



PREZNOTES



Here it is - after midnight on the third day of the New Year and I still haven't written this column. Heaven forbid that our esteemed editor should have to run a "Best of Preznotes" this issue. Ewww.

At least the rain, hail, wind, lightning and thunder are keeping me company this morning!

I've been giving the new workbench a pretty good test drive the last few days. Comfy seating, decent mileage, and mechanically sound. A few little glitches here and there - some of my paint is hard to reach - but all in all I hope to have a few more models to show in the months to come. It's a good space.

Whilst visiting the local hobby emporium recently, I had a chance to peruse the new Trumpeter kits: *USS Hornet*, P-51D, and Bear bomber. Of these the Hornet and the Bear intrigue me the most but at over \$100 a pop...I just don't know. In the case of the Hornet I would reconsider, but only if a full complement of aircraft was provided. All you get with the model are a few TBDs, SBDs, F4Fs, and two B-25s. The aircraft are also marketed as separate sets @ \$12.95 each, ten aircraft of a type for each set. Now I have purchased models in excess of \$100 before, but considering I bought their *USS Arizona* kit, a decent model of comparable size, only a few months ago for roughly three times less money, as much as I want to have the *Hornet* model I think that I will wait until one becomes available for under \$100. Same with the Bear. I really like the subject, but...Personally, I feel I am being gouged by the manufacturer and unless he can give me a good reason for the threefold price increase in his kits, I'll spend my hard earned hobby dollars on something a little more reasonable.

And what's with this new Tamiya P-47? It appears to be a great looking model, but why? We already have enough P-47s. Why not a North American O-47, or Douglas B-23, or Capelis XC-12?

Speaking of bargains - that 40-year-old Lindberg/Life Like/Impact Gloster Gladiator (I got mine at Skyway Hobby Shop for \$10) holds up quite nicely to the new Roden Gladiator kit.

Well back to the workbench - time for another test drive.

See you at the meeting,

Terry

I hope to have a more complete schedule for the 2003 meeting dates in next month's newsletter; don't forget that the Spring Show will be a month later this year, on April 19 at the Renton Community Center. More details will be given as the date approaches.

I'd like to thank everyone who contributed articles to the newsletter in 2002. An effort such as this is only as good as its writers, and we have some excellent ones. Thanks, guys!

I'd also like to give special thanks to Chris Banyai-Riepl of www.internetmodeler.com for sharing writers, such as Jim Schubert's Gladiator articles in this issue.

- Robert Allen

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IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held 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 2003 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.

January 11

February 8

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$21 Junior (17 years old or younger): \$9
 Trade Member: \$21 Canada & Mexico: \$25 Other Foreign: \$28
 Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
 If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
 North Canton, OH 44720-2475

Check out our web page: www.ipmsusa.org

NorthWest Scale Modelers Museum of Flight Display

by **Stephen Tontoni**

The Museum of Flight in Seattle has an arrangement with the NorthWest Scale Modelers to put on an annual display in the Great Gallery. This year, the display will run two days: Saturday and Sunday, February 8 and 9. Hours will be from 10 AM to 5 PM each day. The theme of the display will be "1903 - 2003; 100 Years of Powered Flight". All models, of course, are welcome but we'd really like to follow a theme this year. We will have the tables divided up decade-by-decade where possible so that spectators can really learn something about the evolution of powered flight since the Wright brothers. There will also be a special section devoted to the models of the late Ted Holowchuk.

In addition to the display area, we will have work tables set up so that modelers can bring in their kits and work on them there. We encourage people, especially children, to ask questions to learn more about the hobby, the clubs, the tools, the techniques, and the history.

All modelers who bring a model for display will have free admission to the entire museum for both days.

NorthWest Scale Modelers is also planning on running an IPMS judging clinic. Those modelers who attend can learn the basics of contest judging. Even if the modelers never become a judge, they will learn to think like a judge; there is no better way to improve one's modeling. Time and location of the clinics (one on Saturday, one on Sunday) will be announced closer to the date. For more information regarding the February 8 and 9 display and workshop at the Museum of Flight in Seattle, please feel free to contact Stephen Tontoni at tontoni@mindspring.com or Will Perry at willkath@attbi.com.

Kit Sale

by **Andrew Birkbeck**

At the January IPMS Seattle Meeting, I will be selling a large chunk of my model collection, principally 1/48th scale aircraft. Kits are mostly mint in box, and consist of Fine Molds, Hasegawa, Tamiya, Monogram, Revell of Germany etc. Main areas covered are Post-WW2 Jets, WW2 German, Japanese, Italian, British, and American fighters and some bombers.

Priced to sell. Come one, come all. If you wish a preview prior to the meeting, please e-mail me at: abirkbeck@att.net

McChord AFB Photos Wanted

Tracy sent me the following note:

"I am trying to locate some photos of the hanger at McChord AFB and/or the general tarmac area. It would be best if it

was near the hanger that reads "McChord AFB" because what I would like to do is put my SabreDog model "in" the photo as it is a McChord bird and that would look cool."

If you can help out, please e-mail her at trace@olywa.net.



Tony Roberts of IPMS OHMS kindly sent me the above photo. On an absurdity scale of one to ten, it has to rate a 9.9...

Roden 1/48th Scale Gloster Gladiator Mk. I

by Jim Schubert

The Gloster Gladiator came into existence because it was a safe bet, at the time, by the Air Ministry on a fairly conservative evolutionary development of well known biplane principles already demonstrated by the Gloster Gauntlet and it was being offered by a stable firm with a good reputation and a brilliant chief engineer, H. P. Folland. At that time the Hurricane - itself a bit of a conservative hedge - and the Spitfire were still only paper airplanes with unknown lead times to production and delivery. Knowing the world was on the brink of war and that the monoplanes might not be available in time drove the Air Ministry to order the Gladiator into production as a stopgap effort even though the design was already obsolescent. The Gladiator shows clearly its descent from the precedent, tried and true, Gloster Gauntlet. The first of 747* Gladiators, K6129, was delivered to the RAF on February 16, 1937 and the last sometime in late 1938; a production run of only about a year and a half. Gloster executed contracts for Gladiator deliveries to the RAF, the FAA, Belgium, China, Eire, Greece, Iraq, Latvia, Lithuania, Norway, Portugal, and Sweden. Many airplanes from these contracts were later transferred to, or captured, and operated by: Australia, Egypt, Finland, Germany, Greece, Iraq, Portugal, South Africa, and the USSR.

The Gladiator's first bleeding occurred over Nanking, China on February 24, 1938 when a flight of Chinese Air Force Gladiators shot down two Imperial Japanese Navy Air Force "Claudes" for the equal loss of two Gladiators. The last Gladiators in active service were with the Iraqi Air Force as late as 1949. A service life of 12 years - right through WWII - was pretty good for a fabric-covered biplane. The history, technical details and colors and markings of the Gladiator are well documented; see the list of references at the end of this review.

There were three basic Gladiators; the Mk.I, the Mk.II and the Sea Gladiator. The export airplanes were all minor derivatives of these three varieties.

