

# Seattle Chapter News



Seattle Chapter IPMS/USA  
December 2007

## PREZNOTES



Just what in the world am I going to do with a 1/18th scale V-1?!!? There it was, in a Pegasus Hobbies box at the local hobby emporium, saying buy me, buy me! I'd never even heard of Pegasus before and now I'm buying one of their kits? It's not even my scale. Well, at least the price was right, around \$20 or so, and the kit is the essence of simplicity with a grand total of 12 parts, plus a decal sheet. My resistance being particularly weak that day, it ended up in the back of the truck. It appears to be reasonably accurate based on examination of numerous photos in the Monogram Pubs book on V weapons. I haven't consulted with our resident V-1 guru as yet but that will be forthcoming. I'm undecided as how I want to finish it, however. I thought about modifying the kit by adding a canopy and doing one of my "reel" planes - the manned version that appeared in the opening sequence of the movie *Operation Crossroads*. Then I thought about building it as a JB-2 Loon, some of which were quite colorful and some of which were air launched from under the wing of a B-17. Unfortunately, there is no 1/18th scale B-17 to attach it to. I also thought about doing it in German markings, but Jill won't let me build an 1/18th scale launching ramp in the house. Jon Farrelly sent me some weird "French" thingie that defies description, but it has a V-1 attached to it. It'll probably be one of the few 1/18th scale kits I'll ever buy, unless someone announces a B-17 in that scale. If that ever happens that'll probably be the last model I'd ever buy!

This Saturday's meeting is Spitfire Day at IPMS Seattle, as presented by Jacob Russell. Finished or not, everyone that has worked on a 1/72nd scale Spitfire for this event should bring them to the meeting. Jacob has done an outstanding job for this mini contest and it should make for an interesting look to our model display tables. Oh yes, prizes will be awarded. So, bring all your Spitfires!

And don't forget to bring goodies and (non-alcoholic) drink to the meeting, for our traditional holiday bash!

See you at the meeting,

*Terry*

**Remember to  
bring food,  
drink, (and  
Spitfires) to the  
December  
meeting!**

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**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested 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 2007 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**December 8**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M LAST

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)

If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA** P.O. Box: 2475  
 North Canton, OH 44720

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

## Eduard 1/48<sup>th</sup> Scale Nakajima Ki-115 Tsurugi

by Terry D. Moore

In 1944, the Pacific war was not going well for the Empire of Japan. It was decided that desperate measures were needed. The Special Attack Corps, the Divine Wind, or Kamikaze, was created as a measure to delay the advance of the Allies toward the homeland. In January of 1945 Nakajima was ordered by the Imperial Japanese Army to develop an aircraft that was simple to build and could be flown on its one way mission by pilots with little training. The result was the Ki-115 Tsurugi (Sabre), an aircraft that could be built using non strategic materials by semi-skilled workers. It was designed to be flown using a variety of engines, although the production aircraft used the 1,150 hp Nakajima Ha-35 radial engine. The fuselage was constructed of steel formers and steel skin, the cowling was made of tin, the tail surfaces were of wood with fabric covering. The wings were aluminum. The undercarriage (can't call it landing gear because the aircraft was not designed to land!) was made of tube steel and had absolutely no shock absorbing ability.

The first flight took place only a few months after it was ordered by the Army. The aircraft did not handle at all well on the ground due to the lack of shock absorbers (some aircraft were later fitted with a rudimentary shock absorbing undercarriage). In the air it was difficult to fly and the inexperienced pilots that would have been assigned to the aircraft would probably have not fared very well.

Nakajima completed 104 aircraft but none were used operationally before the war ended. One aircraft survived and it's now in the possession of the National Air & Space Museum, in an unrestored state.

I've always had a fascination for this aircraft as it certainly was less well known than most other types flown by Japan



during the war. I even had a 1/72nd scale master nearly complete when I was producing my own line of injection molded kits back in the early 1980s (but that's another story for another time).

When the Eduard kit showed up out of the blue at the local hobby shop I just had to have one (or two in this case). Upon opening the nice stout box, you find three wrapped sprues molded in dark grey, a clear sprue with the canopy parts, separately wrapped, plus small photo etch fret with painted seat belts, and a set of Eduard masks. Panel line and rivet detail is finely engraved. On both my examples I found no sink marks and the ejector pin marks would not be a problem. There are some minor mold line issues especially with some of the finer parts, of which there are a lot, but nothing an average modeler can't handle. In both my examples the decal sheet was well printed and there were no registration problems. The instruction sheet is eight pages in addition to a full color painting guide for three different aircraft. I found the instructions quite easy to follow from beginning to end. There is a parts diagram and color callouts for a variety of different paints (Gunze Aqueous, Mr Color, Tamiya, Testors, Revell, and Humbrol). The assembly drawings are of the exploded view type.

I followed the instruction sequence in order and had no problems at all except I saved attaching the undercarriage and pitot tube as the last steps to finish each model due to the fragility of those items. Parts fit was quite good all around although I needed to do some trimming for nearly all of the individual exhaust stacks because of the mold lines. The cockpit is well done and considering there's not much to it, doesn't require any additional detailing. The side wall details are molded in fairly deep relief and with careful painting really stand out. I painted the cockpit with Alclad steel as the interior was left unpainted. I used a burnt umber wash to make the formers stand out. The seat, control stick, throttle handles were all painted a light wood tone. I used the PE seatbelts provided. The instrument panel was painted black and dry brushed with white to bring out the details. A decal for the instrument panel is provided but I did not use it. The headrest consists of three pieces which, for this rather ham handed modeler, is probably a bit of overkill, but at least I did not send the parts off to the carpet monster. I painted the headrest a dark leather color and the headrest supports an interior green. The deck behind the headrest I left in natural steel. The fuselage went together without any problems once I glued the cockpit to one

half. The engine assembly fit right on the front of the fuselage without any problems. Care must be used when gluing the cowling halves together as there is not much mating surface, even with the finest alignment pins I've ever seen on a model. I ended up having to putty part of one cowling as when I set it down to dry, it somehow misaligned itself (more ham handedness from me perhaps?). When it is dry it was a perfect fit to the engine mount - no glue required. The fuselage required only a minor amount of putty along the top seam. The wing halves went together without a problem and only required some minor sanding and filing to remove the seam. However, the biggest glitch with this kit is mating the fuselage to the wing. The fuselage is slightly wider than where it mates to the wing and it's also hard to align. I used CA to attach the fuselage to the wing whilst pinching together the fuselage halves. The fit wasn't perfect but it's not noticeable to the point where I needed to use putty to fill the gap. The lower wing/fuselage joint needed some heavy filing & filling, as did the joint ahead of the wing. Fortunately I was able to restore some of the rivet details on the lower fuselage using my microsaw blade. The tail surfaces fit without any problems



although the stabilizer support struts broke when I tried to clip them from the sprue (some more of those really fine parts). I had to replace the struts with sprue and attached them after the model was painted.

