

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2007

PREZNOTES



Not much to comment on this month - I've been rather busy at the office and modeling time has been somewhat curtailed as when I get home I'm just not keen on doing much of anything, especially at the model bench (except to relieve a bit of stress for just a few minutes before bed). The Horsa is still in the box from the last meeting! I finally mowed the forest we call a back yard and one of these days I'll get around to doing my baseball stats...

One of our special categories at the 2008 Spring Show will be Modelfy! It was a category at the Northwest Scale Modelers contests at the Museum of Flight for many years and always generated a lot of participation. The idea of the category is to take the selected subject and build something it was not designed to be. How about a Chevy Camaro as a submarine, or a Star Trek shuttlecraft. A Fairey Rotodyne as a submarine, or a P-38 as a pair of sharks. Those were a few of the creations from the minds of some of our members. The subject for Modelfy! 2008 will be...

...a 1/72nd scale Antonov An-2 biplane. There are 2 kits available - one by Italeri and one by Trumpeter. Both are relatively inexpensive (the primary reason for its selection) and still available (when I last checked at Emil's and Galaxy Hobby there was at least one Italeri kit at each location) and Squadron Mail Order has the Trum-

peter kit in stock. And remember, you can build anything you want from the kit except an An-2. You can make it into a brooch, a pterodactyl, a giant Tylenol, school bus, halibut, dragonfly, mechanical pencil, space station, or whatever your imagination can come up with. The rules are simple: 1) At least one part of the

model you build must be recognizable as a part from the An-2 kit. That's it. Only one rule. Although not required, a good back story will result in bonus points for your entry. And the winner will get to select the subject for the next Modelfy! contest. Time to get started - you have only about nine months or so to finish one.

We'll see you at the meeting,

Terry

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SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 tall11@verizon.net	Vice President: M. Keith Laird 1825 South 330th St. F-201 Federal Way, WA 98003 Ph: 206-491-0096 airboss78@comcast.net	Treasurer: Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	Editor: Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
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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.

July 14
September 8

August 11
October 13

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

Kits and Air Compressor Available for Free

Walter Maybee is moving out of the area, and is disposing of much of his modeling equipment and supplies. He has about 100 built kits, 15 unbuilt kits, 100 aviation history and modeling magazines, 15 videos, and an air compressor that he is looking to give away. John is moving soon, so he needs to dispose of these items by July 16. Any of them are free to anyone who wants to pick them up at his home in Bothell. His phone number is 425-806-1934.

Alcorn Collection to Be Sold!

John Stewart Alcorn, who brags that he has never built a plastic model kit, is selling most of his stash of about 100 plastic model kits at the July meeting. He is of course keeping the best ones so that he can continue not building them. About 80 kits will be offered for sale on Saturday, July 14. There are several 1/24 Airfix kits and the best of the collection is probably the Matchbox Heyford. All items will be price-tagged.

Bring Money!

Skyway Hobby Shop Sale

Skyway Hobby Shop's planned June sale was rained out, so Emil will try again on Saturday, July 14. There will be 20% off everything in the store and selected items will be 50% off.

Book and Magazine Sale

Andrew Birkbeck will be selling off his aviation magazine and book collection: WW1, WW2 Japanese, German, and Allied aircraft books, plus Post-WW2 aviation titles at the July meeting.

Stash Survey

by Jim Schubert

Andrew Birkbeck told me recently of a conversation that he and another modeler had a while back in the course of which they estimated the total of unbuilt kits in this area at about 50,000. That seemed grossly excessive to me so I put out the question to the NWSM email address list and to a list of friends. Those lists total, not counting overlaps, about 60 modelers. With 66 respondents so far, the count is up to about 46,917. The reason for the unusual statement of an approximate number is that some guys were very precise, "Two" and others were vague, "Over 3,500". So.....

The smallest is four and there are two modelers tied for largest at over 3,500 each.

How many unbuilt kits do you have in your stash? Let me know at razonjim@centurytel.net or in person at the meeting and I will log your number. When all the reports are in I'll summarize the results for the Newsletter. No names will be used in case your wife reads your newsletter.

Everett HobbyTown USA Opening July 21

by Rick Wiegand

I just wanted to let your members know that my new HobbyTown USA store in Everett, WA, is celebrating our Grand Opening weekend on July 21 and 22. Doors open at 10am. We are located right next right next to the Everett Mall, just a couple doors from Best Buy. We'll be giving every customer a Gift Certificate good for \$10 off a purchase of \$20 or more!

I'll be coming to the next meeting (July 14th), and I look forward to a continuation of the friendships we first made in the last decade at my old Lynnwood HobbyTown USA. I look forward to seeing everyone at the meeting

HobbyTown USA
The Village at Everett Mall
1130 SE Everett Mall Way, Suite F
Everett, WA 98208

Ph: (425) 355-8086
Fax: (425) 355-8078



That Symbol

by Ken Murphy



“What is this!?” That was my first response when I saw the Hasegawa box art pictured here. Of course I knew immediately what it was, or rather what it was supposed to be. A Fiat G.50 in faux Finnish markings. But it got me thinking about how far we have gone to avoid the dreaded “symbol.” We’ve developed a DaVinci-like code that can only be interpreted by those initiated into the inner circle of dark knowledge. In reading the recent article “Eliminate Offensive Graphics” by Frank Lee Nescient (April ’07) about national symbols that many find offensive, I couldn’t help but think of all the imaginative ways the symbol in questions has been visually eliminated from box art and decal sheets.

Kit manufacturers have gone to great lengths to address the issue of not showing the symbol in question with results sometimes clever, sometimes ridiculous. The easiest and most common method is to simply ignore it, or the “it never happened” approach, as you can see at the bottom of the page.

Another method is to replace it with a different symbol altogether, such as another cross (pretending we’re still in WWI), or to use what I call the Nazi



Diamond - a diamond shaped space filler that can vary from a faint outline to an actual diamond, either filled or outlined, or in effect, a whole new symbol.

