

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2003

PREZNOTES



After banging out four models in the first few weeks of the year (P-38M, LeOC.30 autogyro, and two F-89s) I've drawn somewhat of a blank as far as working on anything lately. Could be all the tax stuff that's strewn all over the place including the workbench. Nah, that's not it. Maybe I'm just looking too far down the road at forthcoming projects - the previously mentioned *Tora³ Val* and *Lunar Models Seaview* come to mind - that I "have" to finish before I start anything new. At least I've been holding to my resolution to not start anything new until those half-builts on my bench get worked on.

Unfortunately, my resolve seems to be weakening. I actually pulled a model off the shelf in my garage o' kits and fondled the plastic. Fortunately, for my resolution, I put it back. However, it would appear that I may need therapy...

If you didn't get the chance, you missed a terrific display of models at the Museum of Flight on February 8 and 9. There were nearly 700(!) models of all types on display at the museum, with the theme of "100 Years of Powered Flight". Everything from the Wright Flyer to the latest operational types was on display, as well as an entire row of non-aviation subjects. Various modelers brought projects to work on and everyone had the opportunity to explain our hobby to the masses. The event also generated decent media coverage from two local TV stations, as well as an article in the *Seattle P-I* the day before the event. The museum also had a nice display of the models of the Champlin Collection that many of our members worked on. Even with the many hundreds of people that viewed our work on the two days, very few models received any battle damage.

Recon 7, our Spring Show, is only a month away. Jon, Tracy, Will, and Stephen are hard at work to make this show a success, but they can't do it alone on show day. I

would like to ask our members to help with show day setup, various tasks within the show itself, like manning the registration desk, or distributing door prizes, or helping modelers find the place in the display area for their models, to final takedown at the end of the day. It's not a lot to ask to give an hour or so of your time and it'll give everyone working at the show a chance to see the models, peruse the vendors' tables and generally enjoy the show. We'll prepare a schedule at the meeting on Saturday.

Question of the day: If a word in the dictionary were misspelled, how would we know?

Question of the day (#2): What are imitation rhinestones?

(with thanks to Steven Wright)

See you at the meeting,

Terry

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The Supply Depot to Close Down

by Kevin Callahan

With regret, I want to inform the membership of IPMS Seattle that I am finally winding down The Supply Depot as a business, effective with our Spring Show in April.

With the problems in the general economy and the fact that our club has been particularly hard hit by Boeing layoffs, the level of sales just don't justify maintaining a business that only sells at one occasion per month. I have found myself throwing in a fair amount of my own money in order to pay off wholesale invoices, a situation that I cannot allow to continue. I always told myself that, once I closed down the Internet operation, The Supply Depot was only viable as long as it was paying its own way.

Since customers are more selective with their disposable dollars, it has become even more difficult to try and guess what is going to sell. And when I guess wrong (with alarming frequency!) I'm stuck with merchandise that is difficult to move. Sure, I do the occasional Internet sale, but they require a lot of work and even they have been discouraging in the current economic climate.

I want to emphasize that this club has my thanks for supporting The Supply Depot well enough to keep the business in place for as long as it has. I was painfully aware that I couldn't supply everything that everyone wanted, but it was always gratifying (if a bit intimidating) to see 20 people watching me unpack my merchandise like I was unloading cases of Evian water in the middle of the Gobi Desert.

I will be selling at the Spring Show, so I encourage everyone to come out and pick up some stuff that you may have been wavering on. Every kit that I don't have to

take home will make my garage that much happier!

It has been a long and winding road since Andrew Birkbeck and I were sitting around in 1995 complaining about high prices and lousy service in the mail order arena. We decided that we could do it better than the existing players, and The Supply Depot was born. Andrew ran things until 1996 when I left US Bank, and took over the operation full time. One highlight of those early years was the 1997 Columbus IPMS Nationals. A huge show, tons of models, and \$17k of sales in less than four days. In late 1999 I re-entered the full time work world and gradually wound down the Internet side of the business.

Time to let the fat lady sing, turn out the lights, stick a fork in it cuz it's done, and start pinin' for the fjords (a proper Pythonesque note to end on). Many thanks to all the many customers of The Supply Depot, past and present.

Clarification on Mike Medrano Bio

by Andrew Birkbeck

In last month's newsletter, concerning the biography of Mike Medrano, it could be interpreted from the description of the Democratic National Convention item that Mike partook in the stoning of Chicago Police. This certainly wasn't the interpretation the author intended, but Mike feels a correction needs to be made. The author apologizes for any misunderstanding over this matter, and states for the record that Mike was at the Convention to voice his concerns about the current state of the nation, and was the model of the law abiding citizen, voicing his thoughts. He was not tossing stones. My apologies to Mike and his family for any misunderstanding that may have resulted from my article.

Spring Show Registration Forms Available for Download on Web Site

If you'd like to save yourself the hassle of hurriedly filling out your Spring Show registration forms at the show itself, you can download the forms at the IPMS Seattle web site, and fill them in at your own convenience. The forms are available as either Microsoft Word or Adobe PDF files.

There will be two separate lines for registration the morning of the show, one for pre-filled out forms and one for forms that need to be filled out at the show. **Do not fill in the number!** This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

To download the forms, go to

<http://www.ipms-seattle.org/Springshow/registration.htm>

Spring Show Help Needed

Every year, we rely on the efforts of club members to help the Spring Show run smoothly. We need your help to run the show, and if you could contribute an hour or so, it would be greatly appreciated. We will be having a sign-up for volunteers at the March meeting.

Help is needed in two major areas during the show itself - helping with registration, and hosting, which is basically acting as a traffic cop, showing modelers where to put their models, and making sure that little Billy doesn't find out if your Tamiya 1/32nd scale Zero can really fly!

We also need help before and after the show, setting up and taking down the show room.

IPMS Seattle April 19 Spring Show Category List

Junior: (Ages through 15. At their discretion juniors may enter any of classes 1 through 57)

1. Aircraft
2. Armor
3. Automotive
4. Space Fact/Sci-Fi/Fantasy
5. Ships
6. Miscellaneous (incl. figures, dinosaurs, etc.)
61. Junior Prefinished Models (any subject with prefinished exteriors)

Best Junior Award

Aircraft:

7. 1/73rd and smaller; all subjects
8. 1/72nd single prop
9. 1/48th single prop
10. 1/72nd multi prop
11. 1/48th multi prop
12. 1/32nd and larger prop
13. 1/72nd single jet
14. 1/48th single jet
15. 1/72nd multi jet
16. 1/48th multi jet
17. 1/32nd and larger jet
18. Civil, sport, racing, airships; all scales
19. Airliners; all scales
20. Rotary wing; all scales
21. Biplanes/Vintage Types; all scales (Pitts, Eindecker, Dr.I, CR.42, etc.)
22. Miscellaneous; scratchbuilts, vacuforms, and conversions

Best Aircraft Award

Automotive: (All scales; non-military)

23. Factory Stock
24. Hot Rods (excluding dragsters and lakesters)
25. Custom
26. Pick-up trucks
27. Truck/Van/Crash, Fire and Rescue
28. Closed-course racers
29. Straight-line racers (dragsters, lakesters, LSR)
30. Motorcycle (includes sidecars)

Best Automotive Award

Diorama: (all scales) A diorama is two or more models relating to tell a story.

