

Seattle Chapter News



Seattle Chapter IPMS/USA
August 2008

PREZNOTES



Another airline Preznotes. This time we're winging our way back from Louisville, Kentucky where I attended Wonderfest, a sci-fi/fantasy convention. This is my second Wonderfest and I had quite a delightful time. Also in attendance from IPMS Seattle were Preston Kabinoff and Steve Hilby. Members of the Galaxy Hobby sci-fi club also attended and included Steve Sturgis, Jeff Skagen, Troy Enlow, Chris Doll, Tony Phillips, and Bob and Laurie Jacobsen, the former owners of Galaxy. It was nice to see a really strong contingent from the Pacific Northwest. Wonderfest is similar to other model shows, with a contest, and vendors, although very focused on science fiction and fantasy subjects. There were well over one hundred vendor tables. All manner of plastic, resin, and other stuff could be had. For a price. I was rather selective and didn't find what I was looking for on my very short list. However, that didn't stop me from stuffing my suitcase with goodies.

The venue for the show was the Kentucky Convention Center as the normal hotel was closed for renovation. Oh yes, at the hotel we stayed in the sign of the day was "out of order". Absolutely nothing worked - elevators, air conditioning, the TV, lights and more. At the convention center it would be our good luck to have an *American Idol* tryout the same weekend. There were an estimated 20,000 *AI* superstar wannabees in line, in the sweltering heat and humidity. Interesting is a word and a half for it and we'll leave it at that, other than to say I sang a few bars of "Happy Working Song" from the movie *Enchanted* to no one in particular and no one offered me a space in line. Probably a good thing.

There were 410 models entered in the contest, in only nine categories: SF/fantasy/horror figures, superheroes and supervillains, anime, humor and super deformed, dinos and Kaiju (giant monsters), vehicles and mecha, dioramas, teens and juniors. Models are judged on their own merits and are awarded gold, silver, or bronze medals. Merit awards are also given

and there are a few special awards handed out as well. Gold medals are very hard to come by and only a small handful were awarded this year. Did I say judging was tough? Yours truly brought home bronzes for two female figures and Steve Hilby brought home a silver for his Auburn hover car which he had at the last meeting and bronzes for his Rocket Girl and Bride figures. Well done Steve!

There were also many seminars on a wide variety of topics and guest speakers as well. Everything from painting eyes and teeth to building vacuform models, airbrush techniques, and much more were well covered.

This year, being the 40th anniversary of the release of *2001: A Space Odyssey*, Keir Dullea and Gary Lockwood, who portrayed the two astronauts, were in attendance. Dirk Benedict, who played Starbuck in the original *Battlestar Galactica*, and Linda Harrison, who played Nova in the original *Planet of the Apes* movie were also in attendance and selling autographs. There are a number of images elsewhere in this issue of some of the models.

That's it (for now). We'll see you at the meeting,

Terry

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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 2008 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.

August 9
October 11

September 13
November 8

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

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

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

Check out our web page: www.ipmsusa.org

Zvezda 1/72nd Scale Petlyakov Pe-8

by **Bill Osborn**

When someone tells me that there is a new kit of a Russian aircraft coming out, I tend to get a little excited. At our Spring Show, someone forced me to go to one of the vendors because they had two Amodel kits that he said would get the juices flowing. He was right; the kits were of very large aircraft that wouldn't fit in my cases. This



did not mean I didn't want them. The problem was that one was \$160, and the other was \$200. Now, if I could get them from *Internet Modeler* for nothing, both Chris and I would be happy. I don't know where I'd store them, but built they would be. The reason I tell you this story is that when I can get a quality kit of a Russian W.W.II red star four-engine bomber for less than \$40 you know it's going to go home with me.

Did you catch the "quality kit" above? I have had some history with Zvezda kits prior to this one. They have been of good quality in most cases. They weren't as good as some kits but a lot better than my usual projects. This kit however is to a much higher standard. Just as an aside I

think Amodel is doing one also. I'm very glad this one came out first.

Just a short history for those of you who haven't heard of this aircraft: Somehow the Russian Air Force Convinced "Uncle Joe" (or he convinced them) that they needed a long range heavy bomber. The first flight was in December 1936. I have not compared it to a B-17 but it looks more massive and seems to have heavier armament. Petlyakov only built 93 of them, but they seemed to have had an impact when called on.

Now on to the kit, the box is the first thing that impressed me. It's of heavy cardboard with a hinged top and side flaps with a lock tab to keep the lid closed. When I finally got the lid open (I'm getting old and new things confuse me), there were seven mid-gray and one clear sprues, a small decal sheet. and a 10-page instruction sheet in six languages.

Looking at the parts the molding is the equal to any kit I've seen! Of course I started clipping parts and gluing things together at once. Of course, this did slow down the other four models on the bench. The molding is great with no flash. Scribing is very fine and profuse. One thing, the kit seems to be a bit over engineered. The nacelles are assembled

separately from the wings and then fit into the wing. There are small tabs on the wing to support the nacelles for the proper alignment with the wing surface. The fit of the parts is outstanding, with just a little sanding to clean up where I misaligned the mating parts. I've been doing the numerous subassemblies, of which there are quite a few; all must be painted before moving along to larger things. The interior color is called out as "flat gull grey" I think I'll use gloss instead.

The instructions show only one color scheme, pale blue lower surface, with a tricolor uppers of black, dark green and earth brown. Decals are for only one aircraft, Red 4. I suppose that as usually happens to me, after market decals will show up after the model is in the case. Also, along this line, there several parts intended for other marks. With only 93 planes built how many changes can there be? [*The Pe-8 was variously built with liquid-cooled, radial, and diesel engines – ED.*]

Surprisingly for a plane this big with a large bomb bay there is only one bomb to put in it. However, one of the items not used is a very large bomb. The rest of the armament, and there is a lot of it, consists of cannon and large machine guns. All the turrets have detailed mounts with ammo feed runs and crew seats. Speaking of crew, there are five figures with separate arms and heads, so these guys can look out to the sides for the 109s that are bound to show up.

I think this kit ranks very well with the high priced ones from China and Japan. Zvezda has put a very nice kit on the market for a very reasonable price. I don't know what's next, but I'll be waiting.

DML/Dragon 1/35th Scale PzKpfw III Ausf J

by Bob LaBouy

While on basic information, I should also mention, I have noticed some confusion about the meaning of the normal abbreviation 'ausf' that sometimes causes confusion. This is just that an abbreviation for the Germanic 'Ausführung' meaning

these notes, this same basic chassis appears to have spawned the Sturmgeschütz family of tank destroyers, hence the 'StuG III,' of which there appear to have been about 10,600 examples built. So in the analysis, the PzKpfw III is obviously a significant 'cog' in the German armor development 'wheel.'