At this point it was time to paint the model. After I primed the model with a grey lacquer, I painted the fuselage of the natural metal aircraft with Alclad steel, the wings with Alclad Aluminum, and the tail surfaces with Alclad Duralumin (it was the only other Alclad color I had left). I painted the lower surfaces of the camouflaged aircraft the same colors. The green upper surface I used Tamiya ? green. I don't know the real color as the label wasn't on the bottle. All I know it looks like a Japanese Army green. I then masked the upper fuselage and sprayed the black antiglare panel using Testors flat black.



I decided to use the kit decals and they worked OK with Solvaset. They didn't quite snuggle down over every rivet and I had to use my X-acto to cut the decals at the panel lines but they turned out OK. I think the red is probably a bit too bright but when I oversprayed them with Dullcoat it seemed to tone them down somewhat. I hand painted the "do not step" characters on the flaps by hand as it was quicker than using the decals. Only then did I attach the undercarriage. It is also quite fine and amazingly I didn't break any of the parts removing them from

the sprue or trying to remove the mold line. They really are quite fragile until they are attached to the wing. I also replaced the pitot tube with sprue as well.

As a final touch I used a bit of rust colored pastel chalk to the fuselage seams and panels as most of the aircraft were exposed to the atmosphere, whether they were flown or not. I did no other paint chipping or aging. And since the planes were never operational I chose not to add either bomb to either aircraft.

These are the first Eduard kits I've built and I have to say Ki-115 is really a nice kit. There are a lot of parts, perhaps more than I'm used to in a small kit, and some of them really finely molded (I had to replace a few). The model compares very favorably to my references and drawings and I would recommend this kit highly, especially since it's such an obscure subject. It'll certainly stand out at the next model meeting or display.

## References

*Japanese Army Aircraft Colors & Markings Of World War II*, Don Thorpe

*Japanese Aircraft Of The Pacific War*, RJ Francillon

*Broken Wings Of The Samurai*, Robert Mikesh

*Japanese Aircraft Code Names*, Robert Mikesh

*Aireview Japanese Aircraft Of The Pacific War*

## Revell Germany 1/24th Scale Schlingmann HLF 20/16

by Carl Kietzke

Schlingmann is one of the largest fire apparatus manufacturers in Germany today, specializing in heavy duty class equipment. Their line includes first attack units all the way up to large capacity pumper tankers. The kit before us is an HLF 20/16 Rescue Pumper. This unit is mounted the Mercedes-Benz Atego 1529AF 4X4 chassis. It has a 2,000 l/min pump and a 1,600 litre booster tank. This kit appears to represent the DIN standard HLF Rescue pumper.

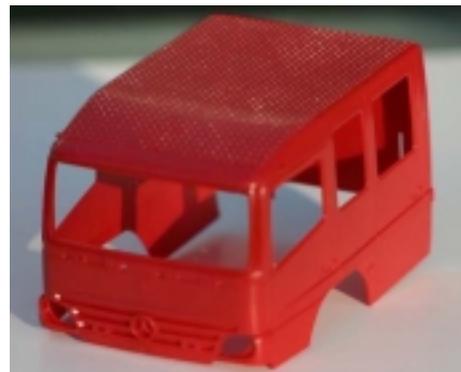


This kit comes in a very large, sturdy, and colorful box (if I could have figured how to pack it, I would have bought one in France). Upon opening the box, you are greeted by a large decal sheet, a Schlingmann sales sheet, a 76-step instruction book, and a veritable plethora of parts. Twelve silver sprues, four black sprues plus frame, three clear sprues, one red sprue plus the cab, and one in chrome make up the contents.

This kit scales perfectly with published dimensions from Schlingmann. It looks right and appears to sit right, so I'll call it right. Everything on the 1:1 unit inside and out is included, either as a relief molding or separate assembly. Markings are included for four different fire departments, plus the factory demonstrator. All provided

departments do have Schlingmann HLFs on their rosters.

A massive pile of parts, of which I shall advise of the total count in the upcoming build article, means this is not for beginners. Revell lists it a skill level 5, which means more than 150 parts and advanced modeling skills. This is sort of short, but based on prior information from Revell Germany; I was not quite ready for the sheer number of parts and level of detail. This is going to be quite an interesting build. Oh, and at \$71.25 list, it is a fantastic bargain for what you get. I have been eagerly awaiting this kit since first announced in 2006, and I am not disappointed.



I would like to thank Emil at Skyway Model Shop for busting his buns to get this kit in time to take a quick look before holiday shopping time.



## Hurricane Bookshelf: Holiday Gift-giving 'Opening'!

by Scott Kruize



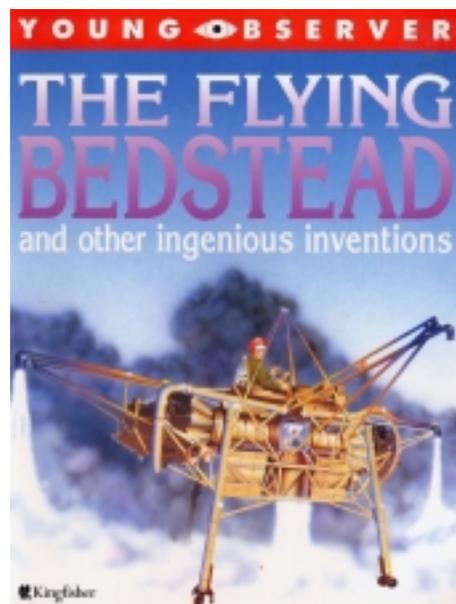
Exactly as I promised in the last issue, I took an hour off my building time at Halloween and watched *It's the Great Pumpkin, Charlie Brown!* It was as enjoyable as ever. I was already hooked on airplanes and modeling before the premiere in 1966, when the World War I Flying Ace's trials and tribulations were seen animated for the first time by millions across the country, and eventually across the world. How many of them would know of the sacrifices of World War I—or have even heard of the Sopwith Camel—but for this cartoon treatment?

It's Christmas time, and as we shop for our children, our children's children, and children of relatives and friends, we might remember that we ourselves became interested in modeling the vehicles of history way back during our own childhoods. Something inspired us; something set off the spark. We should try to do the same for the young ones today, and not stand idly by and allow them to sink forever into the bottomless pit of stereophonic Active-X 3-D video games...

Obviously, we can give simple vehicle toys or models, but a roving watch for books and magazines should provide some ideas, too. Despite the Internet and Cyberculture—such as it is!—print isn't dead.