31. Aircraft
32. Automotive
33. Armor
34. Space Fact/Sci-fi/Fantasy
35. Marine
36. Figures
 - A. Vignette (5 or fewer figures)
 - B. Diorama (more than 5 figures)
37. Miscellaneous (includes dinosaurs)

Best Diorama Award

Military Vehicles and Weapons

38. 1/35th and larger, closed top through 1945
39. 1/35th and larger, closed top after 1945
40. 1/35th and larger open top AFV, half-tracks and self-propelled guns
41. 1/36th and smaller, all eras and subjects
42. Soft-skinned, all eras and scales
43. Towed artillery and missiles, all eras and scales
44. Conversions and scratchbuilts, all subjects, eras and scales

Best Military Vehicle/Weapons Award

Ships:

45. Engine powered
46. Sail and unpowered
47. Miscellaneous

Best Ship Award

Single Figures: Horse and rider, mounted or dismantled = a single figure. Two figures on base = a vignette (36A). Space Fact/Sci-Fi/Fantasy figures are excluded here.

48. Smaller than 54mm (excluding 1/35th)
49. 54mm (including 1/35th)
50. Larger than 54mm

Best Figure Award

Space Fact/Sci-Fi/Fantasy: all scales

51. Space Fact
52. Sci-fi, Vehicles
53. Sci-fi, Single creatures
54. Miscellaneous (includes dinosaurs)

Best Space Fact/Sci-Fi/Fantasy Award

Other Classes:

55. Collections (5 or more models that relate)
56. Flights of Fancy/Hypotheticals (all scales)

IPMS Seattle Spring Show Special Awards

Here's an updated list of Special Awards for the IPMS Seattle Spring Show. You still have time to build something by April 19. Build a red Sopwith Tabloid on floats with a nice finish, and you could really clean up!

Best Aircraft From the First Twenty Years (1903-1923) sponsored by Pearson Modeleers

Best British Subject sponsored by Robert Allen, Keith Laird, & Andrew Birkbeck

Best Canadian Subject sponsored by Jim Schubert

Best Civil Auto/Motorcycle sponsored by Jon Fincher

Best Finish/Ted Holowchuk Award sponsored by IPMS Seattle (tentative)

Best Floatplane sponsored by Bob Dempster/Douglas World Cruiser Foundation

Best French Subject sponsored by Pascal Valadier

Best Italian Subject sponsored by Emil Minerich/Skyway Model Shop

Best Red Airplane sponsored by Chris Banyai-Riepl/Internet Modeler

Best Small Air Forces sponsored by Will Perry & Stephen Tontoni

Best WWII Pacific Theatre sponsored by Tracy White

NABBROKE Award sponsored by Scott Kruize & Ken Murphy

Note: NABBROKE stands for "Nostalgic Aging Baby Boomer Real Old Kit Experience" and will be awarded for the best kit no newer than 1970 built as issued, that is, "Out-of-the-box" with no aftermarket parts/markings, kitbashing, or work to correct kit flaws. Must have brief description (index card) of building experience, then and now.

57. Miscellaneous (anything not covered above)

62. Adult Prefinished Models (any subject with prefinished exteriors)

Best Of Show Award (balloting by entrants).

Notes

- a. Prior IPMS-Seattle First Place winners are not eligible.
- b. IPMS-USA National Contest Rules apply generally.
- c. Head judges' decisions are final!
- d. Only one category per model.
- e. Where classes are subject to interpretation, the entrant may choose the category; e.g., a Fiat CR.42 could be entered in class 9 or 21; a Pitts in 9, 18 or 21. Judges may reassign models to more appropriate classes at their discretion.
- f. If your diorama is overly large, please phone ahead.
- g. At the judges' discretion "Highly Commended" ribbons may also be awarded.
- h. At the judges' discretion categories may be split.
- i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

Spring Show Schedule and Fees

Registration, 9:15 am until noon.
Public Viewing, 10 am until 3 pm.
Judging, 12 noon until 3 pm.
Awards, 3:30 pm.
Show close, 4 pm.

Entry fee: Adults, \$6;
Juniors and spectators, \$2.

As in years past, we will have a raffle this year. Entrants will receive one ticket per model up to five. Unlike years past, you will be able to buy tickets, so the raffle will not just be limited to people entering the contest. Ticket Prices: one ticket, \$1; six tickets, \$5; 15 tickets, \$10.

Spring Show Venue

The location for our Spring Show this year is the Renton Community Center, at 1715 Maple Valley Highway, Renton.



Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.



From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Vendors and Sponsors

Below is a list of vendors who plan to attend the spring show. We have a total of 30 tables available for vendors. If you are a vendor and would like to participate please E-mail Tracy White at whitet@blarg.net. Table prices are \$35 per table.

Attending Vendors:

Skyway Model Shop - Models & Aftermarket sets (Five Tables)

Masterpiece Models - (Four Tables)

The Supply Depot - Models and accessories (Three Tables)

Bob Berry - (Two Tables)

IPMS/USA (One Table)

Kancali's Custom Modeling accessories - Diorama Supplies (One Table)

Rob Otero - 1/48th Airplanes (One Table)

The Small Shop - "Hold n Folds" and more (One Table)

Thank you to the companies that go above the call of duty in helping us:

American Eagles Hobby Store
12537 Lake City Way NE
Seattle, WA 98125
For donating raffle items

Skyway Model Shop
12615 S. Renton Ave S.
Seattle, WA 98178
For donating raffle items

Burien Trophy
15204 6th Ave SW
Burien, WA 98166
For providing trophies and assistance

For more information about any aspect of the Spring Show,

<http://www.ipms-seattle.org>

Roden 1/72nd Scale RAF S.E.5a w/Wolseley Viper

by Robert Allen

The Royal Aircraft Factory S.E.5a is not as well known as the Sopwith Camel (for which we can probably credit Charles M. Schulz and *Peanuts*), but it ranks with the Camel as one of the two most important British fighters of the First World War. Most of the leading British Empire aces flew the S.E.5a, including Mick Mannock, Billy Bishop, James McCudden, and Anthony Beauchamp Proctor. Although it lacked the maneuverability of the Camel, the S.E.5a was rugged, fast, stable, and an excellent gun platform. Its place as one of the all-time great fighters is secure.

The S.E.5a was developed, logically enough, from the only moderately successful S.E.5, and was originally fitted with a geared 200 hp Hispano-Suiza engine. Supplies of the Spanish-designed, French-built engine were sporadic, priority being given by the French to equipping their own aircraft, and the ones that were delivered were often substandard. The British firm Wolseley had earlier built 150 hp Hispano-Suiza engines under license for the S.E.5a when the French engines were unavailable. They developed a new 200 hp engine, the Viper, which was a direct drive engine, eliminating the problems caused by the geared engines. This engine was a happy accident; Wolseley engineers apparently misinterpreted an instruction to simply build the Hispano-Suiza, and developed their own design based on the Hispano-Suiza 8A. Viper-powered S.E.5as began to be delivered in quantity in early 1918, and soon became the preferred mount for the S.E.5a squadrons.

