US Airways, Daniel Carey

Aircraft-Rotary Winged Vehicles
1st - PKZ-2, Harry Avis
2nd - Mil-24 Hind, Hans Beernink
3rd - CH-124A Sea King, Brian Birk

Aircraft-Biplanes, Vintage
1st - Fokker E.III Eindecker, Will Perry
2nd - Fokker Dr.I Triplane, Tim Nelson
3rd - Fokker D.VIII, Jeff Johnson
HM - Loire 210, Hans Beernick

Aircraft-Miscellaneous
1st - Boeing XF5B-1, Jim Schubert
2nd - N. A. AJ-1 Savage, Dave Jarrett
3rd - Sukhoi Su-5, Larry Baldwin

Best Aircraft - Fw 190A-3, Mike Medrano

Auto-Factory Stock
1st - Z-28 Camaro, Paul Stedman
2nd - '66 Charger, Chris Rohde
3rd - Firebird, Joe Spitzer

Auto-Hot Rods
1st - '33 Ford Coupe, Joe Spitzer
2nd - '32 Ford (Maroon), Chris Rohde
3rd - '32 Ford, Chris Rohde

Auto-Custom
1st - GTO Pro Street, Chris Rohde
2nd - '66 Chevelle, Chris Rohde
3rd - '71 Challenger, Chris Rohde

Auto-Pick-ups
1st - '64 Chevy, Ron Baker
2nd - '65 Dodge, Earl Simons
3rd - '37 Ford, Jim Rose
HM - '62 Ranchero, Earl Simons

Auto-Trucks, Rescue
1st - Tow Truck, unknown

Auto-Closed Course Racers
1st - Chaparral 2D, Ron Baker
2nd - '69 Camaro Trans-Am, Ron Baker
3rd - '68 Penske Camaro, Paul Stedman
HM - Jordan Peugeot 197, Tom Gloeckle

HM - Mercedes CLK GTR, Ron Baker

Auto/Straight Line Racers
1st - Skoal Bandit Top Fuel, Wayne Stevens
2nd - Exide Funny Car, Randy Colvin
3rd - '65 Plymouth, Wayne Stevens

Motorcycle
1st - Yamaha Roadstar, Glen Ryder
2nd - '60 Harley Davidson, Glen Ryder
3rd - '45 Harley Davidson, Earl Simmons

Best Automobile - Z-28 Camaro, Paul Stedman

Diorama-Aircraft
1st - *Doolittle's Raid,* Steve Cozad
2nd - *Flightline,* Dan Johnson
3rd - Yak-1, Ray Peterson

Diorama-Auto
1st - Citroen 2CV, Steve Hilby
2nd - Top Fuel, Wayne Stevens

Diorama-Armor
1st - *It's No Longer a Phony War,* Mark Ford
2nd - *Road Rage,* Dan Johnson
3rd - T34/85, Dan Lowe

Diorama-Sci-Fi, Space
1st - *Orcs at War,* Galacia Marrero
2nd - *Bath of Metal Men,* Tony Phillips

Diorama-Naval
1st - *Valor to Victory,* N.R.

Diorama-Vignette
1st - Bohemian/Hussite Knight, John Thirion
2nd - Polish/Teutonic Knight, John Thirion
3rd - *The Longest Day,* Robert Burik
HM -Royal Scots at Waterloo, Robert Burik

Diorama-More than five figures
1st – Shenandoah, Robert Burik

Best Diorama - *It's No Longer a Phony War,* Mark Ford

Armor-1/35th Closed Top to '45-Axis
1st - Jagpanzer IVL70, Dale Moes
2nd - StuG III, Mark Ford
3rd - Finnish T-26, Ray Peterson

Armor-1/35th Closed Top to '45-Allied
1st - Crocodile Churchill, Jonathan Stetson
2nd - JS-2, Ray Peterson
3rd - T-28, Randy Colvin
HM - T-35, Bruce Roberts

Armor-1/35th Closed Top after '45
1st - M-51 Isherman, Chris Morris
2nd - Burned-out T-72, Dan Johnson
3rd - Leopard 2A5, Anthony Froh

Armor-1/35th Open Top
1st - M-18 Hellcat, Randy Colvin
2nd - M-19, Dave Darrell
3rd - 7 ton AA Halftrack, Randy Colvin

Armor-1/36th and Smaller
1st - AS-1 Starter Truck, James Gray
2nd - Pzkpfw 263, Bill Glinski
3rd - M-48 A3, Russ Field
HM - Pzkpfw Bill Glinski

Armor-Soft–skinned
1st - M-26 Dragon Wagon, Jonathan Stetson
2nd - Chevy 15cm Truck, Dale Moes
3rd - Ford Quad Gun Tractor, Dale Moes
HM - Jeep, Keith Chmielewski

Armor-Towed Artilllery and Missles
1st - Chevy CMP Quad/25 ton, Dale Moes
2nd - Renault EU/25mm AT, David Hansen
3rd - JB-1, Larry Schiller

Armor-Conversions and Scratchbuilt
1st - Israeli Halftrack, David Hausen
2nd - Su 76, Greg Harker
3rd - Israeli TOW Jeep, Robert Burik

Best Military Vehicle - M-26 Dragon Wagon, Jonathan Stetson

Ships-Powered
1st - *USS Vincennes,* Bob LaBouy
2nd - *IJN Takao,* Bill Cianci
3rd - Floreal Class Frigate, Hans Beernink

Ships-Submarines
1st - Midget Sub *HA-19,* Dana Geraths
2nd - *USS Skipjack,* Terry Moore
3rd - *U-185,* John DeRosia

Ships-Sail
1st - *HMS Bounty,* Bill Cianci
2nd - Roman Bireme, Steve Sturgis
3rd - *Mayflower,* unknown

Best Ship - *HMS Bounty,* Bill Cianci

Figure-Less than 54mm
1st - Preobragenski Guardsman, James Gray
2nd - 5th Jaeger 1812, James Gray
3rd - Italian Fighter Pilot, Kent Eckhardt

Figures-54mm and 1/35th
1st - Cossack, Gary Woodburn
2nd - Chevalier Bayard, Jim Schubert
3rd - English Civil War, James Gray

Figures-Larger than 54mm
1st - Red Devil Samurai, Steve Cozad
2nd - Viking Hersir, Rick Bennett
3rd - Royal Horse Artillery, Robert Burik
HM - 82nd Sergeant D-Day, Randy Colvin

Best Figure - Red Devil Samurai, Steve Cozad

Space Fact
1st - X-15 A-2 (1/48th), Mark Rehberg
2nd - X-15 #1, Mark Rehberg
3rd - X-15 A-2 (1/72), Mark Rehberg

Science Fiction-Vehicles
1st - T-124 Soviet Hover Tank, Anthony Froh
2nd - Boolaye Anti-armor SPG, Rick Bennett
3rd - Moonbus, Troy Enlow
HM - Cutaway *USS Enterprise,* Earl R Simons III

Science Fiction-Single Creatures
1st - Serpent and Leopard, Janine Bennett
2nd - Eisenhorn, Galacia Marrero
3rd - 101st Spaceborne, Terry Moore
HM - Mighty Thor, Tony Phillips
HM - Orc Warlord, Galacia Marrero

Science-Fiction-Miscellaneous
1st - Dilophosaurus, Marty Martinez
2nd - T. Rex, Dana Geraths
3rd - Mammoth, Mark Hallett

Best Space/Sci-Fi - Serpent and Leopard, Janine Bennett

Collections
1st - Wulf Pack, Les Knerr
2nd - Human Space Flight, Tim Nelson
3rd - Mosquitoes, Tim Sera

Continued on page 16

Building the AMtech 1/48th Scale Focke Wulf Ta 183 Huckebein (or "An Old Model Builder Tries Ten New Things on One Model")

by Michael Morrow

While making my daily perusal of the "What's New" page on the HyperScale web-site, I came across the link to Steve Eisenbaum's AMtech Focke Wulf Ta 183 done up in the JV 44 "Papagei Staffel" markings of "Red 13": **http://www.rollmodels.net/reviews/aircraft/48/Ta 183/Ta 183.php**

It was **so cool**! The striking color scheme captivated my imagination enough that I decided I just **had** to build one of my own. I grabbed my copy of Eagle Editions' *Doras of the Galland Circus* with its matching decal set, and looked at the color schemes to see which of the other three aircraft I'd build - after all - Steve had already done Red 13! But wait! Don't I also have. . .Yes I do! Back to the bookcase, a quick search, and voila! Experten Decals' booklet/decal combo No. 3 containing the markings for "Red 4"! Now I don't have to break up the Eagle Editions set - I can still build a set of four Fw 190Ds! A quick call to Kevin Callahan at The Supply Depot - Yes, he has one Ta 183, and yes, I can pick it up at the next IPMS Seattle meeting. Cool. Now back to the Internet to see what else I can find out about the AMtech kit. A half-dozen kit reviews later, and I'm convinced that the AMtech Ta 183 is the finest kit ever produced. All I'll have to do is polish up the seams with a Tropical Shine flexible 4-grit fingernail polishing stick (hence to be known as the "TSF4"), paint it, and display it! Right.

