

Seattle Chapter News



Seattle Chapter IPMS/USA
February 2007

PREZNOTES



Some weeks ago, whilst setting up a display of movie models at the Museum of Flight, one of them, my PBV Catalina from the movie *Always*, crashed rather badly. I was attempting to repair a broken landing gear when the fuselage separated from the wing and it hit everything it possibly could on its way to the floor. I seem to recall standing there (holding on to the wing), somewhat stunned, for some length of time. Everyone there lent their assistance to recover all the bits and pieces, but unfortunately, the model would not make the display that night, as the damage was too severe to repair at the museum. The PBV model is one of the favorites in my collection and it was very hard to see it in pieces. After I got it home that night, I laid everything out on the bench and determined that it was repairable. The waist blisters had popped off, the main landing gears were broken and the scratch built rudder was broken in a multitude of places. It would appear the fuselage landed tail first. The first thing I did was to cut a hole in the top of the pylon and remove the lead weights, which had unattached themselves from the bottom of the model. Without the

weights, the mains would not have to support nearly as much and what I did to keep the model from being a tail sitter was to drill a hole in the bottom of the hull and attach a steel wire to the aft bulkhead. I drilled and wired the shattered main gear back together and so far it is holding. I decided not to completely repair the rudder at this time, just together enough to put the model back on display, then to its spot in my display case. In any event, the model

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

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 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.

February 10

April 14 (Bellevue)

March 10

April 21 (Renton Spring Show)

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

NWSM Model Show - Final Countdown

by Tim Nelson

As you read this, we are just days away from what is probably the largest model show on the west coast, the NorthWest Scale Modelers Show at the Museum of Flight, February 17-18. Most details were provided in last month's newsletter.

If you have not yet heard, this show is a pure exhibition, and is all about bringing all your models. Not just your latest, or your greatest, but **all** of 'em: the good, the bad, the ugly. Bring the silk purses, bring the sow's ears. This show is a chance to enjoy all the twists and turns we make as modelers, and learn from each other. It's a great chance to ask, and answer, the question "How'd ya do that?"

Plan to arrive early, set up your collection, and hang out all weekend (you don't have to stay all weekend, but if your family is tolerant, why the heck not?)



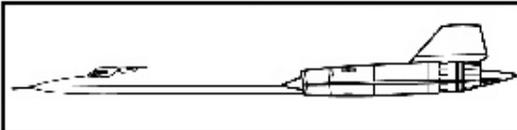
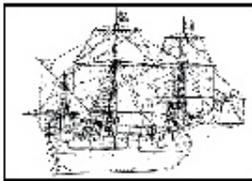
Reminders: make sure Jon Farrelly or I have your name for the "Model Citizen" signs, please try to make small label cards for your models, and pretty please dust your models!

If any questions, please contact me at timndebn@comcast.net. See you there!

model citizen

Volume 1, Number 1, February 2007

jim schubert



Tamiya 1/35th Scale French Battle Tank B1 bis

by Bob LaBouy

Initial Comments and Caveats

I have another “mixed” review to share. Some of you have previously sensed my **mild strong** absolute distaste for almost anything French and it’s actually taken some time for me to warm up to this somewhat ugly tank. For me, building this kit was one of “and now for something entirely different…” moments. I also freely admit I was initially attracted to this kit by the beautiful box art; I was also drawn to it by the B1’s very ugliness and the potential to work on a color scheme which can be attractive and very different from those I’ve already experimented with. At the same time, as a Tamiya kit, I quickly saw it is a beautifully engineered and molded kit. Its major distraction is the price, which lists at \$59, though with some Internet research, one can be picked up in the low \$40 range. This is still a lot, at least for me, for a “target” kit.

Kit Observations

One of my initial impressions is the B1’s almost ‘prehistoric’ appearance, looking a lot more like its WW I predecessors than many of those we associate with WW II. There is a great deal of interesting history available on the Internet to explain the reasons why and how France was supposedly preparing for the well known military aspirations of its German neighbors to the east prior to and during the early stages of WW II. This tank represents one of the more visual displays of those preparations and where the French had seriously “missed the boat.” The design of the B1 is clearly more closely related to the early designs worked on by the English, Germans, and French, with its caterpillar-like tread, flat slab-sided appearance and its cannon with its very limited mobility, and quickly illustrates the designs of the mid 1920s when it was conceived and built. There were apparently about 403 of them



constructed. Another interesting aspect: when you’ve got this critter constructed and set it next to M4 Sherman or any of the German armor, you very quickly realize how large and tall a tank the B1 is. At approximately 28 metric tons, it is appropriately classified as a heavy tank. True to form, the French armed it with a main gun of 47mm and the secondary, the larger 75mm howitzer. With only the largely ineffective 47mm gun mounted on a traversing turret, the main weapon, the howitzer had to be aimed by turning the entire tank by its driver – leaving the B1 as less than effective weapon.

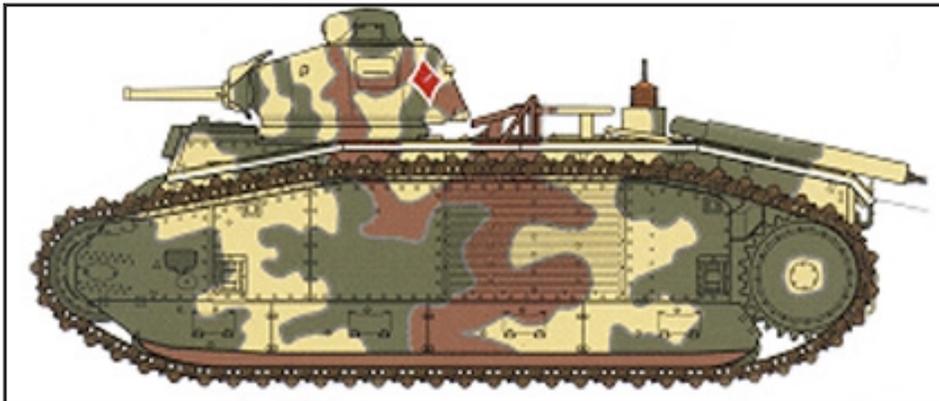
Not unlike the Maginot line fortifications, apparently the French designers and tacticians felt that you merely put this behemoth on the main roads and point them toward the Huns and the issue would be quickly decided. These and other design shortcomings quickly surfaced as the French actually faced the Germans in 1940.

