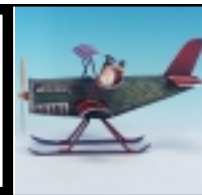


# Seattle Chapter News



Seattle Chapter IPMS/USA  
December 2008

## PREZNOTES



Looks like big doings going on at the meeting this Saturday. Don't you dare miss it!

First of all it's our annual "eating meeting" where in more cases than not, all manner of things delicious will be on the tables for all of us to enjoy, most of it guaranteed to expand our waistlines.

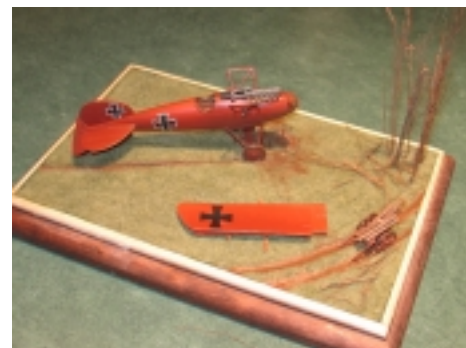
Secondly, our Second annual December meeting contest, featuring the Albatros, will be conducted and for which, prizes will be awarded.

Third, we'll be talking about some exciting things that will be taking place in the future to the benefit of the members of IPMS Seattle.

Fourth, there will be a kit collection for sale that belonged to a late model builder that will be sold on Saturday. We are providing our venue as the best place to sell the collection as a benefit to the family of the deceased modeler. Bring cash.

Fifth, Emil is having a 14th anniversary sale with discounts on nearly everything. He is also having his open house starting at 4 PM at the shop. Bring lots of cash. Thanks for everything Emil!

they are going to miss the meeting is that they were INVITED to bring their Clumber Spaniel "Briggs" to the AKC/Eukanuba dog show in Long Beach this weekend, certainly a good reason to miss our little soiree. On behalf of everyone at IPMS Seattle, we wish you the best of luck at the show!



Now, I'm going to get back to work on my Albatros to attempt to finish it for the meeting. The label on the Eduard box, "Weekend Edition", certainly is a misnomer. I've been working on it for nearly seven months now! Oh well.

We'll see you at the meeting!

*Terry*



Sixth, I received an email from Tracy and Jeni Saulino, apologizing for missing the meeting this Saturday. Well, the reason

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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.

## December 13

# IPMS/USA NEW MEMBER APPLICATION



**Skyway Model Shop**

*This contest was created to foster competition within the IPMS/Seattle and Northwest Scale Modelers clubs*

*The contest rules are very simple:*

- A) Build any 1/48th scale Albatros kit*
- B) Model must depict any Albatros built by Albatros Werke between 1914-1918*
- C) Kit must be built in 2008*
- D) Contest open only to IPMS/Seattle and NWSM members*

*Grand Prize: One Year's Subscription to **Tamiya Model Magazine**  
1st, 2nd, and 3rd Place prizes: gift certificates from **Skyway Model Shop***



## Hurricane Bookshelf: Why the Hurricane?



by Scott Kruize

This year-end wrap up starts with a magazine article, and a television program, each considering what were the greatest fighter planes. The Hawker Hurricane won neither, so I decided I should at least give some of the reasons for writing this column and justify the Hurricane's importance.

The magazine was a Special Issue of *Aviation History*, counting down the top fighter planes of the European Theater during World War Two, finally deciding the Republic P-47 Thunderbolt was the winner. I read the whole article through, and at the end, said "Huh?"

Not that I dispute the choice of the Thunderbolt itself. If not as glamorous as either the Lockheed P-38 Lightning nor the North American P-51 Mustang, the P-47 was made in larger numbers than any of our other fighters, and justifiably so: the sheer destructive power it brought to bear on the enemy was without equal. Not only in aerial combat, but also against all types of ground targets, it did more damage to Nazi Germany than any of our other fighter planes. No: I said "Huh?" because after the careful way the article's author built his case, plane by plane, assigning each its place in the lineup, he arbitrarily bypassed his own criteria to pick the winner! He required all the other candidates to be appraised for effectiveness in air-to-air combat, ground attack, and tactical reconnaissance...and the latter role was one the Thunderbolt never fulfilled. It fought; it didn't carry recon cameras.

I conclude that the author "cheated" to pick his own personal favorite.

The History Channel program had a similar flaw. It purported to be an objective appraisal of the greatest fighters all time, picking the top 10. The lineup included the F-4 Phantom, MiG-15 and F-86 Sabre (tied for 3rd place), and the Messerschmitt 262 and Sopwith Camel. The P-51 was judged the greatest of all time. I have no quarrel with any of these aircraft being judged important, but the whole exercise still came off as being as arbitrary and capricious as the *Aviation History* article.

When my friend Ken Murphy and I had finished watching it on his Tivo system, and wound down from a lively and enjoyable discussion, it didn't ring true. Ken pointed out why: if you're going to try to distill all of aviation history – not just the Second World War—into picking the Top 10 fighters, your primary factor should be: Historical Significance. By this measure, it was pointless to even include the F-22 Raptor. We're all in awe of it—and light in the pocketbook—because of this aeronautical engineering 'tour de force'. It's unprecedented: a plane molded of carbon fiber in such a subtly streamlined, aerodynamically-efficient shape that it can 'supercruise'...zip along at supersonic speeds without firing up afterburners [*Just like the English Electric Lightning could do in 1954 – EDJ*]. Its advanced avionics, coupled with its stealth qualities, means it's next to invincible. But where's the threat? Where's the battle it's supposed to fight? The supermachine hasn't been

deployed in combat, and may never be. Unless and until then, it has no historical significance whatsoever.

With the criteria of historical significance, let me come back to the Hurricane:

It was the first Royal Air Force fighter to the modern formula: a low-wing all-metal monoplane with an enclosed cockpit, retractable landing gear, and heavy armament (eight machine guns in wing-mounted batteries), the whole pulled along by a 1,000-plus horsepower engine.

