

Seattle Chapter News



Seattle Chapter IPMS/USA
June 2007

PREZNOTES



It is with sadness that I report the passing of one of our members, Al Lloyd. Al passed away last week after a short illness. Although he was not a regular fixture at our monthly meetings he'd poke his head in occasionally. Our paths would often cross at the National Convention. He put in an appearance at our Spring Show in April to check everything out, say hi to everyone and then was jetting off somewhere to do research on a forthcoming book. Al was a very prolific writer, with volumes on the B-17 (one of which I co-authored, which started my interest in writing), the B-24, B-47, C-82/C119, SAC, and other subjects. His current project was a book on the KC-97/Boeing Stratocruiser. Al was a veritable storehouse of knowledge and if you had a question about a particular aircraft, he could probably come up with more information and photos that you could ever use.

especially big Monogram bombers, and among many other things, had completed a half a dozen (each!) Monogram B-52s and B-36s, all stuffed into his small home office. He loved the bombers. For the 50th anniversary of the B-17 he whipped out a dozen B-17s in about a week. He shall be missed.

On to other things...

The boys on the Peninsula are having their show next Saturday, June 16, at Fort Worden. Besides the incredible venue, they have plans for a great contest. Do try to get up there. It will be a terrific show. See page 3 for more details.

As was the case last month, this month's meeting will be in the Crafts Room at Bellevue Senior Center.

That's it for now...

...we'll see you at the meeting,

Terry



As a model builder Al was one of the most prolific and horrible modelers on the planet, something he freely acknowledged. His comment was "I'm fast and half-assed". He enjoyed building models,

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Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 2007 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

June 9
August 11

July 14
September 8

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name: _____		
(leave blank)	FIRST M LAST		
Address: _____			
City: _____		State: _____	Zip: _____
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$25		<input type="checkbox"/> Junior (17 years old or younger): \$12	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, 4 of membership cards required: _____)			
<input type="checkbox"/> 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			

Fort Worden Model Show

The North Olympic Peninsula Modelers Society presents the Second Annual Peninsula Model Show and Contest 2007
Saturday, June 16, 2007
9:30 am - 4:30 pm

Building 204
Fort Worden State Park
Port Townsend, Washington

Driving Directions:

Located in the Victorian Seaport of Port Townsend.

From South Seattle and Tacoma:

Take the Tacoma Narrows Bridge (Hwy. 16) northwest to Bremerton, and Hwy. 3 north to the Hood Canal Bridge. Cross the bridge and take Hwy. 19 (about five miles, turn right) north through Chimacum to Port Townsend. With normal traffic, it is 1-1/2 hours driving from the Tacoma Narrows Bridge to Fort Worden State Park.

From Seattle or Everett:

Take the Bainbridge Island or Edmonds/Kingston ferry, and travel to the Hood Canal Bridge. Cross the bridge and in about five miles take Hwy. 19 north (to the right) through Chimacum to Port Townsend. With normal traffic, it is one hour from Kingston to Fort Worden State Park.

Special Theme

"The Forgotten War" Korea 1950-1953

Special Categories

Show Theme

"The Forgotten War" Korea 1950 -1953
Equipment or figures for the air, land and sea efforts in this conflict
Sponsored by NOPMS

WWII Eastern Front
Equipment or figures related to the European Eastern Front
Sponsored by R&J Enterprises

WWII Pacific Air War
Equipment or figures related to the Pacific Theater

Sponsored by the Olympic Squadron, Association of Naval Aviation

Best Female Military Subject
Sponsored by Patti Walden

Best Canadian Entry
Sponsored by Pacific Rim Hobby

People's Choice Award
Sponsored by **Intrepidhobbies.com**

Judges' Choice
Sponsored by Salem IPMS

Categories with Special Awards

Aircraft - Prop / sponsor: Masterpiece Models

Aircraft - Jet / Sponsor: IPMS Salem

Ships / Sponsor: IPMS Seattle

Military Vehicles - Wheeled / Sponsor: Farmers Insurance

Military Vehicles - Tracked / Sponsor: IPMS Salem

Automotive / Sponsor: Nomads 3 Car Club

Figure / Sponsor: IPMS Salem

Dioramas / Sponsor: Coast Artillery Museum

Space and Science Fiction / Bigfoot

Miscellaneous: Sponsor: Air Land Sea Hobbies

Junior / Sponsor: American Marine Bank

Display models welcome

Schedule

Setup 8:30am - 9:30am
Doors Open to Public - 9:30am
Registration 9:30am - 1:00pm
Judging 1:00pm - 3:30pm
Awards Announcements - 4:15pm
Show Close - 4:30pm
Raffles - All Day Including Special Raffle at 4pm

Fees

Adults \$5
Model Fees—\$1 per entry up to 5 entries (no extra fee for additional entries)

Junior (Age 17 and younger) \$3
Model Fees—\$1/any number of entries

Admission allows entry to nearby Coastal Artillery Museum For \$1 (half price)

Food and beverages available at The Commons Café next door (7am - 7pm)

Vendor Information:

For vendor table and sponsor information contact Rich Sullivan
Phone: 360-796-3828 e-mail: rj@rjproducts.com

For updated information, visit the contest web site at: <http://www.nopms.net/2007show-contest.html>

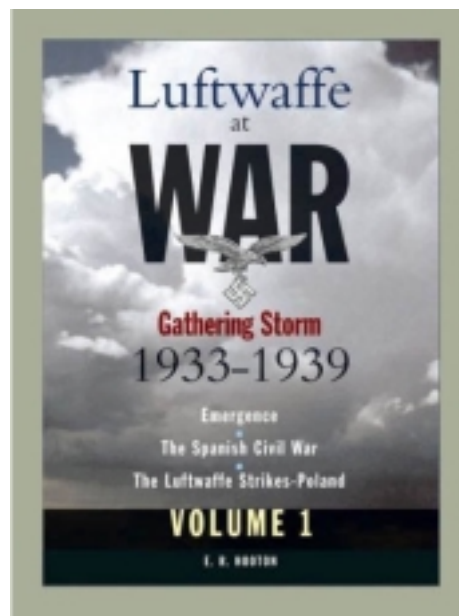
Luftwaffe at War: Volume One – Gathering Storm 1933-1939

reviewed by Paul Ludwig

Volume 1 of four proposed volumes of *Luftwaffe At War* written by E. R. Hooten and published by Classic has just become available and I bought it simply because I have always been very interested in the Luftwaffe. The last two chapters deal with familiar history of the Luftwaffe in the late 1930s, but as you will see in other reviews of this book, its cover's subtitle, "Gathering Storm 1933-1939" gives no hint that the first two of six chapters covers the period from 1919 to 1933!