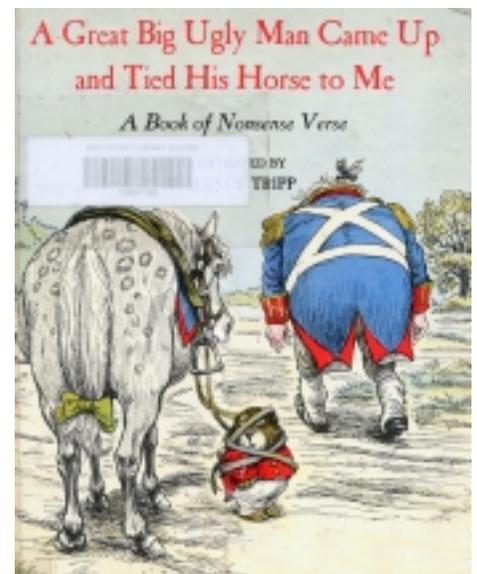
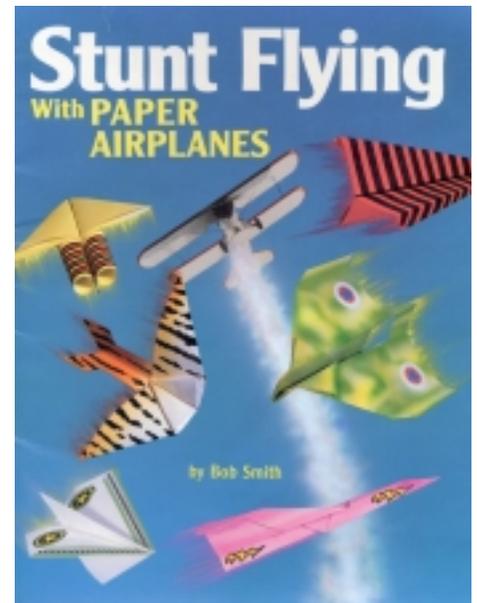
A very young one would enjoy *Drummer Hoff*, even if you have to do the reading for

the recipient. Here's warnings of the dangers of militarism and military hardware, but also inspiration to do figure modeling, particularly those fabulous Napoleonic-era uniforms.



Some writers out there still try very hard to both entertain and educate. This book caught my eye while browsing Half Price Books, and between my niece and—Heaven help me!—seven grandchildren, this is certain to find a new home. It's full of all kinds of inventions to inspire a budding young modeler, whether to go with figurines, ships, airplanes, cars, trains, or space vehicles. Come to think of it, how many of you can answer the questions on this Quiz page, opposite, right off the bat?

And there are always paper airplane books. No one is too young—or too old—to enjoy folding up an ordinary piece of paper into something that really flies, and thereby inadvertently pick up a little knowledge of aeronautics.



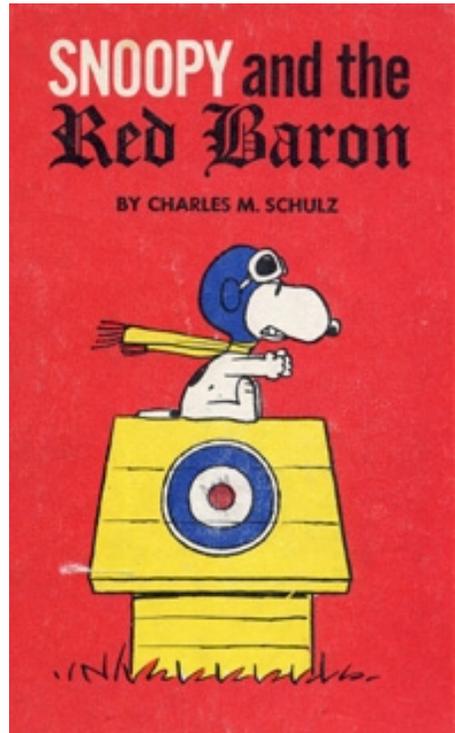
Themes and pictures we can use crop up in the oddest places. I was returning some materials to the library recently when a book on the return cart caught my eye. I remember this clever little book, mostly old English nonsense verses, selected and illustrated by Wallace Tripp. Ken Murphy, whose natural 'eye' for graphics got even more cultivated as we attended the University of Washington together, brought it once to our Reading Circle get-together. The title poem and opening sequence of illustrations are hilarious, and cry out for being made into a diorama. And

look at this illustration of a ditty towards the end of the book: a slightly different perspective on the trials and tribulations of your typical World War I Flying Ace!



“Dickery, dickery, dare  
The pig flew up in the air  
The man in brown soon brought him down  
Dickery, dickery, dare”

So keep watch this year, as you're out shopping. Some young person out there's just waiting for you to introduce him or her to the pleasures of our hobby. What better way to help, than to provide that first modest entry onto a fledgling's "Hurricane Bookshelf"!



## Pegasus Hobbies 1/18th Scale V-1

by Terry D. Moore

As I suggested in my *Preznotes* column, this kit came in completely under my radar. The model is moulded in a dark brown plastic and consists of 12 parts plus a small decal sheet. Putting it mildly, it's your basic plain Jane model kit. The parts are thick and heavy. The surface finish is slightly rough but I would think that a little bit of light sanding will take care of that.

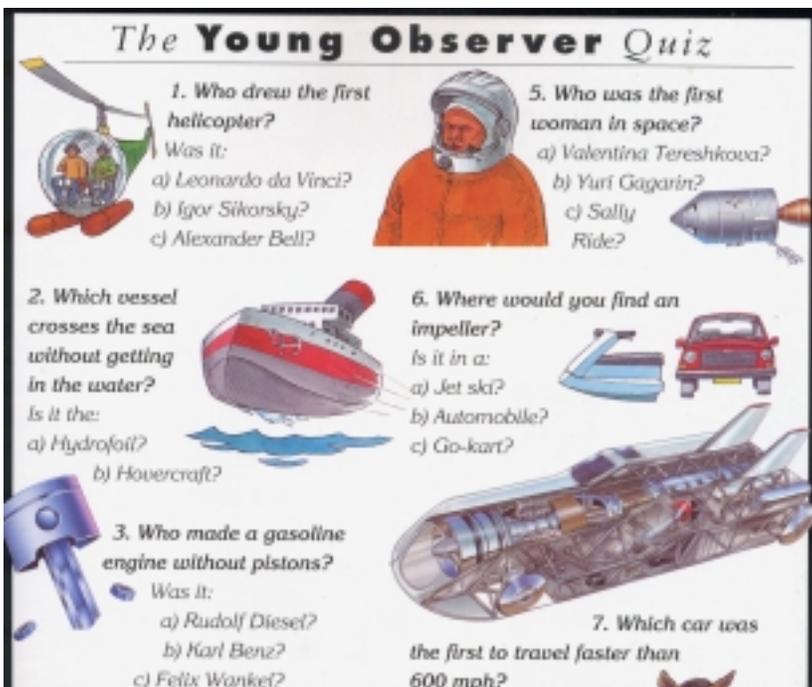


What surface detail there is nicely scribed but due to its scale you can probably add quite a bit more (my preference will be to build it out of the box). It looks like a V-1 when compared to photo references so I'll leave it at that. I have yet to consult with our resident V-1 guru, Steve Gallaci, to get his opinion on the shape of things. It should be an easy thing to convert it to a JB-2 Loon, which was almost a direct copy, and which had some very colorful schemes.

