

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2005

PREZNOTES



Well, this was intended to be another airline Preznotes but in the throes of a long distance flight (to Atlanta) I was fighting a horrible summer cold and feeling generally miserable. I did not feel much like writing about anything. Even on the flight back to Seattle I was miserable, compounded by the fact that twice, one of the flight attendants used my knee to stop her drink cart. Instead, this is written a week after the fact. The cold symptoms have fairly well run their course, with just enough irritation to let me know it's still around.

Since I was gone for nearly a week I was hoping to be inspired once I returned to my workbench to actually accomplish something. However, facing me was the daunting task of my latest project, my scratchbuilt Phoenix, from the original *Flight of the Phoenix* movie. I have a set of plans based on a paper model and have modified them to make my model a little more accurate representation. The wings I took from an old White Eagle vacuform of

the Beech 18/C-45. I had considered using the Battle Axe kit, but considering that's an \$80 model, which is way too much for a set

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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.

July 9
September 10

August 13
October 9

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

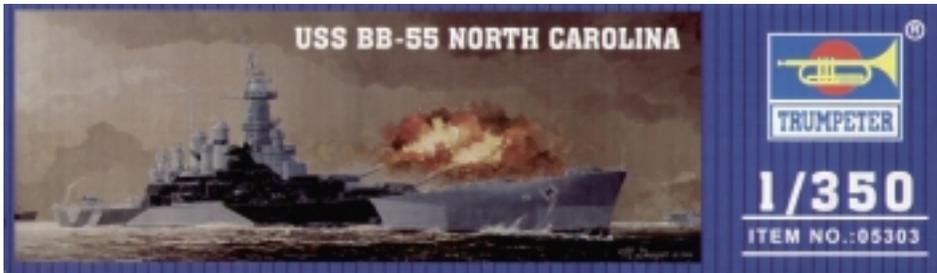
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Trumpeter 1/350th Scale USS North Carolina BB-55

by Tracy White

For many years the only large-scale WWII US battleship available to plastic ship modelers was the Tamiya 1/350th *Missouri*. Trumpeter has expanded the pool for those who can't afford resin with their new model of the famed "showboat." First of the battleships launched after the expiration of post WWI Naval treaties, The *North Carolina* was commissioned before the attack on Pearl Harbor but did not see action until Guadalcanal. Trumpeter's kit represents BB-55 as she was later in the war, from September 1944 on, after a refit at Bremerton.



Although aimed at a certain time frame of *North Carolina*'s service, Trumpeter has done an outstanding job of engineering this kit to allow fairly easy changes in detail. Given that *North Carolina* served as a camouflage test bed earlier in her career this is good news for those who want to build something different. *North Carolina* was also the sister ship of BB-56 *USS Washington*, named after our state, and a ship that also served with much distinction. My hopes are to convert the kit into a model of *Washington*, so I am particularly glad that Trumpeter went to the efforts to make changes easier.

The kit comes with 11 sprues of parts as well as a separate upper and lower hull, hull blanking plate should you desire a waterline build, and a three-piece deck section. When I first heard that the deck

was going to be in three pieces I groaned; the same technique in the Tamiya battleships leaves joints on the deck that must be sanded and filled, which destroys the raised deck planking and just looks weird. Trumpeter did it right however; not only do their pieces fit better but the planking is recessed, making it easy to putty, sand, and rescribe the joints. The plank lines even line up perfectly and the builder will not need to worry about zigs and zags in their deck. The one caveat to my approval of this engineering is that the aligning tabs molded on to the joints actually hinder a good fit; I found it much better to cut mine off, sand the edges down, and make my own out of .030" styrene sheet.

This is a kit that rewards the modeler who examines and test fits. This is not to say it's a bad kit or suffers from bad fit; it is simply that the little flash and imperfections that there are will have a negative effect on parts that were well engineered and molded for a tight fit. Trumpeter took pains to engineer the kit in such a way that issues modelers dealt with in the past are minimized; knocking pins are present but they are always on the back of a surface. There are extra parts to allow detailing the bulkheads on the side so that there isn't as much need to add photo-etched doors and details. This does increase the amount of work but not tediously so. Once cleaned up the parts fit well and there is a minimum of filling and sanding necessary.

I do have a couple of gripes with the kit. The quad 40mm anti-aircraft gun mounts

are a bit oversized and fit very snugly within the splinter shields. It doesn't look bad but if one wants to add the ammunition racks that infested the inside surface it creates quite a predicament. I also wish that Trumpeter had chosen a slightly different way to deal with the main turret detail. In the pursuit of side detail one is left with a joint on the top that will cause the eradication of detail nearby. Thankfully the fit is not too bad otherwise it would require the total eradication of detail!

My biggest gripe is the lack of gun shields in the kit. None of the quad 40s or 20mm guns come with them. The reason is obvious; modelers who add photoetch railings usually add gun shields in brass as well. But there are many modelers out there who do not use photo-etch, and I dislike the idea of cutting them out or forcing them to use a product they might not have the money or desire for.

For those of us who have too much time and money on our hands, there are many different detail sets to choose from. Our relatively local Gold Medal Models has a set of brass for \$42, and there are also excellent sets from Yankee Modelworks and White Ensign as well. Skyway Model shop had a selection of the Yankee Modelworks sets as of the beginning of July and they look nice. A French company titled L' Arsenal has an amazing array of details available and a relatively new company that goes by modelbarrels has turned brass barrels that have to be seen to be believed.

Overall I would give this kit high marks. It matches plans I have in 1/350th scale and certainly captures the powerful look of this class of ship. I have found no nasty surprises thus far, and it would be a decent first-build for anyone who hasn't built a ship before. Both *North Carolina* and *Washington* had important and interesting careers that can make research fun. If you want to build a battleship in 1/350th you would do well to consider this kit.

Revell Germany 1/72nd Scale Hawker Hunter F.Mk.6

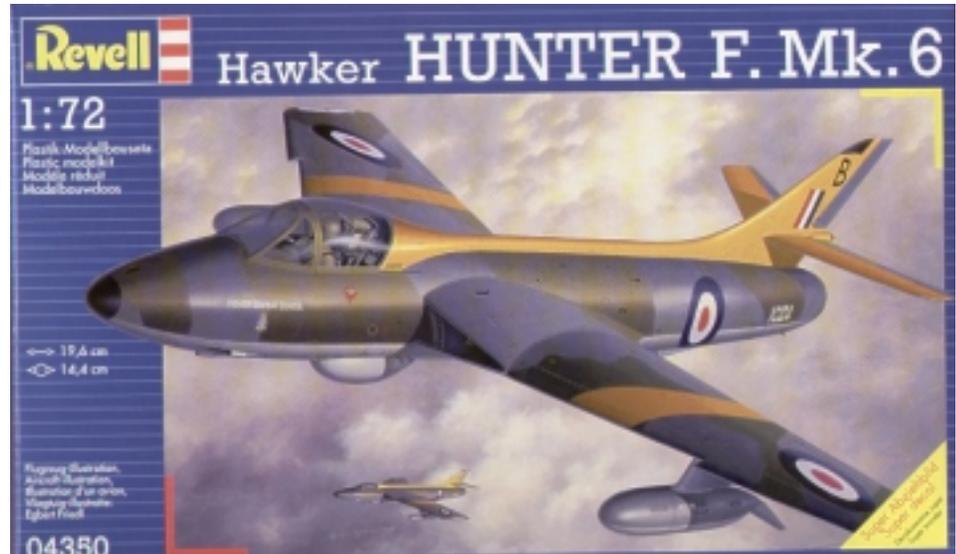
by Robert Allen

The Hawker Hunter is one of the most significant jet fighters ever built. A member of the last generation of subsonic jet fighters, it served in 20 air forces, and saw action in several conflicts, notably with the RAF in the Suez crisis, and with India against Pakistan in 1965 and 1971. The Hunter served for almost a half-century, entering service with the Royal Air Force in 1954, while the last Indian Hunters were not retired until 2001.

