# seattle Chapter News



Seattle Chapter IPMS/USA June 2006

# **PREZNOTES**

Another airline preznotes. However, I'll dispense with the usual complaints because it's always the same and suffice to say, will probably never change. If you want to know what I'm talking about, just pick up any back issue that starts with "another airline Preznotes..." and you'll get the idea.

Instead of the IPMS National Convention in Kansas City this year, I decided to take in something different, the 17th Annual Wonderfest show in Louisville, Kentucky. Wonderfest is a two-day show focusing on fantasy and science fiction, with a model contest, vendors' room, and guest speakers. This year there were approximately 400 models in the contest, which is broken down into only seven categories: Sci-fi/fantasy figures, vehicles and mecha, anime, dinosaurs and kaiju (Godzilla), super heroes and super villains, humor and superdeformed, and dioramas. Models were judged on their own merit and not against each other. Prizes awarded were gold, silver, bronze, and merit. I managed to win two silver awards and both models were in the same category. The model room was not too much larger than the craft room at the Bellevue Community Center where we held our May meeting, so at times it was very crowded. There were the usual range of seminars, mostly concerned with modeling technique. There were also presentations on movies and since the Wonderfest theme this year was King Kong, one of the presentations was about the original 1933 movie and included an appearance by the original 18" armature used to animate Kong. What a truly incredible piece of history. There were also props, and other movie memorabilia on display. Appearances by renowned science fiction artists as well as TV and movie stars Yvonne Craig (TV's Batgirl) and Robin Curtis (the second Lt Saavik from Star Trek) were also on hand to lend interest in the proceedings (and to sell autographs).

Of course any staple at a model show is the vendors' room and Wonderfest was no exception. Hundreds of vendor tables with everything from half size *Lost in Space* Robots to 1/3rd scale resin Laura Crofts and everything in between. There was enough resin in the room to satisfy anyone's need and it appeared that wallets were being drained at warp speed. It was a terrific show and if you have the slightest fascination for anything of a sci-fi nature then don't miss this show. The next one is Memorial Day weekend 2007 at the Executive West in Louisville. A selection of photos from the event can be found on page 10.

See you at the meeting,

# Terry

A special tip of the hat to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Terry's, Gary's, Gerry's, and Scott's Spitfire article in this issue - ED

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#### IPMS Seattle Web Site (Webmasters, Norm Filer & 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 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 Spencer Tom, 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 2006 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 accessable place.

| •         |  |
|-----------|--|
| June 10   |  |
| August 12 |  |

July 8 September 9

| IPMS/                                  | USA NEW MEMBER APPLICATION  |        |
|--|---|--------|
| IPMS No.:<br>(leave blank)<br>Address: | Name: PLASTAC MOON  | LAST   |
| City:                                  | State: Zip:   |        |
| Signature (require                     | d by PO):   |        |
| Adult: \$25                            | Junior (17 years old or younger): \$12  |        |
| Family (Adult de                       | ues + \$5, one set magazines, # of membership cards require<br>d by an IPMS member, | ed:)   |
| IPM<br>Check out our web               | S/USA<br>North Canton, OH 44720   | PM(S#) |

## The REEL Planes Episode 3: *The Philadelphia Experiment 2* and the "Phoenix"

#### by Terry Moore

Brad Johnson stars in this time travel opus about a stealth fighter that is sent back into time to 1943 where it falls into the hands of the Nazis. They immediately use it to win WWII and turn the USA into a bleak industrial outpost for their Third Reich.

It is up to the film's hero, David Herdeg (who seems to be immune to altered time lines because of his unique DNA - a handy plot device to explain away many of the paradoxes that are usually associated with time travel movies) to restore things back to normal. *Philadelphia Experiment 2* is hard to watch (for me, anyway) and there are just too many plot holes - enough to fly a Stealth fighter through! And why is it the Nazis are such incredibly poor shots?

The **only** thing that attracted me to this movie was the F-117 Stealth fighter that appears in German markings. It was pretty tough for me to sit through this movie just to see the few scenes that involved the aircraft. So much so that I don't remember much about the movie until the end when the "Phoenix", as the Germans called it, gets blown up. The aircraft used in the movie was a full size prop and I can't vouch for its accuracy, although it looked pretty good on the small screen.

I used the 1/48th scale Testors F-117 kit to represent the "Phoenix", and built it straight out of the box. The markings were the prewar red band/white circle/swastika on the tails with crosses and unit codes in the standard (!) locations on the wings and fuselage. I masked and painted the red stripe/white circle on the tail and the remainder of the markings came from decal spares box. It's currently available on DVD. Save your money.

Notable quotes: I don't remember any!

I give the overall movie a half a star only, but the "Phoenix" scenes 2 stars(\*\*).

The popcorn is on. See ya next time.





# Italeri 1/48<sup>th</sup> Scale Supermarine Spitfire Mk. IX

#### by Scott Kruize

Not all British fighters of World War II were Hurricanes. Some were Spitfires!

That's an inversion of my normal Message to Humanity, as *Hurricane Bookshelf* columnist. Nevertheless, I accepted this assignment from Matt Bittner of *Internet Modeler*: build a brand-new kit of the Supermarine Spitfire Mk. IX from Italeri, and tell you about it.