It's a nice simple kit that you could probably build in less than an hour. Add another hour or so for painting and decals and you've got another model for the display case. This could be one of those one day projects that you used to be able to do those many years ago.

### Print Reference:

*V-Weapons of the Third Reich*, Monogram Aviation Publications



## 2007: Now THAT was a Model Year!

by **Tim Nelson**

We occasionally hear some amongst us complain that our hobby is dying, we just collect kits, no one is building anymore, etc., etc. I'm not so sure...

In January, we installed a display of Terry Moore's "Aircraft of the Movies" collection in the Museum of Flight lobby. It was extremely popular, and has led to subsequent displays on space exploration, Blue Angels aircraft and SeaFair, and WW 2 (currently on display). These displays, organized by Stephen Tontoni, have generated tremendous enthusiasm among MoF staff, volunteers, and visitors. We have opened a lot of eyes among MoF management regarding the possibilities of model exhibits.

In February, we put on what was likely the largest model show ever in the Pacific Northwest, with over 2,000 models on display at the NorthWest Scale Modelers show. Huge crowds attended all weekend, exposing our hobby to folks of all ages. Museum of Flight President/CEO and former astronaut Dr. Bonnie Dunbar gave a wonderful presentation at our request, and signed autographs alongside the models.



In April, our annual Spring Show was a rip-roaring success, capped by Mike Millette's Jasta Schweinhimmel project. This group build generated a wonderful collection of creative WW 1 models, and demonstrated again that no one tops the innovative streak of Northwest modelers.

In August, a large contingent of us trekked to Anaheim and had a great time despite chaos in the land of Disney. We staged a group entry of our recent 1949 Schneider Trophy project with 52 of the racer models on display. I'm pleased and proud to say that not a single one was damaged in transit.

In September, the Museum of Flight unveiled the Holtgrewe collection of over 400 models which represent every major aircraft type which flew in WW 2. I was prepared to be disappointed by it, but it is in fact a first-rate collection, well displayed, with an impressive computerized database to go with it. If you haven't seen it yet, go do it. It's between the Yak-9 and the P-47 in the Personal Courage Wing.

Also in September, NorthWest Scale Modelers signed a Memorandum of Understanding with the Museum of Flight on development of a permanent model display case in the lobby. Stephen Tontoni has been the point man to see this project through, and we are now in the final stages of case design. This will provide a permanent venue for themed model displays on a



quarterly basis, forever. (If you have an idea for a future display theme, let's hear it.)

As you read this, many are feverishly completing work on 1/72<sup>nd</sup> scale Spitfires for Jacob Russell's special competition at the December meeting. This promises to be great fun, adding an extra element of excitement to the always enjoyable "SugarFest" meeting.

In between the major events, we had the usual camaraderie, exchange of ideas, good humor, occasional disagreement, and fun that makes a hobby much more than just something to occupy the hands and pass the time. We also have the continuous stream of new kit releases in all scales, of subjects we never dreamed we'd see.

As 2008 stretches before us, we will experience the resurrection of "Modelfying", i.e., building anything you can imagine using parts of a declared kit (1/72<sup>nd</sup> scale Antonov An-2 this time). I never did one in the past, but I now have a twisted idea in mind and am eager to embark on it - once my Spitfire is complete, that is.

Is the hobby dying? Perhaps, but in the meantime, I'm having a lot of fun. Eat, drink, and be merry - this must be what a "Golden Age" feels like!

## Hasegawa 1/48th Scale Focke Wulf Fw 190A-4

by Hal Marshman, Sr

I have built a couple of Tamiya Fw 190s, but had not tried the Hasegawa offering. Wanting an A-4, I purchased the Hasegawa kit shortly after its release. My retired status, and the higher prices that these kits demand, makes new kits a case of "Will I build it, or just add it to the stash?" Simple answer, "Only buy what you know you want to build!" Thus, shortly after purchase, I started the kit.

This is basically the same kit as the A-3 bird, with a separate upper portion for the antenna mount area of the fin, including the mast type mounting. I found this insert to be dimpled on both sides. This was the only difference I noted from their A-3 kit. The plastic is the normal medium gray styrene we're used to seeing from this manufacturer. Surface detail consists of well-done engraved panel detail, with sunken rivet detail where necessary. There was no further dimpling, nor were there any release pin marks on visible surfaces.

Fw 190s had a sparse interior, but Hasegawa has done a good job in the 'office'. All that was really necessary was painting it RLM 66 Black/Gray, adding a

black wash in the nooks and crannies, and then a light gray dry brushing to pick up the raised areas. This treatment also included the large expanse behind the seat, which is nicely detailed. I added a set of my own tape belts with sheet plastic buckles.

The engine is a beautifully cast one-piece unit, but when done is hidden behind the cooling fan. Such being the case, I only painted, washed, and dry brushed it. Looking carefully into the finished cowling, between the blades of the cooling fan, you can see just the faintest suggestion of the engine, so no need to wire the ignition as I do normally.

The basic airframe assembly is normal, and goes together rapidly, with very little need for filler. The cowling features separate parts for the bumps just below mid-cowl. I would imagine that is to accommodate tropical filters on the Trop version Hasegawa will no doubt release later. The gun panels on the underside of the wing are separate pieces also, indicating that



different panels will be used for later versions. Matter of fact, they're already on the sprues, so choose carefully, to cater to the version you're building.

Ah, now we come to that famous weird 190 landing gear. The wheels are OK, but I used True Details wheels for my bird. The gear legs are pretty nicely done, and I used fine wire here for brake lines. The folding mechanism is somewhat bulky, compared to the Tamiya ones. Hasegawa has provided inner doors for this version, and I used them. The instructions for this assembly are lacking, and I ended up modifying the doors to fit. The actuating mechanism is provided, but I found that also to be somewhat clunky. Outer gear doors are provided as individual parts for the wheel cover itself, and the gear leg cover. They work out pretty well. The tail wheel is a well detailed one-piece unit.

Clear parts are well done, featuring separate parts for windscreen and canopy. Two canopies are provided, one straight, and the other blown for later type birds. In addition, the different head rest and bracing units are provided for both early and late versions.

Decals are given for two different aircraft, both Tunisia based, one flown by Oblt. Fritz Schroter, the other by Oblt. Ernst Rudorffer. Typical Hasegawa quality, but the white IS white.



