Seattle Chapter News

Seattle Chapter IPMS/USA
November 2006

PREZNOTES

Another airline Preznotes. Sitting in the terminal. Waiting...just waiting...

Sometimes a modeling website can be a good thing. I had made an enquiry about "what is there to do in Myrtle Beach, SC?", as I was heading there for a trade show and I had a day open. The responses came back as varied as "there are no good hobby shops", "the largest mall in SC is in Myrtle Beach", "golf" (there are apparently 134 golf courses in the neighborhood!), "go to Patriots Point".

The last one grabbed me so I rented a car and drove to Charleston to see the Patriots Point Naval Museum. The centerpiece of the museum is the *USS Yorktown* (CV-10). Docked alongside the *Yorktown* is the Balao class sub *Clamagore* (SS 343), the *USS Laffey*, (DD724), and the USCG cutter *Ingham*. There was also a display of a Navy base camp in Vietnam complete with a PBR, Huey, Hueycobra and barbed wire. The *Yorktown* is the second ship of the Essex class and is the largest ship I've ever been on. It's pretty much wide open for tours, although I chose not to take any of the guided tours whilst I was there. I probably would not have survived a tour of duty aboard her as all the overheads below the hangar deck were lower than my 5'-18.5" frame. I banged my head more than a few times, fortunately, not enough to kill off what few remaining active brain cells I have. At one point in time I was reminded of the movie *30 Seconds over Tokyo*, when Van Johnson and Don Defore as Doolittle Raider Army aircrew get lost below decks trying to find their way to their quarters. I felt like them at one point during my travels.

The hangar deck has quite a number of aircraft on display including a Wildcat, Hellcat, Avenger, Dauntless, Stearman, B-25, and an F9F, which are all protected from the elements and appear to be in decent condition. The aircraft on the flight deck, Phantom, Skyhawk, Crusader, Corsair II, Intruder, Tracer, Tomcat, an S-58 helo, and others are exposed to the elements and are in rather rough shape. At least they are well secured so the next hurricane through the neighborhood won't blow them away. Below decks there are individual exhibits relating to all the carriers that participated in WW II, various battles, rooms devoted to various other navy combat ships including BBs, CAs, and DDs, as well as a section on the Japanese Navy. Many (nice) models, photos, artifacts and too much more to list made the tour well worth the price of admission.

I thought about touring the sub but my head was already aching from all the hits it took on the *Yorktown*, and my thinking was that the sub would be even less roomy! I spent so much time on the *Yorktown* that I missed the tour boat to Fort Sumter and while I was driving back to Myrtle Beach I remembered that the *H.L. Hunley* is in Charleston. Dang! I guess I'll just have to go back...

We'll see you at the next meeting,

Terry

In This Issue

SEATTLE CHAPTER CONTACTS

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

Vice President:
M. Keith Laird
1825 South 330th St. F-201
Federal Way, WA 98003
Ph: 206-491-0096
airboss78@comcast.net

Treasurer:
Spencer Tom
318 N.E. 81st St.
Seattle, WA 98115
Ph: 206-522-8414
slt1298@seanet.com

Editor:
Robert Allen
12534 NE 128th Way #E3
Kirkland, WA 98034
Ph: 425-823-4658
baclightning@yahoo.com

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.

November 11 **December 9**

2006 IPMS Vancouver Fall Show Report

by Robert Allen

One of the best things about IPMS Seattle is the excellent relationship the club has with its neighbors in cities such as Vancouver and Portland. The Fall IPMS Vancouver show has been a "must attend" event for many years for a large cadre of IPMS Seattle members.

This year's show took place on Saturday, October 7, and was once again located at the Bonsor Community Centre, next to the huge Metrotown shopping mall in Burnaby. And once again, despite following the Google map closely, I managed to get lost on the way there. Fortunately, this year I saved enough time during a very quick border crossing (less than five minutes) to actually make the judges' meeting despite getting lost!

Although the number of model entries was down slightly from last year - 472 against 528 in 2005 – there were actually more different modelers represented, 128 to 118. The quality of the models was exceptionally consistent. I was on the team that judged the ships, and every single model entered in the ship categories was a potential winner. There wasn't a ship entered in the competition that was anything less than excellent.

The Best of Show award went to Warwick Wright for his 1/72nd scale CF-18. Here are the trophy winners:

Trophy/Sponsor/Model/Winner

Best Armour - Allied or NATO/Maples Trophies /KV - 1E/Greg Harker
Best Armour - Axis or Warsaw Pact/IPMS Vancouver/Lynx/Phil Wyatt
Best Auto - Street or Show/Automotive Model Builders of Greater Vancouver/'55 Ranchero/Gerry Chevalier
Best Auto - Competition/Racing Miniatures/Ducati Racer/Robin Varley
Best Sci-fi Spaceship or Vehicle/OHMS/Chaos Rhino/Jack Gay
Best TV or Movie Monster/Monster Attack Team Canada/Karloff Pierce/John Hircock
Best Aircraft -Jet or Helicopter/Mike Grant Decals/CF-18/Warwick Wright
Best Aircraft - Prop Engine/Aviation World/Swordfish/Mike Mikolasek
Best Aircraft -Civilian/Whiskey Jack Decals/FW A 16/Tim Nelson
Best Nautical Subject/Internet Modeler/C'mon Canada to Victory/Kerry Jang
Best Royal Canadian Navy Subject/Neil Ramage/C'mon Canada to Victory/Kerry Jang
Best Figure/IPMS Seattle/Karloff Pierce/John Hircock
Best Diorama/IPMS Fraser Valley/C'mon Canada to Victory/Kerry Jang
George Price Memorial Award for Best Canadian Subject/Finescale Hobbies/CF-18/Warwick Wright
Best of Show Junior/Imperial Hobbies/'68 Rusty Mustang/Tyler Dawson
Best of Show Senior/Burnaby Hobbies/CF-18/Warwick Wright

IPMS Seattle winners in various categories:

Aircraft:
Biplanes/Vintage: 2nd place – Jim Schubert, Caproni CH.1
Single & multi-engine prop, 1/73rd & smaller: 3rd place - Jon Fincher, Etrich Taube
Single-engined jet, 1/72nd: 3rd place – Bill Osborn, Mirage 2000
Twin-engined jet, 1/48th: 1st place – Mike Millette, Alpha Jet
Multi-engined jet, 1/72nd: 1st place – Bill Osborn, Tu-160
Civilian airliner: 1st place – Tim Nelson, Focke-Wulf A 16
Civilian, sport and racing: 1st place – Jim Schubert, Caudron C.860
Conversions: 3rd place – Stephen Tontoni – Douglas DB-7
What If?: 1st place – Jim Schubert, E15K Norm
What If?: 2nd place – Mike Millette, Nieuport 17
What If?: 3rd place – Tim Nelson, Supermarine S.49