As meritorious as its service career was, the Hunter's appeal to modelers rests as much on the looks of the aircraft as its history. The Hunter is a striking aircraft, with graceful, flowing lines. It's frequently named as the most attractive jet fighter (my Mum certainly thinks so), and if it isn't, it's certainly one of the finalists.

The past few years have seen numerous Hunter kits, in several scales, emerge. Academy has issued two versions of its 1/48th scale kit, which aside from some problems with the cockpit dimensions, is a well-regarded model. Revell Germany has also released two new Hunter kits, one in 1/32nd scale, and the other in 1/144th, leading to speculation that a 1/72nd scale version would be forthcoming. That speculation was correct; the kit is here, and it's a beauty.

It's been over two decades since we've seen a new injection-molded Hunter in 1/72nd from a major kit manufacturer. Frog was first off the mark in the 1950s with a Mk.1 (which is still available from Eastern Express!), and later did an FGA.9. Airfix brought out its F.6 in 1960, but this was a crude, toylike kit that "featured" a removable Aden gun pack. The mold was upgraded in 1983 into an FGA.9, deleting the removable gun pack, and adding mild improvements like a cockpit floor and stick,



intake splitters, and a variety of underwing stores. Still, in the words of one web reviewer, the kit suffers from "(incorrect) location of the wheel wells, the wings are set too far back, the canopy is too long, the fuselage is too short, the dogteeth are perpendicular to the leading edge instead of being aligned straight fore/aft, the wingtips are incorrectly shaped, the nose is incorrectly shaped and requires putty on the upper surface to contour it, the tail cone is not tapered enough and the undercarriage fairings are the wrong shape." Aside from that, it's a nice kit.

Matchbox also offered a Hunter, the best feature of which was the choice to build it as either a single-seat FGA.9 or a two-seat T.7. Unfortunately, the kit was covered in the infamous Matchbox trenches, the cockpit detail was limited to seat and pilot, and the nose was misshapen. Aeroclub made more accurate vacuform noses for both versions, which helped things a bit, but these reportedly did not fit that well.

For these reasons, an accurate, state-of-the-art Hunter has been on many 1/72nd scale modelers' wish lists, and the new Revell kit comes laden with high expectations. The mark chosen is the F.6, the last of the pure fighter versions, and the one that introduced the characteristic "dog tooth" leading edge extension to solve pitch-up problems.

There are 80 parts, three clear (packed in their own bag), and 77 pieces on four other sprues molded in light gray plastic. There is a 16-page instruction booklet with the usual exploded view drawings, but three of those pages are blank, two are devoted to general instructions in every EU language, and four are full-page marking schemes for the four decal options, so there are only actually five pages of building instructions, in 31 steps. The four decal options cover two RAF, one Dutch, and one Belgian aircraft, all from between 1957 and 1961.

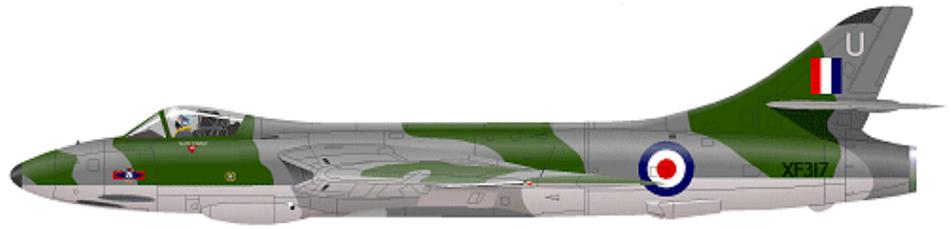
This is one of those kits whose level of detail is not apparent unless you look at it closely. The panel lines are recessed, with a hint of rivet detail that doesn't overwhelm. The main wheel wells are magnificent, among the most detailed I've seen in this scale. There are optional fairings in the cannon troughs, although what these are for, I'm not sure. As with many kits, the gear doors (both main and nose gear) must be cut if you wish to display the aircraft with the undercarriage lowered. The very nice ejector seat comes in four pieces; combined with a detailed tub, stick, and instrument panel (which can either be used with the supplied decal or painted, as the dials are molded-in), it should look just fine for this scale. Decals are also provided for the side consoles. There's no explicit instruction that the canopy can be built

either open or closed, but the Hunter had a sliding canopy, and the model shown on the box side has an open canopy, so it's clear that this can easily be done. The dive brake can be built in open or closed position, although some Hunters didn't have an external jack, so check your references. Separate wing flaps, with internal detail, are provided, to allow them to be built either extended or retracted. Underwing stores include fuel tanks for the inner pylons, and a pair of Sidewinders, which were used only on the Dutch aircraft among the decal options, for the outer pylons.

From the breakdown of the parts, it's obvious that Revell intends to do other versions of the Hunter. The leading edge extensions and wingtips are separate parts, meaning that the same wings, with different insertions, can be used for the straight-winged F.4 and earlier versions. The link collectors on the fuselage undersides (known as Sabrinas – don't ask why!) are also separate pieces; these were introduced on the F.4. The fuselage, though, is not broken up like the Matchbox kit with separate forward and rear fuselages, so it looks like Revell will only be producing the single-seat Hunters.

Accuracy? I don't have any 1/72nd scale Hunter F.6 plans to judge it against, but it seems to have captured the lines of the aircraft perfectly. I'm sure some rivet counter will find something, but it looks fine to me, in-the-box.

All four well-printed decal options are for aircraft in Dark Green/Dark Sea Gray upper surfaces, with silver undersurfaces. However, this a Revell Germany kit, so the painting instructions don't exactly tell you that, telling you to mix specific Revell Germany paints to obtain the unnamed colors. One of the RAF options has the spine, tail, and wing bands painted in yellow, making a striking aircraft, while the other three are in standard camo. Both British examples and the Belgian aircraft have large underwing serials that extend over the landing gear doors; these will have to be very carefully cut apart, and



although the decal sheet provides guides, this will be a difficult task. The RAF serials will each need to be cut into four pieces. There are about 20 decals providing stencils common to all four options.

