

# Seattle Chapter News



Seattle Chapter IPMS/USA  
July 2002

## PREZNOTES



To the numerous queries I have recently received: **NO!** I have not worked on my Godzilla kit! It is still sitting here, next to my workbench, in all its bright green, unpainted, unputtied glory (Along with everything else that is either half completed or just started). Since I wrote the June column, I have not made a lot of progress on a rather sizeable number of incomplete models.

I started to apply Alcad II on one of my F-89s and discovered that primer **is** a necessity. Late one evening I decided to test the new paint on a wing of the F-89. The wing had some primer and some bare plastic. The finish seemed to be a lot smoother on the primed portions of the wing that I sprayed. Lesson learned before I got too far along. It would appear that I will have to re-primer the portions of the F-89s (two of 'em) before I attempt to spray the Alcad II. The small portion that I did spray however went on quite smoothly and easily, and I can see it replacing my SnJ paints already on my bench. Another project that has made some progress is a Minicraft P-38M. This kit went together quite easily, although the black plastic wrought havoc with the orbs above my nose! When I applied a coat of primer, I discovered a considerable amount of glue marks and **fingerprints** on the model. I won't be working with black plastic again any time soon. I also made some slight progress on the Bv 141 that I had problems with last year. I obtained a second kit at the Chicago convention, just for the clear parts, which I ruined on the first kit I had started. I recently removed the damaged clear parts and I'm in the process of replacing them with the new parts, hopefully without a repeat of what happened before. I also accomplished quite a bit on the Hucklebein, applying camouflage and gloss in preparation for decals.

However, my "Hollywood Val" is still sitting untouched since the last time I mentioned it - over six months ago. I guess

I'm holding out hope that someone will issue a 1/48th scale BT-13 kit before I get too much farther along. Not bloody likely.

Whilst I have not started anything new since last month (there isn't any more room adjacent to the work bench to put things), I have not filled any of the void spaces in my display case. I'm certainly not making a lot of progress lately...

A couple of members recently asked me to put my thoughts down on paper regarding certain techniques I use. This month I'll explain how I do my oil washes. I do my oil washes at the time I decal the model. It is best to apply decals over a gloss finish so I apply numerous coats of Duracryl automotive lacquer, affix the decals, then do my oil wash. I use a dark brown oil on most models, black being **too** dark (I use a medium to light gray on dark finished subjects). I put a small amount of oil paint on a glass pallet with a lot of thinner, and then using a fine brush, apply the mixture to a panel line. The capillary action of the thinned paint will carry the paint some

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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 accessible place.

**July 13**

**September 21 (3rd Saturday, in Craft Room)**

**August 10**

**October 19 (3rd Saturday, in Craft Room)**

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.: _____ <small>(leave blank)</small>	Name: _____		
Address: _____			
City: _____		State: _____	Zip: _____
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$21 <input type="checkbox"/> Junior (17 years old or younger): \$9 <input type="checkbox"/> Trade Member: \$21 <input type="checkbox"/> Canada & Mexico: \$25 <input type="checkbox"/> Other Foreign: \$28 <input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____) <input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) (IPMS#)			
		<b>P.O. Box: 2475</b> <b>North Canton, OH 44720-2475</b>	
Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>			

## Pro Modeler 1/48th Scale Junkers Ju 88C-6

by Chris Banyai-Riepl

The Ju 88 family was one of the most successful twin-engine aircraft of the Luftwaffe during the Second World War and it found itself in a variety of roles. Originally designed as a bomber, it quickly found itself as a heavy attack fighter. Later on it found a niche in the night skies, becoming a large but effective night fighter. The Ju 88C-6 version featured a faired-in nose, often times painted blue with framing to fool the enemy into thinking that it was a Ju 88A bomber version instead of one with a handful of guns in the nose. The C-6 version saw service with Hungary as well as the Luftwaffe and served mostly on the Eastern Front and Mediterranean.

If your first thought was that this was a reboxing of the DML kit, you're absolutely right. The only differences are in the decals and instructions, and perhaps some of the small details. This kit gives you lots of pieces, some of which might not have been present in the DML release but are common to the Ju 88A kit. The parts are molded in a light gray plastic and have a slight texture to them. If you're not familiar with the DML kit, it comes with plenty of detailing throughout the kit, with a full cockpit interior and recessed panel lines.

Starting with the insides, the Ju 88 has a large greenhouse canopy that reveals every nook and cranny, and this kit does a great job of filling things up. The main cockpit tub is made up from a floor and separate boxes along the rear. Rudder pedals, flight yoke, control handles, and a three-piece instrument panel add detailing

to the main tub, while separate pieces are provided for sidewall details. The fuselage is split into four main pieces, with the cockpit section being incorporated by two of those. This completed assembly fits onto the rear section, while you have a choice of two nose pieces (although only one is outlined in the instructions). The rear fuselage has quite a bit of added detailing as well, from a three-piece direction finder to separate FuG antenna insulators. The vertical fin is separate and is split into right and left halves. The forward fuselage assembly fits against the rear and this is one place where you'll want to take some time in fitting to avoid using filler.



Moving to the wings and engines, these are also well detailed. The engines feature separate exhaust stacks and clear gauges for the engine sides. The nacelle is split into four main parts: the engine front, right and left sides, and rear nacelle ring. The wings are split into upper and lower sections, with separate wingtips (also split upper and lower) and separate ailerons. This is another area where careful dry fitting is needed to reduce the amount of filler. The landing gear is suitably complex and slides as a completed assembly into the

nacelle section on the wing. Once that's in place you can add the forward nacelle assembly. The propellers have separate blades and a two-piece hub.

The rest of the assembly is with small details such as the canopy, gondola, control horns, and antennae. It's a toss-up as to attach the canopy before painting or not. I'd recommend test fitting it and see how it goes. The canopy is made up from several pieces, so a clean fit might not be easy.

The decals are excellent and offer a pair of Ju 88C-6s. The first is from 4./NJG 2, based out of Holland in 1942 and flown by Helmut Lent. This one is camouflaged in RLM 02, RLM 74, and RLM 70 in a rather interesting pattern. The second example is from 2./NJG 2, flying out of Catania, Sicily in January of 1942. This plane is finished in RLM 79 and RLM 71 over RLM 76, again a very interesting scheme. Both of these will look neat next to a standard Ju 88A in 70/71. A full set of stenciling is included on the decal sheet, making for a very complete set of markings. The decals are very well printed and are in perfect register.

This is the only game in town for a detailed 1/48th Ju 88C, so if you've gotta have one better grab this one. While the plastic itself is the same old DML kit, the new decals are exceptional and are far better than the original DML sheet, offering some very interesting planes.



## Kit Collections – That Dog Won't Hunt!

by Bob LaBouy

One of the many oddball aspects of this hobby has been my recent experience in “downsizing” my backroom supply of unbuilt kits. What an experience! I would like to share some recent observations with you about a significant part of my modeling experience.

I, like many of us, have been buying kits over the years thinking several things: a) I may be sick sometime and need a few extra kits to build, b) you never know how long a kit will be available (and I'll never be able to get another), c) there is some mysterious (and unknown) “value” to these kits later, d) these kits were actually an investment of some type, and e) I'll certainly build more than just one of this aircraft (ship, tank, figure, etc.).