Armour:
Out of the Box: 3rd place – Bill Glinski, Sk. Kfz 7
Closed top AFV, post-1945, 1/35th and larger: 2nd place – Mike Millette, S tank
Closed top AFV, post-1945, 1/36th and smaller: 1st place – Jacob Russell, M1A1
Closed top AFV, post-1945, 1/36th and smaller: 2nd place – Will Perry, FT-17
Open top AFV and artillery, 1/35th and larger: 1st place – Bill Glinski, Sd. Kfz 7 and 88 flak
Open top AFV and artillery, 1/36th and smaller: 1st place – Will Perry, Sd. Kfz 22
Soft-skinned vehicles, 1/36th and smaller: 1st place – Carl Kietzke, VW bug

Autos:
Fire engines: 1st place – Carl Kietzke, Kenworth T-600
Racing, closed wheel: 2nd place – Carl Kietzke, '01 Dodge Intrepid
Autos, 1/32nd and smaller: 1st place – Carl Kietzke, Ford Model T Calliope
Autos, 1/32nd and smaller: 2nd place – Carl Kietzke, Mazda K360
Autos, 1/32nd and smaller: 3rd place – Carl Kietzke, Diahatsu Midget

Space/Sci-fi
Factual vehicle: 1st place – Tim Nelson, Chinese CZ-2F

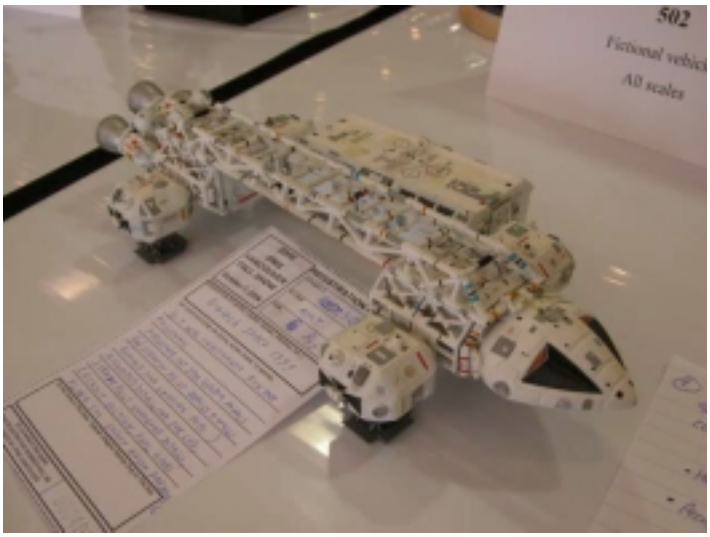
Ships:
Sail: 1st place - Rick Heinbaugh, *HMS Triton*
Sail: 2nd place - Rick Heinbaugh, *HMS Atropos*
Engined powered, non-Capital ship: 1st place – Rick Heinbaugh, *USS De Haven*
Submarines: 3rd place - Chris Banyai-Riepl, Type XXIII U-boat

IPMS Vancouver Show Photos

by Tim Nelson (except as indicated)

This page, clockwise from top left: A general view of the tables before they got filled up; Warwick Wright's 1/72nd scale CF-18, which took home the Best-of-Show trophy; Lorne Young converted the 1/48th scale Airfix Mosquito into a BOAC transport; Jacob Russell's category-winning 1/72nd scale Revell M1A1 Abrams; John Hircock's Best Figure winner, of Boros Karloff having his Frankenstein make-up applied.

This page, clockwise from top left: An Chu took a First and a Second with these two exquisite Italian cruisers (photo by Chris Banyai-Riepl); Mike Grant (of Mike Grant decals) built this 1/72nd scale Revell Hawker Hunter in Saudi markings; A Blackburn Perth, Vickers Virginia, Westland Wapiti, Short Rangoon, and other biplanes; Jason Tang built this Eagle from Gerry Anderson's Space 1999*; Seymour Douglas' category-winning '65 Chevy Impala.*



How to Build an Award-Winning Model in Three Days

by Chris Banyai-Riepl

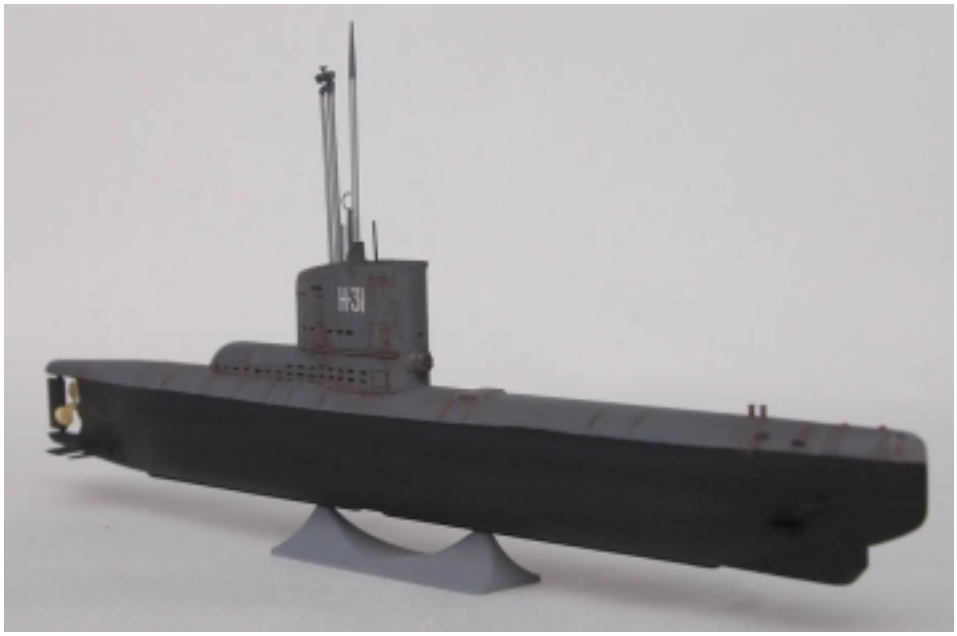
It can't be done, that's what all of you are saying. I can hear it quite clearly. You must quash those thoughts, though, and look at model building in a whole new light, because it can be done. I know, because I have done just that.

The key to building an award-winning model in just three days is, quite simply, subject matter. This is key for a couple main reasons, the primary one being the ability to build it quickly. This generally means few parts, easy assembly, and the need for minimal filler. A simple paint scheme is also a good thing, as that cuts down on the assembly time. To coin a popular workplace phrase, model smarter, not faster. For me, the kit I chose was the ICM 1/144th scale Type XXIII submarine. One glance at the parts showed why: this clearly has a simple assembly.

I started this project purely on a whim. The IPMS Vancouver show was a week away, and I had already resigned myself to not taking anything other than my own body. Then the ICM kit showed up, and I started fiddling around with it. It had been a while since I had fondled an ICM kit, and I was rather surprised at the quality. This is a nice kit! I had the main hull pieces off the sprues and taped together quickly, and it looked good. As I had some spare time, I thought I'd drill out some of the holes in the sail, as prep for a long-term project.

Out came the drill, and in about 15 minutes, I had all of the holes drilled out. Boy, it sure looked good! As there was no other steps needed before gluing the hull halves together, I figured I could spare a couple more minutes to get the main assembly together. At this time I was still thinking that it would go no further, as I had other work that needed to be done and I wanted to do the kit right. Well, the fit was so good that once the hull halves were together, my mind suddenly shifted gears: I could finish this, and finish it quickly.