Roden, under both its present name and the earlier one of Toko, has been working its way through the line of WWI fighters, wisely starting with several aircraft not previously produced in injection-molded

form, and subsequently branching out to more famous types such as the Fokker D.VII and Albatros. Their kits are meticulously researched, and reasonably priced, with their single-engined fighters usually coming in at \$10 or less. There have been previous 1/72nd S.E.5a kits produced by Revell and ESCI, but both of them date their lineage back to the 1960s, and are not up to today's standards. Roden's S.E.5a has been (or will be) issued in both Viper and Hispano-Suiza form, though the latter has not yet been released.



The Viper kit has 54 parts on three sprues, well molded in light gray plastic. Nine of the parts are for the Hispano-Suiza version, and are indicated as such on the instruction sheet. Chief among these are the narrow-chord elevators used on some S.E.5as, and the steel-tube landing gear fitted to early models. Although standard Viper S.E.5as had the larger elevators and plywood covered undercarriage struts, some were converted from Hispano-Suiza engined ones, and it is possible that the specific aircraft you decide to model could have retained the earlier features, so it's nice to have the options. Check your references! Three upper-fuselage deckings are given, differing mainly in the shape of the cockpit opening. Two two-bladed props are also provided; I believe the alternate is the two-bladed prop used on later geared versions with non-French engines. Unlike many other Roden kits,

this one doesn't include all of the parts for both versions; sprue "D" contains the radiator and other business-end parts peculiar to the Viper version, and presumably a sprue "C", not included in this packaging, does the same in the Hispano-Suiza kit, including the four-bladed prop used by most geared engine versions. There is also a small sheet of clear film that contains three windscreens, and the glazed panel in the fuselage used to illuminate the instrument panel.

Instructions are an eight-page booklet in Ukrainian, English, and German, with exploded views; it would be very nice to know in which order to assemble the parts within each exploded view, but I guess Roden assumes you can figure it out for yourself. After perusing the instructions, there

are still a couple of parts of whose exact location I'm unsure. The four decal options provided are shown by top and side views; not including at least one bottom view is inexcusable. The well-chosen options are for four of the leading Empire aces, though who the leader actually was depends on which reference you use...

As noted, most of the differences between the two versions revolve around the engine, radiator, cowling, and prop. The first step in the instructions tells you to cut off a small amount to lower the position of Foster gun mount on the upper wing; at first this may seem unrelated to the engine, but it actually is. The geared engines had a higher thrust line, meaning that the gun had to be mounted higher for the bullets to miss the prop. Although I give Roden the highest possible marks for

providing so many options, the plethora of separate parts has led to fit problems in past kits; the separate forward fuselage in their Pfalz D.III/IIIa kits had serious fit problems, and the upper fuselage decking in the S.E.5a should be approached with care, especially since the upper engine cowling, which butt joins the fuselage decking, is yet another separate piece. Cockpit detail is limited to a seat, stick, rudder pedals, and instrument panel. A decal is provided for the latter, although the instructions fail to mention it, and the panel sits so far forward in the fuselage that it will be scarcely visible. An Aldis sight is included, rectifying one of the major omissions of both the Revell and ESCI kits. The headrest is another separate piece.

Like all Roden kits I've seen, there are no locating pins on the fuselage halves. The lower wing is a one-piece molding which slots into the fuselage, simplifying construction. All eight of the struts are separate, and there are no jigs provided, as are given in the Airfix Sopwith Pup kit, to help with wing alignment. I've never understood why most manufacturers of biplanes don't provide jigs; it greatly eases the uncertainties of assembly. No rigging instructions are provided, just a nod to refer to the box art for rigging details.

The ribs in the wings are subtly done. One thing that is not attempted, though I'm not sure how it could be done accurately, is the sagging and wrinkling of the fabric covered parts of the fuselage. Many WWI planes suffered from this, but the S.E.5a more than most. I've seen photos where the fabric beneath the cockpit area resembled the skin of a prune!

Paint instructions are given for Humbrol paints; the color suggested for the upper surfaces is Humbrol 108, Matt WW1 Green, which would be fine except that this is one of Humbrol's discontinued colors.

That's OK; trying to pin down the exact shade of PC10 used on the S.E.5a is next to impossible. Try using Humbrol 170, Brown Bess, instead. It works for me!

The four decal options are for aircraft flown by Bishop, Mannock, Beauchamp Proctor, and Canadian ace William Claxton. There is still controversy about whether Bishop or Mannock was the leading British Empire ace; although Mannock is often credited with 73 victories, he only claimed 61 (including one claimed for him on his last mission), and the others seem to have been added by his squadron-mate, post-war writer "Taffy" Jones, specifically to exceed Bishop's total of 72. Bishop was a lone wolf, who often made claims that



no-one else could confirm; the question of his exact total was so controversial that it became the subject of a Canadian Senate investigation. If you want to ignore the controversy, try building the 84 Squadron aircraft of Beauchamp Proctor, who was not only the leading South African ace, but also the British Empire's leading balloon buster, with 16 "gasbags" destroyed. The decals appear to be well printed and in register.

Aftermarket decals in 1/72nd for the S.E.5a are not exactly plentiful, but a couple of non-British options are worth noting. The S.E.5a was flown by the 25th Aero Squadron of the United States Army Air Service (although they were equipped too late to see combat with the type), and Blue Rider

sheet BR211, "USAAS & US Navy Markings 1917-1920" gives decals for the airplane of Lt. Raymond C. Watts. Generic 25th Aero Squadron markings can also be obtained on SuperScale sheet 72-072, if you can find one. Max Decals sheet 72-002, "Irish Air Corps 1938-1948" includes an S.E.5a used by the IAC in 1922. This aircraft has a dark red fuselage and silver wings, with green, white, and orange roundels, instead of the Celtic boss used by later Irish aircraft. It would make an attractive and unusual model.

I'm not really a rivet-counter, and the presence of so many separate parts makes laying the unassembled kit against drawings difficult, but the shape appears to be accurate. Compared with the Ian Stair drawings in *RAF SE5a: Windsock Datafile 10*, though, both upper and lower wings are a fraction of an inch long in span.

Other useful references, in addition to J.M. Bruce's *Datafile*, are Bruce's *Aircraft Profile Number 1: The S.E.5a* (the very first Profile); John F. Connors' *S.E.5a in Action*; and Paul R. Hare's Putnam, *The Royal Aircraft Factory*, although the section on the S.E.5a is a mere seven pages long. Christopher Shores' *British and Empire Aces of World War 1* in the Osprey "Aircraft of the Aces" series gives good background information on the men, but only one of the 36 color profiles shows a Viper-powered S.E.5a. Bruce Robertson's *Aircraft Camouflage and Markings 1907-1954* contains drawings of S.E.5a squadron markings, and if you ever come across one, Owen Thetford's 1943 work *Camouflage '14-'18 Aircraft* has an entire chapter devoted to the type, with the same drawings found in Robertson's book. *Scale Aircraft Modelling* covered the S.E.5a in their "Aircraft In Detail" series in the June 1998 issue, written by Ken Wixey.