From an engineering standpoint on a scale of ten, I’d give it a “9.” Why? There are no serious fit problems I encountered, though I noticed on several parts, the engineering isn’t up to the standard I have seen on their beautiful aircraft kits. This is most evident in how and where the seam lines are molded into various parts and where

the parts are connected to the sprue trees. The best of kits today have the attachment points (where one has to cut or separate the parts) in places which aren’t normally visible and as a result require less clean up work before assembly and painting. From my not-so-vast experience with Tamiya armor, I have come to the conclusion that the engineering crew that produces the armor kits is not the same group which does their aircraft kits. A very big plus are the snap together tread sections. They not only work, are easy to put together and work very well, but look great when finished. It may not be possible on all track links, but it’s a big plus for this kit. There I also a well done decal sheet providing the markings for the four tanks illustrated on their painting guide.

The kit’s instructions are well done, about as clear as they can be, and contain English. There is provision for a few alternate parts (e.g. the track guards in two versions), though I was unable to learn why or small amount of differences were for. I’ve also noticed almost no after-market parts for the B1, which from my online research (where else can one find such information today?), there may not have been many variants of this tank, though I noted there was a B2, B3 and B B type designed as well. An aspect I really appreciated was the two large page, full

color painting guide (see clip below). While it only provides colors from their acrylic paint series, it provides a diverse and very colorful range of paint schemes. For me, this is where I really wanted to expand my “target” diversity. I chose a three tone scheme, depicting the Char “Indochine” from the Battle for France in 1940. The color pattern is set off by a thin dark brown line. I also broke into using the Tamiya acrylic paints, which I found to be quick and good – both sprayed and hand painted. From my Internet photo review, I decided to replicate the paint camouflage scheme using hand painted lines, which appear to be the same method used by the French. From there I used my usual overcoating of Duracryl, then a wash of raw umber and eventually dry brushing to accentuate the many surface details on the B1. This is one of those drawings illustrating my modeling subject:



For me, it was a reasonably quick build, with the basic kit taking about three to four hours to construct and probably another four to five hours to finish. And, aside from a few external features (e.g. tools and chain), it may be fully constructed and then painted. I didn’t turn it into a series of sub-assemblies and parts which require separate painting and assembly, as I find in most other kits.

References

I was pleasantly surprised with the number Internet based references, including a large

number of images taken of a number of Char tanks currently in museums or publicly displayed. An excellent overview of the Char may be reviewed at: http://www.chars-francais.net/archives/renault_b1-bis.htm There is also some interesting information at Tamiya’s site: <http://www.tamiya.com/english/products/35282b1bis/0607index.htm>

Summary

If you are as interested something a bit unusual or different from the usual collection of Shermans, Panzers, and Stalins, this kit is for you. This kit is another winner from Tamiya. It provides the modeler with a very accurate model of significant piece of armor during the early stages of WW II in Europe, one that is seldom seen on the ‘popular’ lists and will definitely add a bit of color and interest to



your display of armor scale models. Buy it and build it, I think you’ll be pleased with your finished efforts and have modeled a lesser known piece of WW II armor.



Scratchbuilt 1/5th Scale Spitfire Mk.Ia at the Royal Air Force Museum

by RAF Museum Staff

As one of the most iconic fighter aircraft, the Spitfire holds a special place in aviation history. The Royal Air Force Museum exhibits many real examples and now it presents this unique 1/5th scale model, hand built by David Glen, with full cockpit details.



Built with the help of many original Supermarine factory drawings sourced at the Museum in London, David Glen's 1/5th scale model Supermarine Spitfire Mk. 1a is a rivet-by-rivet replica of R J Mitchell's legendary fighter.

The model, which has an 80-inch wing-span, took more than eleven years to build and features a minutely detailed cockpit in which even the needles on the instrument faces are separate items. The airframe has been left in bare aluminum to show the structure to maximum advantage.

Glen (58), a company director living with his wife Eva at Whaddon near Cambridge, said: "I have always been mesmerized by the Spitfire and I hope that I have been able to capture something of the spirit of this wonderful aircraft..."

I can't think of a better or more fitting home for it than the Royal Air Force Museum and I am extremely proud to have it displayed there. I hope in its own way it will serve as a reminder, and especially for young people, of the aircraft and of those who fought and died in it during those dark days; and of Reginald Mitchell, the genius who never lived to see his creation's 'finest hour'".

Mr. Glen is also a private pilot who regularly flies Cessna 172 aircraft from the Cambridge Aero Club at Cambridge City Airport in his spare time.

At the request of the Museum, the model has been retained in its natural metal finish and is on display in the Conference Entrance to mirror the full-size replica in the entrance reception in "Milestones of Flight".

Additional comments from David Glen:

If anyone asked me why I set out to build a Spitfire in one-fifth scale, and detailed to the last rivet and fastener, I would probably be hard-pushed for a practical or even sensible answer. Perhaps the closest I can get is that since a small child I have been awe inspired by R J Mitchell's elliptical-winged masterpiece, and that to build a small replica is the closest I will ever aspire to possession.