As the hull was drying, I quickly popped over to the computer and did a bit of quick searching on the Type XXIII. I found out that it was not a common sub at all, having only been introduced in the German Navy at the very end of the war. It was a small sub, so small that it carried only two torpedoes, both of which had to be loaded dockside. Still, it had many of the design features found on the much larger Type XXI boat, so post-war it was picked apart by the Allies. It was these post-war operations that interested me the most.



The specific history of the subject I finally chose to model is interesting. It was launched in January of 1945, and as U-2353 it functioned in a training role until the end of the war in Norway. From Norway it went to Scotland, where it served under the designation N-37. In 1947, the boat was then transferred to the Soviet Union, where it was given the number N-31. It apparently served with the Soviet Union in one form or another until 1963, when it was finally broken up. It was this final scheme that I chose to finish my model, as I figured that by the time the Russians got to it and operated it a bit in the Baltic, it would start to look a little beaten.

After my bout of research was over, I returned to the model. A bit of sanding, a touch of Mr. Surfacer on the seams, glue the dive planes on, and this model was ready to paint. Total time elapsed, well, I don't know, but the sun was still up, so maybe a total of three hours, including research time. For painting, I grabbed a bottle of Tamiya neutral gray and hosed down the whole thing. With the gray on, I saw a couple spots that needed some more touch up, which I did with Mr. Surfacer. Another light coat, and the whole thing was set aside for the night. The first day is over.

The start of the second day, I once again inspected the boat to make sure things were flawless. Everything looked good, so I masked the hull line and sprayed Polly Scale Steam Engine Black on the underside. This is not quite a pure black, which works well for this scale. With the black on, I removed the tape and was pleasantly surprised with how well the sub looked. Almost seemed a pity to dirty it up, but I was dedicated.

The only decals needed on this sub were the numbers on the sail. I had never used ICM decals before, so I thought I'd protect them a bit by brushing some Future on them first. While I was doing that, I also brushed on some Future on the sail. While that was drying, I painted up the screw and the base. As I had quite a bit to dry, I called it quits for the second day.

Day three: the final day. The first step was the decals. The first one went on quite well, and responded quite well to my light dabbing of Solvaset. The second one was more problematic, as even with the Future coating, it fractured. I was able to piece it back together with some careful tweezer work, and once pressed into place it got a light dabbing of Solvaset as well.

While those were drying, I dug out my oils and started to mix up a rust wash. Starting at the front and rear and working towards the middle, I worked this wash in layers from the limber holes and other points of interest. By the time I reached the middle, the decals had firmly attached themselves to the sail and I was able to weather over them. Once I was happy with the rust, I mixed up a black wash and used that to fill the various holes and bring out the detail in the hatches. A final coat of Aeromaster flat coat finished off the main boat, with the last step being the addition of the snorkel, periscope, and screw. As the sun set on day three, the model was finished.

So, the model is finished, now on to winning the award. Earlier I said that there were a couple factors concerning the subject matter. The first, as you have seen, is the ease of building. Clearly, the ICM Type XXIII falls into this category. The second factor, which is just as important, if not more so, is the specific subject matter. As you can see here, the true key is to find a subject that has no more than two entries. With your entry as #3, you are **guaranteed** to win! And at the end of the day, a win is a win. So, to recap, choose a subject that is easy to build, and in a category that has only two entries. And that, folks, is how you build an award-winning model in three days.

By the way, it's hard to see in the photo, but the other two entries in the submarine category were simply stunning. Judging that category was simple for third place, while the battle between first and second was tough. Both of those were a couple orders of magnitude better than my Type XXIII, and really deserved the accolades they received. Another interesting point is that, although all three models were roughly the same size, they were three different scales: 1/700 for the Type XXI, 1/350 for the Gato Class, and 1/144 for the Type XXIII.

[Thanks to Chris and **www.internetmodeler.com** *for permission to use his and Bill's articles in this issue - ED]*

Hurricane Bookshelf: I Didn't Know That!

by Scott Kruize

War Planes of the World With 60 Full-Color Pictures: A Companion Book To "Airplanes Of The USA"
by John B. Walker
Copyright 1940, 1942, 1943 by Whitman Publishing Co. of Racine, Wisconsin.

Say: any of you guys remember such a book? Help me out!

My attempts so far on Amazon, aLibris, and eBay's 'half.com', have led me to this "consolation prize", a similarly-purposed little volume. It's only 3 ½" x 5 ½", 64 pages, with a patriotic Minuteman on the back cover, "Buy War Bonds and Stamps."

This is only the latest of several publications I've seen that were actually printed during the War. All have fascinating pictures and points of view reflective of the times. The odd part is the highly-variable quality of the information; sometimes it's…ah…well, here are a few examples:

Note cover: reassuringly sturdy star-spangled 'Jugs' blast away at 'Zeros' which fall in flames, right and left…

I'm looking for an illustrated children's book a neighbor let me borrow when I was about nine. It was so cool: slender, but each large (9" x 12"?) page had a short description below the most dramatic artist's rendering of a World War II fighter in action! The listing of used books over the Internet in the last few years have encouraged me to hope that I might have it again, some day. Haven't found it yet, but that doesn't mean it isn't out there…Too bad I just can't remember the book's name, or any other usable 'search engine' data. Back then, I wouldn't have paid any attention to the author's or artist's names, or the publishing data, except that I dimly remember its copyright date as 1944…

Illustration from page 5: "A machine gun does this"

P-47 Thunderbolt, page 7. "It has dived at 725mph. Armament details are secret, but the P-47 is believed to carry six machine guns and one or two shell-firing cannon."

North American P-51 Mustang, page 11. "Armament consists of four or six machine guns mounted in the wings and a shell-firing cannon which shoots through the propeller hub."

Grumman F4F-3 Wildcat, page 12. "It has a top speed of better than 350 m.p.h."

Brewster F2A-3 Buffalo, page 14. "Armament consists of two machine guns firing through the propeller, plus two shell-firing guns mounted in the wings."

Douglas TBD-1 Devastator, page 16. "A torpedo plane of the latest design… it has a top speed of 275 m.p.h."

Supermarine Spitfire, page 26. "Powered with a Rolls-Royce Vulture engine, it betters four hundred m.p.h."

Hawker Hurricane, page 27. (You KNEW I was coming to this, didn't you?) "Second to the Spitfire in the early days of the war, the Hurricane and its sister-ship the Tornado are now its equal. Powered by the new 2000 hp liquid-cooled Rolls-Royce Vulture, their speed is reported as 400 m.p.h."

Focke-Wulf FW-190, page 44. "Armament consists of six 7.9mm machine guns, mounted three in each wing…They're designed to fight at extreme altitudes, above 35,000 ft."

Heinkel He-113, page 45. "Superior to the more publicized standard Messerschmitt Me-109F, the He-113… has a top speed of 380 m.p.h…Latest models shot down on the Russian front were armed with a 20mm

shell-firing cannon, operating through the propeller hub, and four 7.9mm machine guns. Its terrific rate of climb and service ceiling of 37,500 feet enable it to prey on our high-altitude Flying Fortresses."

