

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2005

PREZNOTES



As this is written our Spring Show is but two weeks away, and here I am scrambling to get a model finished. Normally, I'll spend a few hours a week pursuing this hobby but the last several days have seen me spending an hour or more a night working on the model I'm trying to finish. I haven't worked this much on a model to try to finish it for a show in at least 20 years. Long ago, I decided it wasn't worth it to pull allnighters and other things to try to finish a model for a contest, but this one has me going. Don't worry, I'm not falling into old traps. If the model is not finished by 10pm the night before, you won't see it at the contest. Well, maybe 11pm...

Again this year, we are going to have two meetings this month. Our regular monthly meeting this Saturday, April 9, and then the following Saturday, April 16, is our annual Spring Show at the Renton Community Center. We'll be meeting in the Craft Room and will use the meeting to make sure all of our "i"s are dotted and our "t"s are crossed for the spring show the week following. We'll also be asking for some more member support at the show. I am not asking for the sun, the moon, and the stars, but we need just a little bit of your time to help in these areas. All I want is an hour or so of your time. I would like to see more of our membership work to make this a successful show.

This month we'll also dispense with the door prize drawing, so those of you that were going to donate to the cause can hold on to your donations for an extra month, but if you have kits for the Iraq model club, bring those along. Bring your finished (or unfinished) models as usual for show and tell.

Excuse me, I have to go work on my model now.

We'll see you at the meeting,

Terry

April 16 Spring Show Directions

Venue: Renton Community Center, 1715 Maple Valley Highway, Renton.

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.

In This Issue

Meeting Room Changes	2
Spring Show Information	3
Spring Show Categories	4
Spring Show Floor Plan	5
Schneider Trophy Update	6
Mike Grant B-239 Decals	6
Emhar Mk IV "Male"	8
Upcoming Shows	11
100-Hour War Bearcat	12
Spitfire Bookshelf	13
"Operation Freeze" Corsair	14
Golden Age Stars of IPMS	16

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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 2005 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.

April 9 (Craft Room)
May 14 (Craft Room)

April 16 (Spring Show at Renton)
June 11

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M LAST
Address: _____
City: _____ State: _____ Zip: _____
Signature (required by PO): _____

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

IPMS/USA P.O. Box: 2475
North Canton, OH 44720
Check out our web page: www.ipmsusa.org

April and May Meeting Room Changes

The April 9 and May 14 IPMS Seattle meetings will take place in the Craft Room at North Bellevue Senior Center, rather than the main room. The date, time, and building for each meeting will remain unchanged, with only the room being different.

IPMS Seattle Spring Show in a Box

Date:

Saturday, April 16, 2005

Location:

Renton Community Center, 1715 Maple Valley Highway, Renton

Hours:

Registration: 9 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 Costs:

\$10 for Adults - unlimited number of models

\$5 for Juniors - unlimited number of models

\$5 for Spectators

Spring Show Vendors

Below is a list of vendors who plan to attend the spring show. We have a total of 44 tables available for vendors; as of two weeks before the show, there is one left. If you have any questions please e-mail Tracy White at whitet@blarg.net.

Table prices are \$45 per table for one to three total tables and \$40 a table for four or more.

Attending Vendors:

Skyway Model Shop - Models and aftermarket sets (five tables)
 RandJ Enterprises -Armor kits and conversions (four tables)
 Just Plane Hobbies - Models and aftermarket (four tables)
 Masterpiece Models (three tables)
 Green-Mountain Co. (two tables)
 Eagle Editions
 Kancali's Custom Modeling accessories - Diorama supplies (one table)
 Far East Hobbies (one table)
 CraftWorks (one table)
 Far West (three tables)
 Steven Preston (two tables)
 Everett Quam (two tables)
 Garland Angleton (two tables)
 Mike Lane (two tables)
 Terry Davis (two tables)
 Bob Berry (two tables)
 Andrew Birkbeck (one table)
 Jim Hardersen (one table)
 Steve Cozad - Wood bases and misc. kits (one table)
 John Greer (one table)
 Rob Otero (one table)
 Rick Heinbaugh (one table)
 Scott Taylor (one table)
 Jim Schubert (one table)
 Andrew Birkbeck (one table)

Special Awards for IPMS Seattle Spring Show

- * **1949 Schneider Trophy** sponsored by Internet Modeler
- * **Best 1/32nd Scale Aircraft** sponsored by CraftWorks
- * **Best Aircraft from the First Twenty Years** (1903-1923) sponsored by Pearson Modeleers
- * **Best British Subject** sponsored by Robert Allen, Keith Laird, and Andrew Birkbeck
- * **Best Canadian Subject** sponsored by IPMS Vancouver BC
- * **Best Civil Auto/Motorcycle** sponsored by Jon Fincher
- * **Best Figure** sponsored by Jim Schubert and John Alcorn
- * **Best Fire Bomber** sponsored by Dan Farnham Scale Firebombers
- * **Best Fire Service** sponsored by Emerald City II Buffcon
- * **Best Finish/Ted Holowchuk Award** sponsored by IPMS Seattle
- * **Best French Subject** sponsored by Pascal Valadier
- * **Best Small Air Forces** sponsored by Will Perry and Stephen Tontoni
- * **Best WWII Pacific Theatre** sponsored by Tracy White

Spring Show Sponsors

IPMS Seattle would like to give a heartfelt thank you to the following companies:

Twobobs Aviation Graphics

P.O. Box 2425

California City, CA 93504-2425

For donating decal sheets for our raffle

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

2005 Spring Show Categories

Please note that some categories have been changed or refined since last year's show, particularly in the Space Fact/Experimental/Future Technologies subsection.