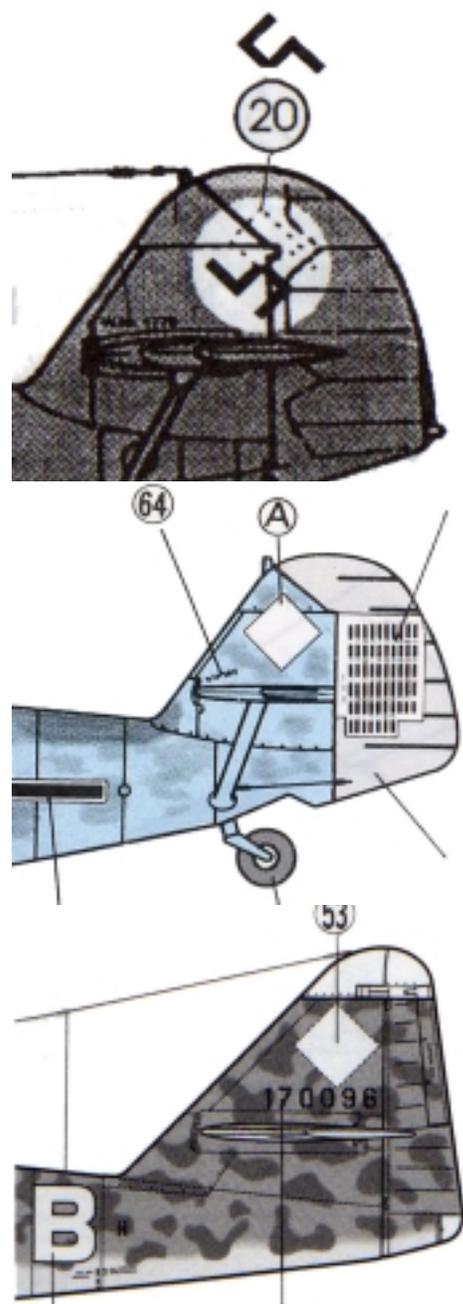
Another approach is to cover up the offending area with clever positioning with maybe just a hint of what lies behind, what might be called the “peek-a-boo” approach

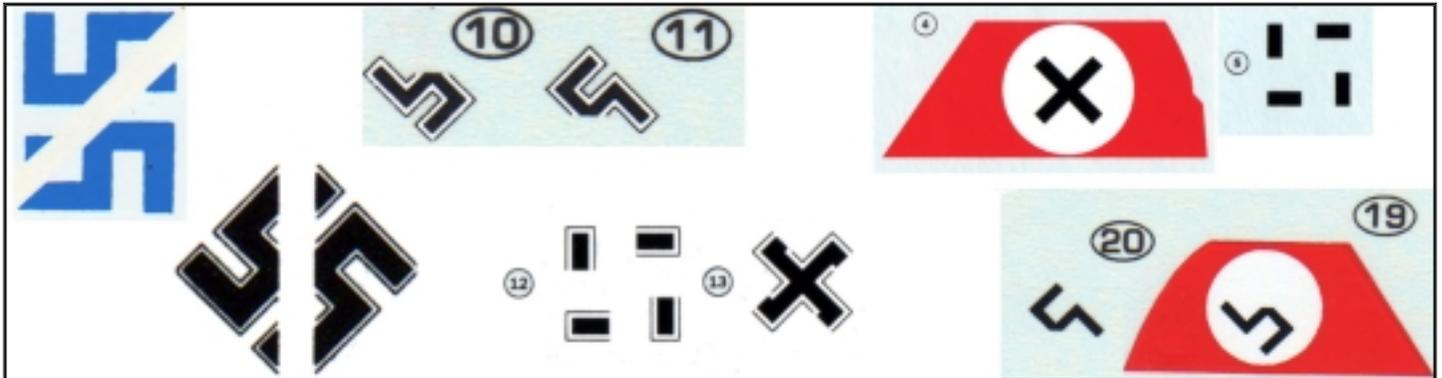


Of course, this just covers the problems with the cover. What about the contents? Again, some continue to just ignore it, such as Italeri which has no symbol on the cover art, instructions or decals. Some will have nothing on the cover, but have



reference to the “diamond” in the instructions with the actual symbol on the decal sheet, such as Tamiya and Tri-Master.





DML Dragon has the diamond on the cover art, but no symbol on the decal sheet. Most common among those that include it on the decal sheet is the “do it yourself” version. These can take many forms, such as those shown at the top of the page.

In each case however, it presupposes that you know what one looks like and you can assemble it from the bits and pieces provided – in other words, you know the “code.” I wonder sometimes what others who don’t know what they are looking at might think of these strange markings. It would be great to think of a world where this symbol is forgotten. However, in a hobby in which researching the color of the reserve oxygen bottle knob for a P-51D is standard practice, building a Luftwaffe aircraft means assembling those pieces for

the tail insignia. It doesn’t mean we endorse anything that symbol stands for – anymore than we endorse Communism when we put a red star on a model, but what we do strive for is historical accuracy and that history involves showing things the way they really were.

As for that Finnish G.50 and its unusual insignia, Count von Rosen of Sweden helped create the first Finnish Air Force in 1918 and his personal good luck emblem became their official insignia. That was long before a certain German politician adopted a similar symbol, but by the end of WWII the Finns realized that their version was forever tainted and changed to a roundel. Don’t blame them. We are still dealing with an inflammatory and powerful symbol here and I think its fine to treat it with a little deference, even when it

reaches bizarre lengths such as the cover art for the Fiat. Although in this case it’s not just a distortion of the symbol; it’s created a whole new fictitious country! To top it off - the kit provides not only decals of the actual symbols, but a whole set of blue crosses, so you can build the fictitious box art version. It’d be interesting to see how it would do at the Spring Show.



Tamiya 1/48th Scale Supermarine Spitfire Mk.I, w/Aftermarket Parts and Decals

by Hal Marshman Sr.

I've had this kit in my possession for at least 10 years, so it's certainly not fresh off the presses. Spitfires in any guise are high on the popularity list, so I believe it's a good thing to revisit from time to time. This becomes more beneficial when we bring together aftermarket goodies. The Tamiya Spit I kit is pretty decent, nicely cast, good engraved surface detail, with no blemishes or dimples. The cockpit needs little embellishment, and properly painted with minimal shading and highlighting comes off nicely. The only thing I added was the Sutton harness type seatbelts. The landing gear is well done, lacking only brake lines. Wheels are pretty good too, and I used them after filing a flat spot on what would be the bottom. A nice touch, the tire maker is proudly displayed on the sidewalls via raised lettering. Exhausts are decent, and profit nicely from being drilled out. The glass is clear, and moderately



thin, providing both armor and plain windcreens, and alternate sliding hoods. The only thing I used was the stationary rear portion, having other plans for windscreen and hood. As far as the kit itself is concerned, the decals feature the dreaded ivory rather than pure white areas. Look kind of thick, too.