Messerschmitt Me-110, page 47. "Best armed, best built, most efficient, and most feared of all German fighting planes is the twin-engine Me-110."

Mitsubishi 00 (sic), page 53. "Best fighter in the Japanese air forces, the Zero is fast (between 375 and 400 m.p.h.), and heavily armed. One version carries one 37mm and two 20mm shell-firing cannon plus two .50-caliber machine guns. It is powered with a 1200 h.p. Mitsubishi engine copied from the American Cyclone."

Nakajima 97, page 54. "Nippon's best torpedo bomber is an outright copy of the Douglas TBD Devastator…it has a top speed of about 200 m.p.h."

Kawasaki T-98, page 56. "A compact and efficient fighter and ground-attack plane second only to the Zero…It is a close copy of the now obsolete American-built Seversky P-35."

Macchi A-202, page 58. "Italy's latest single-seat, single-engine fighter is still obsolete by modern standards. Armament is pitifully inadequate—two machine guns firing through the propeller. Introduced in North Africa, it has been out-flown, out-gunned, and out-fought by its Allied adversaries."

Fiat G 50, page 59. "Armament consists of four fixed machine guns, two in top deck firing through propeller, doing wings firing outside disk swept by propeller."

What to make of all these 'gems' of information…? Here are my comments, mostly from memory, but with an occasional assist from more recent materials resting on the Hurricane Bookshelf:

Thunderbolt: It's been explained to me many times that so-called near-supersonic dives attributed to our super-fighters, particularly the P-38 and P-47, were simply prohibited by the laws of physics. They did get up to quite frightening velocities while going downhill, and did experience some odd aerodynamic behavior –-no doubt to the consternation of their pilots - but they cannot possibly have approached the speed of sound. Their instruments - particularly airspeed indicators - malfunctioned at speeds beyond reasonable design limits.

As far as armament goes, so far as I can make out, the 'Jug' was designed from the very beginning to carry a battery of eight .50-caliber machine guns.

North American P-51 Mustang: Never, at any time, was the P-51 fitted with anything remotely resembling a "shell-firing cannon which shoots through the propeller hub" – and before you suggest that perhaps Mr. Walker merely confused this plane with the P-39 Airacobra, be aware that it's on his book's preceding page.

Grumman F4F-3 Wildcat: I know a little of how slippery and uncertain quotes of maximum speed are, but everything on my bookshelf tells of about 320 m.p.h., at about 14,000 feet.

Brewster F2A-3 Buffalo: Only ever armed with machine guns: four .50s in American service, rifle-caliber (.3") in foreign service with Great Britain and Finland.

Douglas TBD-1 Devastator: It could be described as "a torpedo plane of the latest design" only when introduced into service in mid-1937. It was hopelessly obsolete by the time it was committed to combat, trying to torpedo the First Carrier Striking Force past intercepting Zeros, then antiaircraft fire. Bookshelf technical references call out a maximum speed of just over 200 m.p.h., but personal recollections of its pilots say that, at sea level carrying a torpedo, their speed was only about 100 knots – no wonder it suffered such horrendous casualties at Midway!

Supermarine Spitfire: The Rolls-Royce Vulture was a failure that never powered anything operationally. Most wartime Spits were Merlin-powered, with Griffon models appearing towards the end of the War.

Hawker Hurricane: Nice of him to suggest the Hurricane eventually became the "equal" of the Spitfire, but it would be nicer if this had some accurate basis. Hurricanes were only powered by Merlin engines. These increased in power throughout the war, but for Hurricanes, that only enabled the carriage of larger and larger armament loads. They never went any faster than perhaps 340 m.p.h., often much less. And the Tornado was a dead-end experimental plane, dying when the Vulture was cancelled. Hurricane successors were the Typhoon, then finally the Tempest V, both powered by the Napier Sabre. I don't expect Mr. Walker to have known all the particulars, but by 1943 he should have been able to distinguish between the Tornado and the Typhoon – which he doesn't mention.

Focke-Wulf FW-190: The conspicuous thing about the 190's armament was its mismatched variety, as in the first major production model, the A-2. It had twin 7.9mm cowl machine guns, a pair of MG 151 20mm high-muzzle-velocity cannons in the wing roots –all synchronized to fire through the propeller blades—and a pair of light, short-barreled, low-muzzle-velocity MG FF 20mm guns outboard. Even the most elementary "Introduction to Physics" course for non-majors, like I took, explained in the section on ballistics that mismatched guns can't fire projectiles on similar trajectories; they always diverge. So even if a 190 pilot were good enough to get on target with one set of guns, he'd be off with all the rest!

As far as altitude performance goes, I'll just quote William Green: "…the FW-190A… was a truly formidable fighter at altitudes between 16,400 and 24,600 feet, although speed fell off rapidly above and below this altitude band." (*Warplanes of the Third Reich*, page 200)

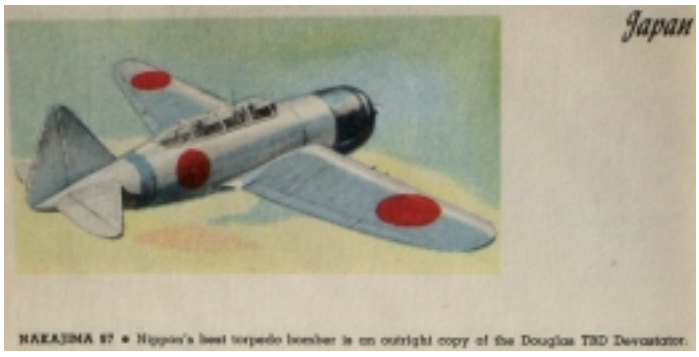
Heinkel He-113: a "plane that never was". A handful of Heinkel 112s and 100s served export customers, experimental programs, and a clever propaganda campaign, apparently with great success in bamboozling Mr. Walker and Company. None was ever "shot down on the Russian front" or anywhere else, nor did they ever engage Flying Fortresses. (Which, by the way, advanced and formidable though they were, never flew combat missions anywhere near as high as 37,500 feet.)

Messerschmitt Me-110: "Best armed, best built, most efficient, and most feared of all German fighting planes…"? Say what?! The 'Zerstorer' squadrons took way too many casualties fighting the outnumbered, obsolete Polish PZL fighters in September 1939, and were so badly mauled during the Battle of Britain that they had to be withdrawn. (Hurricane pilot direct quote: "Getting on the tail of a Messerschmitt 110 was a perfunctory maneuver.") I can only suppose that he must have been impressed with stories from our air force's early experience, attacking Occupied Europe with unescorted heavy bombers in 1942. An Me 110 would be a frightening assailant to a B-17 or B-24, but the instant escorting fighters came to support them, 110s would be doomed.

