



PREZNOTES



Welcome to our June issue. I was reading the "Maritime Casualty" section of *Marine Digest*, a monthly publication relating to the shipping industry. The writer of the column included the following:

4/1/03 - The Iraqi presidential yacht al Mansur was extensively damaged and barely afloat after being hit by falling objects in the Shatt-al-Arab waterway near Basra.



I had a whole host of other things to write about, some of them even about modeling. But my allotted time to write this month's column has been taken by a short duration trip to exotic locales (Fort Bragg, CA). It would appear that you might have to endure one of my "airline" Preznotes next month. Consider yourself warned. Our highly esteemed editor has graciously volunteered to fill my space this month. Take it away Robert...

Terry

In the words of Rodney King, "Can't we all get along?"

I've noticed a bit of disturbing trend regarding certain people insulting other modelers' interests – not inside IPMS Seattle, I might add. It's fine to have a

sense of humor about other modelers' passions, and if say, tank guys want to good-naturedly mock aircraft guys, or vice versa, I'm all for that. But I recently received an e-mail from a fellow modeler forwarding an article, which he disliked as much as I did, that suggested that a certain genre of builders were the only real modelers and that all other modelers were psychotic losers. And no, I'm not exaggerating – it really was that nasty, and not at

all funny. I build mainly aircraft models, but I love looking at models of all kinds. Some of the best and most interesting models I've seen at IPMS Seattle meetings have been ship and figure models. I have a tremendous respect for modelers who can bring out realistic skin tones on a figure, or put hundreds of feet (scale wise) of tiny brass railings on a 1/700th scale ship. IPMS Vancouver often has judges do categories outside of their area of interest at their yearly show, so that they can concentrate

on the construction and finish of the model itself, and not play color police with whatever their specialty may be. I think

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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 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 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.

June 14
August 9

July 12
September 13

IPMS/USA NEW MEMBER APPLICATION

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Old Bill and Company Report to the Members

by Private Jim Schubert

My squad, comprising Captain Norm Filer, Lieutenant John Frazier, Sergeant Bill Johnson, and I were assigned to dispose of all the UXS (UneXploded modeling Stuff) in the collection of our late brother in modeling, Ted Holowchuk. This is our report on that activity to date.

Shortly before his death Ted and Lori moved from Snohomish to LaConner. Our UXS squad made several trips to LaConner to survey and inventory his cache. It quickly became apparent that we were spending far too much time enroute to and from LaConner from points as far away as Enumclaw and as close as Everett. To ease this problem we moved the cache in five full loads from LaConner to Kingston in a standard civilian 2 x 4 Chevrolet Suburban truck. After we had deposited all of the UXS in my garage we resumed the survey and inventory work.

Volunteer Andrew Birkbeck disposed of a lot of material for us at McMinnville last September. He also moved some items on e-Bay. Norm Filer moved a lot of high value stuff on e-Bay. Volunteer Scott Taylor has moved a lot of material by direct sale to his model railroading buddies. Volunteers Stephen Tontoni and Brian Cahill helped in inventorying and organizing the material. We had a large sale at an IPMS meeting earlier this year and an even bigger sale, on two vendor tables, at the Spring Show. I extended an open invitation to members and others to come inspect the material and buy anything that caught their fancy. Many came and bought a lot.

The bottom line from all of this activity is that as of June 2, 2003 we have a net total of cash, checks, and I.O.U.s, in hand, of over \$8,600. Except for e-Bay and at McMinnville, we have been selling the

material for a bit less than current wholesale. Before we started, we agreed with Lori that IPMS-Seattle would get a commission of 10% of the net proceeds. My personal goal for this undertaking is to have that net total be at least \$10,000. We are close and closing in on it. If we miss, it will be by very little.

I will have books and kits for sale at the June 14 meeting and I plan to have a one-lot auction of a 1/48th scale P-40E package. This package comprises:

- The Mauve kit about three fourths finished. The fuselage is joined and the lower wing half is installed. The cockpit and partially uncowed engine are finished, painted, wired and plumbed. The wheel wells are finished and painted. The flap wells are partially completed. It appears that Ted bought every after-market resin and PE set available for the P-40,
- A Monogram P-40B parts donor kit,
- A three-ring binder full of P-40 reference material,
- Aircam #6; *Kittyhawk I-IV*; *UK, Commonwealth and NEIAF*,
- Squadron Signal's *P-40 In Action*,
- Squadron Signal's *Flying Scoreboards*,
- *Air Enthusiast* Quarterly #72,
- MBI's P-40 Monograph,
- Squadron Signal's *49th Fighter Group*,
- *Airplane Magazine*, Part 43,
- Kalmbach's *Building the P-40*, and
- Pilot's Flight Operations Manual.

There will be a \$50 reserve on this one lot and it is worth many times that.

I will bring all of the heavy-duty industrial strength tools, etc. to a future meeting for sale. These are things such as a squirrel-cage blower and motor, detail components for an air compressor installation, heat-gun, electric heat-chisel, ultrasonic cleaner, engraving tool, a home-made "True Sander", a couple of Dremel motor tools, etc.

When it's all gone, I'll make a closing summary report to the chapter.

Hasegawa 1/48th Scale Vought F-8E Crusader

by Bob LaBouy

When Emil Minerich told me “I got ‘em” a few weeks ago, I could hardly wait to get my very own Hasegawa F-8E Crusader kit. I’ll never forget seeing the first Crusader at NAS Norfolk and a few hours later at NAS Oceana. It was unbelievably “fast” looking and easily demonstrated a quantum leap from the few other Navy jets of the day (e.g. the Cougar, Panther, Cutlass, and Fury; I had yet to actually see a Demon or Tiger at that point).

I should mention up front, I have yet to complete this kit and am about two to three weeks away from that objective; I have it about 80% complete at this point. I think this kit can be summarized as some “good news and some bad news.”

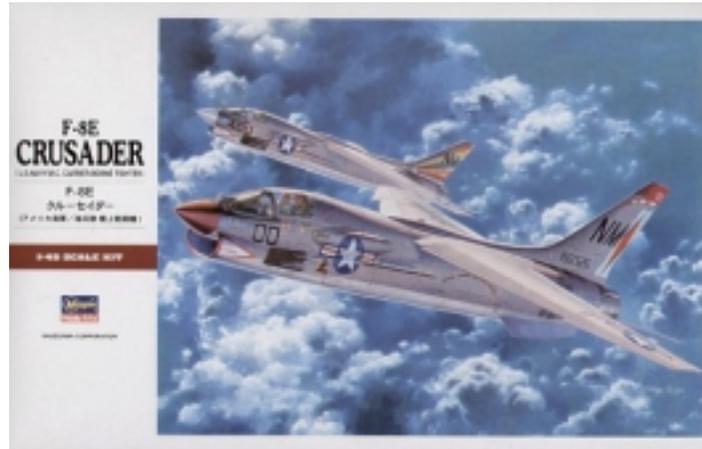
Like many other modelers interested in Navy and USMC aircraft, the F-8 Crusader is one of those aircraft which will probably always hold a great deal of interest for me. It’s very essence, even when sitting still on the ramp, invokes “speed” and “beauty.” And it will probably be the last aircraft purchased by the Navy to serve primarily one purpose, that of being a dedicated fighter aircraft (with apologies to those who felt it was also a large, fast digital camera).