Assembly was straightforward and pretty well problem free. The underside of the wingtip did provide an area for me to practice my filling techniques, whereas the wing roots went pretty well, using the technique of cementing the wing upper surfaces to the fuselage filets, then attaching the one piece bottom. It worked really well everywhere except those wingtip seams mentioned above. I set aside the very nice prop and spinner, and used the AeroClub item.



I decided to spice up the project by using aftermarket parts. First, the AeroClub white metal prop. I had decided I wanted to do the very early two-bladed prop version. The AeroClub prop is very nice, no bubbles, or rough spots. There is the trace of a raised area at the tip of one of the blades, where it was removed from the pour stub. A few minutes with a sanding stick put that to rights, and on to the next item. In addition to the prop, I wanted the flat roof canopy featured on those very early birds. I had one on a sheet of Falcon 1/48th WWII vac canopies. (Those have been kicking around for a decade or more, also.) Had my usual rough time separating the canopy from the sheet, but it proved to be quite nice. I used only the windscreen and sliding hood. The final effect wasn't bad.



One of our local hobby shops is divesting itself of aftermarket decals, and had quite a few at half price. Going through the box, I found just the sheet I need to bring everything together. It was by Iliad Design, a company I'd not heard of before. "Pre-War Spitfires" had markings for both two- and three-bladed prop Spits. I chose an airplane from 54 Squadron, based at Hornchurch in 1939. I did use them with some trepidation, but needlessly so. These decals were thin, but fairly strong. I had little problem positioning them, and the few places where clear was encountered, the silvering was easily controlled. I would definitely use decals from this maker again, should the opportunity present itself. Beyond that, I scratched the pole type radio mast from florist's wire, the cable from 2-lb test monofilament. As mentioned above, I drilled out the exhausts, and made brake lines from soft wire. Upper surface camo was applied using Floquil Military Enamels, with regular enamels for the black and white bottom. Two brushed on coats of Future for the decals, and final airbrushed coats of Testor's Dullcoat.

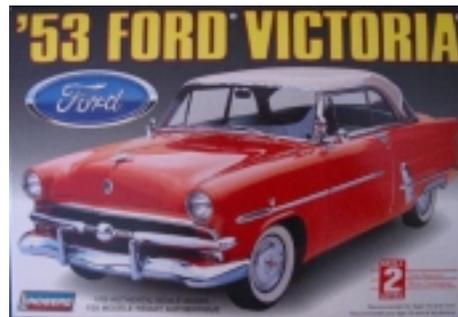
I had a real fun time with this build. No serious glitches, or problems of note. The kit was decent, the after market parts were good, and the decals went well.



Lindberg 1/25th Scale 1953 Ford Crestliner Victoria

by Jon Fincher

The 1953 Ford Crestliner Victoria, set squarely in between the watershed models of the 1949 Mercury and the 1955 Chevy "Shoebbox", represents an important piece of the history of American automobiles. Outselling earlier Chevy Bel Air models by 10%, the Victoria came equipped with a 110hp V8 flathead engine. While 1953 marked the last appearance of the classic flathead engine, it marked the first appearance of power steering and power brakes in the car. First introduced in the 1930s as a variation of the Model 'A', the automobile lineage continues today in the Crown Victoria luxury and police vehicle, which were first introduced in 1955.



Lindberg has captured the general style and shape of the 1953 Ford Crestliner Victoria in their latest reissue of their '53 Ford Victoria kit (kit number 72172) and the companion, the '53 Ford Convertible. The box art shown is from the original issue of this kit - the newer reissue shows a black car on the front, but is otherwise the same kit.

The relatively flimsy flip-top box (I don't like flip-top boxes) opens to reveal seven white plastic sprues, one clear and one red transparent sprue, a sprue of chrome pieces, the main body, chassis, instructions, four vinyl tires, and a small sheet of decals, all well packed into the box. Most of the kit sprues are bagged together, and

while the transparent sprue is bagged separately, the chrome and red glass sprue float free in the box. This kit begins to show its age during the fondle, with some sprues sporting a non-trivial amount of flash, although the body was reasonably flash free.

The one sheet set of instructions contains no car history, but does contain warnings and basic instructions in five different languages. Drawings appear reasonably well done and typical of this level of kit, and have you proceeding in subassembly steps until the car body and chassis meet. The decals provided are basic body and interior decals, but appear to be in register and consistent with marking on the stock car.

The body shell shape and exterior amenities provided appears to be a quite accurate representation of the '53 Victoria. The interior builds up with a optional bucket or bench seating, and is comprised of a two-piece bottom and two side pieces to make up the more standard interior "bucket". The engine appears to be a decent representation of the 110hp flathead which Ford put into the car, and has room to allow for customization and after-market additions. The glass pieces are reasonably shaped and appear to fit well with a minimum of adjusting. Tires and wheels are period correct, although the inside wall of the tires are hollow, and will require filling.

I will be building this kit into a custom version previously owned by a resident of my condominium, so this is the perfect donor kit. As an important bridge between the classic lines of the late fifties and the earlier coaches of the previous decade, this car fills a gap in a model timeline. With some care, this kit can build up into an impressive model. Using donor parts from AMT's 1956 Ford kit as well as other aftermarket parts, I hope to be able to recreate a specific car - stay tuned for the build up.

Hobby Boss 1/72nd Scale P-47D Thunderbolt

by Norm Filer

There are more books about the history of the P-47 Thunderbolt than the average guy could read in a month. Since this is a pretty simple build, you should have time to sit down and read one and still do this kit in a couple evenings. You will have a much better understanding of the Thunderbolt history than I could do in a few short paragraphs, and a nice model to go with it.



I can save all of us a bit of time right up front. If you are the modeler who loves to lavish countless hours on every little detail of a model, and usually only build one of each type, Hobby Boss kits are probably not your cup of tea. They are simple builds in every sense of the word. But if you're a bit like me, and find yourself not being able to decide which of several dozen neat color schemes to do, and end up wanting to do them all, and are more interested in variety on the display shelves and not so much interested in every little detail but do want accurate appearing models, then these new kits are the perfect answer.

To say they are simple, with very few parts, does not tell the whole story. But the rest of the story is that these are not kiddie toys that only resemble the real aircraft. All of the ones that I have seen and know enough about to be any casual judge of accuracy seem to be really good scale reproductions.



