

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2005

PREZNOTES



Now that was **fun**! Nearly 1,200 models were brought together at the Museum of Flight on February 19 and 20. It was an exceptional turnout of models and it was a real pleasure to see some of these models again, including those of John Tarvin, who traveled down to the show with the rest of the Vancouver BC contingent and brought some of his models that have not been seen by the general public (and **me**!) in over 30 years. Also, as far as I know, no serious damage resulted to any model or vehicle at the show, and only a few made it to the wrong boxes. Thanks to all those that organized and participated in the show.

On one of the Internet boards I frequent, one of the members is "doing a number" on a Monogram model of a B-17 that his dad flew. He is working his way from nose to tail (as I write this he is to the ball turret) and sparing no expense as far as detail goes, whether it's a resin or PE set or scratch building, all the detail is there. Now I don't build that way - I much prefer a

simple OOB type project, only adding as much detail as I want, which is fairly minimal. However, he is working on a B-17 and looking back, it's been years since I've built one. Putting it mildly, I'm itching to do another!

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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.

March 12

April 16 (Spring Show at Renton)

April 9 (Craft Room)

May 14 (Craft Room)

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name: _____		
(leave blank)	M. _____ LAST		
Address: _____			
City: _____	State: _____	Zip: _____	
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$21 <input type="checkbox"/> Junior (17 years old or younger): \$9			
<input type="checkbox"/> Trade Member: \$21 <input type="checkbox"/> Canada & Mexico: \$25 <input type="checkbox"/> Other Foreign: \$28			
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: ____)			
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)			
		P.O. Box: 2475 North Canton, OH 44720	
Check out our web page: www.ipmsusa.org			

Kits for the Troops

by Andrew Birkbeck

As you may remember from comments made by fellow member Jacob Russell at the last IPMS Seattle chapter meeting, he and I are coordinating a drive within the chapter to raise money and kits for our troops in Iraq and Afghanistan. In both nations, tens of thousands of our young men and women are risking their lives daily on behalf of the rest of us, and model clubs have been started to try and bring some sanity to the lives of these servicemen and women. Whatever one's opinions on the correctness of these military actions, I firmly believe that we should rally around the troops, and support them as best we can. Hence Jacob and my efforts to help contribute to the R&R activities of these fellow modelers in distant hostile lands.

We are looking for the following from anyone else interested in donating to the cause:

Cold hard cash: we need cash to pay for the shipping of donated kits to the troops, as well as to pay for kits and supplies that are in categories in short supply for their respective clubs. Squadron Mail order has opened an account for these clubs, and will match it \$1 for \$1 with donations sent in. So if we raise \$500, then the troops will receive \$1,000 in their account through the Squadron matching fund.

In terms of kit donations, we are hoping that each member of IPMS Seattle can donate one or two high quality kits from their "stack-o-kits" at home. Please note the use of the words "high quality kits". We are looking for the following:

Aircraft kits: Tamiya, Hasegawa, Accurate Miniatures, new tool Academy, new tool Revell/Germany, Trumpeter, etc.

Armor kits: 1/35th Tamiya, Trumpeter, Academy, AFV Club, DML/Dragon; 1/72nd Revell Germany, DML Dragon

Ship kits: Tamiya, Dragon, Trumpeter

Auto Kits: Tamiya, Fujimi, etc.

Why only the best kits, please? Well, for a number of reasons. Firstly, these modelers are working under primitive conditions, and so don't have the reference material, nor the tools to allow them to "fix" less than perfect kits. They are also living very traumatic lives in many cases, so we want to provide them with stress-free modeling, rather than "challenging" kits. Many in fact are modeling for the very first time, as a form of stress relief from very traumatic jobs, so why add further stress to their free time by sending them difficult kits to build? Finally, if you were far from home, living under trying circumstances, and having people trying to blow you up on a daily basis, would you want to finish off the day building a junker kit? Don't our young men and women deserve the very best from those living Stateside?

During World War Two, my father was under daily Luftwaffe aerial attack, living as he did a few blocks from one of Britain's most important rail bridges. He spent the nights huddled in a home built air raid shelter at the bottom of his garden, bombs raining down all around him. The most glorious part of each month was the arrival of a "care" package from a family in America, filled with all sorts of goodies, from peanut butter to comic books. The first Saturday following the arrival of such a package, he would set off early with a packed lunch provided by my grandmother, peddling his bike 30 miles round trip to the local RAF station to share some of his good luck with the airmen and ground crews who battled each day and night trying to protect him from the enemy. He was aged 7 through 12 during the war. It was, as he later told me, "the least he could do" for these servicemen attempting to stop the rain of death that fell upon him each evening.

Please join Jacob Russell and myself in contributing kits and cash for our own "care packages" for our troops in the field. I will be kicking off the drive with a cash

donation of \$50, plus two Tamiya kits. In discussing this idea with my father in New Zealand, he too has contributed \$50 as remembrance to the generous Americans who helped him in a time of need, as well as to the memory of all the servicemen he met during those years long ago. Remember, this is completely voluntary, and Jacob and I will set up a simple donation box (for cash/check funds) and a table for kit donations at the March chapter meeting. Contribute what you can, any amount you can. Thank you.