For anyone who may be keeping track or even looking at my stream of armor notes over the past year or so, this is the next in the lineage of Germany's WW II line of primary tanks. I also have heard from someone that there is still some confusion 'out there' as to 'what' to call these tanks. As best I can determine, the full name is the Panzerkampfwagen, which is most often abbreviated PzKpfw, though it is also referred to as the Panzer or Panther (which seems to be the 'Americanized' version of that word). The word itself translates into 'armored fighting vehicle'. Lastly, for the more British (or Commonwealth of you), I hear them referred to as just the 'mark' this or that. That simplification aside, this is the fourth in a series of PzKpfw tanks, starting from the earliest and lightest of the German efforts in the early 30's, the PzKpfw 38 series. I know these were really Czech designed, but when one looks at these models, they are clearly the predecessors to the German light tanks, the PzKpfw I and II, each of which I previously reviewed and wrote about.

variant or version; it is most often shown as 'Ausf.' There are often many versions of each German armor piece. For example this is the 'J' variant for the PzKpfw III tank.

As I tackle the PzKpfw III, we are moving into the 'medium' size tanks, which if you compare their sizes and weights is from about 9 tons for the PzKpfw 38 series, to 5.8 tons for the PzKpfw I series (the first of the 'pure' German tanks), then to roughly 10 tons for the PzKpfw II and finally about 22 tons for this the first of major WW II armor. [You may recall the King Tiger, a PzKpfw VI mentioned during a prior kit note weighed in at around 63 tons and the current US M1A1 Abrams is a modest 68 tons, just to give you some perspective.] Hence their being referred to as a 'medium' tank and as you can tell from the weight factor alone, a big jump in the size of the tank's size, weight and capacity. They appear to have been used throughout the Second World War, with approximately 5,774 being built. While not of interest in

As I look at the PzKpfw III in profile, I see a couple of distinguishing features as I am modeling my way 'up' the Panzer lineage. First, the number of bogie wheels (you know, those little hard rubber wheels that the tank actually drives around on) has increased from the I and II versions (at four and five respectively) to six. And as significant, there is now a double row of bogies (which straddle the middle row of 'teeth' on the tank's tread), where the I and II had only a single row of wheels. And the armament has moved up from what was basically machine gun types of armament into the cannon range. Yes, there was a version of the PzKpfw with a 37mm gun, but that was only a result of the Germans' combat in WW II (and definitely an afterthought). The PzKpfw III appears to be more of a true tank in the sense that we know them today, though still on the 'light' and 'small' side of the increasingly large scale of German and Allied armor.

It was interesting for me to construct (or attempt it at least) this kit, as my original foray into German armor was also a much earlier PzKpfw III tank built by the DML company, probably about 7-8 years ago. Boy, has this kit undergone some dramatic changes and improvements. Once again, the surface detail is beautiful, including such small detail the hull welding and smallest surface details.

The surface detail and texture is much better and the sheer number of pieces in the kit has multiplied many times. I suppose that may be either a blessing or a plague, depending on one's outlook. There are, as is usual for all of the most recent DML/Dragon kits, a whole lot of little, itty-bitty parts. It takes a good deal of patience, a number of repetitive reviews of the instruction sheets and some careful

dry fitting of these parts to insure they are placed appropriately.

My experience has brought me to the point, where I cut or remove these numerous very small parts from the mold trees with a pair of sprue cutters (I use the Testors brand) and then do the fine or close to the edge trimming with a sharp single edge razor blade, followed by a light sanding. Then, with very little Tamiya Extra Thin Cement, glue them to the tank's body, turret or fenders. When painted, weathered and highlighted, these small detail parts seem to stand out well and really illustrate the increased surface details that have become the trademark of the DML kits.

There is also a nicely done sheet of photo etch details including several fine screens for the intake filters and exhaust areas, none of which could be done even close to realistically with only molded plastic. I use about half of the PE parts, mostly the larger ones. I do not use some of the smallest parts, simply because I can barely see them, they are difficult to use or work with and once painted, they have a habit of becoming lost in the surface detail and painted finish. But they are there and available for the more skilled and adventuresome modelers to use.

The tracks are the wonderful, highly detailed individual plastic links, DML calls 'Magic Tracks.' They are beautifully done, come separated from their sprue trees and virtually ready to use. I've looked over a number of them and yet to find more than a few very rare pieces with any perceptible flash or other 'issues' requiring added trimming or light sanding. I begin by pulling together from 3-5 individual sections and applying a very small amount of Tamiya cement, and when I have about three-quarters of the sections in small 3-5 section segments, then I start to glue them together and shaping them around the drive sockets, idler arms and into larger straight sections for the bottom of the track layout. I also assemble a few of the upper sections together so they will 'hang' a bit and give the rough appearance of draping over the return rollers. By the time

I've put them together in close to their final shape (leaving one or two unglued and the basic circular track section open at least in one place), I'm ready to paint and weather them. I only glue them together in their final shape as a final step in finishing the model. I'm sure there are other methods of constructing these treads, but this seems to work well for me and I'll leave well enough alone until someone takes the time to show me how to really make the treads look more realistic (as they are one of my glaring weaknesses).

The decal sheet is small and has a few registration mistakes (at least on my copy), but provides for the markings for at least seven different pieces of armor from the North African and Russian campaigns. The marking information for these pieces is very basic and contained in relatively small scale drawings on three portions (or pages) of the ten segmented, single piece instruction sheet. The kit box also provides a reasonably good color rendering of a tank somewhere in the Eastern front and the very small box side art provides three different color schemes in eight small side views.

Mentioning the instruction sheets brings me back to the weakest part of the DML offering. While there is a wealth of detail provided both on the instruction sheet and box bottom, it forces one to carefully check off each part, step and segment to insure that you've caught most of the intended parts. Maybe it's just me, but when confronting these modern armor kits with anywhere from 350 to over 500 parts, I have to fall back on following along with my little check marks. I am still finding that I have missed a few places or parts, which is my fault, but I also learn (from the step-by-step method) that some parts in the instructions are mismarked, identified incorrectly, or just plain omitted from the sheet. The other noticeable error (at least I seem to feel it's an error) is when the drawing is a bit vague as to the actual part orientation, point of attachment or how it fits and or where it fits the larger parts. I often find myself looking at later drawings, illustrations, the color box art in order to

learn exactly what was intended for the part. The original instruction segment isn't clear enough for me. Again, this could well be part of my limitations (as both a modeler, my vision, lack of understanding about the parts purpose or engineering or just plain old 'daah' factor, being or trying to operate beyond my pay grade level), but I have to return to some places and parts several times, before the very small, very dim light goes on in my head. Sometimes there isn't even enough light there to see the solution at all. I should also mention, that as with most DML kits and the numerous variants they seem to produce from each basic tank, there are probably 50-70 extra or unneeded kit parts for your 'parts box.'