The job took me well over eleven years, during which there were times I very nearly

came to giving the project up for lost. The sheer amount of work involved, countless hours, proved almost too much, were it not for a serendipitous encounter at my flying club in Cambridge with Dr. Michael Fopp, Director General of the Royal Air Force Museum. Seeing the near complete fuselage, he urged me to go on and finish the model, promising that he would put it on display. I was flabbergasted, for when I started I had no inkling that my work would end up in a position of honour in one of the world's premier aviation museums.

As I write, the case for the model is being prepared, having been specially commissioned by the museum with a case-maker in Sweden. I have not yet seen it, but from what I hear, it is enormous!

In one respect the story has gone full circle, since it was at Hendon where I started my research in earnest, sourcing Microfilm copies of many original Supermarine drawings, without which such a detailed build would not have been possible.

The model is skinned with litho plate over a balsa core and has been left in bare metal



at the suggestion of Michael Fopp, so that the structure is seen to best advantage. The rivets are real and many are pushed into drilled holes in the skin and underlying balsa, but many more are actual mechanical fixings. I have no accurate count, but I suspect that there are at least 19,000!

All interior detail is built from a combination of Supermarine drawings and workshop manuals, plus countless photographs of my own, many of them taken opportunistically when I was a volunteer at the Duxford Aviation Society based at Duxford Airfield, home of the incomparable Imperial War Museum collection in Cambridgeshire, England. Spitfires, in various marks are, dare I say, a common feature there!

The degree of detail is probably obsessive: The needles of the dials in the cockpit actually stand proud of the instrument faces, but you have to look hard to see it! Why the flat canopy? Well, the early Mk.I's had them, and I had no means to blow a bubble hood, so it was convenient.

Similarly the covers over the wheels were another early feature and they saved me a challenging task of replicating the wheel castings.

The model has its mistakes, but I'll leave the experts to spot them, as they most certainly will, plus others I don't even know about. I don't pretend the little Spitfire is perfect, but I do hope it has captured something of the spirit and incomparable beauty of this magnificent fighter - perhaps the closest to a union that art and technology have ever come - a killing machine with lines that are almost sublime. So, with the model now in its magnificent new home, what comes next?

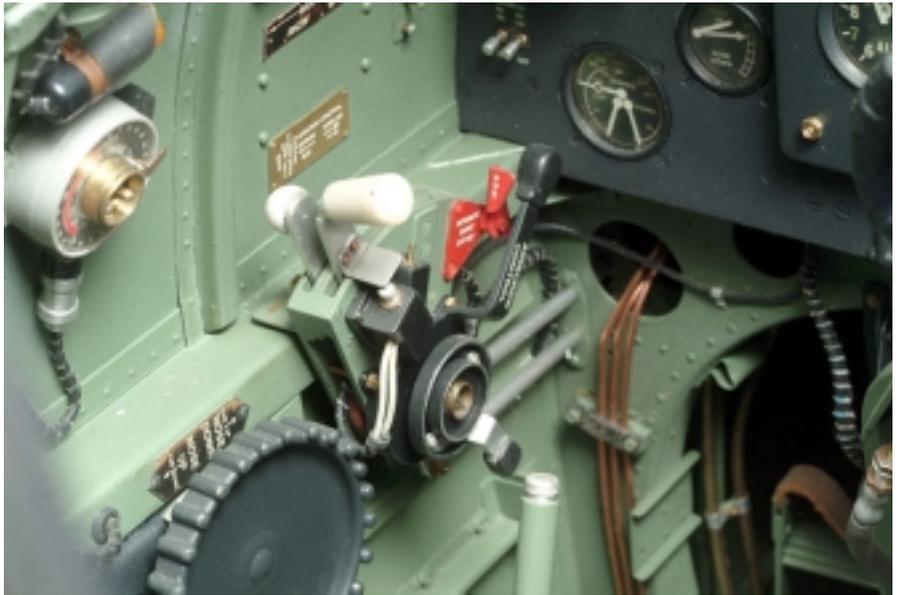
Well, I'm planning a book that will have a lot to say about its genesis and perhaps just a little about me and those dear to me, including a long suffering but understanding and supportive wife. And then there's the Mustang. Yes, a 1/5th scale P-51D is already taking shape in my workshop. How



long will it take? I've no idea, but what I am sure of is that at my age (58) I can't expect to be building many of them!

[Thanks to the RAF Museum for permission to use the article and photos, and to Jim Schubert for acquiring that permission – ED]





Trumpeter 1/48th Scale Vickers Wellington Mk.III

by Chris Banyai-Riepl

The Vickers Wellington was one of the main bombers of the RAF during the early years of the Second World War, but its slow speed and limited payload restricted its use in the later years. The Wellington Mk.III was an improvement over the Mk.I, with more powerful Bristol Hercules engines and a four-gun rear turret instead of the original two-gun model. With over 1,500 built, the Wellington Mk.III was a common sight in Bomber Command throughout 1941, until it was replaced by later Wellington variants, and the more useful four-engined bombers.

The Wellington Mk.III was a logical choice for Trumpeter to continue their 1/48th scale Wellington series, as this is basically the same plastic as the Mk.I. The main difference here is the fuselage, as this kit has far fewer windows in the sides. Less noticeable are the engine and turret changes, but they are there, showing that Trumpeter has done their research with this one. The kit is molded in the typical light gray plastic, with a couple trees of clear parts. Enhancing the kit further is a small fret of photo-etch parts, along with some white metal landing gear and vinyl tires. A small decal sheet and an acetate film instrument panel rounds out the box contents.

Although the Mk.III fuselage has fewer windows to gaze inside, there is still quite a complete cockpit. With all the various bulkheads, floor pieces, and details, it will seem almost a shame to cover it up with the fuselage halves. Still, this will be useful in breaking up the monotony of the aircraft, as the somewhat colorful interior will contrast nicely with the black, green, and brown camouflage. While on the interior, this kit comes with a full bomb bay and a wide variety of bombs to place in it, so you can build your Wimpy to go after just about any kind of target.