The real aircraft was supposedly only a stopgap, forced on its manufacturer and the Royal Air Force by the advent of the Focke-Wulf 190A. Still, it has interesting points: it was used as an air superiority weapon, for reconnaissance, high-altitude interception, and for low altitude attack. Reading about it in William Green's, and other books on my 'Hurricane Bookshelf' revealed that the main thing wrong with the Spitfire Mk. IX was that it was not a Mk. VIII, the version carefully re-stressed and engineered to take a new Merlin engine of over 1700 horsepower. During the year this took, the Fw 190A's superiority had to be countered somehow, so the IX was produced...basically a Mk. V airframe hastily fitted with 300 more horsepower. This worked to restore the balance of power in the air, and as it turned out, the IX was made in large numbers: 5,665, more than any other mark of Spitfire except for the Mk.V.

Given my Hurricane preference, I confess to not having kept up with what was out there to model Spitfires in ¼" scale and had a little catching up to do.

All important versions seem to be in production from one manufacturer or another, with the numeric preponderance of the real IXs reflected in kit availability. I know of five others: the old Monogram kit, current ones from ICM, Occidental, and Hasegawa, and a brand new one from



Decals for OOO

Airfix. I've built only the first, introduced in 1962. Kit #6801 was excellent for its time, but none of you would take it seriously now, with its large riveted raised panel lines, minimalist cockpit under a 'bottleglass' canopy, all held up by working, but scarcely detailed, landing gear.

Spitfire Mk. IX

The others I've never examined in kit form, but if they're like stablemates in their respective lines, they're likely to have one fault or another, being crude or with fitment problems, perhaps oddly engineered or with scale fidelity shortcomings, or at least good but expensive. I surmise there must be reasons why Italeri decided there was room in the market for this new offering of theirs. Or maybe it's just that the Spitfire is right up there with the P-51 Mustang: why there are so many kits of it? "Because they sell, sweetie! —Because they **sell**!"

Actually, I should face up to admitting knowledge of one more, which makes ol' 6801 a certifiable gem by comparison: something from Starfix...panic in the streets...!

Now, if you'll all calm down: this is a First Look, so I'll try to give a brief but specific account of my impressions. The kit comes in a top-opening box with fine cover painting by Roberto Valentini. It seems large enough for a twin-engined light bomber: 13 <sup>1</sup>/<sub>2</sub>" by 9 <sup>1</sup>/<sub>2</sub>", by nearly 2" deep. This volume is nearly filled by one small and two large sprue trees, a decal sheet, and a folded up assembly printout.

The two main moldings are well-laid out, uncrowded sprues. They're neutral gray, the absolutely best base color for painting. (I'm long past my Calvinesque days when manufacturers were expected to mold their kits in Navy blue, Zero yellow, or even Starfighter chrome.) The plastic is of medium hardness, holding detail scribing perfectly but not being too hard to cut and file, where cleanup is necessary. There's very little flash, no more than what any of us would regard as a minor nuisance. Everything is numbered, but even so, the instruction sheet includes a matched set of sprue maps.

Careful examination of all the external parts surfaces shows only the tiniest of sink marks near the tips of the upper wing panels, directly above the location pins inside. That's all!

I think the thinnest possible scrape of Squadron Green Putty, followed by brief

ITALERI

passes with fine wet-or-dry sandpaper will take care of these very minor flaws. I can detect no flaws at all on the fuselage sides, tail feathers, lower wing panel, or details like the spinner, wing tips, propeller blades, landing gear covers or anything else that shows.

My only criticism of the moldings is that the sprue gates are fairly large. In practical terms, care and patience have to be taken not to damage the external surfaces. Specifically, what I did was to clip each part clear of its sprue with my coarse cutters, an eighth-inch away, then carefully trimmed the remainder of the stub with a sharp #11 X-Acto blade or my Micro Mark cutting tweezers, finally finishing up with some careful sanding or filing. This got me very close to perfectly finished components, with a couple of exceptions. In these, the sprue had developed slight voids where it met the structure, such that when it was trimmed away, left a small dent or hole. I don't want to make more of this than it deserves; the resulting voids to be filled are not much larger than, say, unwanted rivet holes.

With the major parts so prepared, I tested their fit to each other. The three main wing panels fit together snugly, and it appears the wing tips will need only the slightest amount of dry fitting and filing before they, too, will make an excellent fit. Separate wing tips suggest that L.F. (Low altitude) clipped wings, or H.F. (High altitude) extended-tip wings may come available in later releases. The fuselage sides go together equally well, with no shape or panel line mismatches. Lastly, I taped these two subassemblies together, then tried them against each other. This little exercise leads me to predict that the dreaded wingto-fuselage joints will be OK. The insides of the fuselage halves are scribed with enough interior detail to complement the nicely molded seat and instrument panel assembly. I know some of you aren't content with any aircraft interior except expensive aftermarket resin-andphotoetched sets, but I think the interior detail on this kit is quite nice. The seatsupporting aft bulkhead and deeplyengraved instrument panel deserve careful finishing and display.