Chapter One opened my mind to detail about surprising events which took place during the period in Germany immediately following the Armistice. I have not been as much interested in World War One history and what I have read in other books led me to believe that the Treaty of Versailles and war reparations ended all air activity in Germany and that all remaining aircraft were either destroyed or taken to France. Not true. Mr. Hooten has not only researched history of this period in greater and finer detail than anyone else, but his writing is staggeringly complete beyond compare. He writes skillfully and with sophistication making this first volume a joy to read. Hooten tells the reader immediately in the first pages that in January 1919, "6,000 aircraft (remained) within Germany's borders" and "Airmen were needed to secure the infant Weimar Republic from threats internal and external." Small wonder then, that when so many war veterans had survived defeat and a world depression and needed to stay alive, while being angry and wanting to fight former enemies because they thought Germany had been stabbed in the back by some of their own leaders, that they volunteered to fly and fight again!

I for one had not known how seriously warlike were people in Poland who wanted to take back parts of Germany that were predominantly Polish, or how universally across Germany the radical left in Germany wished to change Germany into a Russian-style "social-economic order." These perceived internal and external threats resulted in Germans again flying air combat missions. Freikorps veterans resisted the Poles in early 1919 at the same time the Poles fought Bolsheviks in the east. While the level of air fighting at any point was



apparently not great and it was at a minimum, it was more action than I knew about. What little I had learned from other books left me with the impression there had been no flying at all. The internal threat resulted in some air activity around Berlin, then Hamburg, the Ruhr, and in Bavaria. Most missions were reconnaissance and ground-attack plus leaflet-dropping.

I had not been aware of the date of the Versailles Treaty; it was not signed until 25 April, 1919, a stretch of time following the Armistice which allowed months of time for Germany to attempt to resist internal and external threats and resulted in

preparations for a new air force and the actual flying of sorties.

In Chapter Two covering the years 1923 to 1932, Hooten lays out how the Weimar Republic needed friends outside the country, and by 1921, Germans traveled to Russia to investigate chances to produce aircraft in Russia. In April, 1922, the Treaty of Rapallo permitted trade relations and the exchange of technology with Russia and by December of that year, Russia ordered German aircraft made in Russia. As is relatively well known, in 1925 Russia permitted Germany to establish an air training program at Lipetsk in Russia.

Chapter Three is devoted to "The Wever Years", years when the Luftwaffe became strong as we know it came to be, in 1939. It was the greatest, most advanced air force in the world at that time. The book is written in such exhaustingly fine detail that this chapter alone makes better sense to me than do complete books on the same period.

Hooten was able to find and be allowed to use photographs of individuals and places (such as Lipetsk) not seen elsewhere. This is not a book for modelers; there are few color profiles and they are small, but there are maps and illustrations including one as seen from the sky describing clearly the raid on Guernica in April, 1937. All of the major figures and personalities and leaders are given illuminating personal impressions by Mr. Hooten - some of which are delightfully non-complimentary. It is an excellent book in my opinion, and worth the price.

Hasegawa 1/32nd Scale P-47D Thunderbolt

by Chris Banyai-Riepl

The P-47 is one of the most famous aircraft of World War Two, serving in both Europe and the Pacific. Its bulky shape was the antithesis of then-current fighter design, which opted for smaller, more streamlined aircraft, but the P-47 quickly proved itself in combat. With both an impressive air-to-air and air-to-ground record, the P-47 also proved to be quite robust, returning from missions with damage that would have brought down lesser aircraft. For those wanting to explore the P-47 further, there are dozens of excellent references out there, including the impressive Kagero series.



With the explosive growth of 1/32nd scale aircraft, it was only a matter of time before someone came out with a new-tool Jug to replace the ancient Revell kit. Hasegawa stepped up first with their release of the bubbletop P-47D, and boy, is it a nice one. Molded in the usual Hasegawa gray plastic, the kit features petite recessed panel lines, a detailed cockpit and engine, and several options for external stores. The decal sheet, like the model, is quite large and provides markings for a couple of aircraft.

Starting with the interior, for those familiar with the Tamiya 1/48th and 1/72nd kits, this assembly will look a bit familiar. The tub is made up of separate sidewalls, a separate floor, and front and rear bulkheads. This leaves nothing molded into

the fuselage halves, which will make painting quite a bit easier. The instrument panel is separate from the front bulkhead and includes separate rudder pedals. A decal provides the instrument faces. For the cockpit floor there is the requisite control stick, as well as a couple other control handles. The throttle quadrant is also separate, and the seat has a separate frame and headrest. Out of the box, this interior will look quite good, even in this day and age of resin cockpit replacements.

The finished cockpit tub fits onto a wing spar assembly that threads into the fuselage halves. Other fuselage inserts include the exhaust shutters and a poly cap piece for the fuselage fuel tank. With those in place, the fuselage is buttoned up and the next big detail piece comes up: the engine. This, like the cockpit, is quite well done, with both rows of cylinders provided. A separate piece provides the pushrod for the front bank of cylinders, and the crankcase housing is a separate assembly made up of three pieces. The cowlings are also broken into several parts, with the lower piece getting a separate multi-part duct work assembly. The engine mounts on this via a framing, and the other three cowlings then mate up to this. The end result will probably take a bit of work to get everything aligned, but the painting will be somewhat easier. Completing the cowlings assembly is a choice of open or closed cowl flaps and a separate oil cooler.

Switching to the wings and tailplanes, there's not much out of the ordinary here. The tailplanes are split into upper and lower pieces, as expected. The wings are a bit more complicated, with separate inserts on the undersides for different variations in the P-47D line. These include an outer wing panel and panel inserts around the wheel wells. Speaking of the wheel wells, these are completely separate boxes built up and inserted into the wing assembly. This will eliminate any seams from the wing assembly running through the well. The finished wings slide onto the fuselage spars, presenting a very solid attachment. Equally robust is the landing gear, with no

less than four pieces making up the main leg. The wheels have two styles of hubs, and the gear doors are similarly well detailed. The final detail for the wings is positionable flaps, with detailed hinges for both lowered and raised positions.

For arming your Thunderbolt, this kit comes with a flattened style of under-fuselage fuel tank and teardrop tanks for the wings. Alternatively, you could mount a pair of 500lb bombs on the wing bomb racks. These racks include sway braces and poly caps for mounting the stores with. Separate gun barrels, a pitot tube, two types of propellers (Curtiss Electric and Hamilton Standard), and a pilot figure help finish this kit. Finally, the canopy comes in either a closed or an open style.

For the decal options, the choices are Francis Gabreski's "HV-A" or Glenn Eagleston's "FT-L." Gabreski's aircraft is actually shown in two variations, one from July 5, 1944 and one from July 20, 1944. The main differences between the two are with the invasion stripes and the scoreboard. The July 5 example has invasion stripes wrapping around the fuselage and wings, while the July 20 example has the upper surface stripes painted over. Both aircraft are camouflaged in that well known scheme, identified as RAF colors in the instructions. Eagleston's aircraft is overall natural metal, with a yellow and black cowlings resplendent with a winged skull and crossbones. The decals also include plenty of stenciling to add to the realism of your finished model.