New Thing No. 1: My first (completed) 1/48th scale kit. A couple of days later, I eagerly pick up the only really new kit I've bought in the last two years. I re-read all the reviews looking for tips on building the kit. Seems the kit doesn't come with a pitot tube, DF loop, or a morane antennae. I'll worry about those later.

I start with the landing gear bays as shown in the instructions. Model Master Burnt Iron works great for the engine in the two main gear bays. When it's dry, I mask it and spray RLM 02 on all the visible structure in the main gear bays, the nose gear bay, and the interior edges of the fuselage where they attach, while the area above the engine gets flat black. The small boxes are also painted flat black, and fuel/pressure/electrical lines get dry-brushed silver. Each of the two pressure bottles in the gear bay get a base of flat white, then painted green and blue. The fittings for the bottles are painted silver, then red to simulate an anodized finish. A small hole is drilled under each landing gear main mounting hole to accept the brake line that will be added to each main gear leg. A little dry-brush of silver to highlight the black boxes, and a coat of Model Master Flat Clear Lacquer finishes off the three landing gear bays. I've decided to use all of the rockets, so I open up the pylon mounting holes and then glue the wing halves together. Next, the air-to-air rockets are glued together. The rockets have an odd slab side on two sides between their wings with an unsightly seam running down the middle of the flat section. I add a little putty to each of these sections to round them out and set them aside. While the wings and rockets are drying, I move on to the landing gear struts.

I spend a little time removing the center mold lines from each gear leg. TV in the background keeps me from rushing it. **Go Buffy**! Kick that vampire's butt! I decide that the nose gear needs to be turned, so I heat the nose gear leg up over a candle, and carefully twist the fork to achieve the desired effect. I don't recommend doing this, as I almost torched the gear leg. As it was, it almost bubbled, and it took a bit before it was solid again. If I were to do it over, I'd find another way. With the nose gear turned, I spray the three gear legs with RLM 02.

New Thing No. 2: Bare Metal foil. After a trip to Emil's Skyway Model Shop, I come home with a sheet of chrome style Bare Metal foil. Small strips of Bare Metal foil are cut to length and wrapped around each landing gear oleo and actuating strut. Cool! It looks real!

New Thing No. 3: An oil paint wash. Now to give the gear legs that fabled "oil wash." I spend a day trying to find small tubes of oil paint. The smallest I can find is about four times the size of the tubes you used to be able to buy, and about ten times the cost. I spend another day trying to find turpentine that isn't Gum-turpentine, and end up with "Turpenoid" to thin out the burnt umber and black oil paints. Stuff sure has gotten expensive! I thin out a little burnt umber and wash it onto the gear legs and into the gear bays with a large soft brush. The brush soaks up the excess, and Taa-daa! My first oil wash!

I spray the gear legs and bays with a coat of flat clear to seal them, and start looking for pictures of gear legs to see what brake lines look like. A detailed He 162 drawing shows what they might have looked like on the Ta 183. I sort through my electrical wiring box looking for the perfect piece of wire and find aluminum colored wire of the proper diameter to use for brake lines. The pin vise and drills come out again and a hole is drilled through the axle hub for the brake line. The line is arranged along the gear leg. Let's see...the line looks to be held to the gear leg in several places by the metal equivalent of a zip-tie, so I cut very thin strips of Bare Metal foil and wrap the brake line to the gear leg with it - perfect! With the gear legs finished, I glue the two main gear bays into the fuselage halves. On to the cockpit!

The seat detail seems a little sparse compared to some new resin ejection seats. Since the He 162 also had an ejection seat, maybe I can use an He 162 resin ejection seat. I look on the Internet for a 1/48th He 162 ejection seat - nothing. Maybe the real ejection seat was simple too. I'll just try to find a DF loop. Another Internet search, and yep, there is one available, and on a visit to Emil's I find it. Hmmn. Looks way too big. But he **does** have an Fw 190D-9 photo-etch set by Eduard. And it's got seat belts. And rudder pedals. And a DF loop! And a morane antennae! And levers and handles for the instrument panels! Perfect!

I can't put all this neat stuff in the cockpit and not show it off, so I use a really new, sharp No. 11 blade to separate the

windscreen from the canopy. I've only got one canopy so I sit and patiently score it till it separates while Buffy smites evil all over the place. With the canopy nicely separated from the windscreen, I polish the cut edges smooth with the TSF4. Now to the cockpit.

The instructions say to paint the interior RLM 66. A quick look at all my references. No pictures showing dark cockpits. Lots of pictures showing light cockpits. Since this is a fantasy aircraft, what color cockpit do I want to sit in under the hot sun? Not black! I compromise. The fuselage sidewalls get RLM 66, and I spray all the other parts RLM 02 except the seat. Then I follow the directions in Ted Holowchuk's excellent "Painting Aircraft Cockpits" article (available on the Internet with excellent photos!). The kit's raised detail on the instrument panel and side consoles make painting the cockpit a real pleasure. The seat gets painted separately - RLM 66 for the seat back and bucket, leather brown for the seat cushion and headrest, and dry-brushed silver where the pilot would stand before lowering himself down into the seat. I cut slots in the seat back under the headrest for the shoulder harness buckles (slot 1: drill two itty-bitty holes and remove material between them with a sharp No.11 blade - repeat for slot 2).

New Thing No. 4: Photo-etch accessory sets. I paint the photo-etch harnesses, and carefully bend them to follow the seat contours. A buckle slipped into each new slot, a touch of CA, and they're in. Back to the Internet, where I find color photos of an Fw 190 joystick. I paint it to match the photos and set it aside. Small holes were drilled to accept several additional small photo-etch handles and levers. Now for the rudder pedals. Careful study of photos shows the way they attach. I cut the molded-on plastic pedals off the back of the instrument panel and make new pin-mounts out from the sidewalls of the cockpit. I bend up the photo-etch pedals, and carefully glue them to the mounts. Gorgeous! They get a shot of RLM 02 and some silver dry brushing to finish them off. I temporarily fit the instrument panel to the cockpit tub and try the fit inside the fuselage. Eeeek! You can see the back of the instrument panel! Double check to make sure I've done it right. Yep, I can still see it. What can I do? I know - I'll wire the back of the instrument panel. Out come the tiny drills and my box of electrical wiring/repair/soldering stuff. I find suitably small wire and a matching drill. Each instrument is center drilled from the back being careful **not** to drill through to the front. A small length of wire in each hole is secured with a tiny drop of CA on the end of a pointy piece of scrap plastic. When each piece of wire is dry, I carefully bend it down and then towards one side or the other of the cockpit wall and then towards the front. I'm careful not to cut the wires off too short, as it's surprising how far you can see into the forward fuselage. I dry-brush scuff marks on the floor in front of the rudder pedals, then glue the seat to the cockpit tub.