Faith, Hope and Charity

No Gladiator review would be complete without mention of the three Gladiators reputedly named "Faith, Hope and Charity", which were the sole air defense of the Mediterranean island of Malta from May 5 to June 28, 1940. As there were no fighter planes on Malta four crated Fleet Air Arm (FAA) Sea Gladiators from a lot of eight to 12 - these stories are always fuzzy on the facts - stored at Kalafrana as fleet spares were assembled on May 5, 1940 for operation by RAF 261 Squadron, which kept three flying and one in reserve. These were N5519, N5520, N5524, and N5531. Unserviceability due to damage and heavy usage required the erection of two more airplanes, N5523 and N5529, to maintain strength. These four operational Gladiators, out of a pool of six, were supplemented with four Hurricanes on June 28, 1940 and by 12 more Hurricanes on August 2, 1940. In early 1941 the Gladiators were retired. N5520 was rebuilt and used for meteorological flights by 185 Squadron. After being damaged in a ground loop it was rebuilt only to have its wings and all its fabric blown off by a Nazi bomb blast. It was abandoned until September 3, 1943 when the wrecked remains were presented to the people of Malta identified as "Faith". Sometime late in the war the legend of the three Gladiators - "Faith, Hope and Charity" - that had, alone, defended Malta for three months gained currency and has now become an established part of aviation lore. The six Gladiators, flown in rotation, that became this legend were standard Sea Gladiators with tail hooks, dinghy packs and other "non-essential" gear removed to compensate for the added weight of an armored headrest. One of this lot, N5519, was at

one point, due to a shortage of spares, fitted with the engine and controllable pitch propeller from a Blenheim bomber. The fuselage only of "Faith", N5520 or N5519 - there is a great deal of uncertainty about its identification - survives in the National War Museum of Malta at Fort St. Elmo. The Malta Aviation Museum Foundation will shortly begin the proper restoration of "Faith" with a set of wings donated by the RAF Museum-Hendon and other newly fabricated, or scrounged, components.

It's a good story and if it ain't true - it ought to be.



Roden's new Gladiator is a very good - not a great - kit. I really wanted it to be great like Tamiya's Swordfish or Accurate Miniatures' Grumman biplanes. I was predisposed to like it and so was unduly disappointed at its being only "very good". So I dropped my intention of comparing it with Tamiya's and Accurate Miniatures' biplanes and switched my basis for comparison to the 37-year-old Impact kit of the Gladiator and, for more contemporary reference, to the Classic Airframes Curtiss P-6E, Boeing F4B-4/P-12E, Grumman Duck, and Supermarine Walrus.

Now - with my druthers, and prejudiced biases revealed - let's look at the kit itself. It comes in a stout enough, rather large, lidded box; none of those flimsy, pre-crushed, end-opening affairs we've been

getting from the near east. Eighty-nine parts are well molded, with very few sink marks, in a pale grey styrene. Five sharply molded clear parts comprising a three-part windscreen/hood, instrument panel and belly I.D. light complete the plastic content of the kit. There are no resin or photo-etched parts included in this kit.

The instructions, contained in 12 well illustrated pages of slightly less than A4 size, include: A brief tri-lingual (Ukrainian, German, and English) history with specifications, general instructions, color guide (referencing paints by Humbrol, Testors, Gunze, and Lifecolor names and numbers), parts map, 16 step assembly sequence, five three-view color scheme drawings, rigging diagram and an ad for Roden's kit #405 - a Sea Gladiator, and kit #401 - a Mk.II with ski option; both to be released in 2003.

Lamentably - to me - only one of the five color schemes is for a pre-war silver winged Gladiator, that being K8036 of 33 Squadron in Palestine in early 1939. This is a very plain airplane completely bereft of the colorful squadron markings of the UK based airplanes of the period. The remaining four color schemes - all in the dark green/dark earth over black/white fighter scheme of the 1939-1940 period - are for L8009 of 809 Squadron in Egypt in 1940, K7995 of 607 Squadron in the UK in 1939, K6134 of 112 Squadron in the Sudan in late 1940, and L8011 of 80 Squadron in Amiyra, Egypt in early 1940. These five color schemes are provided for on the sharp, well printed, kit decal sheet. I had access to two kits for this review - one provided by the publisher of www.internetmodeler.com and one that I purchased from Squadron Mail Order for \$23.96 (Why don't they quit this foolishness and simply price it at \$24?). The decals in my kit were in perfect register; the decals in the publisher's kit had the bullseyes in the centers of the roundels slightly off center. Roden pack a separate small instruction sheet with the decals calling attention to the fact the instrument decals are reverse printed for application to the back side of the clear instrument panel. In addition to the national and

squadron markings, the decal sheet includes extensive stenciling, the most unusual - and welcome - of which is Dunlop markings for the tires (tyres). I'll be photocopying these and printing them in various appropriate sizes on decal stock for other applications such as the Swordfish.

Engineering of the kit is conventional with two welcome exceptions; all the control surfaces are separate and the undercarriage joints are deep and of large contact area for strength. The top wing is one piece tip-to-tip and the bottom is in right and left halves. The fin, rudder, stabilizers, elevators and ailerons are all also molded in one piece. Typical of smaller kit manufacturers, there are no locating pins on the fuselage halves but there are deep fitting tabs of good area for locating the lower wing, the tailplane and the fin - no crude butt joints here.

Kit Minuses

- o Wing and tail rib detail is weak and there is no rib tape detail.
- o Sink marks in the propeller face blade roots and on the external skin along the molded internal fuselage structural detail will require filling.
- o Propeller rear face roots need a fair bit of reshaping for accuracy.
- o The external, plate type, oil cooler molded integrally with the right fuselage half is very shallow and weak on detail.
- o Cabane and interplane struts are marginally too narrow in chord and a bit crude at their ends.
- o The interior detail, although more extensive than that of the Inpact kit, is much less than on a typical Classic Airframes kit and is not up to the state of today's art.
- o The kit design engineer did not address simplifying top wing installation or alignment. All you get is four individual cabane struts and four individual interplane struts and it's up to you fiddle the top wing into proper alignment. Monogram, Hasegawa, Matchbox, Frog, Heller, Tamiya, and Accurate Miniatures did a good job of making top wing alignment a piece of cake for the modeler

and I'm sure their mastering and mold making was no more expensive as a consequence. Biplanes will be more attractive to a wider market and sell better if kit designers will intelligently address this problem in their future efforts. Advanced modelers will build an assembly jig to ensure the top wing is correctly aligned with the rest of the airplane but the less experienced may give up in frustration and buy no more biplanes.

Kit Pluses

- o Control surfaces are all separate.
- o Undercarriage/fuselage joints are really well engineered.
- o Cockpit flap doors are separate.
- o Stout enough, lidded box.

Items To Be Alert To

- o The kit provides a tropical carburetor intake filter for use as appropriate and nothing - correctly - for the non-tropical airplanes covered by the kit decals. Beware; many Mk.I Gladiators had Mk.II non-tropical intakes fitted. Always check your references as well as your six.
- o The underwing gun barrels **will** break off - replace them with barrels made from metal tubing.
- o The cockpit fresh air intakes (parts 57D) inside the engine cowling need to be drilled out.
- o Gladiators came from the factory with very nice, closely fitting fairings between the ends of the undercarriage struts and the inside faces of the internally sprung wheels. The kit does not provide these. You should also add the short length of brake hose between the struts and the wheels.
- o The kit does not include the three visually prominent exhaust collector mounting struts that attach to the engine crankcase. These are easily made from wire.
- o The nose of the fuselage is a bit too full where it tucks inside the engine cowling. It's a simple matter to correct with a bit of filing and sanding; check your reference drawings.