In spite of a few nit-picks, and a bit of trepidation regarding the assembly, I really like this kit. An up-to-date, accurate S.E.5a has been needed for some time, and this one seems to fill the bill admirably.

Book Review: *Monographie Lotnicze No. 24, Gloster Gladiator* by B. Belcarz & R. Peczkowski

reviewed by Jim Schubert

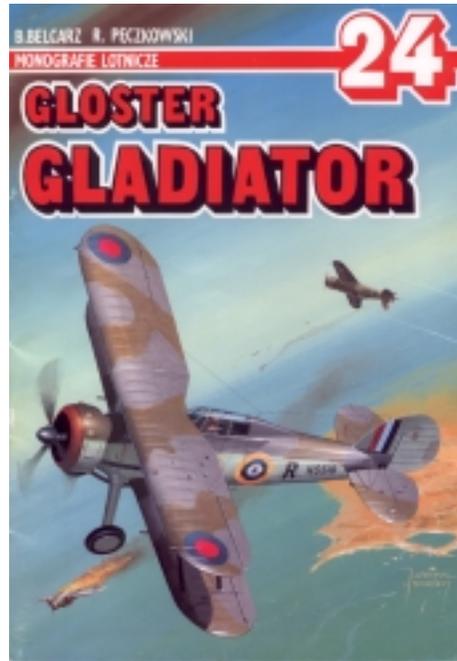
In the listing of references in my review of the new Roden 1/48th scale Gladiator in the January issue of this newsletter I listed this volume and asked if any reader had a copy they'd sell to me. The co-author of the monograph, Robert Peczkowski, replied that he'd trade one for another book. The deal was agreed, the exchange made and now here's my review of this 1996 book - seven years late! In this case the old adage, "better late than never" is certainly appropriate as this is a good reference work. There's only one problem - for me - with this book; it's all in Polish, of which I have no knowledge. But that's OK because the pictures are in English.

In the January IPMS-Seattle newsletter I used a three-column, side-by-side comparison of the new Osprey, Mushroom and Warpaint books on the Gladiator. Following are the numbers on this "new" book in the same format for the Lotnicze monograph:

Cover:	Color painting
Back:	Color painting - cockpit interior with key
Color profiles:	18
Color photos:	None
B & W photos:	86
GA Drawings:	24 plus 18 detail/"scrap" Drawings.
Isometric Dwgs:	7, plus an inboard-profile & detail Dwg. of instrument Panel.
Append./tables:	13
Pages:	56
MSRP:	I don't know but current releases are in the \$12-20 range.

The paper quality is quite good being heavily sized resulting in excellent reproduction of the color artwork. Unfortunately, for reasons not apparent, all of the 86 B & W photos are quite dark and gray. That said - there are many useful photos here that are not included in the Osprey, Mushroom, Warpaint or other references.

The color artwork by Jaroslaw and Arkadiusz Wrobel (I wonder if they are related) is outstanding and extremely well printed.



Because I can't read Polish, I cannot comment upon the text except to note - from the headings - that it appears to provide comprehensive coverage of the history, development, and operational

deployment of the Gladiator. The five pages of general arrangement drawings are outstanding; the best I've seen of all marks of the Gladiator.

This is a very good book, well worth the presumed price. AJ-Press, in my opinion, would do well to reissue this book to cash

in on the interest in the Gladiator generated by Roden's release of their new 1:48 scale kits. Only this time, please do something about the quality of those B & W photos.

As it never rains but what it pours - Squadron Publications is advertising a *Gladiator In Action* book. I've ordered a copy and will review it upon receipt.

AJ-Press, Gdansk, 1996,
ISBN: 83-86208-34-1

IPMS Special Interest Groups Newsletters

reviewed by Jim Schubert

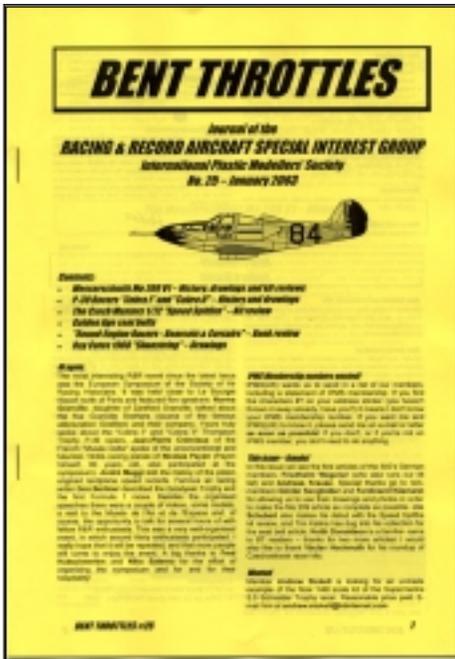
Most national branches of IPMS have Special Interest Groups (SIGs) to address a narrow range of topics and to provide a medium of exchange for members with similar interests. Following are reviews of the quarterly publications of two SIGs to which I belong. Both are under the aegis of IPMS-UK. Interestingly the SIG leader for the first one lives in Sweden; IPMS is truly international. I also belong to the Seaplanes SIG of IPMS/USA, which also publishes its newsletter, *Chine Lines*, quarterly.

Bent Throttles

Journal of the Racing & Record Aircraft Special Interest Group of IPMS-UK, No. 25, January 2003

There are two features of great personal interest to me in this 18-page issue. The first is on the *Cobra I* and *II* of the Jack Woolams and Tex Johnston modified P-39 racers - Tex won the 1946 Thompson Trophy in *Cobra II*. As all locals know, Tex was later Director of Engineering Flight Test at Boeing and is famous (notorious?) for twice barrel rolling the 367-80 prototype of the 707 over Seafair crowds in Seattle in 1955. I was fortunate to be a witness to

that event. 1/72nd scale drawings of both Cobras are provided by SIG leader Anders Bruun to accompany Keith Davidson's article. Anders has also included the graphics needed for you to copy the markings and print them on decal stock with your computer/printer. The second article of great interest to me is on the Me 209 V1 welt rekord airplane of 1939. Friedhelm Wegner has written a history of the Me 209 V1 illustrated with seven black and white photos and the best drawings of this plane that I've ever seen, provided by Günter Sengfelder and Ferdinand Käsmann. The Me 209 coverage includes a build-review of the Huma 1/72nd scale kit, an in-the-box review of the 1/48th scale Replicast kit and a couple of photos of Günter Sengfelder's 1/15th scale scratchbuilt model.



Other contents include kit and book reviews, 1/48th scale drawings of Formula I racer "Shoestring" and general SIG news. This journal is always interesting, containing many useful drawings and photos.

Contact SIG leader Anders Bruun at ipms.airrace@chello.se for membership details. He accepts US dollars cash! If you like racers or speed or distance record

airplanes you ought to join this SIG. IPMS membership is recommended but not required.