This is a far better P-47 than the old Revell kit, and one of which I am sure we will see many built up in the near future. Aftermarket decal companies will undoubtedly have a heyday with this one, as there are copious marking options just dying to be done. While USAAF aircraft will undoubtedly take the lion's share of these, the P-47 did serve with ANG units and several foreign air forces, so the sky's the limit when it comes to finding that one unique scheme.

Hurricane Bookshelf: Primary School Primary Source

by Scott Kruize

Life has unexpectedly - just a few times - dealt me generous sluices of lemonade. One such time was back at Custer Elementary. I became aware that the school library was crammed with interesting books that had no discernable relation to dull old classroom assignments...books I could check out! For nothing! Oh, frabjous day!

When my sixth grade's Tab Book Club order arrived one day, the blood-and-thunder rhetoric of *The Hurricane Story*, by Paul Gallico, shot me into frantic search for more. Fighter planes are exciting, and what better find could there be, right there down the hall, a few doors away, than the library's copy of *Fighter Planes That Made History*, by David C. Cooke (Copyright 1958, published by G. P. Putnam's Sons of New York). Its 71 pages had thirty-three planes Mr. Cooke had selected, each with a full-page picture and a full facing page of history and specifications. The last page was entitled 'History Makers of the Future', and had short descriptions and small pictures—probably recently released from the 'Secret' list—of the McDonnell F-101 Voodoo, Republic F-105 Thunderchief, Convair F-106 Delta Dart, McDonnell F3H Demon, and Vought F8U Crusader. Plus - of course! - the coolest jet fighter there **ever** was: the Lockheed F-104 Starfighter!

The dust jacket, as I eventually got around to reading, explained that Mr. Cooke had at the time written more than 18 books, 300 magazine articles, and 'several hundred syndicated newspaper features' about aviation, based on his Second World War experience as a war correspondent in the European theater. I had to take his word as Truth. It's obvious, now, that his bias was towards American air force planes, and it shows in his selections...still, these do include famous fighters from other countries, and you can see how the book's



fifteenth selection immediately ingratiated itself to me!

What already-made Hurricane fan wouldn't be thrilled to read of its 'terrific firepower', that it 'had the biggest guns ever mounted on a single-seat fighter' and that the 'twelve-gun model had a rate of fire of 14,400 rounds of ammunition per minute'!

I read through the book, starting with my lunch break that first day, and finishing up the same afternoon after I got home from school. Before I left Custer, I would check that book out many, many times.

While contemplating what to write for my column this month, and the old kit column for *Internet Modeler*, I pawed through my kit collection and other modeling stuff, trying to get things in order, or at least to renew my memory about what I own. (Like 339 unbuilt plastic kits at last count...) During the search, I came across a very rare survivor from my Calvin-esque modeling days: a 1/72nd scale Bell P-39 Airacobra.

It made me remember the book, because the title page was incredibly dramatic: a

HAWKER HURRICANE

British

The Hawker Hurricane will long be remembered as the fighter plane that stopped the German bombers during the Battle of Britain in 1940. While the Supermarine Spitfire went up higher to intercept enemy fighters, the Hurricane turned its fury against the bomb carriers. Altogether in the Battle of Britain, Hurricanes and Spitfires destroyed 2,375 German fighters and bombers—185 of them on one single day.

The Hurricane was the first monoplane fighter to go into service with the Royal Air Force, and the first combat plane built in England capable of flying faster than 300 miles per hour. It was designed in 1935—four years before the outbreak of World War II—and the first production models were delivered for squadron duty in November, 1937.

The original Hurricane design called for four machine guns—two mounted on the fuselage and firing through the propeller arc, and one in each wing. This was later changed to eight guns, all of them in the wings. Still later models carried twelve guns.

The Hurricane was used by the Royal Air Force throughout the war and on all fronts.

One model, the Hurricane IID, had two 40-millimeter cannon—the biggest guns ever mounted on a single-seat fighter—and was used as a tank-buster in North Africa.

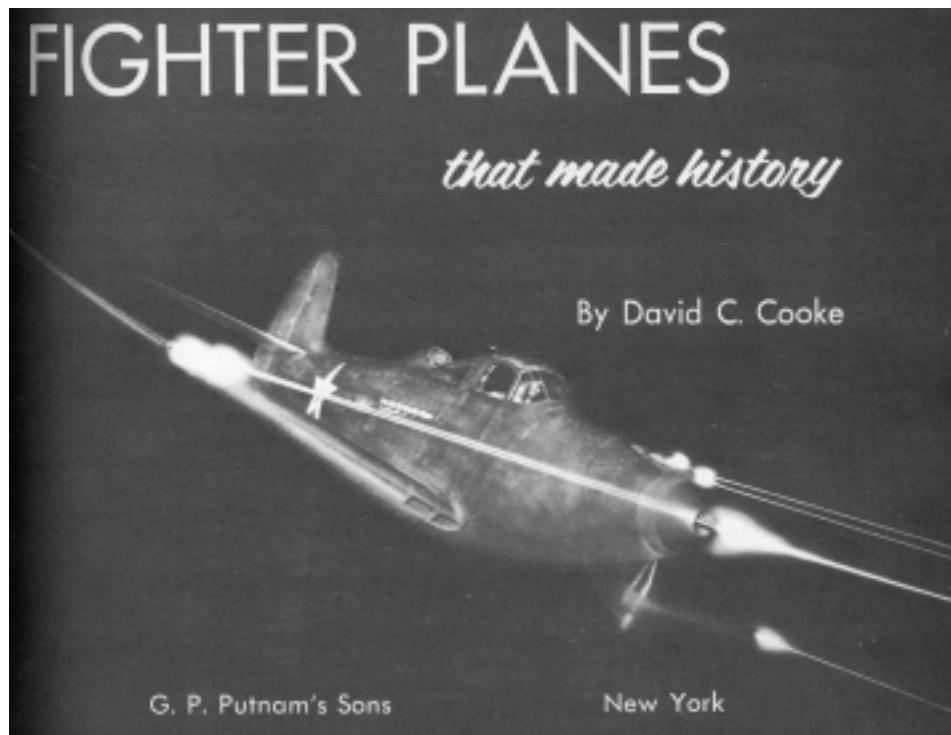
Another model was carried on British merchant vessels and catapulted into the air to fight against enemy bombers attacking shipping far out to sea. These Sea Hurricanes scored many victories and saved a number of freighters from being sunk. However, there was no way for the catapult fighters to land again. Whenever one took off against the enemy, the pilot was forced either to bail out or put down on the sea.

The Hurricane was much slower than the German Messerschmitt Me. 109 and Focke-Wulf Fw. 190. However, the plane could stand up to its enemies because of excellent maneuverability and terrific firepower. The twelve-gun model had a rate of fire of 14,400 rounds of ammunition per minute.

Other data (Hurricane IIB): Wing span, 40 feet; length, 32 feet 3 inches; engine, 1,280-h.p. liquid-cooled Rolls-Royce Merlin XX; loaded weight, 8,470 pounds; maximum speed, 340 m.p.h.; service ceiling, 40,000 feet.

three-quarter head-on view of a fighter diving into action with streams of tracer fire pouring from the prop hub, upper nose, and both wings!