The 'glass' is bright and clear, with two complete, slightly different sets of windscreens and hoods, plus an extra canopy that the instructions say to ignore (a late-mark bubble). The gray sprues have a couple of parts options, too: carburetor intakes, wheel hubs or covers, and alternate bulged gun access covers. I'm no Spitfire expert, but I know early IXs came with two pairs of .303s to complement the Hispano cannon, and later a pair of Browning .50s. The latter array would need larger bulges over the breeches.

This leads me to the instruction sheet. It's very large, and very clear, with text only on page 1, describing the aircraft and some rudimentary general assembly instructions, in six languages. The next three pages have excellent fine-lined drawings showing the 'exploded' subassemblies going together with numbered lines, leaving no question about the location and fitting of the parts. A fine thing: I've seen instructions where the placement of parts was only vaguely indicated, leaving the modeler to struggle.

Unfortunately, this clarity doesn't extend to using the provided alternate parts. I certainly approve of kit manufacturers including such, but it's reasonable to expect guidance in their use. Here, two small drawings show removal and replacement of the upper wing gun blisters, but with no supporting text except for a terse "Versions B-F only", I can't make out which parts go on which version. Likewise, two wheel hubs sets are included: a pair of four-spoked and a pair of plain covers embossed only with valve hole access points. There are two different carburetor intakes. The instructions don't make clear why one part should be used instead of the other.

The remaining six panels of the instruction sheet, even though they're only in blackand-white, are a superb guide to painting and using the big  $9 \frac{1}{4}$ " x 8 7/8" decal sheet. Each panel is a four-view, with color demarcation lines clearly indicated and paint colors called out by FS numbers and Model Master enamel and acrylic IDs. Every decal is numbered, and precisely indicated in position on each of the six color schemes. There are four in British WWII markings (some with invasion striping), and postwar French and Italian markings.

The decals have excellent color: subdued wartime British blues and reds, bright postwar Italian red, white, and green. The French markings are as bright as the Italian, and include that shade of medium blue that other manufacturers struggle with. The color looks like a good match to French color profiles from the library. The decals appear thin and have what I want to describe as perfect surface finish: no flaws, not the slightest hint of glossiness, but on the other hand not a hint of matt roughness or porosity. The multiple colors are in near-perfect register, round elements exactly concentric except for the center spots on the two smallest French insignia, which are just a touch off-center. Many silk screeners do roundel center spots separately, leaving alignment to the time and skill of the modeler. Cartograf of Italy must be confident of their skill, which I endorse after examining tiny details like a 1/4"-high pair of white birds. Their orange legs are precisely registered, with black outlines exactly on edge. Overall, the markings look like they'll go down easily over surface detail, and that a single thin coat of sealer, in whatever degree of the gloss or matt is wanted, will blend them in. I'm eager to put these impressions to the test during the build!

That's all for now. Time to start applying glue to the parts and see if they really do fit... time to see if the decals look as good on the model as they do on the sheet. Time to forsake Hurricanes till the build is done...after all, not all British fighters of World War II were Hurricanes; some were Spitfires. Watch this space for developments!

Thanks to Testors for the review sample.

### **Those Little Things**

#### by Hal Marshman, Sr

As we progress with our model building toward better builds, we usually try to incorporate more and better details into our models. This is a natural and basically good thing. The better they look, the greater our feeling of accomplishment. In our search for these details, we take some things for granted, thinking that this or that piece of information is a "given". In other words, that's the way the item has always been depicted, therefore it must be so. Nope, my good friends, many little items concerning some of our favorite planes have been published erroneously so much, that we accept for fact that which is not. The following tidbits about our favorite birds may peak your interest.

does indeed point downward somewhat. And yes, the fuselage seam does show, both top and bottom. This is so on just about all Messerschmitt's products, to include the Bf 108, Bf 110, Me 210, Me 410, and Me 262.

What about the Fw 190? How about late – F models, and D-9 birds, those with the blown hood? You will note that the head rest and bracing are much different, but did you notice that the antenna cable sags badly when the canopy is pushed back? They did not include any tensioning devices to keep it taut.

Staying with the Luftwaffe for a bit more, how about the venerable Stuka? Ju 87-D and -G types feature internal canopy bracing on the sliding portions, leaving the canopy outsides bereft of vertical bracing. The rivets holding the glass to the internal bracing do show, however. Another item of



How about that staple, that tried and true modeler's favorite airplane, the Messerschmitt 109 in its different incarnations? That drop tank is not mounted on the centerline, rather a few inches to the left. The pitot tube on –F models and later note is that in the -B plane, the rear machine gun was attached to the sliding rear canopy assembly. When it came to the Ju 87D and -G however, the rear canopy was more in the form of an abbreviated turret. In this case, the turret was equipped with a frame into which the guns slid when the canopy was pulled forward. The gun sight tree was attached to this frame, thus moving back and forth with the canopy rather than being attached to the gun.