I think what Hobby Boss has done is truly innovative. For some reason many of us are caught up in a "parts count" thing. Or at least many of the current kit manufacturers seem to think we are. The more parts the better (and pricier) the kit. Hobby Boss clearly has gone the other way. Due to very innovative molding they have reduced the parts count down to the absolute bare minimum, and done it without compromising scale fidelity.

There is mostly good news with this kit. It is inexpensive at about \$9, it is very simple to build, and when you get it done it looks like a very accurate 1/72nd Thunderbolt. I only found a few minor things to complain about and those were mostly things that I wished they had done a bit different or just did not include in the kit at all.

The parts are few, but that does not mean they lack details or crispness. The Jug comes with a one piece fuselage that matches up with a single wing/lower fuselage part. The join line is right at a line extending forward and aft from the wing leading and trailing edges. There are four very sturdy large pins on one part that push into holes on the other part. Once they are pushed together firmly, they are almost joined forever. I "test fitted" this joint without glue and it took some serious

work to pry the two parts apart. The joint is pretty darn good for such a noticeable location. I used a small amount of filler along this line and it disappeared quickly.

The fuselage part is a rather hefty solid part with some of the underside hollowed out and a rather simple interior in the cockpit area. No separate cockpit parts to install, no instrument panel and the seat armored headrest and control stick are already molded in place. I had some reservations about the lack of detailed interior at first, but when finished and the closed canopy in place it is really not a big issue. The vertical fin is molded with the fuselage, but there is a separate cowling and firewall and even a two row radial engine. Another plus is that the kit comes with a choice of two different props, a Hamilton-Standard and an early Curtiss prop. The big late -D and -M series Curtiss prop. is not included. Also included is a choice of paper drop tanks, or bombs, and a flat center-line tank.

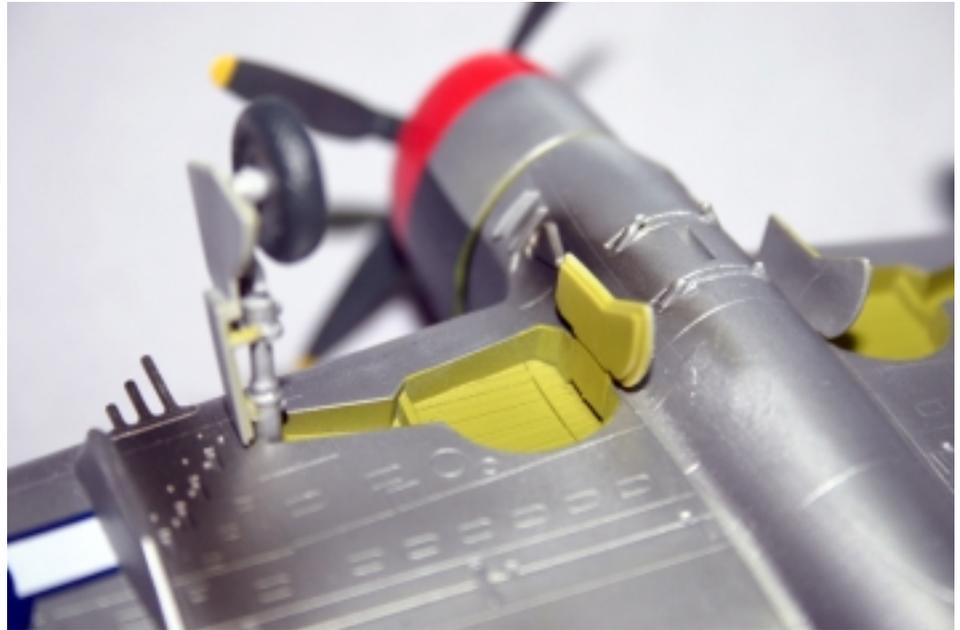
There are some things I wish they had done a bit better or options they might have included. The late asymmetrical prop would have been nice, and they did not include the fin fillet either. The lower cowling intake is not in the kit and this might be the biggest drawback as that is a

very noticeable item when you see the front of a Thunderbolt. Last item is that there is only a closed, one piece canopy. With the simple interior that is probably a good thing, but some of the other Hobby Boss kits do offer both open and closed canopies.

As I pawed through my embarrassingly huge stack of Thunderbolt decals trying to decide which one to build, I kept coming back to one of the 56th Group -M models with the odd paint schemes. As it happens one of the Group's survivors lives here in the Seattle area and I had access to photos of a contemporary model of his aircraft. So a dark Blue Thunderbolt it became.

That posed some problems as I did not have the fin fillet, big prop, or the lower cowl parts in the kit. But I did have a couple Revell kits lying around and those parts were there so they migrated from the Revell box to the Hobby Boss box and onto the build. I had to put a new shaft on the prop, but the cowl part and the fin fillet fit fine. And yeah, I know, the R-2800 Crankcase should be a later bolted version, but that didn't happen this time.

One unexpected thing I found annoying was that the bottom portion of the



windscreen is a tab that fits into a corresponding notch in the fuselage. When you attach the canopy after everything else is done you end up with a serious groove right under the canopy forward part that at that late stage is pretty much impossible to fill and paint.

It took just about as long to decal the thing as it did to build and paint it. And the end result sitting on my display shelf

alongside several other Thunderbolts looks like it belongs there with the big guys. The lack of a detailed interior just does not show. The scribing, fit and details are as good as most of the others. Of course they are not Tamiya kits, and if you love the details, that is still the way to go, but if you want quick and simple builds with very little compromise on details, you might want to consider these.

These things are perfect for the guy that wants several different P-47s in his collection. I sat down to see what this kit was like by playing with the part and in about 45 minutes I was ready to start painting the model. They are that quick and simple.

These are simple but accurate kits at very reasonable prices. Almost like having a big sale at the local hobby shop.