Jacob Russell
Andrew Birkbeck

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.

Correction

In last month's article about Charlie Schaaf, the date of his passing was incorrectly given as January 10, 2004. The date should have read January 10, 2005. My apologies for the error. - ED

2005 NorthWest Scale Modelers Show Report

article by Tim Nelson

photos by Tim Nelson, Stephen Tontoni, and Jim Schubert

NWSM is a loose confederation of modelers who meet at the Seattle Museum of Flight on the first Thursday night of each month, 7 PM in the Red Barn Northwest Aero Club room. The club stages a large model display at the MoF each February with lots of help from IPMS members and other local modelers. This year's event was on 19-20 February, 2005.

A big thanks to all who participated in and helped with the show. It was spectacular. We asked you to bring **all** your models and most of you did! We were hopeful of a bigger than normal turnout – it sure was. We normally have about 45 total tables and set out 60 this year, which was still not nearly enough. Thanks for your patience as we scrambled to scrounge extra display and working tables on Saturday morning.

My actual count of models was 1,192, give or take a few. That figure does not include a few dozen that remained boxed due to space limitations. We had probably close to 1,300 in the house. Bill Osborn, Jim Schubert, and Bill Gliniski each brought well over 150ish or more models. Whether your collection is vast or miniscule, it is a big hassle to pack, transport, and deploy all these models, but these efforts really help showcase our hobby.

This year, several friends from Vancouver came down and made a great contribution to the show. Vince Housley and friends from Puget Sound Auto Modelers Association (PSAMA) impressed with the largest auto model display we've had in recent memory. We hope they will become regulars.

Galaxy Hobby conducted a highly successful Make & Take workshop on Saturday, giving 150 kids the chance to build an A-10 Warthog. Thanks to Bob

Jacobson at Galaxy for sponsoring this popular event for the second straight year.

Tuskegee Airman Bill Holloman was a strong presence on Saturday, making a presentation in the Allen Theater, signing autographs, and chatting with visitors.

A special display was devoted to the upcoming 1949 Schneider Trophy event at the IPMS Spring Show. About 30 racers were there, and generated significant intrigue among show visitors. As a backdrop, the model table was graced with three wonderful John Amendola illustrations of Schneider racers real and imag-

ined. (Side note: as of this writing, about six weeks remain to the Spring Show – I hope you are feverishly finishing your outrageous '49 Schneider design(s). Final notes on the event will be forthcoming in the April newsletter.)

The largest model show in the west ain't in Utah. Of course, it is not just model count that makes this annual model display so much fun. It is all about camaraderie, inspiration, ideas, and time to just enjoy rather than fret about judging or being judged. Next year we'll plan on still more tables and ask you again to bring **all** your models.







The Aviator Update

by Paul A. Ludwig

When I saw the movie *The Aviator* and wrote a review of it for our *Chapter News* a while back, I said that Computer Generated Images (CGI) were used extensively to simulate real aircraft in motion. I was partially wrong. CGI were used, but Budd Davisson, Editor-in-Chief of *Flight Journal* magazine, shows in the most recent issue of the magazine, on page 18, that Hollywood had a company build some very large scale flyable models for the making of the movie.

Mr. Davisson said that the director, Martin Scorsese, and his staff, secured the services of a company "whose primary business is building UAVs (Unmanned Air Vehicles) and satellite telemetry systems" to make some models for the movie.

The Hughes H-1B model was a half-scale model weighing 450 pounds and was powered by a 360cc, 50 hp engine. It had a wingspan of 18 feet and flew at 160 mph. It was constructed of composites, but in the movie it appeared to be bare aluminum. The H-4 "Spruce Goose" model had a 26 foot wingspan, weighed 375 pounds, and carried 200 batteries "for the electric-powered" flights. The XF-11 model had a 24 foot wingspan, weighed 650 pounds, and was powered by two, "275cc drone engines." Photos of the models taken by Joe Bock are shown with the article. These models should be in our local museum.

The magazine *Flight Journal* was formerly provided free to members of the Museum of Flight, but now is available by subscription and on newsstands.

The magazine covers aircraft museums, including local ones, and aviation history, and is worth the price of subscription. Apparently it will publish a series of illustrated stories about the aircraft in the Flying Heritage Collection at Arlington. In "Flying Heritage Collection - Warbird

Series Number One", the recent issue featured an article about the FHC's P-51D named *Upupa Epops*, which actually saw combat with the 353rd FG. The name of the aircraft - according to James P. Busha in the magazine - "is the scientific nomenclature for the noisy, smelly bird" known as the hoopoe. The 353rd FG was known as the "Slybird" group and there may have been an interest in giving names of birds to Mustangs in the group.

MiG-29 for Sale

by Andrew Bertschi

Lack of space requires immediate sale of fully built and detailed 1/32nd scale MiG-29A in Czech AF markings. Looking for a good home/new caretaker for very this nice model. Spread the word to one and all who are modern jet fans, it's gotta go so no reasonable offer will be refused. Contact Andrew Bertschi at a_bertschi@hotmail.com in advance if you're interested and I can forward additional pictures/info or bring it along to the next meeting. Storage box included.