I think I now feel I was wrong on all counts. My actual experience is that after carting this collection around the country (through several moves clear across the country) over the last 35 years, I have come to the inescapable conclusion that 1) I was totally wrong in most of my earlier thoughts and schemes and 2) plastic modeling kits do not represent anything like an investment in the real world. I have even had a few of the so-called “collectors” kits and not found them to be of particular value. I was able to locate a home for the vast majority of my kits by selling them to a local hobby dealer and sold a very few at one of our monthly meetings.

I was even surprised to learn that it's difficult to even give them away! I have taken about 50+ kits to our meetings and found that some folks are even reluctant to take them - even when they are free. What really shocked me was the response of a couple of guys who said they'd take one if I had the other boxing of the kit (different box art or decals). I guess I just don't get it

(“it” being the psyche of the person who gets something for nothing...).

I am learning a couple of valuable lessons from my experience and maybe they can save you some money ultimately. These kits are intrinsically worth only they are worth to **you**, and nobody else. If you want it, then buy it because you want it. Try to think down the road about five years (taking your thoughts out the path to 30, 40, or even 50 years isn't probably too realistic). What do you want to exhibit on your “shelf?” What room so you have (or even hope to have)? While I'd love to build a couple more of the EC-135s, a few B-52s and B-36s, even in 1/72nd scale, where in the world will I put them?

Even though I purposely built a display case a few years ago to ultimately hold the big critters like this (sitting at a 45 degree angle at that) there's very little room for such a project. Displaying them outside a case is not very practical and the life of such a kit is probable going to be pretty short-lived. The “dust” factor (not to mention actually dusting them) has certainly been the fatal end to more than one model of mine.

Don't count on them as having anywhere near their original retail cost later. It probably won't happen that way. I always marvel at the projected value of the collectors' values of kits, with apologies to Mr. Burns (and his catalogue efforts). It's sort of like professional sports income and me. Sure I used to play baseball and football. However, my ultimate earnings from either don't quite measure up to Griffey or Staubach. I wonder why, but have learned not to dwell on it further.

My sage advice:

- 1) Find an area of intense interest and content yourself to not wander very far in your model purchases.
- 2) Try to stick with one scale. While many of us joke about 1/72nd being the “Divine Scale,” there is more truth than jest in that

judgment. Aside from a few other aspects, it is the most manageable in terms of what you build, display and store. I would like to build a few of the 1/48th scale bombers, but where do they go?

3) When the newer, more modern, better-detailed, or just plain better kits come along (and they always seem to do this just after you've build the same plane from another manufacturer), get rid of the earlier, less attractive kits. I suspect you'll never get back to them nor build them.

4) Apply this same philosophy to buying magazines. Some of us suddenly find ourselves with 20-30 years of *Air Classics*, modeling magazines of all sorts and in general “modeling resources” which we can't even sort through, remember where anything is, nor find the “right” issue. Take my word for it, there is very little in the way of original, “never before seen or published” when it comes to aircraft, ships or armor. We (or at least I) have for years subscribed, purchased in magazine and bookstores, the assorted magazines related to my hobby. I always think this one article or these photos are going to be the source of a great model. Ha! Now, I've got several thousand issues of magazines I can't begin to sort through and when I've brought some to Chapter meetings, can hardly find anyone who even wants them for free!

I'll climb back down from my soapbox again. However, I hope I have at least given some of you some idea about your future buying and spending in our hobby. It's cost me a small fortune over the last 35 years or so and aside from the instant enjoyment of what I was doing, I suspect I'd have been far better off had I just put those dollars into an IRA or even a savings account.



## Classic Warbirds Number 7 from Ventura Publications

by Paul A. Ludwig

Ventura Publications of New Zealand, and its owner and editor, Malcolm Laird, have published *Classic Warbirds Number 7*, which should soon be available from Squadron Mail Order.



Ventura began by publishing books dealing with very specific subjects, particularly the Spitfire as operated and marked by all the countries that used it.

The last two or three books, however, have dealt with very broad and varied subjects, and Number 7 has six very unrelated subjects within its covers.

on Japanese aircraft for flights to Allied air bases prior to, and after, the conclusion of the war in the Pacific. The color of the surrender crosses is green.

The article is filled with very rare black and white photos of surrendered Japanese aircraft, and Laird has also painted his trademark color profiles to illustrate in color the schemes seen only in black and white. There are some surprising variations of the scheme, such as crosses painted directly over hinomarus, and some painted beside them. Not all surrendered aircraft were painted white overall, as were the famous G4M1 "Betty" transports that flew to Ie-Shima. While this information may not be new to some, it is new to me and I recommend the book to those like me who are fascinated by these relatively new revelations of surrender schemes.

The other five articles and the color profiles are interesting, particularly "Boomerangs in Green," which has two color pages of photos of a Commonwealth Boomerang cockpit stripped of exterior metal and showing a complete cockpit. If it is remembered that Australia was one of the few wartime countries to design and mass produce its own fighters, and that



*Classic Warbirds Number 7* has one article in particular that I find to be worth having in one's library, and the color photo on the cover, of a Ki-51 "Sonia" in surrender markings, may alone be worth the price of the slim volume. The accompanying article, "Pacific Surrender Schemes," may put to rest differences of opinion regarding the color of Japanese surrender crosses. These crosses were required to be painted

the Boomerang was an indigenous product, not a buy or Lend-Lease piece of equipment, any information about such a product is worth filing for future reference.

## The AMtech P-40E: A Study in Quality Control and Customer Support

by Bob Hester, IPMS New Jersey

Those of you who follow the scale modeling sites and newsgroups on the Internet may recall the flurry of comments, exclamations, and statements which attended the release of AMtech's second release, the P-40E Warhawk/Kittyhawk (Kit No.484602) in March of 2002. The obvious quality of the moldings were highly praised - and compared favorably to the quality of earlier kits by another notable model maker, Accurate Miniatures.

Unfortunately, a flaw was discovered in the fuselage - a "step" in the casting where the tail assembly joins the fuselage. This flaw was announced and described (with photos) by the *Modeling Madness* website - and the article included a statement from the owner/operator of AMtech, Alan Griffith, regarding the flaw, who announced that corrected parts would be made available as quickly as possible.

I was one of those who rushed out and purchased the P-40E as soon as it became available - and needless to say, was somewhat concerned (read as: dismayed) when I saw the "step" in the fuselage. Accordingly, I followed the instructions posted on the *Modeling Madness* website and requested corrected replacement parts. I am delighted to report that not only did AMtech honor their promise, but I received those replacement parts just **eight days** after I mailed my request. I had preceded my request with an E-mail to AMtech and received a personal and courteous reply from Alan Griffith himself, attesting to his commitment to supporting his products. I am here to tell you that AMtech does indeed support its customers and back up its products. The speed with which AMtech corrected this problem

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## Pit Road/Skywave 1/700<sup>th</sup> Scale *USS New Jersey* BB-62 (1983)

by Mike Quan, IPMS North  
Central Texas

The *Iowa* class battleships were originally laid down in 1940 in response to the Japanese *Yamato* class dreadnoughts then reputedly being constructed across the Pacific. Being free of the restrictions of the Washington Naval Treaty, the United States Navy was limited in their design solely by the need to pass through the Panama Canal Locks, as it was expected to fight both a Pacific and Atlantic Ocean war. The resulting design has been hailed, (not surprisingly), in Western journals as being the epitome of battleship design. Soldiering on until the 1990s, two of these ships have been saved so far as floating museums. The *USS New Jersey* was the second ship of the class laid down, and she participated not only in World War II, but also in Korea, Vietnam, Nicaragua, and Syria. She is now preserved as a floating museum in Bayonne, New Jersey.