(a) Box art: When one looks at the box, especially Koike Shigeo’s artwork, you get the initial buzz about the kit. As usual, Mr. Shigeo’s artwork, depicting two of the furnished decals, will be a big selling point for this Hasegawa kit.

(b) Scale: This is a quarter-scale kit and as such takes a bit of room and for those who are still building the “godly scale” it’s a bit large. It’s almost 14 inches long and approximately 9 inches wide. In 1/48th scale (in which one inch equals four feet in scale), the kit appears to be almost perfect with the kit’s dimensions coming accurately to the aircraft’s 45’ 3” length, 15’ 9” height, and 35’ 2” wingspan.

(c) Outline accuracy: From my standpoint and observations, it certainly looks right, sits right and will provide a good kit. I haven’t noticed anything of an outline nature that appears incorrect.

(d) Ease of assembly: Reasonably straightforward and appears to be well outlined in the kit’s instruction sheet. The kit contains approximately 104 pieces on 12 trees. The clear tree includes 13 separate parts, including the small navigation lights and a two-piece canopy. Before you get your hopes up, you need to recognize that though the canopy has both pieces, it isn’t intended that it be raised or opened, which is a bit of a disappointment. There is also one minor modification needed, in which



the radar warning bumps (at least I believe these are RVAW antennas?) on the vertical tail top must be removed from the kit. The kit instructions show these being cut off with a modeling knife, which is one way of doing it. Care needs to be taken in order to preserve the surrounding surface detail, especially the small formation light on the tail immediately adjacent to this antenna. I also found this kit needed a fair amount of filling, sanding, and finish rework to cover the uneven joints. This is also the case at the engine intake opening. In my judgment, the skills and complexity of the construction are of moderate difficulty.

(e) Instruction sheet: Hasegawa has certainly provided sufficient instructions and all the numbers or parts called out appear to be included in these instruc-

tions. A couple of omissions appear: the anhedral and dihedral of the aircraft’s flying surfaces and the expected positioning of the Zuni rocket pods. Simple profile drawings would eliminate either question and it still amazes me that most kit instructions do nothing for modelers in this regard.

(f) Gimmicks: The only items I continue to question are the small washer-like rubber connectors included and expected to be used to attach such parts as the horizontal stabilizers, main gear, and wing (in part at least). I see these as another waste of engineering and rubber. I opt for quality adhesive or plastic cement to join my parts.

(g) Quality of kit fit/parts: This is where I had my most objections. I feel there is much improvement needed in this kit. I also recognize I may be splitting hairs and have already read one review on the Internet in which the author raves about this aspect of this kit. That is

not my impression. I am not saying the kit is sloppy or inaccurate; it isn’t great and I had hoped for much more from Hasegawa at this point in our modeling travels. There are ejector marks on a few places that have to be eradicated, notably on the main gear legs. There is also a very small amount of “flash” evident on a few parts. In either case though, these issues are small in number and significance. I may also be speaking of issues that particularly “bug me,” but I felt there was more than necessary amount of filling required to finish my model.

(h) Decals: The decal sheet provides a high point for this kit. We are provided sufficient decals for four separate and somewhat colorful Crusaders. The colors are bright, accurate (I believe), and have a

very minimal amount of decal film showing around the colored area. All four aircraft markings are from the carrier *USS Ticonderoga*. Frankly, I was hoping for more diversity. Having seen many of the final operational markings for this very colorful aircraft, I suspect we'll see many additional aftermarket decals in the months to come.

(i) Crew figures: There is a single pilot figure provided, with the head (encased in the helmet with face shield and oxygen mask in place) and right arm as separate pieces. I seem to recognize this same figure from a few other Hasegawa kits and don't use them myself, but he appears to be adequate.

(j) Packaging: This kit comes in a reasonably large box that provides sufficient protection for all the parts and decals. The current issue is kit number PT 25. I suspect there will be at least one or more F-8 kits that will follow (as we've seen with many other Hasegawa kits, i.e., A-4, F-104, A-7).

(k) Price: Local retail price is approximately \$38.98

(l) Summary: I suspect you picked up on some of my disappointments. Maybe I (and many other modelers) can't be made happy, though I don't think that's true. Over the last couple of years I have found many models to be absolutely great and believe this kit would fit into that category had it been for just a few more finishing and engineering touches. It is a very nice kit though, and I urge you to consider it when building models to represent the Navy's fighters of the late '50s and through the Viet Nam conflict.

There are some aspects of this kit that disappoint me. This is especially bothersome when you've laid out \$39 for the basic kit, \$18 for the Cutting Edge detailed cockpit set, and at least \$9 for a decal sheet, all of which is edging \$70 with the taxes. That's a sizeable chunk of change in my hobby. I will let you see my results at a future Chapter meeting and allow you to judge for yourselves.

But what really has me steamed is the lack of high quality in the kit itself. For almost \$40, I expect to get kits of the quality we're becoming used to, and spoiled by, from Tamiya, with high quality engineering and crisp detail. What Hasegawa passed to us in the kit is sloppy machining in their molds, allowing some engraving detail to continue beyond the panel lines, small scraps and scratches on the finished surface area, and parts which don't always fit together very well (requiring sanding and more filling than I would like). Some other examples include the lack of an opening speed brake (molded into the fuselage), scribed panel lines at varying depths, and gun ports that do not open. To top it all off, my wing doesn't even fit the fuselage opening (both too narrow and too long) and required a considerable amount of filing and sanding to set in its location atop the fuselage. It would have been nice to also have the folding wing sections separate. The decals appear to be quite nice, though I suspect I'll not use them anyway. And why did this company waste the time and effort to supply the sheet of plastic painted to look like a carrier deck section? This "bonus item!" leaves a lot to question about Hasegawa's perception of a modern Navy carrier deck, and I suspect it will only be used by younger modelers.

I am also a bit put off by Hasegawa's continued lack of basic ordnance loads for this kit. I know, they expect us to purchase their separate ordnance sets (and I have,

honest), but I still feel they are selling the modeler short. There was certainly room on several of the parts trees to have included a few Sidewinders. The one exception is the inclusion of four rocket launchers (presumably the LAU-10D/A) and eight small points that are supposed to imitate the Mk 34 Zuni rockets that often armed the Crusader for a variety of uses. While the Zuni is still stocked and was used for numerous ground support and naval surface warfare missions, its most infamous act was the initiation of the January 14, 1969 conflagration aboard the *USS Enterprise* that threatened the carrier. The eventual toll included over 27 deaths, 344 injuries, the loss of 15 aircraft, and the need to rebuild an entire deck section of the "Big E" while serving off the coast of Viet Nam.

In comparison to Tamiya's recently released P-47 (at about the same price), this kit is a sad example of the state of the art of plastic scale modeling, in my opinion. Should you buy one? Yep, it is still a clear step up from the older Monogram. But I suspect you will have some of the same nagging questions I do, after you lay out your hard earned dollars and put it together.

All of these "rants" aside, I've already bought two of these kits and will certainly make do. Remember, we're "modelers" and can make pretty decent displays of some horrible kits. Can you say "Airfix" or "Frog?" Enjoy.