JAS Jottings
 The Quarterly Magazine of the Japanese Aviation Special Interest Group of IPMS-UK, Vol. 9, No. 1, February 2003



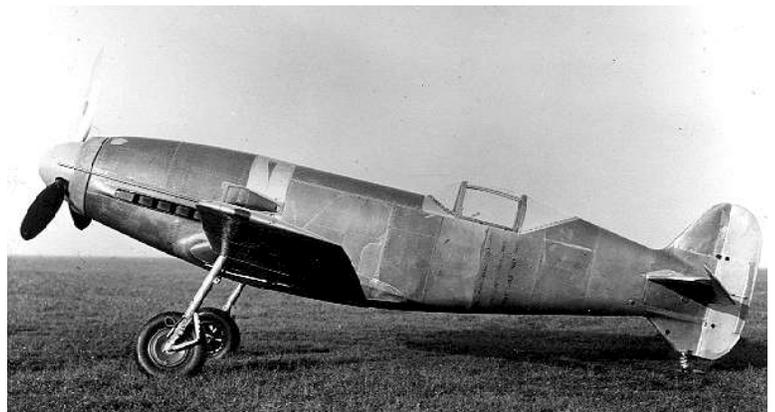
JAS Jottings is a more serious, scholarly treatise than *Bent Throttles* and treats each subject that it addresses in great and rewarding depth. This 34-page issue continues with Part 4 of the evolution of

the Japanese reconnaissance seaplane and with Part 6 of a fine in-depth review of Japanese aero engines and concludes the A to Z of Japanese imported aircraft in the 14th part of this exhaustive summary. Part 2 of *Crossing The Pacific* takes us through the 1931 Sabishiro-Wenatchee flight by Clyde Pangborn, of Wenatchee, and his partner Hugh Herndon in their Bellanca Skyrocket Miss Veedol, and the failed Hochtchi-Nichi-Bei No. 2 flight in a Junkers A50 in March 1932.

Part 2 of a *Performance Comparison of Allied & Japanese Fighter Aircraft 1943-5* concludes with comparisons of wing loading, rate of fire, throw-weight and armor. If you are at all curious about the technicalities of what makes a good fighter this long two-part article by Dr. Andrew Johnson will inform you

A new series on *JA & JNAF Aircraft Colors*, based on recently discovered WWII documentation in a private collection in Japan, promises to be a worthwhile adjunct to the works of Bueschel, Thorpe, Baker, and Fearis. The content of this issue is filled out with SIG news, book, kit and decal reviews.

Contact the SIG leader, Peter Starkings, at stkngs@globalnet.co.uk for details regarding membership. He accepts US dollar checks! If you are a Nipponophile like me you ought to belong to this Special Interest Group. IPMS membership is recommended but not required.



Model or Miniature?

by Paul A. Ludwig

Over the years, a few female friends and partners have scoffed at my interest in model airplanes, and by way of alienating many of that half of the human species, I sometimes wonder what it is that prompts me to have been interested in models for six decades. I went to my trusty *Britannica World Language Dictionary* for the definition of the word "model", and this is what it said:

"1. An object, usually in miniature, representing accurately something to be made or already existing; more rarely, a plan or drawing, as a model of a building. 2. A person who does duty as a copy or pattern for painters and sculptors. 3. A thing or person to be imitated or patterned after; that which is taken as a pattern or example. 4. A woman employed by costumers and modistes to display costumes or millinery to customers. 5. That which strikingly resembles something else; an approximate copy or image."

In other words, I don't know why six decades have gone by and I am still excited about model airplanes. *Britannica* was no help. One might say that in the five definitions, Number 1 refers to an architect's model; 2 refers to Whistler's mother; 3 refers to Mother Theresa; 4 refers to Cindy Crawford; and 5 is where modelers abide.

I believe it began in the Stone Age, when cavemen or near-cavemen made clay images of expectant women and oxen, or anything else meaningful to life. Ancient Egyptians made miniatures for the afterlife. Leaping ahead a few millennia, teddy bears and dolls soothed the savage beast. Come the Industrial Age, after Leonardo constructed his models, modern man advanced machines by first making models that guaranteed the workings of parts or parts joined together. The patent process requires a demonstration model. Little girls often demand a dollhouse complete with

tiny bedroom sets and living room decorations. An autographed baseball bat puts a boy in close touch with his hero.

Perhaps it is that feeling of being in touch with the larger, the real object, which has led mankind to make models that are, in reality (aren't they?) miniatures. There are many reasons why we make models, reasons from having fun, to seeing something in three dimensions, to near hero worship, to presenting proof of an otherwise unappealing but historically accurate object. As a former art student, I like models for their colors, their beauty (as representations of my favorite aircraft), and for the three-dimensional aspect.

We make models to have a tangible association with something beyond our reach or beyond time itself, as though having the model nearby, within one's reach, one is in touch with the object modeled, the movie star, the *Mona Lisa*, the Me 262. To achieve the association we buy kits and we peruse the aftermarket, and cut our fingers and spill paint or glue on places where glue and paint don't belong. We accumulate complete series of monthlies and quarterlies and hardbound monographs and files and photos. All to find, after the model is finished, that we have achieved an association with the object.

But it is not enough, is it, simply to make a model out of the box. No matter what scale the model is in, there must be one small detail, or a wealth of detail, which one has introduced into the model to prove that one has strived to match (emulate, revere, worship) the original. And for one's efforts one encounters color police, experts, and people whose objects or worship are for more important to mankind's progress than your incorrectly painted or detailed mess of a model. Martyrs suffer in self-satisfying ways when assaulted by the color police, don't they, because the work one does to the model far exceeds criticism of the negative kind.

Putting all that aside, mankind has been making models, worshipping objects,

putting upon pedestals, all manner of miniatures, and will continue to do so. Six decades of being interested in model airplanes may not be proof of a stable, secure mentality, but it sure does indicate that I'm among friends.

This 'n That

by Hal Marshman, Sr.

Just a few little things to talk about, not enough to build an entire article with:

Still thinking about Tamiya's new P-47 Razorback, and have a few items to mention that didn't make it into my kit review. This Jug kit features some very neat little items that really lend an authentic ring to the model, such as: viewed from the front, the main gear splay outward slightly at the top, straightening out just above the oleo area. The guns are aligned parallel to the ground, rather than the centerline of the wing. The wing shackle fairings hang perpendicular to the ground rather than the dihedral of the wing. The antenna mast is attached just to the left of the spine, rather than exactly on the center. Inside the supercharger exhaust coaming, one can actually view the supercharger itself. Lastly, the left wing trim tab is shown as the moveable type, whereas the right wing trim tab is of the fixed variety and protrudes beyond the wing's trailing edge. In all the other Thunderbox kits, you may encounter one or two of these little goodies, but to my knowledge no kit in any scale incorporates all of them, and a couple of these gems are exclusive to the Tamiya offering. As I get further and further into this kit I keep finding little touches that I never expected to see.

In the P-47 paragraph above, I mentioned that the antenna mast is mounted just to the left of the center. On late -D and -M birds (bubble tops), the mast is mounted just to the right of center. P-47Ns more often than not feature a twin arrangement just at the front and on either side of the

fin strake. Just another little thing to keep one on one's toes!