A quick search of the King County Library System's Web site failed to produce a listing for it, but I did find the author and from there, managed to find the title on a



It was unnamed in the book, but I found out later that it illustrated a Bell P-39 Airacobra U.S. Army fighter. I can understand why Mr. Cooke didn't feel it deserved a whole double-page spread like his 33 main selections, but I can also see why he or his publisher insisted on using that particular picture: it is way more dramatic than the remaining pictures. They're quite mundane by comparison, mostly static side views, and many are photographed just parked on the runway. That one picture was so impressive, I just had to have a model of the plane in it, and if you care more about that part of the story, please see my 'Modeling Now and Then' column in the June issue of *Internet Modeler*.

But the immediate effect of holding my ancient P-39 model was to conjure up that picture in my mind, and I suddenly couldn't stand it: I just **had** to have it in my hands again!

couple of Amazon and eBay.half.com dealers' listings. A week later, I again was as eager as that 11-year-old kid at Custer Elementary library, ripping open the cardboard sleeve...

The book is hardly an authoritative reference I'd cite today. Some statements are a little off, others more so. For instance, the Hurricane's notes still refer to the day, during the Battle of Britain, when Royal Air Force fighters supposedly shot down 185 German warplanes! (References I've examined since put the number at around fifty.)

Still, books don't have to be perfect to inspire their readership. I'm glad I began my lifelong addiction to aviation history with these. Now Mr. Cooke's history can join Mr. Gallico's on the 'Hurricane Bookshelf'...and if they're not the most accurate, they're at least the most read of their four hundred-odd shelfmates!

You're welcome to look at it, if you like. The book's idea is still a good one, even if its execution is open to criticism. (Not that we need debate the Hawker Hurricane's right to be among its selections!) So here's a good trivia/discussion stimulator/argument starter concept: of the many fighter planes that have come down through history, from the beginning through 1958:

Which 33 of them, readers, would **you** select?

Here's Mr. Cooke's professional list:

Morane-Saulnier Bullet
Fokker Eindecker
Nieuport Scout
Albatros Scout
Spad Scout
Royal Aircraft Factory SE-5A
Sopwith Camel
Fokker Dr.I Triplane
Fokker D.VII
Curtiss P.6E Hawk
Boeing P-26
Gloster Gladiator
Messerschmitt Me-109
Hawker Hurricane
Supermarine Spitfire
Curtiss P-40 Hawk
Lockheed P-38 Lightning
Mitsubishi Zero
Focke-Wulf Fw 190
Vought F4U Corsair
North American P-51 Mustang
Republic P-47 Thunderbolt
De Havilland Mosquito
Kawasaki Ki.61 Hein
Kawanishi N1K-2 Shiden
Grumman F6F Hellcat
Messerschmitt Me 262 Schwalbe
Messerschmitt Me 163 Komet
Lockheed P-80 Shooting Star
MiG-15
North American F-86 Sabre
North American F-100 Super Sabre

Eduard Weekend Edition 1/48th Scale Nieuport Ni-16

by Stephen Tontoni

This delightful sesquiplane kit is a basic reissue of Eduard's magnificent Ni-16 kit. This was very ably reviewed by Marc Flake in the May 2006 *Internet Modeler* although he built up the Profipack kit from that series. In the first sentence of his article, Marc mentions that further history of the aircraft can be found in the April 2005 issue of *Internet Modeler*. For that reason, I'll spend most of my energy on discussing differences between the Weekend Edition and the Profipack.

First, when you open the box, you'll find all the parts are in a re-sealable plastic bag which Eduard has been doing for some time now. That's really pretty handy. The parts are molded very cleanly and I know, having built this model (albeit not to completion yet) that the engineering is excellent. There are two sprues of tan styrene and a separate bag for the clear windscreen. You only get one decal option with this kit rather than the extensive decal sheet you get with the Profipack. Still, it's a very colorful bird, so there's nothing to complain about, in my opinion.

Also, where the Profipack included tons of photoetch details, you only get the styrene parts with the Weekend Edition. There are some things that do look better with photoetch, and you can certainly dress this one up. Many parts, however, don't really make it in the 2D world of photoetch; again, I'm not sorely disappointed by the lack of PE in this kit. The only thing that really leaps out as wanting is the seat, but that can be remedied with a PE seat from the spares box or careful drilling and sanding of the styrene seat.

I'm speculating, but I believe that there are two points to Weekend Edition kits. First, they are much cheaper than the regular or even the Profipack kits. Whereas the Profipack version of this kit was running in

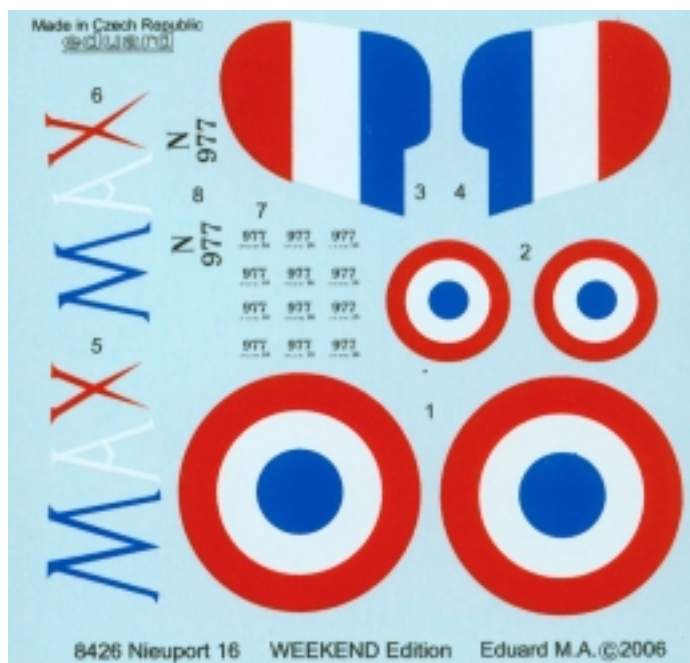


the \$30 range when it first was released, this Weekend Edition kit retails for \$12.95 at stores I've seen in the Seattle area. If you already plunked down your money on that expensive version, you can buy one of these kits for about a third the cost and use your spare decals on it if you like. Second, Eduard is encouraging the actual building of kits. I know that I'm guilty of putting away expensive kits to savor "someday" like it's a bottle of Dom Perignon or whatever. With the more basic kits, the point is picking it up and building it in a couple days. Hence the "Weekend" kit.

I really like what Eduard is doing as far as quality goes, and they're getting away from the huge photoetch frets that were the hallmark of their early releases. They're stressing everything today that will encourage modelers to actually put the kits together, such as clean

molding, no sink marks and fit that's engineered like Tamiya. This kit is no exception to that trend.

Many thanks for letting me review this kit, and I'll look forward to building it in a weekend!



