

Seattle Chapter News



Seattle Chapter IPMS/USA
September 2005

PREZNOTES



Well, August has come and gone and I have spent nearly one hour at the work bench the entire month!

My pace of completing 11.38 models a year certainly is going to take a major hit unless the weather starts going south in a real hurry. Yep, I'm still a foul weather modeler. I hate wasting a nice sunny day to sit in the nether regions of the house assembling random bits of plastic. It must stem from my youth when my mother would force me to go outside and have "outdoor" fun. In the meantime, my bench is collecting dust and not much else. At least I've got a stack of models ready to go when the rains do come! I won't go into details, but there are at least seven model boxes with semi assembled parts nearly ready to finish. And that's just the kits...

There are two big fall shows coming up, September 17 in McMinnville and October 8 in Vancouver, BC. Both groups put on a fine show and if at all possible you should try to attend both.

Well, as I write this, it's a bit cloudy outside. There might be an outside chance of precipitation. Maybe I can at least get the cobwebs cleaned from the bench tonight!

I'll be working so I won't see you at the meeting...

Terry

Date Change for October Meeting

The date for the IPMS Seattle October meeting has been changed from Saturday, October 8 to **Saturday, October 15**.

The date has been changed so not to conflict with the IPMS Vancouver show on October 8, which all members are encouraged to attend.

The location will be the same, the North Bellevue Senior Center, but we will be meeting in the Crafts Room.

The time will remain 10 AM to 1 PM.

In This Issue

XFV-1 Book and Kit	3
McMinnville Show Preview	4
Vancouver Show Preview	6
Making Sanding Sticks	7
NWSM Forsake Plastic Kits	8
Action Products Submarine	8
Skyways	9
Mile Grant Decals B-24D	10
Hasegawa F/A-18F Super Hornet "VFA-102 50th Anniversary"	12
Upcoming Shows	16

SEATTLE CHAPTER CONTACTS

President:

Terry Moore
3612 - 201st Pl. S.W.
Lynnwood, WA 98036
Ph: 425-774-6343
tall11@verizon.net

Vice President:

Keith Laird
528 South 2nd Ave.
Kent, WA 98032
Ph: 253-735-9060

Treasurer:

Norm Filer
16510 N.E. 99th
Redmond, WA 98052
Ph: 425-885-7213
n.sfiler@GTE.net

Editor:

Robert Allen
12534 NE 128th Way #E3
Kirkland, WA 98034
Ph: 425-823-4658
editor@ipms-seattle.org

IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

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.

September 10
November 12

October 15 (date changed)
December 10

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name:		
(leave blank)			
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"/> Family (Adult dues + \$5, one set magazines, # of membership cards required:)	<input type="checkbox"/> Other Foreign: \$28		
<input type="checkbox"/> If recommended by an IPMS member,			
list his/her name and member number		(name)	(IPMS#)
IPMS/USA		P.O. Box: 2475 North Canton, OH 44720	
Check out our web page: www.ipmsusa.org			

Lockheed XFV-1: Valom 1/72nd Scale Kit and Steve Ginter Book No. 32

by Jim Schubert

Project Hummingbird, sponsored jointly by the USAF and the USN, was initiated in 1947 to study VTOL fighters. The USAF soon lost interest and the study became a joint USN, NACA, and industry effort. Finally, on May 31, 1951 the Navy's Bureau of Aeronautics - BuAer - gave contracts to both Lockheed and Convair to develop demonstrators of their VTOL fighter studies. The only precedents for this work were Focke-Wulf's late WWII Triebflugel and Heinkel's Lerch, neither of which got to the hardware stage of development. Both Lockheed's XFV-1 and Convair's XFY-1 were powered by the Allison YT-40, which comprised two T-38 turbo-shaft engines driving through a combining gearbox. The power train was so configured that either, or both, engines could drive the contra-props.

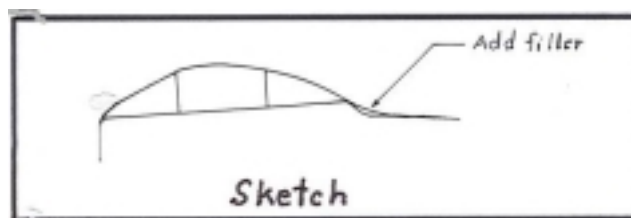


There was a lot of trouble with developing the YT-40 to run properly, with the fine control needed for "back-down" landings. The XFV-1 was, therefore, fitted with an incredibly ugly, long-legged, fixed undercarriage to permit horizontal take offs and

landings. The all-wing configuration of Convair's XFY-1 precluded the fitment of such an undercarriage so Convair got the first "vertical-rated" YT-40s. The first flight of the first XFV-1, BuNo 138657, was made on June 16, 1954, and the first XFY-1 flew on August 1, 1954. By then the need for VTOL fighters was deemed to have passed. Both projects were abandoned with the XFV-1 having never taken off or landed vertically.

The Ginter book, No. 32, gives a fine account of this project with many photos and drawings of great value to a builder of Valom's new kit. His book No. 27 provides the same degree of help to a builder of the, much better, 1/72nd KP kit of the Convair XFY-1 Pogo. Lockheed's XFV-1 was never given a name. Two XFV-1s were started but only the first was completed. The second, BuNo 138658, survives as a shell in storage at the National Museum of Naval Aviation in Pensacola. The XFY-1 is in storage with the NASM in Washington, D.C.