Aside from the cockpit, the large fore and aft turrets are the other eye catcher on this bomber, and they are well represented here. The nose turret is a twin-gun mount and, after some cleanup and careful painting, should look good. The rear turret, with its quad machine guns, looks downright lethal, as I am sure anyone who flew up the back end of a Wellington discovered for himself. In both cases, the main turret shell is split into front and rear sections, thus ensuring that the clear parts remain quite thin.

The engines are also nicely done in this kit, with both rows of cylinders split into a front and rear face. While this does create a seam in a rather difficult place, I would not worry too much about it, as the separate exhaust collector on the front covers up quite a bit. This in itself is a nice touch, one that most other kits tend to miss. There are two options for the cowl flaps, open or closed, and the multi-piece cowling should make painting quite simple.

The main construction is straightforward, and as long as you take care in test fitting, there should be little to no need for filler. That is good, as it will preserve the surface detailing, which is expansive. Some have raised the question about the heaviness of that detailing, which shows the geodetic construction quite well. As the majority of this plane is covered in black, though, I

think that the heaviness will end up looking quite nice under the black paint.

The small (compared to the rest of the kit, anyway) decal sheet provides basic markings for two aircraft, both camouflaged in Dark Green and Dark Earth over Night (black). There is not much variety for these Mk.III Wellingtons, so about the only difference you will find is a code letter change, and perhaps the color of said code letters. The decals are well printed and thin, and should be no problem in application.

For a 1/48th Wellington, this is your only choice in injection molded kits. Luckily, it is rather good, and should build up into an impressive replica. Now you have something to set next to that Tamiya Lancaster you have sitting on your shelf.

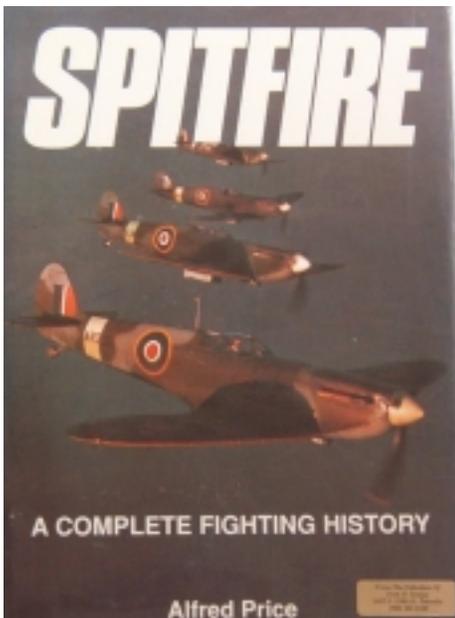
My thanks to Stevens International for the review sample.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his, Norm's, and Stephen's articles. - ED]

Spitfire Bookshelf

by Scott Kruize

The Supermarine Spitfire was the only Allied fighter plane that was in production at the outbreak of the Second World War, and kept there continuously until well afterwards. Its nature was high performance, and in the hands of skilled pilots, could always take on the best that the Axis powers threw against it. Its sleek lines and graceful elliptical wings - product of its racer heritage - made it a visual symbol of British determination, technical competence, and martial prowess. Books about it are welcome additions to any modeler's bookshelf. Here are three from mine:



Spitfire: A Complete Fighting History. Dorset Press (division of Marlboro Books Corp.), 300 pages, copyright 1992. This is rather misnamed, not being a formal history at all, but rather a compilation of two earlier books, *Spitfire at War*, and *Spitfire at War 2*. But author/editor Alfred Price has certainly gathered together a large volume of interesting material, mostly a set of essays and reminiscences of pilots or people with firsthand experience of the fighter. For example, Air Commodore Henry

Illiffe Cozens, C.B., A.F.C., was a pilot at Duxford before the war, and one of the first service pilots ordered to fly the Spitfire:

“During these intensive flying trials, Air Chief Marshal Hugh Dowding, C-In-C Fighter Command, visited us at Oxford. I showed him over the Spitfire and then we went to my office. When we were alone together he told me the position regarding this aircraft, if it came to a war. He said that the Hurricane was a great success and it could take on the Junkers 88 and the other German aircraft but the Messerschmitt 109 was more than a match. So his question was: could the Spitfire take on the 109? If it could, then Fighter Command was prepared for war.

“I became convinced that Spitfire could indeed take on the Messerschmitt 109 and any other fighter then in existence.”

The second remembrance is called “First Encounter”, by Colonel Horst von Reisen, who just barely managed to escape with his Junkers Ju 88 bomber, in the Spitfire's first combat against the enemy.

Mixed in with the recollections are short technical descriptions. For example, “Spitfire Spy Plane” describes how the photoreconnaissance models were stripped of armament, and equipped with cameras. Some examples of their work are printed here. Later, a photo recon pilot describes being threatened by the incredible Messerschmitt 163 Komet rocket fighter, but manages to escape.

Eagle Squadron pilot Irvin Miller gives a welcome American perspective on what was like to fly and fight in the Spitfire. The Eagles later adapted to P-47 Thunderbolts and other fine American fighters, but they always retained a fondness for their British-made mounts.

There are accounts by a naval gunfire spotter, a Fleet Air Arm aircraft carrier Seafire pilot, and a fighter-bomber squadron's pilot, describing dive-bomber missions.

An interesting chapter is entitled “Swifter, Stronger, Safer”, written by engineer Eric Newton. He investigated various Spitfire accidents during the war. There's a fantastic picture of a completely burned-out Mark XVI, which had the most bizarre and spectacular accident when its pilot jumped in and started up the engine. But the conclusion, throughout the war, was that most of the accidents were due to the same dangers that would have taken out any aircraft, such as pilot disorientation in stormy weather, or failure of specific, inadequately sturdy or durable parts, under the pressures of wartime production. The basic aircraft was very well designed and safe.