*Continued on page 16*

## “Dinah with the Fine Linah” or Fun in the Fast Frames Lane

by Ken Murphy

I like to consider every build as a learning experience, an experiment in trying out new techniques and new ideas. Sometimes an idea or technique is the reason I try a certain build, not just because I like the subject.

One of the big challenges for me with WWII aircraft is doing the canopies. I'm always in awe of Jim Schubert's or Terry Moore's fine canopy work (I could go on and on here, as so many of you do such fine work). I'm always asking questions, trying out new ideas. I've tried quite a few: hand painting, placing decals, painted strips of Scotch tape, or strips of metal foil; masking with Tamiya tape and bare metal foil...the list goes on and on, but now I had something on hand I hadn't tried before: “Fast Frames”. These are die-cut vinyl peel-off and apply sections for a specific kit. In my case, I had several I picked up at the American Eagles close-out sale and among them was a set for the 1/48<sup>th</sup> scale Tamiya Hyakushiki Shitei III (usually referred to as the Ki-46 Dinah). As many of you know, “the Dinah was produced throughout the war; the aesthetically beautiful Ki-46 III flew almost unmolested until 1945 when allied fighters were finally able to intercept this high flying reconnaissance speedster.” A key element of her beauty was the large sweeping half-glazed nose and observer's cockpit. Therein lay the problem. I'd had the kit for some time, but hadn't the courage to tackle the canopies. But now I did - Fast Frames to the rescue! Just airbrush the interior color over the whole sheet, then the same for the exterior color, peel and stick – what could be easier? So off I went...

As for the kit itself, it is everything the Tamiya line has been famous for. Excellent



fit, fine panel lines, great detail, no need for putty or filler here. You can pour in the glue, a dash of paint, and a dab of decals. The box can be shaken (not stirred) and presto! Out would pop an award-winning model. Unfortunately, it's me doing this, so it was going to take a bit longer.

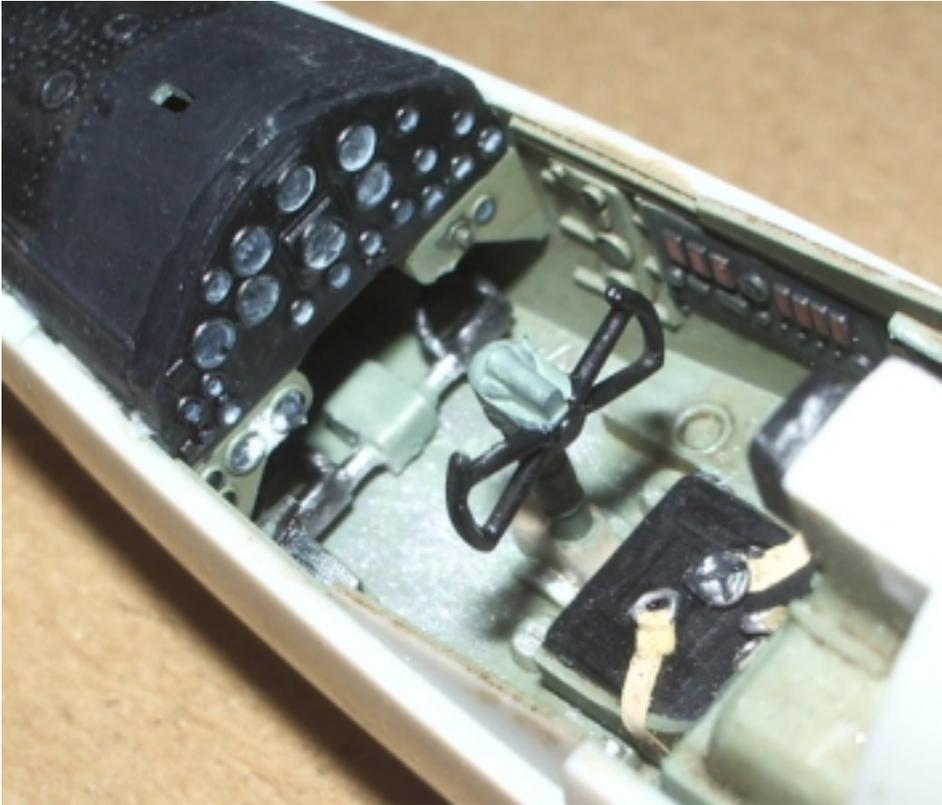


I started out with the engines, which comprise a grand total of two parts each (three if you include the vinyl washer to hold the propeller). Despite the small part count, the engine is beautifully molded with excellent detail which I carefully picked out with my 00 brush. I then gave them a wash of burnt sienna oil paint, which I'm just beginning to learn how to do. It really made the detail jump out. I was so proud of the results, that I brought them to a NWSM meeting to show them off. Of course, when I later installed them in the cowlings, and put on the props with

their large spinners, all hope of seeing anything of the engines was long gone. But as they say, “Because God sees!” See the attached picture of the engines: they're the only evidence I have that there is something holding up the props.

The interiors were next. The kit includes plenty of detail, on which I was able to practice some of my newly learned techniques, such as dabs of Future on the instrument faces to simulate glass, dry brushing, oil washes and finally, harnesses hand-made from Tamiya tape and tiny bits of lead wire. As you can see from the photo, it turned out rather well for an apprentice builder. I was so please in fact, that I was unprepared for the mental crisis that would strike next.

Oh no! Oh no, I thought. This is all going so well. Could it be? Could this be my best build ever? Could this combination of a great kit and my slowly emerging skills lead to a personal best result? Dang. You know what that means. It means I can't screw this up. The rest of this build must live up to what I've accomplished so far, and that means getting the seams right, getting the paint right, getting the canopy right. Shoot, there goes the “experiment...”



Now I was going to have to do “research.” And “ask for help.” What kind of hobby is this? So I researched – and I asked, and you know, it wasn’t so painful. Our members are always happy to help. The first thing I needed to know about was the Dinah’s wheel wells. For all its detail everywhere else, the wheel wells in the kit are surprisingly detail-less. So in front of God and everybody at the NWSM meeting, I asked if anyone had any information and here I’d like to thank Chris Genna and Jim Schubert, for within days I had pictures, and links to the RAF Cosford Museum in England, where the only surviving example remains. Also, while I’m thanking, I’d like to give special thanks to Will Perry for loaning me – almost indefinitely – his copy of *Mitsubishi Ki-46 Dinah* by Martin Ferkl (yes, that’s the correct spelling), Revi Publications of the Czech Republic, ISBN: 80-85957-11-6, Copyright 2005, [www.revi.cz](http://www.revi.cz). This must be the definitive last word on the subject, with its photos, color profiles, engineering drawings and extensive history (in English). A must-read if you have any

interest in the subject. It certainly filled in many details, such as the reference alluded to in the title of this article: “The Allies encountered the Ki-46 from the very beginning of the war and all its variants were known to them by the codename ‘Dinah.’ RAF pilots in Burma jokingly called her ‘Dinah with the fine linah’ referring to her aesthetically pleasing streamlined appearance.” The book also solved another mystery (once the particular passage was pointed out to me by Jon Carr Farrelly). Why was it that everywhere I looked, the plane was referred to as the Mitsubishi Ki-46, yet on the box and instructions, it’s referred to as the Hyakushiki Shitei III? And the answer was: “...Japanese pilots knew the type as ‘Shitei’ or ‘100 Shitei’ (read as Hyaku Shitei). The name was actually an abbreviation made up from one of its official names – the 100 Shiki Shireibu Teisatsuki (Type 100 Command Reconnaissance Aircraft).”