Special Awards for IPMS Seattle Spring Show

- * **1949 Schneider Trophy** sponsored by Internet Modeler
- * **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



Emhar 1/35th Scale Mk A “Whippet”

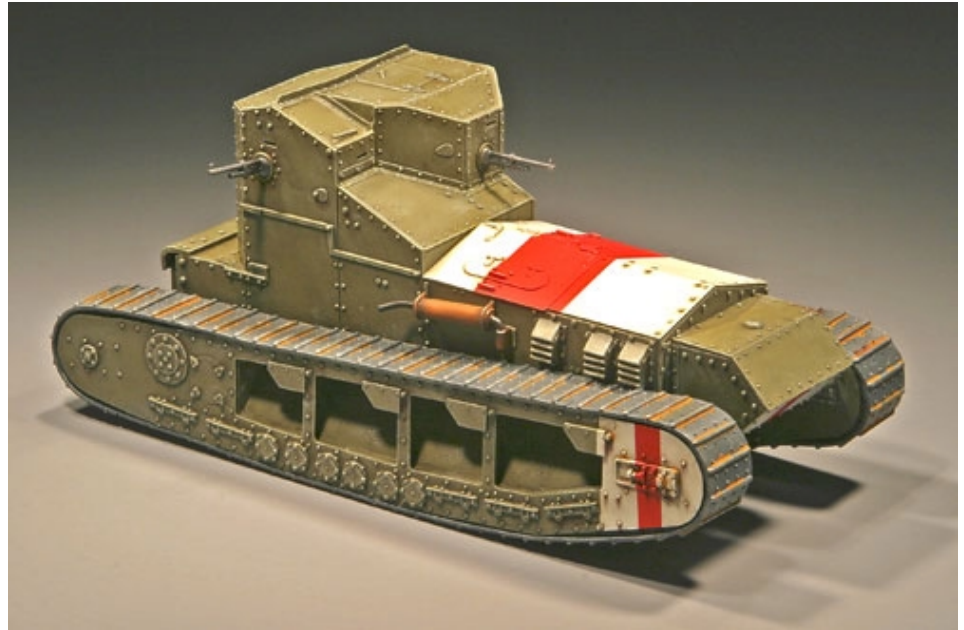
by Bob LaBouy

These are basically the comments I had set out with my completed model at our February meeting. Robert asked for a copy for the Newsletter, so for those of you having nothing useful to do, here are a few of my observations about this neat little model.

Kit and Decals: Model completed as it came from the box. After reading about this early tank, I decided to forgo any decals, as there are numerous pictures showing the “Whippet” serving without any external markings. The kit decals appear to be perfectly usable, but they didn’t suit my markings or needs. There are decals provided for several tanks, including one of the German captured and marked Whippets. Since this tank has none of the many external details of more modern tanks, its construction and finish is a bit less demanding.

Kit Observations: As a long time modeler, this is one of only four or five kits of “targets” I’ve ever attempted. The kit is very straightforward; few parts and very simple instructions to either follow or not. This is a very nice kit, appears to be correct in basic shape, dimensions and appearance; a modeler interested in superdetailing it can have a field day and really go crazy (see footnote later). There wasn’t a lot of filling to be done, though I had at least two seams where I used the epoxy putty to fill the resulting gap in the finished hull and turret area.

I was pleasantly surprised by the numerous references on the Internet, including photos of this same early “tank” (named according to popular legend by none other than Sir Winston Churchill, when he oversaw the then secret development of these monsters during WW I; they were supposedly hidden from prying eyes under the cover stories that water “tanks”



were being developed for British troops during that European military misadventure). To parrot the review in the February, 1996 issue of *FineScale Modeler*, this is a nice kit, very easy, few parts and its “assembly...straightforward.” I couldn’t have asked for a much simpler piece of armor to begin my “armor era.”

Another interested factoid is that while the interior confines of the Whippet were

always confining for the crew, one WW I tanker said that when they ran the tank, especially when the fired the tanks machine guns, the 3-4 man crew had to wear their gas masks to protect them from the fumes and exhaust inside the tank.

Markings and Decals: In this respect, I have used a combination of my limited research, available references and “modeler and artist license” 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, actual photos (alas all in black and white), color shots of the available tanks in the Brussels, Bovington and Aberdeen (of which I've seen the latter two). Both the Bovington and Brussels museum examples appear to be in original (and possibly not even touched-up?) colors and markings. I've attached a few small prints to illustrate these tanks—there are numerous shots, including many close up details, on the Internet for the viewing and reference of modelers. The various red and white markings, which I think lend greatly to its appealing nature, are those intended to allow for the troops (both on the ground and in the air) to quickly and positively identify the tank as British Army. I tried not to allow my very limited imagination to run away with itself....