Fine Molds 1/48th Scale Kawasaki Type 95, Ki-10-II

by Jim Schubert

In the early '30s the Koku Hombu (Air Ministry), realizing the Japanese Army's fighters were not up to current world standards, asked both Kawasaki and Nakajima to design contemporary planes. Kawasaki was instructed to develop their KDA-5, Type 92 biplane to bring it up to, at least, match the performance of Hawker's Fury. Nakajima were tasked to design a monoplane to replace their NC, Type 91 parasol-wing fighter (see my review of the AZ Model Type 91 in last month's newsletter for the history of this type).



Kawasaki's chief Engineer, Takeo Doi, led the work on the Type 95, Kitai-10 (Ki-10). The first Ki-10 prototype flew in March 1935, about a year after design work was started. The maneuverability of the new plane was outstanding but the speed was disappointing. After much tweaking of the design Doi and his team got the speed up to the point it was acceptable to the Army but still almost 50 MPH slower than Nakajima's Ki-27 (Nate) monoplane. A total of 304 Ki-10-Is were built between spring 1935 and winter 1937. An improved Ki-10-II was introduced in mid 1937 and continued through the building of 284 planes until late in 1938. The Ki-10-I and -II saw active service with the Imperial Japanese Army Air Force in Japan, Formosa, Korea,

Manchuko, Manchuria and China; none were exported. By late 1941 the Ki-10s had all been assigned to training, liaison and other lesser duties and were no longer in front line service. USAAF Intelligence assigned the identification code name "Perry" to the type on the assumption it was still in active service and might be encountered by Allied pilots.

The kit is packed in a stout enough lidded box with a beautiful rendering of Captain Tateo Kato's Ki-10-II in China in March 1938 engaging a Nationalist Chinese Polikarpov I-152. Two slightly different sets of markings for Kato's Ki-10, one with and one without wheel pants, are included in the kit on two small sheets.

Three sprue trees contain 88 parts, finely injection molded in medium gray styrene. Another tree, in orange styrene, includes 32 parts for a mini-scene of a pilot with a camera watching a mechanic working on two machine guns laid out on a table. A clear sprue tree contains two bottles for the mini-scene and the plane's windscreen. Two black poly vinyl propeller retainer collars are also included. I traded for this kit and it included Fine Molds' optional PE set, which is sold separately. Considering its price and content, I would not buy this PE set.

Engineering of the kit is conventional but Fine Molds has provided largish sockets for all the struts to simplify installation of the landing gear and the top wing. This is a laudable step in the direction of making biplanes easier to assemble. There are slight, but noticeable, sink marks in the fuselage opposite the internal structure detail and in the top of the top wing opposite the seats for the interplane struts.

The sink marks atop the wing will be quite easy to fill and file; those in the fuselage will not be so easy to deal with because of the scribed surface detail in the area.

The overall color of JAAF planes at this time was a pale grey-green. I use RLM 02 lightened with quite a bit of white. Capt. Kato's markings are shown in yellow in the box top rendering but are provided in orange on the decal sheet. The color references cited below agree on them being yellow. I have no idea which is correct; take your pick. I'll use the orange because I'm lazy.

This is a beautiful kit in the usual Fine Molds fashion of a very attractive classic biplane fighter. The kit is let down a bit by the sink marks. As noted I traded for my kit but Emil Minerich has it at his Skyway Model Shop in Seattle for \$38.95 and the optional PE set for \$14.95.

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Tamiya 1/48th Scale Crusader Mk.I/II

by Andrew Birkbeck

Ever since Tamiya released the first kit in their new 1/48th Military Miniatures range a couple of years ago, the new releases have been flying out the door. All have been excellent kits, and while many of the subjects have been predictable, such as the Panzer IV, Tiger I, King Tiger, Sherman etc., every so often Tamiya tosses in something refreshingly “different”. The latter have included the Citroen Staff Car, M10 US Tank Destroyer, M26 Pershing, and now this latest release, the British Crusader Mk.I/II.

As an actual tank the Crusader Mk.I/II was a bit disappointing. Despite a relatively high top speed of 25 MPH it was somewhat mechanically unreliable and only carried a 2-Pounder main gun. The initial Mk.I version also had poor armor protection although this feature was upgraded on subsequent Marks. Employed by British and Commonwealth forces in the North African campaigns, the tank was no match for the more powerfully armed Panzer III employed by the Germans. This said, the British used their Crusaders in large numbers in North Africa, and therefore it was an important vehicle in terms of numbers produced.

If you have purchased any of the other tanks in Tamiya’s 1/48th Military Miniatures range, you will not be surprised by anything you find in the Crusader kit. The standard cast metal lower hull is employed as per usual, with the road wheel suspension arms cast integrally with the lower hull. The plastic hull top is screwed down onto this metal hull bottom with the normal Philips screws front and back. As per usual, the metal hull is devoid of almost any detail whatsoever. Thankfully, the Crusader’s road wheels are relatively large and with the sand shields in place, you probably won’t notice this lack of detail on the hull bottom. However, test fitting a few

parts indicates that there will be a bit of a gap at the front of the hull where it mates with the plastic front plate. Nothing serious however.

One area that has always concerned me regarding Tamiya’s 1/48th tank kits and that remains true of this kit is the numerous ejection pin marks on the insides of the kit’s tracks. It is very time consuming to fill all these little divots and given the state of mold making technology today, I wish Tamiya would put a little more thought into their molds to eliminate this problem. Other than this area, the kit was devoid of any other ejection pin marks in visible areas. And being half way through construction so far, I can report that as with all my previous experiences with Tamiya kits, this one has lovely fitting parts, with very crisply molded details.

As the box suggests, the kit allows one to build either the Mk.I Crusader with the small machine gun turret attached to the glacis plate, or the Mk.II which had this small turret removed (it was almost completely ineffective). There are also two main turret front plates showing the slight difference between the two Marks. And slide molding is used on the 2-Pounder gun to provide a nicely centered opening

at the barrel tip. Parts are also included to allow the sliding turret “hatch” to be deployed either closed or open.

Markings provided in the kit are for five different vehicles, two listed as Mk.I and three listed as Mk.IIs. The two Mk.I vehicles are from “unknown units” in North Africa as is one of the Mk.IIs. Of the other two Mk.II vehicles one is listed as being from the 7th Armoured Brigade, 7th Armoured Division while the other is from the 1st Armoured Division both again, North African units. This latter vehicle is in a black and sand scheme. A complaint to Tamiya regarding paint: all five vehicles depicted call for “Light Sand” as the overall color, but the only paint reference called out in the instructions calls for the use of color TS-46 Light Sand. This is part of Tamiya’s rattle can range of lacquers. Given the toxicity of lacquers along with the fact that many modelers today prefer to use their own airbrush, it would have been extremely useful if Tamiya had provided a suitable mix employing their range of acrylic paints. Decals are standard Tamiya: a tad thick but very well printed, and they always go down well for me whenever I use them.