Mitsubishi 00 (they were all Zeros, you know…): The deep racist streak in our wartime psyche was at its worst with all things Japanese. We wanted to have it both ways: our defeats were due to treacherous backstabbing by those sneaky slant-eyes…and such irresistible material superiority as they used was only possible by their copycatting our own technology. "…the Zero is fast (between 375 and 400 m.p.h.)…carries one 37mm and two 20mm shell-firing cannon plus two .50-caliber machine guns." Well, no wonder our poor P-40s, P-36s, Buffalos and Wildcats were so overmatched! But note that its powerplant was "a 1200 h.p. Mitsubishi engine copied from the American Cyclone."

The facts, from my bookshelf: the Mitsubishi A6M had two 7.7mm machine guns in the cowl and a pair of 20mm cannon in the wings, and could approach 340 m.p.h. Its Army contemporary, the Hayabusa, so often mistaken for a Zero, had twin 12.7mm (.50 caliber) cowl guns only and topped out at about 320 m.p.h. These speeds are roughly comparable to their American and British opposition (you knew that included Hurricanes, didn't you?) – but their sparkling performance - particularly in climb and maneuvering flight - had nothing to do with mindless "monkey see, monkey do" copying, but was instead a product of careful, accurate, lightweight design engineering and construction craftsmanship.

Yes, they did copy some American technology: they made license-built Wright and Pratt & Whitney radial engines, along with radial engines licensed from Britain and France. But the Japanese engineers refined and extended the technology they learned from us, and did a lot of innovation on their own. Super Duralumin - the metal permitting such strong, lightweight airframes - was developed and first manufactured by the Sumimoto Metals Corporation!



NAKAJIMA 97 • Nippon's best torpedo bomber is an outright copy of the Douglas TBD Devastator.

Nakajima 97: "…an outright copy of the Douglas TBD Devastator… it has a top speed of about 200 m.p.h." I couldn't resist printing out three-views and specification charts of these two aircraft, and comparing them. They don't have a single solitary design detail in common! And if the Nakajima (whose correct military designation is B5N) is such a direct copy, why isn't its speed quoted as being identical to the Devastator? In fact, it flew about 25 m.p.h. faster than its American "template"…but I guess that fact was too much for Walker and Company to stomach.

Kawasaki T-98: OK, we can cut Mr. Walker a little slack, and merely observe that the illustrated fighter is actually a Nakajima Ki.27…but he can't get away with "It is a close copy of the… Seversky P-35." They've even less in common than the TBD and B5N!

Macchi A-202: So: we're going out of our way to show contempt for Italian technology, too? The 'Folgore' was armed with four machine guns, or two, plus two wing-mounted cannon, and everything I've read is that technically, its introduction over Africa established immediate ascendancy over all opposing Allied types, especially Hurricanes and Curtiss Hawks. They suffered losses, but inflicted them, too, even on super-fighters like P-38s and Spitfires. The main fault that I've read of: it was beyond the Italian aircraft industry's ability to keep even a hundred of these superb fighting machines in the field.

Fiat G 50: The armament 'information' is all backwards…the Macchi 202 is the one with four guns, the Fiat only two.

Even the very first bit of Walker prose I cite in this review is nonsense. Only in **Hollywood** does a machine gun stitch neat rows of holes along aircraft structures!

I'll stop here. You're welcome to borrow this book and read its astonishing 'information' for yourself. Fortunately, inquiring minds could find other publications during the War, and some are on the Hurricane Bookshelf. Watch this space in future…maybe we'll get some facts out of them that we really didn't know!

Fine Molds 1/72nd Scale Kabaya Ka-Go, Model 1

by Hal Marshman, Sr

Wassat? Yeah, I never heard of it either. In the dim recesses of my mind, I vaguely remember some mention somewhere of a Japanese autogyro, but the memory faded pretty quickly with more important stuff like P-47s and Bf 109s pushing it further and further back into the darkness. Comes the '06 IPMS Nationals at Kansas City, and in the "World's Largest Hobbyshop" I spotted the Fine Molds kit and at a decent price, and I just had to have it, it was so darned cute. Kinda looked like a mosquito or praying mantis. Spindly landing gear, humped back and so forth.

This autogyro was was developed for the Imperial Army as a recon and army co-op bird. It was quite widely used - about 35 of the in-line version, as modeled, were built, and about 60 of the radial-engined version. About 50 entered service with the Japanese, and they were used for short-range anti-submarine patrols in Japanese home waters. As Peter Brooks in his book *Cierva Autogyros: The Development of Rotary-Wing Flight* notes, "[the Kayaba autogyros] were probably as widely used operationally as any aircraft of this type produced anywhere in the world."

The Fine Molds model comes in medium gray plastic, neither too hard or too soft. The surface detail is well done, with the fabric covered areas nicely done and moderately subtle. There are of course, no locating pins, but gently sand down the edges of the fuselage and match them up carefully, and you can get a good match that will require little sanding. When you do get to the sanding, take care with the simulated leather coaming around the cockpits. I ended up sanding mine away, and replacing them with scratch built ones made from Evergreen round stock. Before mating the fuselage halves, the interior has to be built. It's quite simple, with a floor, two seats, one stick, and pedals for the rear cockpit. Although both crew areas feature a basic instrument panel, there are no decals for same. The fuselage insides do include some basic cast-on framing and control boxes which come off well if shaded and highlighted. The landing gear is rather complex, with little to assist you in their placement. Slow drying super glue is the ticket here, so that you can place and adjust. You want port and starboard units to match through all dimensions, and the gear to sit squarely on the ground, and not list to either side. The model when finished measures 3-3/4 inches in length, so any deviation is going to show. I filed a little off the bottom of each tire to indicate weight. That and hand made seatbelts were the only non-kit modifications. The rest of the kit built up rather quickly, with no wings or dihedral to worry about. Handle the rotor blades carefully as they are very delicate once assembled. The two-bladed prop does feature a well cast front plate with attachment bolts nicely rendered. Keep a good eye on your "carpet monster" while handling and placing the minute clear windscreens, they are very tiny, but well done.

The kit instructions are in Japanese, but moderately well illustrated. Three different paint schemes are shown, one in silver lacquer finish, one in over all IJA green over light gray, and the third like the second, but with a sandy brown splotch type camo applied. Aside from the serial number in white, the only other markings consist of the rotor warning stripes. A word about this interesting set up is in order. The stripes are for both the upper and lower surfaces of the rotor blade, with one set near the end of the blade, and the other set nearer to the rotor center. For some inscrutable reason now lost to the ages, one blade features one stripe at both locations, the next blade, two stripes at both locations, and the third blade, three stripes at both sites. Sort of a rather interesting arrangement. Naturally, the sheet carries Hinomarus, being the white outline style.

Construction is basic, and I've covered most of the take care areas above. I'd leave the rotors off until the very last item, due to their fragility. It's wise to also omit the pitot tube located on the knee of the starboard gear until last.

So there it is, a spindly model of a very rare and relatively little known Japanese autogyro. It runs about 15 to 19 bucks.