Paints and Finish: Model Master enamels, small amount of Humbrol and very small amounts of Model Master enamels. I used diluted artist oils and odorless mineral spirits (for weathering) and Ditzler automotive acrylic lacquer products (namely Duracryl lacquer thinner (DTL 876), Clear finish (D 468) and Ultra-Fill primer (PZA 43) and Testors Dullcote Lacquer finish (thinned approximately 150% with DTL 876 thinner. Where I use epoxy for finishing, I



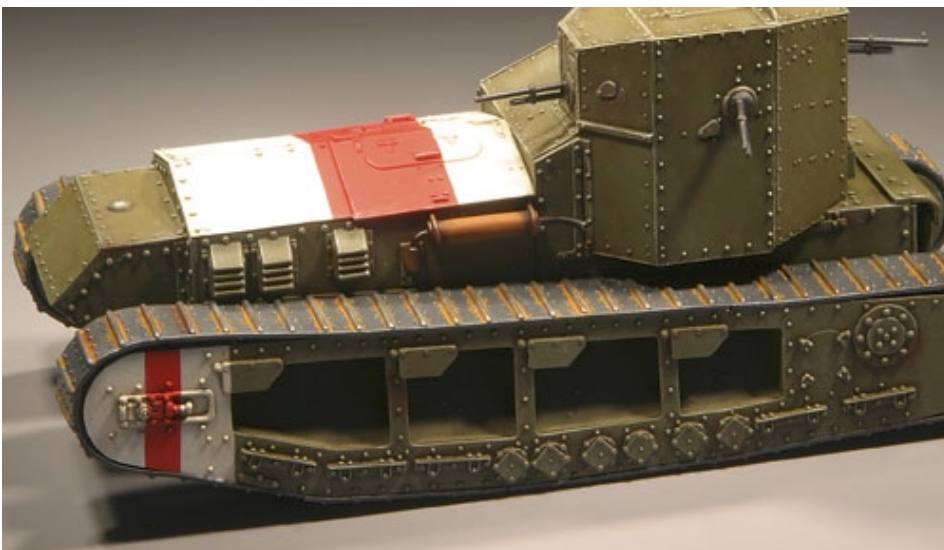
use the wonderful old standby, Devcon 5-Minute Epoxy and the Handibond Thick cyanoacrylate for most attachments and photo-etched parts. Also for the first time, I have used the Apoxie Clay for filling in where the kit parts leave an open area to the imagination of the builder. It is very easy to use, sets up to hardness within a two-to-three hour period. I was able to clean it up, mold it and shape it where needed, using either water or rubbing alcohol (on a Q-tip) which allows for a very

smooth and pleasing finished appearance. Most importantly, it prevents the modeler from having to remove important surface detail where sanding would be necessary.

It is my first crack building a piece of armor and attempting to do anything about the inevitable "armor appearance" I so often see most of the armor builders complete their beautiful kit with. Weathering is an art form I have long marveled in two aspects of scale modeling: armor and railroading. In both arenas, those modelers seem to have us "aircraft types" whipped hands down.

As you can quickly see, this tank provides for a wealth of detailing opportunity. When it comes to rivets, for example, it provides the modeler with a "target rich" environment as pilots often comment. "There's a million of 'em..."

In all honesty, I've always been attracted to some armor pieces and quietly "lusted after" the finishes I see on others models. I am finally giving it a try, patterning (or copying if you will my apologies to them both) the techniques I've seen from both John Frazier and Ted Holowchuk. In a nutshell, the armor is finished in its overall basic colors; in this instance, British Army

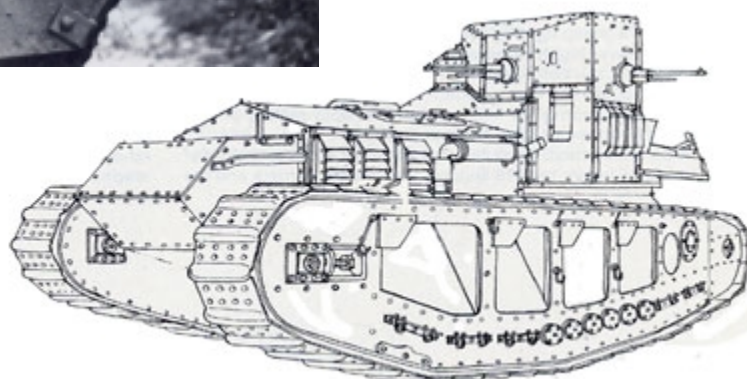
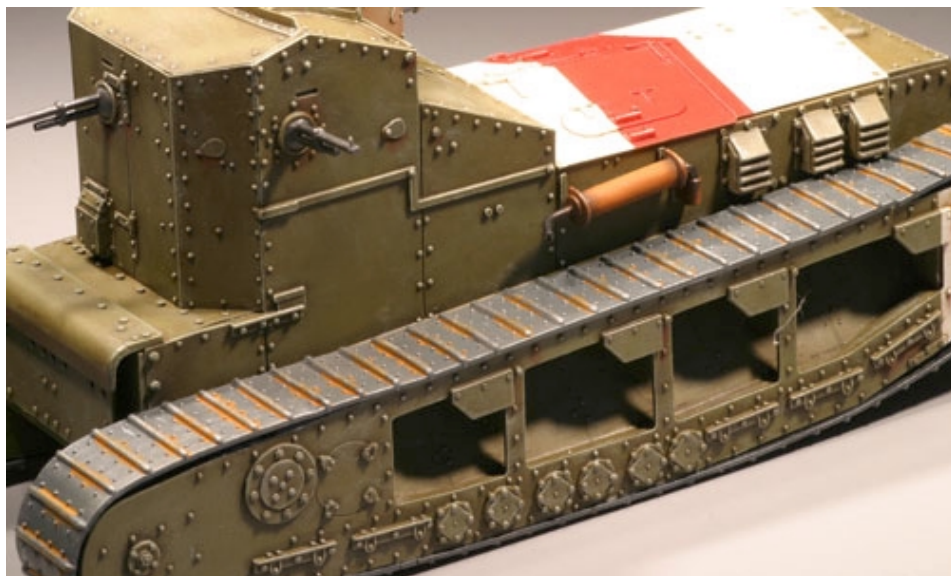


Pea Green (very close to FS 34201). Then the model is oversprayed with the clear finish and allowed to dry overnight.