A very good - not a great - kit; quite buildable. I will kit-bash mine with an

Impact kit (or one of the reissues by Pyro, Lifelike, Hobby-Life, and Lindberg) using the Impact wheels/tires, oil cooler, and cabane and interplane struts. Roden deserve to have this kit be a good seller along with its soon to be released siblings. Now - Messrs. Roden, how about some more biplanes, a Boeing-Stearman, perhaps, or a De Havilland Tiger Moth or Focke-Wulf Stieglitz?

I'm sure the manufacturers of aftermarket products will soon offer us resin, PE, and decals in plenitude for this kit. Presently the only other items I personally know of for the Gladiator are a variety of decals. The Impact, et al, kit contains decals for silver winged Mk.I K7985 of 738 Squadron at Digby in 1938. Replica Decals issued their sheet Z-4 back in the 1960s including markings for silver winged K6147 of 3 Squadron at Kenley in 1937, and camouflaged Sea Gladiator N5519 of 261 Squadron at Luqa, Malta in 1940 (putatively of "Faith, Hope and Charity" fame - see above). A few years ago AeroMaster released their sheet #48-187 for four camouflaged Gladiators: Pattle's Mk.I K7971 of 80 Squadron at Larissa, Greece in 1941, Sea Gladiator N5519 of 261 Squadron - Malta, Sgt. Valio Porvari's Finnish Mk.II, GL-264 of LeLv 26 at Joetseno in 1942, and J-8 (the Gladiator's Swedish designation) #15 of the Flygvapnet's Flygflottilj 19 volunteer unit at Kemi in northern Finland in 1942. Robert Allen, editor of our IPMS-Seattle newsletter advises that Max Decals sheet Max4801 has markings for Gladiator Mk.I #26 of the Irish Air Corps and that Mike Grant Decals sheet 48-MG001 has markings for an Egyptian Mk.II, a Luftwaffe Mk.I, a Greek Mk.I, a Lithuanian Mk.I, and a Latvian Mk.I. The *Warpaint* book reviewed below also lists Tally Ho's sheet TH4207 with Finnish Air Force markings.

Buy this kit and have fun. Better yet - buy several and have lots of fun.

* Some sources say 746 Gladiators were built but being a Boeing guy I naturally prefer the number of 747.

References

- o *On Silver Wings - RAF Biplane Fighters Between the Wars*: Alec Lumsden & Owen Thetford, Osprey Pubs., London, 1993, ISBN: 1-85532-374-5.
- o *Aeromodeller* - December 1958: "Famous Biplanes No. 18 Gloster Gladiator", C.A.G. Cox, short article with 1:48 scale drawings, detail sketches and photos.
- o *Aircraft Monograph - Gloster Gladiator*: Francis K. Mason, MacDonald, UK, 1964. (Does any reader have a copy of this title they'd sell to me?)
- o *Profile Number 98 - The Gloster Gladiator*: Francis k. Mason, Profile Publications, Ltd., London.
- o *Camouflage & Markings, RAF Northern Europe 1936-45, Gladiator, Gauntlet, Fury, Demon*: James Goulding and Richard L. Ward, Ducimus, London.
- o *Air Enthusiast* - March 1973: A fine in-depth article on the Gladiator.
- o *Scale Models* - August 1973: "Gloster's Gladiator & A Portfolio of Scale Data for Modellers"; many good detail photos.
- o *Airfix Magazine* - January 1974: "Fighting Colours 1914-1937, Part 19: Guide to the Gladiator", Bruce Robertson.
- o *Flying* - August 1976: Gladiator, James Gilbert, nostalgic article with many good color photos of Shuttleworth airplane.
- o *Scale Models* - October 1978: Article on superdetailing the Matchbox kit.
- o *Scale Models* - January 1980: Battle of Britain No. 5 - "Building Gladiator Mk.II, N2308 of 247 Squadron from the Frog kit", Ray Rimell and Neil Robinson, good detail photos.
- o *Scale Aircraft Modelling* - May 1981: "Aircraft In Detail - Gloster Gladiator", Lindsey Peacock.
- o *Modelaid* - Issue Unknown: Richard J. Caruana article on Faith, Hope & Charity.
- o *Osprey Aircraft of the Aces 44 - Gloster Gladiator Aces*: Andrew Thomas, Osprey, UK, 2002, ISBN: 1-84176-289X.
- o *Mushroom Magazine Special: Yellow Series - Gloster Gladiator*: Alex Crawford, Mushroom Model Pubs., UK, 2002, ISBN: 83-916327-0-9.
- o *Monographie Lotnicze No. 24 - Gloster Gladiator*: B. Belcarz & R. Peczkowski, Poland. (Does any reader have a copy of this title they'd sell to me?)

NB - I have not listed the small William Green *Fighters* volume here as it is so long out of print and has nothing in it that is not covered in any of the above noted books. All of us old-timers have the "Little Green Books" but most of the younger enthusiasts have never even heard of them.

Warpaint Series - No. 37 - Gloster Gladiator by Tom Spencer

reviewed by Jim Schubert

In the May 2002 issue of *Internet Modeler* we reviewed the new Osprey and Mushroom books on the Gloster Gladiator and liked them both. Well, now here's another - and very timely it is too. My initial reaction to this (only) 52-page A4 magazine format title was - "Twenty five bucks for this!" I started the review carrying the baggage of a very negative, hypercritical, predisposition toward the book because of its price (I'm cheap). When I finished I liked it a lot! It's worth the \$25, plus 8% Washington State sales tax, that I paid Emil Minerich at Skyway Model Shop in Seattle.

The developmental history of the type and its descent from the Gauntlet are lightly covered and quickly disposed of in favor of author Spencer's in-depth operational history. It's a good, easy, read and, despite the small number of pages it is more comprehensive and better organized than either the Osprey or Mushroom volumes. The updated "Box Score" comparison from the earlier reviews in may be found on the bottom left of the opposite page.

The print and paper qualities of all three books are quite good and are nearly identical.

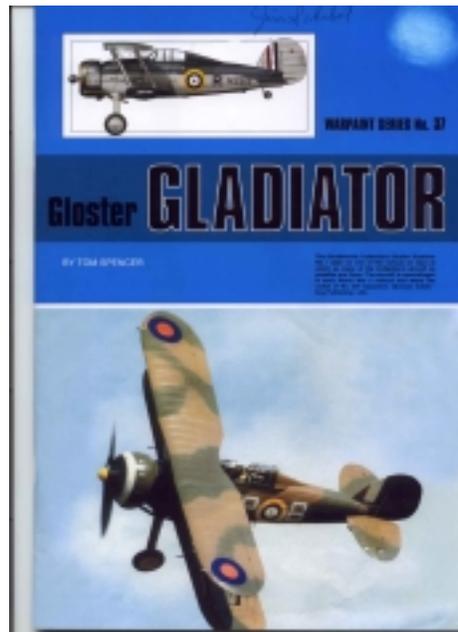
* As a matter of personal taste - I like the bright, generally pre-war, silver winged liveries on these planes. From this lot of color profiles we get, altogether, silver winged examples for: RAF Squadrons - 3F, 33, 54, 65, 72, 73, 80, 83, and 87; FAA

Squadrons - 769, 801, and 802 plus other silver wings from Egypt, Iraq, Lithuania, Norway, Spain, and Sweden.