With all the pieces of the cockpit finished, I fit the instrument panel into its slot and test-fit the joystick - It'll be right against the instrument panel if I'm not careful. I glue the stick in so it will clear both the seat and the instrument panel, and then glue the instrument panel into its slot. It's here that I inadvertently make a mistake. It appears that the instrument panel is supposed to go farther into the slot than it should. I mistakenly opened up the slot so the panel would sit in the slot bottom. **Oops**! Later when I test-fitted the completed cockpit tub I discovered that the EZ-42 gun site no longer looked **over** the dash, but was aimed half through it!

Now it's time to glue the fuselage halves together. No nose weight is required on this model, so you don't have to worry about finding a place to put it. Even with lots of dry fitting, it becomes obvious that at least a little filler will be needed on some seams. I put some filler along the top spine close to the cockpit, and also along the fuselage bottom at the rear. I decided to leave the 'payload bay' closed, so after the fuselage halves have set up, I glue the closed payload bay door in place. I chose to model the "late model" Ta 183B-1. Test fitting the one-piece exhaust shroud on the aft-fuselage revealed a less than stellar fit - in fact there was a small hole on each side in the center of a concave curve. A bad spot, and a challenge for my less than adequate filling/puttying skills. I glue the shroud in place, and when the glue has dried, add a little putty. The nose should be left off till after the cockpit assembly and nose gear bay are glued in place.

New Thing No. 5: Clear red and green plastic wingtip lights. I hit the Internet in search of clear red and green wingtip lights. Nothing. After trying the Internet, several hobby shops, a model railroad shop, Radio Shack, and an industrial plastic supplier, I remember Michael's art store. I head off to Michael's and make a beeline for the plastic bead isle. **Perfect**! Red and green clear plastic beads in all sizes. I grab a bag each of red and green of the largest size beads. Finally! Something that's cheap! A lifetime supply of wingtip lights for a couple of bucks!

The wings are dry, so I cut away the molded plastic wingtip navigation lights and cut a red bead in half. After rough-carving it to fit the opening, I paint the inside silver and glue it in place. The silver promptly dissolves. I'll have to figure out another way to make a reflector next time. I repeat the procedure for the green wingtip light and set them aside so the glue joints can harden before sanding the new lights to shape. When the glue was completely dry, I sanded the bead material so it matched the contour of the wing tip. Care had to be taken while doing this, because the bead plastic was slightly harder than the kit plastic. This was followed by polishing with progressively finer grits using the TSF4 until the lights were polished smooth.

Cockpit installation time. The cockpit is inserted through the nose. After much test fitting, I discovered that the cockpit tub side consoles sit on top of the wing slot stubs inside the fuselage. This causes the cockpit aft deck to sit slightly proud of the upper fuselage. By carefully trimming the bottom of the cockpit tub side consoles, I was able to get the aft cockpit deck to sit level with the top of the fuselage. By now I had discovered that the EZ-42 gun-sight was aimed right through the middle of the dash. It needed to be raised to look over the dash so I cut off the mounting posts, and carefully drilled two very small vertical holes in the crossbar for new mounting posts. Matching holes were then drilled in

the top of the instrument panel. A candle, a match, some plastic sprue, and I've got small plastic rod to use for the mounting posts. Two pieces of the stretched sprue long enough to ensure that the gun sight would be aimed over the dash were slipped into the holes in the crossbar and glued with liquid cement. The new assembly was test-fitted and set aside to be remounted later after painting was complete. With a good cockpit fit achieved, I glue it in place, and then glue the nose gear bay in place.

New Thing No. 6: Using hypodermic tubing for gun barrels. I have decided to use scale hypodermic tubing for the cannon barrels. I scale 30mm down to 1/48th scale for the inside barrel diameter, and make a rough measurement of the outside diameter from a reference and scale it to 1/48th scale. With these two measurements, I'm off in search of hypodermic tubing. I call around a couple of places, and then give the Internet a shot. In short order, I find a source:
http://www.smallparts.com/index.htm
I click on their new tubing brochure and find almost the exact size I need.

New Thing No. 7: Using hypodermic tubing for pitot tubes. Hmmm. While I'm here, how about the two sizes I could use for the pitot tube. I grab my micrometer and measure the two diameters of the pitot tube from a Trimaster Fw 190D-9 kit. Back to the web site, and there they are, the two sizes I need. A couple of days later, I pick up the phone and call in an order. A week later the tubing arrives, but in the mean time, back to the fuselage nose.

I need to drill out the cannon barrel holes so I can install the tubing barrels. Off to the local hobby shop where I buy a numbered drill bit that matches the outside diameter of the tubing. Back home, the drill bit goes into the drill press, the nose goes flat on a block of wood and presto, the nose cannon holes are drilled perfectly vertical. When the nose is glued in place, care must be taken to ensure that the gun ports are level when viewed from the front, as the locating pin may allow them to be slightly askew of level. Since the wings have a very positive firm fit, you may even want to glue them in place first to give yourself a reference for what "level" is. Some filler may also be needed around the nose to clean up the join line.

Wing installation. The wings have a very solid fit with the fuselage, but there was still a slight step between the fuselage wing stub and the wing root. Putty was applied and much effort made to get a smooth join, but I still need to work on my skills in this area. When the wing had set up, I propped the wings/fuselage assembly level, so I could glue the stabilizer in place level relative to the wing. While the stabilizer dried, the filler on the missile sides is sanded and the rockets are given a coat of gloss black.

DF loop and morane antenna: After looking at pictures of DF loops on aircraft, I carved the small streamlined DF loop base fairing from a piece of plastic sprue and polished it. Two tiny holes drilled in the top would be the mounting holes for the DF loop found on the Eduard photo-etch set. The fairing was glued to the top of the fuselage just far enough aft to clear the open canopy. Halfway between the DF loop and the tail, a small mounting hole was drilled for the morane antennae.

The gloss black on the rockets is dry, so I mask off the rocket noses and spray the rockets with a couple of coats of Alclad II. The Alclad dries pretty quickly (this time), so the fins all get a coat of tan. After the tan is dry, I dry-brush the wings with brown to simulate wood grain. In an e-mail from Jim Schubert, he mentions using Tamiya Clear Orange to simulate varnished wood - what a great idea! I promptly run out and get some. It works great! A little gloss black on the fin tip pods, a little silver on the fuse pins on the rocket noses, and the rockets are done.

New Thing No. 8: Using Future Floor Polish to dip canopies. Ever since I cut the canopy away from the windscreen, I've been trying another first - dipping a canopy in Future Floor Polish. A trip to the grocery store scored me a bottle of the fabled floor finisher. Now back to the Internet to see what I can find out about this stuff. Lots of articles mention dipping the canopy. Few give any detail about how. I finally come across an article that gives a little detail. A quick call to Norm Filer got me up to speed on the dipping process. The windscreen goes without a hitch. The canopy's first dip goes well. On the second dip I get a tiny bubble that won't pop. Clean the whole thing off with rubbing alcohol and try again. This time a dust mote on the first dip. Clean it off again. Check the bowl with Future in it. There's dust on the surface! Clean out the Future bowl, wash the canopy and let it air dry. Try another dip. This time I get to the third dip before I discover an offending dust mote. Clean it all off again, wash, air dry, and start over. After several more tries I finally get three perfect dips. After letting the Future harden for a couple of days, I mask the windscreen and canopy with Tamiya yellow tape and spray them with Alclad. I've already discovered that the canopy won't sit on the aft deck without support of some sort, so I cut a small piece of "armor plate bulkhead" from sheet styrene to glue inside the canopy just aft of the clear section. A small notch in the bottom of the bulkhead keeps it aligned with the center rail on the aft deck. I paint the armor bulkhead RLM 66, and add a red canopy ejection notice decal from the Experten Decals sheet. I glue the new bulkhead inside the canopy. Wait. What's that in that photo? A handhold on the inside of the canopy - and the Eduard set has one! I carefully cut the tiny handhold from the fret, bend the ends at an angle, and glue it in place with a spot of glue on each end. Perfect! But wait - the photo shows the handle wrapped with tape. No problem. Out comes the tan paint and a detail brush. Just a little paint here, and a little paint on the inside, and...
arrrrggghh!!! A tiny dab of paint on the inside of the canopy! Right where it's most visible. I ponder this horrible turn of events, then remove the bulkhead and handhold and head to the sink. A good soaking in rubbing alcohol, and most of the finish comes off. But something in the paint has reacted with the canopy, leaving a crazed spot. Back to the Internet to see how to fix damaged canopies. I see several kinds of metal polishes mentioned. After looking around the house, I find some old Meguire's Plastic Cleaner and Plastic Polish that I used to use to polish plastic motorcycle windshields. I try a little. Seems to work, but not very quickly. I spend the next day or so trying to polish out the