Okay, now we come to my own favorite bird, the Republic P-47 Thunderbolt. First of all, the wing gun blast tubes. No, those things sticking out are tubes, not the actual barrels. They were not blued, but were stainless steel. Those blast tubes were not mounted parallel to the centerline of the wing's leading edge, they were mounted parallel to the ground. While we're talking about relationships to the ground, the wing shackle fairings hung at right angles to the ground, not the dihedral of the wing. On razorback types, the antenna mast was stepped down a few inches to the port side, not on the center line. On bubble canopy versions, it was stepped down to the starboard side. On the lower sides of the nose, just aft of the cowling, there are two louvers. They are the intercooler and oil cooler outlets. Just behind these louvers is a tear drop shaped fairing, with an outlet. Note that this outlet has a flapper, much like the damper in a chimney. This is not the exhaust. The exhaust gasses were routed back through the airplane to the supercharger, then back through the engine. These outlets were for the excess gasses, left over from the supercharging. Not being terrifically mechanically inclined, this is the best way I can express the basic process. In any case, when weathering a Jug, the exhaust smearing from those outlets should be much less than from a regular exhaust.

Speaking of exhausts, most inline engine exhausts as provided by the model manufacturers show a raised seam. Before you sand down those seams, check the photos of the real plane. Most exhausts were made of steel stampings, welded together at the center. In those cases the seam lines show, and should not be sanded down.

Now, I don't ask you to take my word for all this contrariness, double check your references. Matter of fact, if you are referencing layout drawings, and they fail to show the above, I'd suggest you be suspicious of the drawings!





# Upcoming Model Shows and Events

#### Saturday, June 10

Joe Sutter Book Signing. Joe Sutter, the "Father of the Boeing 747", will speak, and will sign copies of his new autobiography, 747: Creating the World's First Jumbo Jet and Other Adventures from a Life in Aviation at 2 PM at the Olympia Barnes & Noble, 1530 Black Lake Blvd SW, Olympia. This event will also serve as a fundraiser for the Olympic Flight Museum. For more info, call (360) 534-0388.

#### Saturday, June 10

**Skyway Model Shop Sale**. 20% off everything in the store and 50% off selected items. Weather permitting, there will be a sidewalk sale out front. 12 noon- 6 PM. Skyway Model Shop, 12615 Renton Ave, S. Seattle.

#### Saturday, July 22

Emerald City II Buffcon Fire & Life Safety Model Contest. Seattle Fire Department Training Center, Olson Way and Meyers Place in Seattle. See last month's newsletter for category listing. For further information, contact Carl D. Kietzke at cfyre29@yahoo.com

# Saturday, September 16

**IPMS Region 7 Convention at Evergreen Aviation Museum 2006**, sponsored by Oregon Historical Modelers Society and Evergreen Aviation Museum. 500 NE Michael King Smith Way, McMinnville, Oregon. For more information, visit the web site at **www.geocities.com/ oregonshow**, or contact Brian Yee at 503-309-6137.

#### Saturday, October 7

IPMS Vancouver 36th Annual Fall Model Show and Swap Meet. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more info, contact: Warwick Wright, phone : 604-274-5513, e-mail, jawright@telus.net, or visit the show web site at www: http://members.tripod.com/ ~ipms

# The Upcoming Movie: Flyboys

#### by Paul Ludwig

The new issue of *Air & Space* magazine published by the Smithsonian has an article written by Tom LeCompte about a spectacular movie due in October entitled Flyboys. The famous still photographer John Dibbs did the photos for the article and his stills look resemble what little I know about what were actual World War One aerodrome scenes.

Modelers and purists who like World War One aircraft and action movies should know about this movie. At least two wellknown flyable replica aircraft are used in the making of this movie. The two are as close to the real things as there ever will be. Some of you may have seen these two in museums. Other replicas were built recently for the movie.

The movie is based on a portion of history of the Lafayette Escadrille and is or was filmed in an area of England which is said to resemble France.

While the article states that the only real Nieuport 17 is in a museum in Belgium, museum-goers know that Kermit Weeks has a replica in Florida which was built in 1971. Weeks allowed his Nieuport to be used and technicians got the plane flying. Pilots who have a lot of flight time in early aircraft they flew at the famous Old Rhinebeck Aerodrome in New York were picked to fly in the movie starring Jean Reno, my favorite French actor. Another, lesser-known, actor is the American, James Franco.

A replica Sopwith One-and-a-half Strutter built in 1992 and kept at a museum in Alabama had never flown but it too was made flyable, shipped to England and was flown in the movie.

Others in the fleet are another Nieuport, two German Fokker Dr.I triplanes, British Bristol F.2B, and a French Bleriot XI, and a Royal Aircraft Factory SE.5A. Four more replica Nieuports were built in 2004 for the movie.

A full-scale mockup of a World War One aerodrome was built in England at RAF base Halton, and it was surrounded with period vehicles and there are several more non-flying replica Nieuports, Sopwiths, and Fokkers on the grass. During World War Two, preparations for the invasion of France included construction of a military range in England and six villages were evacuated in 1942. This year the British Army permitted use of the range and the villages in the movie to simulate French towns.