Overall, I like this kit quite well and would give it an 8 or 9 on the 10 point scale. I would recommend it anyone who is interested in replicating more of the German armor during WW II. I thoroughly enjoyed it and would estimate about 30-35 hours time spent on this project. I feel this kit is a winner, a 'keeper' and worthwhile addition to my meager armor collection. It provides the modeler with a very accurate model of one of Germany's most important and significant pieces of armor, which apparently also eventually saw service in several other countries as well.

Upcoming Shows

Saturday, September 20
Oregon Historical Modelers Society
and the Evergreen Air and Space Museum
Present Evergreen Air and Space Mu-
seum Model Show and Contest 2008.
 McMinnville, OR

Saturday, October 4
IPMS Vancouver 38th Annual Fall Model
Show and Swap Meet. Burnaby, BC,
 Canada.

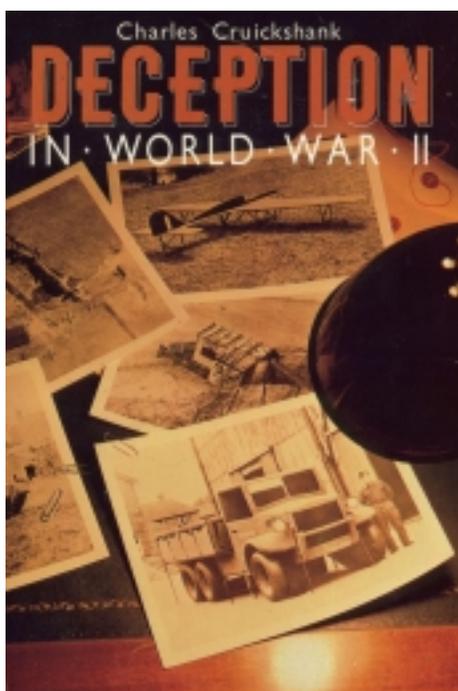
Sunday, October 26
Old Country Store, Silvana WA

Saturday, November 2
OSSM, Clackamas OR

Hurricane Bookshelf: Deception as Modeling Exercise

by Scott Kruize

I was already aware that a lot of sham and trickery took place during WWII...some deadly serious games of “Fooled ya!” Robert Scott told in *God Is My Co-Pilot* how most Japanese attacks on the Flying Tigers, and later the 14th Air Force (with which my father served) came to nothing because the Curtiss Hawk fighters they gleefully bombed and strafed were made of paper and bamboo by clever Chinese. I read of the stream of ‘creative’ signals, generated by the tiny, battered British squadron after the River Plate battle, to convince the captain of the *Graf Spee* that it was better to scuttle his ship rather than face such a powerful fleet. I felt bad for frustrated George C. Scott...I mean, General George Patton, when I watched him in that movie while they took his real army away, and made him pretend that his inflatable rubber trucks and tanks, and a lot of radio traffic, threatened the Pas de Calais in occupied France, before the invasion of Normandy. Too bad he had to stew in it for awhile...but it worked!

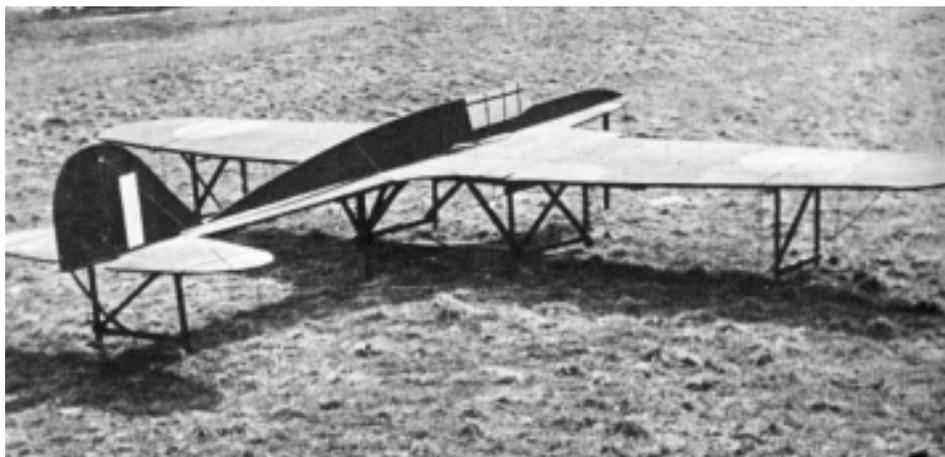


And I knew that starting early in the war, whole bogus airfields were constructed all over the south of England to draw German attacks away from real ones. Apparently, they were very successful, at least for a while. The author of *Deception in World War II*, Charles Cruickshank, writes that “During the second half of 1941 attacks on and became infrequent...[but] the fact remains that from June to October 1940 they had soared twice as many attacks as the aerodromes they were protecting. They therefore made some contribution to winning the Battle of Britain.” How about this fine Hurricane below: parked at real or bogus airfields (sorry! “airdromes”!), near real or lath-and-tarpaper hangars and operations shacks, it would make attacking German aircrew fall all over themselves in their eagerness to gun it down or blow it up. It’s not a very good Hurricane, but when the Luftwaffe broke one, it cost only 17 pounds, 8 shillings, 10 pence to buy another!

They worked so well that—whether they’d heard of the Chinese artisans or not—when the Brits started flying Curtiss Hawk fighters of their own, over the Western Desert, they made dummies of them, too. Not having the same Chinese skill with bamboo and paper, they built theirs from kits, illustrated on the next page. Who dares say model building is “only a hobby”!

There’s a lot more in this book from the Oxford University Press, copyrighted 1979 and 1981. The cover says it’s based on secret British files that were only opened up in 1978.

There are chapters on more elaborate plans: deceptions about the landings in North Africa, Sicily, southern France, and one which never took place at all: in Scandinavia. The latter efforts were particularly ingenious, and resulted in a large number of formidable infantry divisions, a lot of heavy coastal defense hardware and artillery, and virtually all the





rest of the Kriegsmarine, being held in Norway to fend off the Allied invasion that never came. (You would think, though, that the naval forces based there could have made a huge contribution to the Axis war effort, by destroying Allied convoys to Russia. I'll have more to say about that in a future 'Hurricane Bookshelf' column...)