JUNIOR: (Ages through 15. At their discretion juniors may enter senior classes)

- 001. Aircraft
 - 002. Armor
 - 003. Automotive
 - 004. Space Fact/Experimental/Future Technologies
 - 005. Prefinished (any subject)
 - 006. Miscellaneous (incl. figures, dinosaurs, naval)
- Best Junior Award

AIRCRAFT:

- 101. 1/73rd and smaller; all subjects
 - 102. 1/72nd single prop
 - 103. 1/48th single prop
 - A. Axis
 - B. Allied
 - 104. 1/72nd multi prop
 - 105. 1/48th multi prop
 - 106. 1/32nd and larger prop
 - 107. 1/72nd single jet
 - 108. 1/48th single jet
 - 109. 1/72nd multi jet
 - 110. 1/48th multi jet
 - 111. 1/32nd and larger jet
 - 112. Civil, sport, racing, airships; all scales
 - 113. Airliners; all scales
 - 114. Rotary wing; all scales
 - 115. Biplanes/Vintage Types; all scales
 - 116. Miscellaneous; scratchbuilt, vacs, and conversions
- Best Aircraft Award

MILITARY VEHICLES AND WEAPONS:

- 201. 1/35th and larger, closed top through 1945
 - A. Axis
 - B. Allied
- 202. 1/35th and larger, closed top after 1945

- 203. 1/35th and larger open top AFV, half-tracks and self-propelled guns
 - 204. 1/36th and smaller, all eras and subjects
 - A. Axis
 - B. Allied
 - 205. Soft-skinned, all eras and scales
 - 206. Towed artillery and missiles, all eras and scales
 - 207. Miscellaneous; scratchbuilt, and conversions
- Best Military Vehicle/Weapons Award

FIGURES: Horse and rider, mounted or dismounted are a single figure. Two figures on a base are a diorama. (Space Fact/Sci-fi/Fantasy figures excluded.)

- 301. Smaller than 54mm (excluding 1/35th)
 - 302. 54mm (including 1/35th)
 - 303. Larger than 54mm
- Best Figure Award

SHIPS:

- 401. Powered - 1/700th and smaller
 - 402. Powered - larger than 1/700th
 - 403. Unpowered
 - 404. Submarines
- Best Ship Award

AUTOMOTIVE: (All scales; non-military)

- 501. Factory Stock
 - 502. Hot Rods
 - 503. Custom
 - 504. Pick-up trucks
 - 505. Commercial Truck, Van, Fire and Rescue, Misc
 - 506. Competition - Closed Wheel
 - 507. Competition - Open Wheel
 - 508. Motorcycle
- Best Automotive Award

SPACE FACT/EXPERIMENTAL/FUTURE TECHNOLOGIES: all scales

- 601. Space Fact
 - 602. Aerospace Testbeds and Record Breakers (excludes pure prototypes)
 - 603. Sci-fi, Vehicles
 - 604. Sci-fi, Figures, and Creatures (excluding dinosaurs)
- Best Space Fact/Experimental/Future Technologies Award

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

- 701. Aircraft
 - 702. Automotive
 - 703. Armor
 - 704. Space facts/ Future Technologies/ Fantasy (including dinosaurs)
 - 705. Naval
 - 706. Figure Diorama
- Best Diorama Award

OTHER CLASSES:

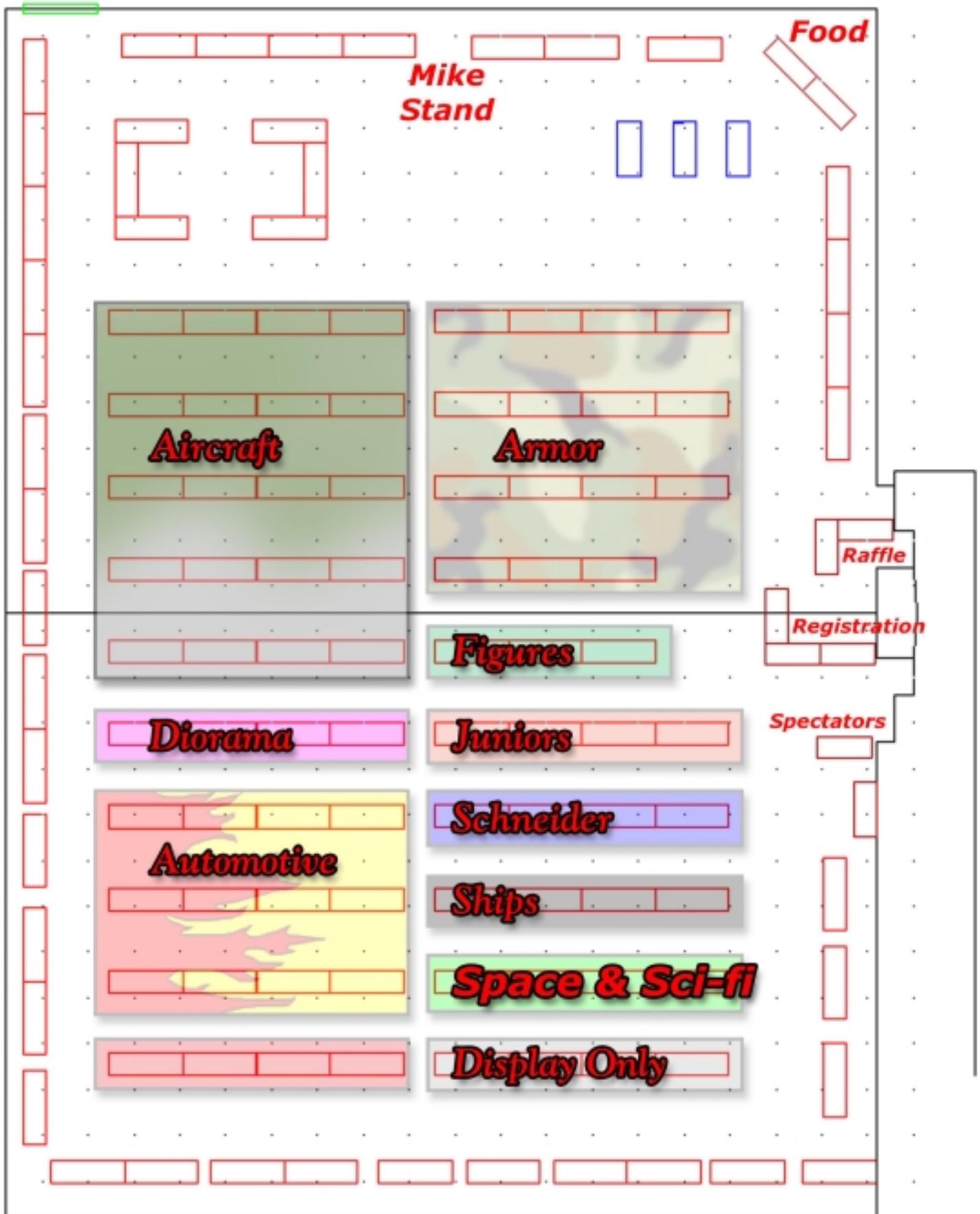
- 801. Collections (five or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Prefinished (all subjects and scales)
- 804. Animals/Dinosaurs
- 805. 1949 Schneider Aircraft
- 806. Miscellaneous (anything not covered above)

SPECIAL AWARDS:

See listing on Page 3.

NOTES

- a. Prior IPMS-Seattle First Place winning models are not eligible.
- b. IPMS-USA National Contest Rules generally apply.
- 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 1/48th Fiat CR.42 could be entered in class 103 or 115; a 1/72nd Pitts in 102, 112, or 115. Judges may reassign models to a more appropriate class at their discretion.
- f. If your diorama is overly large, or has special requirements, 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.



1949 Schneider Trophy Race - Toward the Finish Line

by **Tim Nelson**

It has been a fun and wacky year, and we are now less than two weeks from the big event. Over 75 race numbers have been assigned, some even to folks other than Mike Millette. I hope at this late stage that you have completed your entries or will do so very, very soon. Our troika of judges, John Alcorn, John Amendola, and Norm Filer, stand at the ready. The forecast for the Firth of Forth appears unseasonably favorable.

Here is a final update on plans for culmination of the 1949 Schneider Trophy Race at the Spring Show. All Schneider '49er entrants will receive a keepsake certificate to commemorate their participation, designed by Mssr. Jim Schubert. The event will be judged as a category by the aforementioned trio, based on standard IPMS/Seattle criteria - 1st, 2nd, and 3rd places will be awarded on that basis. The First Place winner will be bestowed the spectacular 1949 Schneider Trophy itself, created by Steve Cozad and Bill Osborn. Honorable Mentions will also be awarded at the judges' discretion. In addition, just for fun, the following awards will be distributed as determined by the judges:

- Mitchell/Castoldi Design Brilliance Award (Best design)
- Probable Race Winner Award
- Best "History"
- Best Remote/Electronic Entry
- Peoples' Choice Award (based on attendee voting)
- Flying Flirt's Favorites (Honorable Mention)

We are planning a mini-ceremony for the 1949 Schneider event prior to the major show awards.

Remember to complete a one page "history" of your racer, and to bring two copies to the Spring Show on April 16: one for display and one for the judges. When all is said and done, I would like to collect electronic copies of all the histories, and combine with photos from the event to post on the web or publish on a commemorative CD.

If you've forgotten the rules or the premise, you can review all of it in the flyer posted at:

<http://www.ipms-seattle.org/Springshow/1949SCHNEIDERFLYER.pdf>

Whether you are in it for grins or glory: good luck, good racing, and don't cut any pylons!

Mike Grant Decals Finnish Air Force - Brewster Model 239

by **Hal Marshman, Sr, and Chris Lebuch**

Some time ago, Mike Grant of Mike Grant Decals was good enough to send me some decals to use and try out. Among the assortment was his latest 1/48th scale set for the Brewster 239 in Finnish Service.

These decals looked absolutely gorgeous, but I was not up for a Brewster at this time. I looked around for a good builder who could do a good model, and use the decals to their best effect. Chris Lebuch, a fellow member of IPMS Bay Colony, was good enough to step up. What follows is Chris' assessment. - Hal

This was my first experience with decals from this manufacturer and my overall impression was positive.