Of course there are computer generated images in the movie. A modern movie either cannot be done using valuable museum pieces, or the scenes are so hazardous that CGI are employed. Some dogfight sequences were shot from a helicopter close-up while others are CGI. No movie maker can pay for an endless supply of replica aircraft, and the author of the Air & Space article says "a scene of the two real Nieuports in flight could be morphed into a flight of four or six" so movie goers may see a sky full of aircraft. There

is a CGI scene of a German Zeppelin and its fighter escorts. Since World War One fighters shot tracers, duplicating such scenes would have been impossible without CGI. The sky during a dogfight resembles "a cobweb" of red-orange tracers.

Pilots did wear parachutes, though the article says baling out would have been very improbable if necessary. I understood from the article that no aircraft used in the movie had a rotary engine but apparently, even when powered by radial engines, the planes taxed the strength of the pilots who flew these aircraft and they returned to the ground with sore arms.

The author of the article quoted the director, Tony Bill, who defies anyone to "pick the real from the CGI much of the time."





# Trumpeter 1/25<sup>th</sup> Scale American LaFrance Eagle Pumper

#### by Gerry Nilles

The history of American LaFrance, as one of the best known builders of fire fighting apparatus, dates back to the 1870s. Of course the modern fire engine, as we now know it today, really didn't come about until the early part of the twentieth century. It was the internal combustion engine that changed both the world of general transportation as well as that of emergency vehicles. American LaFrance entered the new era of gasoline powered fire engines slowly. The change from steam was not easy for them. But once they made the transition they went on to become a leader of fire fighting technology. Their equipment over the last nine decades is known for both excellent performance and style.

It was American LaFrance that first marketed the now standard cab forward design with its 1940 model JOX. This was followed, soon after WWII, by the wellknown 700 series, as well as the 900 (the old AMT kit), and 1000 series. Today we have the Eagle series which appeared in the 1990s.

Kits of fire engines are not common to say the least, especially in 1/25th scale. As a matter of fact the last (and I believe only) 1/25th scale plastic kit of a fire engine was originally released over 20 years ago. It too was an American LaFrance. So I believe that saying the new Trumpeter American LaFrance Eagle kit is extremely welcomed is an understatement.

The kit includes 10 individual injection molded trees, two of which are clear parts and one of chrome, plus the cab and the frame. Also included is a sheet of photo etched steel, six vinyl tires, as well as a large decal sheet. Assembly is very straight forward starting with the frame assembly, the pump, the suspension and the wheels and tires. Once this is completed, including painting, the next assembly is the pumper housing (also called the pumper case). There are a lot of details here, with many small parts and subassemblies to be built and pre-paint. I probably spent at least 12 hours on this section including the application of numerous small decals which require some very accurate placement.

I should note here that I made one small modification to the right side of the casing. A line that looks like an electrical cable runs from the top of the casing to a box about half way down. Actually this line is the hose that is coming of the reel that is located inside the top of the casing. I smoothed it off and replaced it with a fine piece of wire that I tied into the hose reel.

The next assembly is the main hose bed and gear storage assembly. Again there are a lots of parts, but not as many as the pump case assembly. The final assembly is

the drive and crew cab. The cab assembly is similar to the pumper case assembly in that there are a lot of parts to be prepainted prior to assembly including the interior.

Summing it up this kit is actually four smaller kits making up one big one. As a matter of fact the The kit comes with a beautiful set of high quality decals for a colorful Eagle Pumper that is used by the College Park Fire department. The decals are very well done and of good registration. I should note that the scheme I used on the sample I built will eventually be finished as a Seattle Fire Department pumper. But the SFD custom decals I was having done were not finished in time to make this month's issue. When finished, it will be revisited by this publication.

Many of us have been waiting for a modern day fire engine for a long time and I for one am very happy with this kit and would highly recommend it. This kit is very well done with very few problems. Also, judging from the model's modular construction other versions could be fairly easily done.

My thanks to Stevens International and Trumpeter for the sample copy.









# Wonderfest Photos and Captions by Terry Moore





Clockwise from top left: Me with King Kong – the **real** King Kong; My personal favorite at the show, Mr. Scott; View of the model room; The big Enterprise is about 6' long; Atomic City models in the vendor room; Diorama from Predator 2





## Classic Airframes 1/48th Scale English Electric Canberra B.2

#### by Gary Meinert

The Canberra concept began in the mid-1940s as a jet-powered successor to the De Havilland Mosquito bomber. First flown in prototype form in 1949, the English Electric Canberra entered service in

1951 with RAF Bomber Command's No 101 Squadron, and at the peak of its service career equipped over 30 RAF squadrons. In the spring of 2006, the last of the Canberras (the PR.9 reconnaissance variant) was scheduled for retirement, but once again its decommissioning was postponed.

Many additional roles other than high altitude bombing were filled over the years, including: reconnaissance, training, electronic countermeasures, target-tug, and test bed platform. Longevity and flexibility are important indicators of any aircraft's success, and the remarkable Canberra scores very high on these attributes.

The Canberra was exported to many other countries, including the United States, where it was the genesis for the Martin B-57 family of bomber and reconnaissance aircraft.

For the first time, modelers have an injection-molded 1/48th Canberra. This initial release from Classic Airframes is the B Mk 2. Note that it is not possible to make a B Mk 6 from this kit, unless new, longer, engine starter fairings are scratch-built by the modeler to replace the short fairings in the kit.