One way to get around the underwing serials problem and still make an RAF F.6 would be to build one of the all-black F.6s used by No. 111 Squadron, "The Black Arrows", most famous for their 22 Hunter formation loop at the 1958 Farnborough display. These aircraft did not carry underwing serials, and one of them is included among the seven F.6 options on the recently re-released Xtradecal sheet X046-72.

As the Hunter was used by so many air forces, this kit will be welcomed by aftermarket decal manufacturers, although the export versions of the FGA.9 were the most widely used. I wouldn't be surprised to see Revell follow this kit with an FGA.9, and going backwards, an F.4. It's certainly my kit of the year so far – at least until the Airfix TSR.2 gets here!

Many thanks to Jacob Russell for providing the kit.

The photos seen below were borrowed from the Hannants web site



The King Is Dead, Long Live the King *or*, Tamiya Up Against the Ropes?

by Andrew Birkbeck

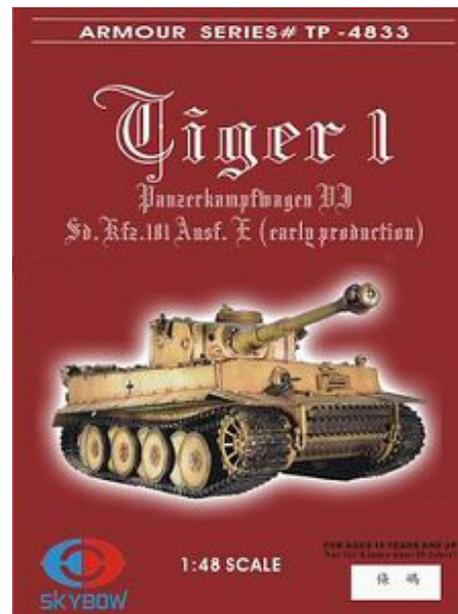
As anyone who knows me well will tell you, I worship (false gods?) Tamiya model kits. Ever since I bought my first one way back in 1973, I have been inspired by the superb quality of their parts, the attention to detail with their instructions, and the brilliant way the parts all fit together. Tamiya are masters of the art of model kit production and marketing.

As you will also have noted if you have attended Seattle chapter meetings since the start of the year, I have been smitten by the 1/48th armor bug, thanks to the release by Tamiya of a new 1/48th scale range of armor and soft-skin vehicle kits. Tamiya kicked off the armored vehicle part of the range last December with that perennial best seller, the Tiger 1 heavy tank. Having completed the kit, I can inform you that it was a very good kit in the best traditions of Tamiya. The fit as always was excellent, and the incorporation of injection molded track links was a first for Tamiya.

However, there were grounds to complain. Firstly, only some of the onboard tools (shovel, pick, axe etc) were molded separately; the remainder were molded in place. In this scale, molding such tools in place doesn't really allow for good definition, and harks back to the days when Tamiya produced motorized toys, rather than detailed scale models. Secondly, Tiger tanks had a rough appearance to the turret and hull surfaces, due to the way the thick steel was rolled. Tamiya's Tiger parts are perfectly smooth. And thirdly, with an MSRP of \$28, this kit was certainly at the "high end" of the price scale.

Recently a second firm has joined the 1/48th armor arms race: Skybow Plastic Model Co., from Taiwan. Late last year

they announced a planned 30+ kit release program, with their first two kits being, what else, Tiger 1s. While Tamiya's kit was a so-called "Tiger 1, Early Version", Skybow has released both an Early and a Late version of the Tiger 1. The two main ways of telling the two variants apart is that the Late version had all-steel road wheels and a noticeably different commander's turret cupola. As well, all Tiger 1 Late production vehicles had the antimagnetic Zimmeritt paste applied to the turret and hull sides.

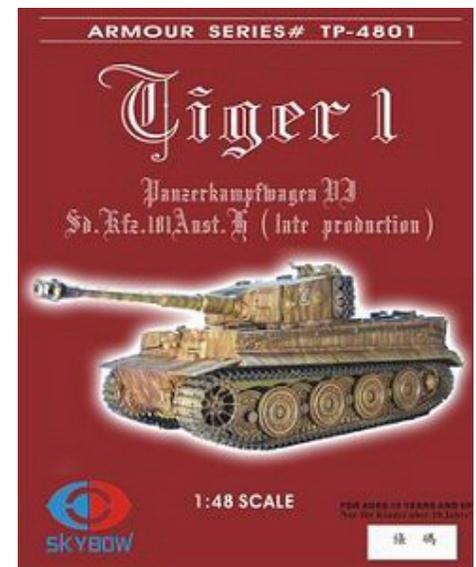


Tamiya's series of 1/48th armor kits all have (for me at least) a most annoying trait: their hulls are made of cast metal. This means you are forced to use superglue to join the metal lower hull to the rest of the plastic hull parts. It also means that if fit isn't perfect, you have the joy of trying to alter cast metal. It has also meant in practice that the lower hull parts have not been overly well detailed compared to the other plastic parts within each kit. Skybow dispenses with the idea of cast metal, and with the exception of some small attachment screws for the wheels, the kit is entirely plastic.

And what exquisitely detailed plastic it is. Skybow's Early Tiger turret and main hull parts have very finely produced cast

effects. All of the onboard tools are separate parts, and have finer detail than those parts Tamiya molded separately, no mean achievement since Tamiya's themselves are very good. Generally speaking, Skybow's parts are more finely detailed than Tamiya's. For example, Skybow has very finely molded headlight electrical conduits, whereas these are completely absent on the Tamiya kit.

Skybow's tracks are the traditional "rubber band" one piece type, but they are very well molded, without any injection pin marks (unlike Tamiya's individual link tracks). They are also "glueable" with ordinary modeling glues. No welding (and usually for me, wrecking) of the vinyl tracks with a hot screwdriver head as in the old days! All this said, Skybow themselves have released a very nice looking individual track link set for their Tigers, and a firm in Australia, WW2 Productions, has produced a superb "workable" resin set of tracks for each kit. Naturally, I have purchased a set of these latter tracks to see how they perform!



Turning to Skybow's Tiger 1, Late variant, we have yet another superbly rendered set of molded parts. The all-steel road wheels and changes to the commander's cupola are all correctly depicted. Best of all, Skybow has molded the anti-magnetic

Zimmeritt effect right onto the kit parts. Given that in reality this paste was only a few millimeters thick, it would have been quite difficult for a modeler to administer this effect themselves to scale. Skybow's attempt is to this reviewer's eye very well handled, and I commend them for their innovation. (Actually, DML/Dragon has been doing the same thing in 1/72nd armor for the past year, so it isn't really a "first").

Skybow certainly have given Tamiya a huge challenge with the release of these two Tiger kits. However, I unfortunately feel that Skybow will be at a huge disadvantage over Tamiya, the latter with a superior world-wide distribution network. Skybow kits have never been widely available, probably the reason the original Skybow had to sell all their molds a few years ago. They originally produced a superb series of WW2 Dodge ¼-ton trucks, but as I say, the distribution was extremely poor. The same seems to be true for the Tigers, as very few US sources seem to be aware of their existence. A real pity, given the high quality.