On the plus side this was an unusual subject of a very colorful scheme. These are among the thinnest decals I have ever worked with. Now one could assume that this would translate into delicate or flimsy as well, but this was not the case. With the ordinary amount of proper care they were easy to move into position and even after being on the model for a minute or so were still repositionable. Even the fact that you had to cut out each decal individually was not a hindrance once I realized not to cut too close. The carrier film absolutely vanished once the finishing process was complete. I made the mistake of cutting one roundel too closely and it chipped a little on the edge. I was afraid that the carrier film would be too prominent if not trimmed very closely but this turned out to be an unwarranted fear. Being as thin as they were they also settled down into grooves and panel lines very well. I did not



use any solvents to get them to conform and they look about as close to paint as you can expect decals to look. They also require very little time in water to release from the backing; I would say that a dip of 20 seconds or so was plenty.

On the negative side the most noticeable flaw was that the white used in the national insignia was not opaque. This was most obvious on the underside of the wings where the insignia straddled the yellow wing tips and the gray overall wing color. On the topside the camouflage of olive green and black blended better, and the white does a better job of blocking the underlying colors. If these were used on a single color scheme they would actually have the desirable effect of replicating faded paint by allowing some of the underlying color to show through. The green used in the numbers on the side of the fuselage did show up quite well against the black. My other color observation was that the blue of the national insignia appears much darker than the few photos of these planes that I have seen. The only other caution involves the numbering of the decals on the sheet. The same number is used for both right and left side decals, but in a couple of instances the actual decals were handed and so the possibility of putting the wrong decal on a given side does exist if you're not very careful.

In closing, the best question to ask about a product is: Would I use it again? Definitely. I was pleased with the ease of application and with the final look except for the opacity of the white. Knowing this problem exists I would simply use either paint or white decal to bolster the color of the white in the future. The way that the carrier film disappears after a flat coat really makes the decals an attractive addition to the model.

I might add that Mike Grant includes markings for a Finnish Ju 88A on the sheet, as well as markings for an overall silver B-239. The attached pictures are of



Chris' build, taken by Bob Magina. The model still needs a prop and other bits, but the finish and decal work are complete. Note the close up of the tail. The

orange "4" and the victory marks are both surrounded with clear carrier, but notice no silvering, or definable edges.



Emhar 1/35th Scale Mk IV "Male"

by Bob LaBouy

"What the heck is with him anyway..."

Somebody is going to ask, "Why is the world is he building those things?" Like many of us, I model in large part to visualize history. Along with my longstanding (and totally unrealized) interest in modeling armor, I have been interested in the horrific history which unfolded as the "The Great War" in a reasonably small portion of Europe from 1914 through 1919. My grandfather actually was there, though his participation in the Army's railroad corps kept him from the terrible destruction and death that marked this First World War.

While I am not going to try to provide a history or an overview of World War I, a few factoids should assist in a basic understanding of that conflict. Most historians agreed it was a most devastating war and though there are those who applaud the many technological "advancements" of that war, the war basically centered on a few areas in France and Belgium. The loss of life, disabilities, and injuries (which lingered from most victims for their entire life) were very extensive. Just look at the numbers (from a summary of WW I):

<u>Country</u>	<u>Dead</u>	<u>Wounded</u>	<u>Prisoner</u>
Great Britain	947,000	2,122,000	192,000
France	1,385,000	3,044,000	446,000
Russia	1,700,000	4,950,000	2,500,000
Italy	460,000	947,000	530,000
United States	115,000	206,000	4,500
Germany	1,808,000	4,247,000	618,000
Austria- Hungary	1,200,000	3,620,000	2,200,000
Turkey	325,000	400,000	NA
Totals	7,940,000	19,536,000	5,960,500



A few more examples:

By July 31, 1916 the Germans on the Somme had lost 160,000 men and the British and French 200,000, yet the front line had moved scarcely three miles in a month.

Of the British Empire's 1 million dead, the bodies of more than 500,000 were never found or were not identified. The French total of unidentified dead was 1.7 million.

The largest monument to the unknowns, at Thiepval, records the names of 70,000 who perished in the futile Somme campaigns of

1916-17. Beyond the British cemeteries running from the Somme to the North Sea (150 cemeteries surround Ypres alone), there lies a host of other men whose deaths are not commemorated - 1.5 million soldiers of the Hapsburg empire, 2 million Germans, 460,000 Italians, 1.7 million Russians, and uncounted thousands of Turks, Portuguese, and Americans.

I know when I visited some of the WW I battlefields, fortifications and trenches, and read the testaments of the survivors, I couldn't help but marvel that anyone survived. According to all accounts, the carnage and smell was unbelievable.

It was horrible by any measure, but I digress. As I mentioned last month, I am attempting to learn how to finish armor models, having long noticed that those build "targets" seem to have moved their art form to a plateau above where I am in completing aircraft and ship models. I am not talking about having the ration packs on the hoods of trucks or mud and snow splashed about on the model. I am interested in the basic painting, weathering and shading effects that armor models appear to display so often. Somehow in my early modeling development, these aspects

of the art form passed right by me, or at least I wasn't paying any attention when they went over this aspect of Model Building 101, so it's back to Modeling 50 for me...