It was in production from before the war till almost the end, and served actively in combat all the way through. Nearly 15,000 were made: not a record setter, but certainly in the top ten—and almost as large as P-47 Thunderbolt production!

Besides being the foundation for the modernization of the Royal Air Force, it also led the Royal Navy's re-equipment, taking to shipboard and catapult deployment when the Navy's biplanes could no longer withstand modern enemy airpower.

The Hurricane was the first aircraft that we would refer to as a "tactical fighter" (the WWII term was 'fighter-bomber'); meaning a machine that can deliver a significant amount of ordnance against ground targets, yet still effectively engage and destroy enemy aircraft.

From the start of the war till around mid-1941, it bore the brunt of the fighting against the Axis. It served all over the



globe, in every theater in which Great Britain's armed forces were engaged, and it led its more glamorous compatriot, the Supermarine Spitfire, by a year or two in each of those theaters. In the Far East, the Hurricane engaged the Japanese from the beginning, and was the most numerous British fighter there till almost war's end.

The Hurricane was a first aircraft in history to seriously threaten tanks. It's next to impossible to hit tanks with bombs, even when delivered by accurate dive-bombing, and aircraft guns were too light to do any real damage to armor. But in 1942 a Hurricane version was introduced over the Western Desert, armed with heavy 40-millimeter armor-piercing cannons, and proved deadly against tanks of the Africa Corps.

Later, Hurricanes were the first to bring batteries of rockets to bear against ground targets and ships. Many experiments were tried with Hurricanes to extend the reach and destructive versatility of fighter planes. Some worked, some didn't...but the Hurricane was never found wanting in the many tasks it was called to perform...and during the war as a whole, Hurricanes destroyed more Axis aircraft in aerial combat than any other allied warplane.

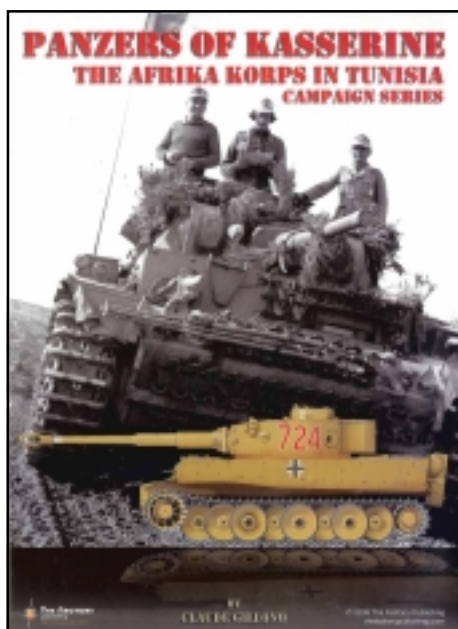
SugarFest approaches, and I have to get back to the workbench if I'm to have any contributions for Show-And-Tell. I'll close with a promise that in the New Year, I'll have lots of new books and other things to talk about. I hope my readership will meet me halfway in agreeing that the Hawker Hurricane—if sometimes left out of sensational programs and articles—is a worthwhile star for a history-and-modeling column.



## ***Panzers of Kasserine: The Afrika Korps in Tunisia, by Claude Gillono***

**reviewed by Andrew Birkbeck**

This book measures 11.75 by 8 inches in size, and consists of 32 pages enclosed in a soft card cover. Of the 32 pages, only one is print, the rest are crammed with black and white photos, along with four pages of color and marking drawings. Consequently, I would say it is a picture book, and definitely not a written history of German armored formations involved with the battles of Kasserine Pass. It is, as the author himself admits, a "photographic essay", covering German armored vehicles, along with captured US vehicles pressed into German service. The units covered are the 10<sup>th</sup>, 15<sup>th</sup> and 21<sup>st</sup> Panzer Divisions, along with the Tiger Is from Panzer Abteilung 501 and 504.



The photographs consist of 82 black and white pictures captioned "NARA", which I presume means they are from the U.S. National Archives and Records Administration, and appear to have been taken by a series of German war correspondents. Lots of photos of German Panzers (Pzkfw.II, III, IV and Tiger I), together with various half-tracks and soft skins, and

armored cars. The captured equipment consists of US M3 half-tracks and the odd jeep. Each photo has a well-written caption. The color artwork is well executed and covers a dozen Panzer IIIs of various marks, together with four different Tiger Is, and a captured US M3.



This book will be very useful to any modeler interested in this theater of German WW2 operations. The photographs are nicely reproduced and show to good effect the way the vehicles looked kitted out for military action, loaded down with spare tracks for extra protection, jerry cans, rucksacks etc. I feel the book offers good value for the money, and recommend it unreservedly to anyone interested in the North African campaigns of WW2. My thanks to IPMS/USA for allowing me the opportunity to review this title and to The Factory Publishing for supplying the review sample. Check out this and other very interesting titles at the publisher's website: [www.thefactorypublishing.com](http://www.thefactorypublishing.com)

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## Lofting

by Wesley Moore

*Being the 2<sup>nd</sup> episode of my adventures in cyber-modelling.*

If you're going to build a model of some obscure object, first you gotta figure out what you're building. I have always been attracted to obscure scratch-building projects, and my *U.S.S. Washington* project (the 1906 armored cruiser, not the WW-II battleship) is no exception. This time, however, I have been blessed with an abundance of U.S. Navy drawings from the National Archives (indirectly, mostly; see end of article for sources).

But it is a mixed blessing- the drawings are of various members of the *Tennessee* class, with different drawings showing the various members; hull sections from the *Washington*, side and plan views from the *North Carolina*, deck views from the *Montana*, etc., etc. They were kept up to date until the Navy lost interest (~1920 in most cases), so some of the geometry for the "as-launched" version I want to do must be gleaned from photographs, or even the erasures visible on the reproductions!

And, with all due respect to those long-dead draftsmen, some of them are just flat wrong. After faithfully transcribing a lovely set of hull cross-sections onto the CAD system at work, I discovered that the corresponding longitudinal curves were impossibly wiggly. A great deal of "massaging" was required to end up with hull surfaces that didn't look like they were the result of too many groundings. I even discovered that the drawings for *North Carolina* seemed to have a different "Station 0" (the point from which all frame locations are measured) than the drawing for *Washington*. They did agree at the 10-inch turret stations, so I was able to come up with a reasonable fudge. So it goes...