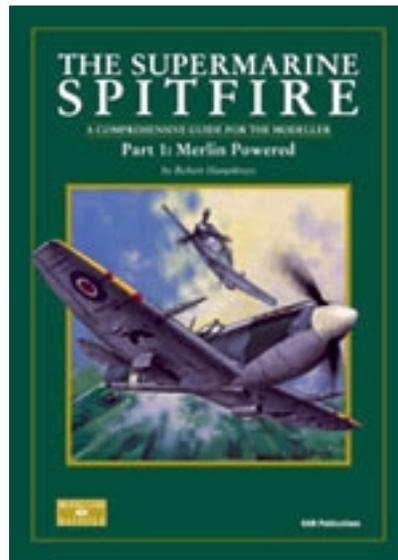
Finally, I would like to commend Skybow for their innovative packaging methods. The Tiger kits come in a box normally seen holding GI-Joe type action figures, wherein the top of the box pops open, to reveal the contents through a clear plastic "window". As with the collectable military "dolls", the potential customer gets to see the quality of the parts without having to ask the shop owner to open the box. Again, given the high quality of these kits, a real plus from a selling point of view.

Special Offer on Modeller's Datafile Books

by Robert Allen

The publisher of the Modeller's Datafile series of books, SAM Publications, has made an offer to IPMS USA Chapters to provide their books to members at a substantial discount. Normally priced at \$36 to \$38 each, they are being made available at \$20 per book, including postage. The books available are:

The Supermarine Spitfire Merlin Powered
by Robert Humphreys



The Avro Lancaster, Manchester and Lincoln by Richard A Franks

The Supermarine Spitfire Griffon Powered
by Robert Humphreys

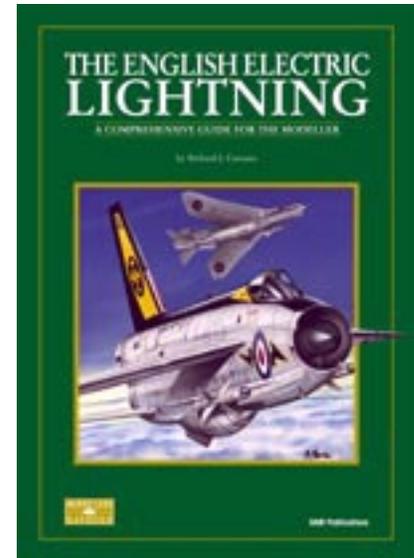
The Bristol Beaufighter by Richard A Franks

The English Electric Lightning by Richard J Caruana

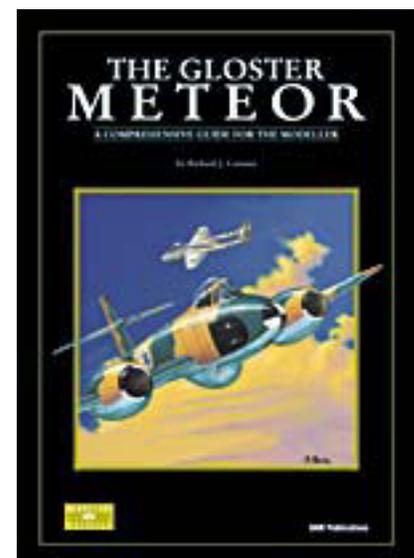
The Gloster Meteor by Richard J Caruana and Richard A Franks

These books are quite good, providing information on both the actual aircraft

concerned, and the kits available to build them, and are lavishly illustrated. More information on the books can be found at www.sampublications.com.



SAM Publications has asked each chapter to have a single member order the books for their respective chapters; I'll be happy to do so for our chapter. If you are interested in purchasing any of the titles listed, please talk to me at the July meeting, phone me at 425-823-4658, or e-mail me at editor@ipms-seattle.org. I'll bring my copy of the Lightning book to the July meeting, to let members who are not familiar with the series see it.



Assembling Photo-etch/ Acetate Instrument Panels

by Stephen Tontoni

We get those really cool Photo-etch sets from Eduard, and aside from the origami that's involved in making 3D shapes out of 2D materials, we also have to neatly fit together other bits that can make or break a cockpit interior. I'm going to talk (alas, no step-by-step pictures this time) you through the steps to assembling a PE instrument panel.

First, remove the PE from the fret while bending it as little as possible. Of course, you'll bend it - so we'll talk later about how to straighten it out. I use a scalpel to cut as near to the part as possible in order to remove it. With instrument panels, you're looking at some pretty big pieces of metal, even in 1/72nd scale, so I wouldn't be too worried about the part pinging off into Rod Serling-land. If you are concerned about it though, there are two options that are extremely effective.

1) Tape the part down on the opposite side of where you're cutting; should it feel the desire to reach escape velocity, it'll be firmly anchored to your work surface.

2) One that I'd never tried before: put the part in a ziplock bag and close it around your wrist. Should the part going pinging off, it can't go far. I'm not crazy about this idea as it seems to invite the part to fly off, even if it's immediately captured.

Anyway, once the part is removed, you need to take care of burrs that are sticking out at any angle. I use a file, but I've also had a lot of success using a sanding block with 320 grit sandpaper on it. Work slowly and deliberately; brass is softer than you'd expect and you don't want to ruin the part! This is the time that the part tends to get bent. Should that happen, a good way to straighten it out is to put it on your work surface (or floor) and put a piece of sheet tin over it. Now apply as much pressure to

it as you can with the palm of your hand. That should do the trick!

Second real step is painting it; hit it with whatever the color needs to be, but it seems that usually means some shade of black. Before proceeding with further steps, you'll want to put a flat coat on that as well.

Now the fun really begins. Take out the acetate film that has the dials in clear. You need to put something white behind it to make them visible, of course. You can use paint, or even white-out (dries really, really fast) but I have developed my own technique. Let's call it the lazy way to do it...CA glue the film to any piece of white paper you happen to have lying around. Once that's completely cured, cut as close to the outline of the panel as you can. That should be marked clearly, but if not, line it up and use the brass part as a template. Cut around it. Take a black Sharpie and run that around the edge; you'll be sand-wiching that in place, and you don't want a slice of white showing.

Go back to the brass part; by now the black is dry and the flat coat is hard. Again we have options! Because some dials are different colors, and you will have a hard time applying any color to black, you can use either a silver Sharpie or a white-out pen (or white paint on a brush if you're not as lazy as me) and highlight the dials that will need color on them. Both with a Sharpie and a white-out pen, you can start working in no time at all; use your documentation to apply colors to the outlines of the dials using a fine point Sharpie (get

the set; it's cheap and you'll use them over and over).

Having applied colors, if necessary (yeah, not all planes have pretty dials), it's time to sandwich the pieces together. Take a piece of low-tack tape, and tape it face-up on your work surface. Put the acetate/paper backings on the tape so it won't go anywhere. Practice lining up the dials on the PE with the dials on the acetate film. Once you feel pretty confident you can put it in place, take out your Future floor coating; this is the glue you'll be using. Apply a thin coat to the acetate. Be careful not to use too much or it'll bubble up through the holes in the PE and you'll have to start over again.