In my quest to learn how to finish basic armor kits, there are many subjects who interest me and one vital area (at least in my interests) is to try to gain some insight into the infancy of armor and brings me back to World War I.



I looked over the kits of WW I tanks and found at least three that seem to represent significant aspects of the development of early armored fighting vehicles. There don't appear to be many kits, but luckily for me, at least three are available and I have been able to obtain a good deal of material and some decent photographic references for these subjects: the British Mark A "Whippet" (covered in my prior notes), Mark IV heavy, and the German A7V heavy tanks.

With several million armed troops fighting in and around the trenches of Europe, tanks were both a new innovation and available in very limited numbers, as one last table included at the end of the article will illustrate.

Over 500 of these "landships" were used in the British-Canadian-Australian attack at the Battle of Amiens. Most carried both the British with 6-pounder guns and/or .303 Lewis or Hotchkins machine guns were used as armament.

This 1/35th scale model was completed as it came from the box. While the Emhar kits are a bit simple and do not contain Tamiya-like detail they are quite nice, especially for a novice like myself. I used only a portion

of the kits decals, as there are markings provided for a number of both British and German tanks. Again, this tank has none of the many external details of more modern tanks, resulting in a construction effort less demanding than many of the modern subjects. This is probably largely a personal preference. This kit provides ample opportunity, should you be interested, in opening panels, doors, gun ports, and other detailed aspects of the tank. I expect more experienced modelers would do so and further enhance their models. I am still taking baby steps at this point. This kit is generally sold for about \$22 to \$25 at retail.

Again, I digress slightly to mention that while this is a kit of a British subject, I have chosen to finish it in the markings (or as close as I can approximate) for a German deployed Mk IV. Some jailhouse lawyer out there is thinking, "what the heck, it's a British tank, why the German markings?" The British built almost 1,200 of the Mk IV tanks alone. The Germans took approximately a hundred of these tanks into their inventory, and repaired and employed approximately forty Mk IV tanks to counter the Allied efforts. I also felt the German camouflaged markings were a lot "sexier" and lent themselves to a more satisfying model.

The kit decals appear to be a bit thick on the backing paper. I was pleasantly surprised to find them perfectly usable. They are in fact rather thin, and quickly and easily move from their backing onto the model. One caution though: I found these decals (even with an ample supply of decal setting agent on the model) are extremely quick to set in place and repulse most efforts to move or reposition them, once off their backing. I chose "Paul" because I have a pretty decent photo of it and knew Paul Ludwig would be honored. I experienced some serious difficulty in hiding the decals, due to the surrounding rivets and panel details. While I understand there is an expensive set of aftermarket treads available for this tank, I know of no decals, though I suspect you could employ some 1/48th scale aircraft decals for these markings if necessary.

As a long time modeler, this is my second "serious" kit of a "target." The kit is very straightforward; it (like the Mk A last month) has few parts and very simple, three-page instructions to either follow or not. This is a very nice kit, appears to be correct in basic shape, dimensions, and appearance. As noted earlier, a serious modeler can have a superdetailing field day with this kit. There is almost no seam filling needed. Since I am doing these kits, at least in part, to learn and practice finishing and detailing, the abundant amount of surface detail (rivets, tread, panel lines, gun ports, and doors) allows

me to practice the art of painting and dry brushing way beyond my threshold of pain. I've seen John Frazier spend an hour on a single rivet; this kit will be about a two-to-three year project for John. I had the basic kit together and ready to paint within a three-to-four hour period and probably spent another 20 hours painting and finishing this critter. This kit comes in both the "male" and "female" versions, with the difference being that the "female" version has only machine guns in the side sponsons.

Again, I was pleasantly surprised by the numerous references on the Internet, including photos of this same early "tank." There is even a QuickTime video showing the Mk IV moving across a trench during WW I, which provided me with increased understanding and appreciation of the rhomboid design for the Mk I-V series of tanks, which greatly enhanced its cross-country ability.



Among the two small items I added (see the photos) is the traction timber (my name, I have no idea what it was really called) or unditching beam. These heavy wooden beams were stored toward the aft end of the rails above the tank. They used the beam by attaching it (with chains) to the tank's tread and rolled forward and the tank ran over the beam providing a very broad traction tool. This allowed the tank a



