

# Seattle Chapter News



**Seattle Chapter IPMS/USA**  
**July 2008**

## PREZNOTES



A few weeks ago we loaded up a bunch of models in the back of the truck and headed across the water to Port Townsend and the NOPMS show at Fort Worden. The yellow shirt guys put on a great show. There were attendees from all over the northwest: Oregon, Idaho, Canada plus large contingents from Seattle and Tacoma. On the tables were an astounding 354 models, an excellent turnout that some regional conventions in other parts of the country should envy. The quality of the models was at the same high standard one comes to expect at any show anywhere in the Pacific Northwest and this show was no exception. The theme of their show was "real to reel" featuring models of subjects that have appeared in the movies. Of course, that's one of my favorite modeling subjects and so I packed my models accordingly. I even got my *Captains of the Clouds* Hurricane done in time to take to the show. The vendors room had a good selection of kits, accessories and other goodies but I found only one model that I could not live without. There was also a nice selection of kits in the raffle and it wasn't too hard to plunk down some hard earned \$\$\$ for a chance to win one of the many prizes.

Judging the models was a challenge in and of itself, due to the really fine quality of models on the tables and it took the judges the entire allotted time to reach some really difficult decisions.

Winners of the Special Awards at the show:

Best Show Theme - "Real to Reel"  
Terry Moore, B-25 camera plane, Battle of Britain

Best WWII Eastern Front  
Dale Moes, Artillery Tractor  
Komsomolyets

Best Natural Metal Finish  
Bob Windus, Ki-44

Best Canadian Subject  
Bob Windus, Mosquito Mk VI

Best Female Military Subject  
Shawn Gehlig, Death to the Fascist Invaders

Best Navy/Marine Jet  
Daniel Carey, F-18F

A selection of photos is elsewhere in this issue. And the NOPMS show for next year is already set. Mark June 20, 2009 on your calendars. It's a show not to be missed. We had a marvelous time this year and are looking forward to next years show.

And speaking of model contests, don't forget about our December group build, which is to finish a 1/48th scale Albatros. I chose an Eduard weekend build Albatros D.V. The thought of rigging the beast is my biggest concern, however, that's nothing compared to the decals I'll need to finish the model. Have I ever mentioned that decals are the bane of my existence? Ewww...

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.

**July 12**  
**September 13**

**August 9**  
**October 11**

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name: _____		
(leave blank)	FIRST                      M                      LAST		
Address: _____			
City: _____		State: _____	Zip: _____
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$25 <input type="checkbox"/> Junior (17 years old or younger): \$12			
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, 4 of membership cards required: _____)			
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) (IPMS#)			
		<b>P.O. Box: 2475</b> <b>North Canton, OH 44720</b>	
Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>			

## Target Tour 2008

by Eric Christianson

**Auburn Cole and Duesenberg (ACD) Museum**  
**National Automotive Museum and Truck Museum (NATMUS)**  
**WWII Victory Museum and Schott Car Museum**  
**Ropkey Armor Museum**  
**Anderson Historical Military Armor Museum**  
**The AMPS (Nationals) Show**

The Armor Modeling and Preservation Society (AMPS) 2008 International Convention was held in Auburn, Indiana this year and I was lucky enough to find a like-minded soul (Andrew Birkbeck) to accompany me out to the great Midwest for this event and to visit several world-class Museums in the area.

Yes, I know, this article is about tanks and cars in this aircraft-centric club, but I saw a lot of cool stuff – and regardless of your particular niche, I hope you will hop on and enjoy the read.

Auburn, Indiana. Uhh...where's that map? While Auburn might have once been a city to reckon with, it was a challenge to get to, much less find it in 2008. First to Chicago, then to Fort Wayne, then a rental car for 90 miles to little Auburn: Taco Bell, Chinese Buffet, White Castle, Applebee's and, of course, Wal-Mart.

There are two things, however, that stand out about Auburn, Fort Wayne and the entire six-day experience Andrew and I had out there; the first was how friendly and easy-going everyone was, from the store and restaurant check-out counter girls to the museum curators – definitely a low-stress environment. The second thing we both noticed from the moment we touched down in Fort Wayne was how spotless everything was. I mean spotless. The roads, the freeways, the fields, the creeks, the trees, the signs, the parking lots – everything. It seemed as though we were traveling through a movie set where

everything had been brought in and stuck in the ground. Think *The Truman Show* and you get the idea.

I can just imagine the impact the recent floods have had on this area these past few weeks, and on the psyche of those good people. I truly wish them the best in their rebuilding efforts.