Movie Reviews – The Originals

by Jon Fincher

You know, the biggest problem I have with Hollywood today is that the number of movies based on original ideas is quickly approaching zero. We are given movies based on books – in some cases, the only connection between the movie and the book is the title (*Total Recall*, anyone?). We are given movies based on TV shows – usually bad TV shows you would only watch now when insomnia hits (*Car 54*, anyone?). We're given movies based on comic books (or graphic novels, if you're over 13) – action packed thrillers with more money spent on special effects than on talent, and with none of subtle nuances that make graphic novels so damned entertaining (*The League of Extraordinary Gentlemen*, anyone?) And finally, we're given movies that are based on other movies, which is the height of laziness to me – remakes of old classic or lost cult films, modernized and, worst of all, sterilized for today's society (examples are too numerous to mention, but I'm waiting for someone to dare green-light a remake of *Citizen Kane* before I boycott Hollywood completely). The two movies I'm reviewing were fodder for recent remakes, and we'll see how the remakes stand up to the originals.

Vanishing Point

First on the block is *Vanishing Point*, a 1971 cult classic starring Barry Newman (from 1970s TV's *Petrocelli*) as a driver identified only as Kowalski who works for a car delivery service in Denver. He's charged with delivering a supercharged 1970 Dodge Challenger (sweet!) to San Francisco over the weekend, but, for reasons of his own (and never revealed to the viewers, other than a bet he makes), he wants to get to San Francisco by 3 pm the following Saturday, 15 hours from his start. Leaving Denver at midnight, two motorcycle cops try to pull him over (ostensibly for speeding, but that's never revealed either), and he runs both of them off the road. That starts an escalation on the part of Colorado, Nevada, and finally California state patrols (Utah is never involved, for some reason) to stop Kowalski. Word of his "free ride" to California catches the attention of a local radio DJ named Super Soul (played by the late Cleavon Little), who acts as Kowlaski's guardian angel, passing on as much information as he can, when he's not being beaten by racist cops. Super Soul talks one-sided to Kowalski throughout the movie, as Kowalski speeds out of the Colorado mountains and through the western desert onto his final destination.

Kowalski meets a number of characters along the way, some mainstream and some counter-culture for the era. He manages to run a man in an almost-restored drop-top Jaguar off a bridge in what appeared to be a certainly fatal accident that the driver walked away from (suspension of disbelief meter jumped when I saw it). He later meets with an old prospector in the desert who now trades captured rattlesnakes to a traveling hippie revival show for coffee, flour, and beans (lots of beans), and who helps Kowalski avoid detection by police helicopters. His final connection is with a motorcyclist who lives in a trailer in the desert, and whose girlfriend has been tracking Kowalski through newspapers and magazines throughout the years. In these interactions, and through other dialogue, we learn Kowalski is ex-Army, a former motorcycle and automobile racer, as well as a former cop. He flashes back to motorcycle and auto racing crashes, a love affair he had with a hippie girl, and his efforts to stop his police partner from raping a young girl caught in a drug bust. These flashbacks aren't well separated from the rest of movie – often, the only warning you get is that the background scenery changes.

The main reason for this film to be of interest to modelers is, of course, the car Kowalski drives. The 1970 Challenger R/T is reported to be supercharged by the police, and if the small hood scoops don't tell you there's more than an air cleaner under the hood, there's little doubt of it given the driving that was supposed to have taken place. Although the car was white, the property master on the film reports that the cars they received to use during the film were green, and painted white for the picture. Four of these cars sported 440 supercharged engines, while one, used only for exterior shots, was a 383 automatic (note: rumors aside, none were Hemi-powered). There was a sixth car used during the tragic final scene – however, rather than sacrifice a Challenger (and invoke a lightning bolt from the Mopar Gods), a 1967 Camaro was used instead (apparently, the GM Gods were on vacation). Other cars seen include the 1960s vintage Jaguar (complete with Bondo on the front body panels), several green and brown 1960s Buicks and Plymouths driven by the police officers, some Harley Davidsons used by the police (as well as the custom chopper ridden by the motorcyclist who helps him), and an old 1950s Ford broken down on the highway from which Kowalski extracts two hitchhikers who try to rob him. The movie is basically one long chase scene, and in my opinion, beats the chase scenes in *Bullitt* by a landslide.

This movie is a counter-culture cult film, not unlike *Easy Rider* in look, feel, and message, but much easier to follow with better plot movement, easier to follow dialogue, and slightly better acting. A remake was made for TV in 1997, starring Viggo Mortensen (from *G.I. Jane* and *Lord of the Rings*) as the now fully named Jimmy Kowalski – his reason for driving fast from Denver to San Francisco is given as his wife having a difficult child-birth. The plot runs similar to the original, although Kowalski now drives a Roadrunner (called a Super Bee in the movie) – when the producers of the remake found out how much a restored or restorable 1970 440 Challenger R/T cost in 1997, they decided to go for a "cost effective alternative". Kowalski also diverts onto an Indian reservation rather than the trackless desert to provide the necessary life reflection and flashbacks. The endings are similar, but other than that, there is no real comparison – these are two movies with similar plots and the same name, but completely different looks, feels, and messages.

Modelling Potential: Five Stars. AMT re-released their 1/25th scale '70 Challenger R/T as the car from the movie in 2003 (kit #38041). References for this car are easy to find online, 440 Mopar engines are easy to find and build, and as if that weren't easy enough, all the cars used were delivered stock from Chrysler and painted white. Want to up the degree of difficulty? Do a diorama of the final scene with an AMT '67 Camaro.

Storyline: Three and half Stars. The plot flows well, with easy dialogue, but flashback scenes aren't well separated. Some people make a big deal out of Cleavon Little's role in the movie, but other than some flavor and the odd bit of info his character passes on, his scenes just slow the movie down (just how powerful is that transmitter, anyway?).

The "Guy" Factor: Four Stars. Fast cars on open roads, Barry Newman looking the part of a free riding rebel, and nude wimmin' – what else could you want? Slow action in the middle of the movie, but when there is action, it keeps you in your seat.

Overall: Four Stars. It's a cult film, so act accordingly. Some nudity and easily available (and freely used) drugs might scare you away from letting the young 'uns watch, but if you like classic muscle cars and can handle the free-wheeling spirit of the late 1960s to early 1970s, you'll have a ball.

The Italian Job

And now for something completely different – from a movie about cars to a movie with some cool cars.

Made originally in 1969 and starring Michael Caine as Charlie Croker, *The Italian Job* tells the tale of a recently released British thief and his plan to steal a mountain of gold (£4 million Pounds worth) from an Italian armored car on the streets of Turin (also known as Torino). Answering to Noel Coward as the local crime boss running his empire from prison, Croker assembles a group of semi-misfits, including Benny Hill, into his team, and begins rehearsals of the plan, destroying several Mini Coopers (and a mock security van) in the process. The group then breaks into a number of teams, "invades" Italy under threat from the local Mafioso, and attempts to pull off their plan. An open ending leaves room for a sequel which was never shot.