But the journey has its rewards. A project like this requires staring at drawings for a long time before you can decide which

things are important, and which things are just clutter (sometimes vital clues can be hidden in the details). Do this long enough, and you find yourself imagining the lives of countless people - from the draftsmen tediously drawing each hull frame (there were 125 of them, so they are forgiven!), the shipwrights pounding endless rivets, the stokers sweating in the bowels of the ship (on a coal-fired ship, the job was so dirty they were given their own washroom!), the gunners in their cramped armored enclosures, to the officers, legging it from their "staterooms" aft to their stations on the bridge when General Quarters sound (and did you know that one of those officers was Sen. John McCain's grandfather?).

In my previous article, explaining how this project started, I revealed in the prospect of having little competition in pre-Dreadnought warships. Things change so quickly! There are now a whole passel of resin Turn-of-the-20<sup>th</sup>-Century USN battleships from the "Iron Shipwright" folks in 1/350<sup>th</sup> scale. Cute, but pricey. I find those ships to be rather short and dumpy looking, but I.S. redeem themselves by doing a *Pennsylvania* class armored cruiser (the class immediately before the *Tennessees*). There is also a *Pennsylvania* class in 1/700<sup>th</sup> from Niko Model by way of Pacific Front Hobbies (reviewed in the *IPMS/USA Journal*, V-20 #04).

Speaking of scale, I suffer from one great unresolved problem. There is enough

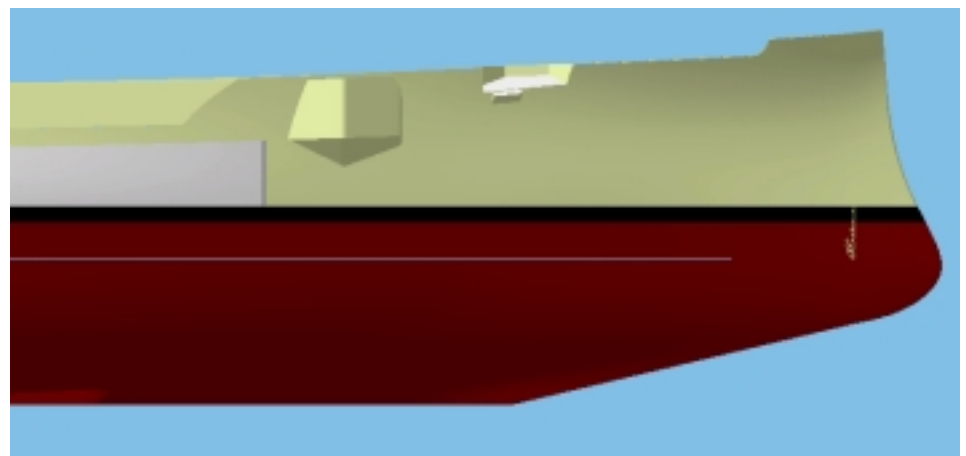
detail on the drawings I have (the originals were 1/48<sup>th</sup> on a 500-foot ship!) and there are enough "Hi, Ma!- here is a picture of my shipmates" photos out there such that the CAD "Virtual Model" I am making will have detail down to the dogs on the companionway hatches\*. On a 1/192<sup>nd</sup> scale Real Model (that's 1/16<sup>th</sup> inch = 1 foot, a common ship model scale), that's pushing the limits of even photo-etch. And while photo-etch is good enough for 1/350<sup>th</sup> railings, at 1/192<sup>nd</sup>, it is painfully obvious that the railing stanchions\* should be round, not flat. It has been suggested that I move up to 1/96<sup>th</sup> scale, but that would be over five feet long!!

Oh, yes, I got my National Archives drawings from two sources:

If you ask the NA (via snail-mail only) they will e-mail you a list of what they think they have, and invite you to engage a "vendor" to make copies (paper and/or digital) at great expense - or:

You can go to the oddly named "Maryland Silver" web site and see that they sell copies of NA drawings for many, many USN ships at a reasonable cost (the *Tennessee* class showed up by Googling "*USS Charlotte*"). Strangely enough, there was NO overlap between the two sets (NA direct, and MS copies), so I suspect the Archives doesn't actually know what they have.

(\* I am learning to speak Nautical.)



*The bow section of the hull - aft of here the 6-inch gun embrasures make the lofting "challenging."*



## Trumpeter 1/48th Scale MiG-3

by Hal Marshman, Sr

World War II Russian airplanes fail to move me overly much. There are however, a couple of fighters that I do like quite a bit. One such is the MiG-3. This little fighter looks more like a thirties racer, than a warplane. Streamlined nose, cockpit set back, large wing filets, and raked landing gear being visual hallmarks of the bird. Trumpeter's kit is the latest entry into the field, following the Classic Airframes and ICM boxings. I've just completed construction on mine, although I've not put paint to it yet.



Trumpeter has cast their model in pale blue/gray easy-to-work plastic. Surface detail is engraved, rivets and all, and is very fine. The -3 had many small scoops, bumps, and louvers around the cowl, and these have been very well duplicated. All the scoops except a couple of tiny ones are opened. The fabric covered control surfaces are just a tad overdone for my taste, but they do come off well. When one looks at the MiG-3, he has to bear in mind that the rear fuselage and outer wing panels were moulded wood, and devoid of much in the way of surface detail. The very prominent underside radiator intake has separate grills for the opening, and the outlet, being visible from the separate outlet gate, which can be installed open, closed, or in-between.

The clear parts are quite thin and clear, except for the frame areas, which the mould makers have shown with a matt finish. This is a real aid in the masking process. They give you a windscreen, rear quarter light, and sliding hood, plus clear covers for the wingtip navigation lights, a gunsight, and a lens for a landing light in the leading edge of the left wing.