The Great Russian Propeller Spin Unscientific Survey continues. This time we have discovered that the inline-engined LaGG-3 prop does indeed rotate clockwise, not counter clockwise as in the later radial-engined La-5 and -7. Still a couple of more single-engined types to check before I make my definitive conclusion...keep tuned.

Building the Hasegawa Ju 87B Stuka? The rear cockpit machine gun cannot be tilted upward as seen in so many photos, but because of the saddle style ammo drums and the large ball on the bottom side, you pretty much have to lay the gun on its side just to get it to protrude out its port in a level manner. Why do you see so many Stukas with the gun at a jaunty angle? Simply because the round window from which it protrudes is in actuality a rotating ring and the port may be located elsewhere than at the bottom as portrayed by Hasegawa.

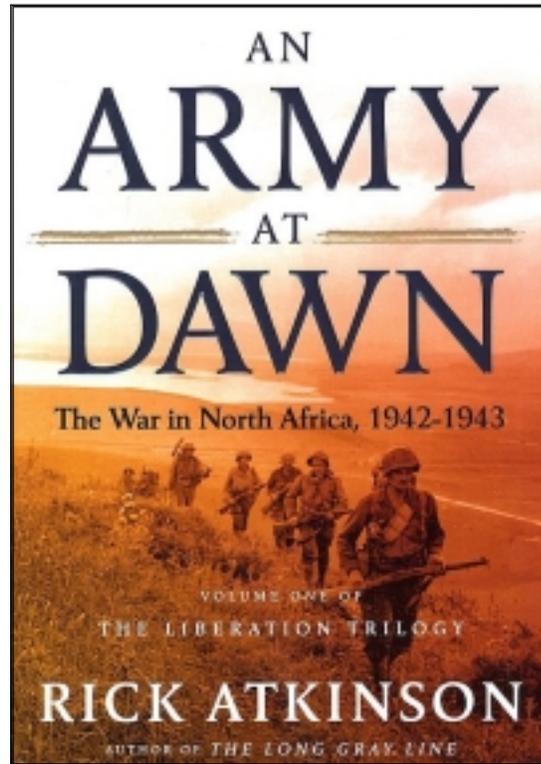
Lastly, we turn to the new AmTech P-40 series, meaning the -E already on the market and the longtail -F/-L soon to be released. (And yes, I have my longtail on order.) AmTech has done a creditable job upgrading the old ESCI molds and is to be congratulated for their efforts. The fly in the ointment lies in two parts. The guns are mounted on the centerline of the wing leading edge, whereas real P-40s carried their weapons just below the centerline.

Secondly, the main gear legs show a brace mounted in the rear at a 45-degree angle upward into the gear well ceiling. This is totally wrong; what are mounted at this angle are the retracting struts on either side of the gear leg. In all practicality, the brace provided would impede rather than activate retraction. These are things that can be easily altered, but only if you recognize them. I've seen a good many Warhatchets on the Net where these items were left as provided in the kit, and the models still look decent, but with a little extra effort, they can be made even better.

Book Review: *An Army at Dawn* by Rick Atkinson

reviewed by Wesley Moore

Many modelers are diligent students of the Second World War - at least we think we are, and think we know what happened, when it happened, and how it happened...



...Then along comes a book that backfills our ignorance about some key part of the story. *An Army at Dawn* is sub-titled *The War in North Africa, 1942-1943*, and covers the campaign in Northwest Africa from the TORCH landings of November 1942, until the fall of Tunis in May of 1943 (which is to say, it ignores the Afrika Corp and the British 8th Army until they sidle in from stage right late in the story). It is a thick book: I'm not recommending that you rush out and buy it (but it's only \$30), but go to your local library, check it out, and spend several evenings reading it. Its a tough slog, but worth it.

Much of the campaign can best be described as "a total #%*&*\$ing mess." The American Army entered the war as amateurs and did almost everything wrong: they couldn't get the French to join the Allied side for three days of bloody fighting; they hadn't figured out how to use infantry, armor, artillery, and aircraft together; set up defensive positions in the valleys, instead of the hills; they couldn't move airfields forward far enough to keep the Luftwaffe at bay, or the Germans from pouring men across the Med; and the generals - American, British, and French - wouldn't even get along.

In contrast, the Germans were seasoned experts. Not only were they geniuses about digging in and staying, they had this absolute talent for attacking, then emplacing their anti-tank guns before the Allies could organize themselves into a counter attack.

This is why Eisenhower's armies made it to western Tunisia in late November, but were kept out of Tunis until May, a distance of about 80 miles! In between, the Americans became professionals, and gained the respect of friend and foe.

One great thing about this book is that every place mentioned in the text is on a decent map! I can't tell you how many times I've cursed the cheap publishers who don't provide adequate maps!

Henry Holt, NY, 2002
ISBN 0-8050-6288-2 (hardback)

IPMS Seattle Snapshots

by Andrew Birkbeck

Tracy was born as the Tet Offensive commenced in Vietnam, February 1st, 1968, in Western Washington. She is a graduate of Stadium High School in Tacoma, and a graduate of the U of Washington with a degree in Psychology. She currently works for Flight Safety Boeing, where she has been for the past four years. This firm trains flight crews, maintenance crews and flight attendants to serve aboard Boeing aircraft. Tracy is a computer “geek” who is part of the team that designs computer-based training products. Prior to FSB, she worked in tech support for Key Bank’s online banking system. She has also been a manager for a boarding kennel and grooming firm, made a mean espresso for an espresso café, even briefly worked for the US Forest Service as a Forest Fire Fighter!



Tracy’s first model was a 1/32nd scale P-40 which she built at around age six. It appears that this was part of a family tradition, as her father’s first model and her younger sister’s first model were also P-40s! Tracy says her interest in models is directly traceable to her model-building father. She used to love to “play” with his

models, especially the lovely B-17G with moveable ball turrets! She believes her father steered her towards building her own models in order to preserve the structural integrity of his own creations! She would build “anything neat” that caught her eye. Her father generously paid for her kits, but insisted she finish the current one before paying for another. What a novel concept! That way she didn’t have to spend her own pocket money on the hobby! Consequently, she stayed with the hobby until she went to college, when she lost the use of Dad’s superb collection of modeling tools, paints, etc.



and she decided she needed all her own money for tuition etc. She re-entered the hobby “with gusto” a few years ago, now that she was earning a steady income on her own, and continues to regularly communicate with Dad via e-mail on all aspects of the hobby.

Tracy’s favorite subject matter for modeling is 1/48th

scale USN aircraft, and she has another love of “ground pounders” such as the P-47, A-10, etc. However, she has built in other scales, and other subjects such as armored vehicles. She wants to build a model of the *USS Paul Foster* which she and partner Jeni got to “ride along on” during one SeaFair not so long ago. She

also has the RarePlanes KC-97 in her unbuilt collection, she just needs to find a suitable place to display it before starting to cut plastic!