Line up the PE panel and put it in place on the acetate. With large pieces, it's probably good to go at that point. With smaller bits, you may want to tape it in place.

You'll find, in about a half hour, that the PE is now firmly glued to the acetate backing. In addition to gluing the parts together, the Future ensures that the dials are uniformly shiny.

The Shape of Things to Come?

by Andrew Birkbeck

No, not a review of the H.G. Wells book, but a comment on the future of model kit production, having just received the new Tristar 1/35th Panzer IVD kit, and having already built the recent DML/Dragon 1/35th Tiger 1 Initial Production kit.

Earlier this year I had the immense pleasure of building the DML/Dragon 1/35th scale Tiger 1 "Initial Production" kit. Using only the parts in the kit, one was able to build a superbly detailed model, with my only addition being a set of etched metal engine exhaust cover grills. Contained within the box was around 450 plastic parts, 110 etched metal parts, a turned aluminum barrel, and an assortment of 50 metal parts, including turned brass shell casings.

The detail on all the parts was astonishing, a far cry from what was being produced in the mid-1980s, let alone the kits I grew up with from the late-1960s. And while I know at least one or two of you delight in building these simple "kits of yesteryear", I for one revel in the huge number of detailed parts associated with these latest kits from the main armor kit manufacturers.

So imagine my surprise and delight when the new Tristar (a small firm from Hong Kong) Panzer IVD turned up in my PO Box a few days ago. While minus as much "heavy metal" as the DML/Dragon Tiger 1 (Tristar's kit "only" has 25 etched brass parts, and no aluminum barrel), it does sport a massive 949 injection plastic parts! This for a kit smaller than a 1/48th P-47D! Imagine the detail Tamiya would have to have incorporated in their 1/48th P-47 kits to have even used half this part count!

And where does one incorporate such a huge number of parts? Well naturally there are the obligatory (as in all the best kits of today) individual track links, 100 links per

side. But not only are they individual links, Tristar's kit correctly depicts the tracks as being "handed", which means they are mirror images. The connector pins on the real vehicle protruded out from only one side of the tracks, so one needs 100 left side tracks, and 100 right side tracks. And the road wheels? In previous Panzer IV kits, you usually received two parts per road wheel. Tristar gives you six parts, including separate parts for the "rubber"

And injection pin marks? The one thing missing on this kit is injection pin marks. After a careful examination of the sprues, I can't see where a single one will appear on an exposed part face. Also thanks to the use of three and four piece "slide" molding technology, all the hollow parts are hollow, and perfectly round, such as the main gun barrel and the turret and hull machine gun barrels. Brilliant!



sections, complete with the word "Continental" protruding from each piece, the firm that produced most of the rubber tires etc. in WW2 Germany.

Moving on to the various tool clamps covering a Panzer IVD, these are nicely produced in photo etched brass, as with the DML/Dragon Tiger 1 kit, but with an added feature, separate injection molded microscopic wing nuts where appropriate! And so too the spare track holders: each with four parts, plus two wing nuts! And the jack? Most armor kits today have this essential tool molded in two, sometimes three parts. For extreme detail, Tristar has produced theirs in seven parts, with an additional eight parts for the jack mounting brackets, and again those exquisite wing nuts!

If you have any interest in WW2 German armor, or if you are an "aircraft guy" or gal who just wants a break from planes, and was hunting around for a tank model to try, I can't recommend this superb kit from Tristar more highly, nor for that matter, the DML/Dragon Tiger 1 kit. As for those who like the kits of yesteryear, stay well clear of these kits, as the sensory overload upon opening the box will almost certainly kill you, or at the least result in permanent eye and brain damage.

Hurricane Bookshelf

by Scott Kruize

The Hurricane Story was only the first of many martial books available from the Tab Book Club. The Club and the school library together started my print addiction to military and aviation-related history, especially about the Second World War.

Five Down and Glory told about American aces, and included the first combat reference to the Bell P-39 Airacobra. *Jet* told of the advent of all-jet combat over the skies of Korea. *They Fought For the Skies* provided glamorous mental images that encouraged my builds of the Aurora "Famous Fighters" of World War I, starting with the Nieuport 28. *Flying Tiger: Chennault of China* and *God is My Co-Pilot* were more eloquent about fighting over China than my father was, for all that he'd been there and served as a radio operator for the Army Air Force. And *The Valiant Years* by Winston Churchill - quite a thick paperback, I thought at the time, though I found out much later that it was only to him a brief summary! It first introduced the idea into my head that the people who directed the war against the Axis didn't know, at the time, how the story would come out. They had to "play it by ear"...

Recent happenstance encouraged me to pick up this theme where I left off way back then. Visiting the Friends of the Library Sale at Ocean Shores netted a copy of *Their Finest Hour*, a volume of the much more complete and detailed set of Churchill's memoirs, where he relays how he and the Government he headed tried to cope with World War II as it progressed month by month, event by event, sometimes even day by day. This volume goes from the war's outbreak up to Allied victory in the Western Desert. The British and their leaders didn't just passively defend themselves, but constantly improvised: finding, deploying, and re-deploying their precious resources in an

ongoing drive towards ultimate victory. All things considered - and despite a few serious blunders which he doesn't shy away from telling about - he and his Government did pretty well directing the British Empire's fight. (Anyone want to dispute that our own Government and military may not have done everything perfectly, all the time, either?)



His stated purpose in the first chapter caught my attention:

"In giving an account of my stewardship...it is my first duty to make plain the scale and force of the contribution which Great Britain and her empire, whom danger only united more tensely...[in] the common cause of so many states and nations. I do this with no desire to make invidious comparisons or rouse purposeless rivalries with our greatest ally, the United States, to whom we owe immeasurable and enduring gratitude. But it is to the combined interest of the English-speaking world that the magnitude of the British war making effort should be known and realized...up until July 1944, Britain and her Empire had a substantially larger number of divisions in contact with the enemy than the United States...not only the European and African spheres, but also all the war in Asia against Japan. Up till the arrival in Normandy in the autumn of 1944 of the great mass of the American army, we had always the right to

speaking at least as an equal and usually as the predominant partner in every theater of war except the Pacific and Australasian..."

The charts show the numbers over time, and he also refers to casualties incurred by the Empire, compared to the United States: theirs were higher. Finally there's a table enumerating the relative Allied contributions to the destruction of the Axis fleets. Taken together, a reminder to us Americans that we had a formidable, equal partner in the great struggle.

If all this inspires suspicion that I may be an Anglophile, I'd better answer on this eve of Independence Day...

Quite apart from 1776 and all that, just this last August my wife and I went off to see her youngest daughter marry an Irishman. This makes us automatically Irish, with just as automatic an obligation to hate the "Base, Brutal, and Bloody British".