The landing gear is pettily cast, except that I believe the gear covers are a little too thick. None the less, the covers do show much in the way of cast-in detail. The wheels are in two halves, and very well done, although many will want to sand down a section of tread to show weight. The tail wheel is very small, and the strut quite thin. Do exercise caution here. The

version Trumpeter has catered to shows a retracting tail wheel with doors. Many MiGs had their gear fixed, and a canvas or leather wrapping installed to prevent mud and dust from entering the fuselage rear.

The propeller is made to turn to the left, as is proper for this bird. Net

sources say the spinner is too rounded, while the real plane had a more conical item. I used the spinner from a discarded ICM kit, and it looks just fine. There are no drop tanks, or bombs included, and I doubt this little bird ever carried much in that department. Trumpeter does provide a set of three rocket rails for each wing, with their load of small rockets, bodies and fins being separate items.

The cockpit consists of a floor, stick, rudder pedals, two piece seat,

side consoles, and instrument panel. The raised detail on the panel is quite fine. Be a nice place for Mike Grant decal instruments, as they will show nicely when the plane is done. The radio area behind the seat is quite busy, and once painted, looks well under the quarter light. As our friends the Brits would say, this area all goes together well, but is quite "fiddly", with lots of "bits". A little patience here will do you well.

Assembly goes along well, but be sure you keep everything aligned, and get rid of all those little nits from trimming off the sprue. Around the rather complex nose and wing root area, tolerances are close. Aside from that cautionary note, the construction goes along well, with all main assemblies fitting well. There are individual flaps for the wing underside, and although these are detailed, the area into which they fit is not, so I elected to keep mine retracted. Another place where things seemed to get fiddly. You shouldn't need much in the way of filler on this model.

How does it stack up as opposed to the Classic Airframes and ICM kits? Well, it's newer for sure, and the latest technology shows. In some detail areas, the ICM had the lead, but in ease of assembly, this kit has it all over the competition. Not Tamiya or Hasegawa, but at least up to Eduard quality, and I'll happily settle for that. I can see a couple more of these in my future, as there are a good many interesting schemes out there.



## The Coincidental Tourist

by Brian Hennessey

I recently took a trip to the State of Georgia (The U.S. one, not the former Soviet) and was surprised with an unexpected treat of aviation museums and sites.

The real purpose of the trip was to see where my father-in-law was born and raised. My wife, afraid that I might become bored, made it clear that on those days without commitments I was free to find interests of my own to pursue. Unfortunately, I didn't have time before the trip to check-out my surroundings or plan any side-trips, but my interest would be whetted most unexpectedly. On a trolley tour of Savannah (OK, it was really a bus that kinda looked like a trolley) a comment from the tour guide sent me into action. Turning the corner the driver commented, "Down that street there is the old Savannah Armory, birthplace of the Eighth Air Force." I just stowed that bit of information and kept rethinking about it. Later, I checked the tour maps we had and looked for any connection. Sure enough, just a few miles away was listed The Mighty Eighth Air Force Museum in Pooler, GA, just outside of Savannah. I had my first side-trip planned and set out the next day.

Located near the Savannah/Hilton Head Airport is The Mighty Eighth Air Force Museum ([www.mightyeighth.org](http://www.mightyeighth.org)). While there is no doubt that the official home of the Eighth Air Force is Barksdale AFB in Louisiana, apparently the Eighth Air Force was activated in Savannah on January 28, 1942. The Mighty Eighth Air Force Museum is seeking to become the main repository for the history of the Eighth Air Force, especially concerning its involvement in WWII; it is also the national headquarters for the Eighth Air Force Historical Society ([www.8thafhs.org](http://www.8thafhs.org)). It isn't really an airplane museum as such, but rich with history, artifacts, and memorials.



The museum is a beautiful new facility adorned with Eighth Air Force flags on the outside, with a well weathered F-4C Phantom and MiG-17 in Vietnam War colors next to the parking lot. From the lobby, you are led directly into the main rotunda. The first thing you notice above is the C-130 drogue parachute that adorns the entire ceiling. The tour and history of the Eighth Air Force start with its activa-

tion, when the U.S. was finally drawn into the war in Europe, originally formed to participate in operation "Super Gymnast", the proposed invasion of French North Africa. When that was cancelled, the primary purpose of the Eighth Air Force became to wage the air war in Europe. The tour describes the hasty training and subsequent transfer to Europe of the Bombardment and Fighter groups. Through the help of the exhibits it is apparent early on that there were heavy losses during the first daylight bombing missions. Through continued missions, improved escort fighters, and the eventual invasion in Normandy the Allies started to gain control of the skies. The tour then opens into the main display gallery. There is a P-51D and Bf 109 (looks to be a G-model) hanging from the ceiling. There are samples of every aircraft powerplant on stands, Allison, Wright Cyclone, Pratt and Whitney Double Wasp, and Rolls-Royce Merlin. I guess that takes up less space than a sample of each aircraft. There is a complete Stearman PT-17 trainer that looks to be flyable. There is the nose section of a B-24D adorned with the nose-art "Fightin' Sam". An adjacent meeting room is filled with original artwork. There are two large







display cases (approx. 8' X 8') with dioramas filled by the Atlanta Chapter of the IPMS. One depicts the Ploesti oil field raid in what appears to be 1/72nd scale, and the other depicts daily life at an airbase in England in 1/48th scale. There are other individual models throughout the museum, but nothing on that large scale of an undertaking.

From the main museum floor you can access the reflecting pool and memorial gardens. There are hundreds of memorials to individual flight crews on engraved marble plaques. There are also larger memorials to entire Bombardment and Fighter Groups, most were donated by individual Eighth Air Force Historical Society chapters. In the center is a large rectangular reflecting pool. In the garden is a chapel with beautiful and ornate stained glass depictions of air crews and planes. There is also a static displayed B-47 off to one corner of the property. Back inside the museum there are displays for minorities in aviation, life as a POW, and life at home circa 1940s. The tour then flows along hallways lined with display cases, one for every Bombardment and Fighter Group in WWII, each filled with personal memora-

bilia that can only be found at the museum. There is a complete section on the female WASP pilots and the role they played in WWII. That leads to displays of Eighth Air Force operations from the cold war to the present, including a nose section of a MiG-21 with the interior and instrument lights

illuminated. The final section of the museum is definitely the most stirring. You walk down a hallway that is lined with the profiles of each Eighth Air Force Congressional Medal of Honor recipient. I have never felt as patriotic as when reading each story - most were awarded posthumously.