Unlike the other makers of kits in the Czech Republic, Valom packs theirs in very stout, lidded boxes. Kudos to them for that. Inside said box, one finds a box-size tree of 59 parts injection molded in a softish gray styrene, two very clear vac canopies, a small fret of photo-etched brass, a clear film instrument panel, a decal sheet with markings for the one airplane that was actually built and flown, along with an instruction sheet on four sides of A-4 size paper.



The instructions include a brief history in Czech, English and German, a four-view markings and colors drawing, a parts map, and a seven-step assembly procedure. The instructions also include a two-view

drawing of the XFV-1 with its fixed undercarriage fitted. All of the parts required for the fixed landing gear are included in the kit so that you can build it as either a tail-sitter or standing up on its stalky undercarriage.



Nitpicks:

1. There is neither ducting nor blanking inside the main air intakes nor inside the very large exhaust outlet.
2. Detail is soft, especially in the cockpit.
3. The rear fuselage-to-canopy fairing has the wrong contour - see the sketch below.
4. The decal sheet does not include the full-span red walk lines and stencils that are quite prominent in photos.
5. The color guide drawings present a fictional color scheme with lots of red, which the prototype did not have; the box art duplicates this fiction. Use the color photos in the Ginter book as your guide instead.

The book is a typical Steve Ginter book. It's very good value for the money and is absolutely essential if you want to build the Valom kit into an accurate model. The

kit is OK for a short-run kit but is far from the state-of-the-art-of other short-run kits today.

I paid \$7.95 for the book and \$29.98 for the kit at Emil Minerich's Skyway Model Shop in Seattle; a bit over \$40 total when

Washington State's Sales Tax is included. I reckon you can get, at least, \$40 worth of entertainment from that investment. It sure beats a round of golf.

Evergreen Museum Model Show & Contest September 17

Oregon Historical Modelers Society (OHMS) and the Evergreen Aviation Museum Present the Evergreen Museum Model Show & Contest, Saturday, September 17, 2005.

- * Judging in 64 categories (including Juniors).
- * 25 vendor tables
- * Door Prizes, Kit Raffle, and food available
- * Make and Take for young modelers
- * Registration starts at 9:00 a.m. Judging completed by 3:15 p.m.
- * Come see the museum's restored SR-71, A-26 Invader and more than 40 other vintage aircraft on display including the Hughes HK-1.
- * Free copy of "Aerospace Modeling Magazine" to all contest entrants
- * Local hotel discounts available

Call Brian Yee at 503-309-6137 for further information, or contact him by e-mail at Byee1959@msn.com.

Visit the show web site at:
www.geocities.com/oregonshow

Registration forms may be downloaded at:
<http://www.geocities.com/oregonshow/reginfo.htm>

Located just east of McMinnville, Oregon along Highway 18:

500 NE Michael King Smith Way
McMinnville, OR 97128

Directions:

The Evergreen Aviation Museum is located one hour SW of Portland. From I-5 take Highway 99W to Highway 18 and proceed to Cumulus Ave. in McMinnville. The Museum is across the street from the McMinnville Airport on Capt. Michael King Smith Way. See map on next page.

Museum Website:

www.sprucegoose.org

Show Hours:

- 9:00 a.m.: Open to Public
- 12:00 p.m.: Model Entry Closed
- 3:15 p.m.: Judging Complete
- 3:30 p.m.: Award Presentations
- 3:55 p.m.: Models may be removed from tables
- 4:00 p.m.: Show Complete

Fees:

Museum Admission:

(Note: all must pay museum admission)

- \$11 Adults/ \$10 Seniors / \$7 Children
- Museum Members Free
- Contest Entry:
- Adult: \$5 for 1-5 models and \$1 each additional model
- Juniors 11-17: \$1 per model entry
- Juniors 10 and Under: Free
- Display Entry: Free

Special Awards

- Michael King Smith Memorial Award: Best of Show Judges' Choice
- The Evergreen Award: Best Rotary Wing Craft
- Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject
- Best of Show: Peoples' Choice
- Best Cold War Subject
- Best Israeli Subject
- Best Anti-Aircraft Weapon Subject
- Best Vietnam War (Allied) Subject
- Best NASCAR
- Best Golden Age Aircraft Subject
- Best Firebomber
- Best Weathering

- Best USSR WW2 Subject
- Best Real Space

Categories

100 – Aircraft:

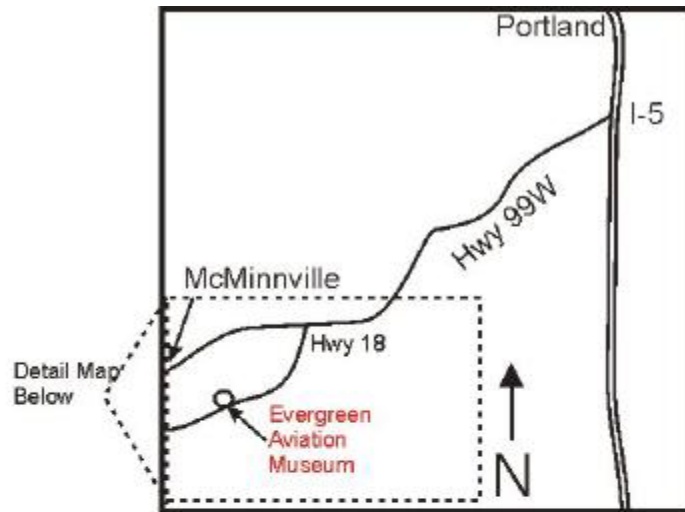
- 101 1:73 and Smaller
- 102 1:72 Single Prop
- 103 1:72 Multi-Prop
- 104 1:48 Single Prop/Allied
- 105 1:48 Single Prop/Axis and other
- 106 1:48 Multi-Prop
- 107 1:32 and Larger Prop
- 108 1:72 Single Jet
- 109 1:72 Multi-Jet
- 110 1:48 Single Jet
- 111 1:48 Multi-Jet
- 112 1:32 and Larger Jet
- 113 Civil, Sport, Airliners and Racing: All Scales
- 114 Biplanes/Vintage Types/ Airships: All Scales
- 115 Rotary Wing: All Scales
- 116 VacuForms/Scratch-Built/Conversions: All Scales
- * Best Aircraft Award

200 - Military Vehicles:

- 201 1:36 – 1:48 - Military Vehicles
- 202 1:49 and Smaller- Military Vehicles
- 203 1:35 and Larger Open Top AFVs, 1945 and earlier
- 204 1:35 and Larger - Closed Top AFV, 1945 and earlier
- 205 1:35 and Larger – Closed Top AFVs, Post-1945
- 206 1:35 and Larger – Open Top AFVs, Post-1945
- 207 1:35 and Larger – Half-Tracks and Self-Propelled Guns
- 208 1:35 and Larger – Armored Cars and Soft-skinned Vehicles
- 209 Towed Artillery and Missiles
- 210 Conversions and Scratch-Builds All Subjects/Eras/Scales
- * Best Military Vehicle Award

300 – Automotive:

- 301 Competition-Closed Wheel
- 302 Competition-Open Wheel
- 303 Competition-Drag Racers
- 304 Showroom Stock, box stock cars



- 305 Street Machines/Custom Cars/
Hot Rods
- 306 Pick-Up Trucks, SUVs
- 307 Commercial Trucks
- 308 Motorcycles
- 309 Curbsides
- 310 Scratchbuilt-All scales and types
- * Best Automotive Award

400-Ship And Sailing Vessel:

- 401 Ships-All scales
- 402 Submarines-All scales
- * Best Ship Award

500 - Space Fact/Sci-Fi/Fantasy:

- 501 Space Fact
- 502 Space /Sci-Fi Fantasy
- * Best Space Fact/Sci-Fi/Fantasy

600- Figure:

- 601 Figures, Smaller than 54mm
- 602 Figures, 54mm, 1/32 and 1/35
- 603 Figures, Larger than 54mm

- 604 Figures, Mounted
- 605 Dinosaurs
- * Best Figure Award

700 – Diorama:

- 701 Aircraft
- 702 Armor/Military-Less than 5
figures
- 703 Armor/Military-5 or more figures

- 704 Automotive
- 705 Ship/Maritime
- 706 Space Fact/Sci-Fi/Fantasy
- 707 Diorama—Miscellaneous
- * Best Diorama Award

800 – Other:

- 801 Flights of Fancy
- 802 Collections - Five or More
Related Models
- 803 Humorous
- 804 Miscellaneous - Anything Not
Covered Above
- 805 Group/Club Entries

900 – Junior-(Under 18):

- 901 Aircraft
- 902 Armor
- 903 Automotive
- 904 Ships
- 905 Space Fact/Sci-Fi/Fantasy
- 906 Figures
- 907 Diorama
- * Best Junior Ages 11-17 Award
- * Special award for under-10 -year-
old modelers

Exhibition/Display

All Subjects/All Scales (Not Judged)

Contest Rules and Notes

- Judging Rules: IPMS/USA
National Contest Judging Rules
- IPMS rules and guidelines will
apply to contest and judging.



IPMS Vancouver 35th Annual Fall Model Show and Swap Meet October 8, 2005

Bonsor Recreation Complex
6550 Bonsor, Burnaby, BC, Canada

Saturday, October 8

Hours:

9:00 AM - 4:30 PM

The Showroom will be closed 3 to 4 PM

Registration (Closes at 12 noon):

\$5 CDN (17 and Older); \$2 CDN (16 and Under)

Spectator Admission:

\$3 CDN (17 and Older); Free (16 and Under)

Vendor Tables: \$30 CDN

Show web site:

<http://members.tripod.com/~ipms/fallshow.htm>

Download registration forms at:

<http://members.tripod.com/~ipms/regform.xls>

For more information, contact Warwick Wright at jawright@telus.net or (604) 274-5513.