Hasegawa 1/200th Scale Japan Air Systems Boeing 777

by **Tim Nelson**

The 777 is Boeing's latest all-new airliner. Let's hope it's not the last! The 777 evolved out of "767-X" studies for a 767 replacement in the late 1980s. An unprecedented degree of customer discussions led to a significantly larger airplane, which was launched as the 777 in October 1990. The 777 design took advantage of advances in aerodynamics, structures, materials, avionics, and flight control technology. First flight of the initial 777-200 took place out of Paine Field in Everett, on June 12, 1994. Since initial delivery to United in May 1995, the extended range 777-200ER, and the stretched 777-300 have been introduced. The longer range 777-300ER is currently in flight test, and the ultra-long range 777-200LR is in development.

Japan Air Systems is not well known in the U.S., but it is a major player in the Japanese domestic market. Formerly known as Toa Domestic Airlines, the carrier was formed in May 1971 by the merger of Japan Domestic Airlines and Toa Airways. In 2002, the merger of JAS with the larger Japan Air Lines (JAL) was announced. JAS had a large McDonnell-Douglas MD-80 series fleet, but wished to expand their ability to carry large passenger loads on their major routes in the mid-1990s. They became one of the launch customers for the 777 and took their first delivery of the type in 1996. The JAS 777s bear a spectacular "Rainbow" livery, which resulted from a competition for children.

The Hasegawa 1/200th scale 777-200 kit was first released in Japan Air Lines (JAL) markings in 1997, with Pratt & Whitney engines. Other major 777 customers and engine types followed. My favorite 777 livery is the JAS "Rainbow 777", a decal sheet for which has only been offered by Hasegawa in a kit for the Japanese home market. I found one at HobbyLink Japan.

The Hasegawa kit comes in six sprues, not including the clear canopy window part and the display stand. Two of the sprues are carbon copies of each other, providing the necessary duplicate engine nacelle, landing gear, and flap track fairing parts. Overall accuracy and detail is decent for this scale – for example, the right side of the rudder replicates the three rudder tab rod fairings that were missing from the mediocre (and very expensive) Doyusha 1/144th scale 777.



The model has recessed panel lines, but their quality is not up to usual Hasegawa standards. The fuselage panel lines go soft in places. The wing surfaces have a few odd, extraneous line segments – they look much like what you might achieve yourself if you daydream while scribing your own lines.

Assembly is pretty straightforward, with bugaboos in two areas. The fuselage join (don't forget to install the included screw as nose ballast!) is uneven and requires a fair amount of scraping, filling, and sanding to make smooth. Care is needed here to avoid flat spotting parts of the upper fuselage. The other, traditional, problem area is the joining of the engine nacelle halves. Anyone who has built jet airliners is familiar with the problem of dealing with the internal seams in the inlet. Minicraft solves this problem by the design of the nacelle parts in their 1/144th

scale 777 kit. My 'solution' was to finish the fan blade disk (paint, gloss, wash, dry brush, apply spinner decal, then semi-gloss), then cover it with liquid mask. After assembly of the nacelle, I then did my best to address the seams and paint the nacelle before removing the fan blade mask. A good idea, but removing the fan blade mask proved more difficult than expected, and caused some rework due to ham-handedness. The final result was OK fan blades and still a hint of seam lines in the inlet. Oh, well!

The landing gear lacks much detail, a common trait of kits in this scale. Wheels and tires are acceptable, but the main landing gear wheel hub detail is crisper on some wheels than others. The wheel wells have no detail, again expected for airliners in this scale. Wing trailing edges are thick, and I did my best to thin them to something close to a scale look.

The fuselage is all white, and I tend to use Testors Model Master flat white for all work in white. After sanding smooth, I hit it with Duracryl automotive gloss lacquer. The wings were done in light gull gray, with a darker neutral gray applied between the spars. Horizontal tail is light gull gray. Nothing too fancy here.

I used Alclad II "Polished Aluminum" on the engine inlets, and Bare Metal Foil "Matte Aluminum" on the leading edge slats, and horizontal and vertical tail

leading edges. I goofed on the vertical tail – the polished metal leading edge is a very small percentage of the chord. I didn't even consider the leading edge treatment until after application of the tricky decals (described below). At that point, I was only willing to risk trimming the foil in the nearest panel line, which is well aft of the leading edge. My vertical fin bare metal treatment is therefore at least twice as large as it should be. I gave the engine tail cones a spray of Testors burnt iron lightened with silver.

Airliners are often represented as pristine, factory fresh vehicles. cursory inspection of these working birds at an airport reveals they do collect dirt. They are not covered in filth, of course, but they do show signs of being used! With this in mind, after the Duracryl treatment, I applied a medium gray wash to the flight control surfaces and flaps, and a light gray treatment to the panel lines. The landing gear was also subjected to a light gray/brown wash. I probably overdid it, but I do think some degree of light weathering is appropriate for airliners. I used Kristal Kleer to dress up the various light lenses.

Now we get to the heart of the matter. What separates this 777-200 kit from the other Hasegawa 777 offerings is the JAS decal sheet. The rainbow stripe is represented by several decal segments, which must conform to the complex curvature of the fuselage as it spirals from one end of the airplane to the other. The Hasegawa instruction sheet innocently states:

“When applying the rainbow strip decal, make sure you use warm water to make the decal easy to handle, and take your time to make sure it is in the proper location. In some locations, the flat decal will form wrinkles on the aircraft's fuselage. Press these flat using a soft cloth or tissue for the best appearance.”

Allrighty then!

The rainbow stripes were a fiasco. I started with the tail to anchor the placement, and worked forward. Copious amounts of Microsol and/or Solvaset, X-Acto inci-

sions, and more Microsol and/or Solvaset were ineffective at eliminating all the wrinkles. I resorted to spraying the model with Duracryl gloss, then lightly sanding away the wrinkles. This approach naturally requires paint touchup to restore the color that was sanded away. If you have ever tried mixing paints to match decal colors, you have my sympathy. My efforts were mostly successful for the darker shades of the rainbow, but poor for the yellow,

Maybe Hasegawa can now move on to tackle the new 777-300ER with the spectacular Boeing company scheme. Those decals should be no sweat!

References

Boeing 777, by Jim Upton, Airliner Tech Series Vol. 2, Specialty Press Publishers and Wholesalers



orange, and especially the “teal” shade. Most of this ugliness was confined to the lower fuselage, thankfully, but the vertical tail also suffers upon close inspection.

The remaining decals were completely conventional and were applied with no problem.

The Hasegawa 1/200th 777 is a decent kit and can be made into a fine representation of Boeing's best. If you are interested in doing one for yourself, consider buying two kits just to get a spare decal set. With JAS merging with JAL, the future of the JAS rainbow livery may be in doubt. I hope JAL sees fit to retain these spectacular rainbow birds in their fleet.

Boeing 777, Jetliner for a New Century, by Philip Birtles, Airliner Color History, MBI Publishing Company

Boeing 777, by Guy Norris & Mark Wagner, Enthusiast Color Series, Motorbooks International

Twenty-First Century Jet, The Making and Marketing of the Boeing 777, by Karl Sabbagh, Scribner (Companion to the PBS television series of the same name, and the best history of the 777 program.)