canopy, and in the process manage to crack the back end. At least it happens where it will be painted. It looks like I'm done, so I try a Future dip. Nope, not done yet. Clean it off again, and More Polishing. Good thing Buffy is on Saturday afternoons. I can watch the Slayer whip up on bad dudes with pointy teeth while I polish out the canopy. Finally. It looks almost passable. I try another Future dip. Looks okay - except for that speck of dust #@*&! Clean it off, wash it, let it dry, and try again. A good first and second coat, then a speck in the third coat. After several more tries, I finally decide that one good coat is better than more frustration. A couple of tries later, my critical eye detects no spots in the Future coat, so I stop. I figure I've dipped that canopy about thirty-five times by now. I let it sit for a day or two to harden off, re-paint it, and then glue the bulkhead and handhold back in. This time I paint the handhold first, and then glue it in.

Back to the model. All the major components are now attached, so it's time to start painting. But first, I need to drill a hole in the wingtip for the new hypodermic pitot tube. I stick a 1/32 diameter drill bit in the pin vise, hold the wing as flat as I can on a block of wood, and drill a hole being careful to get it straight in both the horizontal and vertical planes. I've been sanding and polishing the model for a bit, so now it's time to give it a base coat. The Alclad II silver lacquer I'll be using on the fuselage requires an acrylic base coat to protect the plastic, and I need a white base coat for the white stripes on the bottom of the aircraft and as a base for the yellow nose.

New Thing No. 8: Using acrylic paints. I try Tamiya Flat White Acrylic thinned with water - after all, it is water-based, right? What a mess! The paint goes on like peach fuzz, and in spite of what I thought was a good job of masking, manages to sneak under the tape over the landing gear bays. White acrylic spray on my beautiful gear bays! Let's see. I can thin it with rubbing alcohol, right? What a mess **that** makes. Another e-mail to Jim Schubert asking how to clean acrylic paint off, then the tedious job of sanding the entire model down to plastic. I go through the process of completely repainting both main gear bays. This time I snap the main gear doors into place to cover the gear bays instead of using masking tape and try Model Master Acryl flat white thinned with rubbing alcohol as a base coat. Very Nice. I spray the missile pylons and the nose gear doors with the same flat white. I mask off the nose, as it needs to have a white base coat for the yellow to follow. Out comes my copy of *Doras of the Galland Circus* to check the width and general location of the white stripes on the bottom of the aircraft. I cut Tamiya Yellow Masking Tape into long 0.05-inch wide strips, and mask off the white stripes on the bottom of the aircraft and on the nose gear doors. Now for the RLM 23 - boy does this stuff look pink! I thin it out 1-to-1 with rubbing alcohol and spray a coat over the bottom of the aircraft. Doesn't look quite so pink now. When dry, it makes a very pleasing bright red. The missile pylons and the front gear doors also get a coat of RLM 23. I remove all the masking, and am very pleased with the result.

Now for the nose. The spinners of the Dora 9s in JV 44 had a black base with a yellow nose. I mask everything behind the nose of the aircraft and spray several coats of RLM 02 yellow over the white on the nose. When it's dry, I mask over the yellow up to the nose join line, and mask the entire aircraft off behind a panel line that will give a black stripe around the nose the same width as the yellow nose. A couple of light coats of flat black do nicely. The nose gear doors are masked and the front half is painted flat black so they will match the fuselage when glued in place. While the flat black is in the airbrush, I spray the wheels too. When I'm sure the black is dry, I mask off the entire bottom of the aircraft and the nose, and spray the wings and stabilizer tops with RLM 75 Grauviolet and RLM 82 Dunkelgrun camouflage. A semi-hard color break is achieved by holding cardboard masks just above the surface of the model and spraying over them.

New Thing No. 9: Using Future to seal paint and gloss coat. When all the acrylic colors have been painted, I spray several coats of Future over the model to protect the paint finish. This stuff is great - no thinning required!

New Thing No. 10: Using Alclad II silver Lacquer. Now for the silver. I'm going to try another new thing on this model - Alclad II silver lacquer. I hear it's great stuff. I'm about to get some more "experience" ("experience" is what you get when you don't get what you wanted). I mask everything that wasn't already masked, leaving the upper fuselage and vertical tail to be painted silver. I shoot a coat of Alclad II on the fuselage. Two problems immediately jump out. The first is curdled paint - apparently I didn't get complete coverage with the acrylic base coat. The second is that the polished finish I thought I had wasn't polished nearly enough. This stuff shows every blemish. A slightly heavier coat hides both problems, but not for long. This stuff is supposed to dry really fast, but while removing the masking an hour later, I manage to put huge fingerprints in the Alclad. I re-mask the entire bottom of the model and sand the Alclad off. More sanding and polishing. This time a coat of Krylon flat white acrylic. I sand and polish it, then shoot a coat of Future just to be certain it's sealed. In retrospect, this wasn't a good idea. When the Future was dry, I sprayed two coats of Alclad II. After the additional sanding, several parts of the wing camouflage needed to be touched up, so I masked everything but the top of the wing and re-sprayed the camouflage. When all the masking was removed, disaster struck. The Alclad had failed to stick to the super smooth Future and peeled off in big strips. The contest was only a week away! I carefully feathered out the edges of the peeled off paint with 1200 grit wet-or-dry and cleaned off the fuselage with clean water. The model was entirely re-masked, and the Alclad re-sprayed. After several coats, a suitable metal-like finish was achieved, but not without a small near-disaster. Alclad comes with two good-sized ball bearings in the bottle to assist paint mixing while you shake the bottle. While shaking the bottle before the last two coats, the ball bearings broke the bottle from the inside, and paint started draining out the bottom of the bottle onto the floor. A new bottle was quickly found, cleaned, and the remaining Alclad II transferred to the new bottle. I

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Mirage Hobby 1/48th Scale PZL P.37A Los

by Lukasz Kedzierski

The PZL P.37 (Panstwowe Zaklady Lotnicze - National Aviation Establishment) was the most modern aircraft in the inventory of the Polish Air Force in September 1939 and a symbol of Polish technological ingenuity. In fact it was one of the best medium bombers of its time featuring several advanced technological designs, combining good performance and maneuverability with high bomb carrying capability. However, too few aircraft were delivered to the front line units by the time WW2 broke out to make much of a contribution to the Polish war effort in September 1939. This was due to design's "teething" problems and equipment delivery delays.

The PZL P.37 was developed in response to the specifications issued by the Departament Aeronautyki (Department of Aeronautics) in 1934 for a new twin-engined bomber capable of carrying a bomb load of 2000 kg (including 300 kg bombs) with speed in excess of 350 km/h, and a range of 1200 km. The task of designing a new aircraft was given to a team of engineers led by Jerzy Dabrowski and Piotr Kubicki. The new design was aerodynamically "clean" with a fuselage of small elliptical cross-section that enabled the plane to reach speed of 400 km/h. This however, necessitated the inclusion of bomb bays in the wings. To accommodate the bomb bays Dabrowski designed a new wing profile of very good aerodynamic characteristics that was similar to the first laminar profiles, which became widely used in military aircraft later during the war. The wing also featured a caisson patented by dr. Misztal and successfully used in Polish challenge aircraft PZL.19 and PZL.26. Departament Aeronautyki accepted Dabrowski's project with a few minor modifications such as a reduction of aircraft's defensive armament in favor of achieving higher speed. The construction of prototypes commenced in 1935 and in the same year PZL received an order for ten production PZL P.37As, soon increased to 30 aircraft. The first prototype, powered by Bristol Pegasus XIIB and test flown in 1936, revealed several problems with fuel system, main undercarriage, shock absorbents, rudder, etc. These were fixed by PZL and in 1937 the aircraft was transferred to ITL (Aviation Technology Institute) for further testing. The second prototype was completed in 1937. This aircraft was powered by Bristol Pegasus XX engines, and had a redesigned cockpit and twin vertical stabilizers in place of a single one to improve the rear field of fire. A revolutionary unit with sway beam and twin wheels replaced heavy main undercarriage unit with a single wheel. In 1938 both prototypes were tested in ITL. During those tests P.37/I was lost due to inadequate riveting of the main wing that caused the wing to break off during flight. Production started in 1938 with ten P.37As (single vertical tail plane) being completed first, followed by 20 P.37Abis (twin tail plane).