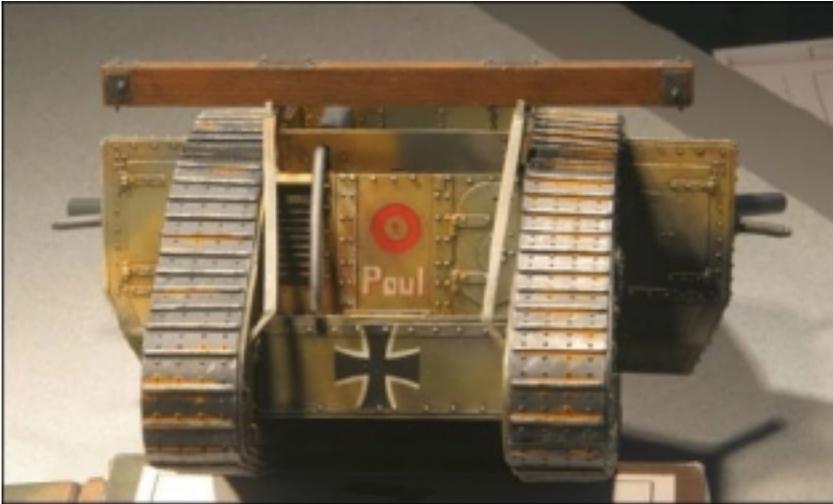
super-sized traction device and aided in traversing muddy or soft areas. My other addition is the fascine (O.K., the bundle) on top. These sometimes very large bundles of wood, scraps of cut lumber, tree branches, or even wooden boxes were employed by rolling them forward off the rails into trenches when the tank's length and prow design wasn't long enough to allow the trench to be breached. You can imagine how frightening it was for the 18-man crew in these 28-ton monsters when they became upended in a trench and were unable to maneuver or extract themselves. During one battle near Poperinge, Belgium (part of the larger battles of Ypres), over half the British tanks incapacitated were lost simply because they became bogged down and unable to move across or out of the trenches.

Once again, a lack of any real color references forced me to use a combination of my limited research, available references and "modeler and artist license" (imagination really) as to both the color and markings for this model. The color is a combination of

the artist's renderings I've gathered, articles talking about their markings, and photos. Both the Bovington and Brussels museum examples appear to be in original (and possibly not even touched-up?) colors and markings. While I tried to restrain limited imagination, I am pleased with results.

I recommend that you look at last month's notes (for the Mk A) to see the paint application method I employed on this model. I used a combination of eight different Model Master enamel colors to arrive at the combination that I hope is representative of this German WW I finish. It's anybody's guess as to how close I may have actually come.





I would really appreciate any and all feedback you may have for me. I should be sitting back there, playing with another kit as we muddle through today's meeting.

Thanks for looking. I apologize for the lengthy description and hope you'll understand (once again)?

Tank Production, 1916-1918

Year	UK	France	Germany	Italy	USA
1916	150	-	-	-	-
1917	1,277	800	-	-	-
1918	1,391	4,000	20	6	84
Totals	2,818	4,800	20	6	84
Grand Total (all combatants)			7728		(99% by allies)

Upcoming Model Shows and Aviation Events

Saturday, April 16

IPMS Seattle Spring Show. 9 AM – 4 PM. Renton Community Center, 1715 Maple Valley Highway, Renton, WA. Entry fees - Contest entry: adults, \$10 (unlimited number of models); juniors \$5 (unlimited number of models); spectators \$5. List of special awards on page 3. Full details on pages 3-5. For more information, contact Terry Moore at 425-774-6343, or visit the web site at www.ipms-seattle.org

Sunday, April 24

U2 at Key Arena, Seattle. No, this has nothing to do with modeling, but if you get a chance, by all means, go. And if you happen to have an extra ticket, please contact the Editor!

Sunday, May 1

Model Car Sunday 16. Presented by IPMS/Puget Sound Auto Modelers. 9 AM – 4 PM. Puyallup Elks Club, 314 - 27th St. NE, Puyallup. Entry fees - Contest entry: \$5 for up to three models, \$1 for each additional model; spectators, adults, \$5, juniors, \$2. Car models only. Theme class – Custom Show Rods. For swap meet table info, send LSASE to Vince Housley, 30932 – 114th Lane SW, Auburn, WA, 98092, or phone 253-350-2831.

Saturday, June 4

20th Club Anniversary Model Show and Contest. Presented by IPMS Aces Wild. 9 AM – 4 PM. Lair Student Center, Spokane Community College, 1810 N. Greene St., Spokane. Entry fees – Contest entry: adults, \$5 (unlimited number of models); juniors, free; spectators, \$1. For more info, visit www.iinet.com/~mdt2/2005aceswildcont.html

Friday – Sunday, June 17-19

IPMS Region 7 ReCon. Presented by IPMS Anchorage, AK. More information coming soon...

The Bearcat of the 100 Hour War

by Stephen Tontoni and Terry D. Moore

In July 1969 a brief conflict, rooted in economic disparity and border issues, was fought between Honduras and El Salvador. Tensions between the two nations had been growing for some time which culminated a brief four-day conflict known as the 100 Hour War. The popular media often refers to it as the football or soccer war, even though the World Cup football matches between the two nations just prior to the start of the war were not the main reason for the conflict.

It was one of the last wars where propeller driven fighters faced each other including Corsairs vs Corsairs and Mustangs. DC-3s were used as bombers and numerous other aging aircraft types were used to minimal effect.

A little known sideshow to this conflict was the story of a single Grumman F8F Bearcat aircraft which was used by both sides in the conflict. With tensions growing between the two nations, the government of Honduras made an effort to obtain additional aircraft. One source that



bore fruit was the purchase of three F8F Bearcats from the government of South Vietnam. The Bearcats that Vietnam had flown in the past had been relegated to gate guards and museum pieces as the U.S involvement in that conflict provided Vietnam with the latest military hardware. One aircraft was shipped to Honduras and arrived on the first day of the war. Considering that the Bearcat had not been flown in many years it was in fairly good

condition, and was made airworthy in just two days. On the third day of the war the aircraft was flown to Tonto de Abril airfield near the front lines by Teniente (Lieutenant) I.B. Fulenia. Almost immediately the airplane was called upon for its first mission, to bomb

advancing Salvadoran forces. A bomb was slung under the right wing of the Bearcat and Fulenia attempted to take off. Unfortunately, a heavy rain shower just before takeoff had rendered the grass field very soggy and with the unbalanced load and Fulenia's unfamiliarity with the aircraft, it ran off the side of the runway and bogged down in the mud. An attempt was made to free the aircraft but rapidly advancing Salvadoran forces forced a Honduran retreat from the field.