Airliners.net (Probably the best site on the web for airliner photography)

Luftwaffe Tropical Camouflage

by Hal Marshman, Sr.

Since this “Dude” got his Dell, I’ve been spending quite a bit of time exploring the net, and check such sites as Modeling Madness, Hyperscale, etc. on a daily basis. I’ve seen some really beautiful models of Luftwaffe Tropical subjects. One thing that has become glaringly apparent is that some really good modelers seem to have a misunderstanding of what the Germans

were using for airplane camouflage in the early North Afrika days.

According to what these folks put into their narrative, it sometimes seems to be the fault of aftermarket decal makers.

The tendency appears to be

the use of RLM shades 78, 79, and 80 on any tropical subject. These colors were not promulgated until November 1941. Now, we all know that the Luftwaffe had been in action in theater long before that date. Such being the case, they certainly could not have painted their aircraft in those colors.

Okay, you say, what indeed did they really use? Basically, it has been long established that the Italian colors of sand yellow, mottled with olive green, were used, with the mottling sometimes being replaced with Italian dark brown. For the most part, the undersides were left in RLM 65, only occasionally being replaced with Italian sky gray. Often, the sand yellow was sprayed in a random pattern over the

original RLM 70/71 finish, using the areas of 70/71 as blotches. This makeshift scheme was predominant on early Ju 87B and R birds.

Careful research will reveal that Bf 109E, Ju 87B and R, Ju 88, Hs 129B-1, and Hs 126 aircraft were almost all painted as above, while Bf 109F, Fw 190A, Ju 87D, and other later arrivals came either from the factories, or replacement depots already painted in the newly promulgated RLM 78, 79, and 80 shades. It is my feeling that very little was done in theatre with these new colors, as the supply situation between the continent, and North Africa was tenuous



This amazing photo of a JG 27 Bf 109E over the desert shows how well the colors worked!

indeed, with fuel, ammo, necessary spares, replacement weapons, and personnel having top priority. I should think that in light of the supply situation, camouflage paints, no matter how newly promulgated, would be extremely low on the priority list. I’m sure that any enterprising individual can find exceptions to the above, so it falls into the “no hard and fast rule” category, but as a rule of thumb, the modeler of tropical aircraft can feel pretty confident using the above info.

The Monogram Publication, *The Official Monogram Painting Guide To German Aircraft 1935-1945*, is the source for most of the above. Regretfully, this invaluable painting tool is now out of print.

IPMS/USA National Organization

by Keith Laird

Your officers have not made this pitch for sometime so we are probably overdue. Each chartered chapter of IPMS is required to have at least five members who belong to the national organization, in our case IPMS/USA. Each officer is required to be a national member.

I would like to encourage as many members as possible to also belong to IPMS/USA. The current membership dues are \$21 per year for an adult, \$26 for a family, and \$9 for juniors 17 and under. Your membership entitles you to four issues of the quarterly magazine. Many hobby shops give discounts to members, you are covered by insurance at IPMS events, and you get to be part of a great network of modelers. The seat of power for IPMS/USA is now in Ohio, with a new crew on board. The *Journal* has very much improved with more articles and less discussion. The website has also been much upgraded lately, and can be found at <http://www.ipmsusa.org>

Some chapters have a requirement that all local members be a member of IPMS/USA. We have never done that and probably never will. Look at the website discussions with members who belong to IPMS/USA and make your own decision. I think you find the benefits outweigh the negatives.

One final point - if you go to any IPMS Nationals, either in the USA or worldwide, and plan to enter the contest, you are required to belong to a National IPMS organization, and will be asked to show proof.

An IPMS/USA membership form can be found on page 2 of this newsletter.

Ostmodels 1/76th Scale NI Odessa Tank

by Will Perry

The NI (Na Ispug - Terror Tank) was an improvised design built in 1941, during the siege of Odessa. The factory took Soviet agricultural tractors, added armored plate and a variety of armament, and rumbled off to fight the Romanians. The Tank Museum of the Red Army in Kubinka exhibits a replica of one of these oddities. There – that is about all we know about the NI, at least from online sources. My paper library contained nothing at all regarding this vehicle.

Despite the NI's obscurity, Ostmodels of Australia produces a 1/76th scale resin model of the wee beastie. For about 10 bucks, you get a small plastic bag containing five light green parts – hull, turret, two suspension/tracks, and a nice machine gun barrel. My copy exhibited average casting quality. Small air bubbles were abundant, edges and planes were not quite exact, and both suspension/track units were mildly warped. The resin was reasonably smooth and homogenous. Not much to be said about accuracy. The kit does not resemble the Kubinka replica very much, but it is a moot point since there were many NI variants. The Ostmodels line is carried by Mighty Military Miniatures.



Modeler's block hits many of us, on occasion, and a time-tested remedy is to do a quick, low stress build of a simple kit. With five parts and virtually no references, the NI seemed like a good candidate for such a build.

The surface texture was first, with a thin layer of white putty to fill in those air bubbles. It started out with a patch here and there, but the bubbles were numerous enough that most of the hull and much of the turret ended up white. Sanding this down took care and delicacy – the resin was very soft under file or sandpaper, and oversanding risked uncovering more bubbles. Great care was required to keep edges crisp – I did not want to end up with a model that looked like it had been carved out of soap. Sanding or filing produced a nasty organic solvent smell, and I kept the hobby room ventilation fan running for this stage. A thick, hand-brushed layer of ModelMaster Primer was next – carefully sanding this produced parts that were ready for assembly – a quick task with the traditional Superglue as the adhesive.

Ostmodels provides few details with the kit, but the Kubinka replica photos show plenty. Using those photos as a guide, I added a hatch in the hull, vision ports on the front, lifting rings



and many wire grab handles. Gloppy applications of Superglue were used to attach these parts, representing the crude welding often visible on Soviet armor. For a topcoat, I wanted a color that would look at home on an agricultural tractor – Model Master RLM 82 was my pick. The spares box was raided for fuel cans and pioneer tools, and a tissue paper tarp was constructed. The model was finished off with rust and black washes, a spritzing of dust, and some graphite powder applied with a cotton bud.