The plastic parts are contained in one bag, with the clear parts in a small pocket on the lip of the main bag. Two of the smaller plastic parts were loose in my kit, and another was about to detach from the sprue. The clear parts were scuffed and will need some polishing. The parts are generally well-molded, with engraved panel lines. Some flash is evident on a few parts. I did notice a sink mark on one of the forward nacelle parts; another nacelle edge had a raised ejector pin mark that will have to be removed. The main landing gear doors also had some sink marks. No locator pins are present, so extra care must



be taken when assembling and aligning parts.

Most of the cockpit parts, the wheel wells, engine faces/fairings, wheels, and the exhaust pipes are made of resin. The quality of the resin parts is very good, but they are packed together – loosely - in a small plastic bag. Fortunately, none of the resin parts in my kit were damaged.

Each wing is designed to butt-join against the fuselage with two holes present in the wing joint area to accept kit-provided plastic rods. This is a thoughtful feature, but the modeler will have to come up with his own support rods to similarly strengthen the horizontal stabilizers to the fuselage. (I will probably use brass rods in both of these areas.)

I am pleased that the crew entry door is included and can be posed in the open position. One curiosity of this kit is that the "finger" speed brakes on both the upper and lower wing surfaces are molded slightly deployed. These bumps should be sanded off, as the brakes are normally fully retracted when not in use. The two small rectangular overhead windows (behind the pilot's round canopy) are provided as clear parts, but there are no openings in the fuselage for them—the modeler will have to cut out these openings along the appropriate engraved lines, if the specific aircraft he is building requires them. (The standard B Mk 2 had these windows). The right forward fuselage side window cut-out should be filled in when building the model. Canberra B.2s had the side window only on the left side.

The pitot tube is not included, and there are only two ejection seats for a crew of three. The small navigation light at the base of the rudder is also not there. And the small openings on each nacelle for the starter cartridge exhaust are not present, but would be easy enough to drill out.

Although the instructions refer to numbered parts, there are no part numbers on the sprues. Still, the parts are easy enough to figure out and the instructions are clear. A small plastic cockpit panel (part 13) is mistakenly numbered C11 in the assembly diagram. Also, the two small rectangular windows for the top of the fuselage (parts C8) are incorrectly numbered C10 and C11 in assembly diagrams.

Decals are for two RAF Canberras in the 1956 time frame: a No.10 Sqn camouflaged aircraft, and a No.44 Sqn aluminum aircraft. Also there are USAF decals for the second of two test and evaluation aircraft sold to the Martin Company. The red on these decals is a bit too dark, while the blue is fine for the RAF roundels, but too light for the US star and bar. An addendum sheet of US national insignia is included, but these are black, instead of the correct dark blue.

Classic Airframes' Canberra will take some extra work and is indeed for experienced modelers, as the instructions say. But I think that this kit is the basis for a very attractive model of a long overlooked subject. I'm eager to see Canberra aftermarket decal sheets start rolling off the presses so the modeler will have more markings choices.

# 5 Star (Jadar) 1/35th Scale 286M Tunguska

#### by Cookie Sewell, via www.cybermodeler.com

When the first glimmer of an advanced Soviet self-propelled antiaircraft gun showed up in the series of glossy Soviet Military Power publications from the US Department of Defense in the 1980s, it was scary, as it showed a large turret with twin 30-35mm cannon on a T-72 chassis. This bugaboo played its part in war games up until the late 1980s when a new Soviet vehicle began showing up in East Germany and attracted the attention of Western intelligence analysts and organizations like BRIXMIS and the US Military Liaison Mission.

Photos soon showed a very large vehicle with a monstrous turret and apparently two separate radar sets and at least two guns plus other structures, which were always tarped when moved. Speculation varied in the NATO intelligence community to whether the new system had two guns – or two twin-barrel units, similar to the ones used on the Soviet aircraft in 23mm and 30mm variants. I had the singular privilege at the time of scratchbuilding a model of this beast for USAREUR training posters, as we eventually figured out it also carried at least four surface-to-air missiles and either one big 30mm gun with gas operation or two twinbarrel 30mm guns powered by electric motors (so I left the model as sort of ambiguous on that score).

We now know that it was the first fielding of the Tunguska (named for a river in Siberia) replacement for the venerable ZSU-23-4 Shilka SPAAG. And it was an impressive system, far more sophisticated than first thought. Now, according to sales brochures and Russian military writers, we have a pretty good picture of this beast.

The 2S6 Tunguska gun/missile troop-level air defense system consists of two 2A38

twin 30mm electrically driven cannon and carries eight 9M311 "Triugol'nik" (triangle) surface-to-air missiles. The guns are mounted on either side of a long, narrow armored turret with the missile outboard of the guns in a 2-over-2 arrangement on each side. A search/acquisition radar is at the rear of the turret and a fire control radar is at the front.

The Tunguska does lots of tricks, too. The suspension can be controlled hydraulically, and varies from a movement position of around 450mm ground clearance to about 100mm when in firing position. The vehicle has a powerful onboard computer system that automatically tracks targets and selects the best method of engagement: usually missiles at 4-8 km range and guns inside 4 km. It has a crew of four (commander, two gunner-operators, and driver-mechanic).