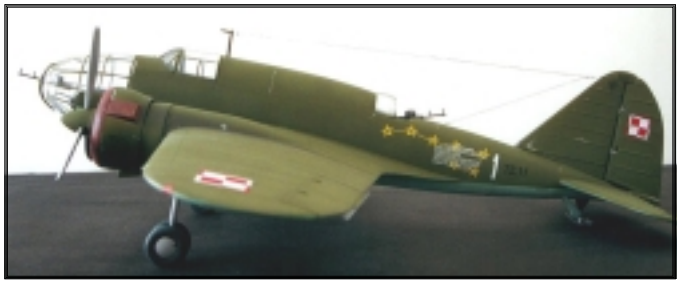
Two aircraft of the latter batch were converted to demonstrator aircraft with the civil registrations SP-BNK and SP-BNL. SP-BNK was used to test Gnome-Rhone (GR) 14N engines and became a prototype for the export variant P.37C. Los C was demonstrated in Greece and Turkey where it crash-landed due to poor weather conditions. The aircraft was left in Turkey, while the crew went back to Poland. SP-BNL was used in a promotional flight to Romania, Bulgaria, Greece and Yugoslavia where it was shown in Belgrade during the International Aviation Show in 1938. During the same year this aircraft was shown in Paris and in the meantime a flight of two Los As and one Los Abis was demonstrated in Bulgaria. The Los (Elk) was very well received by the international aviation experts and was considered to be one of the best bombers at the time due to its high speed and great bomb load. In 1938 PZL started a license production of Bristol Pegasus engines designated PZL Pegaz XXA and B, and initiated production of PZL P.37B of which the Polish Air Force ordered 124 aircraft. By the end of 1938 PZL had completed 50 Los Bs. The remaining production was postponed due to a series of unexplained crashes, shifting resources to the production line of PZL P.43 (an export version of PZL P.23 Karas) and initiation of production of a new fighter, PZL P.50. In early 1939 the production was halted altogether due to the change of Air Force Commander-in-Chief, who put more emphasis on the development of fighter planes. A total of 104 airframes were completed and production of the additional 20 was moved to a new PZL factory in Mielec of which only a few were completed before the hostilities of September 1939 broke out.

If not for the war the Los could have been a huge export success. PZL planned production of export variants P.37C with GR 14NO1 engines and P.37D with GR 14N21 engines, which were offered to several European countries. The Belgian government purchased the rights to a license production of Los, whereas Greece ordered 12 aircraft with the possibility to expand the order to 24. Bulgaria displayed interest in acquiring 15 P.37Cs, Yugoslavia 20, Romania was interested in a procurement of 30 P.37Ds as well as a license production, Turkey was interested in a purchase of 10 P.37Ds with additional 25 aircraft to be assembled in Turkey from parts delivered by Poland. Other countries interested in Los included Denmark, Estonia, and Finland. The Spanish Republican government placed a clandestine order for 50 Los Cs, but the Republicans were defeated before the deliveries could commence. If all of the above orders were finalized, it would have kept the Los on the production lines well into 1940.

First P.37s (mainly A and Abis) were delivered to operational units in late 1938 and equipped 210 Dywizjon Bombowy (bomber squadron) consisting of 211 and 212 Eskadra, and 220 Dywizjon Bombowy (221 and 222 Eskadra) of the 1st Pulk Lotniczy (Aviation Regiment). Each eskadra consisted of nine aircraft, how-

ever, deliveries were very slow due to delays in deliveries of radio equipment, guns, bomb racks and propellers. 210 Dywizjon reached combat readiness in March 1939 and at the same time 215 Dywizjon Bombowy was being formed consisting of 216 and 217 Eskadra. By April 60 P.37s were delivered and in June there were 36 Los in the first line units and 38 in reserve. By the end of August 1939 the Polish Army was put on alert since war seemed inevitable. Los equipped units formed part of the Brygada Bombowa (Bomber Brigade) along with units using the obsolete PZL P.23 Karas. On 31 August 1939 the Air Force had a total of 86 PZL P.37s: 36 in X and XV (ex-210 and 215) Dywizjon as part of Brygada Bombowa, 31 in Malaszewice Base (20 in XX reserve (ex-220) Dywizjon plus additional 11 from various training units), five in Samodzielny Dyon Doswiadczalny (experimental unit), and 14 undergoing repairs.

The enemy air superiority, dispersal of Polish bomber units, and inadequately equipped field airstrips prevented the effective use of Poland's most modern aircraft in the September Campaign. The Los was mainly used for missions that included reconnaissance and bombardment of German mobile forces, a task for which Los was not intended. Moreover, none of the sorties included a large number of aircraft that could inflict any considerable damage. Repairs of damaged aircraft were not possible since the ground crews did not have all the essential equipment and battle worthiness was further affected by the fact that most of the aircraft were not fully equipped (radio, compass, etc.). Shortage of fuel and inability to coordinate operations with Polish fighters (it should be noted that PZL P.37 was much faster than any of the contemporary Polish fighters) deteriorated situation even more. P.37s of Brygada Bombowa made a total of 135 sorties (from September 1 to September 19) of which 25 were purely reconnaissance. Most of the bombing missions involved attacks on randomly chosen mobile German forces and a total of 119 tonnes of bombs were dropped. 27 aircraft were lost which accounts for 75% of the initial strength (59% including reinforcements delivered during the hostilities): 11 were destroyed by enemy fighters, five by enemy AA fire, one by friendly AA fire, two were destroyed on the ground by enemy bombers,



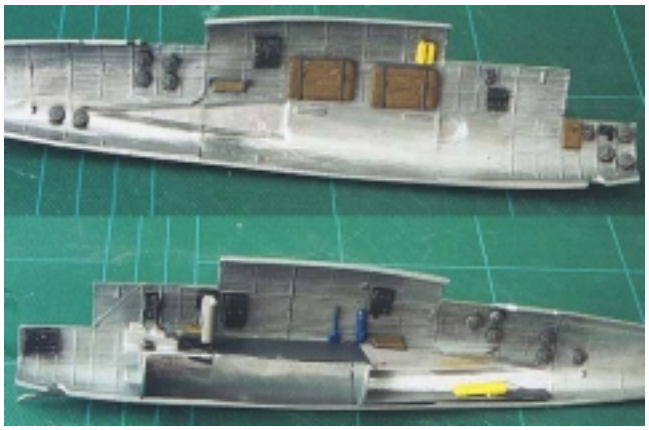
three were abandoned by crews due to technical difficulties, three were damaged on the ground, and lost due to pilot error, and two crash landed due to the lack of fuel.

The Germans captured a total of 41 P.37s in Warsaw and Mielec. Those aircraft were at different stages of assembly although several were completed. Polish workers used by Germans to clear airfields destroyed the majority of them, which resulted in only two PZL P.37B's being airworthy. Both aircraft received German markings and one was sent to Rechlin for testing where it crashed. The second aircraft was a part of the "Victory in the West" exposition that took part in Vienna in 1940. Its final fate is unknown. The German war booty also included 50 brand new PZL Pegasus XX engines that were sold to Sweden and used in the Ju 86K-13. Polish crews evacuated 27 P.37s to Romania. These aircraft were seized by the Romanian government and despite the Polish government's diplomatic efforts, backed up by France and Great Britain, the aircraft were never returned to Polish Air Force, of which new squadrons were being formed in France. Later on the aircraft equipped 76 and 77 Squadron of Fortele Aeriene Regale Romane (Royal Romanian Air Force) and took part in the attack on Soviet Union in 1941. By the end of 1941 the Los was used for training of the crews flying Ju 88s and remained in this role until 1944.