Continued on page 15



Trumpeter 1/350th Scale Liberty Ship *S. S. John W. Brown*

by Gerry Nilles

The *S. S. John W. Brown* is one of only two remaining Liberty ships still currently afloat. The other of course is the *S. S. Jeremiah O'Brien* which was the subject of the initial release of this Trumpeter kit, and the basis of a First Look review that was done by Bob Pearson in the November 2004 *Internet Modeler*. The *Brown*, which is named after a well-known labor leader of the time, is today, like the *O'Brien*, a floating museum and is located at the Dundalk terminal in Baltimore harbor.

floating High School in the country. She served in this educational capacity for 36 years (1946-1982) graduating countless thousands of young people that went on to serve in the Merchant Marine, US Navy, and US Coast Guard.

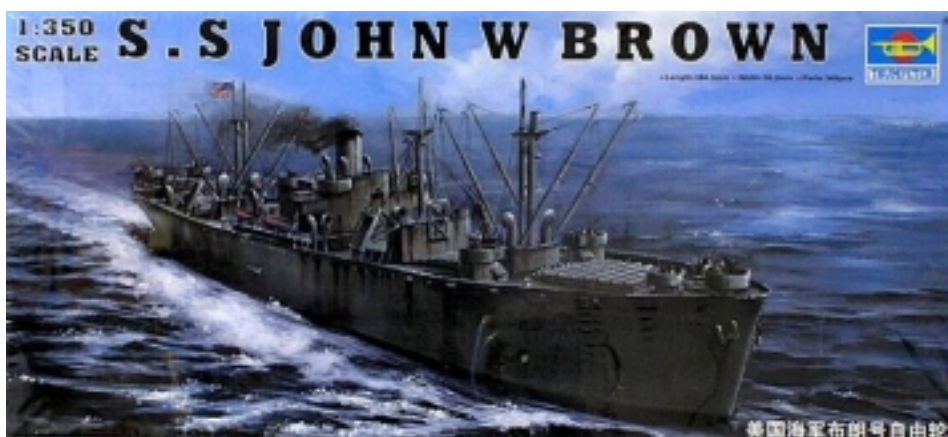
As noted above the *S. S. John W. Brown* is the second in a series of 1/350th scale Liberty ships to be released by Trumpeter. However, don't make the mistake of thinking that this is just a re-release of the *O'Brien* with a different name because it certainly isn't. Just like the real ships, configuration differed and this fact was not lost on Trumpeter. The *Brown* was much more heavily armed than her sister and as a result the kit gives the modeler an addition parts tree (E). This tree includes

not only a redone superstructure but also all the additional armaments as well as the structural modification that were made to the ship to accommodate them. As I noted above a complete First Look review of the initial Trumpeter Liberty Ship release was done by Bob Pearson in the November 2004 *IM* and I highly recommend it be read again in conjunction with this update.

The kit contains a small sets of decals including the ship's name (three positions), hull depth numbers (P&S), a US flag, its service ribbons also (P&S), and what looks to be the ship's personalized logo (AKA nose art). Typically Trumpeter decals are of good quality and registration, and with a little care in application have little if any tendency to silver.

This is a well done kit with lots of new extras. However, as Bob noted in the original review it also lends itself well to additional detailing.

[A big tip of the cap to Chris Bamyai-Riepl and www.internetmodeler.com for permission to use articles by Chris, Gerry, Jim, and Stephen in this issue. - ED]



During its wartime career the *S. S. John W. Brown* made thirteen voyages including trips to the Indian Ocean, and Persian Gulf, as well as the Mediterranean. Her trips to the Med included supporting both the Anzio landings and later, in August of 1944, operation *Dragoon*, the invasion of Southern France. It was at that time that her US Navy gun crews were credited with downing an enemy aircraft.

With the war ended the *Brown* continued to cross the Atlantic carrying both supplies to help rebuild war torn Europe as well as returning troops back to the United States. After completing that mission, in 1946, she was then turned over (loaned) to the City of New York and became the only



ICM 1/72nd Scale Krupp L2H143 Kfz.70 "Protze"

by Andrew Birkbeck

Part One: Initial Impressions

With the arrival of this kit, the military modeler now has the ability to build this important German military truck in all three of the main AFV scales: 1/72nd, 1/48th, and 1/35th. Tamiya produces very nice kits in the latter two scales, while this new ICM kit gives the 1/72nd modeler an option in that scale.

There are 70 parts for this model, and they come molded on two main sprues in gray plastic, along with a separate integral front fender and hood unit, plus a clear acetate part to produce the windshield. Overall the parts are very finely molded with crisp details. Some of the parts have a little flash here and there but nothing that can't easily be dealt with using a sharp hobby knife blade. Extreme care should be exercised when removing the smaller parts from the sprues as they are very fine whereas the sprue attachment points could have done with being a little less "robust". This seems to be the case with many Eastern European kits these days as their

From what I can see so far, the kit should build up into a very nice miniature of this important early war German light truck. For those wishing some reference photos to help with the construction of this or any other Krupp Protze truck, pick yourself up a copy of Ampersand Publishing's *Allied-Axis #12* which contains a decent photo portfolio. My thanks to ICM for providing IPMS/USA with this kit for review.

Part Two: The Build, Completed

When I first laid eyes on this kit, I thought it looked a little gem. Well, once I started building this kit, I soon discovered how mistaken that first look had been. This kit should only be attempted by those who really want to have a Protze truck in their collection, and who have more than above average modeling skills. I have been building models ever since 1968, and this kit was a real challenge for me to get it looking even halfway presentable.

First off the parts themselves: upon a cursory examination, they look very nice on the sprues. But problems begin when you actually start to take the parts off the sprues. You discover that the sprue attachment points are massive, and trying to remove the parts, especially small or fragile parts, can lead to damaged parts very easily. In the end, I had to use the "heated knife blade" method of removing parts, wherein the modeler heats up the tip of a modeling knife with a candle, and then melts through the sprue attachment points. Otherwise, the parts can literally shatter due to the stress put on them if you try to cut them out with standard sprue cutters or even a razor saw.

To the parts themselves once removed from the sprues, one discovers firstly that the "little flash" initially noted is suddenly a lot more than first met the eye. And often times the molds seemed not to have mated correctly, and so parts have "steps" in them, when they should be rounded. The plastic itself is very soft, almost soap-like, and my standard hobby glue (Tamiya



ICM's version comes in an end opening box, the ones that often times result in crushed parts as this type of box is not very robust. On the box top is a nice painting of an overall Panzer Gray vehicle from the "Hermann Goring" Regiment, Russia 1942. The modeler receives the appropriate markings for this unit, along with another overall Panzer Gray scheme (6th Panzer Division, Russia 1941) on the nicely printed decal sheet contained in the kit. The decals were in perfect register in my kit, although the decal film could do with trimming close to the printed markings.

molding techniques aren't quite up to those employed by the Asian manufacturers.