Then totally (though in smaller parts, not the entire model at once) with a rather thick “wash” of raw umber artist oil paint, thoroughly mixed with mineral spirits. As this wash is drying, it is then whipped off with both Q-tips and a soft rag. Once the overall finish and especially the raised or surface details are set apart by this highlighting effort and allowed to dry, the entire model is oversprayed with the thinned Dullcote. Again, allow the model to completely dry. Then the time consuming, but critical dry brushing is applied to the finish. This step is where, through repeated applications and “dry-brushings” the surface details really begin to show up and demonstrate the weathering technique. I was pleased with the resulting finish and “look.”

I realize I have some way to go to achieve the results I am looking for. I don't even hope to have my models sit along side those of many of the experienced armor builders in our Chapter. I also am about to build yet another replica of this tank, as while taking a few photos to send along with the article to Robert, I unfortunately allowed the model to sit under the lights too long and now have modified it into the “curved top” variety. Yet another example of stupidity of man triumphing over his best intentions. Oh well, the close up shots below the top are OK I think.

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)?



Eduard 1/16th Scale “Herr Oberst”

by Hal Marshman, Sr.

Eduard, a Czech company, produces this large scale plastic kit. As is the case with the Tamiya figures, this kit is indeed an assembly kit, making it an exercise in both construction, and painting.

The kit is of a German Army colonel, although with modification only in painting, could also represent a general or a Waffen SS officer, field grade or general. As cast, the colonel is somewhat portly, and in US sizes, I'd give him a waistline of 50 inches or better. He is wearing the prewar style tunic, with breeches and visored hat. The belt is the officer's open buckle field style. Footwear is the standard officer's boots. The hands are clasped behind his back, and gloved. The only accessory is a Luger style holster. On an Army officer, the belt and holster are medium brown leather, with the boots being black.

Unique to this kit are two sprues of etched steel. One fret contains the chin cords for the hat, Knight's Cross with Oakleaves, Iron Cross First Class, and Wound Badge (paint black for one wound, silver for three, and gold for more than three). There is also a Sports Badge, which should be bronze. The shoulder straps are attached to this fret, and represent those of a full colonel, but could just as easily be those of a Lt. general. They are meant to be folded for a double layer, I would suppose to add thickness. I elected to cut an underlay from thin styrene, and cemented the etched boards onto it. The collar tabs are also etched, but I chose to paint my own, as I did with the breast eagle, and the eagle and cockade badges for the hat. Two different styles of eyeglass frames, and a monocle frame with ribbon round out this fret.

There is a second etched sprue, with painted decorations such as cuff title, both Iron Crosses, medal ribbon bar, and holster closure strap. I personally am not a fan of etched metal, and only used the cap cords and the shoulder straps. I robbed an Iron Cross First Class and a General Assault Badge from the Tamiya Panzer officer for my Oberst. I chose not to use the Knight's Cross, so added a button at his collar. I also installed two buttons below his belt in the rear as a belt support.

If you refer to the box art or the coloring instructions inside, you should be aware that they show the hat piped in white for Infantry, and the epaulet underlay in black, which would be Engineers. Big Uh-Uh. Looking at the figure's build, I felt it unlikely that he'd be a combat Infantry officer, and probably not an armored vehicle person. That left out white, pink, and dark green. Grass green for Panzer Grenadier would also probably not be ideal. This leaves bright red for Artillery, golden yellow for Cavalry, (that's an idea, an older Cavalry officer assigned to a Stalag as Kommandant, like von Schirbach in *Stalag 17*), black for Engineers, lemon yellow for Signals, or lastly, light gray for Propaganda troops. He also could be Transport, which was sky blue, medical, cornflower blue, but would require a caduceus added to his shoulder straps, or



lastly, a Military Police officer, requiring a police style patch added to his left arm.

Oh, delete his shoulder straps, add a Christian Cross on a chain around his neck, and do his piping purple for a Chaplain.

The figure goes together quite well, and the details are crisply cast. The face is pretty well done, but fairly nondescript. You want personality, you're going to have to paint it in. This guy is very plain. In my opinion, this is a nice figure, and I enjoyed painting it. It does leave you a lot of latitude regarding decorations and branch of service, so you can individualize it. It retails for under \$20, and considering all that comes in the box, it's a pretty good value.