For modelers in Poland the Los is an essential part of everybody's collection. As far as I know all my friends had a model of the Los so it is a pretty common thing, but for many of you it is an esoteric subject. For me the Los started my modeling passion (mental disorder and obsession that's out of control according to my wife) since it was the first model kit that I put together. That was Mikro's 1/144th scale PZL P.37B. A few years later ZST Plastyk released their 1/72nd offering that has been re-boxed by numerous companies in Poland, and it's still the only one model kit of this aircraft in 1/72nd scale. PART has produced two photo-etched sets that improve the model considerably and Engines 'n' Things makes Pegasus engines for Los. However, everyone was longing for a 1/48th scale kit. S-Model released in the mid '90s a vacuformed kit in this scale enhanced with resin parts (see a construction feature on *Hyperscale*), but it was too expensive for many modelers and not really suitable for vac-illiterates (I have this kit and its resin parts will soon come in handy). Finally, Mirage Hobby, a company that makes quite a lot of kits of Polish aircraft, armor and ships, has released two different kits of Los in 1/48th scale - single tail P.37A and twin tail P.37B. As you can imagine I got both of them straight away as well as resin Bristol Pegasus engines and PART photo-etched sets (three altogether dealing with interior and exterior details and offering replacement flaps) that were released almost simultaneously with the Mirage Hobby kit. However, this article deals with the out-of-box construction of PZL P.37A, which will hopefully soon be followed by another PZL P.37B stuffed with metal and resin.

What you get in the box is five sprues of parts molded in dark gray plastic with recessed panel lines, one sprue of transparent parts (nice and clear, but a bit thick) and an excellent decal sheet printed by Techmod. Major parts have a bit grainy surface and a few sink marks, and my example had a hole in the lower wing next to the engine. Smaller parts are a bit simplified, but acceptable. The cockpit interior is pretty well detailed with switch and radio boxes, oxygen bottles, emergency flares, and ammunition drums for machine guns (both types, Vickers and PWU are included). Unfortunately, the instrument panel is very oversimplified (holes in the panel) and ventral gunner position is molded in closed position, which is correct since it was usually closed on the ground, but it would be nice to leave it up to the modeler. Flaps can be depicted either closed or deployed and wing bomb bays can be shown open with 18 100kg bombs inside. A fuselage bomb bay is not provided, which is a pity since it was the only one that could carry 300kg bombs or additional fuel tanks, and I suppose they all were opened simultaneously. There are also optional spinners, main undercarriage legs, and wheels with different hubs, but this is applicable to B variant not A. Engines are probably the biggest let down of this kit, but once installed and painted not much can be seen anyway. Instructions are clear and comprehensive (though entirely in Polish). There is the type history and specifications, tips and hints for modelers (AM style), 20 construction diagrams as well as painting and decal placement guide. There is an additional sheet with color profiles for all decal options and colors are given as Humbrol numbers.

I started with the cockpit and after painting, drybrushing etc, was quite happy with the final result. I know I said that the instructions are clear, however, the placement of different subassemblies in the cockpit is sometimes vague and reference photos are needed. Both fuselage halves went together without problems, but be aware there are no locating pins. Some of the panel lines did not actually join whereas others did and I suppose that is the manufacturer's fault, but it was easily corrected. The ventral gunner position needs some attention as well, namely getting it into shape (the frame has different width on both fuselage halves). Tail plane assembly did not cause any problems, but I sanded down the strips covering the riveting since they were too pronounced. Wings were next and these require some work. I decided to depict flaps in a deployed position and have the bomb bays open. The assembly of 18 bombs was a real pain and their fins

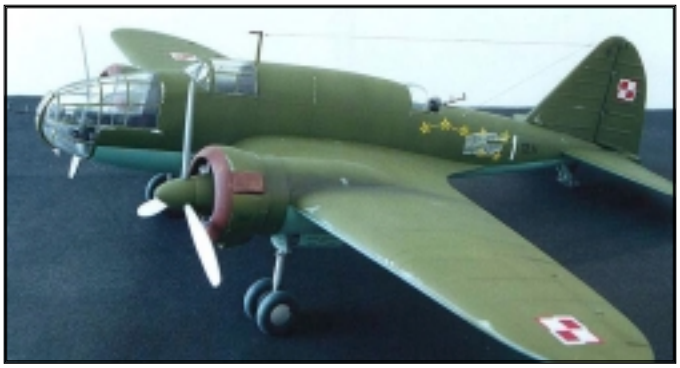


are better replaced with scratch built ones from plasticard. Do not follow instructions here and install bombs after completion of painting otherwise you will keep losing them while dealing with the wing-fuselage joint (I learnt it the hard way). The flap opening has a conspicuous "step" on the inside surface of upper wing that needs to be sanded if you want to have the flaps in a dropped position. The radiators on the wings look ridiculous and need a replacement, but they are included in one of PART PE sets.

With wings, fuselage and tail section all done it was time to put them together. They do not fit very well and all joints require some filling, filing, and sanding, but I have done it all before so there was no surprise here. Engines and propeller assemblies did not pose any problems, and neither did the undercarriage. Next I turned my attention to the clear parts. The windscreen comes together with a section of upper fuselage, which caused a bit of a problem since the fuselage sides were springing apart and some persuasion with clamps, rubber bands, and superglue was needed. The cockpit and dorsal gunner canopies fit nicely, but they a bit on a thick side of things, and this may be a problem if you want to show them in an open position. The nose glazing comes in two halves split vertically along the frames, so caution needs to be exercised when sanding down the joint. And that pretty much concludes the construction.

Painting time! Well, not much variety here since all pre-war Polish aircraft were painted Polish khaki upper surfaces with light blue-gray lower surfaces. And that's what you get in here - three marking options sporting identical camouflage. Two of them are Polish - P.37A "white 1" (72.11) of 212 Eskadra Bombowa in 1938 and "white 3" (72.5) of the same unit in 1939. Apart from squadron numbers and serial numbers (only on the left side of the fuselage) these aircraft are also wearing the PZL logo on the tail and Polish national insignia on the wings and rudder. Polish checkers on the upper wings were positioned asymmetrically in relation to the fuselage, which was supposed to make aiming by an attacking fighter more difficult. Both aircraft also sport the unit logo - Ursa Major (Great Bear, a constellation on the Northern Hemisphere sky), "white 1" has also a foundation inscription on the fuselage; this particular aircraft was purchased from money donated by Polish banks. The last option is a sole P.37A in Romanian service that belonged to 76 Squadron (1941). This aircraft wears the Polish camouflage, but has a yellow fuselage band, Romanian crosses in six positions, and white 201 number on the tail. Mirage Hobby gives you Humbrol paint colors, which is fine with the exception that some of them are no longer in production like the elusive Polish khaki -

Humbrol 142. I have never seen this color and cannot buy it here in Australia (my friends told me it is still available in some hobby shops in Poland) and everyone has a different idea as to its shade ranging from dark green to khaki. I am no expert in this area, but I tried khaki before (Tamiya XF-49) and that does not look right. I also used a ModelMaster equivalent of H142 that is called Field Drab and this one does not look right either, and I have seen green but that seems to be too dark. So I mixed my own brew of Polish khaki form Humbrol 150 Forest Green with some scarlet, yellow, and green. Looks good to me.