The tables, with one exception, in this new title are especially good. The two-part Production List accounts for all 747 Gladiators - including the prototype - built, including those assembled by SABCA in Belgium. From this list you can see that Gladiators were used by 18 different air forces: RAF, FAA, Australia, Belgium, China, Egypt, Eire, Finland, Germany, Greece, Iraq, Latvia, Lithuania, Norway, Portugal, South Africa, Sweden, and the USSR. I appreciate most the short, but neat and thorough, table titled, "Preserved Gladiators", which accounts, quite positively, for nine survivors - one airworthy and another being made airworthy. In the Sprue Bits section of September 2002's *Internet Modeler* I mentioned correspondence from Reidar Berg telling of four more RAF Gladiators, one quite complete, having been recently recovered in Norway. Perhaps from these we will see at least one more Gladiator preserved and displayed.

The poorest table purports to list Gladiator kits and accessories. Two things about this list offend my sense of propriety: for the Airfix 1/72nd issue the list notes only, "Discontinued" and, "Also Heller". As many will recall, in 1956 Airfix issued, what is by today's standards, a truly awful kit of the Gladiator. Heller's much later 1/72nd issue, on the other hand, is really very good - the best yet in 1/72nd and it's not

even given its own line entry here nor is the very good Frog kit, which like the Matchbox offering was released in 1973. Oddly, they do mention the Encore reissue of the Heller kit! In the same vein, the paradigm, and also the only, until now, 1/48th kit by Inpact is not even mentioned. Further, the Lindberg reissue is the only one of the four reissues of the Inpact kit to be mentioned - the other three being from Lifelike, Hobby-Life, and Pyro.



The excellent GA line drawings and the color profiles and plan views are by Richard Caruana, who is well known for the work he does monthly for SAMI and previously did for the, lamentably, defunct MODEL AID magazine from Malta.

This is the best of the three recent Gladiator books for the model builder/amateur historian.

Warpaint Books, Ltd., Luton, UK, 2002, ISSN: 1361-0369

Notes:

1. I received several e-mail messages subsequent to the May 2002 review of the Osprey and Mushroom books suggesting that the old 1964, *MacDonald Aircraft Monograph - Gloster Gladiator* by Francis K. Mason was a "Must Have" reference. I have not found one yet so cannot comment on that point. Does any reader have a copy they'd like to sell?
2. A newer title referred to by several correspondents as another "Must Have" is B. Belcarz & R. Peczkowski's *Monographie Lotnicze No. 24 - Gloster Gladiator*. I'm looking for a copy of that one too.

The Gladiator's Seattle Connection

There's actually a tenuous connection between the Gladiator and Seattle. Arthur Shin (or Shi-Tin Shin), who is listed in the Osprey book as the top scoring Chinese Gladiator ace, was a Chinese-American who was born in Seattle, of a Chinese father and Peruvian mother. After getting his pilot's license in the US, he volunteered for the Chinese Air Force, and was credited with 8.5 victories, 6.5 of them while flying the Gladiator. He was severely burned during a battle with Japanese aircraft on December 27, 1939, and was hospitalized in Hong Kong, eventually receiving plastic surgery back in the US. After his release, he worked for the US Postal Service in Portland until his retirement.

- Robert Allen

	<u>OSPREY</u>	<u>MUSHROOM</u>	<u>WARPAINT</u>
Cover:	Color painting	Two color profiles	Color photo & a color profile
Back:	One color profile & one B&W photo	Two color profiles	Two color photos
Color profiles*:	40	32	62
Color photos:	None	44	14
B & W photos:	103	102	88
GA Drawings:	8 views	20 views	10 views
Isometric dwgs:	None	6	1
Appendices:	6	3, plus 3 tables	5 tables
Pages:	90	160	52
MSRP:	\$18.95	\$24.95	\$25.00

The Lockheed Constellation in 1/72nd Scale

by Keith Laird

Heller from France has marketed the Lockheed Constellation in three different 1/72nd scale versions, the Model L749A, L1049G Super Constellation, and the military EC-121K. I have purchased all the issues of the kit and have found that the major drawback of the kit is the decal sheet. They have beautiful box art but the decal sheet turns out to be disappointing.

This article is not a kit review as much as it is a synopsis of what models of the Constellation can be easily built from the kits and what markings are available.

These three kits allow you build every version of the Constellation, most without doing major surgery to the basic kit. The exceptions are the aircraft built during and just after World War II and the last version, the model 1649A Starliner. This version had a completely new wing but utilized the same fuselage, tail grouping, and engines and propellers of the L1049G Super Connie. Two very good resources that break down each model of the airplane and its differences are *Lockheed Constellation* by Curtis K. Stringfellow and Peter M. Bowers, published by Motorbooks, and *Lockheed Aircraft Since 1913* by Dr. Rene J. Francillon, published by Putnam and Naval Institute Press. The first volume of the *Airliner Tech* series is also on the Constellation. I do not have this book, but I know that they do a technical breakdown with drawings of the subject airplane.

The L1049G has only been issued in one livery and that is Trans World Airlines (TWA). The EC-121 was also a single livery for a US Navy aircraft. The L749A was issued in five liveries, the first being Air France with alternate TWA markings. The second issue was KLM Royal Dutch Airlines. The third issue had markings for Pan American World Airways (PAA),

which is also the current offering of the civilian version. The fifth issue is a commemorative for the Berlin Airlift and depicts a US Air Force C-121A.

The kit decals for the Super Constellation are usable unless you have very early issue. I have three sheets of which two I would possibly use. The nice thing about TWA is they used a very simple scheme with a large quantity of red trim that can be painted on instead of relying on the decal.

The TWA, Air France, KLM, and Pan Am kit decals are also usable. The Berlin Airlift Military Air Transport Service (MATS) decals are only partially usable because several parts of the sheet are off register. The EC-121 kit decals I have are not usable, just because they are of very poor quality. I do not know if the re-issue kits have any improvement.



Micro/Super Scale have produced sheet 72-383 for the L749A kit. Markings are provided for a C-69, C-121A, and VC-121A. You can use this sheet to make up for the deficiencies in Berlin Airlift kit. Astra Decals sheet ASD7206 provides a full set of markings for a MATS C-121A. Vern Rathburn's restored, and flying, C-121A was used to produce this sheet.

Micro/SuperScale also produced sheet 72-382 with markings for a Pan American L049/L749. The Pan Am paint scheme from this period was pretty simple so you have option of painting on blue trim rather than using the entire after market or kit decal sheet.