With its tall, boxy silhouette, the NI looks more like a caricature than the hulking Soviet armor we are used to. Nobody knows what the thing is and everyone thinks it is cute. Once the parts were cleaned up and the many bubbles filled, the NI was an easy build, and its simple shapes make it a good choice for a first resin kit. The lack of references makes this a bit of a design-it-yourself project - those who seek accuracy should look elsewhere. For me, these factors added up to a fast, easy and very fun project.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Will and Tim's articles - ED]

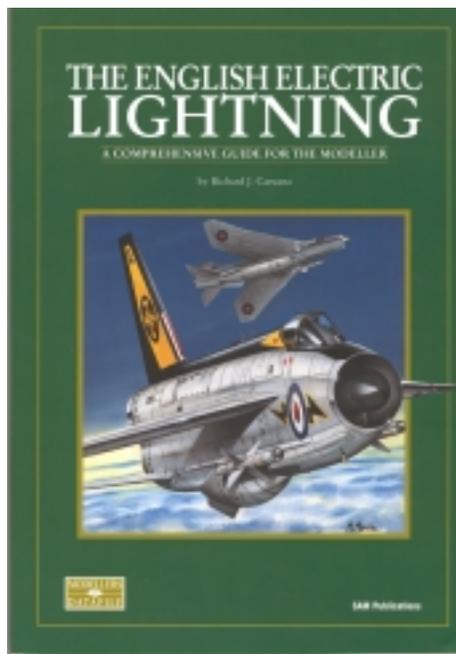
***The English Electric
Lightning: A
Comprehensive Guide for
the Modeller by Richard J.
Caruana***

reviewed by Robert Allen

Many non-Britons don't realize the affection that many British enthusiasts and modelers have towards the English Electric (BAC) Lightning. Because the aircraft only saw service with three air forces, and was never used in combat (discounting a ground attack sortie or two in Saudi Arabian service), it tends to be overlooked. To the British, though, as the only completely British supersonic fighter, one that saw first-line service with the RAF for 28 years, and one that was a spectacular performer at air shows, the Lightning is an icon second only to the Spitfire among British fighters. Although hampered by limited armament and the short range that is typical of British fighters, the Lightning was the best interceptor in the world upon its service introduction, and for many years afterwards, with a performance, especially its incredible climb rate, that compared with fighters introduced a quarter-century later. Caruana recounts how surprised the USAF was to encounter a fighter that could intercept its high-flying U-2s.

It makes sense, then, that the Lightning would be the first jet covered by *Scale Aviation Modeller International* in its *Modeller's Datafile* series of aircraft books directed at the modeler. The title of this book is honest; although it does a decent job of giving the aircraft's history, there are many other books on the Lightning that cover the aircraft's development in greater detail. While there's nothing specifically wrong with the photos included, there are also several other books that better cover the Lightning pictorially, especially in color – Ian Black's *The Last of the Lightnings* and *Lightning* come to mind. What this book does very well is provide the type of

information the modeler needs – the differences between various subtypes, detail shots and drawings, and color and markings information.



There's a certain schizophrenic quality to the book, due to the historical chapters being written by Richard J. Caruana (who also provided the profiles and scale plans, all to a nice consistent 1/72nd scale), and the chapters devoted to modeling being written by Richard A. Franks – something that only becomes clear if you read the small print.

After an 18-page potted history of the Lightning, which explains the political incompetence that hindered the aircraft's development, the meat of the book starts, with a chapter detailing all RAF units that used the type. Fourteen pages of nicely done color profiles follow, with 42 aircraft showing the evolution of Lightning camouflage from the silver finish of early examples to the muted greys seen at the aircraft's retirement. One of the best features of the book is the 28 drawings showing specific differences between subtypes, and how each can be modeled. One omission is in the caption to the drawing of the T.55, which fails to tell you that Matchbox made a kit of that specific variant!

The section that reviews the various kits of the Lightning is useful, telling what is wrong (and right) with the specific kits, but it's also one of the more flawed parts of the book. A book called *A Comprehensive Guide for the Modeller* really should tell you not only what is wrong with each kit, but also how to fix them in detail, which it doesn't do. The most disappointing aspect of the modeling section is that Franks wasn't able to get an example of several of the Lightning kits to give details of decal options etc., including the Airfix F.3 and Matchbox T.55. I find it impossible to believe that a British author, with the resources of SAMI behind him, would not be easily able to find someone who had



The only Lightning on display in the Western USA is this ex-Saudi T.55 at the Olympic Flight Museum in Olympia, seen during its service life.

such common kits stashed away in the attic. We're not talking some cottage industry manufacturer here – I can think of three or four people in IPMS Seattle who would be able to give him that information. Such sloppy research is inexcusable, and is, unfortunately, often all too typical of *Scale Aviation Modeller International* in general.

The cockpit drawings are comprehensive and extremely good, and the color detail shots are passable, although several walkarounds on the Internet have similar photos reproduced in greater clarity and size. One wonders why four pages were wasted on the Short S.B.5, despite it being part of the Lightning story, when no mass-produced injection-molded kit of it exists.

The section on camouflage and markings is also useful, although the absence of a drawing showing the various demarcation lines on the later grey schemes is curious. One thing I did not realize is that modern RAF Dark Green is equivalent to FS 34064, rather than FS 34079, which WW2 RAF Dark Green was equal to. A listing of applicable paints lists all the –4079 paints as substitutes, so the difference can't be that great.

The last page of the book folds out to reveal 1/72nd scale plans of all versions of the Lightning.

The English Electric Lightning: A Comprehensive Guide for the Modeller is hardly the definitive book on the type, but it is a very useful addition to the library, especially for the modeler. One drawback is the price. Although listed at £14.99 in Britain, which seems reasonable for a book with high quality glossy paper, even if it is a softback, it seems to be selling for about \$40 to \$45 in the USA, which is exorbitant. My advice – if you can find it for about \$30, go for it, but otherwise leave it on the shelf.

SAM Publications
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The Lowdown on Limited Run Companies

by Bill Osborn

As some of you may have noticed, I haven't written any articles for a while. I thought I should give you a break from hearing me complain about the lousy kits I build or the trouble I have painting. Well, with Terry's and Jacob's articles in last month's newsletter, the dam burst, the gates were thrown wide and the veil was lifted. As some of you may know, I seem to have a corner on "limited run kits". So, it is with heavy heart, I tear into a few of my favorite bad kit makers.

Mach II comes to mind, as I have attempted no less than three (and finished one) of the brand. These kits look as if the molds were made of soft clay and the plastic was pressed into them. To give them their due, if you can finish one they do look good in a collection and hardly anyone else will have one. The surface detail is good but goes away when you rotary file down the trailing edges and mismatches. The clear parts aren't, but they are thick enough that with some 80 grit a vague clearness may appear. I could go on but you get the idea.

A model comes to mind. These kits are not too bad; they are just on the crude side. This is not to say that a fair model can't be made from the kits. The parts have good surface detail but the smaller ones tend to be a little vague. Some times it's hard to tell where the part ends and the sprue begins. The decals are pretty good and are very thin; this is a good thing up to a point. God help you if one gets twisted or folded over. Since there are very few aftermarket decals (or anything else) for these kits, if you screw one up you're out of luck.

Bilek is another outfit that needs help. I have built at least two models from them. The part fit is mostly good but I've got a MiG-19 that's driving me nuts. Also, there are two Su-22s that need whole new inner

wing sections. As with most other limited run kits the surface detail is good until you glue them together, fill the seams, and sand them down. Then it all goes away.

I have a couple of kits that I can't tell who puts them out because everything is printed in Russian. I bought these kits because I wanted the models. The first kit is a La-176. The only thing that's not in Russian is a beetle in a circle logo. The other one is a Su-15TM. The name on the box looks like "Moaea" but in cyrillic. Well, they looked good in the box but from there on things went downhill. Both kits have massive amounts of detail (raised about two scale inches), which will go away when the joints are sanded. They do have the correct contours, but I haven't the patience to fight it.

Now lets talk about Azur. I don't quite know why these models keep showing up in my collection. Maybe I can't say no to the model, and hope that things will get better. The moldings are fairly good with fine detail. The subject matter is usually great with good decals. So what's the problem? I'll tell you, it's the engineering. Things just don't fit, and the main parts are either oversize or not big enough. The instruction sheets are vague and leave a lot to your own interpretation - and a lot of guesswork.