Trophy Categories

- Best of Show
- Best of Show Junior
- Best Aircraft - Jet/Helicopter
- Best Aircraft - Prop Engine
- Best Auto - Street or Show
- Best Auto - Competition
- Best Armour - Allied or NATO
- Best Armour - Axis or Warsaw Pact
- Best Figure
- Best Nautical Subject

- Best Diorama
- Best Sci-Fi Space or Vehicle
- Best TV/Movie Monster
- George Price Memorial Award - Best Canadian Subject
- Best Royal Canadian Navy Subject

Ribbon Categories

Aircraft

101. Out of the Box
102. Biplanes, all scales
103. Single and multi-engine prop, 32nd and larger
104. Single engine prop, 48th - Allied
105. Single engine prop, 48th - Axis
106. Single engine prop, 72nd - Allied
107. Single engine prop, 72nd - Axis
108. Single and multi-engine prop, 73rd and smaller
109. Multi-engine prop, 48th
110. Multi-engine prop, 72nd
111. Single and twin-engine jet, 32nd and larger
112. Single engine jet, 48th
113. Single engine jet, 72nd
114. Single and multi engine jet, 73rd and smaller
115. Twin engine jet, 48th
116. Twin engine jet, 72nd
117. Multi-engine jet (3 or more engines), 72nd and larger
118. Civilian airliners, all scales
119. Civilian, sport and racing aircraft, all scales
120. Vacuform and scratch-built, all scales
121. Helicopters and rotary winged aircraft, all scales
122. Conversions, all scales

Armour

201. Out of the box, all scales, all types
202. Closed top AFV, 35th and larger - Allied 1945 and earlier
203. Closed top AFV, 35th and larger - Axis 1945 and earlier
204. Closed top AFV, 35th and larger, 1946 and later
205. Closed top AFV, 36th and smaller
206. Open top AFV and artillery; 35th and larger
207. Open top AFV and artillery, 36th and

smaller

208. Armour conversions, all scales
209. Scratch-built, all scales
210. Soft skinned vehicles, trucks and bikes, 35th and larger
211. Soft skinned vehicles, trucks and bikes, 36th and smaller

Automobiles

301. Out of the box, all scales, all types
302. Large Scale, 16th and larger, all types
303. Large Commercial Vehicles, 17th to 31st
304. Curbsides and Slammers, 17th to 31st
305. Custom (major body upgrades) and Lowriders, 17th to 31st
306. Light Commercial and Pick-ups, 17th to 31st
307. Import and Exotics, 17th to 31st
308. Racing and competition, Open Wheel, 17th to 31st
309. Racing and competition, Closed Wheel, 17th to 31st
310. Racing and competition, Dragsters, 17th to 31st
311. Rod Class, (Rat Rods will be split if warranted) 17th to 31st
312. Street Stock, North American - 1965 and earlier, 17th to 31st
313. Street Stock, North American - 1966 and later, 17th to 31st
314. Street Machine (incl. Pro-Street), 17th to 31st
315. Small Scale, All types, 32nd and smaller
316. Motorcycles, All scales
317. Autos with Pre-finished Bodies, all scales

Single Figures and Vignettes

401. Cavalry, Rider with Horse - all scales
402. Military, On foot, 35th and smaller
403. Military, On foot, 35th and smaller - vignette
404. Military, On foot, 34th and larger
405. Military, On foot, 34th and larger - vignette
406. Non-military and fantasy, 35th and smaller
407. Non-military and fantasy, 35th and smaller - vignette
408. Non-military and fantasy, 34th to 16th

409. Non-military and fantasy, 34th to 16th - vignette
 410. Non-military and fantasy, 15th and larger
 411. Non-military and fantasy, 15th and larger - vignette
 412. Scratch-built or heavily converted, all scales
 413. Dinosaurs, all types, all scales
 414. Multiple figures, all types, all scales

Space and Science Fiction Vehicles

501. Factual vehicles, all scales
 502. Fictional vehicles, all scales
 503. Mech (Gundam, etc), all scales

Naval

601. Out of the Box
 602. Sail powered, all scales
 603. Engine powered, 600th and larger
 604. Engine powered, 601st and smaller
 605. Submersibles. all scales

Diorama

701. Aircraft, all scales
 702. Armour, all scales
 703. Automobiles, all scales
 704. Ships, all scales
 705. Figures, Military, all scales
 706. Figures, Non-military and fantasy, all scales
 707. Space and fantasy, all scales

What-if

801. Aircraft, all scales
 802. Armour, all scales
 803. Automobiles, all scales
 804. Ships, all scales

Miscellaneous

901. Collections, all types, all scales
 902. Railroad subjects, all scales
 903. Models/Dioramas built by multiple Builders, all scales
 904. Miscellaneous Subjects, all Scales
 905. Models with Pre-finished components, all scales

Masters

1000. Masters' Category

Junior

- J1. Prop driven aircraft, all scales
 J2. Jet powered aircraft, all scales
 J3. Closed top armoured vehicles, all scales
 J4. Open top armoured vehicles, all scales
 J5. Cars and trucks, all types, all scales
 J6. Ships, all types, all scales
 J7. Figures, all types, all scales
 J8. Space and science fiction vehicles
 J9. Dioramas, all types, all scales
 J10. Miscellaneous
 J11. All Kits with pre-finished or pre-painted pieces, all scales

****note**** Unless otherwise stated, models scaled other than those listed will be placed in the next larger scaled category

Making Sanding Sticks

by Stephen Tontoni

Sometimes, you need to have the right tool to get in there to remove a burr or perfect a surface and you just don't have the right grit on your file, emery board etc. Well, you can make your own sanding sticks pretty easily, and with care, they'll become valued tools in your kit.

What you'll need:

Evergreen Strip Styrene (.060 thickness is good, whatever width you need)
 Various grits of sandpaper
 CA glue
 Liquid glue (Tenax 3R, Ambroid, etc)

What you'll do, step by step:

1) Cut a piece of sandpaper, or several if you want to go into assembly line, about 4 or 5 inches long, and about 1/2 inch wide.