Dutch Decal/Cloudmaster produced sheets 72/5 for an Air Ceylon L749, sheet 72/9 has markings for a British Overseas Airways Corporation (BOAC) L749 and a British Eagle Douglas DC-6. Sheet 72003 is called "Collection Sheet 1". It is all KLM subjects and has markings for the L749A, L1049G, Douglas DC-3, Fokker F-27, Messerschmitt-Bolkow BO-105D helicopter, and Aerospatiale AS365 Dauphin helicopter. Sheet 72/8 has markings for a KLM L749A, while sheet 72/10 has window decals, wing walks, and wing outlines for the L749. Sheet 72/017 has black and orange registration letters for KLM, sheet 72/013 for the L1049.

Whiskey Jack Decals make several Constellation sheets, with a distinctly Canadian slant - 72-002, Trans Canada Airlines Super Constellation; 72-004, Nordair Super "H" Constellation; 72-008, CanAir Relief Super "H" Constellation; and 72-025, World Wide Airways L1049 Constellation.

Now defunct Golden Wings did a sheet for using with the EC-121 that is the Blue Angels aerial demonstration team support airplane, "Blue Angels 8". You can model either their VC-121J or R5D. Again you can choose to paint the trim now that paint exists for Blue Angels Yellow.

Navy squadron VX-8 operated Constellations in conjunction with Artic research and the missile test ranges. The airplanes carried the names "El Coyote", "Road Runner", and "Arctic Fox". Lockheed P-3 Orions replaced these airplanes, and the names and nose art were transferred to those aircraft. Superscale did a P-3 sheet, 72-242, which has these markings.

Aeroclub makes sets ABP094 for white metal Hamilton Standard propellers, and ABV138 for under carriage legs.

To the best of my knowledge, that covers all the 1/72nd scale Lockheed Constellation kits, decals and accessories. There are some other books available for reference and you can probably still find the old Air Model and Rareplanes vacuform kits.

Fine Molds 1/72nd Scale Jedi Starfighter

by Valentin E. Bueno, IPMS Hawaii

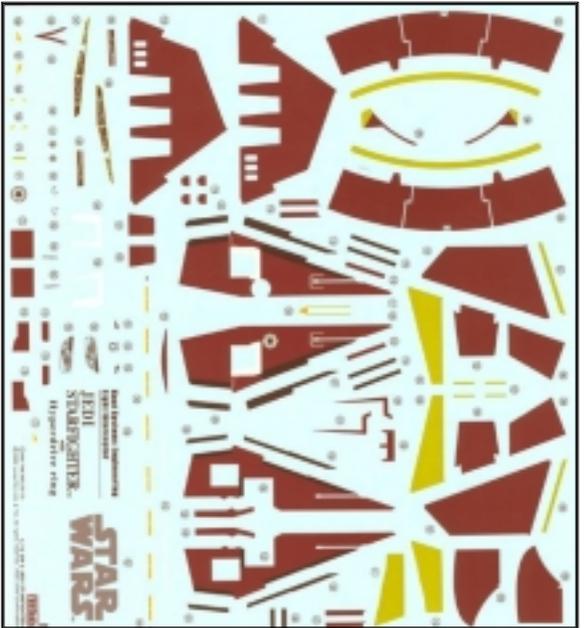
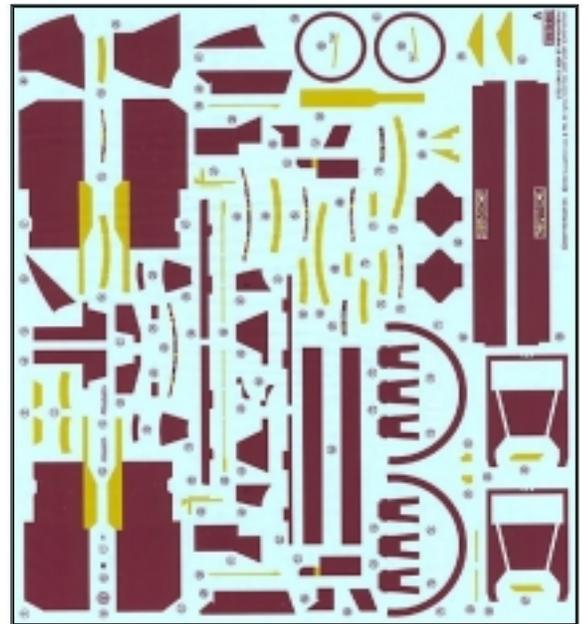
I wonder if Uncle George had to ask Lockheed for permission to use the name Starfighter? As the only *Star Wars: Episode 2* kit currently available, the folks at Fine Molds have done it again and produced an absolutely gorgeous kit. I was very surprised at how tiny, and I do mean tiny, the Starfighter was. It measures a total of 4/4" long, about 25 1/2' in full scale. Yet the box is bigger than the previous X-Wing and TIE Fighter kit boxes. This is because of the Hyperdrive Ring included in the kit. The ring looks like it will be 8" in diameter when fully assembled. It has those two huge Hyperdrive engines and the center section where you can mount your finished Starfighter.



figure from the old 1/72nd scale Monogram kits until I gave him a wash with dirty thinner and saw the folds of the robes and light saber. And no, he is not happy to see you, that is a light saber in his pocket!

The decals are a sight to behold. I counted about 211 separate decals before my eyes went looking for something else to look at. All the red and green-yellow areas are supplied as decals. Everything needs to be painted white when completed with the decals adding all of the color. Building and painting this kit will be a breeze. Decaling and finishing might be a chore. I think I'll go nuts and decal one of these as a Thunderbirds or Blue Angels machine, wadda ya think?

Currently this kit will be only available in Japan. Hobby Link Japan, Rainbow 10, or a buddy going to Japan are the only ways to get this kit. Good luck finding this kit and May the Force Be With You.



Interestingly enough, they do not provide you with a way of displaying the kit with and without the landing gear extended and retracted. They did this on the X-Wing by providing vinyl polycaps to install the X-Wing's landing gear. On this kit, I don't see how you would do both, thus you must chose now and forever hold your peace which way to display your Jedi Starfighter, on the Hyperdrive Ring or off?

The cockpit is well detailed with six parts and decals for the sidewall detail. An Obi Wan Kenobi pilot figure is included. They even dressed him in the appropriate robes. At first I thought it was the same pilot



Amodel 1/72nd Scale Lavochkin La-250A “Anakonda”

by Bill Osborn

Any of you who read my ramblings in the December newsletter will wonder why I would be dumb enough to try another silver airplane. What can I say; I'm a masochist.

Who else would start another model that came only in natural metal? Anyway, after the December meeting and feeding frenzy I stopped by Skyway Models to see what was new. Well, what to my wondering eyes should appear, but a new Russian model from that favorite limited run kit maker Amodel, this huge fighter. Now most of you know that I have a soft spot in my head for Russian aircraft, so I couldn't pass this baby up.

This is a typical Amodel kit, which means that if you really want the model in your collection you have your work cut out for you. There are close to eighty parts listed on the instructions. For those of you not familiar with the La-250, in the mid-to-late '50s the Russians needed a supersonic interceptor to counter the threat from the west. One such was the “250”. The need was for the K-15 air-to-air rocket. The aircraft carried only two rockets and had no radar! Only four aircraft were built when the K-15 program was canceled. There is still one “250” at the Monino Air Museum outside Moscow. About the only thing I can say about this twin-engined airplane is that it sure is big. It's over eighty feet long with a forty-three foot span.