O.K., I've trashed a few companies that endeavor to bring us models that we'll never see from the major houses. I know of these problems because I want to add these models to my collection, so what else is a guy to do but suffer for the cause?

Most of the limited run kits suffer from the same problems. They don't have index pins or tabs. Some have vacuform canopies and resin parts that may or may not fit. Decals are usually good and varied. Instructions can be good or not so good. But one thing they all have in common is the great subject matter. Long live the "limited run" companies.

Victory Productions 1/48th Scale Decals *Spitfire – Aces of the Empire*

by Andrew Birkbeck

Every so often a product comes along that knocks your socks off and wakes you up from the haze of day-to-day living. This “set” of decals from Victory Productions is one of those products, containing as it does two 11 x 8 inch decal sheets covering the aircraft markings of no less than 39 WW2 Spitfire Aces of the British Empire (41 aircraft in all). And when I mean the markings, I mean **all** the markings. Unlike other sheets I have purchased in the past, this set not only includes all the squadron codes, aircraft serial numbers etc., for each individual aircraft, but also the tail ID markings for 11 aircraft, and approximately 70 wing and fuselage roundels of various types. Should a modeler wish to utilize more than 11 of the schemes, he or she will need to scrounge up some more roundels and tail markings.

Along with the decals, which were in perfect register, come two large printed sheets depicting one color side profile for each of the 41 aircraft, along with three large black and white, two-sided printed sheets depicting a black and white side profile, and a detailed written description of the pilot and his aircraft. Included in this written description is the aircraft subvariant (such as Spitfire Mk.Vb or Mk.IIa etc.), along with such extremely useful data on which spinner and prop was used on the particular aircraft, along with the type of canopy, mirrors, wheel hubs, antennas, ailerons, etc., used. Written details on the color and markings of the particular aircraft are also provided to compliment the color profiles, pointing out which Type of roundels were used, and in which positions. Rounding off the printed information is a series of General Notes on Spitfires, Spitfire Modeling Notes, and Spitfire Camouflage Notes. Finally, there is a listing of 35 references, with each of the

41 profiles cross referenced to these reference sources, so the modeler can double check the information if they wish.

The “team” listed in the notes which put this product together gives one further confidence in its quality. Malcolm Laird of Ventura Productions in New Zealand is a noted author on Commonwealth Spitfire Aces, as well as the producer of the

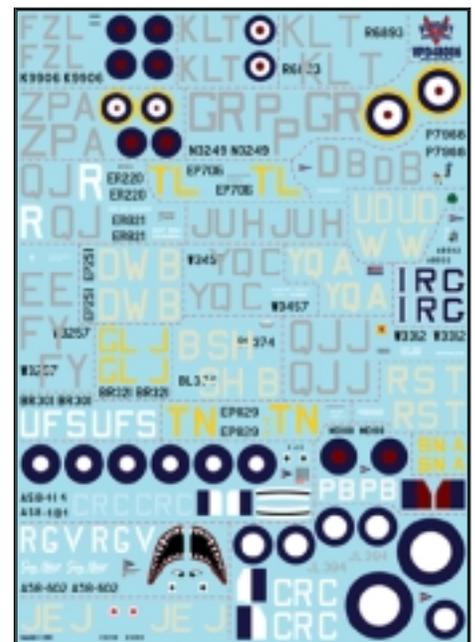


Ventura line of 1/72nd Spitfire kits, acknowledged to be extremely accurate in all the reviews I have read over the years. Rex Barker is another New Zealand author on Spitfire subjects. Jonathan Strickland, Bob Swaddling, Steve Westerby, and Robert Bracken have all written and commented on the Spitfire in various modeling and aviation history publications over the years. And the artwork for this production was done by Jennings Heilig, a well-known aviation decal artist. The decal sheets are printed by Cartograph of Italy, makers of some of the finest decals available, going back to the 1970's. There is next to no carrier film visible, and ultra thin. All in all, this is a first rate product.

In terms of the Aces covered, there are 18 English Aces, one Scot, one Welsh, one Irish, six New Zealand, seven Canadian,

three Australian and two American (still part of the Empire?). [I think the sheet title refers to all of the subjects being aircraft in British or Commonwealth service, rather than the country of origin of the individual pilots – ED]. A couple of the Aces have more than one of their aircraft covered. I won't name each Ace, that would take too much space, but suffice to say this set covers both the well known, and the not so well known, a good cross section. In terms of aircraft types, there are numerous Mk.Is and Mk.Vbs, as one would expect, but also Mk.II, Mk.Vc, Mk.VII, Mk.VIII, Mk.IXb, Mk.IXc, Mk.IXe, Mk.XII, and Mk.XIV Spitfires.

I feel this “set” offers very good value for money at \$24.95 for 41 different choices of markings, plus all the tail and roundel markings. I bought my set directly from the producer via the Internet at <http://www.victorymodels.com/index.asp>. This said, I am **only** interested in the New Zealand pilot markings. If there is anyone out there with a penchant for high quality Empire Spitfire Ace decals, contact me. I would be more than happy to cut my costs and save you money by selling you part or all of the remaining subjects.



Pavla Models 1/72nd Scale Bf 109G/K Upgrade Set

by Jacob Russell

My favorite plane is the Messerschmitt Bf 109 and I am always looking for aftermarket accessories to build more accurate models. I build aircraft models in both 1/72nd and 1/48th scales, and there are far fewer accessories available in the smaller scale. For example, True Details offers no less than four different types of 109 wheels (from the 109B to the K) in 1/48th scale, but only two in 1/72nd. One pair covers the B through E series and the other pair is late-war wide wheels (660 x 190mm, to be exact) for the 109G-14, G-10, and K-4. This completely misses the 660 x 160mm disc hub wheels that equipped the vast majority of mid and late-war 109s from the G-5 through the G-12 trainer, and G-14. Both G-14s and G-10s were produced with both sizes of main wheels; the K series was only produced with 660 x 190mm wheels. To the best of my knowledge, only Hawkeye and Ron's Resin have produced 660 x 160mm wheels, and in the case of Hawkeye these were only available as part of a very comprehensive - and expensive - 109 upgrade set. Ron's Resin 160 x 160 wheels are available as part of their G-10/14 AS conversion sets for the Heller K-4 and Revell G-10 kits, but are hard to find in the US (try Aviation Usk Nebraska, and good luck).

Pavla Models of the Czech Republic has come to the rescue of 1/72nd scale enthusiasts with a 109G/K Upgrade set. The set, #7220, is cast resin, and is very well cast. It is comprehensive and includes:

1. Three prop blades.
2. One spinner.
3. One spinner backing plate.
4. Two pairs of 600 x 160mm wheels.
5. One pair of 600 x 190mm wheels.
6. One pair of R6 (R=Rustsatz-modifications done either at the factory or in the field) underwing "gondola" cannon with integrally molded cannon barrels.