Skywave's latest release depicts the *New Jersey* in her 1983 configuration, still sporting her 16-inch main guns and 5-inch secondary armament, but updated with Tomahawk and Harpoon missile launchers, CIWS (Close-In Weapons Systems), and a host of electronic devices for improved defensive and offensive capability. This version was available many years before in 1/700th scale from Revell (actually 1/720th scale), but there is no comparison to this kit from Skywave with its state-of-the-art molding and fine detail. Similar comparisons can be made between this new Skywave offering with the World War II version of the *Iowa* class released in 1974 by Fujimi in the 1/700th Waterline Series. It provides stark proof of the advances in the of the model kit in the 28 years that have elapsed. In basic shape, there are very similar characteristics such as the breakdown of the parts and the similar overall dimensions, (which is to be expected). Web critics have been quick to find fault

with the original Fujimi *New Jersey* with respect to the shape of the bow. The Skywave version has an improved rake and general shape of the stem when compared to the Robert Sumrall drawings, but I suspect that most modelers will not notice the difference. More noticeable will be the shape of the 5" turrets and the width of the scribed deck planks; while most, if not all waterline ships are not to scale with respect to plank width, the .030" width is unrealistic in appearance. The turrets are best replaced with the comparable items from Skywave set E-9 or Loose Cannon. So much for the obvious faults.



The kit has thin splinter shields, better masts, and generally improved detail on all parts compared to the Fujimi kit, (save for the 5" turrets!). Especially noteworthy are the main turrets for the 16" guns. The blast bags are very nicely portrayed, and the detail on the turret tops is handsome, with none of the three turret details identical. The 219 parts in medium gray plastic (plus one red hull bottom), will provide a surprisingly quick build, considering the size of the model. No steel weight is included in this kit. Options include the choice of folded or extended main rotors on the petite SH-60 Seahawk helicopter, and the very detailed Armored Box Launchers (ABL) can be positioned in the closed or opened/firing position. Each of the eight ABLs is a five-piece assembly with separate launch tubes. A number of included parts are not required for assembly, including the underwater props and shafts. A later Skywave release is planned for a full hull version, and at least one other "hi-tech" kit featuring machined

brass gun barrels. The instruction sheets are improved over previous Skywave efforts, with a format not unlike a \$20-\$60 Hasegawa kit with multi-page step-by-steps and a sprue parts illustration. No crowded isometric drawings showing in one or two views how everything goes together! Another plus is a 14.25" x 10" full color sheet with a plan and profile rendering of the *New Jersey* and Seahawk to illustrate the color schemes. A decal sheet finishes off the kit contents featuring markings for the helicopter, hull, bridge ribbons, flags, and deck markings.

This is a welcome and impressive effort by Skywave that breaks new ground for them. Up until now, the capacity of Skywave for molding parts was limited to a certain overall size. It was

said that this model was the culmination of a combined funding/teaming effort with a "foreign" investor for Skywave. (This is reflected only in the discreet "Made In China" sticker on the side of the box top!)



Good work team! I can recommend this kit as well as the upcoming *Missouri*, *Iowa*, and *Wisconsin* kits to follow.

## ICM 1/48th Scale MiG-3

by Hal Marshman, Sr.

Basically speaking, I'm not all that fond of Soviet aircraft. Most of them look stodgy to me, and the wing plan of most Russian planes is just not esthetically appealing to my eye. On the other hand, the little MiG-3 is, for some reason, just my cup of tea. Go figure! In 1/48th scale, we have only had the short nosed kit from Classic Airframes. ICM's kit is the long nosed version, and is most welcome. Let's see what's in the box. (One of those nasty open-from-both-ends boxes so in favor with the Eastern European manufacturers)

The model is cast in softish pale blue/gray plastic, with all the detail engraved. The engraving is nicely done, and calls for no further embellishment until painting time. Cockpit is quite well detailed, and the model could be completed without doing more extra than adding seatbelts. There are however, items that can be added, and each item adds to the cluttered Soviet look. One unfortunate item, the instrument panel, is represented by a decal, with no cast on surface detail, so you can't dry brush. Cutting Edge does offer a superb interior for, I believe, \$12.95.

Clear parts are really decent, offering windscreen, rear canopy over the radio compartment, and sliding cover. Also on the clear sprue is the peculiar Russian gunsight, and a landing light lens. The canopy parts are somewhat thick, but very useable. They profit from a coat of Future.

Landing gear is basic, consisting of one-piece wheels, not weighted, gear legs, two-piece covers, vertical stays, and an odd set-up for mounting. After you figure it out, it does work okay. True Details offers weighted wheels for this aircraft.

The prop is a one-piece, three-bladed affair that is sandwiched between spinner and base. If this prop seems to look odd, remember that Russian practice called for clock-wise rotation, so the pitch is

reversed from that which we are used to seeing.

The decal sheet is very comprehensive, providing marking for several camouflaged birds, and an equal amount of white variants. The markings are in register and opaque, but seem just a little too orangey to me. The decals are of the type that adhere instantly when applied, and allow for very little repositioning.

A very detailed engine is included, and is its own separate model, if you will. I elected to omit the engine, so had to use sheet styrene to line exhaust ports, giving the stacks something to adhere to. The exhaust stacks are OK, but need drilling out. The ends are very visible, so they really need this added chore.



Last but certainly not least, this is **not** a shake-and-bake kit. The nose and wings consist of many pieces. One must take one's time, and be certain each piece is trimmed down and the edges smooth. There are no locating pins. Careful preparation of each piece, careful fitting, and judicious cementing will be rewarded by a nice little model, that will still require some small amount of filling and sanding. By the way, while paying attention to this phase of assembly, please note that there are dimples on the rear of each prop blade, and the leading portion of the wing fillet. I attached the separate wing fillets to the wing before assembling to fuselage. I think next time, it'll be fillet attached to fuselage sides before mounting to wing. That way, if there is a gap, it will be easier to fill on the wing than it was on the fuselage. There

is a small scoop on the underside of the nose that will be improved if drilled out.

Well troops, that's about it. It's not Hasegawa, Tamiya, or even Revellogram, but it is a MiG-3, and it's well done. Just takes careful fitting, and some elbow grease, but is infinitely worth the effort.

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## AMtech P-40E

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was simply incredible, and out of curiosity, I sent one more E-mail to Griffith, inquiring as to the cause of the original problem and his solution. This was his reply:

*I've been a modeler for 45 of my 50 years. When establishing this company, the basic pillars of its foundation were to provide modelers with the best possible kits of interesting subject matter that had either never been done or were hopelessly out-of-date. Another was that I would treat my fellow modelers with the same respect and honesty that I expect to be treated with. This includes owning up to a problem and getting it fixed as quickly as possible.*

*As for how it happened and how we got it fixed so quickly, some of what I'm about to tell you is informed speculation. The kit was originally designed to provide multiple versions from basic "core" parts. In other words, AMT did essentially what Curtiss did: kept most of the basic parts and only changed the easy stuff. I won't get into the original design and changes of the actual P-40, but it is fascinating! Anyway, the tail parts were done with what is called a "slide", or insert. This is a hole in the tool into which is dropped the correct piece of the tool for the tail that is desired. You see this all the time with model kits, and it saves tooling an entire new fuselage when only certain changes are needed that should be integral to the parts. In the case of multi-engined aircraft or additional add-on parts, they are tooled and then "gated".*

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## Building “F-18”, A Yorktown F4F Wildcat

by Richard Wiegand

I am one of those airplane modelers whose love of the hobby has always been fueled by an interest in history. My favorite period is (surprise!) WW2, and the connection between the machines and the men who flew them. My desire to immerse myself in the period reached a peak in 1995 when I discovered the joys of flying a P-51 Mustang in combat...well, a “virtual” one at least! I fly an online multiplayer WW2 air-combat game called Warbirds. Hey, we’re all big kids at heart...but I digress!