Undersides are quoted as light blue (H65) and that's what I used, but I think it's wrong. The color should be more grayish and I was told that H147 or lightened H87 are the correct colors. Everything else is easy - Townsend ring and exhausts were painted H113, drybrushed with some silver and copper, propeller blades and undercarriage are aluminum. Weathering was accomplished by spraying with lightened main camouflage colors and Tamiya smoke as well as minimal paint chipping. It has to be remembered that these aircraft were only in service for about a year so do not go overboard here. The entire kit was sealed with Super Shine and decals applied. Decals are printed by Techmod and are of outstanding quality. Perfect register, color density, and thickness with minimal carrier film (that applies to my Los A; the Los B decals are out of register). You get full sets of national insignia (both Polish and Romanian), stencils and all the other markings. I used Aero Set and Sol on my decals and there were no adverse effects and no silvering at all. Fantastic! The entire model was then sealed with H135 varnish and final details were installed such as antenna, guns, and all the bombs that fell out from bomb bays.

What an outstanding kit! Do not expect Tamigawa-Revellogram quality but it is definitely a good kit with just a few small faults. Decals are fantastic, there is plenty of potential for improvement and it builds into a pretty big model of a very interesting aircraft. And believe me, you can even win competitions with this kit built out-of-box (I did). My next Los will involve PART's photo-etched sets and S-Model resin combined with Engines'n'Things power plants.

This article is reprinted with permission from Lukasz Kedzierski's excellent Lukasz' Modelling Page *web site at* **http://www.geocities.com/CapeCanaveral/Hangar/7252/**
– ED]

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was lucky - there was just enough left to finish the fuselage painting! Lesson - Don't shake the bottle too hard!

After waiting a couple of hours for the Alclad II to dry, I sprayed the entire model with three coats of Future in preparation for decal application. I set the model aside for two days while waiting for the Future to set up completely.

While waiting for the Future to dry, I take care of a couple of small details. The gunsight is painted flat black with brown around the back to simulate leather padding. The front and back are gloss-coated to simulate lenses, and the assembly is lightly dry-brushed with silver. I paint the pilot's retractable ladder white with red stripes like one I've seen in a picture of an Fw 190 and set it aside. The wheel hubs are painted semi-gloss black, and after drying, I try to dry-brush mud onto the tires. I first try brown paint. It doesn't show. A quick look at my hiking boots reveals that dried mud is light tan, not brown. I grab some flat white, stir in a little brown, and dry-brush it on the tires. Instant mud! The 30mm gun barrels are short lengths of stainless hypodermic tubing purchased from Small Parts Inc. Stainless is **tough**, and requires a high-speed cut-off wheel to cut it. I left the gun barrels in a natural steel finish - they should probably be painted a gloss or satin black. To keep paint from getting in the end, push a small bamboo cocktail stick into the gun barrel end. This also gives you something to hold while you spray it. The pitot tube is two different pieces of hypodermic tubing - a long large diameter piece attached to the wing, and a shorter piece that slips inside the end of the main piece. The long piece is sprayed RLM 82 and then marked at the length where it shouldn't be pushed any further into it's mounting hole. The smaller piece is left in its natural metal finish and marked at the point where it shouldn't be pushed any farther into the main tube.

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Tamiya 1/16th Scale WWII German Machine Gunner

by Hal Marshman, Sr.

This is the second Tamiya 1/16th figure I've done, and I'm quite impressed. Before I get into the review, let me say to the regular figure painter, in this case you have to be a plastic model builder, also. By this I mean that you will have to assemble much of this figure in the same manner as you would a plastic model airplane or tank. Just as any regular modeler has to eliminate seams after construction, so will you. The basic body parts are in two-piece front and back configuration, with the skirt of the overcoat consisting of three pieces. The large collar of the great coat is also a separate piece, with tunic collar and neck part of toque (a large knitted scarf type of item which was wrapped around the head and neck, under the helmet) included. The Mg-42 machine gun, gas mask tin, and canteen are also in two halves.

The head is a separate item consisting of the face, with the rest of the toque wrapped around the head. Notice that the helmet strap is cast into the toque, so be sure to paint differently from the toque itself. The face is long and thin, so you can really go to town with pale face colors if you want this guy to look as if he's experiencing really cold weather. I centered the eyeballs in the eye, which is something I usually avoid, but this time I wanted that 1000 km stare.

Lower portion of boots are separate and attach to upper part that is cast as part of the legs. You will almost certainly have some filling to do at this joint. For my part, I think the feet should be more bulky, but that's personal preference.

Helmet is well shaped, representing the M-1936 model. Tamiya has missed a bet here, as there should be prominent rivet heads in center of rear, and forward sides of helmet, which are the means by which the liner is attached to the helmet shell. Tamiya also missed the slightly raised vent holes on the forward upper side curvatures. If you desire to add these features, they should be easy to scratch up.

The Mg-42 is very well done, with separate drum magazine, cocking lever, and choice of open or folded bipod stand. My only gripe here is that the gun is in two halves, with the seam passing down the center of the barrel. This seam will be visible through the vent holes in the casing, and is a son-of-a-gun to eliminate. The muzzle will profit from being bored out.

The upper part of the torso includes lower collar lapels, and "Y" harness, are all well done. Shoulder straps are part of casting and represent a rank lower than sergeant. If you decide to paint the branch of service piping (waffenfarben), remember for both Heere and Waffen SS, infantry piping is white. For Waffen SS, the basic strap would almost certainly be black, except for very late war. Tamiya provides belt clasps for both Heere and Waffen SS, so be sure to use the correct buckle. Again, if going SS, remember the SS pattern sleeve eagle on the upper left sleeve. A cuff title on the lower left sleeve is not mandatory on the great coat, and period photos show overcoats with and without same.

The accessories sprue provides Luger holster, bayonet, entrenching tool, bread bag, gas mask tin, canteen, and Mg-42 equipment pack. There are several un-needed items on the sprue such as Schmeisser with folding wire stock, schmeisser magazine pouches, and potato masher grenade. All accessories are very well done indeed. In regard to the accessories, no one says you have to use them all, and mix and match is allowed. Whatever is left over can be saved for later use either to enhance another figure, or as "lay about window dressing."

This is a very good kit, and once assembled and painted represents a very typical Eastern Front, or maybe Battle of the Bulge German "soldat". Probably the worst fault I can find is the lack of an instruction sheet giving the placement locations for the equipment. There are many books on today's market which do provide this information if needed.

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After letting the Future dry for a day, I glue the nose gear leg in place, and then carefully remove the main gear doors from the gear bays. A light scoring around the door with a disposable razor blade to break the paint keeps the paint from chipping away when the doors are pried off. Now it's time to prop the model up on blocks and glue on the main landing gear legs. The brake lines are carefully pushed into the previously drilled small holes under the main gear attach holes. It is important to make sure both wingtips are the same height above the surface, the axles of both gear legs are level, and that the landing gear legs both touch the surface. I let the model sit this way for a day to make sure the gear legs are fully hardened.

The Future has now had two days to set up, so now it's time for the decals. I use the Experten decals for "Red 4" of JV 44, and add the fuel fill, pilot step location, and "nicht anfassen" (don't touch) decals from the AMtech decal sheet. A little Microset and they settle right into the panel lines.

With the decals all in place, it's time for finishing touches. The nose wheel is snapped into the nose gear fork. I discover that the holes in the main wheels are a little too big, so I wrap a little Bare Metal Foil around the axles for a more snug fit, and push the wheels onto the axles. After making sure that the flattened part of each wheel is on the bottom, I secure them with a tiny drop of C/A. The protruding ends of the main wheel axles get a little gloss black. I check the fit of the main gear doors and gear door actuators. The actuator is glued in place in the gear bay, and the door is glued to the bay and the end of the actuator. Now that the model can sit on its own wheels, the missile pylons are glued in place and carefully checked to make sure they hang vertically. The 30mm gun barrels are slipped into their holes and secured with a tiny bit of C/A. Be careful not to push them in too far, as it is very difficult to get them back out. The EZ-42 gun-sight is slipped into its mounting

Upcoming Model Shows and Contests

Friday-Sunday, April 26-28
Sakura-Con, the Pacific Northwest Anime Convention presents an Art and Model Contest. Anime, Science-Fiction, Fantasy, etc. Sea-Tac Airport Hilton and Center, Sea-Tac For more information, contact Katty Goslee at **kattyg@pullman.com** or check the web site at **www.sakuracon.org**

Saturday, May 4
First Annual Combined Eastern Washington Scale Model Show and Contest. Hosted by IPMS/Yakima Model Makers and IPMS/ Palouse Area Modelers. 9AM-4PM. Registration 9AM-12 Noon. Fees: Adults, $5 for up to 5 models, each additional $1; Juniors (under 18), free; Spectators, $1. Regular IPMS categories and several special awards. Make It/Take It for Juniors – Under 18s will choose a snap-together kit to build, and then keep it. Speed Build – Using only tools provided, competitors will race to build a snap kit. Prizes for first finished and best built. Selah Civic Center, 216 South First, Selah, WA. For more information, call Stu Alvord, 509-697-7914.