Anyway, deception is important as the 'next best thing': if you can't decimate the enemy's armies and hardware as quickly as you need to, you can at least trick him into putting and keeping them where they'll do you the least harm.

I've no idea where you would normally find a copy of this book. I found this one exploring the book nook of one of my favorite vacation haunts: the Senior Thrift Center at Ocean Shores.

Its 229 pages of text are followed by reference notes and an index. It may not be perfect: the caption for the dummy Hurricane reads "a flat dummy Spitfire". There's no justice: even in mock-ups, some people think there was only ONE British fighter in the whole war!

Oh, well, I nevertheless learned a great deal about fraud and deceit in WWII from this book...and will offer it to the next IPMS meeting raffle. No, really: I'm not deceiving you!

The Flying Greek

by Hal Marshman, Sr.

I saw *The Flying Greek* in a small squib on one of the modeling webzines I visit regularly. It is an autobiography of Steve (Spiro) Pisanos, an American Ace I became familiar with about 1970. His P-47 was featured in Kookaburra's book, *Aces of the Eighth Air Force*. Col. Pisanos is one of the lesser known of the 4th Fighter Group's aces, but his story is fascinating.

Col. Pisanos starts out as a young boy living just outside Athens, Greece, in the years before World War II. He becomes fascinated with airplanes, and vows to be a flyer some day. He recognizes that he stands a better chance of realizing his dreams in America than as a poor young man in Greece. At the age of 18, he signs on as a boiler room crewman aboard a Greek freighter, jumping ship when the ship drops anchor in Baltimore, Maryland. Pisanos makes his way to New York, where through contacts he makes in a Greek Orthodox church, he becomes employed in a Greek restaurant. With his meager pay, he joins a flying school, and begins his career in aviation. He later moves to Plainfield, N.J. and procures work in the kitchen of a hotel in that city, all the time furthering his flying career. After the war begins, he joins the R.A.F., training in Canada, and later in England, where he eventually becomes a member of one of the famed Eagle Squad-

rons of American fliers. When the U.S. joins the war, and the Eagles are absorbed into the 4th Fighter Group of the Eighth Air Force, Steve is there. Through this period of time, he rubs shoulders with such noted aces as Chesley Peterson, Ralph Hofer, Don Blakeslee, and Don Gentile. He relates with great detail most of his combat flights, to the point where he's downed in occupied France by flak. He gets involved with the Resistance, to the point of actually participating with them on operations.

After the war's end, Pisanos eventually reenlists in the Air Force, becoming a test pilot with Gentile at Wright Paterson, a training officer, a military attaché to the Greek government, a pilot flying Caribous in Viet Nam, etc., until his eventual retirement as full bird Colonel. Col. Pisanos is a marvelous storyteller, and in love with his adopted country, The United States. His patriotism shines through on every page of his book, as does his love of flying. There is a photo section in the book, with pictures of Steve from boyhood to retirement, none of which I've seen before. I was fortunate to receive my book with a handwritten dedication to me. The label on the shipping envelope revealed the same handwriting, so I must suppose he actually packed and labeled the book himself. I am currently working on a Tamiya 1/48th rendition of Col. Pisanos' P-47, *Miss Plainfield*. In any case, buy or borrow this book, you'll not be sorry.

Albatros Clarification

As you will have been aware there has been a lot of questioning of what John Frazier meant when he declared the subject for the IPMS December 2008 contest organized by Jacob Russell to be, "Any 1/48th scale Albatros."

Jim Schubert bounced those questions to John. Here's his answer:

"Any 1/48th scale Albatros World War I period - August 1914 to November 1918. Hope this puts all the questions to rest and everyone can go back to building a model for the December contest."

Classic Airframes 1/48th Scale TA-4J Aggressor

by Gerry Nilles

The subject of this kit is the two-seat Douglas TA-4J aggressor - the last Skyhawk variant to see service with the US Navy. However, from a historical perspective, design and development of the Skyhawk actually began during the time of the Korean War. As a side note, although the AD-1 Skyraider was at the time fairly new, having just entered the jet age the US Navy considered it a relic of WWII and as such, felt that there was an immediate need for a pure jet replacement. Of course, this assessment turned out to be grossly premature and the Skyraider remained combat operational well into the late 1960s, but that is another story. Regardless, and with this in mind, the Navy accordingly released requirements for a close support, interdiction/attack type jet aircraft in the early 1950s.

Douglas Aircraft was no stranger to the US Navy having supplied combat aircraft to them since the early 1930s. Among Douglas products seeing Navy service are such notable planes as the TBD Devastator, SBD Dauntless, AD-1 Skyraider, F3D Skyknight, F4D Skyray, and A3D Skywarrior. Considering this history of successes, the design team at Douglas, headed by Ed Heinemann, immediately went to work on a proposal to meet the Navy's requirement for a new attack jet. Having already done significant research on the subject, the team concluded the need for a different approach to the ever-increasing weight and complexity of the new breed of combat jets. As such, they limited their design to a single purpose while keeping it light, strong and simple by comparison. The Navy specifications called for a gross weight of up to 30,000 pounds of which the Douglas design came in at half that. Using a modified delta configuration with a convention tail and sporting a low single piece wing that was comprised of three rugged main spars the

new A4D-1 looked more like a light-weight fighter than an attack bomber. As a result, nick-names such as Heinemann's Hot Rod, the Bantam Bomber, and the Scooter became synonymous with the Skyhawk.



Initially two prototypes finished assembly in early 1954 with the first flight occurring in June of that same year. After twenty-six months of flight testing production deliveries of the A-4A to VA-72 began in October of 1956. Production of the A-4 continued into the early 1970s with over 2000 built including a number of two-seat variants for both export and training purposes. Needing a replacement for its aging TF-9J, two seat Cougars, the Navy ordered 139 TA-4Es advanced trainers in 1964 followed by an additional order for 352 TA-4Fs in 1968.

The last of the US Navy Skyhawks in official inventory, the two seat TA-4J, which were in use as aggressor aircraft to train dogfighting, were officially retired in the spring of 2003. Having spanned almost a half-century of service in both peace and war the A-4, although designed, built and used extensively as a single purpose attack aircraft, ended up having multiple usages including that of an advanced Navy trainer, a precision flight demonstration aircraft for the Blue Angels, a simulated adversary fighter as mentioned above and a drone launcher.