As the owner of a hobby store [*Hobbytown USA in downtown Redmond – ED*], I occasionally have the good fortune to meet the unsung and generally under appreciated veterans who, long ago, flew these great machines in combat. In general, they are a great bunch of guys, humble in the extreme, who would never consider themselves “heroes”. One such gentleman is Milton Tootle.

### The Man

One day, Milt walked in, and upon seeing a model of an F4F Wildcat in the display case, the discussion turned to the subject of naval aviation. When he told me “matter of factly” that he flew Wildcats at Midway, I asked him what happened that day. His answer was short and succinct, “I got shot down!”

Well, it wasn’t long before I found out the whole story. When I did, I told Milt, “One day, I’m going to build you a model of your Wildcat”. He scribbled something on a scrap of paper and handed it to me: “F-18, VF-3”.

As is its habit, time passed by and I lost track of Milton. Then, last month, as the 60th anniversary of the Battle of Midway approached, I started to think about him. Where was he? On the spur of the moment

I looked him up in the phone book and dialed his number. He answered on the first ring. We met for lunch and he asked me, “Did you ever build a model of my airplane?” I had to sheepishly admit I had not. Then and there I was motivated.

One week later “F-18” was completed. I presented the model to Milt at a dinner party in his honor on June 2, 2002. The event was attended by about 15 of my fellow Pacific Northwest “Warbirders”, and Milt kept us entertained for hours with stories of his flying days: The “Yellow Peril,” “Slip to Circles,” “Link Trainers,” “Instrument flying in the 1930s,” “Bungee Starters,” and the pure joy of flying the Grumman F3F Biplane!

Milton’s combat career was brief, but memorable. It consisted of **one** 5-minute mission - but oh, what a mission! On May 30, 1942, Milt departed Kaneohe NAS, and flew aboard *Yorktown* with John S. “Jimmy” Thach and the rest of VF-3. It was the first time he had ever laid eyes on *Yorktown*. Seven days later, the great ship lay on the bottom of the ocean.

On the afternoon of June 4, 1942, Milt launched from the already damaged *Yorktown* to intercept an incoming flight of enemy torpedo bombers. Milt climbed to 1,500 feet, looked down and immediately spotted a B5N “Kate” low on the water racing toward his ship. Milt flipped his little F4F-4 on its back and started down. Closing to a range of about 25 yards (!), he opened fire; splashing the B5N; but was promptly hit by *Yorktown*’s AA fire. He climbed back up to 1,500 feet, evading the tracers of an incoming A6M “Zeke”. As his engine sputtered then stopped, there was only one thing to do. He rolled over and bailed out. An American destroyer, *USS Anderson*, picked him up.

After the battle Milt returned to the States and spent the next three years training young “nuggets” to fly and fight in the F4F Wildcat and F4U Corsair. Milt has flown over 80 different aircraft types in a flying career that lasted over 50 years!

### The Model

The F4F Wildcat has always held a special place in my heart. As the stubby little fighter that helped stem the tide of the WW2 in the Pacific, the little Grumman is often overlooked by modelers today, as it was underestimated by its enemies in battle.

My choice of which kit to build was a no-brainer, as Tamiya’s 1/48th scale F4F-4 is far and away the best kit of the type in any scale. As with all Tamiya kits the quality is superb. The model goes together in a snap, literally! I found no need for glue when attaching the nifty one-piece horizontal stabilizer.

Interior and exterior detail is very good. I built the model almost “out of the box”, adding only foil seatbelts and basic engine wiring. I used Testors Model Master Enamel “US Navy Blue Gray” over “Light Gray” sprayed on with a Testors Model 470 dual action airbrush. I found no need to fade or lighten the paint job, as F-18 was a **new** aircraft, mint from the factory.

I used Duracryl for the gloss coat on the model, with the exception of the cowling, which I gloss coated with Gunze Clear Gloss right out of the spray can. While the Gunze does not quite match the “hard and super glossy” Duracryl, I can confirm that it is **far** superior to the Testors Clear Gloss. It dries very quickly and takes a wash quite nicely. I would not hesitate to use it exclusively on my next model; as it works very well, right out of a can!

Next came the decals, and this was my greatest challenge. Of course no decal sheet of Milton’s Wildcat “F-18” was ever produced, the closest thing being AeroMaster sheet #48-167, which covers Thach’s identical “F-23” flown at Midway. Unfortunately this sheet is discontinued and proved unobtainable. This was not a huge problem, as I was able to cobble together the appropriate decals from two other sheets - one for a Helldiver and the other for a Corsair.



After decaling and washing, I applied a flat finish to the model with Testor's Dullcoat, sprayed on with a Badger Model 150 airbrush. As a side note, when covered with Testor's Dullcoat, the Gunze gloss-coated cowling did not revert to a dead flat like the Duracryled main body, but exhibited a nicely flat finish with a hint of satin. I personally **liked** this effect, as most WW2 aircraft, especially when factory fresh, had a semi-gloss appearance! In any case, this differentiation added to the finished model's appeal.

After some subtle weathering with pastel chalks, the model was finished, except for one small but important detail! How would I replicate the very small bomb wielding "Felix The Cat" logo under the port side windscreen?

My wife solved the problem with a brilliant recommendation. "Why don't you make a sticker," she suggested, and that's just

what I did, using her Xyron Sticker Making Machine (about \$50 at Michael's craft stores). I first found the artwork online. After making a plain paper copy of the logo on my humble little Epson Color 600 Inkjet printer, I took it to Office Max and had them reduce it to the appropriate scale on their best quality color copier. I then cut out the logo, leaving about a 1" x 1" square of paper around it. I fed this little sheet into the Xyron machine, turned the handle a few times, and out came the 1" x 1" sheet in sticker form! I now carefully trimmed the small round logo out with a sharp pair of manicure scissors, peeled off the backing, and stuck it on the model. How did it work? Hey, if I didn't tell you this, you'd think it was a water slide decal!

As a final touch, I mounted the completed model on an inexpensive piece of "clock-face" stock from Michael's, which I finished with a rub-on stain. As a safety precaution for Milton, I permanently

attached the kit to the plaque by drilling holes in the bottom of the main wheels and epoxying 1/4" pieces of K&S brass tubing into the wheels. I then drilled out corresponding holes in the plaque and epoxied the two together. This minimizes the chances of Milton wrecking another Wildcat!

P.S. Shortly after presenting the model to Milton, he admired it, but then said, "I don't have any room for it, why don't you keep it." But a few hours later as we walked to my car, he looked at "F-18" and said, "You really built that for me? I think I **will** take it!"