Finally the tour of the museum ends; you guessed it, at the gift shop adjacent to the lobby. Across the lobby is a restaurant made to look like an English Pub. That sounds like it might be a corny motif, but it is very tastefully done and beautifully constructed.

I only got a brief glimpse of the library, but can tell you how impressed I was by its voluminous size. I fully expect that there is information there that is unavailable elsewhere. I wished that I had more time to explore it.

The staff of the museum, from beginning to end, was extremely helpful and friendly making my visit very enjoyable. I thoroughly enjoyed my trip to Savannah; it is a

*continued on page 16*



## Maximum Effort: Model Show to Honor the Mighty Eighth

by Don Conrard

Organizers of the NorthWest Scale Modelers show at the Museum of Flight are planning a maximum effort to honor the valor and sacrifice of the men of the Eighth Air Force during World War II.

Slated for 10 a.m. to 4:30 p.m., Saturday and Sunday, February 14-15, in the museum's Great Gallery, the show promises to be the largest model exhibit in the Pacific Northwest.



Last year's show attracted nearly 2,000 scale aircraft, armor, auto, ship and figure models from as far away as Vancouver, B.C. "We're hoping the show will be even bigger this year," said Tim Nelson, one of the exhibit organizers. "With more than 100 tables to fill, we're asking modelers to bring everything they have. And we'd love to have more modelers participate."

Highlighting this year's show will be a model exhibit featuring many of the aircraft flown by the men of the "Mighty Eighth" during World War II, including B-17 and B-24 bombers, P-51 Mustangs and P-47 Thunderbolts. As part of the exhibit, Jeff Bomstead will show his extensive collection of Eighth Air Force models.

Also on hand to answer questions, sign autographs and talk about their experiences will be Eighth Air Force veterans Mel Schulstad and Ed Allen.

At 2 p.m. on Sunday, they and other members of the Seattle Chapter of the Eighth Air Force Historical Society will participate in a panel discussion in the William M. Allen Theater. The 8th AFHS will also display artifacts and memorabilia along with the models.

"The men of the Mighty Eighth fought the largest air war ever, suffered higher casualties than the Marines in the Pacific Theater and helped bring the war in Europe to an end," said Seattle Chapter President Greg Pierce.

Building on the show's World War II theme, "there also will be an exhibit of approximately 50 models built to represent models used during the war to train members of the US armed forces to tell the difference between friendly and enemy aircraft," said Stephen Tontoni. He and John Newcome are coordinating the unique display table as well as an interactive recognition

quiz where everyone can test their knowledge of the World War II aircraft.

The show is a pure exhibition, not a contest. It's simply an opportunity to dazzle thousands of people with the quality of your work, and perhaps bring a few new faces into the hobby. Everyone who brings a model will receive free admission to the museum along with a 10 percent discount at the museum

store. This is in addition to the regular 15 percent member discount.

The models again will be displayed (mostly) by modeler, which makes for easy logistics. The traditional working tables will be available to ply your craft.

Jon Carr Farrelly is compiling a list of model exhibitors in order to make first class table signs. He has your name if you participated in the past. Please contact him at mailto:[j.c.farrelly@comcast.net](mailto:j.c.farrelly@comcast.net) if you be a first time participant.

This year's show will feature not one, but two free "Make and Take" model building workshops – one on Saturday and one on Sunday.

Sponsored by Galaxy Hobbies in Lynnwood and the Skyway Model Shop near Renton, the workshops will give children age 6 and up an opportunity to build a scale aircraft model under the guidance of skilled volunteers. Modelers willing to volunteer 30 minutes or more of their time to help are asked to sign up the day of the show. All events are free with museum admission.

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



## Polikarpov I-16 1949 Schneider Trophy Racer

by Michael Morrow

In 2004, a special event was proposed for the IPMS Seattle 2005 Spring Show called the 1949 Schneider Trophy Race. The event rules required only the following:

- Must be seaworthy (must appear to float unattended an extended period, and takeoff/land on water)

- Must be airworthy (must appear to maneuver on the course and fly the race distance of approx. 683 km (425 miles) with pit stop(s) at entrant's discretion; no jettisonable equipment such as drop tanks, JATO/RATO bottles, etc.

- Corporate sponsorship(s) acceptable (associated signage must be appropriate for era)

Models must also meet the following requirements:

- 1/72nd scale (for the widest range of possibilities, lowest cost, most rapid construction)

- Limited to 1940s or earlier technology

- Include a history of the development and racing preparation of the prototype

The choice of subject, nation, technology pilot, etc., is yours.

The event was enthusiastically received, and many models were built for this event. I decided that my entry was going to be a spare-parts box special, so I rummaged through my stash of kits and parts looking for a suitable candidate, and found a started-but-unfinished Revell Polikarpov I-16, and a single float off an old Nichimo (?) M6A1 seaplane. Several sketches were made, and I finally decided on an all-red racer with a gloss black cowl, and white race numbers.

The build started with the partially assembled Polikarpov I-16. The landing gear doors were glued in the retracted position, filled, and sanded smooth. A large ventral fin was added below the vertical tail, filled in, and sanded smooth. All the rib and fabric detail on the wings, stabilizer, and tail was also filled and sanded to reproduce smooth racer-like plywood-skinned surfaces. The model was primed, filled, and sanded several times until a smooth finish was achieved.

Mounting pins were installed on the single main float and corresponding holes drilled in the fuselage. A hole for the auxiliary boil-off cooling system was drilled on the upper forward fuselage.