2) Cut a piece of strip styrene that's about 6 inches long or so.

3) Fold a sharp lengthwise crease in the sandpaper. Make it very sharp and very straight. A metal straight edge helps with that. The fold is how you'll glue the sandpaper onto two edges at the same time.

4) Apply CA glue into the fold of the sandpaper, and spread it out as best you can.

5) Push the strip styrene into that fold as tight as possible. Accelerate the CA as needed.

6) Trim off any excess sandpaper with a utility knife. The sandpaper will ruin a scalpel or whatever; use cheap tools.

7) Using liquid glue, attach a second .060 strip onto the back of the sanding stick by its edge. This will help with stiffness for the sanding stick.

8) With a permanent marker, write down what grit of sandpaper you used onto the handle of your sanding stick.

You're done! Now you can use that for whatever needs you may have. If you use wet/dry sandpaper, you can use this tool safely in the sink or whatever. As the sandpaper becomes clogged with plastic, you can clean it out with an old toothbrush. These sanding sticks will become a cool addition to your tool kit. What's more, you can make them in any length, width and grit that you can imagine. Have fun, and be creative!

NorthWest Scale Modelers Forsake Injection-Molded Plastic Kits

by Scott Kruize

Our next “un”-Club’s meeting, on Tuesday, October 6, is unusual. We’ll gather as we always do at Seattle’s Museum of Flight at 7 pm on the first Thursday of the month, but the Theme for October is to behave as if our mainstay were gone: no injection-molded kits!

The idea came from newsletters of other IPMS Chapters. They went with this unusual Theme (un-theme?) to see what would appear on their Show-and-Tell tables, no doubt wondering if there’d be anything at all.

There were! Modelers are resourceful, and came up with a number of substitutes:

- Scratch-building
- Vacu-formed kits (note how brightly our Prez-for-Life’s eyes light up at the prospect of some of his fellow members finally experiencing this challenge...!)
- So-called “solid” models, all the rage in the late ‘30s through WW2. Basically, three-view plans boxed with pine or balsa wings and tail feathers cut to plan view, with a fuselage block sawn to profile; all to be carved and sanded into three dimensions, and painted either authentically, or as solid black WW2 Identification training aids
- Resin, vinyl, and metal castings
- Die-cut “lite-ply” kits like those from Action Products –see a “First Look” review elsewhere in this issue
- Pinewood Derby kits, which a few took up and made into dream cars they couldn’t possibly have done ‘way back when
- Die-cast metal or plastic toys, such as fill the Museum of Flight Gift Shop. Pictures from the IPMS Chapter Web sites of this ‘experiment’ show a few so detailed and repainted that all trace of their toy origins are invisible

• Stick-and-tissue, now referred to as “Dime Scale” in remembrance of what the kits cost in the early ‘30s. These have fallen a long way from their enormous early popularity, but have never gone. The most persistent and famous maker is Guillow’s, which I know many of you remember from childhood. They’re still around and their output is better than ever, with lighter balsa, and parts cut with either sharper dies, or modern lasers. Dozens of WWI and WWII fighters and several private planes make up the line, with even a few modern jets and the Space Shuttle. The latter make no pretense of being flyable on rubber (or any other) power, but then, few such assembled kits ever really did fly!

[Editorial: you could build one of these, you know, NABBROKE (Nostalgic Aging Baby Boomer Real Old Kit Experience) or not. No need to run out and buy dope or “model airplane glue”. The parts can be assembled with ‘super’ glue – which you use already – or white or carpenter’s glue. The latter can also be thinned down to stick the tissue covering. Painting with acrylics works fine...your finished product isn’t ever going to face glow fuel, after all!]

At the very extremes of skill exhibited were master wood carvings at the high end, and Lego brick assemblies at the other!

Most popular of all, though, were paper models. Apparently having a long and honorable history in Europe, a number of very nice “kits” are made there. One long-time exhibitor at the February Puget Sound Model Expo in Puyallup sold me a red Fokker Dr.I Triplane from Germany. Nowadays, you can find and obtain these easily over the Internet, sometimes literally! Instead of paying for something to be laboriously packed and shipped to your address, you just download a layout and send it to your color printer, loaded with card stock...and there’s your ‘kit’! See, for example, www.fiddlersgreen.net. It has several free samples backed by a huge collection of subjects, airplanes and a lot of other things, available for a modest fee.

The clubs who tried this experiment did, indeed, get filled-up tables for Show-and-Tell. Not that they – or we – wish to face the horrifying prospect of never having any injection-molded plastic kits again, but as a break from the routine, it ought to be fun. Feel free to come see what results appear at the Museum of Flight a few weeks from now. Note that there’s certainly time enough for your innovative creation to be among them!

Action Products Submarine

by Scott Kruize

Is the Revell 1/72nd scale Mark VII U-boat just a bit beyond your current abilities or ambitions?

Then how about this? The Model 18300-5 Submarine is from Action Products International of Orlando, Florida, whose large line of die-cut wooden models include prehistoric creatures, insects, wildlife, etc. The same series with the submarine has an F-15 Eagle, F-16 Falcon, and the Space Shuttle.