Fortunately it's not an arduous task. Certainly, it doesn't mean hating any actual flesh-and-blood Britons. My wife and I found these at least as numerous as our fellow Americans throughout the tourist attractions along the southwestern Irish coast, and all of us were treated with the same open Irish hospitality. I conclude that hating the "BBB" pertains to certain members of the Crown family, some of the haughty, avaricious Upper Crust, and several Members of Parliament, at certain times and places. That's easy: even the English do it!

I learned from *Landfall: Ireland* that hating the "BBB" didn't interfere with the intimate cooperation with the Royal Air Force that led the fledgling Irish Air Corps into becoming a modestly-sized but nevertheless effective professional force. It patrolled the British-radar-watched skies over Eire against Axis incursion with nearly twenty first-line, ex-RAF fighter planes. Hawker Hurricanes, of course!

Besides, then my wife and I flew on to London and environs. There were no

hateful “BBB”s to be found, but only the great sights, modern and historic, all populated by people who treated us with the same kind of hospitality as the Irish had given. The only slimy and sinister Brits we’ve ever encountered have been characters in *Mystery* and *Masterpiece Theatre* television presentations, to which we’re hopelessly devoted.

So...back to how best to express obligatory hatred of the “BBB”. I take inspiration from additional stories I read back at age 12: Paul Brickhill’s *The Dam Busters* and *The Great Escape*. The former recounts how Barnes Wallis, genius designer of the dam-busting and “earthquake” bombs, had to keep putting his ideas before one unimaginative Minister and “Colonel Blimp” after another...until finally he could stand it no longer, and announced that if he didn’t start getting support, he’d go to the New World!

their Luftstlag prison camp in the traditional Revolutionary War fife-and-drum routine, till their camp’s senior officer (British, of course), demands to know what’s going on. They offer him a cup of their brew and a toast: “It’s Independence Day, sir. Happy Fourth of July! - Down with the British!” On cue all around them, the Canadians, South Africans, Australians, and New Zealanders chime in: “Hear! Hear!”

So here’s my stand, and I’m sticking to it:

Master Robert, dear Editor: you’re an OK guy. And you’re right: the BAC (nee English Electric) Lightning really is a cool jet fighter...even if the Lockheed Starfighter is the coolest jet fighter that ever was!

Don’t anybody dare go cutting funds for PBS and depriving us of our favorite programs from ‘across the Pond’!

Everybody: if you have to forego all other travel plans, you must at least go to the British Isles and see Ireland, and England, and Scotland, and Wales...

Sir Winnie and Company: you did good! Yay!! And “thank you”!

Watch this space for further Hurricane-related literary reviews.

And in the meantime: Happy Fourth of July! - Down with the British!



In *The Great Escape*, made into a Hollywood movie, there are scenes where Steve McQueen, James Garner, and company, using nothing but scrounged materials (including those stolen from their German guards) and good old-fashioned Yankee ingenuity, brew up some potent potato whiskey. One morning, they march through



The Question Never Asked

by Jon Fincher

Show and Tell time at our IPMS Seattle meetings is the main event of the day, with the pre-game show comprised of discussions, arguments, and questions around the model table before the meeting ever starts. Walk or hang around the table before the meeting, or listen during Show and Tell, to all the questions that fly back and forth, from the modeler to the spectator and vice versa:

How did you do that?
Who made that kit?
Where did you find the references?
What kind of paint is it?
When did you start it?

Of all these types of questions, the ones asked most infrequently are “Why?”, and the one I almost never hear is:

Why did you do that to the model?

Depending on the tone of the question, the Why question can be grouped into three separate categories:

The Discovery Why: Why someone built a particular model can be used to discover that modeler’s personal interests and affinities. Asking Why in this case is more a quest for like-minded individuals, modelers who share your own tastes and interests. It is used to build sub-communities and setup for future information sharing and camaraderie.

The Inquisitive Why: Why someone used a particular paint scheme, set of markings, modification, etc., can be used to ferret out new information, new references, or new techniques that the questioner didn’t have before. It is a quest for information, and usually follows the Discovery Why.

The Prejudgmental Why: This is the question no one asks - why on earth were you possessed to do that to that model? This question is a confrontational one, posed by the questioner with a particular

“correct” answer already formed, and arguments against the “wrong” answer ready to be leveled. This is a quest for ego and pecking order within the pack, and in most circumstances is seen as rude in a friendly group.

While the Prejudgmental Why may be rude and inappropriate to ask, I believe the modeler’s response offers more insight into the modeler than any other answer to any other question can. While I believe myself, as a kit builder, to be more of an Artisan than Artist, I believe there is a bit of the Artist in every modeler. The Artist is that person who wants to pose sometimes uncomfortable questions of their audience to make them think, question, and assess their own positions and opinions in a new light. While the Prejudgmental Why forces a decision on the modeler to pick a side, it also offers the opportunity for the Artist who wants to reflect the question back on the asker and point out that the answer is already on the table if only they could see it. The Prejudgmental Why should be asked not by an outsider, but by the Artist in all of us. I believe that only in that way can the Artisan’s kit building be turned into true Art.

In that vein, I have been asking myself Why at every opportunity (the unexamined life not being worth living), and I believe my answer changes with every model I build. I’ll give an example of this process with my Sea Vixen model.

I decided to paint this model candy blue with ghosted flames, as I might a hot rod car or custom motorcycle. While non-military paint schemes on the Sea Vixen are not unheard of (some Red Bull, anyone?), a custom automobile-style candy paint job is usually quite inappropriate for a military aircraft. I continued the custom car theme by replacing the landing gear and tires with custom wheels, but decided to keep the armaments as a military airplane should have, although painted candy blue. So, why on Earth did I choose to do this?

On the surface, the answer is quite simple - I did it simply to be different. The iconoclast in me revels in being different from

everyone else. But on a deeper level, there was a more sinister motive - I was thumbing my nose at the accuracy Nazis.

You know the accuracy Nazis - in every club, at every show, in every model shop, there exists at least one person who knows exactly what you did wrong and why, and isn’t afraid, ashamed, or bashful enough to tell you. The wrong color was used, the wrong markings, the wrong pose, the wrong technique, the wrong kit - someone always knows more than you and will make sure you know it. In a more friendly and supportive role, such information isn’t volunteered, but given as a response to a question, and is usually welcome and respected. Because we are a friendly group, the accuracy Nazi is very rarely told to buzz off, although his advice is seldom heeded and rarely specifically remembered, although the attitude lives on.

I did what I did to my Sea Vixen as an answer to the accuracy Nazis in the greater modeling community. No one can tell me the paint is wrong, the landing gear are wrong, the detail is wrong - it’s a flight of fancy, and the comparative references are locked in my head. No one can tell me the detail is incorrect nor the cockpit detail too sparse for the same reasons. By shutting down the accuracy Nazis, I am opening the door for constructive criticism and comment on execution of technique - paint job, kit bashing, etc. This is the kind of information I always want to receive on my models - in the cases where I want information on accuracy, I’d rather ask than be told. This model is my way of telling the accuracy Nazis that I don’t build models for everyone else, but for me, because if you’re not building for your own enjoyment, it’s no longer a hobby but work.