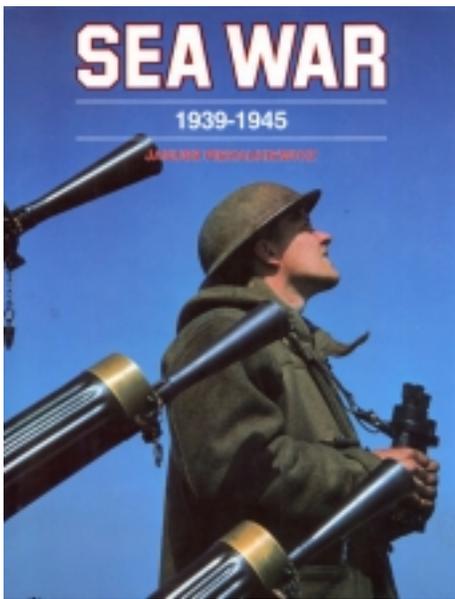
[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his, Norm's, Jim's, and Jon's articles. - ED]



Hurricane Bookshelf: Almost Endless World- Spanning Timeline - *Sea War 1939-1945*, by Janusz Piekalkiewicz

by Scott Kruize

The “Hurricane bookshelf” contains several naval histories. This is appropriate, because the Hurricane fought many battles at sea, and around its coasts and island battlegrounds. It participated in the 1940 British invasion of Norway, where it proved it could take off from a carrier deck and even land again without benefit of



arrestor hooks or other naval gear. With that discovery, the Royal Navy eventually acquired 600 Sea Hurricanes, which served all over the world until late 1943. Small ships in convoy catapulted Hurricanes into the skies over the North Atlantic, finally stopping the deadly bombing career of the Focke-Wulf Fw 200 Condor. Hurricanes fought over Crete, inflicting many casualties on the airborne invaders. Hurricanes defended Malta and fought ferocious battles over convoys trying to supply it. They shot down German torpedo bombers over the Arctic, attacking

Russian-bound convoys, and in the Indian Ocean on the other side of the world, were among the first fighters to confront the Japanese First Carrier Striking Force after its assault on Pearl Harbor. They participated in Operation “Torch”, effectively reducing Vichy French air force opposition.

But of all my books describing these actions, and many others, *Sea War*’s approach is unique. First, the structure of each chapter—which runs through half a year—starts with quotes from official government and military communiqués, ‘flashes’ from news wire services such as the Associated Press, Reuters, and the German DNB news agency, exactly as they appeared at the time. The second half of the chapter then goes into detail about what was behind these news items, and explains the war as it unfolded, day-by-day, almost hour by hour.

This is the first book I’ve ever encountered which gives a true sense of perspective of how the war was fought around the world, and over time. Ordinary histories tend to give the impression that events follow a pattern, unfolding to nearly inevitable endings. But real history is not like that at all. The people involved can only see, within the range of their senses, a tiny part of an immediate event, and would have difficulty enough understanding even that. The epic sweep of World War II would have been quite lost to the sailors and airmen on the line. All they could do was perform their jobs under difficult and dangerous conditions, quite unconscious of events over the horizon, much less around the world. The author Piekalkiewicz, with his ‘godlike’ view, and careful scholarship, conveys what did happen, here and there and everywhere. Every single day, sometimes every single hour, victories and defeats, both large and small, were incurred by both sides. We readers already knew how it ended; *Sea War*, if read carefully cover to cover, reveals the story of how it got that way.

Here’s an example, a single month out of the sixty the war lasted, namely May 1941.

May tends to stand out on the page for me anyway, since that’s when my birthday occurs, but as I read the section about May 1941, which went on and on, it impressed me how much critical action was fought then...and how much both the Axis and Allies ‘enjoyed’ victories and suffered terrible defeats. It saw the “first sea-air battle in history...decided conclusively in favor of the [air power involved]”. Do you know this battle? Or what was so important about the German weather ships, and what happened to them this month, which would have such profound ramifications for the war as a whole—not just at sea? Or how the captain of the U-boat that sank the first passenger liner, right at the beginning of the war, died May 8th, 1941, just as he realized he’d handed to his enemies a prize beyond price?

You probably know what caused the British to rejoice as the waves closed over a particular ship on May 27, but that very same day saw the smoke clear over another battleground, where their defeat was total and catastrophic.

May 21 saw the loss of merchant ship *Robin Moore*; do you know why this should be a historical milestone for Americans? And did you know that two days later, a political and military authority would—quite ‘out of the blue’—set in motion a plan to invade the Azores Islands of neutral Portugal with twenty-five thousand men?

I had no idea, myself, how all these events, and many more, shaped the contours of world history. *Sea War* is a hard slog through episodic detail—a lot of tiny battles mixed in with a few big ones—but the overall effect is a revelation about what war is: nothing goes according to plan, and advances are offset by reverses...to both sides, every day, sometimes every hour. We can only mourn the sufferings of those who were lost—on both sides—and admire the fortitude of those who persevered. And perhaps—especially as we celebrate Independence Day—think how all this applies to other conflicts...like the one we’re in now.

Revell 1/48th Scale Ryan NYP Spirit of St. Louis

by Jim Schubert

I reviewed Revell's new kit of the Ryan NYP in the February 2006 issue of *Internet Modeler*...That review was too kind and generous. Building the kit revealed many discrepancies, inadequacies and errors in Revell's presentation of this iconic subject. In their defense, though, I must say they did a pretty good job presenting a pretty good kit at a very, very reasonable price. A reader, I've lost his name, of that initial review sent me a recommendation for what turned out to be the best reference on the airplane. I used all of the references listed in my initial review in building this model and have listed the "new" book, and four others, here below.



A bit of trivia for all you good readers: My research on the SoSL turned up no evidence of a relief tube for Charlie. A couple of the books referenced below, and in my initial review, explain this. He took an aluminum container with him with a cork in the top. When he arrived over France he threw the full container over the side to avoid embarrassment at Le Bourget.

I'm trying a new approach to writing a "build-article". Instead of the usual, "...and then I glued the..." narrative, I'm using a listing of the things done with amplification as required for clarity. I'm also using more photos now that I have acquired a cheap digital camera. Let me know what you think of this approach.



Added about a quarter to a half degree of dihedral with a brass tube spar.
 Replaced/relocated fuel filler fairings/vents with parts cast in epoxy.
 Deleted all underside ribs, which were different in number from, and did not align with, the upperside ribs.
 Re-represented underside ribs with rib tapes lightly scribed with two #11 scalpel blades AC'd together.
 Added top side rib tapes the same way.



Scribed reinforcing patches around the holes drilled for aileron control cables and around the wing tank drains and cabin air intake.
 Added cabin air intake.
 Made a replacement pitot tube of Monel tubing and brass wire.
 Fabricated a proper skylight window to replace Revell's flat lump of plastic.
 Enlarged wing strut tip fairings on wing by building up with filler.