The back of the box has a short but informative history of submarines, beginning “1620: The first sub was tested by a Dutch inventor in the Thames River of England” and ending “1994: The U.S. Navy agrees to allow civilian scientists use attack submarines for research purposes.” Opening it up reveals an absolutely complete kit, including a stand, on two 1/8th-inch thick lite-ply (poplar?) plates, about 9 by 15 inches. The instruction sheet (“for ages 7 and up” - I believe you all qualify...) has a helpful map of the two plates, identifying its approximately 30 cleanly die-cut parts, and is a marvel of clarity and brevity. Just six steps encompass such gems as:

- Do not push all the pieces out at this time. It is easier to only push out the pieces as you need them.

- Join pieces by interlocking the exact two areas together that have the same number (1 to 1, 2 to 2, 3 to 3, and so on.)
- Use glue as necessary to strengthen the joints for display.

OK, so maybe it's a bit too basic for all you skilled IPMS artisans. But innocent children out there could be 'hooked' into our hobby with simple projects just like this one. Many such kids attend our Contest and Show each April...which is why this kit is going to Stephen Tontoni's stash of prizes to be awarded at the Raffle!

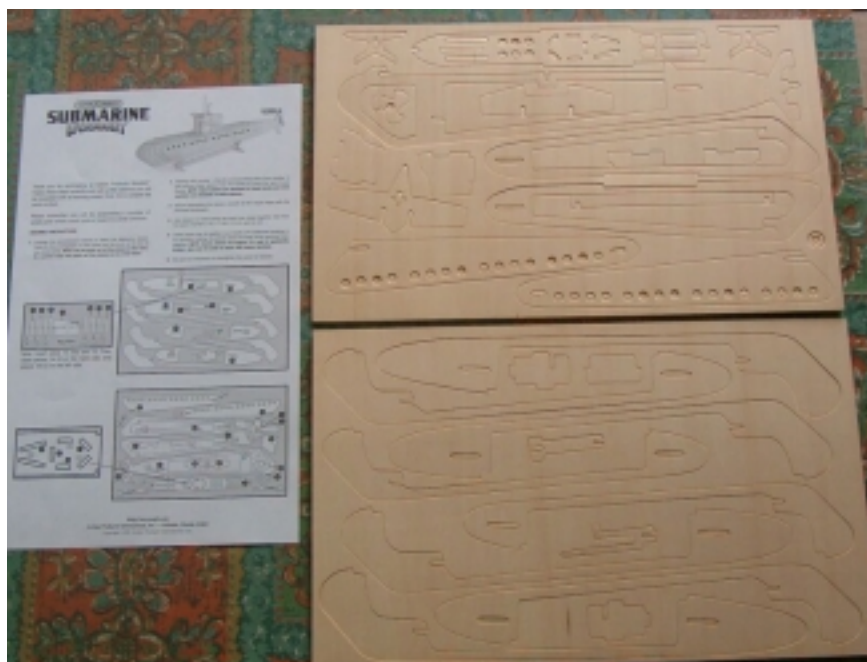


Skyways: The Journal Of The Airplane 1920-1940

by Jim Schubert

The July issue has a beautiful double-wide, front and back, full color cover by Ted Williams. The Stinson A, Boeing 80A and Fokker F.10 shown there heralds Part One of a multi-part article on trimotors by Warren Eberspacher. Based on his recent book *Lesser Known U. S. Trimotors*, this article is a modeler's delight; not only does it have six photos showing the Model A in both of its American Airlines color schemes but eight pages of line drawings as well. The drawings include, inter alia, cockpit details and a layout to passenger accommodations (LOPA).

The remaining feature articles, with the exception of one on the incredible Bonney Gull, were of less interest to me - personal taste. Those other articles relate to the Curtiss-Wright Model 16 series, which were actually Travel -Airs; the Berliner-Joyce XP-16/Y1P-16/PB-1; and aviation movies publicity stills. The usual departments: Reproductions & Restorations, Models, ID-UNK, Letters, Book Reviews, Events Schedule and Wants & Disposals complete the content of this outstanding issue.



Mike Grant 1/48th Scale Decal, B-24D *Strawberry Bitch*

by Hal Marshman Sr

Guess you might call this Part II, as I had done an article on the Brewster Buffalo in Finnish service a few months back. This time I asked Joe Ravino if he'd like to do the honors. He agreed to build the kit, and used a B-24 from his own stash to do the job. Before I get into the review, let me just remind the reader that the old Monogram B-24 is a very difficult model to do up right, and poses quite a few difficulties, not the least of which is the fact that it is a real tail sitter. I asked Joe a number of questions, and what follows is a summary of the question and answer session.

Q. How do you feel about the subject of the decal sheet?

A. Great! *Strawberry Bitch* is a well known Liberator, and is the one featured at the U. S. Air Force Museum. It's a very attractive and charismatic plane.

Q. How was the printing?

A. The majority of the decals are regular, with the nose art being Alps Printed. Nearly everything was in perfect register, with the exception of the fin flashes. There was a sliver of white peeking out from under the dark blue. Should be easily dealt with using a new X-acto blade. The Alps printed art was beautifully rendered.

Q. How about ease of application?

A. I felt that the decals were somewhat brittle. Once laid down, they were difficult to adjust. They had to be removed and re-applied. They snuggled down over surface detail quite well, with the exception of a couple of larger projections. See the picture of the right fin/rudder assembly. Perhaps if they had been punctured before blotting, I might have gotten better results.