Hurricane Bookshelf: Why Bad Fighter Planes? Or Good Ones?!

by Scott Kruize

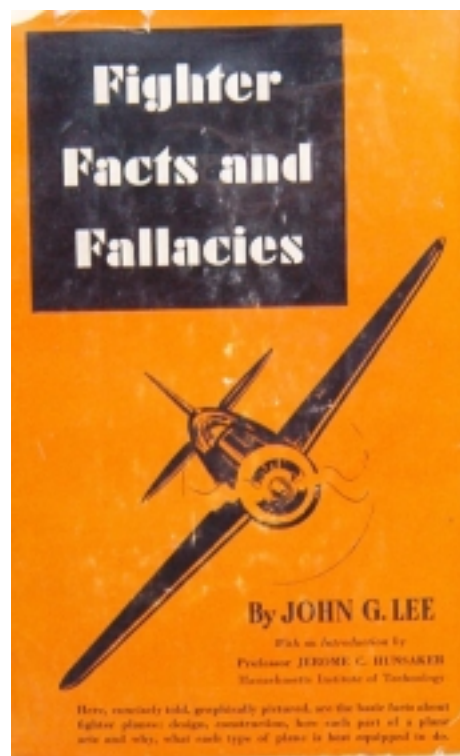
What's going on? Why did all these nifty new library books I'd found, with such joy of discovery, say such awful things about some of my favorite planes?

Why was the Bell P-39 Airacobra, so sleek and streamlined, and bristling with such spectacularly pyrotechnic firepower, described as an "Iron Dog"? How could the Mitsubishi Zero-Sen score so many lopsided victories against all comers at the beginning of the Pacific War, only to suffer catastrophic one-sided defeats towards the end? Why was the Hawker Hurricane described as being at a "decided disadvantage in combat with the Messerschmitt 109E" and "totally outclassed by the Focke-Wulf 190"? On the other hand, why was the latter thought of as so formidable a fighting machine that at its introduction, "for the first time the RAF felt it was beaten technically"? Isn't that the very same Focke-Wulf 190 that got such a mauling when it met the Republic P-47 Thunderbolt in combat?

These questions had been building in my mind since I first started reading about my favorite World War II fighters back in sixth grade, after I got my first copy of *The Hurricane Story*. Obviously there were differences among the fighter planes of the conflict, but it couldn't be more obscure to me why some could be better than others. Of course, this is the time I believed Grownups Know What They're Doing - a myth carefully fostered by my parents for reasons that would become clear as I got older. But even after the heretical thought occurred that perhaps some grown-ups did make mistakes, even in matters of great importance like aircraft design, this only led to further questions. If there was a right way and a wrong way to design fighters, why didn't the ones designed

right simply crowd out the ones that weren't? And then wouldn't the ones which were designed right, end up identical to each other?

My first inkling of what was going on came from this month's Hurricane Bookshelf entry, *Fighter Facts And Fallacies* by John G. Lee. I encountered this old book on my very first trip to the Seattle Public Library, on a field trip led by my junior high school English teachers, attempting to broaden our horizons. Boy, did they!



The book was copyrighted and first printed in 1942, and its worn, 'generic' library re-binding showed it had been there a long time. I checked it out on that first visit, and again on nearly every subsequent trip through the years. I've no idea if anybody looks at it in-between...any of you guys, perhaps? *[It's still there, but only as reference book that can't be checked out - ED]*. Then, not long ago it came to mind with the simultaneous thought that in this modern Internet Age,

with eBay and Half.com and Alibris so handy, there might be a copy out there I could buy. Indeed there was, and for only about ten times the original list price of \$1.25.

It must be surmised that Mr. Lee, Assistant Director of Research at United Aircraft Corporation, heard entirely too much nonsense bandied about on the subject of good fighter design during the early war years. From the book's introduction, by Professor Jerome Hunsaker of M.I.T.:

"Many of us are confused and discouraged by statements of self-styled experts, in the press and over the radio, as to the relative merits of various German, Japanese, or British fighters and our own. It means nothing to say this one is 'better' than that one, without mention of the particular superiority emphasized..."

So Mr. Lee took it upon himself to write a primer on the topic. It's a mere 63 pages, half of which carry simple black-and-white illustrations. There's no technical jargon, no esoteric vocabulary, no abstruse engineering analyses, no mathematical formulae. There's only simple explanation of concepts like streamlining, wing loading, and weight. The illustrations emphasize simple points: the difference between useful and useless weight, the effect of wing size on climb, ceiling, speed, and maneuverability, and how good streamlining is not always visible to an untrained eye (like mine!).

It was my first introduction to understanding what engineering is: namely, compromise:

"Two fighter planes are compared, each carrying precisely the same load of fuel, pilot, armament, and accessories. Each has the same power, the same propeller efficiency, and basically the same drag. They differ in one fundamental, and one only. One has large wings and the other has small wings. Obviously, the smaller wings offer less resistance to the air than the larger wings. Hence, the airplane with

the small wings has the definite military advantage of superior speed.”