Another big interest of Tracy’s is trying to build models of vehicles from “local places”. These would include aircraft stationed at McChord AFB, armored vehicles stationed at Ft. Lewis, even Air Guard units from Idaho and Oregon ANG units she considers “local”. She was delighted to discover an aftermarket decal sheet that covered McChord-based F-86D Sabre Dogs, one of her recently completed projects. So if anyone out there knows of decal sheets that cover any “local” units, please stop and chat to Tracy at a future IPMS meeting.

Tracy shares a joint reference library with Jeni, which has a ton of references on Luftwaffe ’46 and X-planes (Jeni’s influence), as well as a **ton** of books on almost any other subject. Both she and Jeni love to read, and their large library is big, and getting bigger by the day.

Tracy loves to spend time at aircraft museums, and is bitterly disappointed that the one at McChord is currently off limits to civilians following 9/11/01. She hopes to visit the Smithsonian in the not too distant future, as well as the USAF Museum at Dayton, and the Pensacola USN museum. As well as aviation, Tracy is very involved

with training, showing and hunting with Clumber Spaniels, a fairly rare breed of dog. She is a big sports fan, a firm supporter of both the Mariners and the Seattle Storm. She was taking flying lessons and was about to go solo when 9/11 came along. This, along with the threat of layoffs at her employer postponed soloing. However, things are looking economically brighter now, and she hopes to restart flying soon.

Jeni was born on November 27th 1973, in Olympia, Washington. She attended Capital High School, and graduated from Evergreen State College in 1996. Since 1998 she has worked as an Insurance Agent for Sav-On Agencies. Insurance, it could be said, was in her blood: her parents own an agency, and they started taking her to work with them when Jeni was only a few days old.

Jeni says her first model was purchased by her Mom when she was 10 or 11 years old (Jeni, not her Mom), as Jeni had made it known she wouldn't mind giving the hobby a whirl. It was a 1/144th scale F-14. Her Mom decided paint and model glue were not allowed, so Jeni built it with

super-glue and decalled onto the bare plastic.

In 1999, Jeni was reintroduced to modeling by Tracy. Jeni's first model was a Testors XR-7 Thunderdart. Now that Jeni has finally collected all the right tools for the job, she says she loves to model. Although she has only been in the hobby for a few short years, Jeni says it has been all **fun**. The first public display of one of her models (the Revell-Germany Arado E.555) was at a February 2000 Museum of Flight event. She had a great time at this event, and while at the event discovered that IPMS Seattle existed as a modeling organization. The next month, Jeni entered her first model contest, the IPMS Seattle Spring Show, "just for fun" (surely the **only** way



to go). At this show she placed third with her 1/32nd scale Me 163.

Jeni says that her partner, Tracy is currently the main influence on her modeling, along with the Discovery Wings channel. Currently her main interest is "odd planes". Most of her unbuilt model collection consists of Luftwaffe '46, X-planes, and prototypes. That said, her most recently completed models are the Fine Molds "Tie Fighter" from *Star Wars* and an SR-71 Egg Plane. She is currently working on the 1/32nd Testors "Huskie" helicopter, and she is getting ready to start a Hawker Hunter.

As mentioned in Tracy's bio, she and Jeni show Clumber Spaniels. She also has a German Shepherd, a Keeshond, and two "evil" cats [*aren't they all?* – AB]. And of course she very much enjoys traveling to air museums and other historical sites.



Azur 1/72nd Scale Martin Baltimore Mk.I/II; Special Hobby 1/72nd Scale Martin Baltimore Mk.III/IV/V

by Mike Quan, IPMS North
Central Texas

In the opening days of World War II before Pearl Harbor, the Western European powers were desperately seeking to build up their air arms for the expected battles ahead. Many U.S. aircraft manufacturers were eager to take advantage of this market and produce aircraft for sale to the French and British. The Martin Aircraft Company in Maryland was one of the companies who had designs ready for production when the European Purchasing Commissions visited the United States with cash in hand.



The company's Baltimore twin-engine bomber was a development of their previous Maryland bomber, with improved performance utilizing the same wings, a deeper fuselage, and increased power from the reliable Wright Double Cyclone engine. Initial sales purchases were to France, but delivery was eventually taken up by Great Britain who later placed additional orders for the Baltimore under Lend-Lease. The British used the Baltimore exclusively in the Mediterranean Theater, as it was felt that the design characteristics of the type were more suited to the hotter, tropical climates, as well as being a better match to

the comparative expected "competition" in the theater.

Baltimores served in bombing, maritime reconnaissance, and anti-submarine duties. The Mark I and Mark II versions of the Baltimore featured an open position for the rear-facing defensive gunner, the number of equipped .303 guns for this position being reflected in the mark number. The Mark III introduced a powered dorsal turret for the gunner – the Boulton Paul turret with four .303 weapons being used. Later Mark IV and Mark V Baltimores switched to the Martin powered turret with twin .50 caliber machine guns. Apart from British usage, units of the Free French, Free Greek, and the Italian Co-Belligerent Air Force also operated Baltimores.

In their continuing quest to replicate the line of 1/72nd aircraft subjects previously available from the long defunct Frog range of kits, Azur and Special Hobby have almost simultaneously released their complimentary kit versions of the Martin 187 Baltimore. The Azur kit caters to the open cockpit versions, while the Special Hobby kit features the versions with dorsal turrets. As both kit's origins are in the Czech Republic, it is no surprise that the contents of each offering is almost identical!

Boxed in the usual relatively flimsy cardboard affair, an improvement seen in this kit is the individual bagging of the clear sprue and resin parts in separate plastic bags. The parts layout provides for alternate, upper rear fuselage decks to result in either an open or turreted gun position. In fact, the only discernable difference in kit content is the decal sheet and instructions! Without markings, you can build a Baltimore from Mark I through



Mark V from the parts from either kit! The parts breakdown is 94 injection-molded pieces on four medium gray and one clear sprue, 21 cast resin pieces (for flap hinges, engines, wheels, prop hubs, and antennas), and a single decal sheet. The injected plastic parts feature fine engraved panel lines on the surface and nice delicate fabric control surfaces. There is a trace of flash on the edges of some parts and some surface flaws are present, though scarce. However, the interior parts look comparatively crude and basic, almost as if tooled by a different person. The machine guns are very basic and almost reminiscent of that thirty-year old Frog kit!

The cockpit has separate seats, floors, bulkheads and instrument/console panels. Too bad these injected parts were not of resin in order to improve detail. The prop blades and hubs are separate pieces – a particular irritation to me from many kit makers. Markings for the Azur kit comprise three RAF aircraft from the Mediterranean Theater marked in the typical Dark Earth/Middlestone/Azure Blue camouflage, with rather plain markings. By contrast, Special Hobby gives a variety of three different schemes: a British test aircraft featuring an aluminum airframe with Dark Earth/Middlestone/Azure Blue camouflaged control surfaces; a Coastal Command Free Greek aircraft in Extra Dark Sea Grey/Dark Slate Grey/White; and an Italian Allied AF craft with Dark Earth/Dark Green/Sky Grey colors. Having built the old Frog kit many moons ago, despite my criticisms above, I heartily endorse the release of these kits, and applaud the variety and diversity of subjects that are offered.