Q. How about the clear areas?

A. The clear areas were terrific. Once down, and the decaling process finished, they completely disappeared.

Q. You mentioned decaling process, what process do you use?

A. I apply Future to the painted model to get a nice glossy finish, apply the decals, apply another Future coat to seal the decals, and give everything an even sheen, then airbrush Testor's Dullcoat, thinned with lacquer thinner. Works like a charm!

Q. How opaque were the decals once applied?

A. Opacity was very good. There is little evidence of the underneath color showing through, with the reds, yellows and whites all showing up boldly. The pin-ups have a white decal to apply first, and this really ensures that the pin-up shows up as well as you'd want it to.

Q. By the way Joe, what do you use as a setting solution with these decals?

A. Keep the cap on your Solv-A-Set, it's too strong, and shrivels the decals right up. Something a little milder, such as Testor's.

Q. How were the instructions?

A. Well, they also recommend not using Solv-a-Set. They are lacking in some respects. The locations of some of the smaller items are not mentioned, and

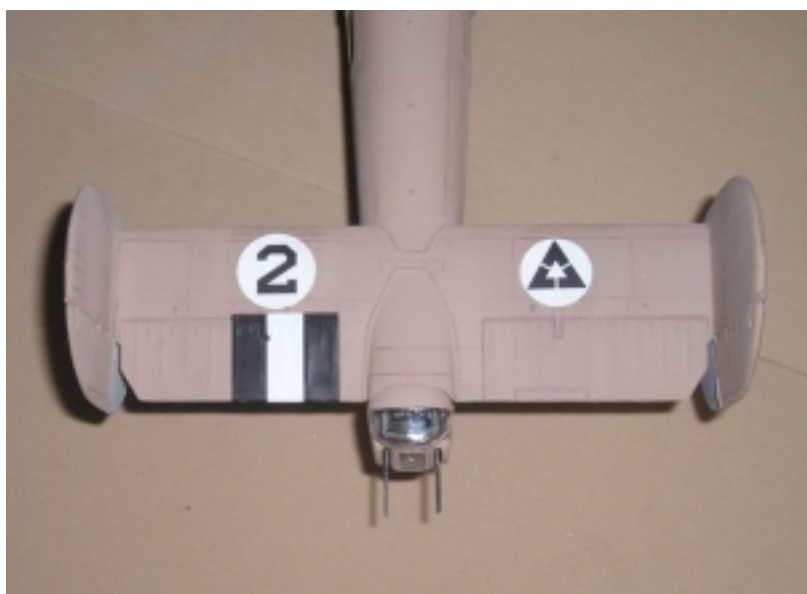
though they show the yellow stripe, it does not appear as a decal.

Q. Bottom line Joe, would you use Mike Grant decals again?

A. Well, yes I would. Their subject matter is good, and usually not available elsewhere. They are very much a quality product. Besides, who else would think to produce a sheet of Italian "smoke ring" camouflage?

[Mike Grant Decals produces this sheet in both 1/48th scale (for \$15 CDN), and 1/72nd Scale (for \$12 CDN). It can be ordered directly from the manufacturer at <http://www.mikegrantdecals.com/index.html> - ED]





Hasegawa 1/72nd Scale Boeing F/A-18F Super Hornet “VFA-102 50th Anniversary”

by Norm Filer

The latest edition of the 1/72nd scale Hasegawa F/A-18F arrived on my doorstep a while back and this one is a real show stopper. The relatively new two-seat Super Bug kit has been reviewed several places since the original release, so I will not spend a lot of time with the nuts and bolts of the kit.

The items that I think are worth mentioning are that the fit of this one is considerably better than the fit of either the A or C single seat versions, or the B/D two seat versions previously released by Hasegawa. The new E/F kits are just that, a whole new kit, not a revamped early kit. The original Hornet kit has some difficult fit areas around the aft fuselage and intakes. The new one has a lot more parts and the method of assembly of the fuselage is rather odd, but all in all, it makes into a very impressive model. The only two items worth mentioning on the negative side is the lack of intake trunks inside the intakes, and the decent but not very detailed interior. The lack of intake trunking on the original kits was disappointing, but due to the rather small round intakes, it was not really noticeable. The Super Bug has much larger, square intakes and the lack of trunking is very noticeable. To compound the issue, they made a seam right in the intake roof. It is workable, but troublesome.

One welcome addition with the new E/F kits is the inclusion of some of the newer missiles not available in the Hasegawa Weapons sets. Both AIM-120s and AIM-9Xs are in the kit.

Hasegawa has probably released both the single and two seat versions of the Super Bug kit at least a half dozen times each. Always with new markings as Navy Squadrons transition to the new Super Hornet and apply squadron markings. Apparently a lot of modelers don't like the “same old kit - just different markings” approach. I think it is great as I tend to build several of each type of aircraft that interests me. This way I get both the kit and the markings, and I can be pretty sure the markings will actually fit the model. Unfortunately, some of the aftermarket decal designers do the layout in one scale and then “do the math” to produce the other scales. They often also have to

other version is done by the Italian firm of Cartograf. These guys do good work. The colors are much improved and you get a nice crisp White. The good news is that most of the Hasegawa “special release” kits of late have had the Cartograf decals and this is no exception. As you can see from the decal illustration, this is a big sheet. Everything is in perfect register and all of the details are very well done.

A big plus is that they offer you two ways of doing all the Red and White markings. You get two complete sets of the markings. One set has both the Red and White and another with just the White markings. Another plus is they always seem to be



design the marking to fit several different brands of kits. That might be OK for simple stuff, but with the complex ones like this, the decals have to fit perfectly.