Chapter 12 is “An Aerodynamicist's View”, by engineer Sir Morien Morgan. From the Aerodynamics Flight at the Royal Aircraft Establishment at Farmborough, he was involved in improving the Spitfire's rolling capabilities as speeds steadily increased - an essential quality in aerial combat. The speed increase was always due to additional power, but that's not ‘free’: “For the most part, the story of the aerodynamic development of the Spitfire was one of piling on more and more power transmitted through larger and larger propellers and the airframe designer having to tailor the rear end to compensate for this.”

Noteworthy are three short essays: “Outclassed” describes the Focke-Wulf 190A's clear supremacy over the Spitfire Mk. V. “The Balance Restored” pits the Fw 190A, later, against the hastily-introduced Spitfire Mk.IX. The tests show the two machines - with not a single feature in common - to be within an eyelash of each other. Later yet, tests are run with a Spitfire XIV against the Hawker Tempest V, North American P-51 Mustang, Fw 190A, and Messerschmitt 109G...and the tests confirmed that the Spitfire still remained “Equal to the Very Best”!

If you do want a formal history, the Ballantine's Illustrated History of World War II paperback series includes *Spitfire*, by John Vader, copyright 1969, 160 pages. By book, chapter, and verse, Mr. Vader

traces the history of the Spitfire from its early conception following the Supermarine victories in the Schneider Trophy Cup races, through to the postwar Griffin-powered models that served with the Royal Air Force and Royal Navy, in combat in Korea and Malaya.

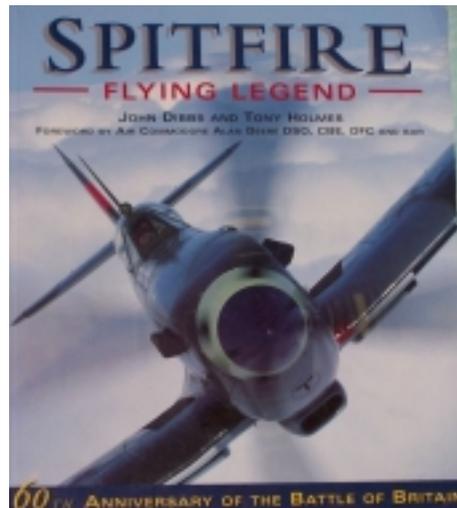


The bulk of the book is, of course, the history of the Spitfire during the Second World War, where each succeeding model was introduced to particular roles and multiple theaters of action. It is an excellent and detailed account, and will give a good understanding of the role of the Spitfire in history. My only criticism is that the publishing standards were low, to keep the price down, and this seriously reduces in the quality of the printed pages and - most especially - the photographs

But you say that was all in the ancient past, and you wish to lust after Spitfires today, in the here and now. What you want is *Spitfire: Flying Legend*, by John Dibbs and Tony Holmes. (Copyright 1996, by Osprey Publishing. 190 pages)

Besides snippets of Spitfire history, including some more bits of remembrances

from the people who flew and fought in them, there are many black-and-white photographs of wartime service, much more nicely reproduced than in the Ballantine book. But what will really send Spitfire fans are the recently-taken full-color pictures of several Spitfire restorations, which don't just sit quietly in museums, like the one we're used to at the Museum of Flight, but are instead photographed gallivanting around all over the beautiful blue skies of today. While I'm sure not a single Spitfire on war operations ever looked anywhere near this good, they're so drop-dead gorgeous that any modeler, after drooling over these full page layouts, cannot help but leap for his work bench and paint pots!



This Supermarine creation may have lacked the toughness, versatility, and destructive power of the Hawker Hurricane, and it often entered each succeeding war theater a year, or even two, behind its less-glamorous stablemate, but it remains a vital historical icon, and is a worthy subject for the IPMS Seattle IPMS 2007 Spitfire Group Build Jacob Russell 'Happening' [more information on this project will appear in the next issue - ED]. So: where's your Spitfire?

PrezNotes

from page 1

is back together and on display at the museum.

I have a hard time throwing any model away, I've become attached to every one I complete (and that includes the Starfix Spitfire). The only model I've purposefully tossed was a Monogram F9F, which was proving to be a royal pain in the ass and I was having a **really** bad day. That was a few years ago. Before that the only models I threw away (quite inadvertently) were when I was cleaning the garage and mistakenly tossed a few boxes that had some old projects. Took me weeks to get over that. If you have seen my display case you'll notice that I have models going back to the late '60s, when I got really serious about the hobby. I just can't let go of them. No matter how hard I try.

Next weekend is the display at the Museum of Flight, both Saturday and Sunday. Doors will be open early for us to set up our models. If you bring models to display, there is no entry charge either day. So, bring all your models! There will be table space for you to work on something as well, just short of airbrushing. Remember that this is only a display, a chance to show off your work, and to talk to people about how fun your hobby is, especially to non modelers. There is no contest atmosphere to worry about and no one to comment that the yellow tips of your propeller blades are the wrong shade! And while you are at it, check out my display of "reel" planes. I'm "real" proud of it!

See you at the meeting,

Terry

Roden 1/72nd Sopwith F.1 Camel w/Bentley

by Robert Allen

History

The Sopwith Camel is probably the most famous Allied aircraft of World War One. For aviation buffs its fame lies in the fact that it destroyed 1,294 enemy aircraft, the record for a WW1 Allied fighter; to the general public, it's the type of aircraft that Snoopy believed his doghouse to be. The Camel was noted for its ability to make quick right-hand turns, a result of the engine, pilot, guns, and fuel being packed into the first seven feet of the fuselage, combined with the torque of its rotary engine. However, this outstanding maneuverability came with a price, for the Camel was a difficult aircraft to fly, especially for a novice, and many British and Dominion aces preferred the more docile, and faster, RAF SE.5a to the Camel. The Camel used several different types of rotary engine. The Bentley B.R.1 was a development of the Clerget 9B, designed by W.O. Bentley, who would become famous after the war for building some of the most iconic sports cars of the 1920s.