Despite any indication, thoughts, conjectures, or other ideas you may have, this is not a crime thriller – this is a comedy, in the style of *The Sting*. Croker's team are capable at their jobs, but as mentioned, are half-wits – during driving tests in the Mini Coopers, two are seen crashing (one rolls off a ramp, while the other jumps it and hits the first one). After the demolitions expert destroys the mock security van, Croker yells at him, "You were only supposed to blow the bloody doors off!" Benny Hill is wonderful (although he's not on screen a lot) as the bumbling Professor Peach, locked up in a "home" because of his fetish for big women – after he manages to sabotage the Turin traffic computer, he's thrown in an Italian jail for "attacking" a portly woman on a local cable car.

Despite the characters' foibles, the crew does manage to steal the gold, loads it all into three Mini Coopers (painted red, white, and blue, and always appearing in that order), and embarks on a long chase through the back streets, houses, churches, and sewers of Turin with the Italian police close behind. The Minis used were purchased, as BMC would not donate any cars for the film. Fiat Motors, however, donated plenty of cars as well as opened the Fiat Motors factory grounds and test track to the crew (part of the chase scene included a jump across Fiat factory roofs). The traffic jams in Turin were partly real, as the film crew, the Chief of Police, and the head of Fiat had certain roads blocked off to create the traffic jams.

As with *Vanishing Point*, the main impetus for a modeler to watch this movie is for the car modeling potential. Three mildly modified Mini Coopers are easy to identify, but the others are more challenging to track down. Croker drove a silver Aston Martin which looks like a drop-top DB4 or DB2/4 to me, and some members of his crew were in late 1960s Jaguars. The man with the original plan is seen crashing his Lamborghini Miura early in the movie. Tons of Fiats in Italian and Torino police markings can also be seen. A bus delivering the rest of the team into Italy (as well as providing the escape vehicle) I could not identify, but is notable because it had two front steering axles.

In 2003, a remake of *The Italian Job* starring Mark Wahlberg as Charlie Croker was made. However, the similarities between the original and the new versions are few: some gold was stolen from Italy, and three Mini Coopers (this time, made by BMW) were used in a chase scene. Otherwise, the pictures are fairly different – there's a double-cross that dominates the remake's plot, the actual job documented in the picture takes place in Los Angeles, the team is much smaller, and there is a love interest happening that gets in the way. I liked the remake when it came out (I happen to be a big Charlize Theron fan), but it is a different movie than the original.

Modelling Potential: Four Stars. Old Mini Coopers are classic cars, and there are kits of them available. The modifications are light and easy, mostly adding fog light bars. Fiat 500s would be tougher to find or scratchbuild, and not as recognizable. The Aston Martin would make a great die-cast conversion, and the older Miura would be nice to build even without the film as reference.

Continued on page 16

Trumpeter 1/72nd Scale Tu-160 "Blackjack"

by Bill Osborn

I hoped someone would produce a kit of the Tu-160 ever since Trumpeter came out with the Tu-95 "Bear". I have wanted the Tu-95 for a long time, and when a good one came along I was first in line at the hobby shop. The model is still waiting to see a drop of glue. This was not the case with the -160, as soon as I got the box home the work began. One thing I've learned from this model is, be careful what you wish for - you might get it. This thing is huge; it was a real hassle working on it in my confined workroom.

I'm not going to bore you with a description of the parts, most of you have seen Trumpeter kits and know the quality and quantity. The three things you need to know before you start sticking parts together are, read the instructions, study the instructions, and obey the instructions. Just because you're an accomplished model builder don't think you can start slathering on the glue because you know where all the parts go. I had to cut several sub-assemblies apart when I tried to mate them to other assemblies.

As with most models, I started with the front office. As with the rest of the kits from this line, there are well done photo-etch parts for all the instrument panels. I dutifully painted them and glued them to the already painted cockpit. There are four stations in the cockpit, so each location has a full load of equipment. After getting all the seats and consoles glued in, the cockpit sidewalls go on, there is a strange wavy part that fits between the sidewalls. This was weird until I put the aft bulkhead on. There are two small parts that go on the panel. I'll give you a hint, it's white and has a hole in it. That's right, it's the head. Some times we get too much detail. It's nice to know that all this detail is there and you've spent so much time painting it all up nice and pretty, because when it goes in the nose section you can't see a thing. I didn't even use the two aft seats.

The next step is to mount the nose gear to the under side of the cockpit floor. I'm not too fond of this, as I tend to snag things that are protruding from a model, which leads to bad words. But, it must be done, because the gear must fit between the gear well sides. These parts need to be painted before they are installed due to the fact that the gear struts and wheel well are different colors. The best way to work this out is to tape the well together with the struts in place and glue the gear assembly together and then remove the assembly after it has set. There are details molded onto the sidewalls and bulkheads, so it will be easier to paint the well and details while every thing is flat.

The next projects are the bomb bays, they are built up like the nose gear assembly. The rotary launchers are made up of 14 parts, and they must be painted before the missiles are glued on. The color call-out is 80% silver and 20% gold. I tried several different kinds of paint but couldn't get the color to come out, so I went the old stand-by Alclad, it may not be the right shade but it's sure pretty. Now, at this point I made my first mistake. I built up the missiles I was going to use, (two types are furnished). However I didn't mount them to the launcher spindle. Remember I said to study the instructions? Well I didn't. The bomb bays are assembled like Lincoln logs. All the parts are inner locking, and once the bays were glued together I couldn't get my fat fingers and the missiles into them. Maybe at that point I should have thought about closing the bay doors.

Moving right along, the next sub-assemblies are the main gear wells. I have not mentioned yet that there are a lot of small details to be added to all these assemblies that a good modeler will want to paint and weather and really detail. I don't do much of that, too lazy I guess. By this time, there are getting to be a lot of sub assemblies laying around and back in that big box all those small parts came out of. The next items to be attacked are the engine inlets. This is where I found an error on the drawings. The instructions call out that the inside of the inlets are to be painted white. The color pictures in my reference book shows them to be gloss black. (*Red Star Vol. 9* by Yefim Gordon). All of these sub assemblies need to be painted before they are glued together. Sometimes this doesn't make much sense but it all works out for the best. The exhaust cans were assembled at this time, and painted with various shades of Alclad, these are simple to put together and consist of six parts each.

Now we come to the wings. There are three choices for you to chose from, Full sweep, open with flaps and slats up, fully forward

with flaps and slats up, or full open with everything hanging. The only way you can be correct with the wings at full sweep is to mount it on a stand, or hang it from the ceiling. The wings are never swept on the ground, as the aircraft will over balance and go boom on its tail. I chose to open the wings and let every thing hang. There are 20 tabs to mount the flaps and slats to the wings, each one is different and must be mounted in the correct order. So if you are the guy who clips off all the little parts, and I know a few who are, you will be in a world of hurt when it's time to put on those hangy down things. There is a large tab that will let you sweep the wings, but it should be glued in the proper position, as the wing geometry changes as the wings sweep.

Now that we have the small stuff done it's time to see if it all fits inside the body. There are four main body parts, upper and lower nose, and upper and lower main body sections. The cockpit is glued to the lower nose section, and then the lower nose is glued to the lower main skin. The two bomb bays are put in place along with the pre-painted turbine faces. The wheel wells also are installed now. Care should be taken to get the bays and wheel wells facing the right way, I managed to get one of the bomb bays reversed. But if you keep quiet nobody will know. At this time I had a brainstorm, (actually, it was just a small drizzle), since this thing is so large with the wings open I decided to see if I could make the wings removable. I sanded down the wing tab box on the lower skin until it was just a little higher than the tab on the wing and glued a thick chunk of sheet plastic on top, so that the wing will slide in and out. You know what? It works. Not all of my ideas don't work.