7. One pair of R7 factory underwing rocket tubes with integrally molded projectiles in the tubes.
8. One R3 drop-tank rack.
9. Four different styles of 300 liter auxiliary fuel tanks, with integral mounting straps.
10. One pair of exhausts.
11. One D/F (Direction/Find) loop.
12. One underwing "Morane" antenna mast.
13. Two pairs of cowling machine gun barrels.
14. A set of radiator faces-one for the lower cowl-mounted oil cooler and two for the wing radiators.
15. One pair of landing gear doors.
16. One ETC 50/Vllld bomb rack with four 50 kg bombs.

I showed this set to John Frazier, and he was impressed with the detail and casting quality of the individual pieces. This is a very comprehensive set, and most of the parts can be used to add detail to the Hasegawa and Academy G-6/14 kits. They will also work with the Revell G-10, which has a poorly shaped propeller with three different blades, none of them accurate! It will also benefit from the spinner and backing plate- in this kit the spinner fits over the backing plate and this is completely inaccurate. The diameter of the backing plate should be the same as the rear of the spinner.

The exhausts are a cut above those found in any of the kits mentioned. Although they are not drilled out, this is a task left for you. The "Morane" mast is an unusual and welcome accessory but the D/F loop is overscale (albeit closer to scale thickness than any of the kit D/F loops) and is best reproduced with brass wire or flattened brass strip. The four different drop tanks are very useful. The cowling guns are very distinct in their molding. Of the three pairs of wheels only one set is really useful and happily it's one of the narrow pairs. They have good detail and would enhance all of the available kits. The Hasegawa kit wheels, for example, have exaggerated tread detail and these wheels are an excellent substitute. The other pair of

narrow wheels is copied from those of the Academy kit and these are both too narrow and inaccurate in detail. I would not use these myself. The other pair of wheels is wide and they are copied directly from the Revell/Monogram Pro Modeler G-10 kit. This kit is in turn a smaller copy of Revell's ancient 1/48th scale G-10 kit, and that kit features **very** inaccurate wheels-one of the reasons that True Details produced two pairs of wide wheels in 1/48th scale. Those wheels in turn are also inaccurate, but that's another story!

I compared the parts to 1/72nd scale plans in John Beaman's *Last of the Eagles* and a set of 1/72nd scale plans from *Zlinek* magazine. The drop tanks, gondola cannons, and rocket tubes match both sets of plans almost exactly. The drop tank rack matches the *Zlinek* plans and is 2-3% larger than the rack depicted on the Beaman plans. The 600 x 190mm wheels match the *Zlinek* plans and the 600 x 160mm wheels are slightly undersized. The propeller blades best resemble those of the VDM 9-12159, which was used on the G-10. These can be sanded to reduce the chord to depict narrower propellers used on the G-5, G-6, etc.

This is a very useful set of accessories that will enhance any 109 kit. The ETC 50/Vllld bomb rack in particular will be useful to depict one of the 109E-4 or E-7 Jabos (fighter-bombers) that participated in the Battle of Britain and Operation Barbarossa, the invasion of the Soviet Union. I think that the set is marred only by the absence of instructions and the unfortunate decision to copy some of the least accurate wheels on the market. It is a fine value, and worth every penny. Watch this space for models that use many of the parts from this detail set. Pavla models are sold through Squadron, and their aftermarket accessories (which are quite extensive and include ejection seats, resin interiors and vac canopies) may be ordered directly from Pavla via their website at www.pavlamodels.cz.

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Guest Editorial: IPMS Seattle Meeting Etiquette 101

by Andrew Birkbeck

“No man is an island.” So said 17th Century poet John Donne. What this means in practice is that your actions almost always have some influence on someone else, often many people. This is very true at an IPMS chapter meeting. Today I am putting forward some thoughts that I hope you will consider and which I believe will make our meetings run more smoothly, especially the Show and Tell part of the event.

The meetings are currently divided into two main sections, the initial unstructured time that usually lasts about an hour, wherein you are free to roam the room perusing the vendors, chat to your friends, and view the models displayed at the front of the room.

I would like to propose that those who bring in their models for display at the front of the room please place a small card beside your model so that the rest of us know whose work it is. That way we can approach you during the unstructured part of the meeting and chat at length with you about your creation. This way much of the detailed discussion about your model by those interested can be gotten out of the way before the Show and Tell section of the meeting. Those with a deep interest in your work can discuss it at length, and thus ensure that the Show and Tell section of the meeting flows smoothly and quickly.

With regard to the structure part of the meeting, involving firstly the Business part, followed by the Show and Tell, I would like to point out that a number of you are making it difficult for me and others to hear what is being said by the speakers. You seem to feel that it is your right to chat in the audience, while those who hold the floor try to talk to the meeting. The situation is made worse when

a number of you decide to chat at the same time. Herewith my personal thoughts on Meeting Etiquette 101.

The Audience

There is no point in having a speaker deliver information to the group if everyone can't hear what is being said. We have a large group that gathers each month at the chapter meetings, and we have a number of people with varying levels of public speaking skills. We also have a number of members who have hearing impairments. I would therefore like to suggest that those in the audience give the floor over to one speaker, and that the rest of us have the common courtesy to not talk when someone else holds the floor. If you don't wish to listen to the Business or Show and Tell parts of the meeting, feel free leave the meeting. There are other parts of the building where you can hold your conversations, surely.

I would also like to suggest to those whom, for whatever reason, have difficulty hearing what is said by the speakers, why not sit at the front of the room? That way you have the optimum ability to hear, and those doing the talking don't have to yell.

The Speaker

For those of us who are going to be speaking to the meeting, either during the business part of it, or the Show and Tell, might I make the following suggestions? Firstly, remain near the front of the room, so that when it is your turn to speak, you don't have far to walk. And please be sure to face the audience when speaking, and speak in a clear and adequately loud voice. You are simply wasting your time talking if people can't hear what you are saying. I for one value the Show and Tell in particular, and want to hear what the builders of the models have to say.

Remember who your audience is, and remember how many others need to speak other than yourself. I for one realize when I speak that IPMS Seattle is first and foremost an **aircraft** modeling chapter. The

vast majority of the members is aircraft-centric, and often has little or no interest in any other subject matter. Therefore, when I get up to talk about my WRC rally car models or my modern Soviet tank models, I need to be to the point, and be brief or I will lose my audience. I am wasting my time and that of the audience if I drone on and on about something few others in the club have much interest in hearing.

That said we don't all build aircraft models, and those who don't still deserve their time to talk without interruption. So as a speaker, please remember your audience. Give them the basic facts: who was the manufacturer of the kit you used, what scale is it, did you build it out of the box, and if not, **briefly** what did you add to the basic kit, either scratch built, or after market? Whose paint did you use to paint the model? Was the kit a difficult or easy build? Any important points you would like to make about what you did?

If you have a poor memory or get a bit nervous chatting in public, jot the pertinent points down on a card, and consult this briefly during your presentation. I would like to suggest that even for a popular aircraft subject, two minutes is more than enough time to devote to talking about a model. And if you don't believe me on this matter, try this simple experiment. Take your watch, sit in a room by yourself, with no other sources of noise, and time two full minutes of silence. Believe me, it is quite a long time. And for those who aren't going to talk about a popular subject, reduce your speaking time accordingly.