If you ever have the chance to talk to a veteran such as Milton, **do it!** If you get a chance to build a model of his machine...consider it an honor! Let him know he is not forgotten. Let him know we still remember what he did, and appreciate his service.



## Fine Molds 1/72nd Scale Star Wars X-Wing Fighter

by Mike Johnston, IPMS North  
Central Texas

Until now, no really good kits of any of the subjects of George Lucas' famed *Star Wars* movies existed. The ancient AMT/Ertl kits are almost as old as the original series of films, and typically demonstrate poor fit, inaccurate detail (compared with the original movie models), and varied, unknown scales. I wrestled with all these features to build a version of the Shuttle *Tyderium* a few years ago, and have not wished to repeat the experience. Perhaps my level of dedication is simply insufficient. There were many kits produced, including the *Tyderium*, the Tie Fighter, the Speeder Bike, Imperial Walker, AT-AT, and others such as the Snow Speeder, the *Millenium Falcon*, and the famed X-Wing, some of which can still be found on e-Bay or at shows.



But suppose a company known for state-of-the-art molding technology, strict attention to detail, and superb kit engineering decided to bring these forces to bear on one of Lucas' most important subjects, the X-Wing. Would the kit be in a recognizable scale? How about the divine scale! Would it consist of 124 gray styrene parts, 3 clear parts, and an optional 7-piece display stand? Well of course it would! Would it feature poseable S-foils ("wings") and a complete, detailed cockpit including

your choice of open or closed canopies and two figures? Naturally! Would it offer the option of four different sets of beautifully printed decals, along with optional styrene parts like R2 droid heads, giving the builder the choice of Red Leader, Red 2, -3, or -5? Duh! Would the builder have his/her choice of extended or retracted landing gear and the use of the technical-looking display stand? Voila! Could you, a non-Japanese reading American, understand the subtle nuances of the crisply drawn instruction sheet and separate marking placement guide? Actually, yes (with just a little help)!

Would this mind-bending example of the styrene molder's art be released in the good ol' USA? **Heck no!**

You'll have to order it from Hobby Link Japan, like I did, and many thanks to Mike Quan for telling me about it. After the order had been placed, the good folks at HLJ sent us a link to the English translation of the instruction sheet, which is a pretty important document to have, given the number of variants possible.

The level of detail on the kit surfaces, such as the engine nozzles, and the recessed interior of the engine housings (viewable only when the foils are "locked in attack position") is quite elegant, and will provide a visual treat given

competent painting and weathering. The figures, one standing and one seated, are very well done, yet these guys are only 1" tall. The standing figure looks a lot like Luke in facial expression and haircut, while the seated figure's face is indistinct, due to the representation of the

tinted face shield used in the films. I looked all over the sprues for sink marks and pin marks, and found only pin marks, all in areas that will be difficult or impossible to see after the model is completed. Although I have yet to cut any parts free (I'm not sure I can!), I fully expect the fit to be excellent, based on the attention to detail shown by Fine Molds.

This kit is worth building even if you're not a fan of *Star Wars*, due to the sheer beauty of the moldings and finesse of the engineering. It would look great using simple painting and weathering techniques, and with a little more skill and effort, could become truly exquisite.

Fine Molds has already released the next follow-on in Japan, the 1/72nd Tie Fighter (of course!), and pictures of it look great. I've got one on order, and hope to review it soon. The X-Wing cost about \$22, and the Tie Fighter should be close to that amount. For an excellent information resource, try [www.starshipmodeler.com](http://www.starshipmodeler.com).

In the mean time, you might amuse yourself by imagining you're in the theater, watching any of those classic first-generation episodes. Darth Vader is on screen, and you hear the harsh metallic intake of his breath...then he speaks...in Japanese...



## Archer Fine Transfers 1/35th Scale Sets

by Cookie Sewell, courtesy AMPS

I always like the AMPS show in the spring, as I sadly only get to see Woody Vondracek once or twice a year and love to see what he has been working on over the last twelve months. This year, Woody brought four full tables of materials to AMPS 2002 and, though it would seem improbable, the new items are even better than last year's items. The German items had been raved about for some time, and in point of fact earned Archer Fine Transfers an AMPS Gold Medal for Best New Modeling Product for 2001, as awarded by the people attending AMPS 2002. For those with either five thumbs or eyesight like mine that is uncomfortably moving into the 50s, these items are a Godsend.

Sheet 35042A covers the accouterments that go with SS field and dress uniforms, and are absolutely amazing. The cuff titles take a good strong magnifying glass to read, but are clearly and neatly done when you get them in focus. Cuff titles are included for 1st SS Panzer (Liebstandart Adolf Hitler), 2nd SS Panzer (Das Reich), 3rd SS Panzer (Totenkopf), 5th SS Panzer (Wiking), and the "Deutschland", "Germania" and "Der Fuhrer" units. Tabs and patches cover all ranks up to SS-Standartenfuhrer (full Colonel). Sheet 35043A covers shoulder boards and are in black with white trim. All ranks are covered up to SS-Standartenfuhrer. Sheet 35044 covers the two helmet decals worn by all German troops and provides the tricolor flash, swastika, SS runes, Wehrmacht, and Luftwaffe eagles. All research was provided by Roddy MacDougal.

Sheet 35145, 146, and 147 each cover one tank from each battalion of the US 6<sup>th</sup> Armored Division in WWII. 145 covers a tank named "A Paper Doll" with a turtle logo, 146 one named "Army Mule", and 147 "Rat Poison/Kentucky", a howitzer tank. All are researched by Scott Smith,

who has been studying the history of the 6th.

Sheet 35149 covers the markings and other stencils used by US WWII medical and hospital units, and can be used separately or in conjunction with sheer AR35002, which provides markings for US ambulances, particularly the Peerless Max/Italeri Dodge WC-54 kit. There are more signs on this one, which can really be used to punch up a field aid station diorama or vignette.

Lastly, Sheets 35168 and 35170 cover Canadian Armor (Armour) units in Korea. Most of them seem pretty much focused on Lord Strathcona's Horse, which was essentially a Canadian manned Sherman

*Continued on page 16*

### AMtech P-40E

*from page 7*

*This means that the parts are on the tool, but there is literally a gate that can be opened or closed depending upon what parts you want to run for the version.*

*What apparently happened with the P-40E is that the slide was not properly seated or inserted when the tool was run for production. Since the original test shots we received for approval did **not** have this step, we just assumed the production kits would be the same. Thus, they came in, we packed and shipped them, and did not closely study the parts to make sure they were okay. Well, that is not entirely true. We checked the places that had been prone to not entirely filling or had lots of flash, not thinking to check something that had been okay to start with. You know the rest of the story.*

*Upon seeing the complaints on Hyperscale, we immediately posted that we knew there was a problem and would fix it, and did a random check of the remaining kits to see how widespread the problem was. It was rampant, although it*

*did vary in severity. Still, it was neither what we approved nor what we would settle for. I immediately contacted Racing Champions/ERTL, and sent them copies to show the problem. They acknowledged that this was not right, and contacted the factory in Hong Kong where the kits were produced. Within about a week of finding out about the problem, we had test shots of the correction. We okayed it, making sure they understood that they **all** needed to look like that. We then had enough new fuselages produced to replace all those we had originally purchased. We posted how to get new fuselages, and contacted all our distributors to let them know about the problem and the fix. AMtech had Hong Kong airfreight us 2000 of the corrected fuselages in order to take care of the immediate needs of model builders.*

*All newly packed P-40s shall have the replacement parts packed within the box, and be labeled to indicate that they contain these. I don't know exactly how the folks in Hong Kong "fixed" the problem because I don't know how they screwed it up in the first place. However, there is obviously enough "play" in the tool that enables them to run it with the slide not properly seated. Apparently they just paid a lot more attention to it when they ran our replacement parts. My hat is off to Racing Champions/ERTL and the speed with which they addressed and fixed the problem. My contact there showed himself to be a first-class, stand-up guy, and I have nothing but kudos for him. I'd share his name, but I'm not sure he would want it all over kingdom come.*

*Hopefully that will give you some insight into the process.*

Regards,  
Alan Griffith  
AMtech, Inc.