The guns are scary to watch, for each round is quite large and powerful. Since the gun is electrically operated, the breech tends to open before the round is completely out the barrel and firing a burst of 9-10 rounds per gun (4-5 rounds per barrel) is spectacular as flames leap about a meter out of each ejector chute on the side of the gun mount. The inboard barrel has a muzzle velocity mensuration device at the tip that evaluates muzzle velocity and then corrects the point of aim to adjust for more or less than standard.

The Tunguska got its baptism of fire in Chechnya, but unfortunately it is not well suited for ground target use and three of the first six were destroyed in a matter of minutes, five within 24 hours of commitment. Still, used correctly it is a powerful and dangerous weapons system.

Jadar has now released a series of deluxe resin kits under the name "5 Star Models" of which this is their first kit. Having actually scratchbuilt a Tunguska,, and having good references on the beastie, I can say that they have done a first rate job on the kit itself. It comes in three main parts – lower hull, upper hull, and turret – and 200 plus add-on bits in resin (most of which seem to be either wheels or track sections) plus a nice sheet of etched brass from Part and two tow cables from Karaya.

Parts that I checked matched up well with the scratchbuilt and further information. Suffice it to say that it is a good quality resin kit with fairly nominal plugs to remove from most of the parts. However, it is a harder resin that most of those used outside of Eastern Europe so I have to point out that it must be trimmed with caution and a dust mask is recommended.

Where the kit tends to fall down is its directions. Most are of the "stick here" picture type and as a result, unless you are really familiar with armored vehicles and Soviet/Russian air defense radars and missile systems, it can be highly confusing as to what parts are included and where they go. Resin parts are not identified, only etched brass ones, and you are given no idea of what the parts are, how many there are, or in some cases, how and where they go. There is only one black and white photo on the box top of a finished kit, which is unfortunate. There are more low resolution shots on Jadar's web site, but this is not a good way to present a "premier" kit nor any way to win over customers.

Jadar needs to redo its directions, provide a parts list (one page of the four provided as directions comes instead with a list of kits, not parts) and give the builder at least a set of 1/72 scale plans of the finished model to see what it's supposed to look like. No decals or finishing suggestions came with this kit, which considering most of them are in an attractive three-color camouflage scheme (dark green, black and sand) it is a shame.

Thanks to Steve Zaloga for the review sample.



# IPMS Seattle Modelers Place in Online Model Contest

IPMS Seattle members Tim Nelson and Jim Schubert both were commended for their models in the first online contest at Wings of Peace, a web site dedicated to interwar civil aircraft. Tim was awarded Third Place for his 1/72nd scale Planet Models resin Focke-Wulf A.16 (above and right), while Jim received an Honorable Mention for his 1/32nd scale Williams Brothers Caudron C.860 (below). Congratulations to both!

The Wings of Peace site can be accessed at **http://wingsofpeace.net** 





## Hurricane Bookshelf: Red (Counter) Menace

#### by Scott Kruize

#### *Red Phoenix: The Rise of Soviet Air Power 1941-1945*, by Von Hardesty

From time to time, the modeling press comments about the relative shortage of Soviet warplanes modeled, relative to American, German, and British. Even after decent kits of Soviet WWII aircraft became available in the marketplace, they didn't seem to generate as much interest as they historically deserve.

I suspect this was at least partly due to a dearth of reference materials, compared to those about other air forces. Not that the basics weren't known: William Green's Warplanes of the Second World War, among others, describes all major types, a series that's been on the 'Hurricane Bookshelf' for many years. And builds of Soviet types do appear in our favored modeling magazines. Still, after reading the fictional Last Citadel last month. I had to admit that there was precious little of the violent history of the Soviet air force (VVS - Voyenno-Vozdushnyye Sily) at hand. Time to look farther afield, and the Smithsonian Press, via the King County Library System, had just the thing.

This fine book was constructed with records finally released, long after WWII, as the Soviet Union "lightened up" and its security eased. This 1st paperbound edition, with a new forward, is copyrighted 1991, from The Smithsonian Institution Press of Washington D.C. and London. It holds a story worth telling.

The air force, and the nation it was supposed to defend, suffered not just from the assault from Nazi Germany, but terrible punishment inflicted by its own so-called leadership. Stalin gutted the officers of the air force every bit as badly as he did to the army, during the 30s. Incredible to even try to visualize a man responsible for more deaths than Adolf Hitler, and not even motivated by some grandiose –if totally perverted—philosophy and scheme to rebuild the world! Stalin's only 'scheme' seemed to be to promote his own terrible power, for his own sake alone, at the incredible bloody expense not only of his individual victims purged, but of his whole gigantic nation when his purges left it almost helpless against the Nazi onslaught.

Almost—that's the key word.



The opening chapter "The Arduous Beginning" describes the near impotence and terrible wastage of Soviet air power when the war in the East began in June 1941. Chapter 2 backtracks a bit to answer the question "Where Was Our Air Force?" Interesting stories and pictures show the Bolshevik fledglings beginning to arm themselves, post-World War I, with secondhand Nieuports and Albatrosses, and a hint of things to come: Sikorsky's early giants, followed by some futuristic Tupelov engineering. The chapter makes the point that "for a brief period in the thirties the Soviets produced some of the best fighter aircraft in the world -the I-15 and I-16...[the I-16] achieved considerable fame in 1936 when...used by the Loyalist forces in the Spanish Civil War." -Where, I understand, it was more advanced than any machine on Earth till the advent of the Messerschmitt 109.