When it comes to building the kit, make sure you test fit everything before applying the glue. The instructions are the old school "exploded diagram" type and not as precise as one might wish. Still, things look pretty self explanatory, although I will know more once I sit down and build the kit.

green capped liquid cement) tended to overreact with the plastic, turning very small or fragile parts “mushy”.

Did I mention alignment pins and holes? There aren't any on this kit, none whatsoever. Therefore, the modeler must very carefully study the instructions to try to gauge where parts go. Given that the instructions are the “exploded diagram” type, figuring out where a part really attaches to another is **very** tricky in some key instances. In particular, Section 2, which involves the attachment of the wheels to the chassis. I had a devil of a time trying to get the three pair sets of wheels to attach to the chassis so that not only were they parallel to one another but that all six wheels evenly touched the ground and lined up when looked at head on and from the rear. After **much** time test fitting, test fitting, and test fitting some more, I failed to get things completely lined up. Close enough if you stand far enough away, but no cigar if closely inspected.

The rear panels of the truck fit together well, and mate to the chassis fairly well once lots of test fitting and trimming has taken place. If you have built “limited run” kits before, perhaps you will be used to this sort of poorly fitting parts situation. For me it was a real revelation. This surprised me as I had thought ICM used



steel molds, yet the kit had the “feel” of a limited run kit reminiscent of those produced by small firms back in the early 1990s.

Once all the parts were assembled, the model was easy to paint, as being an early war vehicle overall German Gray was what the instructions called out for. I used Tamiya acrylic paint, followed by some Johnson's Clear to gloss the kit in preparation for the decals. The decals were nicely printed and thin, and having carefully trimmed off the excess decal film went on very easily. Another thin application of Johnson's Clear, followed by some PolyScale clear matt finish, and any trace of the decal film completely disappeared.

My final verdict on this kit? “For experienced modelers only”, those who don't mind taking lots of time to carefully remove the parts from the large sprue gates, and very carefully clean them up by removing



said sprue attachment point and all the flash that appears on the parts. Then once the parts are cleaned up, taking **lots** of time to try and figure out where the parts actually attach to one another, while trying to keep things nicely lined up so that when the model is completed, everything is sitting square. It certainly tested my patience. However if you want a Protze in 1/72nd scale, other than scratch building one, there is no other choice than this ICM kit.



More WW2 Aircraft Trivia

by Robert Allen

I received several positive responses to the trivia quiz that I posed in the March issue of the newsletter, so I thought I'd post a second installment. As before, the answers are printed at the end of the questions. Sorry, there's no prizes!

1. Which European air force was still operating WW1 types such as the Fokker D.VII, Albatros J.II, and LVG C.VI as late as June 1940?

2. The fighting did not stop with the Japanese surrender. In late 1945, French units began what would become a protracted struggle in Indochina. One of the units involved in the initial fighting was the French AF's GC I/7, based at Phnom Penh. Their original equipment (in Indochina) was a well-known WW2 fighter. Which one?

3. What was the first time that an American plane (i.e. US designed and built) shot down another American plane? (Intentionally; friendly fire engagements between planes from the same side don't count).

4. Who was the highest scoring non-German fighter pilot of WW2? Be careful, again!

5. What was the highest scoring Fleet Air Arm fighter type, by total number of enemy aircraft shot down?

6. Who was the only man to fly 100 bomber missions over Europe with the USAAF 8th AF?

7. Who is the only pilot to meet all of the following conditions: He scored at least one victory over a Bf 109 (or variant); he scored at least one victory while flying a Bf 109 (or variant); he scored at least one victory over a Spitfire; he scored at least one victory while flying a Spitfire.

8. The Boeing plant at Renton was specifically built to make what type of aircraft?

9. Turnabout is fair play part 1: What type of German seaplane was used by the British for clandestine missions in North Africa and Norway?

10. Turnabout is fair play part 2: Ergänzungsgruppe(S) 1 was a Luftwaffe unit that trained glider pilots. During 1942-43, they operated a British aircraft type, in squadron strength (10+), as a glider tug. What type of aircraft were they, and from where did they get them?

Answers:

1. Lithuania.

2. The Nakjima Ki-43 Hayabusa, captured from the Japanese. Lack of spare parts kept the unit's flying time to a minimum, and they were soon replaced by Spitfires.

3. On June 15, 1941, during the British invasion of Syria, Curtiss Tomahawks of 3 Squadron, South African Air Force, encountered two Vichy French-flown Martin 167F (Maryland) bombers, and shot them down.

4. Austria's Walter Nowotny, with 258 victories. As my Austro-Hungarian-Swedish-American best friend reminds me, German and Austrian do not mean the same thing.

5. The Fairey Fulmar was the leading FAA fighter of the war. The Fulmar destroyed 112 enemy aircraft (not a huge number, admittedly, but the FAA didn't have a lot of chances for air combat).

6. The only man to fly over 100 bomber missions with the 8th Air Force was M/Sgt Hewitt Dunn of the 390th BG. He flew 104 missions, 76 as bombardier/nose gunner, 26 as tail gunner, and two as top turret gunner. He was credited with one Fw 190 destroyed. Dunn commenced his first tour in January 1944, and re-upped for two more tours, flying his 100th mission on April 5,

1945 in "The Great McGinty" of the 569th BS.

7. Rudi Augarten, an American who served with the USAAF during WW2, and the Israeli Air Force during the 1948 War of Independence. While flying P-47s with the USAAF, he shot down two German Bf 109s. He later joined the fledgling Israeli Air Force. While flying an Avia S.199 (a Czech-built version of the Bf 109G using a Jumo engine) on October 16, 1948, he shot down an Egyptian Air Force Spitfire. Five days later, he shot down another Egyptian Spitfire, this time while flying a Spitfire Mk.IX.

8. The Boeing PBB-1 Sea Ranger flying boat. Although the B-29 was eventually built at the plant, the original plan was to build this large twin-engined flying boat at Renton. When the PBB-1 was cancelled, the Navy allowed the Army to build B-29s at Renton in exchange for the use of the North American plant in Kansas City, which made B-25s for the Navy as PBJ-1s. As an aside, only one Sea Ranger was built, leading to it being nicknamed "The Lone Ranger."

9. The Heinkel He 115. Three He 115s were acquired by the RAF from Norway when that country fell.

10. The Gloster Gladiator. Latvia was the first export customer for the Gladiator, ordering 26 in 1937. When the Baltic states were absorbed by the USSR in 1940, the Gladiators were taken into the VVS, and eventually captured by the Germans and used by them as glider tugs. One Luftwaffe pilot remembered that when the Gladiators arrived they still had the Soviet stars on them, and when the stars were removed, the Latvian swastikas were visible beneath the stars. Although most, if not all, of the Luftwaffe Gladiators were ex-Latvian, it is also possible that some of them may have been ex-Lithuanian, from a batch of 14 acquired in 1937, and which suffered the same fate as the Latvian ones. It isn't confirmed however, that any of the Gladiators were Lithuanian, though it's certainly possible.