Nose:
 Enlarged magneto fairing bumps on fore cowl.
 Detailed spinner with root cut outs for blades, scribed end cap and impressed screw pattern.



Replaced plastic push rod tubes with metal rods.
 Replaced plastic exhaust pipes with thinned wall brass tubing.
 Replaced plastic exhaust pipes to carburetor heat exchanger with wrapped guitar strings to represent the asbestos lagging.
 Added spark plugs and high tension leads front and back for the dual-ignition.
 Added the three small vent pipes at the leading edge of the wing.



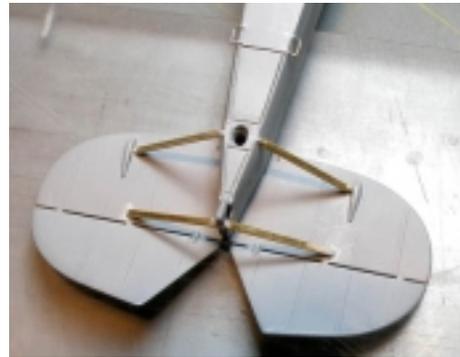
Fuselage:



Detailed interior: corrected seat structure, removed leather seat cushion, made inflatable rubber seat cushion, made Earth Inductor Compass control head outboard of seat on the right, made magnetic compass mounted on skylight stringer, detailed, wired, plumbed instrument panel, detailed and rigged controls and so on. Made a windmill for the Earth Inductor Compass that is more to scale than the plastic original provided by Revell. Made new fuselage top and belly skins of .010" styrene sheet internally embossed with stringers Harry Woodman style. Removed raised stringers from fuselage sides.
 Made a new door of sheet brass lined with styrene because I lost the original plastic door. Ich bien ein dummkopf!
 Made an inside door handle.
 Replaced grab handles with brass wire.
 Drilled holes for rudder and elevator cables.
 Scribed reinforcing patches around said holes.

Tail:

Separated fin/rudder from right fuselage half.
 Separated and discarded plastic struts from rear fuselage belly piece and replaced them with brass Strutz.



Sanded off all raised ribs.
 Scribed rib tapes as for wing.
 Replaced oversized plastic fin anchor with a vee of brass wire.
 Detailed elevator trim mechanism.
 Made fin root gap closers of sheet brass to replicate sheet aluminum originals.

Added quarter-teardrop fairings for elevator trim joints.
 Drooped elevator and displaced rudder.

Landing Gear & Wing Struts:

Replaced all four wing struts with new struts of the proper chord made from Contrail Strut Stock as the originals were all too narrow.
 Filled, and generally refined, the complex strutterry involved with the landing gear.



Replaced the tubular lower members of the LG with brass rods for strength.
 Replaced wheel hub nut fairings with parts cast in epoxy.
 Carved wrinkles in the fabric wheel coverings.
 Made replacement venturi for finer scale effect.
 Refined tail skid.

The plane was sprayed overall with Mr. Color No.8 Silver as I could not get the new formula Floquil Old Silver to work for me; the pigment appears to be too coarsely ground in this new formula to be satisfactory. That's a pity as Floquil Old Silver has been my first choice for silver for decades.

Revell's use of decals for the damascening on the cowling was a brilliant solution to a difficult problem. But I wish they had

provided for some overlap of the six individual pieces as they didn't fit worth a damn. The top piece has to fit a double reverse compound curve and a plane surface won't do that without a lot of softening and/or stretching. The Revell decals do neither as they are nearly impervious to setting solutions. I ended up cutting several slits into the top decal and flooding it with 50 year old Walthers Solvaset straight from the bottle. Solvaset is really strong stuff! A lot of pushing and prodding with a water-wetted finger finally got it to lay down. I wound up with gaps here and there between the six decal pieces and in the slits I had cut. Hand retouching with a very fine brush finally put everything right and it looks pretty darned good if I do say so myself. I emphasized the cowl panel lines and fasteners with a fine pen and ink.

When the nose unit was finished the damascened area was oversprayed with clear gloss auto lacquer. I used the kit decals on the rudder.

Revell got everything about the wing registrations wrong; even the proportions of the dashes are wrong! I made Friskit stencils from copies of the Dale Caldwell drawings in Ev Cassagneres' book, referenced below, and sprayed the registrations with Floquil Grimy Black.



Before assembling the inner wheel centers to the outer wheels/tires, I thinned the plastic around the holes for access to the valve stems and glued a couple of wire "spokes" and the valve stems on the

inside. So now when a very critical examiner looks inside one of those holes he can see the spokes on the far side of the wheel and the valve stem on the near side. AMS anyone?

I sprayed the wheels silver and then made a styrene disk with which to mask the silver for spraying the tires Floquil Grimy Black. I hand lettered "Silvertown Airplane Cord" onto the silver-painted side walls of the tires with a Micron brand No.005 black pen. I also shaded the wrinkles, previously carved in the wheel covers, with gray pastel chalk powder.



A little touch-up here and there, rigging the controls and the plane was finished. The silver painted areas of the model were lightly oversprayed with Testors Dullcoat.

This was a tough build. I started it on January 30, 2006 and finished it on April 20, 2007, the night before our IPMS-Seattle



Spring Show, after investing 286 hours in the process, exclusive of research time. There were several time-outs for vacations, surgery and such but all-in-all it was a satisfying experience. I learned a great deal about the SoSL and the people involved with it from my research. An open question continues, however, to bother me; when is someone going to issue a good kit of the Ryan NYP in 1/72? The Frog and Hawk/Testors kits are worthless.

Added References

The Untold Story of the Spirit of St. Louis: Ev Cassagneres, Flying Books International, USA, 2002, ISBN 0-911139-32-X.

Conquest of the Atlantic – Pioneer Flights, 1919-1939: Phil Munson, Stenlake Publishing, UK, 2002, ISBN 1-84033-180-1.

Lindbergh – A Biography: Leonard Mosley, Doubleday, USA, 1976, No ISBN or Library of Congress numbers.

Atlantic Wings 1919-1939, The Conquest of the North Atlantic by Aeroplane: Kenneth McDonough, Model Aeronautical Press, UK, 1966.