Everything was going together so nicely, I didn’t even think about the canopies until

I had the model almost completely finished. No matter, I would just apply the Fast Frames and...and...uh, these things don’t work! Seems you can’t take a flat frame and bend it around a compound curve without buckling. I stretched, pulled, pressed and squeezed it every way I could; it would not stay down! And the two-dimensional parts of the frames that would stay down, didn’t quite fit. What a disaster! So much for this experiment. (Here I must interject – it was my first attempt at using this product. Maybe I was doing it wrong, maybe if you had a canopy with reasonably flat sides, they would work just fine. If you are a satisfied customer, please let me know how you did it). Now what? After I had peeled off the not-so-Fast Frames, the canopy was a mess. I soaked it in Future and decided to try Terry Moore’s technique – Tamiya tape masks. I cover the canopies with tape, and using a new blade, began to cut. Only one problem: the corners of the frames are rounded. No matter how carefully I tried to follow the curves, the tape would pull and/or I gouged the plastic. After hours of frustration, I peeled off the tape to reveal a scratched-up mess. What now? Back to the Future! I re-dipped the canopies three or four times to fill in the damage. This time I cut the tape into thin strips and placed them alongside the frames until I had everything covered. Finally something that worked, all it took was hours and hours. The second to last part of this tragedy was blending the canopies into the fuselage. Since I had inexplicably already painted the rest of the model, I had to glue on the canopies, mask off as best I could and repaint half the model. What an ordeal! Heed my warning, friend: don’t play with loose women or fast frames.

Finally, I was down to the last step. Just glue on the mast and string the aerial and I’m done. Here history itself intervened to provide the last tragic event. I glued the Tappet line to the mast, put it in a box and was off to the NWSM meeting to show off my finished product. When I pulled it out of the box, the mast had a 30 degree list to the stern. At this point I was beginning to feel just a bit cursed. Later attempts to re-

glue it proved futile, but in this case it was art imitating history. It seems that the very tall mast of the real plane was a problem as well. They frequently snapped or broke completely off. Ground crews would cut down the masts or even saw them completely off. So I decided to take a lesson from history and just cut the bugger off. I attached the aerial to the side of the fuselage – as they did, and called it good. Actually, I think it looks better. But for those of you who must have the mast, Bill Osborn suggested to me using a brass tube and anchoring it to the bottom of the fuselage. Now he tells me...



In the final analysis, I took a great model and turned it into an Experiment from Hell. So what have I learned from all this? Well, there is no shortcut to good canopy frames. Those pie-in-the-sky, easy-schmeazy, one step does it all solutions are nothing more than a pipe dream. If you want good results, ya just gotta do the work.

Also, that our friends and fellow club members are an invaluable resource. What greater testament to the value of our club, than the response one gets from any inquiry? Without the help and encouragement of those mentioned above and of our members in general, I would probably have given up on this project. Instead, despite everything, it actually turned out to be a decent build and with the encouragement of Ed Pinnell, I took it with us to Vancouver where it won First Place (!) at

the Vancouver Show in the 1/48th Axis Twin Prop with Bad Canopies and Missing Masts category. So you see, it takes a village...



## No Model Left Behind!

by Don Conrard

The creativity of Seattle-area modelers will be on display in a big way during the annual Northwest Scale Modelers show at the Museum of Flight. Slated for 10 a.m. to 4:30 p.m., Saturday and Sunday, February 16-17, in the museum's Great Gallery, the show promises to be the largest model exhibit in the Pacific Northwest. Last year, it attracted nearly 2,000 scale aircraft, armor, ship, and figure models from as far away as Vancouver, B.C.

"We're hoping the show will be even bigger this year," said Tim Nelson, one of the exhibit organizers. "With more than 104 tables to fill, we're asking modelers to bring everything they

have. My mantra this year is: 'No model left behind!'"

As a show not a contest, there is no entry fee, no prizes, and no pressure. It's simply and opportunity to dazzle the thousands of people with the quality of your work, and perhaps bring a few new faces into the hobby. Everyone who brings a model will receive free admission to the museum along with a 10 percent discount at the museum store. This is in addition to the regular 15 percent member discount.

The models again will be displayed (mostly) by modeler, which makes for easy logistics.

Jon Carr Farrelly is compiling a list of model exhibitors in order to make first class





***I-400 - Japan's Secret Aircraft Carrying Strike Submarine*** by Henry Sakaida, Gary Nila, and Koji Takaki

**review by Terry D. Moore**

This is a very interesting book from Hikoki Publications concerning the building and operations of the Imperial Japanese giant submarines, I-400, I-401, and I-402 (the I-402 was completed but never sailed). The subs were as big as a destroyer and they could carry three M6A Seiran aircraft each. They had a terrific range, capable of reaching the east coast of the U.S. without refueling. Their final (and only) mission was to attack and disable the Panama Canal. At the last minute the mission was

table signs. Please let him know if you plan to participate in the show. His e-mail address is [j.c.farrelly@comcast.net](mailto:j.c.farrelly@comcast.net).

With the theme "Model Madness," the show will feature a special exhibit highlighting the creativity of Northwest modelers as they mix and match parts of different kits to create their own wild and whimsical creations. The museum show will be a chance to preview the upcoming "modelfy" category at the IMPS Spring Contest next April.

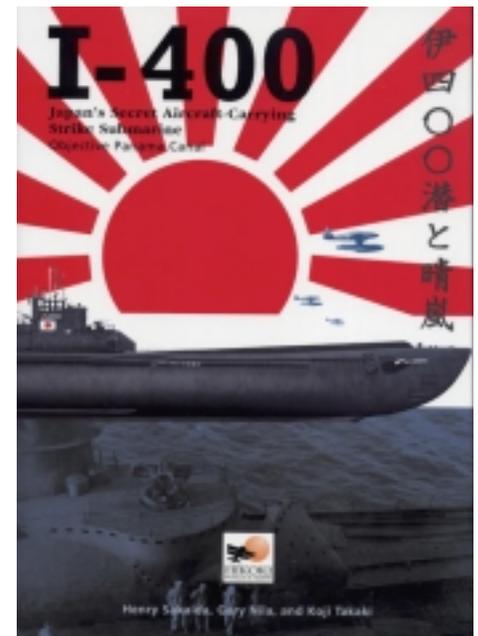
This year's show will feature not one, but two free "Make and Take" model building workshops – one on Saturday and one on Sunday. Sponsored by Galaxy Hobbies in Lynnwood and the Skyway Model Shop near Renton, the workshops will give children age 6 and up an opportunity to build a scale aircraft model under the guidance of skilled volunteers. Modelers willing to volunteer 30 minutes or more of their time to help are asked to sign up the day of the show.