And there is nothing “same old” about this set of markings. VF-102 was until recently an F-14 squadron, and while their Tomcats were colorful, they were not particularly noteworthy. Well, that changed with this 50th Anniversary bird. This is one of the most colorful Navy birds to come along in quite a while.

Hasegawa decals come in two versions. The “house” decals tend to be somewhat subdued colors and a Creamy White. The

sure that the paint callouts match the decal colors very well. Of course the paint callouts are Gunze Sanyo and that does complicate things for us U.S. modelers.

A couple of small nitpicks for those who elect to use the full Red and White decals. There are two small cutouts near the top on the decals for the outside of the both vertical tails. One is for the Red anti-collision light and the other for a small antenna. If you don't paint this area of the vertical tail Red prior to applying the decal you will have a very noticeable gray area after applying the Red decal. Another nice feature, but a bit of a challenge is the two layer approach to the canopy frames. The

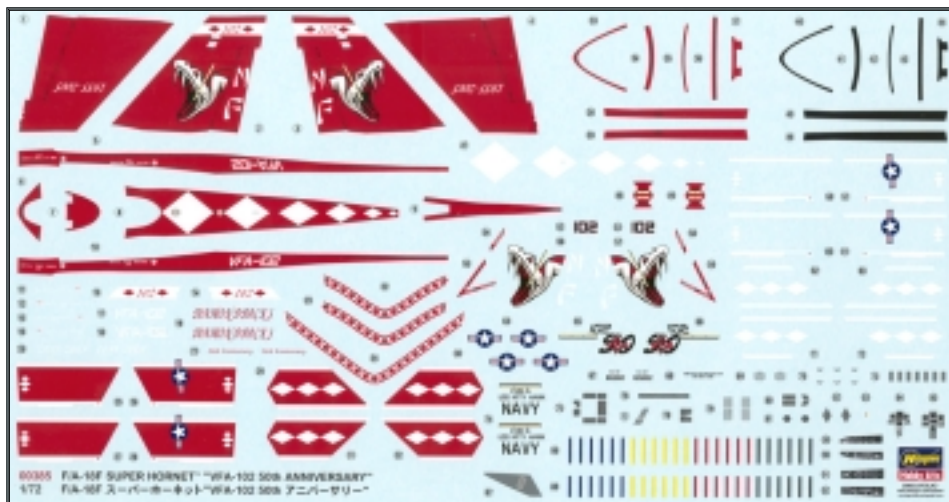
instructions say to apply the Black decals, then the Red over the Black. With the rather large clear canopy, it is nice to look inside and see the accurate black interior frames rather than the usual Red of the underside of the decals.

Another item that requires some forethought is the outboard aileron actuator on the underside of the wings. The instructions suggest painting this a matching Red and then gluing it on after the decals are applied in this area. My experience has been that trying to glue parts to a decaled surface usually just ends in frustration. My approach was to paint the part Red along with a small rectangle around the base of the part, then cut out a small area of the decal prior to applying it. That way when it was all done it was all firmly glued together and all Red like it should be.

Of course if you choose the paint the Red and apply just the White details, most of these problem areas are not an issue.

All this makes the whole process sound more complex than it really is. As with most of these complex, fancy paint scheme models, it can take almost as long to just decal the model as it did to actually get it to the decal application point. But when it is done and on you shelf, I suspect you will come back and look at it a lot. It is just a real eye catching addition to the collection.

I would very much like to thank Carl Broberg for the nice model photos that accompany this article.







Upcoming Model Shows

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

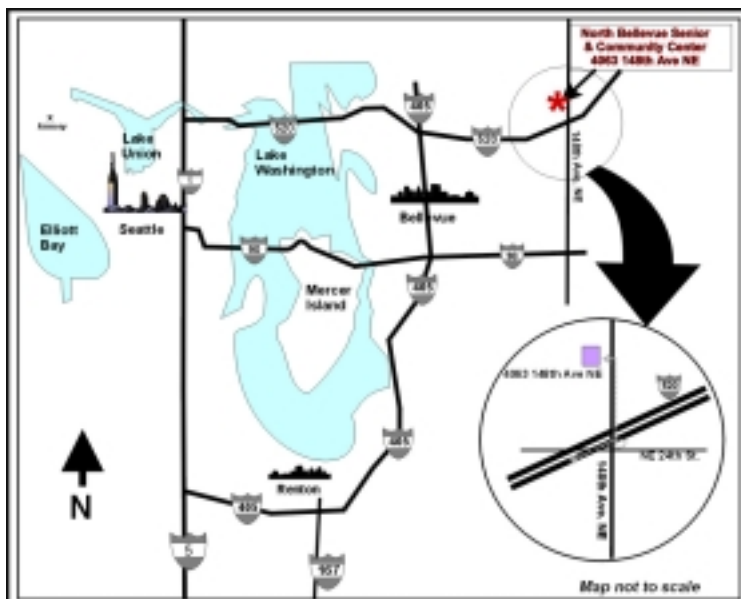
Show Off the Good Stuff Contest, sponsored by IPMS Palouse Area Modelers. Moose Lodge 501, Moscow, Idaho. For more info, e-mail uwhuskys@hotmail.com

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>

Meeting Reminder

September 10 **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.