The Kit

For years, the only readily available 1/72nd kits of the Camel were the Airfix 2F.1, one of their oldest, and worst, kits, and the Academy Camel, which is essentially a knockoff of the ESCI knockoff of the Revell kit. The Revell kit, which dates back to the 1960s, was a good kit for its time, and the preferred option prior to the Roden kits, but has a habit of only being in production for a short time, then disappearing again like a vampire up after dawn. Clearly the need was there for a new, state-of-the-art 1/72nd Camel. Roden has not only stepped up with a Camel, but an entire series of them. The F.1 w/Bentley follows the 2F.1, F.1, and TF.1, and a two-seat trainer and "Comic" night fighter are in the pipeline.



The F.1 Camel w/Bentley kit consists of four sprues of medium-hard grey plastic, with 56 parts in total. Of these, 13 are marked on the instruction sheet as being inappropriate for this version. Included among them are the Le Rhone and Clerget engines, so care must be taken to make sure that you're using the Bentley. There's also a small piece of clear film containing a windscreen. The eight-page instruction sheet contains two pages devoted to the four optional color schemes, and a very nice rigging diagram that takes up almost an entire page, showing five different angles. It's very well-done, and eliminates one of my pet peeves concerning many biplane kits. Unfortunately, a jig for aligning the wings, as included in the Airfix Sopwith Pup, is not given, so that peeve remains. The instructions themselves take up two-and-a-half pages of exploded view drawings.

As far as accuracy goes, I want to say up front that I don't have the Windsock Datafile on the Camel, so I had to use the decades-old drawings in the Harleyford book. The wings, fin and rudder, and tailplane match up well to those drawings in shape and dimension; the fuselage seems a tad short, though.

Quibbles and commendations

The interior lacks one very important feature of the Camel – seat belts! Ordinarily this would not be a big deal, but the handling characteristics of the Camel were so abrupt that it speeded up the introduction of belts as standard equipment on British aircraft. In *The Clouds Remember*, Oliver Stewart spends half his allotted space on the Camel talking about the invention of the Sutton harness, so you have to at least make an attempt to replicate belts.

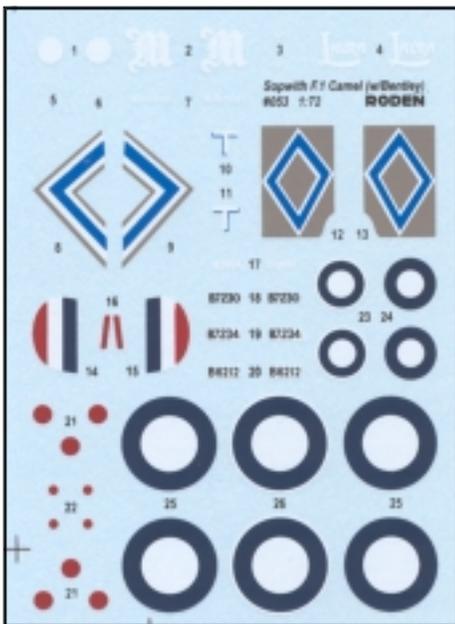
There are two front upper deck/cockpit options provided. The instructions seem to show that part of the cockpit coaming needs to be cut away, but after studying the instructions carefully, I'm not sure exactly what needs to be cut, or why, especially as cutting away the shaded part on one of the options, 3E, will result in removing the middle fork between the gun troughs. I don't like instructions that remind me of an Escher drawing!

On the other hand, this model is very well-detailed, and touches such as adding the pitot tube and air-driven petrol pump to the struts are appreciated. As with all Roden kits there are no fuselage location

pins, and the entire top decking of the fuselage is provided as add-on pieces (to facilitate the various versions of the Camel). This will require some careful fitting. On the other hand, the one-piece upper and lower wings should give no trouble replicating the Camel's most distinctive visual trait – the heavy dihedral on the lower wing, combined with the totally flat upper wing.

Colors and Markings

This is the first Roden kit I've seen with color callouts in ModelMaster, rather than Humbrol, paint numbers. This is especially good, because previous Roden British WW1 aircraft had called for upper surfaces finished in Humbrol 108, which has been out of production for years. However, the ModelMaster color specified for all four options, 2050, is Olive Drab ANA 613, which is not exactly a British WW1 color. To add to the confusion, on the box back, the same color is given as 2051, which is Faded Olive Drab. The Matt Doped Linen for the undersurfaces is given as 2053, Sand ANA 616.



There are four decal options, all from Royal Naval Air Service units, or the corresponding squadrons in the RAF after the RFC/RNAS merger. They are as follows:

1. B6212 "Black Prince", 13 Squadron RNAS, flown by W.A. Moyle, December 1917
2. B7234 "Laura", 204 Squadron RAF, flown by R.L. Hollingsworth, July 1918
3. B7230, 3 Squadron, RNAS, flown by K.D. Campbell, March 1918
4. B3894, 9 Squadron RNAS, flown by A.W. Wood, October 1917

I have a couple of reservations about the schemes provided. First, Wood's aircraft (used while gaining seven of his 11 claims), the only one of the four options flown by an ace, should be B3884, not B3894, according to both *Above the Trenches*, and *Sopwith Camel Aces of World War I*. The decals provided by Roden for this aircraft include an attractive silver, white, and blue diamond marking on both upper wings, and the upper fuselage decking. However, a photo of the aircraft in the *Aces* book includes a caption that gives the diamond colors as "blue and white (edged in red)."