Die Grossen Atlantik Fluge – 1919 bis heute: Carlo Demand, Motorbuch Verlag Stuttgart, Germany, 1983, ISBN 3-87943-

Trumpeter 1/32nd Scale F-100D Super Sabre

by Norm Filer

To look at it, it is difficult to see any resemblance, but the F-100 really is a super Sabre. North American Aviation initially set out to design a faster aircraft, and naturally started with their very successful F-86.

By the time they finished, there was very little left of the original Sabre, but considering the initial design work was completed in 1950, the progress in aircraft design in less than ten short years since Pearl Harbor was all too apparent. The NAA design team called the new proposal "Sabre 45" and with the Korean War going full blast, the Air Force showed immediate interest. In November 1951, they ordered two prototypes and 110 production aircraft. This with nothing but a paper design, no hardware, and of course nothing in the way of flight test information to see if it all would work. To make it even more sporty, there were a lot of innovative design and manufacturing items being used for the first time, and last, but certainly not least, a new, untried engine in the J-57.

First flight occurred at Edwards Flight Test Center in May 1953. The aircraft went supersonic on its first flight and did it again that same afternoon. That successful first series of flights looked good, but there were some problems that seemed to take forever to work out.

The Air Force part of the flight test program revealed some things that they didn't like a whole lot. Probably the two major being poor low speed handling and longitudinal stability at high speeds. With the Air Force already heavily committed to production, these items were deemed to be not serious enough to stop production or deliveries.

The first deliveries occurred in late Sept. 1954 and it didn't take very long for the Air Force to realize that the average pilot had his hands full with this new bird. Several

accidents quickly followed and the airplane was grounded, fixed, grounded again and modified again before finally arriving at a much improved airframe with the delivery of the F-100C. The C model was the last of the sports models. The D version had a larger vertical tail, a revised wing trailing edge that incorporated landing flaps and was a lot heavier due to 1,200 pounds of additional structure and avionics.

Eventually NAA rolled a bit under 1,300 D models out of the factory, and they equipped most of the Fighter Wings in Tactical Air Command. The F-100 carried the load for TAC until the F-4C started replacing it.



By now, most of us are familiar with these big Trumpeter kits. A huge box, and dozens of parts trees. This one is no exception, 15 trees of the usual gray plastic parts, two trees of clear parts, a small photo negative instrument panel backing, and a rather large sheet of mostly engine turbine blades etched brass. Also included are black vinyl tires and an interesting tree of main gear strut brake lines. Another inclusion in Black vinyl is the ammunition chutes that go from the ammo cans down to the guns. Last but no least are alternate White metal main and nose gear struts and a rather large weight for the nose compartment. More on this later.

The surface detailing is extensive. There are panel lines and rivets everywhere. They are crisp and clean, but perhaps a bit overstated, especially on the rivets. I think a coat of smooth primer and they a finish coat should tone those down just fine. The panel lines are not always accurate, but overall the impression is good.

First, let's look at all the "features". The kit comes with a detailed engine and stand for the rear fuselage so you can build it with the back half of the engine exposed. While the engine is of course somewhat simplified, a bit of effort and added details would make this a very impressive model by itself. There are eleven rows of turbine blades and a couple more of stator vanes on the etched brass sheet. The only problem I can see that is after you get done doing all this internal detailing on the J-57, there is no way to see any of it. There isn't any clear side to the engine case or any stand for the engine should you want to display it outside the airplane. You have a big plastic cigar with all that hidden stuff inside.

Once you put the intake ducting into the fuselage halves and stick the engine on the back end you can see about the bottom 1/8th inch of the front of the engine when looking up the intake with a flashlight. Far all the work the engine requires, you end up with a really fancy spacer to mount the afterburner nozzle on if you build the model with the tail installed.

Other options are separate ammunition compartment doors, the gun bay is open with four rather nice M-39 20mm guns, two different dive brakes and dive brake wells, and two different refueling probes. Early F-100Ds had straight refueling probes and the dive brake had a smaller cutout.

The interior is pretty darn good. The side consoles are not particularly accurate, in that all the little panels, switches and knobs are not really in the right places, but the overall impression is good. The instrument panel is better. Most of the instruments are recognizable and generally in the right places. Also included are the rather prominent drag 'chute handle on the upper left side of the panel and the gear handle on the lower left side. An interesting omission is the very noticeable throttle handle on the forward left console.

The seat is another matter. While generally shaped pretty decently, there are some serious problems that are all fixable but annoying. First, the backrest has some odd cushion like item in it. Not sure what it is intended to represent, but it should not be there. What should be there is a smooth curved back pan to the seat with a strap running right down the center, and two hanging shoulder harness straps. The shoulder harness was attached to an inertia reel so they did not hang straight down either.

The seat cushion is actually a survival kit and stayed in the seat at all times. The two etched brass parts intended to be lap belts are near perfect for the two harness connections that sit on top of the cushion. The lap belts were rather complex and included a flexible tube that comes from the right side of the seat to the center latch area. None of that is included in the kit. One very noticeable omission is the cut out in the front of the seat cushion for control stick clearance. Last on the seat overhaul are those two armrests. The way the kit shows them would be fine for a seat that has been used. Those two armrests pivot up to keep the elbows from flying around during ejection. Normally they are folded down along the outside of the seat. If you try to fix them, you need to know that there is not any clearance between the seat and the side consoles when you install the seat, so you need to cheat a little and move the armrest down along the top of the seat side pan.

Opened panels frequently don't fit at all well when you attempt to glue them in the closed position. That is not the case with these. I used a couple small strips of .10 thou. Plastic as shims, but the curve matches the surrounding area near perfectly.

One item worth noting is that apparently Trumpeter initially had the little tabs for the drag chute bridle engraved on both the left and right side of the aft fuselage just in front of the afterburner. It should be only on the left side. They caught the error and filled the scribing on the right side but it looks a bit unfinished and will require a little clean-up.

Wing assembly is really pretty straight forward. You get an upper and lower main wing, with separate trailing edges that include both the ailerons and flaps. The leading edge slats are the only serious assembly on the wings, with all the little slat tracks as separate parts. One nice touch is the wing fence is etched brass, so it will look very thin. One item worth noting is that all the control surfaces were hydraulic activated, and did not droop or move after shutdown. The flaps were retracted immediately after touchdown to improve braking, and not lowered again. The only displaced surface on the bird was usually the horizontal tail that was a bit front end up. For the purest, the main gear wells on the wing are nowhere near deep enough, but probably will not be a big issue when finished and sitting on the shelf.