Advancing Salvadoran forces rapidly overtook Tonto de Abril airfield and found the Bearcat firmly stuck in the mud. With the use of several trucks it was freed with minimal damage (the main gear doors had to be removed). It was decided to attempt to use it against Honduran ground forces. The aircraft was very hastily repainted in FAS (Fuerza Aerea Salvadorena) camouflage. However, the only blue paint in the region was the wrong color and consequently the roundels were painted incorrectly.

The new owners of the Bearcat immediately made ready for its mission. Salvadoran Capitan Juan Feinde arrived at the



field and was just preparing to take off when the word arrived that a cease fire had been called. The war was over.

As for the Bearcat? Its fate is unknown. Information from the days and weeks just after the conflict has been lost to history, as has the Bearcat. With the end of the 100 Hour War, the Honduran government cancelled the shipment of the other two Bearcats and thereafter started modernizing their air force with more up-to-date equipment.

Every year, the Salvadoran pilot, Capitan Feinde and the aerotecnicos (ground support crew) that almost got the Bearcat into the air that day gather together every year and celebrate what they call "dia de los Tontos de Abril".

The model of choice for this project was the Hobbycraft 1/48th scale Bearcat. Both were built straight out of the box. The bomb came from the AM TBM Avenger kit. Terry built the Honduran version and Stephen built the Salvadoran version.

We would like to thank "Im" Jess Kidding and Juria Biessin for providing all the available information on the Bearcat of the 100 Hour War.

Spitfire Bookshelf

by Scott Kruize

20,334 Supermarine Spitfires were built during World War II, but only 14,233 Hawker Hurricanes. Clearly Spits were 42.8% more in demand than Hurris.

There were only three marks of Hurricanes put into mass production. (More Mark numbers were assigned, but primarily for accounting purposes, such as tracking versions made in Canada; they weren't different in any substantial way.) On the other hand, Spitfires were made in 22 different marks. That's a 733% difference!

The fighter plane's most important single performance characteristic is, of course, maximum speed. The Hawker Hurricane Mark II, which was the one made in largest numbers, could at best - if it wasn't too shot up or worn out from constant combat against the fleets of Luftwaffe aircraft it was always confronting - do only 342 m.p.h. at 22,000 ft. Contrast this with the Spitfire Mark IX, also made in the greatest numbers. At the same altitude, it could clock 404 m.p.h.! That's 18 percent better than the Hurricane!

The Hurricane's wings were straight-tapered, which has only the virtue of being quick and easy to build. It's so mundane. The Spitfire's wings, on the other hand, are truly elliptical, making for maximum aerodynamic efficiency and (of course) those elegant, inspiring race plane-like lines!

The Hurricane's fuselage was also mundane: steel tubing bolted together with Hawkers Patent swaged fittings, with light plywood formers and thin wooden stringers all around, the whole covered with cloth. Irish linen, for Heaven's sake! - I mean, this is a warplane we're talking about!

Hawker and Gloster made them that way only because they knew how - they'd been doing it since the 20s - so it was quick, easy, and economical. They delivered four hundred Hurricanes before Supermarine could cobble up even forty of their Spits, conceived from the start to use flush-riveted stressed-skin construction, which at the time was "cutting edge" technology, very expensive and difficult to do, but producing perfect streamlined lines. Obviously: which is cooler?

No wonder, then, that there was a "Spitfire Fund", but no Hurricane fund. It's like the difference between the old dependable plow horse in the barn, and the elegant thoroughbred over at the gentry estate's racing stable: which do you want to back with your last pound sterling? There's no glamour to the draft horse and one can't imagine the little English kids, their maiden aunts, or their Boer War-veteran grandfathers getting excited about gathering up their last shillings and old aluminum pots for Hurricanes!

Even Hawker recognized this, and stopped making Hurricanes as soon as they could, in order to come up with better airplanes. Not right away, what with bad elements starting up with such inexcusable rudeness and unpleasantries. They needed to be firmly and immediately chastised with the largest heavy blunt object at hand, and the Hurricane was indeed at hand and had



to be used. And it seems that when one of these bullies gets started, others just seem to spring out of the woodwork: first Nazi Germany, then Fascist Italy, finally Imperial Japan... So what with one thing and another, Hurricanes had to stay in production awhile. But that's not to say that Hawkers didn't aspire to make something more high class and elegant at the earliest opportunity.

At Supermarine, in complete contrast, they made the same kind of plane all during the War. Just because Reginald Mitchell died surely doesn't mean that the remaining employees couldn't design other aeroplanes. They must've kept improving the Spitfire because they knew it was their heavenly gift to British aviation technology, not that they were incompetent. Whereas Sidney Camm at Hawker was not dead, and obviously realized before the prototype had even returned from its first flight that he could design better airplanes. So he did so: the Typhoon, then the Tempest, and finally the Sea Fury, at the absolute pinnacle of piston engine fighter development.