It is my sincere hope that AMtech will continue to release kits for a long time to come - their commitment to quality and service is unsurpassed in the industry. I highly recommend and will look forward to their future releases.



## Building an Israeli Bristol Beaufighter Mk.TF.X in 1/72<sup>nd</sup> Scale

by Stephen Tontoni

I got it in my head a year or so ago that I wanted to build a collection of Israeli aircraft since they had such an interesting hodgepodge of types in the 1948 War of Independence. This is only the second aircraft (first was Mosquito) that I've completed since I started hoarding Israeli types and Israeli decals. The Israelis in 1948 faced multiple enemies and had very few friends. Even the US, which was quick to recognize the independent Israeli state, would not openly sell arms with which they could defend themselves against the other belligerents. Some of their aircraft were cobbled together from carcasses left by the RAF when it left. One example of that is their first Spitfire, which was a Frankenstein's monster of bits from here and here.

There's one very interesting story that really epitomizes the early struggle of the IAF to acquire machinery with which to fight. In 1948, a group of Israeli businessmen formed a corporation in Scotland, supposedly to film a movie about a Kiwi squadron of Beaufighters used in WWII. In order to make a realistic movie, of course, it was necessary to purchase five war surplus machines. Once these five Beaus were purchased, they were flown to the continent, erasing their paper trail enroute, until four of them (one crashed) made it to Israel in time for the War of Independence. None of those four aircraft were to survive 1948 but they made a contribution to the war effort.

I decided to build my Beaufighter starting with the splendid Hasegawa kit. I accumulated various aftermarket odds-and-ends to dress it up. The first that I started to fiddle with was the set of resin wheel well inserts from Aires. These came with really nice wheel covers as well. Using this set requires you to remove the existing

styrene wheel wells, which are molded into the lower wing. It's really not terrible to remove as the plastic is soft enough and cuts easily with a scalpel. Getting the insert to fit is an entirely different story; those things just didn't want to go in and there are compound curves everywhere. It took a lot of carving, filing, fudging, cajoling, and filling (and some amount of cussing) to get them to look right. I'm glad I did it because Aires rocks!



Next, I scraped the interior detail off the fuselage halves so that I could mount the Aires resin interior. That set is sweet and is very straightforward in construction. It consists of floor, bulkhead, fuselage sides, seat, instrument panel (photoetch), seat harnesses (photoetch), and various other details for the interior. It's simple to build and looks great, but I suggest that you do multiple dry fits with the fuselage sides before committing yourself with glue. It will probably take some scraping and filing to get it to fit right. I had some struggles closing the fuselage with all that resin in there.

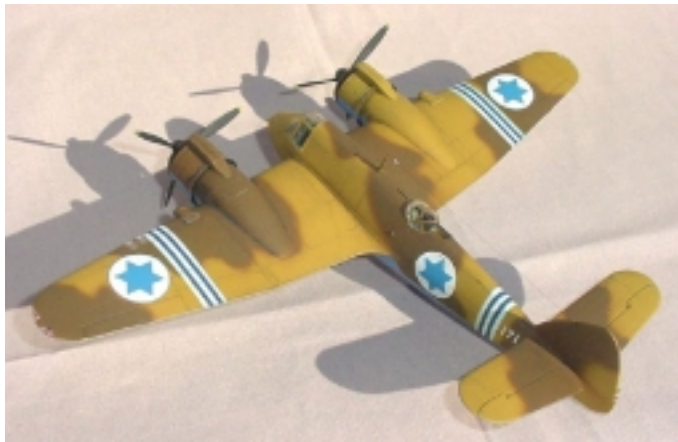
I got ahead of myself; as for painting the interior and the wheel wells, I sprayed Floquil Interior Grey-Green (British) then made a wash of IGG mixed with a Floquil Grimey Black and thinner. I got that in all the nooks and crannies then dry brushed slightly lightened IGG on all the protruding bits and corners to simulate more depth. After that, I just had to spray some Dull Cote on it and pick out bits here and there with a detail brush.

My only gripe with the interior set is that you can't see it! The details go pretty far back into the fuselage - all the way to the first panel line/bulkhead - and very little is visible through the canopy. I reasoned that the only way that you could make those wondrous details visible at all would be to open up the crew ladder under the aircraft. In that case, I believe that Aires should have included that ladder and hatch in the set. I held back my gloom as I said goodbye to the interior before zipping up the fuselage, burying it alive. One other aftermarket doo-dad in the cockpit was the pre-colored seat harness from Eduard that I used on the pilot's seat. I like those pre-



colored harnesses as I tend to scrape the paint off with my pointy tweezers and have to retouch later on. Perhaps I should invest in some sort of tweezers that have a soft tip.

I tried to make a new canopy using an ancient Mattel Vacu-form so that I could easily open the upper hatch (an omission on the Hasegawa kit) but wasn't able to get any of my clear styrene to melt enough to make a decent one. If there's a source of original plastic stock for those Mattel machines, or some sort of equivalent, I'd be happy to hear about it from any and all. In the end, I used the Hasegawa canopy, which is thin and clear, but I wasn't brave enough to attempt surgery on it to open the upper hatch.



The rest of the build was very straightforward and simple. I used a bit of CA glue here and there to fill seams, but nothing really noteworthy. I really liked the positive connection between the horizontal stabilizers and the fuselage. Although I learned a really neat trick for aligning dihedral on them, it wasn't necessary to use it; they are difficult to misalign.

I was supposed to be building a Mk.TF.X but started with a Mk.VI. For the most part, they look very similar as Mk.VI's were often updated with the new turret and all that. The one question that I wasn't able to answer regarding the Israeli Beaufighters was if they came from Coastal Command stocks; if they had, they'd have

had 'wet wings' rather than 'gun wings'. The 'wet wing' variant had large wing fuel tanks instead of wing guns to increase their patrol range. Not knowing which Israel used, I reasoned that they wouldn't have needed the excess range but would have valued the guns; I went ahead with the Mk.VI with the updates and I'm now calling it a TF.X. Purists out there can gather up a lynch mob if they deem it necessary. I made sure to have the correct turret, the correct air intakes, no dorsal fin, dihedral on the horizontal stabilizers (NB: I've seen drawings with and without, but my more recent references show the dihedral. Also a cause for more rumination: with such accentuated dihedral, are they really horizontal stabilizers? Food for thought on a Sunday morning), no Sperry autopilot, and no radar antennae so that it would look correct.

Painting was really a lot of fun. I decided to approach the wing stripes differently this time around. Normally, I'd prime, paint white, mask, paint blue, mask, and then do the camouflage. This is a system that is well founded and reliable.