The technique of asking myself the Prejudgmental Why works in lots of cases: Why do I want to buy that kit? Why am I building this model? Why am I working so hard to finish this model? By asking yourself Why throughout the building process, you can enhance your enjoyment of the hobby, focus on the things that are important to you in the

hobby, and be more confident and prepared when the accuracy Nazis (or the appropriateness Nazis, or the categorization Nazis, or whoever wants to challenge your decisions) come knocking.

Instead of asking your fellow modeler, "Why?", ask yourself, "Why not?"

Author's Note: Nothing in this article is meant to identify or accuse any specific person. If the descriptions or depictions in this article describe you, it is not only completely coincidental, but also your problem, not mine.

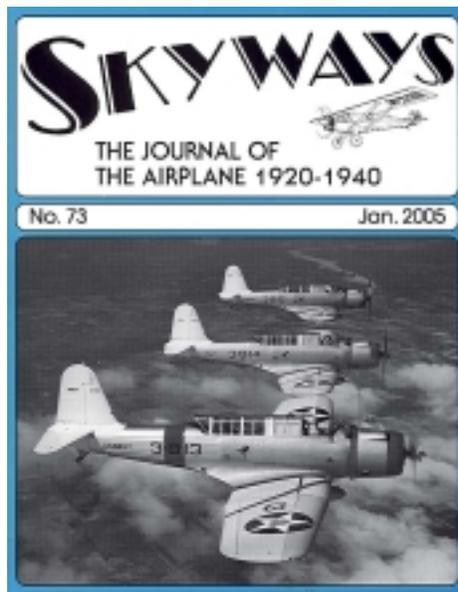
Skyways
The Journal of the Airplane
1920-1940
Nos. 73 & 74, January &
April 2005

by Jim Schubert

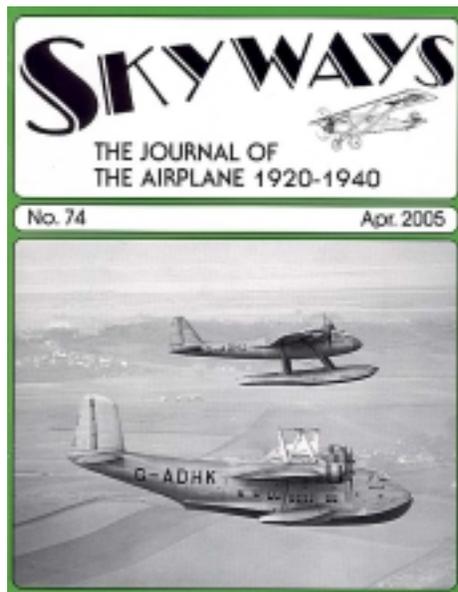
The contents of both of these issues really appeal to me; more so than usual and I am usually completely satisfied with the contents of each issue. No. 73's killer cover photo is especially appropriate and timely with Accurate Miniatures' kit of the "Wind Indicator" coming into the market in June. The lead article deals with USN attack airplanes from 1926-1940 with several good photos from the period.

Another article that rang my bell covers the development of ship-launched airmail services with several good photos for modelers of the Dornier Wal, He 12, He 58, Ju 46, Do 18, Ha 139 and Do 26. My favorite article, though relates to the Ford 15-P flying wing powered by an aluminum block, flat-head, V-8 of about 100hp. I love oddball airplanes. this article adds substantially to *Skyways'* initial presentation on the Ford 15-P carried in issue No. 31 of July 1994. With these two articles a modeler can, with only a little imagineering of the cockpit, build a model of this

intriguing 1935/36 airplane, which, lamentably, only flew once. Dan Hagedorn's essay - The Internet: A Curse or a Blessing for Historians? - is as timely as it is provocative. All the other, usual, good stuff is here too.



No. 74 is also a modeler's delight with an in-depth article, including scale drawings, of the *Mercury/Maia* composite transatlantic mail plane and Dave Straub's long, ten-page, build-article on his 1/200 scale airships that were so acclaimed at the IPMS/USA Nats in Phoenix in 2004. In this scale his airships range from three to four



feet in length; beautiful but a bit large for my taste. I think 1/350th would be about right and it matches the currently most popular ship model scale. Yet another delight for modelers is the Cockpits feature on the Junkers G.38. Bill Larkins, Richard S. Allen and Trevor W. Boughton all wrote in response to Dan Hagedorn's meaty essay in No. 73 about the Internet and historians. It's all good solid stuff and if you're not a subscriber you just don't get it. Subscriptions in the US are \$42.00 per year and \$47 overseas. Individual issues can be purchased for \$13 each postpaid if available; if not available, Xerox copies can be purchased for \$11 each postpaid. Go to www.skywaysjournal.org for more information. BTW, let them know what you think of their new web site; let me know too - I'm curious.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Jim's article. - ED]

Contributions Needed for
Monthly Raffle

by Andrew Birkbeck

As IPMS Seattle Chapter Meeting Raffle Coordinator, I come to you this month with a request that you all dig deep, and bring in some donations for the monthly meeting raffle. The club has enough prizes remaining to hold one more raffle, at the June meeting, and without a fill-up, will be forced to cancel the raffle for future meetings. As to what you might donate, it is really rather simple: when you go to purchase your monthly raffle ticket, what do you like to see as raffle prizes? Answer this simple question, and you have answered the question as to what you should donate. Quality books, kits, and any modeling related product that you feel you can part with. It's as simple as that. Thanks in advance for all your help.

Schneider Trophy Racer Histories

by Mike Millette

[It occurred to me that although the newsletter has printed several histories of the 1949 Schneider Trophy participants, the race winner had been left out. Here's the story of that aircraft, along with one of Mike's other entries. – ED]

**Kyushu J7W2 Shindenkai (Japan - #88)
(1949 Schneider Trophy winner)**



One of the most promising late-war aircraft designed in Japan was the Kyushu J7W2 Shindenkai, which fortunately for the Allies, made only a few short flights before the war ended. Plans had been in work to develop a jet-powered version of the aircraft, but the power plant technology was still being worked out and no jet-powered versions were tested prior to the conclusion of the war. With the announcement of the Schneider Cup Race in 1949, it was felt that this would be a perfect opportunity to develop the airframe further. The aircraft was flown by Hiro "Totoro" Miyazaki, whose "totoro" namesake was painted on the aircraft, just below the left intake.



captured German aircraft. While this was bit of a blow to French pride, the team felt that they would end up introducing enough changes to make the final aircraft "their own".

Searching about for suitable starting points, the team discovered that two captured Do. 335s, M14 (W.Nr. 230014) and M17 (W.Nr. 240313), had both been damaged in

crash landings and were scheduled to be scrapped. Purchasing the two damaged airframes, the SE Aviation team set about building their racer. The original intent was to use the parts from both aircraft to build a single racer. Damage was found not to be as extensive as first thought however and two airframes were quickly made whole again.