On the Revell I-16 kit, the cowl comes in three pieces so you can display the model with the engine visible. I glued all three pieces together, and sanded the cowl smooth. The gun ports were filled in, and the exhaust ports drilled out. All except three of the shutter sections on the front of the cowl were removed to aid engine cooling. The cowl was then painted a high-gloss black and set aside to dry. When it had thoroughly dried, short pieces of thin-walled plastic tubing from Contrail Model Aircraft (which I purchased long ago at a now-defunct hobby shop in California) were inserted in the exhaust ports to make the slightly extended exhaust stacks, which added to the impression of a racer with a big engine. The finished cowl was then set aside to await final assembly.

After much fruitless searching through various parts spares boxes, no tip floats were to be found. I finally broke down and made my own. A tip float was drawn up in CorelDraw, scaled to multiple sizes, printed out, and the most proportionate size was chosen for my model. A mold was carved, and four vacuum-formed halves were made, two of each side. The halves were trimmed, sanded, and glued together to produce two identical tip floats. A strip of styrene was sanded to an almost airfoil shape, from which two tip float struts were cut. The struts were slipped into the floats and glued in place.

With the tip floats finished, mounting holes were needed in the wings. Using a sharp #11 blade, strut mounting holes were very carefully cut in the bottom of the wings near the wingtips to match the tip float struts.

The spare-parts-box prop originally came from an old Hawk Curtiss biplane seaplane racer. It's a large blade fixed pitch prop of the sort used on most Schneider Trophy racers before the war, so it looks the part. The prop diameter was trimmed a bit to clear the main float, and then the spinner received a coat of flat white, then Insignia Red. I used Bare-Metal Foil on the front of the prop blades to give them a polished metal look, and painted the backs of the blades flat black to keep from blinding the pilot.

The spare-parts-box canopy was originally the back half of an old Revell Ki-84 Hayate canopy suitably trimmed to fit the turtle-deck of the I-16. Thin strips of Bare Metal foil were added to make the canopy frame. I was really pleased with how the simple addition of the canopy made the model really look the part of a racer.

Early on in the project, I had decided on a particular font that I wanted to use for the race numbers. I had no luck finding white race numbers anywhere near the style I wanted, so I decided to cut stencils out of Tamiya Yellow Tape, apply them over a flat white base coat, and then spray the final red color. Removing the tape would expose the white race numbers that I wanted. With this in mind, I sprayed the entire model (minus the cowl), the main float, and both tip floats flat white.

Several pieces of wide Tamiya Yellow Tape were stuck down on a smooth, clean, hard surface. The numbers were scaled to the 24 inch high size required in the rules using CorelDraw, printed out, and taped over the Tamiya Yellow Tape. They were then carefully cut out, lifted off, and applied to the model in the appropriate positions. The model was then sprayed overall with ModelMaster Insignia red paint and allowed to dry. The Yellow Tape numbers



were very carefully removed using a very sharp #11 blade, and "Voila" - white race numbers that looked the way I wanted them to!

With all the major components completed and painted, the parts were all given several coats of future to provide the requisite glossy raceplane finish.

At this point in the project, I still hadn't been able to find a suitable engine for the racer. In the spirit of an unlimited racer, the standard M-62 nine-cylinder radial produced far too little horsepower, so I set about looking for an M-82FN 14-cylinder two-row engine with nearly double the horsepower to replace it. Many kits were examined to try and find a suitably accurate M-82FN engine without success. Finally a request was made to the members of the NWSM group, and in short order, a link arrived via e-mail for an Engines & Things M-82FN engine, which I promptly ordered. This turned out to be the only part I used on the model itself that didn't come from my spares box, and one of only two parts used on the whole project that didn't come from the spares box, but it was worth it.

Engines & Things

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web-site

[www.telusplanet.net/public/engthg](http://www.telusplanet.net/public/engthg)

You can send them an e-mail, and they will e-mail back their catalog.

When the engine arrived, a test fit revealed that the engine would have to be moved back quite a bit to fit inside the cowling. This would also be necessary to maintain the Center of Gravity in the real aircraft. Most of the stock Revell kit's engine mount was cut away so the engine would fit both lengthwise within the cowling, and centered so the prop shaft was centered in



the hole in the front of the cowling. With the fit assured, the engine was painted, dry-brushed, and a propshaft hole was drilled into the front of the engine. With much fiddling, the completed engine was centered to fit inside the cowl and glued in place on the remains of the kit firewall.

When the engine had dried, the cowl was glued to the fuselage. The main float was glued in place, and the model propped up to keep it centered while the glue dried. When the main float was dry, the tip floats were installed, adjusted to the proper angle, and glued in place. After allowing the tip floats to dry thoroughly, the canopy was positioned on the fuselage and its outline carefully marked on the top of the fuselage. The canopy was removed, and the area within the outline was painted flat black. When the flat black had dried, the canopy was glued permanently in place. The prop was slipped into the propshaft hole in the engine, and the model was basically complete.

I wanted to display the model on a launching dolly, so I looked through several books on Golden Age racers, and discovered that most seaplane launching

dollies were very crude affairs assembled out of what appeared to be scrap wood and spare wheels. The wheels ranged from all-metal types that looked to have been liberated from rail cars, to solid-wood wheels constructed out of wood blocks, to wire-spoke wheels of the type used on WWI aircraft, to wheels that looked suspiciously like they had been stolen off an old Conestoga wagon. I searched through a variety of model train shops looking for suitable wheels, and was about to give up, when I found some HO scale circus wagon wheels that looked perfect for the task. With these little treasures in hand (the only other parts that didn't come from my spares boxes), I set about making a launching dolly.

I wanted the launching dolly to appear crude, and to have been made from parts at hand. The frame was made from plastic scale I-beams, and painted to look like metal. The basic frame structure was covered with thin balsa strips, and the float support was cut from pieces of balsa sheet cut to match the profile of the float bottoms with cross pieces cut to match the cross-section of the float bottoms. The balsa pieces were all given a coat of flat



roof brown paint to simulate old wood. The wheels were given a coat of flat white, followed by Insignia Red. When they were dry, the metal hoops and hubs were painted gloss black. Axles were cut to length, the wheels installed on them, and small pins inserted in the ends of the axles to simulate wheel hubs and to hold the wheels in place. Further examination of pictures of old dollies showed that there were usually uprights on the float support to keep the float vertical, so four uprights, two at the front and two at the back were glued in place and painted to match the rest of the wood parts.