Of course I decided to experiment. I figured that if I did all the camouflage first, I could mask and paint the blue - which would have no problem covering anything - then mask and paint the white. The reason I reversed the process is that I was still tracking a source for masking tape, as I didn't want to cut ultra thin strips of Bare Metal Foil to do this job. I went ahead and shot Floquil Midstone (British), then free handed Floquil Dark Earth (British), masked, and shot Floquil Azure Blue (British). That scheme makes me happy.

Painting of the fuselage and wing bands was another area in which I fudged slightly for ease of application. I measured the bands on a 1/72nd drawing and it came out

to about 9/32" per band. There are five stripes per band, so I decided to push my reading up to 10/32" or 5/16"; how convenient...

Then I found that Pactra has produced 1/16" masking tape and bought a couple rolls of the stuff; you never know when you might need it! I first masked off the 5/16" bands using Tamiya tape and sprayed Model Master Royal Blue. I applied 1/16" tape abutting the Tamiya tape to work as a spacer for the first masking strip, then another spacer, then the second masking strip, and so on. Anyone who's built furniture knows the 'spacer technique'. I removed the spacer strips, leaving the masking strips in place, then sprayed Model Master Insignia White. When I removed the tape (nearly immediately as I couldn't wait) I found that I had some minor bleed through in some panel lines. Weathering them took care of the problem. The look is exactly what I want and the white is toned down by the blue underneath. Apparently, you have to burnish down the Pactra stuff more than you do the Tamiya.

Decals were extremely simple; I just used Isradecals Mogen Davids (Israeli insignias) and applied some numbers from my spares box. Isradecals lay down really well and respond very well to Solvaset. These are among the least cranky decals I've used, as they are quite opaque, they respond to solvent, yet they don't disappear in a glob by it.

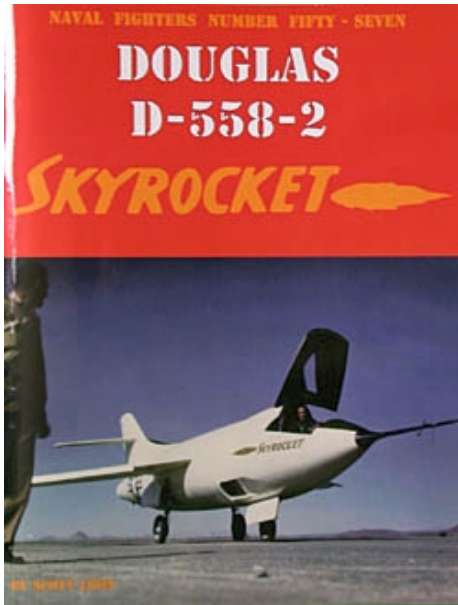
For the antenna, I used .94 test (.001) tippet line that I got at a fly fishing store. For the insulators, I cut two bits of casing off a thin insulated wire and threaded them onto the line. I attached them with just a touch of ultra thin CA glue. They're over scale, but the effect is nice.

So there's the second aircraft in my Israeli collection. I really enjoyed doing it and I'm pretty happy with the model although I'm aware that it has many faults. I highly recommend all the aftermarket doo-dads that I used although if I were to do it again, I'd spend less time on the invisible parts.

## ***Douglas D-558-2 Skyrocket: Naval Fighters Number Fifty-Seven by Scott Libis***

**reviewed by Jim Schubert**

Let's start with the conclusion: Buy this book. You'll like it if you're at all interested in the early days of "X" planes and the dangerous daring-do involved in exploring flight in the Mach 0.8 to 2.0 range. If you're a modeler, there's a lot of good material here for you. If you're an aviation history nut (pro or am) you too will find a lot to like in this book. That's the good news.



The bad news is that this book is as poorly written as its predecessor, on the D-558-1 Skystreak by the same author, in this series. The poor grammar, scrambled punctuation, misspelled words, wrong words, scrambled facts, internal contradictions, etc. are really annoying. Most of the facts about the Skyrocket can be winnowed from this work if you're at least somewhat savvy about airplanes and how they work.

There were three Skyrockets, US Navy Bureau of Aeronautics (BuAer) Nos. 37973, 37974 and 37975. The Skyrocket was

designed to follow on from the Skystreak in expanding the body of aeronautical knowledge in regard to transonic and low supersonic speed flight and the aerodynamic shapes, structures, systems and operational procedures required to fly safely with full control at speeds from about Mach 0.8 to about 2.0. Phase One of the Navy/NACA efforts in this used the Skystreak to get up to 650.796 mph, about Mach 0.8. The Skyrocket was their vehicle for Phase Two, which got up to Mach 2.005 in a shallow power dive from 72,000 feet on November 20, 1953. Three weeks later Chuck Yeager took an Air Force/NACA Bell X-1A to Mach 2.44 in a similar dive from 75,000 feet.

The Skyrocket came off the drawing board as a dual-power vehicle with both a 3,000 pound thrust Westinghouse J-34 axial flow turbo jet engine and a 6,000 pound thrust Reaction Motors, Inc. LR-8-RM5 four chamber rocket motor. The first flight of 37973 took place at Muroc, California on February 4, 1948 on the turbo jet only as the rocket motor was not ready for installation. The third Skyrocket, 37975, was the first to be delivered with both engines installed. The first flight using the rocket engine was made on February 25, 1949 following a first flight on jet engine alone on January 8, 1949. The last flight of the eight-year-long Phase Two program was made by 37973 on December 20, 1956.

Remarkably, all three planes survive: Ship #1, 37973, resides in Ed Maloney's Planes of Fame Museum in Chino, California; Ship #2, 37974, is at Antelope College in Palmdale, California; and Ship #3, 37975, is on display in the National Air And Space Museum in Washington, D.C.

It was intended that Phase Three of the Navy/NACA high-speed study would use the Douglas D-558-3 Skyflash, which never got off the drawing board as the Navy decided to defer to the Air Force/NACA North American X-15 program.

Skyrocket kits are rare. I know of only two, both of which are given brief reviews at the end of this book: the 1954 "box-scale" Revell injection molded plastic release and

the recent Collect-Aire 1/48th scale resin kit. Collect-Aire have also released a 1/48th scale kit of the proposed D-558-3 Skyflash, which is also briefly reviewed.

Steve Ginter Books, 2002, ISBN 0-942612-32-9.

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## ***PrezNotes***

*from page 1*

distance. Apply and repeat as necessary. Do not worry about any of the oil leaking out of the panel line onto the surface. After several minutes, the thinner has evaporated somewhat leaving mostly paint. Take a soft cloth and wipe away (usually in the direction of airflow, or gravity, depending on what you are modeling). It will remove excess paint from the surface, leaving only the paint in the panel line, or around the base of any small, raised detail. I usually do one section of the model at a time, applying the wash, then wiping away the excess, and then moving on to the next section. It does not take a lot of time for an average size model. After the oil wash has dried then you can apply your final finish.

The important thing to remember is to apply your oil wash over a dissimilar type paint. If you use a solvent-based enamel gloss, the oil wash will affect the gloss coat. It should not be a problem if you use a lacquer gloss coat or an acrylic gloss coat, such as Future. If you have any questions or want a demonstration of the technique, give me a call. Next time, I'll talk about panel line details on an older model with raised panel lines.