But later, as the same two planes fly higher and higher:

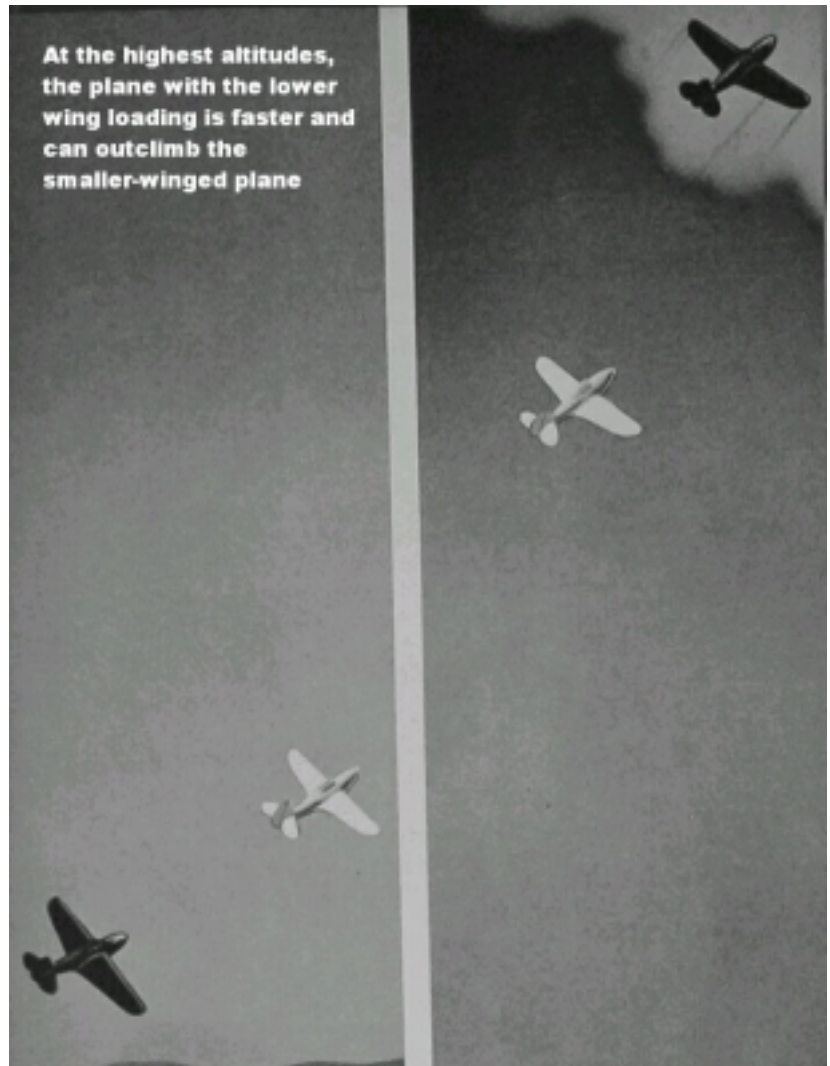
“...[at] extreme altitude conditions the airplane with the small wings has much more drag than the airplane with the large wings. Thus, as ceiling is approached, the airplane with the low wing loading has the better climb and the faster high speed as well.”

And so on, through short chapters about power and weight, span loading and streamlining, propellers, engine types, and supercharging. To change one design aspect to enhance an attribute of performance can only be at the expense of another:

“One may build a fighter having long range and great firepower and adaptability...but one must be prepared to pay the penalty in poorer performance [and] maneuverability. Likewise one may sacrifice range and retain the firepower and the performance; this is the familiar ‘interceptor’ type [like the British fighters]...or one may sacrifice speed in favor of range and takeoff, which is the pattern for naval carrier-based aircraft...Finally, one may sacrifice [many factors] ...retaining only maneuverability, which is the Japanese formula. But whatever you do, ‘you cannot have your cake and eat it too’...”

All engineering is compromise; everything is compromised. Mr. Lee’s lessons began to make clear how the Hurricane’s structure and wing profile gave sturdiness, fine handling qualities, and ample room for equipment like robust retractable landing gear and heavy armament, but at the cost of maximum speed. And why the small wing and fine streamlining of the Airacobra should have given snappy high-speed performance, but overloading with heavy operational equipment dragged it down.

I hope the Gutenberg Project or some similar service will allow this old book,



long out of print, to reach the wider audience it deserves. It may be a disappointment for anyone trying to cling to comforting myths about their favorite fighter - there’s no room in it for any

“fudge factor” - but it’s a revelation of clear understanding for the principle that “Engineering is compromise.”



Bad fighters? Not really...

Academy 1/72nd Scale U.S. 2-1/2 Ton 6x6 Cargo Truck and Accessories

by Chris Banyai-Riepl

The GMC 6x6 was a workhorse of the US Army during the Second World War, and afterwards. This vehicle was a common sight on airfields and on the roads of Europe, carrying troops and materiel wherever it was needed. From a modeling perspective, one of the best books on this vehicle would be the WWP book on the GMC CCKW 353 and 352.

Upon opening the box, the modeler is greeted by several trees of dark green plastic, all with nicely molded pieces with crisp detailing throughout. This is more than just the truck model, and this kit includes quite a few interesting accessories. More on those later. Rounding out the kit is a small decal sheet and a small sprue of clear parts.

Construction of this truck will benefit from following the instructions, as there is quite a bit to this model. The starting point is the engine, which is made up from three pieces. This fits onto the one-piece frame, and to this main assembly fits the front bumper/winch assembly and exhaust pipe. The latter could benefit from being drilled out, which will not be difficult to do. The one piece axle and transmission piece fits onto the frame as well, and while having this as one piece makes assembly simple, the various mold lines that are present will take some time to clean up.