The kit is molded in the standard white plastic with the usual flash and mismatched molding. Panel lines are recessed and rather crisp. Some of the molding on the inside of some parts is a little crude and heavy. The leading edges of the wings also require work as the mating surfaces are not flat and leave a gap that just

doesn't look too good. The kit is rather straight forward with no complicated assemblies. However, there are no locating pins to show exactly where some of the parts go. This means some fitting is needed to fit sub-assemblies together. There is no see-thru as there is a turbine faceplate to blank off the eight-inch inlet and duct. If you have a flashlight and a sharp eye you may be able to see it.



The biggest problem so far is that the edges of some parts next to the mating surfaces are somewhat rough and mismolded. Oh well, that's what filler is for. Sometimes it seems that the people who design the kits and the guys who make the molds speak a different language. When there is a piece of hardware to get the information from you would think there wouldn't be any mistakes. Well, this kit is one of the better ones in that regard, the only one so far is with the canopy. The backseater only has two small windows to peer out of, and they are not marked on the canopy.

I have found that some kits show the parts sprue with numbers so when the instruction sheet points out where a piece goes you know which lump of plastic is the one needed. Amodel goes one better and lists the numbers needed in each assembly at the top of each picture box on the plans. This is a help until you come across a part that you can't find on the plans. This has happened several times lately.

The only things that hang under the wings are two K-15 missiles. These need to be built up as each one has eight parts. Unfortunately, the parts suffer from the molding problems listed above and need a lot of work. I could leave them off but they are about the only “color” on this kit. The decals are limited to red stars in six positions, a side number and a few stencils. I have had no trouble with any

Amodel decals, they are opaque and lay down with only a touch of setting solution. The photos I've seen show the real thing to be all one color, natural aluminum with a dark gray fin cap, a pale gray aft canopy, and the white K-15s. Really a very colorful aircraft.

Well, back to the filling and sanding, then when it's ready to paint it goes back to the shelf so I don't have to paint that damned silver again.

A Week Later

With this kit Amodel had taken a step backward. Their last few kits have been an improvement over the earlier ones. The La-250 is not up to the early standards. Now that most of the main parts have been glued together, more or less, I don't think anyone at Amodel made a test shot or even tried to build this kit before sending it out to unsuspecting modelers everywhere.

To start with, the cockpit parts interfere with each other. If the seat is in place, there is no room for the control stick, as the instrument panel is tight against the front of the seat. I wanted to use a resin seat but it stuck up way above the canopy. I didn't

bother with the rear cockpit because the windows are so small nothing inside can be seen. Speaking of the cockpit, the canopy seal surfaces are not flat and need to be smoothed down to get a good fit, a good trick with the bulkheads sticking up. Then there are the inlets. They don't match the body contour, so out comes the filler; I should invest in 3M. The aircraft has a droop snoot from the canopy forward; the kit nose cone is at the correct angle, but the lower body doesn't have the contour to match and must be faired in with still more filler. Do you see a pattern here?

Next come the wings. They are both warped down at the trailing edge and don't match the molded-on fairing on the body. No big deal, a little super glue in the right spot should fix them. The tail cone and exhaust nozzles are a little bothersome, as the exhaust cans need to be installed before the tail cone is glued to the aft body. This makes it just a tad hard to paint. The fin and rudder can't be stuck on until the tail cone is in place, because the aft body and tail cone must be recontoured to fit the lower fairing on the vertical.

Also, come to think of it, the gear doors are warped and will need work. The gear struts are molded with no mismatch, a switch from the past kits, but their location and fit leave a lot to chance. The two part wheels are O.K. and have a nice brake plate indexed to the struts. The main and nose gear struts are in two parts with no indexing or location marks, so getting the model to sit square is going to be fun. Now except for these flaws, which could be a real bear to fix, I think this model will look good in my case with all my other ugly models.

One last item, I said before that the "250" didn't have radar. The reason for that statement is that it doesn't have a radome. The nose is all aluminum; maybe the production aircraft would have had them. But we'll never know. *[Actually, we do. Production aircraft were scheduled to carry the 30-km acquisition range Uragan (Hurricane) radar. – ED]*

Flashback 1/48th Scale Sopwith Pup

by John Stokes, IPMS Birkenhead and District (UK)

The Pup was ordered for the Royal Naval Air Service in early 1916, and also served with the Royal Flying Corps. Its service life was relatively short as it was replaced by its higher-powered stablemate, the Sopwith Camel. On August 2, 1917, Lt.



Commander E. H. Dunning made the first successful landing on the deck of a ship at sea, when he landed the Beardmore-built Pup N6453 on *HMS Furious*. This called for considerable skill, but proved the possibility of operating land-based aircraft from ships. Unfortunately Dunning was killed on his third landing attempt when the Pup pitched over the side of *Furious*, and he was drowned.

Originally released by Eduard, this has been repackaged by Flashback with new resin parts and alternative markings for two RNAS Pups. One of them is the model shown here, the other option is for a skid-equipped version with no wheels, which was used in early trials. It is typical limited run injection-molded plastic, with thick sprue gates, but all it needs is a little care and half-an-hour cleaning up all the parts

and everything is fine. It goes together very well, but I made a couple of modifications in that I cut out the 'Vee' shape channel behind and below the engine cowling, and opened the extreme rear fuselage and inserted a kingpost in the opening. The cowling is actually a cast metal item, and polished up nicely with fine steel wool. You need to create the center section cutout in the top wing for the Lewis gun, the dimensions being shown on the instruction sheet. The fuselage to wing struts are supplied in resin, and I found them to be very brittle. In fact two of

them broke, so I replaced them all with brass 'Strutz' material, which is far stronger. Rigging is from nylon monofilament thread pulled through pre-drilled holes that go right through the wing surfaces, and secured with cyanacrylate glue. Once dry the excess is trimmed off with a sharp knife, and any blemishes sanded down. I then resprayed the top of the top wing and the bottom of the bottom wing before putting on the decals. There is a mass of tiny detail supplied on a brass fret,

which needs to go on last. Look closely and you will see small leather straps under the lower wing tips and rear of the fuselage, used for sailors to grab on to and hold as the aircraft came to a rest on the deck. This is a lovely kit of a beautiful aircraft, in a scheme that really suits it.



Revell (Monogram) 1/48th Scale Republic F-105D Thunderchief

by Bryant Dunbar, IPMS Capt.
James McKinstry

I remember growing up and looking through various books and periodicals on military aircraft. The Republic F-105 always struck me as a very unusual and perhaps backwards looking aircraft with its unusual air intakes. It wasn't until later when I read Jack Broughton's books *Thud Ridge* and *Going Downtown* that I truly appreciated and understood what the F-105 Thunderchief was all about.

The F-105 "Thud" or "Lead Sled", as its pilots liked to refer to it as, was designed to deliver nuclear weapons at supersonic speed. Fortunately the F-105 was never called upon to fulfill that mission. What the F-105 did do was to fly more air strikes and deliver more ordnance to North Vietnam than any other aircraft during the Vietnam War. As a result the "Thuds" suffered more losses than any other aircraft but statistics showed that the number of "Thuds" lost versus missions flown reflected a relatively low loss rate.