See you at the meeting,

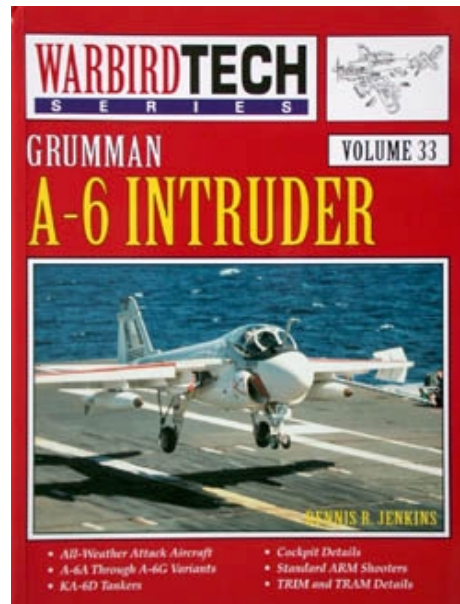
*Jerry*

## **Warbird Tech Volume 33: Grumman A-6 Intruder by Dennis R. Jenkins**

**reviewed by Chris Banyai-Riepl**

Navy aircraft and Grumman go hand in hand, dating back to before the Second World War. While mainly known for its 'cat' fighter lineage, Grumman also produced one of the most successful attack aircraft in Navy history, the A-6 Intruder. Designed during a time when everything had to be bigger, faster, and higher, the A-6 was an anachronism of the times, designed for low altitude and subsonic flight. This is exactly what the Navy needed, though, and the A-6 quickly found its way into fleet service. First seeing combat in the skies over Vietnam, it soldiered on through the 70s and 80s until entering combat again in Desert Storm. Nearly thirty-seven years after the first A-6 flew the type was retired from service in 1997, even though there was no effective replacement for the type. Not until the F/A-18E/F came onto the scene did the Navy have a plane that could deliver the same amount of ordnance over the same range.

While some would say the A-6 is an ugly plane, I find it to be a rather attractive design, combining both utility and attitude. This probably is due to my living in the same state as the West Coast



Intruder base for most of my life and knowing what these guys can do down on the deck. This book covers the 30 plus years of the Intruder's life, showing the

gestation and growth of this aircraft. While the basic shape didn't change much over the years, the Intruder did receive many updates and upgrades, including rewinging many airframes in the mid-1980s. What this book does not cover are the electronic warfare A-6s, the EA-6A and EA-6B, but hopefully we'll see a future *Warbird Tech* on these two Intruder derivatives in the future.

I can highly recommend this title to all A-6 fans out there, and US Navy aficionados as well. The coverage of the type is excellent and includes photos from all periods of its service. If you're interested in getting a copy for yourself, you can order it for \$16.95 direct from Specialty Press either at their website or by calling 800-895-4585. There is a \$4.95 shipping & handling added to every order.

Specialty Press, 2002, 104 pages, softbound. ISBN 1-58007-050-7.

*[Thanks again to Chris and www.internetmodeler.com for permission to use his, Stephen, and Jim's articles. - ED]*

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## **Upcoming Model Shows and Contests**

### **July 31-August 3**

**IPMS/USA National Convention and Contest.** Virginia Beach, VA. For more information, see <http://2002nats.tripod.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. Show theme - Battle of Britain. IPMS Seattle's John Alcorn will speak about the BoB. Detailed information about this show will be included in next month's newsletter.

### **Friday-Saturday, October 11-12**

**Sci-Fan II: The Northwest's Premier Science Fiction Fantasy Modeling Event.** Science fiction and fantasy show. Fees: \$5 for up to five models; \$1 for each additional model. Schedule: October 11th: 12:00 - 7:00, Contest Entry and Display; 4:00 - 6:00 Demos. October 12th: 9:00 - 12:00, Contest Entry and Display; 11:00 - 3:00, Demos; 1:30 - 2:30, Closed For Judging; 3:30, Awards & Door Prizes. Galaxy Hobby, 196th and Highway 99, Lynnwood. For more information, call 425-670-0454 or e-mail [info@galaxyhobby.com](mailto:info@galaxyhobby.com)

### **Saturday, October 12**

**IPMS Vancouver, BC, 32<sup>nd</sup> Annual Fall Model Show and Swap Meet.** More information forthcoming...

### **Saturday, October 12**

**8th Annual Model Show and Contest.** Hosted by IPMS/Palouse Area Modelers. 9AM-4PM. Door prizes and raffle. Fees: Adults \$2 for first two models, \$5 for three or more; Juniors (16 and under) \$1 for unlimited entries; Spectators \$1. Contest judging will follow the open system with gold, silver, and bronze ribbons. Moose Lodge, 210 N. Main, Moscow, ID. For more information contact Wally Bigelow at 509-334-4344 or by e-mail at [uwhuskys@hotmail.com](mailto:uwhuskys@hotmail.com)

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## For Sale – A Bit Of History...And Display Case

by Bob LaBouy

A fine piece of old Boeing history. A glass display case from the old Boeing Historical collection, later owned by the PNAHF Museum while it was at the Seattle Center location (for those of you who weren't aware the current Museum of Flight was previously, for many years, the Pacific Northwest Aviation Historical Foundation, as I recall the name). When the old Seattle Center location was vacated in the late '70s, I purchased this display case at auction. I no longer have room for it and would like to find a good "modeler home" for it. I am asking \$80 for the case. If you are interested, please call me at 206-232-7784.

This case measures approximately 57" long x 40" high across the front and is 25.5" deep. The case has two enclosed fluorescent lights that are controlled by a switch mounted to the bottom of the case. The case sits upon ball bearing rollers allowing it to be moved about freely. It also contains two moveable plate glass shelves inside the cabinet.

## Archer Fine Transfers

from page 11

medium tank battalion. Sheet 168 covers the bumper flashes, unit codes, and turret geometric markings, and Sheet 170 provides names for 13 different Shermans from A, B, and C Companies as well as "White 41" bumper codes. All sheets were researched by well-known Canadian modeler Don Dingwall. With the continual flow of new items from Woody and Archer Fine Transfers, it's a great time to be an armor modeler!

Advantages: Absolutely spot on registration markings; German cuff titles need a good magnifying glass to read but are all there; colors are well done and beautifully presented.

Disadvantages: May seem pricey to first-time buyers (see text).

Rating: Highly Recommended.

Recommendation: for any 1/35 scale modeler who wants to "get it right."

No. AR35145, US 6th AD M4A3E8 (68th Armor Battalion, one vehicle); Price \$4.95

No. AR35146, US 6th AD M4A3E8 (15th Armor Battalion, one vehicle); Price \$8.95

No. AR35147, US 6th AD M4 (105) (69th Armor Battalion, one vehicle); Price \$4.95

No. AR35149, Miscellaneous US Medic Markings (supplements AR35002 or can be used alone); Price \$8.95

No. AR35168, Canadians in Korea (Common Vehicle Markings); Price \$14.95

No. AR35170, Canadians in Korea (Canadian Sherman Names); Price \$5.95

No. FG35042A, German SS Uniform Patches (for 40+ Figures); Price \$24.95

No. FG35043A, German SS Shoulder Boards (for 46 Figures); Price \$16.95

No. FG35044, German Helmet Insignias (for over 100 Figures); Price \$15.95

## Meeting Reminder

## Saturday, July 13

### 10AM - 1 PM

**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.