The book is painstakingly researched, heavily annotated, and has an enormous amount of information: charts of the deployment of the air force units involved at various battles, descriptions of specific operations, comprehensive appraisals of casualties, and details of stories we've heard only bare outlines of, such as those terrible purges, the mass evacuation of factories into the Ural Mountains, and the VVS's resurgence into the Luftwaffe's mortal adversary.

There are lots of black-and-white photographs, some famous like the dramatic flare-lit shot of B-17s in Poltava, after their shuttle flight, about to be wrecked by pursuing Luftwaffe Heinkels. But most of the pictures I've never seen before.



Here's one of stalwart Soviet armorers preparing so-called 'Molotov breadbaskets' for Il-4 bombers.



#### IPMS Seattle Chapter Newsletter

Having to pick up whole factories and whisk them halfway across a continent, then resume production in them, is almost beyond my comprehension, but they did it. Here are Yaks being rushed to completion. Below them is one of the 'fancier' Polikarpov Po-2s



Here's one of Hero of the Soviet Union: A. I. Pokryshkin with his P-39 Airacobra. The book gives full credit to the Allied – particularly American—contribution to the Soviet war effort. *Nanette* may have done nothing to help win the war except save Edwards Park's hind end...but look how this guy and his 'Iron Dog' are doing. He's running out of space on the nose for victory stars! the 'Night Witches' flew: an ambulance.

#### Have I been

drifting away from the purpose of *Hurri*cane Bookshelf? Have a look at Flight Leader Senior Lieutenant Peter G. Sgibnev of the Northern Fleet. He flew 318 missions, resulting in 38 aerial combats

> against the Luftwaffe, and scored 19 personal victories. Recognize what he's flying?

But as the final chapters of this book indicate –Chapter 7 is "At Full Stride" and 8 takes the story to Berlin and beyond—it rose to victory in the end. The story is worth telling...worth Mr. Hardesty's research and writing...worth our reading. Maybe afterwards, we'll all make more Red models!



You've seen P-40s with shark mouths but unless you have Microscale decal sheet 72-345 tucked aways somewhere, you haven't seen this before: the LaG-5 of Captain Georgi D. Kostylev, another Hero of the Soviet Union.

Are these also macho Heroes? Could this be Katya and Vera and some of their fellow squadron mates from *Last Citadel*? The VVS suffered terrible deprivations all right, before and during the Second World War.







# Golden Age Stars of IPMS #29

Unless you're a devotee of Soviet films, you've probably never heard of **Zoya Fyodorova**. I hadn't, although I have seen



Zoya in the 1960s

her final screen appearance, in the Oscarwinning *Moscow Does Not Believe in Tears*. But upon running across her name in George Mellinger's *Yakovlev Aces of World War Two*, I knew I had to include her in this series. Zoya was born in either 1909 or 1912, depending on which source you read. After a few forgettable films, she became a major star in the USSR when she starred in *The Girl Friends*, a huge hit in 1936. Other starring roles followed, and by the early '40s, she was a mainstay of the Soviet film industry.

Sometime in the early 1940s, she met and fell in love with a Russian pilot, Ivan Kleshchyov. Kleshchyov earned his first aerial victory against the Japanese in the Khalkin Gol incident in 1939, and quickly became one of the leading aces of the VVS when the Great Patriotic War broke out. By late 1942, he had been given command of the Yak-1 equipped 32 GIAP, scored 16 individual and 32 shared kills, and been awarded the Hero of Soviet Union. And, oh yes, he was living with Zoya Fyodorova.

On December 31, 1942, Kleshchyov was killed in a flying accident. As Mellinger relates, "He had wanted to fly back to Moscow to spend the New Year with Zoya Fyodorova, and persisted in doing so despite the poor flying weather. As a gift, he brought with him two geese, obtained from a local farm, and put them in the open storage space behind the cockpit of his Yak. That evening, a local peasant came to 32 GIAP's airfield and reported that he had found the wreck of a fighter aircraft, in the cockpit of which had been the pilot and two geese."

Zoya eventually got over Kleschchyov's death, and fell in love with Jackson Tate, an American naval attaché in Moscow. The two had a daughter, Viktoriya, who was born after Tate had left the country. While the US and USSR were Allies, the authorities ignored the liaison, but after the Iron Curtain fell, Zoya was accused of spying for the US, and spent eight years in prison. After Stalin's death, she was released, and resumed her movie career.

Her daughter was eventually allowed to leave the USSR to live in the USA, and followed her mother's footsteps by appearing in films, both in the USSR and a few small roles in American film and TV. Zoya visited her twice in the US, but shortly before she was to leave for another visit, in 1981, she was murdered in her Moscow apartment, either in a failed robbery attempt, or possibly by someone with more sinister political motives...

# **Meeting Reminder**



# <u>June 10</u> 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.