Moving to the cab, there is a fairly detailed interior provided. The main floor piece has separate shifters and steering wheel, with the bench seat making up the rest of the interior. The cab itself is split into several pieces, with the one-piece top section featuring an engraved circle on the inside of the roof, for one of the variants offered. The cab sides are separate, most likely to ensure crisp detailing throughout. This

means some careful test fitting, though, to ensure a flawless fit. A separate grill and side mirror round out the main cab assembly.

Next up is the bed assembly, and this is probably the most straightforward construction in this kit. The bed has separate flaps and rear bumper. On the top half, the benches are part of the bed sides, and there are separate front and rear pieces as well. A tool box for the front of the bed is also provided, with the tools molded in place. The final details include the optional cab machine gun (if you cut that hole in the roof) and stuff to toss in the bed: mounted and unmounted machine guns, gas cans, boxes, and barrels.



The decals provide markings for two trucks, both finished in overall Olive Drab. One has the white star surrounded by a white circle, while the other has just a white star. Both vehicles are plainly marked, with just white stenciling and the national insignia (although one of them does carry a "Convoy Leader" tag on the front). The decals, being mainly white, have no alignment issues, and should be no problem in application.

This is an excellent move forward in Academy's 1/72nd vehicle line, and I hope that they continue the line with more support vehicles. My thanks to MRC for the review sample.

RS Models 1/72nd Scale Marton X/V Heavy Fighter

by Chris Banyai-Riepl

This history is from the instructions, as I had never heard of this Hungarian aircraft. In 1943 the Marton X/V-01 was developed as a heavy fighter. The twin-boomed tricycle gear design was designed to use two DB 605 engines, one tractor and one pusher. It was to be armed with a 30mm engine-mounted cannon, two heavy machine guns in the cowlings, and additional cannons in the wing roots and boom leading edges. This would make for a very heavy hitting aircraft. The aircraft was to have an ejection seat, designed on a twin rail system powered by a spring. In 1944, the fuselage and wing structure were completed, but they were destroyed in an Allied bombing raid in April 1944. *[The aircraft is briefly mentioned on page 64 of George Punka's Hungarian Air Force. – ED]*

If you are looking for the unusual, this airplane definitely qualifies. The kit is molded in tan colored resin, with a vacuformed canopy. The parts are cleanly molded, with recessed panel lines. The small decal sheet provides markings for a hypothetical Hungarian aircraft.

The twin boom design of this aircraft makes construction somewhat different than would be expected. The main fuselage assembly is as one would expect, though, with a detailed cockpit fitting between the two fuselage halves. There is rudimentary detail molded onto the fuselage halves, and once finished this interior will be just fine. As this plane was never completed, this is entirely conjectural, as are the colors.

Once the main fuselage pod is finished, the rest of the assembly should go smoothly. The wings are a butt joint to the fuselage, as are the tail booms. For strength, the modeler should probably pin both of these items. The landing gear looks good, but

could also stand to be strengthened with pins. The instructions do not mention it, but this model might need extra weight in the nose to keep it on all three gear.

The painting instructions suggest that the aircraft be painted in overall RLM 71 dark green over RLM 76 light blue. As the aircraft was never completed, the modeler could finish this kit in any late-war camouflage pattern and it would look good. The decals provide rudder colors and Hungarian national insignia. The codes provided are accurate for the uncompleted prototype, according to Punka's book. The spares box could be hit



up for Luftwaffe markings, if one so chooses. The decals look to be well printed, with no visible problem areas.

While this aircraft never flew, it was attempted, so it is not a complete paper project. The interesting shape would make for a great addition to any WW2 collection. My thanks to RS Models for the review sample.

[Thanks again to Chris and www.internetmodeler.com for permission to use his articles. - ED]

Upcoming Model Shows and Aviation Events

Sunday, April 3

The Northwest Under Attack! Liam Callanan will give a presentation about the Japanese balloon bombing campaign against North America during the winter of 1944-45. 2 PM. Museum of Flight, 9404 E. Marginal Way South, Seattle. www.museumofflight.org

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 7. Full details in next month's newsletter. For more information, contact Terry Moore at 425-774-6343, or visit the web site at www.ipms-seattle.org

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...

PrezNotes*from page 1*

Unfortunately, there are a few things in the way, like the 11 or 15 models currently on the workbench. The problem is compounded by the fact that I don't know which B-17 I want to build next. I do have it narrowed to the following, all in 1/48th scale:

1. Fortress I in pre-delivery natural metal finish
2. B-17D captured by Japanese in the Philippines
3. B-17E Battle of Midway, with a multitone camouflage pattern
4. Fortress II/B-17E in RAF colors but U.S. markings, Dark Green/Dark Earth/Deep Sky colors
5. B-17F N17W in *Tora Tora Tora* movie markings
6. Same aircraft in firebomber colors but still with some *Tora Tora Tora* markings
7. SB-17, a B-17 with lifeboat
8. PB-1W B-17 in Navy blue with a big radome in the belly
9. QB-17 target drone.

Quite the quandary, don't you think?

Someone suggested that I do all of them at once. Yeah. Right. You know? I could use some help here...

...we'll see you at the meeting,

Terry



Meeting Reminder

March 12 **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.