Upon opening the box one is met with the Classic Airframe signature media mix of both injection molded and cast resin detail parts, however first things first, which means checking for accuracy. Although I do not have a set of TA-4J reference

drawings to compare against, a check of the dimensions shows it to be spot-on along with the fact that from a visual perspective it looks right. In addition, when I compared it to the Hasegawa A-4E/F kit it matched up almost perfectly, except for the longer fuselage of course. As for the individual styrene parts a close inspection, show nice detail and crisp molding, although some minor cleanup along edges may be required. In addition, I did find a few, easily fixable, sink marks on some of the smaller pieces such as the main gear doors, but overall the kit looks very clean. As noted above the kit's detail is good quality as are the panel lines, in that they are neither overly heavy nor fine. The resin parts, which make up the majority of the cockpit assembly, wheel wells, wheels and tires along with a few other interior details are as good as you will find from any after-market source. I was especially impressed with the seats.

Information wise the five-page assembly guide looks to be very complete and easy to follow. I should note here that although a few interior painting references are included with the instructions, specifically for the cockpit area, overall you are on your own as far as color goes for such details as wheel wells, intake trunks etc. Of course, a painting and decal placement guide for the four different Aggressor schemes is included along with the appropriate Fed Standard color references.

Continued on page 16

...I Met Her On the Internet...

by Wesley L. Moore

The Centennial of the Great White Fleet's appearance in Puget Sound has had a bizarre effect on me - I'm in love...when I was Googling the GWF, I ran across a picture that set my heart racing - and she wasn't even in the Fleet. Prior to the GWF sailing to the Pacific Coast, two armored cruisers were sent as "Pathfinders" to check out routes and facilities, etc. One of them was the USS *Washington*, visiting her namesake state for the first time.

The four Tennessee class Armored Cruisers (built 1903-1906) were possibly the best ACs ever built. Think of them in relation to pre-dreadnought battleships, as the battlecruisers were to the dreadnoughts (and as HMS *Dreadnought* made every existing battleship obsolete, so HMS *Invincible* made all the armored cruisers obsolete). They were a good four knots faster than the fastest US BB, not as well armored (of course) and had 4 x 10 inch main batteries (not quite up to the 4 x 12 inch of the BBs). They were notably longer and heavier than the contemporary BBs, and oh-so-lovely in their gleaming white and buff paint.

So, when ya got it bad, that ain't good, and ya gotta do somethin' about it. Since I can never meet her in person, I plan to fill the hole in my heart by making a model of the *Washington*, one that's good enough to donate without embarrassment, and I intend to keep members of IPMS Seattle informed about what is likely to be a lo-o-o-ong journey (this is NOT a blog - more like "postcards from the edge.")

I have to admit that a further attraction is that I'll have her all to myself. The only kit I know of a USN pre-Dreadnought era steel ship is the rather nice Revell USS *Olympia*. The only other model I know of a Tennessee-class AC lives in the museum at the

newer USS *North Carolina*. I don't know of other pre-dreadnought scratch-builders, but hope to run across them.

Digression: in 1916 the *Washington* was renamed USS *Seattle*, to allow the name to be used for a new battleship, which was never completed after WWI. This was the first USN ship to carry the name, and the only one besides the Fast Combat Support Ship AOE-3 (1968-2005). In 1917 she was equipped with an aft facing catapult, and carried Curtiss N-9 seaplanes. By then, she was painted gray and had a "cage" mast, so this is an excuse to build two models. In WWI, the catapult was removed, and she did convoy duty. She was decommissioned in 1930, and served as a depot ship in New York harbor until 1946!

I intend to do this in the 21st Century fashion, searching the Web for pictures, info, and leads to non-Web sources, then using the data to make a CAD "model," with as much detail as I can see (ignoring the practicality trying to include it in a model - Lord knows how I'm going to do the crest on her bows!). Once that's done, I want to use modern technology to embody the CAD model into a physical model. I'm not sure how I'll do this, as modern technology usually cost\$\$\$\$, but

we'll see what works out. I have also been invading the world of ship scratch-building "accessories," but they seem to be split between the WW-II types, and the Tall Ships - what's a "pre-Dread-head" to do?

Right now I'm in the "Internet Scam" phase of the relationship, coughing up bucks to Amazon for an out-of-print book, and waiting for an expensive package copied from original linen drawings in the National Archives by a "vendor" (cheaper than flying to Virginia, but I'm not going to tell my wife how much it'll cost). The ship drawings are being scanned into electronic form, which I can read into the CAD system and "trace."

The next time you see me at a meeting, I probably won't want to talk about anything else.

Humor me...I'm in love.



Wonderfest

Photos by Terry Moore

Clockwise from top left: American Idol tryouts were the same weekend as Wonderfest. This line snaked all the way around the other side of the building. And it was the second line; A favorite science fiction theme is dinosaurs interacting with humans. This one is called Stuck on You; The fire breathing effects on this Godzilla attacking the White House diorama are spectacular; This model of the Discovery from 2001: A Space Odyssey was around 16' long.



Clockwise from top right: A few of the many hardware models at the show, including the TARDIS and a Dalek from Doctor Who; This diorama is called "Children of the Hydra's Teeth" from the movie Jason and the Argonauts; Phantom of the Opera; One of the drones from the movie Silent Running; Steve Hilby's award winning Auburn.



Airfix 1/48th Scale English Electric Canberra B(I).8

by Paul Bradley, IPMS# 35554

Hot on the heels of their first big new release, the Nimrod, here is the first in what promises to be a fine series of new 1/48th Canberra kits from Airfix. This kit is the B(I).8 Interdictor, to me the version with the most purposeful lines, as opposed to the more purely aesthetic bomber version. The major difference of course is the fighter-type canopy and raised pilot's seat that gave the pilot much better all round vision, especially at low level; this replacing the so-called "bomber canopy", the goldfish bowl that covered the pilots in the B.2/6 and PR.3/7 versions. The B(I).8 was introduced in 1956 to fill the role of a night-intruder/interdictor, flying low-level missions with RAF Germany in Europe. In the bomber role, the B(I).8 only served with the RAF's Strike Squadrons in Germany; in its bomber configuration, the B(I).8 was part of the UK's Nuclear Strike Force and carried a US-made weapon.

The B(I).8 served until 1972, the last of any RAF Canberras to operate in an offensive role. The interdictor variant was widely exported, serving with, amongst others, New Zealand, South Africa, India and Peru. All were externally the same at the B(I).8.