As an added attraction, Jim Goodall will present a talk on the "Blackbird" family of aircraft from their secret origin with the CIA until their retirement in the late 1990s.

He also will give an update on the restoration of the Museum's De Havilland Comet 4C jet airliner. Goodall is a renowned aviation historian, author and airplane restorer. Both presentations will be supported with photographs from Goodall's personal collection. Goodall's talk, which is free with museum admission, is scheduled for 2 p.m. Saturday in the William M. Allen Theater.



More information on the show will appear in the February issue of the Seattle IPMS Chapter Newsletter. In the meantime, questions may be directed to Tim Nelson ([timndebn@comcast.net](mailto:timndebn@comcast.net)) or Stephen Tontoni ([tontoni@comcast.net](mailto:tontoni@comcast.net)).



changed and the two subs and their six Seirans were to attack the U.S. carrier fleet anchored at Ulithi. Whilst enroute, Japan surrendered. Both boats were taken and eventually were sailed to Pearl Harbor where they were examined extensively by the U.S. Navy.

*Continued on page 16*

## Valom 1/72<sup>nd</sup> Scale Bell YFM-1 Airacuda

by Gerry Nilles

Business-wise the Airacuda was probably Bell Aircraft Company's most important, and successful project despite the fact that of the dozen or so built none became operational. The simple fact is that Bell most likely would have failed as a company if it had not been for the interest the USAAF had taken in this very innovative, and technologically ahead of time aircraft.

especially the potential of attack from long-range bombers. As a response to this threat, the Army Air Corp put out a request for proposals for a combined long-range bomber destroyer/escort. Bell knew that if he were going to get the attention of the USAAF he would have to come up with a concept that was so ahead of its time that it would be impossible to ignore.

Teamed with the young and gifted aircraft designer Robert Woods, Bell's ideas for a state of the art bomber destroyer took shape. Designated the XFM-1 (FM standing for Fighter Multi-place) the

Mounted above the wings, the engine nacelles were exceptionally large in that they also served as forward facing gunner's positions. Each of these wing gunner's positions were equipped with a combined 30cal machine gun and 37mm cannon while the fuselage positions mounted 50cal machine guns. As a side note, the final version of the YFM-1 design would also incorporate tricycle landing gear. Overall, the Airacuda was unquestionably a unique looking design, of which many of its advanced ideas would obviously make their way into Bell's next big project, the P-39.



Larry Bell's vision of establishing his own aircraft manufacturing company could not have come at a more difficult financial time. The year was 1935, it was in the middle of the great depression and what little money the military had was being spread between the giants of the industry such as Boeing, Consolidated, Curtiss, and Martin just to name a few. Bell, who had been an executive with several of these major aircraft manufacturers prior to going out on his own, managed to scarcely stay afloat with subcontract work. However, and fortunately for Bell, at this time the hint of war in Europe was starting to become a concern to American military planners,

Airacuda prototype (also called the Tigerfish) rolled out of the Bell factory in the summer of 1937 with its first flight taking place a few months later on September 1. Per the design requirements the plane, when compared to contemporary fighters, was indeed uncharacteristically big. Its wingspan was greater than either a B-25 or a B-26 and it had a crew of five. The fuselage was both sleek and slender with a tandem arrangement for the pilot, co-pilot/navigator/top gunner combination and the rear side gunner. Two wing mounted Allison V-1710 twelve cylinders liquid cooled engines, using a shaft driven pusher configuration, powered the aircraft.

As noted above the Airacuda never went into operational service and as such was limited to a handful of test and evaluation models. The reason for this is that at the time the Army Air Corp felt that many of its design features was just too revelatory and untested to risk putting it into production. This decision, in hindsight, would show to be the correct one. However, many of these advanced ideas were subsequently applied to other aircraft as the technology progressed.

This multi-media kit includes injection molded medium gray and clear plastic major airframe assemblies with both resin and photo-etched detail parts. Panel lines are nicely engraved and do not appear to be overly heavy or light. Of special note is the fact that the individual panels have a finely engraved rivet pattern on them. Considering that this is a natural metal aircraft, extra care during the assembly process, especially around seams and joint, is a good idea. A close inspection of my sample showed that there are no sink marks and that the need for parts clean up is minimal. The clear parts likewise look to be of good quality, although the embossed framing seemed to be just a tiny bit heavy. The resin and photo-etched parts, which includes both the pilots and co-pilots instrument panels as well as individual seat belts, also looked to be of good quality. Overall, the interior detail is sufficient if built out of the box. However, if inclined toward super detailing a very

nice series of illustrations, of all the aircraft's visible areas, come with the instructions. These illustrations have what amounts to a photographic quality about them.

As to the kit's accuracy, I should first note that I used as my reference the excellent 18-page article on the Airacuda that originally appeared in volume 1, No.1 (Sept. 1971), of the magazine *Airpower*. This article included over three dozen photos of the aircraft as well as a very nice color profile drawing which also happens to be the subject of the kit's markings. That said I find that the overall shape, including side and top views, when compared to numerous photos and the few drawings I have, looks to be correct. Dimensionally, when measured against the published specification, again it is correct.

However, one area, that I noticed, that deviates from my references is the arrangement of the engine exhaust system. The kit has the engine exhaust pipes molded as doglegged half-rounds on either side of the wing nacelles, when in reality it is only doglegged on the outboard side. In addition, both sides of the exhaust system taper out from the forward facing part of the engine and are almost flush with the side of the nacelle. Last, the inboard exhaust pipe comes straight back and then curved over the engine and then down where it joins the outboard section of the exhaust at the top of the dogleg.