Upcoming Model Shows and Contests

Saturday, March 8

Galaxy Hobby Annual Contest and Show. Categories: Display Only (free entry); Diorama; Figures; Armor; Ships; Civilian Aircraft; Military Prop Aircraft; Military Jet Aircraft; Lowrider Cars; Street Cars; Racing Cars; Trucks. Entry fee - Adults; \$5 for up to five models; \$1 for each additional model. (Adults only; Kids' contest on April 26 - see below). Schedule; Registration: Friday 3 - 7 pm, and Saturday 10 am - 12 noon. Judging: 1:30 - 2:30 pm; Awards: 3:30 pm; Pick Up Models: 4 pm. 20% off sale for participants. 196th & Highway 99, Lynnwood. For more information, call 425-670-0454, or http://www.galaxyhobby.com/annual_contest.htm.

Saturday, March 29

Lynnwood HobbyTown USA 2003 Spring Show. 12 noon - 6 pm. Regular contest categories. Coupons and prizes for participants. Entry fee - Adults, \$2 first model, \$1 each additional; kids under 12, free. 18500 - 33rd Ave W., Lynnwood. For more information, call 425-774-0819, or <http://www.lynnwoodhobby.com/>.

Saturday, March 29

Redmond HobbyTown USA 2003 Model Show. 12 noon - 5 pm. Registration starts at 10 AM. Coupons and prizes for participants. Entry fee - \$3 first model, \$1.50 each additional. Adult and junior (age 15 and under) categories. 16421-A Cleveland Street, Redmond. For more information, call 425-558-0312

Saturday, April 19

IPMS Seattle Spring Show. Schedule; Registration, 9:15 am until noon. Public Viewing, 10 am until 3 pm. Judging, 12 noon until 3 pm. Awards, 3:30 pm. Show close, 4 pm. Entry fee: Adults, \$6; Juniors and spectators, \$2. See pages 4 and 5 in this newsletter for complete show details. Renton Community Center, 1715 Maple Valley Highway, Renton. For more information, <http://www.ipms-seattle.org>.

Saturday, April 26

Galaxy Hobby Kids' Model Contest. Age under 18 only. Door prizes. Categories: Diorama; Figures; Armor; Aircraft; Cars; Trucks; Ships. Age Groups: Youth (10 & Under); Juniors (11 - 13); Seniors (14-17). Entry fee: \$1 for each model. Schedule: Registration: Friday 3 - 7 pm, and Saturday 10 am - 12 noon. Judging: 1:30 - 2:30 pm; Awards: 3:30 pm; Pick Up Models: 4 pm. 196th & Highway 99, Lynnwood. For more information, call 425-670-0454, or http://www.galaxyhobby.com/kids_model_contest.htm



Saturday, May 31

IPMS Alexander Pearson Modeleers 2003 Invitational Model Show and Contest. Theme: 100th Anniversary of Flight: the First 20 Years (1903-1923). IPMS Class Categories And Rules. Best Of Categories: Best Aircraft; Best Armor; Best Automotive; Best Ship; Best Space Fact/Sci-Fi/Fantasy; Best Single Figure; Best Diorama; Best Junior Age 11-17; Best Junior Age 10 And Under. Special Categories: Judges' Choice; Contestants' Choice; People's Choice; Theme Aircraft - Oregon Ace Subject; Polish Subject; French Subject; Sow's Ear (Any subject reworked/detailed from an old, poorly engineered kit). Entry fee: Contest Entry: Adult: \$5 for 1-3 models, and \$1 each additional model; Juniors, age 11 -17: \$1 model entry; Juniors, age 10 and Under: Free; Display Entry: Free. Jack Murdock Aviation Center, Pearson Air Museum, 1115 E 5th, Vancouver, Washington. For more information, contact Pascal Valadier at 503-282-9371, or <http://www.angelfire.com/wa3/ipmspearsonmodeleers/index.html>

Whiskey Jack 1/144th Scale Pacific Western DC-3 Decals

by Chris Banyai-Riepl

Overview (From Instructions):

While building Pacific Western Air Lines (1953), Russ Baker bent, broke or flagrantly disobeyed most of the regulations governing air transport. Along the way PWA managed to absorb most of its competitors, including QCA, CPA, and Wardair. Eventually PWA itself was absorbed (as Pacific Western Holdings – CAL) by Air Canada.

In 1953 the first DC-3s (CF-PWH, CF-EPI) were added to the fleet, with four more being added in 1956. The DC-3 greatly increased PWA's capacity on cargo, scheduled and charter flights. By the late 60s the DC-3s operated only as backup and training aircraft, with the last being sold in 1973 (PWH).

The Decals:

Like the Minicraft kit it's designed for, this is a small sheet, but complete with details to allow you to build two styles of Pacific Western DC-3s. The DC-3s of Pacific



Western are finished in the common white over natural metal, with the vertical tail and wingtips painted red. The tail also has a

white band across the middle, providing a spot for the aircraft registration. The cheatline consists of three blue lines separated by white, with the cabin windows incorporated. Two styles of Pacific Western titles are included, as well as spare eyelet decals for CF-PWI. Other details include door outlines, propeller logos & tips, and the windscreen. Like other Whiskey Jack decals, these are Alps-printed decals with dense colors, but they are more fragile than traditional decals. Definitely handle these with care, and be sure to overcoat them when they're on the model.

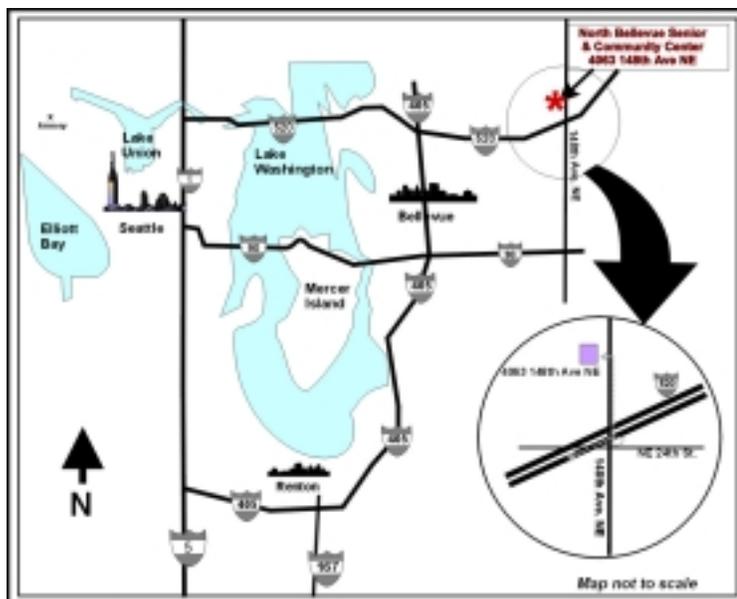
For those wanting something different for their DC-3 collection, Whiskey Jack offers some interesting subjects in addition to this one. Check out their website at <http://www.whiskeyjackdecals.com/> for more information. Thanks to Whiskey Jack for the review sample.

[Thanks once again to Chris Banyai-Riepl and www.internetmodeler.com for permission to use this review. - ED]

Meeting Reminder

March 8

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.