After all the paint on the dolly had dried, the main float of the model was carefully slipped between the float support uprights and slid into place. The model was now complete, but by a fortuitous accident, a 55-gallon oil drum was found in approximately the right scale. A spigot was quickly constructed from plastic rod and glued in place at the bottom of the drum. The drum was painted black, and the spigot silver. Perusal of a Lonely Planet Travel Guide for the USSR netted a Russian alphabet reference, and the word "VODKA" was crudely lettered on the side

of the 55-gallon drum. The drum was placed on the side of the launching dolly, and the model was finally finished.

With the model complete, the task of writing the aircraft "Development History and racing Preparation" was started.

Amazingly enough, the development history article was completed almost entirely in one sitting, with only a few minor corrections needed after the fact. Here for your amusement then, is the "Polikarpov I-16 1949 Schneider Trophy Racer Development and Race History".

### **Racer # 52 - 1949 Russian Schneider Trophy Racer Unofficial Race Entry**

When it was announced in 1949 that the Schneider Trophy Races were to be restarted, some members of the Russian Air Force were very excited. Here was an opportunity to showcase to the world the finest in Russian Engineering. An excited group of engineers and airmen presented their proposal for a Schneider Trophy Race entry to the leaders of the Russian Government. Expecting a quick approval, they were stunned to find out that the government not only disapproved, but disapproved strongly with the idea of entering a competition with any of the decadent bourgeoisie western governments, much less all of them at once. Not only were they told there would be no official entry, they were also denied access to any front line aircraft as a basis of an entry.



A thoroughly disappointed group returned to their makeshift Schneider Race headquarters, a deserted railway building on the Black Sea. While commiserating over a 55 gallon barrel of Vodka, someone pointed out that they had only been denied official entry, and that while front line aircraft were off limits, there were plenty of wrecked Russian aircraft littered across the countryside over a wide front courtesy of the Finnish Fighter Group LeLv. 24's Brewster B-239s, and German fighter groups JG's 3, 51, 52, 53, 54, and 77's Me 109s and Fw 190s. The discussion turned to what could be achieved within the limits of their meager resources, and it was decided to use the smallest possible aircraft married to the biggest engine they could squeeze into it perched on a single float to minimize drag. Thus was born the unofficial Russian Polikarpov I-16 Schneider Trophy Race entry.



**Looting** Salvage teams were sent forth to the Eastern Front to find a suitable aircraft and engine, while the problem of a suitable float for the aircraft was discussed. In a fairly short time, a relatively undamaged Polikarpov I-16 was found, and transported on a ~~stolen~~ liberated flat rail car to their rail facility.

The tear-down and rebuilding of the I-16 began immediately. Due to battle damage the M-62 engine was junk, but a larger engine was needed anyway, and another looting salvage team soon returned with a rail car loaded with M-82FNV engines that had been destined for a front-line La-9 aircraft rebuilding facility. These engines provided nearly twice the horsepower of the old engine, and having a few extras allowed them to experiment with different ways to get the best performance. The engine was fitted, and with it a supplemental boil-off cooling system that operated only when the engine overheated due to extended full-throttle operation. As it turned out, due to the small size of the aircraft and the oversize engine, this rarely happened. The boil-off exit for the coolant was on the left side just behind the engine. In a further effort to increase cooling for the air-cooled engine, two thirds of the

engine cowl cooling shutters were removed from the front of the cowl to allow more cooling air into the engine. After some experimenting, it was found that when a certain percentage of alcoholic beverage was injected along with the fuel, substantially higher manifold pressures could be maintained for a fairly decent period of time without turning the engine into scrap metal. Slightly longer exhaust stacks were fitted, resulting in a small jet effect and an increase in several additional horsepower. Horsepower issues resolved, they turned to the aerodynamics of the aircraft.

Guns and landing gear were removed during the lightening process, and tanks for the alcohol were installed in the empty landing gear bays. In an effort to improve streamlining and reduce drag, the entire wing and all the tail surfaces were stripped of fabric. With the structure exposed, the main spars were strengthened so they could meet the much higher load requirements of the racer. The wings and tail surfaces were then sheeted with several layers of thin plywood, which was sanded smooth, and finished to a fine gloss in Soviet Red. Anticipating a much higher speed from their hot-rod aircraft, the ailerons were reduced in size to prevent

over-control of the aircraft. The additional horsepower would require more directional stability, so a large ventral fin was added below the tail.

Word filtered back that a Japanese seaplane base had been captured on the Japanese front at the end of the war. After some research, an exploratory trip, and suitable discussions with the seaplane base occupation team, several floats were appropriated in the dark of the night and shipped by rail car to the Schneider Race team, whereupon the rail car was returned to the seaplane base per the agreement carrying large quantities of Vodka, food stuffs, western style nylon stockings, and several crates of chocolate and Coca-Cola.

With all the necessary parts of the aircraft now in place, building and testing moved at a rapid pace. Old pictures of pre-war Italian race planes brought to light the need for a suitable propeller, and after much eyeballing and guess work, a fixed high pitch metal prop was fabricated that was the biggest they could fit to the aircraft without hitting the main float. A spinner was fitted, and the aft side of the prop painted flat black to keep from blinding the pilot. For the high speeds



envisioned, a canopy would be necessary. After much fruitless searching, a conversation with one of the seaplane base occupation members brought to light a crashed Ki-84 Hayate. Approximate dimensions were compared, and it was suggested that when the aft part of the Ki-84 fighter canopy was turned around backwards, it might fit the existing turtle deck of the I-16 quite nicely if appropriately trimmed. Another crate of foodstuffs and Vodka were dispatched, and shortly afterward, the aft section of the Ki-84 canopy arrived. It was indeed a good fit, so it was trimmed to size and fitted over the cockpit, resulting in a substantially cleaner aircraft.