With two complete airframes on his hands, project leader Pepe le Puy decided that to maximize the speed of his creation, a Zwillig or twin configuration would be ideal. SNECMA was working on a derivative of the Jumo 004 power plant, recently used in the Me 262 and the design team quickly decided to replace the two aft mounted engines with the new "turbos". Feeding four hungry engines became an issue however. Joining the two airframes together left the new aircraft short of the fuel volume necessary to complete the race. A large "spike" tank was incorporated into the wings at the join and this provided the additional fuel necessary to meet the race length requirements. Incorporating the turbines into the aft fuselage provided beneficial to SE Aviation. Following the Schneider Cup Race, data from the spine mounted engine inlet tests were used to develop one of the oddest post war jets, the SE "Grogard". International sportsman, ski racer and playboy, Guy Gadeaux was chosen to pilot the monster.

Model Information:
The kit is Hasegawa's "jet" offering of their basic Shindenkai kit. It comes with a replacement tail cone and slightly larger intakes. The float was my first attempt to make resin copies of the Matchbox Twin Otter float. I ended up with most of a float with a big air bubble in the back. Rather than toss the incomplete float, I thought it would look

cool paired with the small Shindenkai. The sponsons are wing tips left over from the multiple Do 335 kits constructed for my French entry.

"Liberte" – Dornier Do 335ZJ (France - #31)

The Schneider Cup Race in 1949 left France in a tricky situation. Having been occupied by a hostile force for the majority of WWII, France's aeronautical capabilities had not developed alongside the other Allies or its Axis opponents. Consequently when the Race was announced, French aviation companies scrambled to come up with a design which could hold its own with its traditional competitors. One team, Sud Est (SE) Aviation, proposed the use of

Model Information: The kits are the Revell and Matchbox re-pops of the old Frog Do 335 trainer kit. Anyway, they are all the same kit remolded by several different manufacturers. The wing tips were clipped for reduced drag and the inner wing sections were joined. Raised panel lines were sanded off and the kit was completely re-scribed. A 1/48th F-16 centerline tank was integrated into the wing for added fuel carriage. The floats are from the 1/48th SMER Gladiator kit. They are probably the most useful part of that kit. The second cockpit was filled with putty and smoothed over to provide the ventral inlet for the jets.



Upcoming Model Shows and Aviation Events

Wednesday-Sunday, July 20-23

IPMS/USA National Convention, Atlanta, GA. Cobb Galleria Centre. For more info: <http://www.ipmsusa2005.org/>

Saturday, September 17

2005 Model Show and Contest. Presented by IPMS Portland Oregon and the Evergreen Aviation Museum. Evergreen Aviation Museum, McMinnville, Oregon. 9 am - 4 pm. Costs: Museum Entry: \$11 adults, \$10 seniors, \$7 Children, Museum Members free. Contest Entry: Adult: \$5 for 1 to 4 models/entries, \$1 each additional entry ; Juniors 11-17: \$1 per model entry; Juniors 10 and Under: Free; Display Entries: Free. Special Awards List: Michael King Smith Memorial Award: Best of Show sponsored by OHMS; The Evergreen Award: Best Rotary Wing Craft; Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject, sponsored by Tony Roberts; Best of Show: Peoples' Choice sponsored by OHMS; Best Vietnam War-Allied Subject sponsored by Mike Howard; Best Israeli Subject sponsored by Larry Randel; Best Anti-Aircraft Weapon Subject sponsored by Adam Cox. For more information, contact Brian Yee at 503-309-6137 or e-mail at BYee1959@msn.com

Saturday, October 1

Show Off the Good Stuff Contest, sponsored by IPMS Palouse Area Modelers. Moose Lodge 501, Moscow, Idaho. For more info, e-mail uwhuskys@hotmail.com

Saturday, October 8

IPMS Vancouver 35th Annual Fall Model Show and Swap Meet. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. 9:00 am - 4:30 pm. For more info: Warwick Wright, phone : 604-274-5513, e-mail: jawright@telus.net
Web site: <http://members.tripod.com/~ipms>

PrezNotes

from page 1

of wings. All I had to do to the vacuform wings was to remove the nacelles and extend the chord to the correct length! Several applications of putty later I think they are looking pretty good. The fuselage on the other hand is somewhat more of a challenge. The center section is just a straight tube, easily rolled from sheet styrene. The aft fuselage on the other hand is a cone. Whoever told me that rolling a cone from 10 thou styrene sheet

was easy...well, all I'll say about that is: **wrong!** I eventually got it at the expense of several sheets of plastic and a considerable amount of hand wringing and teeth gnashing. Ya know, this scratch building is kinda fun (in a Chinese water torture sort of way).

The Phoenix is slowly coming together and although my goal is to have it for the Atlanta trip, that seems unlikely at this point in time. And I'm too old a duck to be staying up past my bedtime to try to rush it to completion. I have found it a chal-

lenge to test my minimal scratchbuilding talents and have rather been enjoying this particular project. The next model on the bench will be the C-82 from the same movie, built as the completed Phoenix. I've sacrificed a Monogram B-29 for the wings and the most difficult part will be the boom/fuselage. Since the shape is a little less than geometric (cone, tube) I figure I'll carve the shape from wood and vacform it, expanding my scratch building horizons even more. This has been an adventure so far. Of course, the third airplane in the movie (seen in the last flying scene) was an O-47, which looks nothing like a C-82 or the Phoenix. After sacrificing a Monogram Devastator fuselage, Monogram B-25 wings and scratchbuilding the rest I'll have completed one of my major goals in the hobby - to build the airplanes of the movie. Then, it's nothing but Tamiya OOB for at least a year!

And I'm packing kneepads for my next trip to Atlanta in a few weeks.

See you at the meeting,

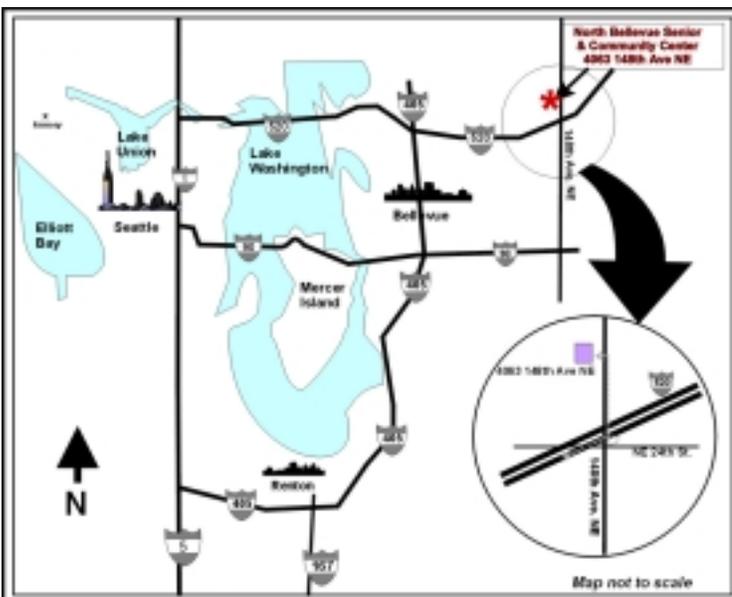
Terry



Meeting Reminder

July 9

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.