Sunday, May 5
Puget Sound Model Car Sunday 13. Hosted by Puget Sound Auto Modelers Association. 9AM-4PM. Entry deadline 11:45 AM. Entry fees: Adults, $5 for up to 3 models, $1 each additional; Juniors $2; under age 6 free; Spectators $3. Puyallup Elks Club, 314 – 27th Street NE, Puyallup. For more information call Doug Hale 253-627-1005; e-mail: **herwallet@aol.com.**

Saturday, May 18
HobbyTown USA Redmond Model Contest and Show. 10AM-3:30PM. Registration 10AM-12 Noon. Entry fees – Adults/Youth, $5 for unlimited entries; Juniors (12 and under) $2; Display only $2. Model sale – All kits 20% off day of show only. HobbyTown USA Redmond, 16421 Cleveland Street, Redmond, WA. Phone 425-558-0312.

Saturday, June 8
6th Annual OSSM Model Contest and Swap Meet. 9AM-6PM. Entry fees: $5 for up to 3 models, $1 each additional; Adult spectators $4; Seniors and Youth spectators $3. Primarily Autos, but a few categories for airplanes, armor, ships, etc. Clackamas Meeting and Banquet Facilities, 15815 SE 82nd Dr., Portland, OR. (Inside Denny's). For more info call Floyd Blakley at 503-666-7563.

Saturday, June 15
Spring 2002 Invitational Model Show and Contest. Hosted by IPMS Lt. Alexander Pearson Modelers in conjunction with Masterpiece Models Swap Meet. 9AM-5PM. Clark County Fairgrounds, 17402 NE Delfel Road, Ridgefield, WA. For information, send SASE to 2804 NE Hancock, Portland, OR, 97212, or call 503-282-9371 or e-mail **budds@easystreet.com**.

Saturday, September 14
ReCon 7. Hosted by IPMS Oregon Historical Modelers Society and IPMS Salem. Capt. Michael King Smith Evergreen Aviation Educational Institute, 3850 Three Mile Lane, McMinnville, Oregon. More details next issue.

holes and glued with C/A. The photo-etch DF loop is now glued to the DF loop base, and the morane antennae slipped into its mounting hole and held with a tiny drop of C/A. The large section of the pitot tube is pushed into its mounting hole up to the mark and glued with C/A, followed by pushing the small pitot tube section into the end of the main section up to its mark and gluing with C/A. After gluing the windscreen in place, I put a little glue on the canopy bulkhead I made, and position the canopy in the open position to display all that wonderful detail. The last step is to glue the missiles to the pylons. Check the front-view drawing on Page 5, Step 6 of the instructions to see which missiles go on which pylons. They are **not** all the same!

It now looks like a real model. There are a couple more steps to go. Wash the model to remove decal setting solution, another coat of Future to seal the decals, more oil washes and weathering, and a final flat/ semi-gloss coat to cut the gloss and seal the oil wash, but the contest is tomorrow, and there's no more time. Besides, it looks cool now, and I can do all that after the contest!

I'm pleased that this model actually got finished after all the learning experiences I had. And it actually looks OK too. A big part of enjoying this model was the simplicity of the building process. Not a lot of parts, but great detail where it counts. It was also neat to be able to build something the way I wanted to without having to worry too much about being absolutely correct about every little detail. Thank you AMtech for producing a fun little kit!

Modeling Gods

by Bill Osborn

I know that there is a Modeling God. There has always been something or someone looking over my shoulder and jabbing my elbow at just the right time, so that the full bottle of paint spills all over the decal sheet I need to finish the unique model I've been working on for the last few months. All these years the gods seemed to have had it in for me.

Well, "They" must have talked it over and decided to be kind to me for a change. As I sat in my over-stuffed recliner scanning the new issue of *Fine Scale*, what to my wandering eyes should appear, but a miniature sleigh, no that's not right, sorry about that, I was lost for a moment at the thought of good things to come.

Not only have my prayers been answered but also, the year 2002 will go down as the year of the **big ones** in1/72nd scale. Not only are we to get a Tu-95 "Bear", but as an added bonus, there is going to be a Tu-160 "Blackjack" to go along with it. What, you say that's not enough? OK, how about a Bv 222? With three models that size I may need to add a new wing to the model room.

The Bear is coming from Trumpeter, so we may get more than one configuration than the Tu-95MS-H that is listed. Revell also announced a B-1B. This could be the old one reissued but this was not specified.

Also announced by Amodel is an Su-100. For those of you who don't speak Russian this is their would-be clone of the B-70 Valkyrie. Now wouldn't that be a pair to put on the table at a contest? However, the main parts will be resin with the small parts injected. As some of you know I'm not really a fan of resin kits and something that big seems to offer a chance for real trouble. But you never know, I may be overcome with an irresistible urge to attempt one just for the sake of the hobby, you do understand don't you? *[Even with the huge price tag? – ED]*

If all these models are truly released this year, I'm not going to see the light of day until 2007. In case I find time on my hands, there will also be an F-107 and a Chyetverikov MDR-6. Look it up - I had to. So even if only half of what is announced shows up, it will be a great year.

Spring Show Results

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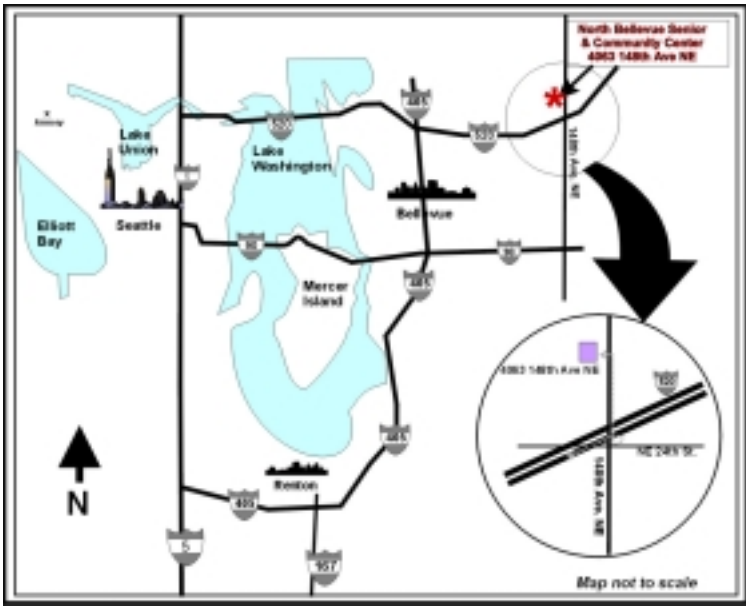
Flights of Fancy
1st - Focke-Wulf Ta 183, Mike Millette
2nd - Focke-Wulf Ta 183, Michael Morrow
3rd - King County PD, Terry Moore

Misc
1st - Norman Rockwell, Marty Martinez
2nd - '57 283 Small Block, Lil Petit
3rd - Ultimate Act of Defiance, Marty Martinez
HM - Off-Shore Platform, Earl Simons III

Prefinished
1st - '69 Cutlass, Everett Quam
2nd - W.Z. 28, David Hansen
3rd - '64 Chevy Lowrider, Everett Quam

Best Of Show - *Doolittle's Raid*, Steve Cozad

Meeting Reminder



Saturday, April 13
10AM - 1PM

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.