The F-105B was the first of the F-105 family to become operational on May 27, 1958, but it was the F-105D that would result from a number of improvements and eventually be deployed to Vietnam in early 1965 with F-105Fs and F-105Gs to follow. This was the beginning of what many would later refer to as Defense Secretary Robert McNamara's F-105 phaseout program. Over the course of seven years of flying missions over North Vietnam from 1965 to 1972, of the original 610 F-105Ds produced only one quarter of their number remained at wars end. Of all the "Century Series" fighters, none saw more combat than the F-105.

As a result of the attrition of the Vietnam War F-105s returned to the US to go directly into US Air Guard and Air Force

Reserve units. Consideration had been given to reopening Republic's F-105 assembly lines but it never happened. As for Monogram's 1/48th scale version of the Republic F-105D the same thankfully can not be said. Originally released in 1978 by Monogram and re-released earlier this year, it still holds up well to today's standards in the modeling world. Granted this kit has raised panel lining and doesn't come with little extras like photo etch metal pieces but it still holds true to good model engineering and overall accuracy.



Upon opening Monogram's F-105D kit I noticed it came in the typical Monogram boxing of the 1980s with a separate top and bottom, not the more recent flimsy one piece boxes. The only differences from original release and new release are new box art to reflect new decals and the fact the fact that the manufacturer's name is replaced by Revell. Sad to say, like the real F-105s having disappeared, so to has the Monogram name in this case. Having said that I still refer to the kit as being a Monogram kit and not a Revell kit since they are the ones who designed and originally released the kit.

Inventorying the contents of the box I was confronted with a straightforward model molded in dark olive drab plastic, sealed in a plastic bag except for the clear parts and instructions, which were floating free. One sheet of decals comes with the kit with options for two F-105Ds of the 388th Tactical Fighter Wing, Korat, Thailand, 1968. The decals appeared to be of good quality and would not have posed a

problem had I used them but I chose to research aftermarket decals for an aircraft stationed at Takhli, Thailand. I'll explain later the reasons for this choice. The instructions were a four-page booklet consistent with Revell kits as opposed to the single-page folding map style that was typical of Monogram kits.

Looking at the kit itself I believe the most impressive aspect is the length of the fuselage halves. This is a 1/48th scale kit but their length makes one think the

manufacturer put 1/32nd scale parts in the box by accident. Once you've accepted in your mind that it is the correct size then you take a look at the wings, which appear just the opposite and now you start to rethink everything all over again. Safe to say the F-105 was a rather long aircraft, and yes the wings were short

with an extreme sweep, not to forget they also incorporated the engine inlets as well. The rest of the kit is straightforward with simple but well detailed parts for the cockpit and landing gear.

Assembly starts with the cockpit and nose wheel well before the fuselage halves are put together. Monogram should be applauded for their faithful representation of the cockpit instrumentation. For reference I used Bert Kinzey's *F-105 Thunderchief in Detail and Scale* as well as Ken Neubeck's *Walk Around F-105 Thunderchief* and both supported Monogram's efforts for accurate detail. I airbrushed the cockpit with an interior gray followed by brush painting of particular instrument panels and boxes with flat black. After that I retouched various switches with gray and indicator lights with an amber, red, or blue using a detail brush. The last item to be painted was the radarscope central to the main instrument panel. Here I mixed a deep maroon color and again applied the paint with a detail

brush. The control stick was a similar affair with a black grip only here I touched the buttons with a drop of silver first then a smaller red drop to show the silver mounting ring around each button.

gray, the head rest red, and the ejection handles yellow and black. As a final touch I gave the entire seat a wash of very thinned-out black to give it a weathered look.



The one aspect of the cockpit that is not accurate to most photographs of the F-105 is the ejection seat. The seat as designed by Republic had a cushioned bucket while the pilot's parachute acted as the cushion for his back. Whenever the pilot was absent from the cockpit so was the parachute/cushion so to speak. In the case of the kit it appears that Monogram incorrectly attempted to mold a cushion into the seat with the shoulder harness dangling down over it. Void of any cushion-like detail it just doesn't look right even for a cushion. In all fairness to Monogram I can see them doing this because the kit does come with a pilot figure and the need for more detail is not needed if he were to be added. However I prefer showing as much of the cockpit as possible. To correct this problem I was able to get a resin replacement seat made by KMC. The resin seat is very accurate and well defined. With this seat I was able to paint the bucket cushions the appropriate drab greens, the shoulder harness light

Once the cockpit was completed, and the nose wheel well and main wing spar were in place, it was time to glue the fuselage halves together. Overall a simple process despite the long length of the fuselage, but its good to keep a few rubber bands handy to secure the nose and tail as you go. After that was complete I puttied the seam line with Tamiya's model putty. The fuselage halves had matched up well with

little to no problem areas when sanding but the sanding process did take a little longer than usual. As a result of the raised panel lines I took my time and carefully sanded between the many detail lines to save them. In the end it was well worth the effort.

The instructions call for the petal speed brakes aft of the exhaust nozzle to be mounted next. The speed brakes, however, were natural metal finish so they would need to be painted separately and added after the final camouflage scheme of the aircraft was completed. Instead I primed the entire model to include its wings, which had yet to be glued together, with Model Master Camouflage Gray FS 36622 due to the kit being molded in olive drab plastic. I studied many photos and it's hard to confirm but I believe that many F-105s were painted Camouflage Gray in their wheel wells. The only way to determine this was to look at the inner main gear doors, which faced out while the landing gear were down. If the doors were indeed the same color as the rest of the wheel well then most were gray with some aircraft being white. My intention was to primer the aircraft the same color as the interior of the wheel wells, and then airbrush a fine line of gloss black over each panel line on the entire kit. This is a technique I've found works very well with models with recessed panel lines. It was interesting to find the same technique would work almost as well with raised lines.



I next glued the wings together making sure I had complete paint coverage for the wheel well panels. Now it was time to attach the wings to the fuselage. Monogram engineered the kit to have the wings slide over a sleeve that also acts as the engine intake. Understandably this seems necessary to provide strength and support for the wings where they meet with the fuselage. From most angles it's generally not an issue but looking at the finished product head on you can tell that the inside of the intakes is not accurate to the real aircraft. It's something that could be corrected with a lot of effort but I chose to leave it as is considering when the kit was originally released it was of acceptable standard for the time. I also wasn't inclined to have my wings break off due to a lack of support. During the wing attachment process I found it necessary to run a couple of rubber bands under each wing and over the fuselage with a paint bottle in between to provide tension. The wings tend to not want to fit snug against the fuselage along the top surface, thus the rubber bands hold them in place until the glue has cured.

At this point I decided I didn't want to use the kit decals, which depicted aircraft that flew out of Korat. I've read Jack Broughton's books and also having a distant relative who flew "Thuds" out of Takhli I'm partial to F-105s that flew from that base. Having been sometime since I read Jack's books and not knowing my relative's unit I wasn't too picky just so long as I found a decal sheet of an F-105D that was stationed there. Norris Graser was kind enough to let me check out his collection of SuperScale decals. Not only did I find a decal sheet that depicted an F-105 stationed at Takhli but one with some nice artwork to boot. SuperScale's sheet number 48-269 depicts F-105D 59-822 *The Polish Glider*, a real find in my opinion*. At a time in U.S. Air Force history when artwork was limited I thought this was an F-105 that accommodated my criteria as well as displaying a bit of humor.