B6212 and B3894 were Sopwith-built aircraft, while B7230 and B7234 were built by Clayton & Shuttleworth. (As an aside, Sopwith itself built only about 500 of the over 5,000 Camels produced, the rest being subcontracted to eight firms). This is important, as many of the Camels built by Sopwith for the RNAS had reddish brown-tinted PC 12 colored upper surfaces, not the more common khaki-like PC 10 favored by the RFC. The subcontractors, however, were more likely to use PC 10. So there's a strong possibility that the two Sopwith-built aircraft were finished in PC 12, and the two built by C&S in PC 10. In any case, Mister Kit makes accurate versions of either color, so I'd recommend using them rather than ModelMaster approximations.

The decals are nicely printed, except for a slightly off-center white surround to some of the roundels. Roden decals in the past have been prone to dissolving, but the company has improved their decals in

recent years; nevertheless it might be an idea to proceed with caution.

Conclusion

Like most Roden kits, this looks like it will build up into an accurate representation of the original, with a little attention to detail. The parts breakdown means that care must be taken with the assembly, and this probably isn't a kit for the rank beginner. But anyone with a little experience of building biplanes should be able to make this into a very nice model of a classic aircraft.

References:

Above the Trenches: A Complete Record of the Fighter Aces and Units of the British Empire Air Forces; Christopher Shores, Norman Franks, & Russell Guest; Grub Street, 1991

Camouflage '14-'18 Aircraft; O.G. Thetford; Harborough, 1943

Fighter Aircraft of the 1914-1918 War; W.M. Lamberton; Harleyford, 1960

Sopwith Aircraft 1912-1920; H.L. King; Putnam, 1980

Sopwith Camel Aces of World War I; Norman Franks; Osprey, 2003

The Sopwith Fighters; J.M. Bruce; Arms & Armour Press, 1986

Sopwith Fighters in Action; Peter Cooksley; Squadron/Signal, 1991

Eduard 1/48th Scale Limited Edition Yak-1b

by Stephen Tontoni

This kit, originally issued by Accurate Miniatures, was ably reviewed by Tom Cleaver for *Internet Modeler* in 1998. For that reason, I'm not going to go into the details of either the aircraft, or the merits of the Accurate Miniatures model kit. Take it as read that this is an exceptionally high quality kit.

How did this work anyway? Accurate Miniatures turned out a P-39 Aircobra racer that was a spiffed up Eduard kit. And Eduard has released a spiffed up version of this Accurate Miniatures kit. Was it a simple swap? Will we see more collaboration between them? I certainly hope so; the modelers out there benefit from rubbing these two together.

What Eduard has done, and which was alluded to in the build article by Tom, there are assemblies to the kit that could have been executed better. In fact, there's a reference to the model master, Bill Bosworth, saying that he wished he'd done some parts separately. That wish has come true; in this issue by Eduard of the beautiful Accurate Miniatures kit, they've included a modest fret of pre-colored photo-etch. The photo-etch includes the radiator grill, (which is much more convincing than the styrene part it replaces), a multi-layer instrument panel (to replace the clear part which is still included in this kit), seat harnesses, various levers and knobs, oleo struts, and more. This limited edition kit takes an already superior kit and dresses it up to 'Profi-Pack' standards. Also included with the kit are Eduard Express masks for masking the canopy.

While the kit instructs you to discard the parts, it also includes the skis if you want to do a ski option, in which case you just need to acquire or cobble together the correct markings. Regarding markings, I was very pleased that you have a selection from six aircraft and I've scanned just one



of the illustrations from the color instruction sheet. On scanning the decal sheet, it seemed in the image on my computer screen that the white surround of the insignia was out of whack. An optical illusion? I thoroughly examined the decal sheet, and indeed, the white and red are out of register, but not consistently so. I was disappointed because they seem like excellent decals, printed cleanly on thin stock by Aviprint. The simple insignia can be easily replaced, but the small victory stars on the fuselage, should their white surround be out of

B. Cpt. Georgij Nikanorovich Zhidov 123rd IAP

Yak-1 of Cpt. Georgij Nikanorovich Zhidov, commander of 1st escadrille of 123rd fighter regiment (late 27th Guards fighter regiment), Air Defense, Lake Ladoga, Leningrad Front, April 1942.
 Yak-1, kapitán Georgij Nikanorovič Židov, velitel 1.letky 123.střihacího pluku (později 27.gardový stíhací pluk) protivzdušné obrany, Ladožské jezero, Leningradský front, duben 1942
 Як-1, капитана Жидова Георгия Никаноровича, командира 1-й эскадрильи 123 ИАП (позже 27 ГИАП), Ладожское озеро, Ленинградский фронт, апрель 1942 г.

BLACK	[112] 2	[130] 301	WHITE	[111] 62	[142] 74	[133] 302	GREEN	[126] 66	RED	[113] 3
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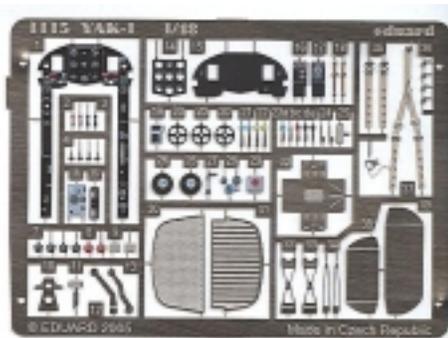
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register, it could be a fatal condition. I'll have to think about what decals on the sheet are usable, and what can be replaced if necessary before I begin building the model. When purchasing this kit, I recommend that you ask your friendly model shop owner/operator to open the kit so you can examine the decals. That's the beauty of shopping at a full service hobby shop over a McHobby's or mail order super store.