As the racer neared completion, it was time to fit the main float. Increased fuel and alcohol capacity would be needed due to the bigger engine's thirsty appetite, so fuel cells were installed in the main float and a small pump installed to pump them up to the engine. With a full load, it was estimated that the racer would have a nearly 1,500 mile range! Tip floats were fabricated by the age-old method of eyeball engineering and fitted to the strengthened wing spars. Painting and finishing the floats brought the construction phase of the little hot-rod to completion.

Team efforts now turned to flight testing. Pilot selection would be difficult, because no Russian pilot had ever flown a seaplane before, and this was not just any old seaplane. Engine tests had shown a significant torque affect, and it was clear the little racer would be a handful even for the most experienced of pilots. After considerable debate, and not a few heated discussions, a pilot was chosen. Taxi tests commenced, and the pilot slowly worked his way up to speed until he was comfortable with the aircraft on the float step. After making sure the engine was performing as expected, the time came for the first full test flight. The pilot gunned the engine, made a smooth takeoff, circled several times, and brought the little racer in for a successful landing. Much vodka was consumed that night in celebration.

Late the following morning, after everyone had stumbled out of bed, the pilot mentioned that the aircraft had not been tested with a full load of fuel, and that it would probably be a good idea to do so to check the weight, balance, and trim of the aircraft at full gross weight. With the race only a few days away, the aircraft was fully fueled, and the pilot climbed aboard for the last test. The canopy was fastened closed, and with a snort, the engine started, and the pilot turned the little racer into the wind. The engine roared to full power, and the little racer leaped into the air, climbed rapidly away, turned west, and soon disappeared from sight. Russian fighters practicing over a nearby Russian base gave chase to the unexpected intruder, but the speedy little racer performed beyond all expectations. The pursuing Russian pilots could only watch in amazement as the little racer climbed rapidly away from them. They reported that it was last seen headed over the mountains of Greece.

The little racer was never to be seen again, and so ended the unofficial Russian Schneider Trophy Race team's dreams of entering the 1949 Schneider Trophy Race. Several months later, one of the team members got a postcard featuring a bikini-clad bathing beauty with the words "Wishing You Were Here" emblazoned across the top of the card. It was postmarked Monaco, but on the back, the pilot had written to let them know that by selling off parts of the racer and using some money he had spirited away from the paymaster, he had acquired a small villa in the south of France, and was now on his way to visit the lake district in Northern Italy. Another card arrived at Christmas, and this one had an actual picture, featuring the pilot and a bathing beauty not much different than the one featured on the first card, with a short note on the back indicating that he and his new bride were settling down in his villa and starting a family, and that was the last they ever heard from him.

## ***Junkers Monoplanes at War: Windsock Datafile 131*, by Harry Woodman**

**reviewed by Chris Banyai-Riepl**

The First World War saw the introduction of many aviation firsts, including the first all-metal aircraft. The latest title in the *Windsock Datafile* series examines these first metal aircraft, the Junkers monoplanes. While some components of aircraft were constructed of metal, the major structural material was wood, with cloth covering. Hugo Junkers, in a dramatic departure from conventional design, decided to create an all-metal aircraft, and a monoplane to boot. In 1915, the first Junkers monoplane, the J.1 was rolled out, marking a major turning point in aviation design.

The progression from the J.1 through to the J.11 is thoroughly discussed by the author, Harry Woodman. While most of the aircraft in this line were prototypes, several of these monoplanes achieved production status, presenting some interesting markings and camouflages. In addition to the well-written text, this book contains a broad selection of photos, showing aircraft in the construction phase as well as finished production examples. The main drawings cover the Junkers D.I (J.9) and Cl.1 (J.10), while smaller sketches cover the J.1, J.2, J.4, J.5, J.6, and J.7. Three color profiles round out the drawings.

This is a great addition to the *Datafile* line, and the subject of the first metal monoplanes at war has broad appeal. My thanks to Albatros Publications for the review copy.

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*[Thanks to Chris Banyai-Riepl and  
www.internetmodeler.com for permission  
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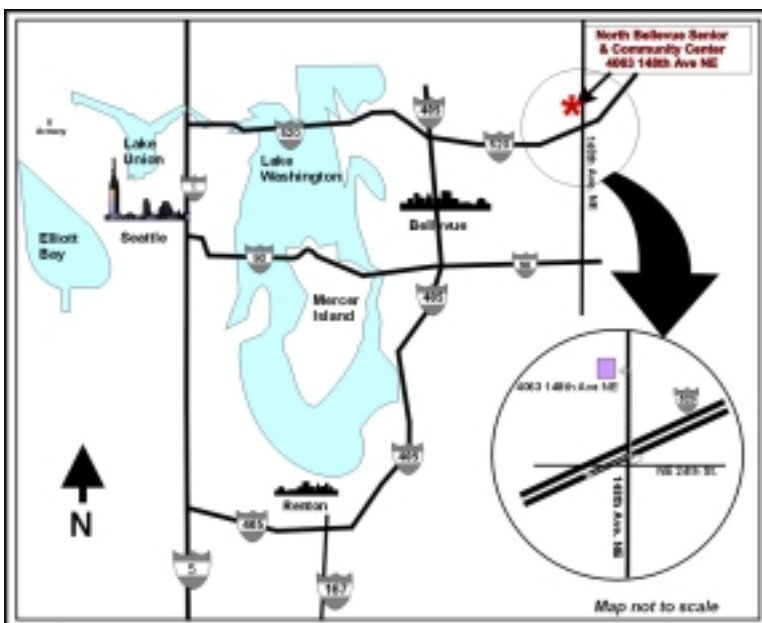
## ***Mighty Eighth Museum***

*from page 9*

beautiful and interesting city. But the visit to the Mighty Eighth Air Force Museum was definitely the icing on the cake. Sure, you get the feeling of history at other WWII museums and displays, but because of the personal artifacts it makes you feel a deeper connection to the events that transpired during WWII.



## **Meeting Reminder**



## **December 13** **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.