Aside from F-105 59-822's unique artwork, she would otherwise conform to the

standard four-color paint scheme consistent with most F-105s of the day. Now that I had an almost white F-105 with black lines running all over it I again airbrushed the appropriate areas that were to remain Camouflage Gray. These areas consisted of all underside surfaces and all interior surfaces of the wheel wells and landing gear doors. Being careful to airbrush in thin coats the black panel lines would show through the Camouflage Gray. With a little time and patience I was able to achieve an appropriate weathered look. This same process would be carried out with all the subsequent colors.



The next color to follow was Medium Green FS 34102. By airbrushing the Medium Green next I was able to get a good contrast of where I would need to apply the Dark Tan FS 30219. Once these two colors were done it was easy to apply the final color, Dark Green FS 34079. The Dark Green has very little contrast to the Medium Green and it can be difficult to determine exactly where the color is to go. So by doing the scheme in this order it was like fitting the last pieces of a puzzle into place. In doing the camouflage scheme I was able to accomplish it freehand with very little masking. The only areas that were of concern were the canopy and over spray around the wings. While working on the upper surfaces it was easy to over

shoot with a green or tan paint and get the gray fuselage adjacent to the area. Simple use of wide pieces of masking tape provided enough coverage. Aside from the natural metal finish of the speed brakes the only other area that needed to be painted was the nose cone. The nose cone was a standard flat black. Once painted I added some lead air gun pellets on the inside to provide ballast and glued it to the fuselage.

The next area that needed to be tackled was the landing gear and unfortunately the Monogram kit suffers from something I

don't think exists in any other kit that I know of. Prior to getting to this stage of the project I was notified that the model is too heavy for its main landing gear. While perusing Norris's decals he informed me of one case in which by walking by a completed F-105 and causing a little air current it would wobble sideways as the main landing gear would flex. It turns out I was informed by the modeler that built that particular model that it eventually did break the mains. Whether the failure was due to the sheer weight of the model or Norris's repeated demonstrations was not confirmed.

To correct the problem I went on line and was lucky to find that Aeroclub Scale



Accessories still makes a white metal copy of the Monogram main landing gear. I ordered a set and was surprised to find that the replacement landing gear are exact copies of the plastic kit ones. After a little trimming and clean up to remove some flash I was back in business and continued with the project. Painting was a simple affair, painting the struts silver and detailing the brake lines with red paint. A small drop of Elmer's white glue where the landing lights should be gives a realistic representation of glass. The nose landing gear was a similar process only with a black brake line instead of a red one.

The last area to be painted was the speed brakes. I used Model Master stainless steel metalizer on the outside and exhaust on the inside. With the model on its landing gear it was easy to mount the brakes with consideration to the bottom one. The bottom speed brake is molded to look drooped, as it would be on the real aircraft while at rest.

Now that painting was completed the model needed to be prepped for the decals. I used my old airbrush to shoot generous amounts of Future Floor Wax over the entire model. After letting the model sit for a couple of days I applied the SuperScale decals. Despite these decals being a bit old they went on with little fuss and only small amounts of Decal Sol were necessary to get a couple of decals to lay over some panel lines. Once all the decals were in

place and dried I got out my collection of pastel chalks and weathered the underside of the model. I used a combination of grays and browns to convey hydraulic and oil leaks underneath the engine. At first I thought I had overdone this effect but have since been told it looks correct. To lock in the weathering I once again shot the model with Future to seal the chalk in place.

The final process for this model was to reverse the glossy effects of the Future by flattening the model back down. I prefer to use Polyscale Flat with a drop of dish soap as a leveling agent. As of this writing the aircraft looks complete save for the 500 lb. bombs. The construction and painting of the external fuel tanks were a straightforward affair using the same techniques I used to paint the aircraft itself. I intend to add the 500 lb. Bombs and display the model the only way an F-105 should be displayed, fully fueled and ready to go "down-town".

Overall I found this kit enjoyable to work on and am happy with the

results. Despite the problems encountered I kept in mind the simple fact that the kit was originally created over 20 years ago and yet it still holds up well even by today's standards. As for the landing gear issue I found it more humorous than a problem and figured the extra expense of getting metal replacements will only insure the model's survival in the future. Having said all that I actually ordered two sets of metal landing gear as I'm already working on the F-105D's brother, the Monogram F-105G "Wild Weasel" in the same scale. While it is nice that Revell is releasing these kits it would be great if at some point in the future someone does do this wonderful aircraft justice and designs a new 1/48th scale kit with today's engineering. I know what you're going to say - that Trumpeter is coming out with a 1/32nd scale Thunderchief. My question to that is, where are you going to put the darned thing once you're finished?

** - While I appreciate the humorous aspect of the name, in fairness to the real Polish gliding community, it should be pointed out that Polish gliders and glider pilots have long been among the world's finest. Polish gliders have won various classes at several World Gliding Championships, and Jan Wroblewski was World Champion in both 1965 and 1968, among others. - ED*



2003 IPMS Seattle Dues Renewal

If the envelope that this newsletter came in has a "LAST ISSUE" label on it, it means that I have no record of your renewal for the next year and this will be your last newsletter. Don't let that happen! Robert and the other members have a lot of good articles planned for the next year.

You can renew by writing a check for \$24.00 to **IPMS-Seattle** and mailing to the treasurer, Norm Filer, at the address on page two of this newsletter. Or you can bring the form and payment to the January meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of my poor interpretation of handwritten address information.

IPMS Seattle 2003 Dues Form

Full Name _____

Mailing Address _____

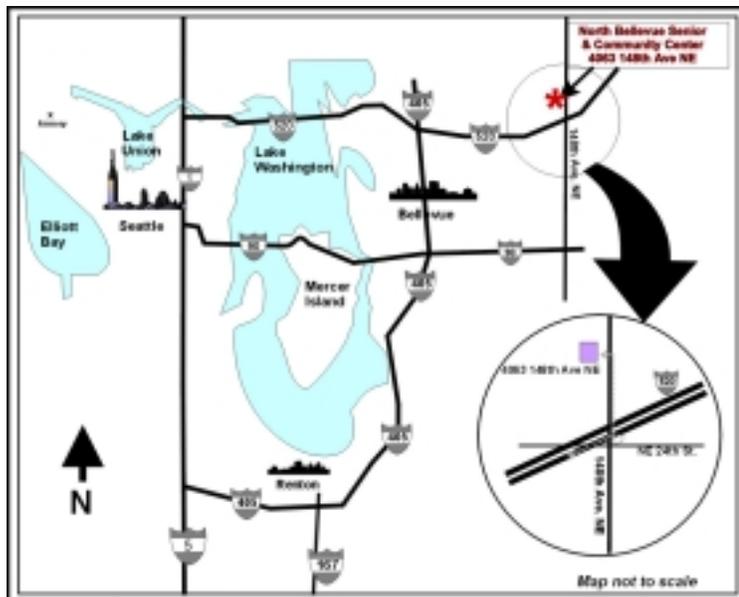
City _____ State _____ Zip Code _____

Telephone (Area Code) (____) _____

E-mail address (optional) _____

Meeting Reminder

January 11 10 AM - 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.