For some reason Trumpeter ran off the tracks early on with their choices of what to put with what kits. So far all of their big U. S. jets have had inappropriate ordnance, this one is no exception. The only really usable items are the Sidewinders, the practice bomb dispenser and the two fuel tanks.

There has been some discussion about the short 275 gallon drop tanks. They would be correct for an early F-100D with a straight refueling probe, the small dive brake and probably no tail hook, but most of the post 1965 tanks had a 28-inch plug just in front of the pylon to increase fuel capacity.

The decal sheet is big and initially very impressive, but there are some problems. First, all the "U.S. AIR FORCE" and buzz numbers should be a very dark Blue, not Black. And some of the buzz number lettering looks a bit odd.

The stenciling is a riot of misspellings, odd words and nonsense. It might not make much difference to the overall impression on the model, but if you start reading them you start laughing a bit. One glaring example is the White words in the Red lightning bolt on the 31st FBW aircraft. It

should say "The Annihilator" What it says is - well, I don't know.

Another item that will need attention is the two big "U.S. AIR FORCE" decals for each side of the nose. The large rescue markings panel and arrow should only be on the left side. The right side only has a small panel saying you needed to go around to the other side to rescue the pilot.

Overall fit appears to be excellent. I have done some assembly of the kit and so far everything fits very well. The choice of metal or plastic gear struts in nice, And the inclusion of a large weight that goes into the forward avionics bay is welcome. But the open avionics bay with absolutely nothing in there is odd to say the least. That forward avionics bay was loaded with all kinds of Black boxes, cable, and all sorts of stuff the detail nuts would have really liked.

With the exception of a few things like the seat, the choice of ordnance, and the decals everything seems very accurate, and the fit is outstanding. I am puzzled by why they spent so much time plastic and etched brass on the engine and then covered it all up. A clear engine side part would have seemed a natural thing to do. Then to make a separate avionics bay and cover with nothing in it but a big chunk of metal seems strange.

All in all, this is a really nice kit. The problems are minor and easily fixable. The subject is one that really needed to be done in a large scale and I am sure that the aftermarket industry will soon have a flood of decals, resin, and other stuff to enhance what is already a good model.

***Staaken at War*, by Ray Rimell**

reviewed by Chris Banyai-Riepl

Building on the earlier Windsock Datafile on the Staaken, Ray Rimell provides more of the operational record of the Staaken. The result is an excellent complement to Peter Grosz' first volume, and given the recent spate of excellent model kits of the Staaken, both titles are undoubtedly going to be quite welcome.

The book begins with an examination of the R.12/15, the R-Plane that had the longest service record. This R.IV began its campaign against the British in December of 1917 and was the aircraft responsible for the worst single incident caused by air raids, when one of its bombs detonated near Odhams Printing Works, killing 38 and injuring nearly 90 additional people. The R.12/15 soldiered on and managed to survive the war and was broken up in 1919.

Following the history of the R.IV comes the R.XIV and R.XV. The book skips over the R.VI, as it was thoroughly covered in

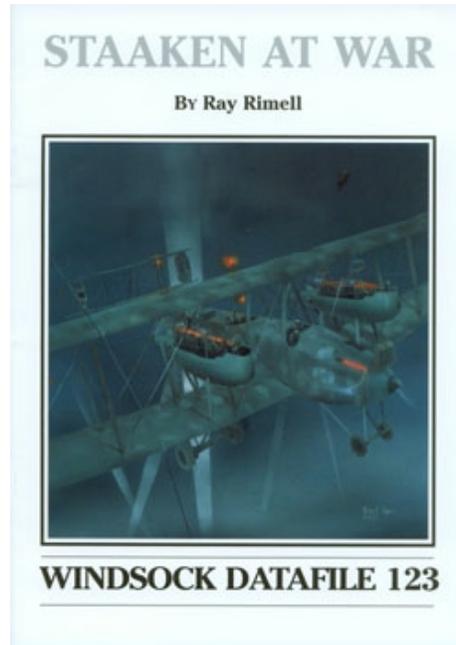
the earlier Datafile. The R.XIV aircraft are nicely covered, though, and their wartime record makes for some interesting reading. Post-war, most were broken up, but one, R-47, was sent to Japan. It would be interesting to see just what happened to that plane once it got to Japan. The book finishes up with the XIVa and XVI (Av). A

final section on camouflage and markings rounds out the text.

Complementing the text are over 50 photographs, many not published before, as well as the usual high quality scale drawings in the center section. A pair of color profiles by Ronny Bar adorn the back cover, and the front cover painting showing the R.12/16 at the moment it collided with a barrage balloon cable is particularly dramatic. For those who have picked up a Staaken kit and are looking for inspiration to build it, this book will do just that.

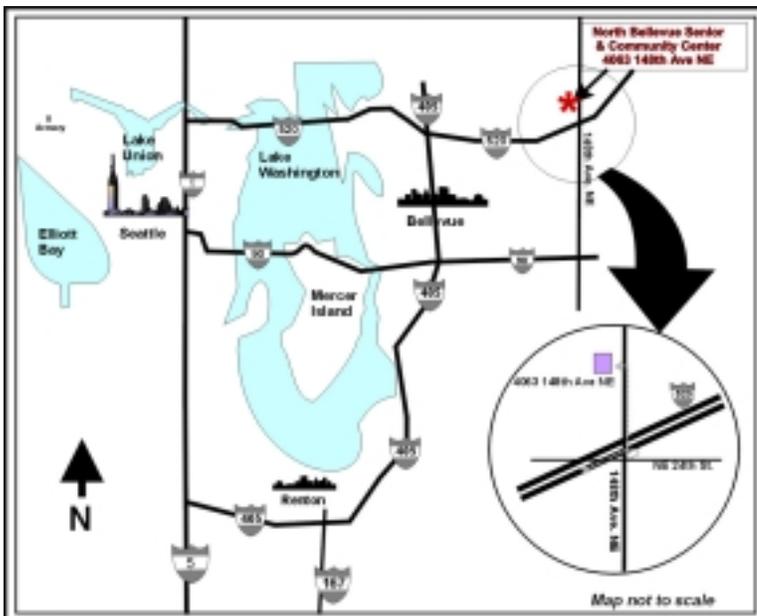
My thanks to Albatros Publications for the review copy.

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 Available from Albatros for £10.75



Meeting Reminder

July 14 **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.