The model will be large in this scale and comes in a commensurately large box, with striking artwork on the top-opening lid. All parts are bagged, the clear sprue separately. There's a sprue with the specific parts for this version; otherwise, the sprues appear to be common with some leftover goodies for the spares box. The large decal sheet is in register and looks to be well printed. It has a full set of stenciling, and options for three aircraft. These are:

B(I).8 XM277 of 16 Sqn, RAF, Laarbruch, Germany, 1972. Camo is Dark Green/ Dark Sea Grey over Aluminium.

B(I).12 NZ6106, 14 Sqn R New Zealand AF, Ohakea, New Zealand, 1968. Camo is Dark Green/ Dark Sea Grey over Aluminium.

B(I).12 453, 12 Sqn South African Air Force, Waterkloof, South Africa, 1969-75. This version is overall Aluminium. Later, these a/c were camouflaged with overall PRU Blue, with the same basic markings.

These options are illustrated with full-colour painting and decal placement diagrams, a nice feature that I hope Airfix will continue to offer in all their kits.

The instruction book has 39 pictorial construction stages, with Humbrol paint color callouts. Unfortunately, there is no color chart to let you know what colors these are - a poor omission, as you'll have to go online to figure these out. I wish Airfix would add a color chart to their instructions, and add the proper BS/FS names for the colors while they are at it.

On to the parts. For such a large model, there are relatively few parts and I think this will be a quite simple build. Exterior detail consists of engraved panel lines that match plans quite well, except on the horizontal tail which is devoid of these for some reason - just like the Nimrod. These panel lines do not have quite the finesse of those on the Nimrod, and the surface texture of the parts is a little grainier. On smaller parts such as the undercarriage, the detail is a little softer too. I believe that Airfix used a different toolmaker for this kit than for the Nimrod. If I were Airfix, and if cost isn't the issue, I'd stick with the guys who did the Nimrod.

The level of detail seems to be adequate for the scale. In some respects, it is better than in the Classic Airframes kit, where the IM detail parts were quite poor, although the resin parts were excellent. Airfix have always adopted a philosophy to provide good shape and accuracy with a decent level of detail and this kit is no exception. I'm sure the aftermarket boys will have a field day, but I think that this model will look just fine from the box, especially given that the cockpit area is basically black!

The kit provides a bomb bay insert, with doors that can be posed open or closed.

There's a good selection of stores to hang in there and under the wings, including two types of bombs (although there's no indication of what these are), rocket pods, AS30 missiles, plus the 20mm cannon pack that was used by the interdictor squadrons.

As we all do, I took some of the parts off the sprues and this indicates that assembly will be simple. Airfix have cleverly designed the nose so that all variants can be accommodated by the same basic molds. There's an insert for the cockpit area that fits very nicely, and the nose section is molded in clear so that the various windows can be easily masked for painting. The canopy is in two parts. This is to accommodate the PR.9 version that Airfix will be releasing soon. For this version, the canopy is glued shut, as crew access was through the side door in the nose. Do not be tempted to pose your B(I).8 canopy open - it did not happen!

The undercarriage suffers a little from the softness of the detail, but it has the considerable merits of including separate mudguards for the nose u/c, and two types of main wheels with flats and side bulges molded in. I presume one set is for the forthcoming B-57 kit, to be available later this year.

Dry fitting the wings shows that there will be no need for filler there - it's a perfect fit. There are separate inserts for the engine intakes and exhausts, and the flaps and ailerons are also separate. The horizontal tailplanes have separate elevators, and the rudder is poseable. It has some rather odd panel lines across it, I suppose these represent the internal structure of the rudder, but this representation is a little too caricatured and I expect I'll fill them in.

Taken as a whole, the kit compares well to various plans and photos, but I have a few questions about accuracy that I need to clear up. The shape of the elevator tips looks a little off, but I need some decent photos to check that. Compared to plans and the Classic Airframes kit, the tailplane seems a little short on span by about 4-5

mm - confirmation of the correct tailplane span would be appreciated. The fin fillet looks a little deep; I'll need to check more photos on that. Otherwise, the nose contours are great, and the wings seem to be just fine.

Overall, first impressions are very good. The kit is a little shy on detail, but the fit looks to be excellent and I expect this to be a far easier build than the Classic Airframes kit I built last year. The signs are that this kit will offer very good value.

Having dispensed with the preliminaries, it's time to start building. Naturally, this begins with the cockpit interior.

Detail inside the crew area is OK without being outstanding. A four-part ejection seat is included for the pilot and to starboard and below him, a non-ejecting seat is correctly included for the Navigator/Bomb Aimer. I found the pilot's seat a little awkward to assemble, and not particularly well detailed; as this is virtually the only part of the cockpit that will be highly visible on the finished model, I opted to replace it with a resin seat from a Classic Airframes Canberra.

The pilot's area has a full set of instruments and rudder pedals; while not highly detailed, it's enough to give the proper impression. In the nose, the Nav has his chart table, bomb sight, and magic boxes. Interestingly, in real life the Nav was also provided with an additional small seat for this table but it is not included with the kit. All this was painted Interior Black (AKA. very, very dark grey!), with a good drybrushing of medium grey to bring out the detail. Various knobs and switches were painted in white, red and yellow and a few decals were scrounged from the spares box to represent instruments, data plates and the like. Overall, the look is quite effective, considering most of it will be very difficult to see once the model is complete.

Note that while three crew figures are included, and four seats, the B(I).8 only had a crew of two. I presume the extras are

for the B.2/6 version to be released later. Incidentally, while nicely detailed, the crew figures are quite small compared to 1/48th scale figures from other manufacturers. In the manner customary to the British armed forces, you may nickname them Titch, Shorty, and Lofty.

All these parts fit together to form one unit with the rear cockpit bulkhead. I added a considerable amount of fishing weights into every conceivable nook in this assembly. The Canberra was a notable tailsitter in real life, and in model form needs plenty of help. Airfix obligingly provide a prop to stick under that tail; I am hoping to avoid its necessity.... Onto this cockpit assembly is glued the B(I).8 cockpit insert.

This is where things got a little sticky for me. There are no positive location guides for the cockpit assembly, and placing this, attached to the insert, into the starboard fuselage half, then wrestling the port fuselage half into place brought up some interesting issues. Firstly, the insert is not a perfect fit; when attached to the cockpit section, something seems to get thrown out of alignment - this also caused the cockpit assembly to skew slightly to port. This causes the floor to mis-align, and throws off the position of the bomb sight. Now, I'm pretty sure that this is my error, as no-one else who has built this kit has mentioned this problem (Because they are all expert modellers, I guess), but it would not have happened if there had been a positive locator inside one of the fuselage halves, as there are on the Nimrod for example. Of course, all seemed well when I dry-fitted everything...