In conclusion, this is a brilliant kit since it's finally (nine years later) addressed some areas of improvement from the original release. The decal sheet being out of register is a disappointment, but it's not a fatal flaw; since this kit is still fairly new, I'm sure it's possible to get a replacement sheet directly from Eduard.

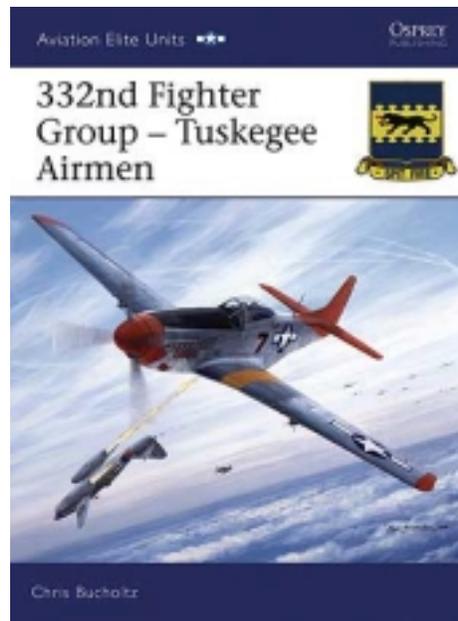
Many thanks to Eduard for this review sample!



Aviation Elite Units **332nd Fighter Group - Tuskegee Airmen** by Chris Bucholtz

by Norm Filer

It would be almost impossible to write about this unit without spending considerable text on the racial issues they encountered during their training and deployment to North Africa in the middle years of World War Two. Most of us modelers probably tend to ignore the political or social issues surrounding our choices of modeling subjects. I suspect that is a good thing, as it allows us to build models without regard for the good, bad, and ugly issues of the various conflicts.



The Tuskegee Airmen are the exception to this. If it were not for the fact that they were an all Black group, they probably would be one of the many Fifteenth Air Force groups we don't really note very much. Their record of aerial kills is not especially high, they only had one ace, and their aircraft were not generally flamboyantly marked.

But everyone knows the story of how they were able to overcome prejudices at every level of the US Military and political system that was being forced to make changes they did not want to make, and then to attempt to use the "system" to make this integration process fail. How the Tuskegee Airman managed to overcome all this, and even reach combat, let alone do well, is what this story is all about.

The author has balanced the racial issues with the group history very well. The difficulties of establishing a pilot training program for Blacks is clearly described. From there it moves on to actual training and eventual overseas deployment and follows the unit through the Mediterranean and then Italy.

It is clear that the author spent a lot of time on personal interviews and research. Almost every event has the names and even comments from either the actual participant or an observer.

While the special circumstances of the Tuskegee Airmen are well covered, the Osprey Elite Units series are military and aircraft oriented, and that part of the 332nd history is not neglected at all. The day-to-day operations, missions, losses, successes and participation in the North African and Italian campaign is very well covered.

As with most of the Osprey books, this one has an excellent color profile section that illustrates a broad selection of the different aircraft flown during WW II. An added bonus are the illustrations in color of the 332nd Fighter Group emblem and the four Squadrons assigned to the group as well.

Most history books tend to record history in a bland, impersonal narrative. With this book's writing style, frequent quotes and names, it makes it much more real and personal.

If you're into WW II Allied aircraft, this one is a keeper.

The "Model Citizens" of the NorthWest Scale Modelers present:

Model Show 2007

February 17 - 18, 2007
10 AM - 5 PM

Museum of Flight, Seattle, WA

An exhibition of the greatest scale models and model collections in the Northwest

FEATURING:

Presentation by 5-time Space Shuttle astronaut *Dr. Bonnie J. Dunbar*,
President/CEO of the Museum of Flight (Feb 17 only, 3:00 PM)

FREE "Make & Take" program for kids by Galaxy Hobby of Lynnwood
(Feb 17 only, 10:00 AM - 2:00 PM)

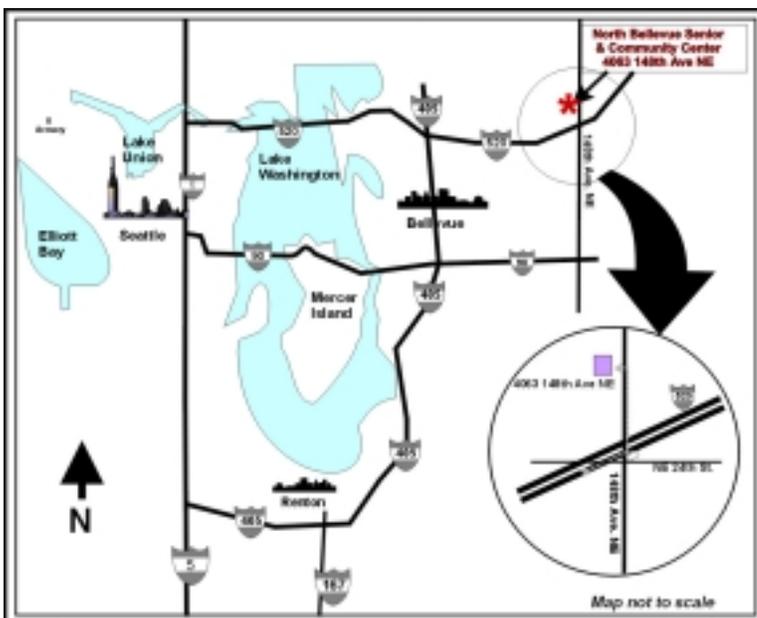


For information about the show and NWSM, see <http://groups.yahoo.com/group/northwestscalemodelers/>
Questions? Contact Tim Nelson (timndebn@comcast.net) and/or Stephen Tontoni (tontoni@comcast.net)

Meeting Reminder

February 10

10 AM - 1 PM



North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.