Obviously the Spitfire was much better than the Hurricane.

Here's a confirming quote from Chapter 2 of *Spitfire: A Complete Fighting History*, Alfred Price. They're from the reminiscences of Air Commodore Henry Iliffe Cozens, C.B. A.F.C.:

"During these intensive flying trials, Air Chief Marshal Hugh Dowding, C-In-C Fighter Command, visited us at Oxford. I showed him over the Spitfire and then we went to my office. When we were alone together he told me the position regarding this aircraft, if it came to a war. He said that the Hurricane was a great success and it could take on the Junkers 88 and the other German aircraft but the Messerschmitt 109 was more than a match. So his question was: could the Spitfire take on the 109? If it could, then Fighter Command was prepared for war.

"I became convinced that Spitfire could indeed take on the Messerschmitt 109 and any other fighter then in existence."

Spoken like a true Spitfire aficionado!

I have a lot of books on my bookshelf all about the Spitfire. Therefore, I shall be writing this column as *Spitfire Bookshelf* from now on.

Wait for it...April Fool!



"Operation Freeze" Corsair

by Stephen Tontoni

On the Upper Solomon island of Peleliu during 1944, there was an individual with Marine squadron VMF-122 who figured out how to make ice cream by flying the ingredients to 30,000 feet in an F4U-1D Corsair. Initial experiments with the container held in the center line bomb rack proved inefficient since the heat from the exhaust kept the ice cream from freezing. Eventually two five-gallon jerry cans were modified and carried at access panels near the aircraft wingtips. Within each jerry can, a shaft turned by a wind-driven propeller stirred the contents. To make ice cream, the two wing tip devices were filled with a concoction based on powdered milk and cocoa powder. The plane flying at 30,000 feet not only made ice cream; they also provided valuable flight training, instrument testing, and enticement for the Japanese to expend their AAA ammunition.

Of course the primary mission was to produce 10 gallons of soft chocolate ice cream with each flight. It really wasn't enough since there were many mouths to feed on that island as the word got out about the "Operation Freeze" Corsair.

This is the Academy 1/72nd F4U-1D and it's really quite a nice kit. It's got some decent detail and the profile looks pretty good to me. They missed the boat on a couple of items though. First, the shell ejector chutes for the .50s' are mere outlines and should be improved upon. Second, the flaps are only in the up position (I don't understand why the big model manufacturers out there don't provide separately molded flaps in 1/72nd scale). Of course, I had to drop the flaps and since they didn't quite fit after the sawing was finished, I had to sort of fudge it. (So to speak) For the interior, I just dropped in a True Details resin cockpit. While it was masked for painting, I did

drop the whole thing and the tub became loose. I eventually had to glue it in place while holding the fuselage upside down. Why aren't there any video crews around for our more awkward moments?

Other than some klutzy moments, the model went together quite well. I found some nice decals for Marine outfits and cobbled together a likely color scheme and markings; unfortunately I have no pictures of the prototype "Operation Freeze" Corsair to go by. The nice decals turned out to be quite old; they were thin Microscale decals that were annoyingly brittle. I figure on "weathering" strategically to conceal some of my greater sins.

I painted it with Floquil enamels for everything except for the underside which is Model Master Insignia White. I experimented with building a patina of earth tones over the camouflage. First I shot a dusting of USN Blue Gray over the Sea Blue, then streaked Sea Blue in a few likely places (mostly for interest), then shot Grimy Black for the exhaust. On a whim, I thinned that color drastically, and then shot that over the whole model. Since I liked that, more seemed better; after shooting a flat coat down, I gave a very light dusting of Floquil Dust. I don't know how well it worked, but I am pleased with the results.

The canopy is simply dipped in Future and the rigging added with Tippet line. I really enjoyed this project. Anyone up for a Ben and Jerry's run?



Golden Age Stars of IPMS #28

Nowhere did I say that all Golden Age Stars of IPMS had to be female. Or that they had to be movie stars. **Satchel Paige** was one of the greatest stars in baseball history, and these photos were too good to pass up. In 1946, while pitching for the Kansas City Monarchs of the Negro American League, Paige was presented with his own Cessna 140, complete with his name on the side. Paige is shown in one of the photos with boxer Henry Armstrong.

At that time, the Negro Leagues were about to start their decline, due to the loss of their best players to the white majors. Jackie Robinson had been signed by the Brooklyn Dodgers, and was playing his only minor league season in Montreal, the first African-American to play in white organized baseball since the 19th Century. Already in his forties, Paige seemed too old to get a shot at the majors, despite

being the premier pitcher in the Negro Leagues during the 1930s. In July 1948, however, he was signed by the Cleveland Indians, and helped them to a World Series championship by crafting a 6-1 record and a 2.48 ERA. Paige pitched effectively into the early '50s; in 1953 he became, at age 47, the oldest player ever to appear in the All-Star Game. Paige was inducted into the Baseball Hall of Fame in 1971.

Whether he actually learned to fly his Cessna, I have no idea. But I wouldn't be at all surprised.

Paige's Cessna is still on the civil register, owned by a Thomas Kendall in Tucson, Arizona. I really hope he's a baseball fan...



Meeting Reminder

April 9

10 AM - 1 PM

**North Bellevue Community/Senior Center
Craft Room
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.