The same goes for those who bring multiple models to talk about. In one minute I can cover the relevant details of a tank or rally car model without in any way rushing my presentation, realizing that the basics is all most of you wish to hear. If someone has a question about what I have done, they can ask me. Some of us are spending what seems an eternity talking about the minutest details of their projects, or about projects few in the room have much interest in. It is during these presen-

tations that I look around the room and see glazed eyes and the itch in people to start chatting to their neighbors.

As a speaker, you owe it to yourself and the audience not to take too long with your presentation. I feel that even with up to 30 models at a given meeting, Show and Tell should take no longer than an hour. **At most** you should chat about your model for about two minutes, often times less. If I bring in two rally cars and three tank models, in **no way** should I spend two minutes chatting about each one.

I believe that if followed what I have proposed here will help our meetings run more smoothly, and we can offer the respect and courtesy to one another that we all deserve. The speakers will feel appreciated, and the audience will not feel abused.

Preznotes

from page 1

that's a great idea, and at the next model show you attend, I'd encourage you to

take a look at some of the categories that you might usually ignore. I can guarantee you'll be impressed by something.

Somewhat in the same boat is the ribbing between 1/72nd and 1/48th scale aircraft modelers. Exactly where the phrases "Divine Scale" and "Manly Scale" came from I'm not sure, but if I hear anyone else say, "Nice kit, but it's in the wrong scale," I'll scream. Yet when a friend suggested that I switch to 1/48th to take advantage of the new Victory Productions Spitfire decal set, my first reaction was an involuntary pang of horror. It's easy to say that most British aircraft modelers build 1/72nd (they have small flats) and that most Americans build 1/48th (they have large apartments), but it's obviously not that simple. I'm a dedicated 1/72nd guy myself – after all, I was born across the pond. I can distinctly remember building the 1/48th scale Aurora Pfalz D.III and Monogram Zero when I was a tyke back in the late '60s, but those were my last forays into the scale. Yet I'll freely admit that 1/48th is better for some subjects – WW1 fighters, for example. Hopefully 1/48th scale modelers can agree that a B-36 is more manageable in 1/72nd! So while I'll

continue to build in 1/72nd, I promise not to say anything negative about 1/48th – and if anyone will write more 1/48th kit reviews, such as Bob LaBouy's in this issue, I'd love to publish them!

Robert

Pavla Bf 109 Upgrade Set

from page 13

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2. *Monogram Close-Up No. 7 - Gustav, Messerschmitt 109G Part II*, Thomas H. Hitchcock, Monogram Aviation Publications, 1977. ISBN: 0-914144-07-3.
3. "Bf109G-10 - The Most Agile Gustav", *Zlinek No.12 (No.4, Vol.III)*, Zlinek Publications, publication date unknown.

Upcoming Model Shows, Contests, and Swap Meets

Saturday, June 14

Masterpiece Models Modeler's Swap Meet, 150 vendors, admission \$5. 17108 NE 10th Avenue, South of the Interstate 5 Clark County Fairgrounds Exit, Ridgefield, Washington. Web site: www.masterpiecemodels.com

Wednesday, July 2 - Saturday, July 5

2003 IPMS/USA National Convention. Hosted by IPMS Metro Oklahoma City. Westin Hotel, Oklahoma City, OK. For more information, see the web site at <http://www.ipmsmetrokc.org>

Saturday, September 13

Evergreen Aviation Museum Model Show & Contest. Sponsored by IPMS Portland & Evergreen Aviation Museum. Show theme: Record Breakers. All IPMS categories. Registration, 9 am - 12 noon, judging completed by 3:15 pm. Museum entrance fees: \$9.50 adults; \$8.50 seniors; \$5.50 children. Contest entry fees: Adults, \$5 for 1-4 models, each additional model \$1; Juniors ages 11-17, \$1 per model; Juniors 10 and under, free. For more information, contact Brian Yee at 503-309-6137, or by e-mail at bye1959@msn.com. Web site: <http://www.geocities.com/oregonshow/>

Saturday, October 11

33rd Annual IPMS Vancouver Fall Model Show & Swap Meet. 9 AM - 4:30 PM. Entry fees: Adults, \$5 (CDN); Juniors (16 and under), \$2 (CDN); Spectators, \$2 (CDN) for adults, free for 16 and under. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more information, contact Warwick Wright at 604-274-5513, e-mail jawright@telus.net, or see the web site at <http://members.tripod.com/~ipms>

Golden Age Stars of IPMS #23

The recent hoopla over Bob Hope's 100th birthday has reminded people how important USO tours have been to America's servicemen and women. In World War Two especially, seeing a famous performer from back home often gave a little lift to what was otherwise a pretty miserable existence. Hope may be the single performer most identified with the USO, but many women stars were also regulars, one of them being **Ann Sheridan**, "the Oomph Girl".

Born in Denton, Texas, as Clara Lou Sheridan, Ann Sheridan was a winner of a Paramount beauty search who managed to graduate from cheesecake roles to better parts because of her acting talent. Her best-known roles were probably as Randy Monaghan in *Kings Row*, and as Cary Grant's WAC wife in *I Was a Male War Bride*. Like many stars of her era, she made a successful transition to TV, but was only 51 when she died of cancer in 1967.

Among her many USO trips was one to Yangkai, China, in 1944. The 341st BG had

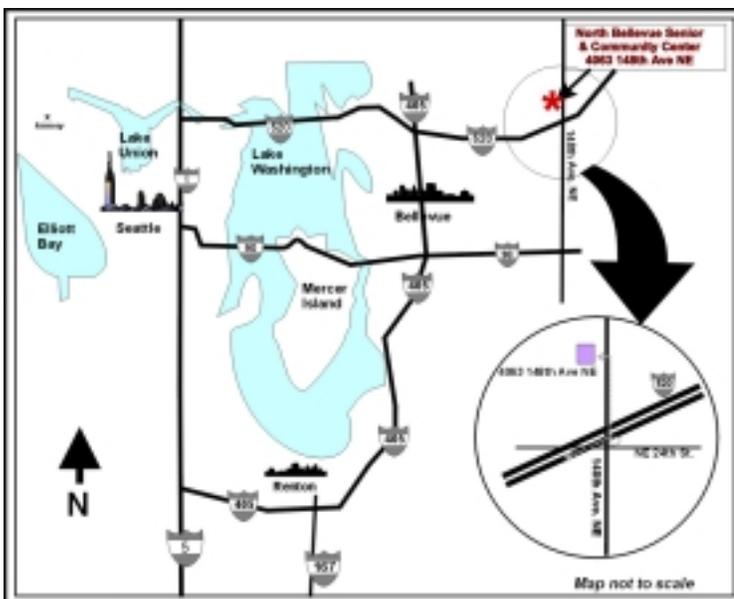
painted one of their B-25Js to honor Sheridan (she is seen standing in front of it, in the middle) as *The Sheridan Express*, but unfortunately when she visited the base, Ann was not in the greatest of moods, according to her driver for the day, James White. Hey, it's not easy to be glamorous all the time, in the middle of China, during a war! Ann apparently launched some fairly choice language (in private, of course) to express her displeasure with



various things, although her reaction when White almost managed to drive them both over a cliff on a muddy mountain road isn't recorded. But hey, even movie stars are human, and anyone can have a bad day, even when you're getting a B-25 named after you...

Meeting Reminder

June 14
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.