Anyway, I trimmed the floor, adjusted the bomb sight position and filled and sanded the insert seams - now it looks like there was no problem at all, but it was more work than I would have liked. Nothing like an unexpected problem to re-affirm your status as "modeller" rather than "assembler!" When I build another, I'll add some location guides inside the fuselage, and leave the insert off until the fuselage is glued together.

One other assembly is placed in the fuselage before closing it up - the bomb bay. This has some good ribbing detail and I am sure would look the part if I had wanted to leave it open. Apparently, the B(I).8 fitted with the 20mm cannon pack has bomb bay doors with a cut-out to accommodate the pre-loaded unit, and the ability to carry bombs in the forward part of the bay in addition to these cannons. However, I couldn't find any photos of this and there is no indication of this feature on the kit parts, so decided to leave the bay doors closed and the optional armament was assigned to the spares box for use on other projects. I might build a Canberra bomb trolley to display alongside, if I can find some dimensions.

The full-span wings are very simple units to construct. Firstly, there are slots in the lower wings that are flashed over. You'll need to research what, if any, wing armament your model carried - and it was rare for RAF B(I).8s to carry underwing stores - then open up the correct slots. This done, I added the main wheel bays to the lower wing halves. These bays are nicely detailed with ribbing. Notably, there are no ejector pin marks inside these. In fact, the whole model is carefully molded so that there are no ejector pin marks in any location that's visible on the finished model - very nice! Once the wheel bays were set, the upper and lower wing halves were glued together. Fit was perfect.

Next up were the separate ailerons, which can be posed at an angle if desired. Airfix have missed the trim tabs on these, so I scribed them on. The kit also has separate flaps, and just for once I decided to show these dropped! Wonders will never cease. As you will all know by now, the RAF discouraged its pilots from leaving flaps dropped while on the ground to prevent damage. However, a Canberra technician pointed out that the hydraulic system would bleed pressure after standing for a period, causing the flaps to drop. So I decided that was all the excuse I needed to show off all the nice detail inside the Airfix parts.

In order to accommodate different variants, the intakes and exhausts are separate assemblies, and these are covered next. The exhausts are easy enough, but a little care is needed with the intakes, as the lips are a little heavy and could do with thinning a little, and the join to the main wing needs to be carefully lined up to eliminate the possibility of steps. Upper and lower intake lips trap some agreeably detailed engine fronts complete with the correct long cartridge starter housing.

Airfix would have you assemble the wing tip drop tanks next. It should be noted that the B(I).8 often didn't carry these, due to the shorter ranges of their missions, so I elected to leave mine off. The shape and dimensions are pretty good, comparing very well to the Aeroclub units I used on my Classic Airframes model.

All these sub-assemblies were brought together with hardly a smidgen of filler used, testament to some fine engineering here. A little re-scribing and the wings were attached to the fuselage without difficulties; good tight seams here as well.

The tailplanes are a curious set of parts. The horizontal tailplanes are devoid of panel lines, just like their Nimrod brethren - curious! After consulting plans, I scribed a few lines. The elevators are separate, but their trailing edge is incorrectly shaped. Judging from photos, the apex at the outer trailing edge is too sharp and too far back. It is a matter of just a couple of minutes work with a sanding stick to re-shape these; no biggie, but it makes a difference. The trim tabs are missing here also...

I'm also a bit unsure about the span of the tailplanes - compared to plans and the Classic Airframes kit, they are about 4 mm shorter across the whole plane; however, I couldn't come up with the correct figure, so I don't know which is correct. I left them as is. These were glued to the fuselage, being sure to position both at the same dihedral - an easy step as Airfix provides very positive locations for these.

The rudder is also a curious creature. As the tailplanes are devoid of panel lines, so

the rudder has a surfeit. Although study of Canberra rudder photos shows that there is internal structure in the positions indicated on the kit part, it is very subtle and doesn't readily show up from any sort of distance. I filled all the lines except for the top line and that indicating the trim tab.

The fin is another area that needs a slight correction. Looking at many Canberra photos, the fin fillet as modeled by Airfix is too large, starting too high on the fin and ending too far along the fuselage. I removed a portion of the fillet, bringing it back to something much more prototypical. I'm not sure I removed quite enough - I'll have to see what it looks like when I'm done!

None of the aforementioned is a terminal issue; just an accumulation of minor inaccuracies and simplicities that you may or may not wish to change on your model.

I glued the elevators with the mass balances drooping down slightly, as per many photos, and the rudder was slightly angled too - apparently, gust locks were optional on the Canberra!

I added the nose at this point. This is molded in clear to accommodate the nose cone and two side windows and ends at a panel line behind them - I like this idea, as it saves those awkward joins! Having coated it and the canopy parts with Future, I masked off the appropriate areas with Tamiya tape and super glued them to the fuselage. There was some minor sanding to do to blend the nose parts together.

The final step for now was to add the bomb bay doors. These are a tight fit and a little sanding of the edges eased them into place. If you are adding the cannon pack, as I did, don't forget to open up the two slots. The cannon pack fits snugly into place without filler. And that's it for the primary airframe assembly.

The first paint coat was a primer coat, followed by some cleaning up of panel lines and some dabs of Mr. Surfacer at some minor seams. Next up was a black coat, to undercoat the nose section and

canopy, and as pre-shading. I also elected to paint the undersides at this time. This might be at odds with the norm, but I figured that the topside colors are pretty dark, so the risk of bleed-through would be minimal if I applied the top coats.

It should be noted here that the canopy should not be posed open on the B(I).8 - it was only ever removed for specific servicing, and was not used as crew entry, or to let fresh air in. It did not have a hinge mechanism and was lifted off as a whole. Airfix specifically note this in the instruction book and I've had this confirmed by John Adams of Aeroclub, who is something of an expert on the Canberra. I glued the canopy and windscreen in place and used Tamiya tape to mask off the clear panels.

Attention turned to the undercarriage. Airfix would have you paint the whole undercarriage, bays and all, in Aluminium. Referencing my Canberra library, I noticed that many early Canberras and the B(I).8, when in early service with black undersides, appear to have had their U/C bays and door inner faces painted black, presumably to minimize nighttime reflections. The legs and wheels appear to be aluminium. Later, when the RAF switched the B(I).8 to High Speed Silver undersurfaces, the U/C bays were apparently repainted. Export models appear to have been aluminium all along. I'd appreciate comments and additional information here. For now, I have painted the bays and door inners in black, the legs and wheels in aluminium.