Monogram 1/72nd Scale Bell AH-1G

by Chuck Holte, IPMS/Legacy
(Colorado Springs)

This is the old Monogram AH-1G kit in National Air and Space Administration markings. A good kit, well fitting and accurate in outline and dimensions, it does need a little work to convert to the NASA version. Most significantly, the kit has the tail rotor housing on the port side, but for production G models, it should be on the starboard side. A relatively easy modification; simply cut the shaft housing from the port side with a razor saw and reinstall on the starboard side. A small bit of filler and a little sanding and the conversion is complete. Other changes include substitution of a short length of aluminum tube to replace the engine exhaust tailpipe. I added a floor and side consoles to the cockpit, removed the side armor plating from the seats and cut off the lump that represented the pilot's HUD. I also added lead weight under the new floor to prevent a tail-sitting model. After painting the cockpit and seats Model Master Dark Ghost Gray and seat cushions flat black, I added seat belts, rudder petals and a control stick for the pilot. The fuselage went together well with some seam work on the top and more filling on the bottom. The kit has a mixture of raised and engraved panel lines and access doors, and plenty of overscale rivets. I left the raised panel lines and gave the rivets a light sanding to minimize the boiler-plate effect. I replaced the kit's main rotor with the Cobra Company's resin 540 rotor set to provide a more detailed rotor head and more realistic droop in the blades at rest. The kit canopy is the poorest fitting part of the kit and requires careful adjustment to seat properly. I used a lot of white glue to seal the edges and still ended with a small ridge on the aft canopy/fuselage joint.

After washing the kit in warm water and detergent, I airbrushed a coat of Boyd's White Primer enamel to highlight any remaining problems with the seam work.



After another cleanup and shot of primer, I airbrushed a coat of Boyd's Gloss White. The decals are from an old Microscale sheet # 72-0384, which provides two schemes for NASA 736 as well as several Vietnam era AH-1Gs and -Js. Following the decal work, I airbrushed a light coat of Polly Scale Clear Satin to seal the decals and dull the gloss finish.

In summary, not a bad build for a 30-something year-old kit. The overall white finish with black skids, black and yellow rotor blades and the blue NASA stripes set it off in a display of normally drab Hueys.

Tamiya Crusader

from page 10

This kit is highly recommended to anyone who enjoys building models in 1/48th scale, or anyone who wants an enjoyable time building a kit that fits together well. For this reason alone I can't recommend this range of Tamiya kits more highly. My thanks to TamiyaUSA for supplying IPMS/USA with this review sample. The entire range of these excellent kits can be found at: www.tamiyausa.com.

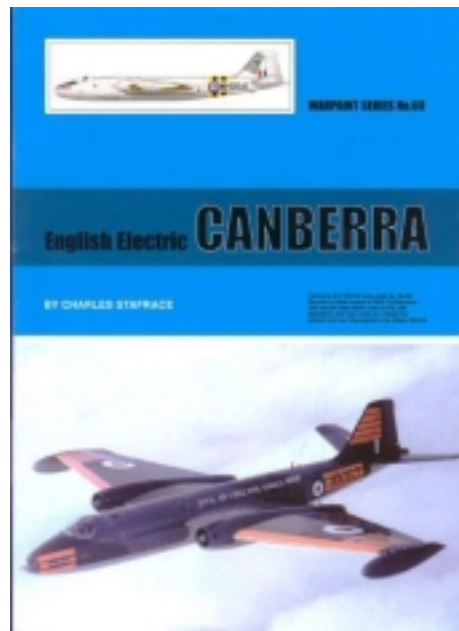
Warpaint Books #60: *Canberra*, by Charles Stafrace

reviewed by Paul Bradley,
IPMS# 35554

Classic Airframes' recent releases in 1/48th scale, and the news that Airfix will go ahead with their kits to the same scale, has revived interest in this quintessential British bomber, making this new Warpaint volume very welcome and timely.

This is number 60 in this series and follows the familiar format of previous volumes. A history of the type is supplemented by pages of side view color drawings, four pages of 1/72nd scale plans and many tables of data. The drawings and plans are by noted artist Richard Caruana. This book is somewhat larger than the average Warpaint, given the extensive service and multitude of variants of the Canberra - even then, the text skims the surface in areas. The B-57 is not covered in this book; should you so desire, Warpaint has a separate booklet devoted to that machine.

The historical text is divided into a number of parts covering the numerous variants of the Canberra; Export Canberras; Experimental aircraft; and the Canberra at war. While informative and comprehensive, I found the author's style to be a little irritating; a personal thing yes, but distracting.

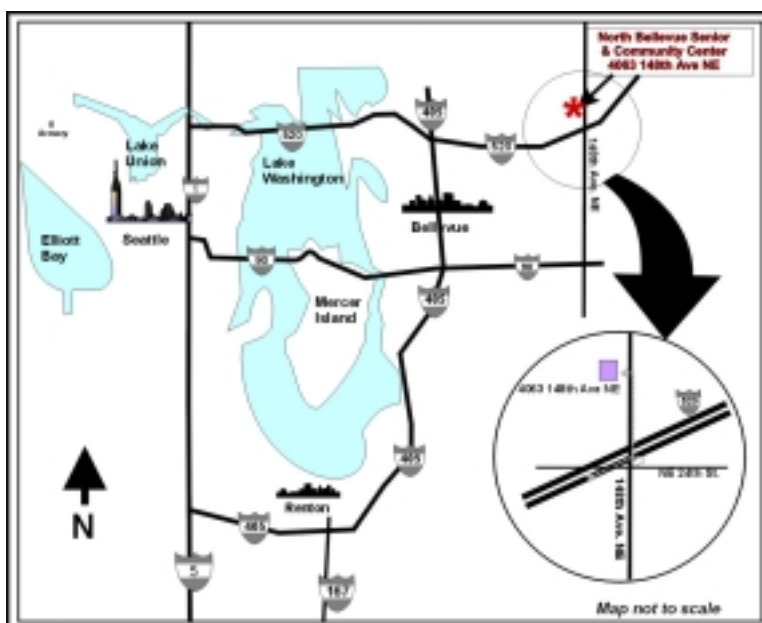


Warpaint - Canberra is heavily illustrated with both color and black and white photos. Most are very useful to the modeler and enthusiast; unfortunately, the reproduction of some leaves a lot to be desired, being too dark, and I found some other photos to be of little value, especially to the modeler. However, the color profiles are well-chosen and appear to be accurate, judging from the ones that I have photos in other sources to match with. These alone are worth getting the book for. I am particularly taken with a profile of a Swifter Flight B.2 - black and grey with a white forward fuselage, it would make a very different looking model!

All in all, an attractive package that could easily serve as a sole reference on the type, but is also a worthy companion to other Canberra books on the market. For either purpose, I can recommend it.

This book is available from Warpaint Books; please visit their website (www.warpaint-books.com) for pricing details. Warpaint books are also available through retailers and distributors around the world. Our sincere thanks to Alan Hall of Warpaint Books for the review sample.

Meeting Reminder



June 9

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.