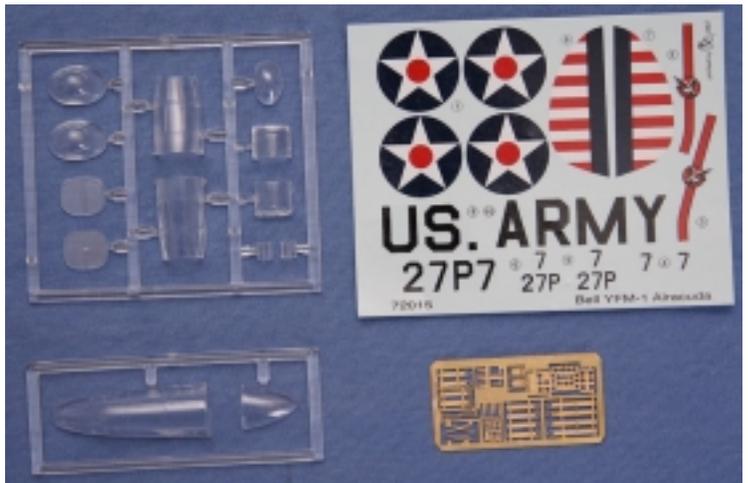
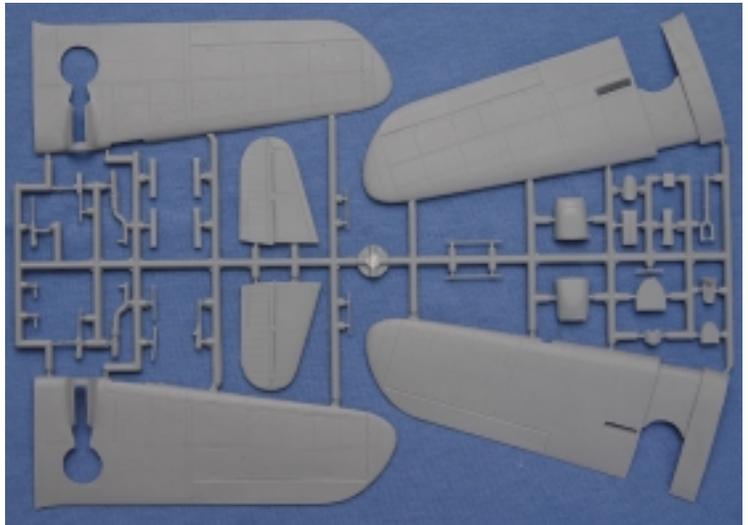
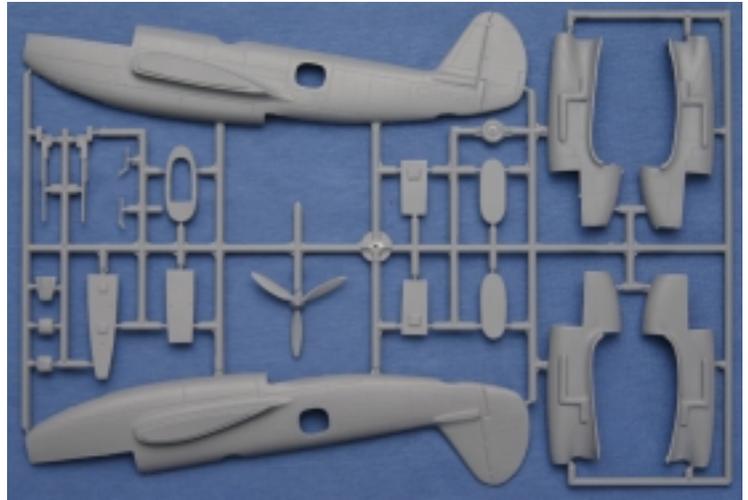
Fortunately, my description of how this should look is not necessary in that both the kit's box art and the painting and marking guide clearly show the exhaust system's correct arrangement. Of other note is the fact that the fuselage halves are obviously common to other versions of this aircraft and as such include the nose wheel bay and the nose wheel parts used for tricycle landing gear. However, do not be tempted to use these parts in that this particular kit is uniquely the tail dragger version, which has a completely different main gear setup. The main gear on this aircraft retracts to the rear, very similar to

the P-40, where as the tricycle landing gear version had main gear that retracted to the side and inboard like the P-47 and P-51.

As I noted above this kit comes with only one set of markings. This particular YFM-1 is the 27th Pursuit Squadron Commander's aircraft as it appeared in June of 1940.

According to kit information, this aircraft was on display at the time at the New York World's Fair. However, of note is that the 27th Pursuit Squadron operated from Hamilton Field, California in 1940. As for the decals themselves, they look to be of good quality and correct color.

This is a very interesting between-the-wars subject. Overall, the kit looks very nice, with the only



*Continued on page 16*

**Valom Airacuda**

from page 15

visible discrepancy a correctable exhaust system. As always, being a first look evaluation, it is hard to judge fit, but from what I could see it should be no problem with little filling needed. Finally, the markings look to be of both good quality and correct color.

I wish to thank Valom for the sample copy they provided for review.

[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Carl's and Gerry's articles. - ED]



**I-400**

from page 13

The book goes into great detail about life aboard the boats, their ultimate fate, and includes interviews with surviving sub crew and air crew members. There is a large number of photos, many never before published, taken by the U.S. prize crew on the voyage to Pearl. The book also contains quite a number of drawings of both the subs and the Seiran aircraft. If you have the new Tamiya I-400 kit, this is probably the most valuable reference you can have. Highly recommended.

**Hasegawa Fw 190A-4**

from page 9

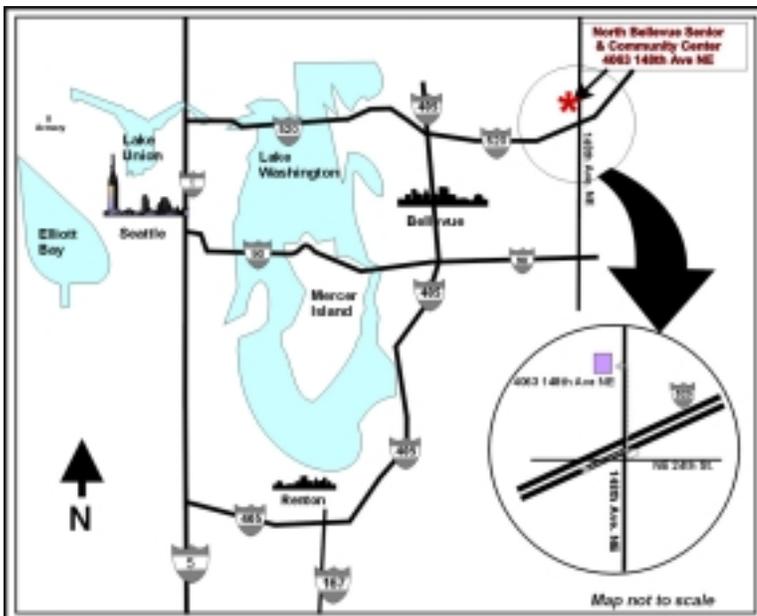
In addition to the above, my completed model has scratch landing gear indicators, dorsal antenna, vinyl covered paper clip guns, and MV lenses for the navigation lights. Antenna cable is 2 lb. test monofilament.

All in all, it's a pretty decent effort by Hasegawa. My model was decorated with decals from Kagero, from one of their little books, depicting the machine flown by Maj. Fritz Losigkeit, Kommandeur of I/Jg-1.



**Meeting Reminder**

**December 8**  
**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.