Affixing the main gear led to the moment of truth - could this model avoid being a tailsitter? Well, betchabygollywow, no. There was nothing for it but to stuff as much weight as I could into inconspicuous places in the nose. I had planned to leave the crew door open, but sadly I needed to glue it shut. So please learn from this lesson - when you think you've added enough nose weight to a Canberra, add a bit more for safety...

Once the air had returned to its normal color - blue can be such a cold shade - I



added the main gear struts and bay doors. The wheels themselves have good detail, including the fashionable flat spots and side bulges, but the transition from tire to wheel is a bit soft and careful masking and painting was required here. The nose U/C leg has some fine detail and includes separate mud guards for the wheels. It needed some minor sanding to ensure it would fit properly, but nothing too troublesome.

With the old girl standing on her own four feet, it was time to paint the rest of the airframe. At this point, I should add a few words about my chosen colour scheme. The kit provides three options, the RAF one depicts B(I).8, XM277 of 16 Sqn, RAF Laarbruch, Germany, 1972. Camo is Dark Green/Dark Sea Grey over Aluminium. This one features a shark mouth that was carried by this squadron's machines for a couple of months in 1972 prior to their disbandment as the last offensive Canberra squadron. While an interesting choice, I was really hoping that Airfix would choose one of the early interdicator Canberras with Black undersides that was more typical of their active service. There are quite a few photos of these, and I decided to modify the kit option to depict WT341 of 16 Sqn. in the early 1960s.

are not covered by a continuous top film. However...the roundels exhibit the same graininess that the Nimrod's did, and the red is slightly off register to boot - this mainly affects the stenciling. I understand from a friend that a newer Airfix release, the Cessna O-1, has much better decals - I truly hope so, as these issues with the Airfix decals are becoming rather tiresome. I have enough trouble with them without the manufacturer throwing me a curve ball too!

Luckily, I had some leftover stenciling decals from my Classic Airframes build, and I had bought some Model Alliance roundels and serial codes, just in case. Unfortunately, all is not well with the Model Alliance decals either - the '3' is the wrong style, and the white of the serials and roundels is not opaque enough to fully cover the colour transitions, its only really noticeable close up though. The squadron marking on the nose was home-made. Once decaling was complete, the model was given a coat of Xtracrylix Satin Varnish, which I feel gives a much better scale appearance than a gloss coat.

I added a dark grey wash to the panel lines to add some depth to the paintwork and some light exhaust staining to the fuselage and engine cowlings - this from

Masking off the Black undersurfaces, I used Xtracrylix Dark Sea Grey and Dark Green for the topsides camo pattern. This was followed by a coat of Future prior to decaling.

I am pleased to report that, unlike the Nimrod, these decals

the cartridge starters - then it was just a question of getting the finishing touches done. First up were the wingtip light complexes. I am not quite sure of the proper configuration of the bulb and fixtures here, as I couldn't find a good close-up of the area. Each was trimmed to fit after which I drilled out a "bulb" in each and filled them with red and teal paint. A little superglue and a light sanding was needed to blend them in.

The aerial fit did change over time, and it still isn't quite clear to me which ones I should or should not have fitted. I do know that the twin aerials on the fin were not fitted to the B(I).8 - they do not appear in any photos - so these should be omitted. The others are a bit of a conundrum, so I added them. I can always remove them later if necessary.

The last little jobs were to add the nose pitot probe, and the ventral and dorsal warning beacons, which are tiny red rhinestones that I found at my local craft store. Similarly, I added a clear light at the base of the rudder, removing the solid lump of the kit and replacing it with a tiny clear, silver-backed rhinestone. And that's it.

The Canberra has become a favourite of mine, and this new kit by Airfix impresses me. Aside from my self-inflicted issues with the cockpit assembly and cockpit insert, and the indifferent decals, this is an excellent kit; generally simple to build, with sufficient complexity for most but with plenty of scope for superdetailing by the experienced. There are some minor inaccuracies and omissions, but there's nothing here that would spoil the build and most will only be noticeable to the Canberra enthusiast. Airfix's policy of providing the builder with the basics has led to an impressive kit that offers good value and I heartily recommend it to all but the least experienced modeller.

I'd like to extend my sincere thanks to Martyn Weaver of Hornby/Airfix for supplying the review sample and for his support of IPMS/USA.

Classic Airframes TA-4J

from page 7

As noted in the previous paragraph, the kit includes four different Aggressor color schemes along with the corresponding decals. There is one for VA-127 as of June 1982, two for VF-126 and one for VC-8 all circa the mid-1980s. Printed by Cartograf the decal quality should be excellent. However, of note is the fact that the placement guide reference numbers normally printed on the decal sheet are missing, and as a result, a separate printed page of the decal sheet, with these reference numbers attached, is included in the kit.

A 1/48th scale kit of the training version of the venerable Skyhawk has been on many a wish list for a long time. Now that it is finally here, the Classic Airframes kit, at least from a first look standpoint, appears good. However, and until the kit is actually built, a complete evaluation is of course still pending. As for the markings included in this first release of the kit, they are undoubtedly of good quality, however I am a little baffled at the choice of schemes and the obvious fact that a training aircraft

is not included. After all that is the primary usage for this particular aircraft. While it is true that aggressor aircraft are indeed interesting, having four different ones and nothing else to choose from is a bit on the side of overkill as far as I am concerned. I know that a second release of this kit, with different marking is already out, however even that release does not include markings for a training bird, go figure.

**2009 Spring Show Jet
“What If?” Build**

by Mike Millette

Here are the current guidelines for the jet “What If?” group build scheduled for the 2009 IPMS Seattle Spring Show:

- * All scales OK
- * Military aircraft build
- * Anything turbine powered (turbo props, jets, helicopters, anything like that)
- * 1950 to the near future (post Schneider '49)
- * Paint projects OK (alternate markings on a real aircraft)

- * Paper projects OK (“real” paper projects and modeler imagined)
- * Modeler must provide a story

That leaves it pretty open but still provides some constraints. The awards list at the present includes:

- Top Gun Award - Grand Prize (best of best)
- Large scale (1/60 and larger) 1st, 2nd, 3rd
- Small scale (1/61 and smaller) 1st, 2nd, 3rd
- Kelly Johnson Award - Best imaginative design...something like that
- Tiger Meet Award - Brightest/wildest paint scheme (all scales)
- Keith Ferris Award - Best camouflage scheme (all scales)
- “There I Was...” Award - Best story (all scales)

Here is some inspiration for the What-if group build:

<http://www.arcforums.com/forums/air/index.php?showtopic=130242>

Meeting Reminder

August 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.