The time has come to glue the two upper skins together. The nose section doesn't match up with the aft skin real well, and needs to be sanded down a little bit, which means some lines need to be rescribed. There also some matching problems with the wing and body fit. Nothing major, just requiring some filler and sanding.

The next assemblies are the main landing gear; here is another place I screwed up. You get two very nice metal parts that are sandwiched between two heavy main strut halves, I mismatched these parts at least twice before I got them right. There are also a couple of links that go in between the two halves, but don't glue them just yet; there are more parts to fit on the same struts. After getting the gear struts together, they are mounted into the main body, by way of two tapered tangs that fit reinforced holes in the forward wheel well bulkhead. A dry fit and some adjusting may be needed, as my gear came out a little pigeon-toed. There are a few struts and rods that need to be added to finish the gear assembly, however, if they are installed it makes for one heck of a masking job to paint the body. Looking back, it would have been easer to paint the area around the wheels before putting the gear in. With the gear on I thought it would be a good idea to be sure all the wheels were on the ground. Since the main gear trucks hinge to allow the wheels to remain on the ground as the aircraft rotates I did not attach the oleo that restricts the truck movement. This idea of mine didn't turn out, as it proved to be very hard to install the oleo with the wheels installed. I did manage to get all the tires to sit on the ground at the same time, until I stuck the wings and tail surfaces on. Even with the six wheel bogeys, the nose came off the ground. Since there were no openings in the nose to add weights, I had another flash of insight; I cut off the noses of six of the missiles I had not yet tried to add to the bomb bays and added enough lead to hold the nose down (another flash in the pan). Save yourself the trouble and weight to the nose section first.

Now you can put the engine inlets on. Check fit the inlets before you add the glue, because the inlets are built to fit the body contour. Add the inboard nacelle covers, and move on to the tail assembly. The vertical is in four parts, the lower vertical and the upper part that is a full span rudder. I did not glue the rudder on as I take models to shows and none of my boxes are big enough. If you don't have that problem, do not glue the rudder inline with the vertical. When the aircraft is on the ground the rudders are canted off to one side, most of the time to the right. The full flying horizontals mount on a rather small rotating rod that is sandwiched between the two vertical halves. This rod is short and not too strong allowing the horizontals to sag span wise. I replaced the rod with a longer brass tube. The horizontals need to sag about ten to fifteen degrees when on the ground.

I think the hardest part of building this model was the painting. I saw a picture of a natural metal –160 from this year's Nats, it looked real good and the builder has my congratulations on a job well done. I went with the simple all white scheme. It should have been a snap, yea right, I had the wings and tails off, but it didn't help much. The model is so large I kept bumping into things as I moved around. The decals went on with no problems. I might have done a Ukrainian bird but only Russian markings were provided.

I would really like to do another one, but that's very much out of the realm of possibility. There is no way I could get two of these monsters in my display cases.

Flags of Our Fathers

by Terry D. Moore

This movie is perhaps one of the best that I have seen this year. Directed by Clint Eastwood, it tells the story of the six Marines that raised the replacement flag on Iwo Jima. The movie skips back-and-forth in time from the battle, to the present day, to the bond tour that the three survivors were sent on shortly after the battle. The battle scenes are quite graphic (the movie has an R rating because of that) but the movie is not dominated by the battle. I've heard a few complaints about that from modeler types who thought the movie was to be about the battle itself, which I found to be quite absurd as the movie is about the six flag raisers, the three survivors, and their history. Of necessity, the movie is laden with special FX, including nearly the entire invasion fleet (although they did use a number of landing craft, a liberty ship, and the BB *Texas*, which participated in the battle), the aircraft: Corsairs and a B-29, and the entire island of Iwo Jima, all computer generated.

Most of the live action scenes taking place on Iwo were filmed in Iceland, where the terrain, including the infamous black sand, closely matched that of Iwo Jima.

Flags of Our Fathers is based on the James Bradley book of the same name, which I read **after** I saw the movie. Save for the way Clint Eastwood filmed it, with all the flashbacks, it follows the book quite closely. It is a very powerful film and I highly recommend it. And I saw something that I've never seen before. At the screening I was at two weeks ago, the house was about 3/4 full. After the movie ended **nobody left**. Nearly everyone stayed and watched the credits. It was amazing. And after the screen went dark the silence was deafening. See the movie.

In February, 2007, the companion film, which was filmed at the same time, will be released, titled *Letters from Iwo Jima*. It is from the Japanese perspective, using Japanese actors, with subtitles. It should be an interesting film.

The Originals

from page 13

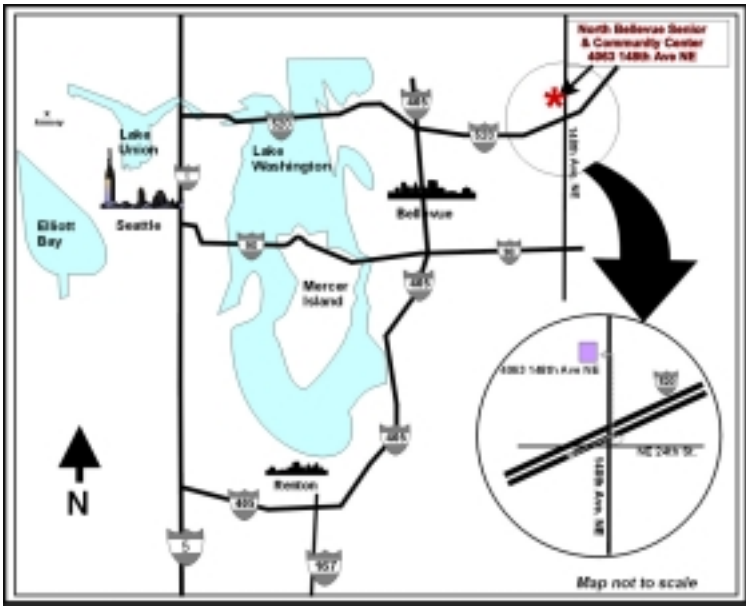
Storyline: Three and half Stars. The plot is tough to follow in the beginning, but gets better as the movie rolls along. Expect hidden (read: British dry, somewhere between Benny Hill and Monty Python) comedy, and some continuity and factual errors (the differential in a Mini is in the front, not the back).

The "Guy" Factor: Three Stars. It's a heist movie, with some 60s style sexiness thrown in (read: *Laugh-In* style sexiness). The chase scene with the Minis towards the end is well pieced together, and the open ending is both funny and fitting.

Overall: Three and half Stars. I liked the original, even after having seen the remake first. Overall, the modeling potential is less than desired, but better than the latest chick flick at the local mega-plex.

Next time: *Le Mans*

Meeting Reminder



November 11
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.