**Auburn Cole and Duesenberg (ACD) Museum**



The ACD Museum was a real surprise for the two of us. A lot of money has been spent on restoring the original Auburn

manufacturing plant into a showroom with marble floors, floor to ceiling windows, wide staircases with hand-carved and polished banisters and three floors of the most beautiful automobiles either of us had ever seen. Many of the cars were one-of-a-kind hand-built beauties. On the main floor, there were 20-ft long, umpteen-cylinder monsters and regal classics, hot-rod coupes and stately touring cars. Upstairs we found a huge variety of restored cars of every type and size, as

well as restored offices and engineering spaces, a physical-treatise on automobile engines, tires and more. Downstairs another huge assortment of rolling stock as well as a modern car section with classics from the '50s and '60s, as well as a traveling exhibition that included a shiny new 253mph stock Bugatti Veyron, dressed in polished purple and black.

All in all, we thought of our car guys back in Seattle – this place is a must-see for you

folks.

**National Automotive Museum and Truck Museum (NATMUS)**





This place is a mechanic's museum. Entering I was immediately aware of that grease/oil/gasoline/tranny fluid smell that brought me back to the front seat of my Grandpa's Gulf Oil truck, and the candy lollipops he always had for me. The front part of the museum holds what has to be the country's largest collection of metal and plastic toy cars and trucks - tens of thousands of vehicles of all types. There are dozens of seven-foot glass cases, ten or more shelves per case, each shelf full to the brim with all sort of miniature vehicles - whole cases of just Police vehicles, or Fire Department equipment, School buses, delivery trucks, construction equipment, semi-trailers, NASCAR, IROC, Formula 1, etc., etc., etc.

What drew us through that room and into the garage, however, were the windows in the back that beckoned to us with a view of row upon row of the real deal - vehicles from (mostly) the '50s, '60s and '70s (my era). Unlike the upscale and classy ACD Museum, this place reeked of petroleum distillates and muscle cars from end to end. The rough concrete and dim working-garage lighting transformed the huge room into a paradise for those individuals among us who are grease-inclined. The first two cars, sitting by themselves to the right of the entry door were a white 1970 Hemi 'Cuda and a bright yellow 1969 Dodge Charger Daytona. The 'Cuda was having its oil drained. Need I elaborate more on this place?

### WWII Victory Museum and Schott Car Museum

Actually two museums connected in the middle by a huge circular hall, this museum was unlike the previous two in that it was more traditional, with multi-media displays of vehicles, weapons, uniforms and the like in the WWII half, and enough famous vehicles in the car half to keep everyone interested and happy. Tank guys will like the many armored vehicles on display, such as the 18-ton FAMO Halftrack pulling a FlaK-37 88mm towed gun, a multitude of other German halftracks and prime movers, as well as a variety of American and Italian



armor (except, noticeably, not a single Sherman tank (!?!)). There is a beautiful room-sized 1:35th scale diorama of the Battle of the Bulge, complete with high-flying B-24s and their Mustang escorts above, and Fw 190/P-47 dogfights down lower.

The automotive half of the Museum is reminiscent of the Cars of Stars Museum in LA. There are Batmobiles, a Rolls Royce owned by this guy, stage-coaches seen in that movie, etc., etc. There are also about twenty IndyCars and about as many 60s 'funny' cars such as the Munster Mobile





and the like. Many of these last cars are the originals that all of those Hot Rod kits produced in the '60s and '70s were modeled after.

### Ropkey Armor Museum

Next Andrew and I got out our maps and drove two hours across the state to one of the best-preserved collections of armored vehicles I have ever seen. It looks like one (rich) guy's passion, because the museum sits in a huge, climate-controlled, squeaky-clean barn on his property. The floor is of polished concrete and the collection is a real who's who list of WWII, Korean, and Vietnam era armored vehicles, all in working condition. There is even an M1A1 and an M-109 155mm SP Howitzer from the Gulf War. There are at least four Sherman variants, three Stuarts, a gaggle of Korean War tanks and SPH's, including an M-26 Pershing that he cranked up for us. The engine sounded like a freight train in that building. No sneaky-uppee on the enemy in that bad boy.

In the back of the museum, looking very out of place, is the only surviving version of the Bell X-14A (VTOL experimental aircraft). Looking at it, I can only imagine

the size of the steel ones the pilot had to have to strap himself into that dude and fire it up. Yikes! Outside, overlooking an open vista swept by a brisk wind were tanks and artillery pieces of different types on hardstands, as well as a row of open-air garages housing aircraft and armor waiting to be restored. Must be nice to have money!

### Anderson Historical Military Armor Museum

The antithesis of the Ropkey Museum, this place was what you would expect to see out in the middle of the Arizona desert - definitely not tucked into the middle of a small Midwestern town. After you drive down a quiet, tree-lined street you turn the corner to see a huge turret containing twin 90mm AA guns from a warship, several towering ICBM husks, a Bell Huey (complete with hand-painted shark mouth and Air Cav insignia) hanging up in the air somehow with steel cables - a rusted T-34/85 and a dozen more examples of discarded military paraphernalia. And that's just outside. Walking in (and paying our \$2 entry fee), we were presented with yet another cavernous warehouse full to the brim with armor. Except this place was more like the mechanics car museum we saw the day before. Rough concrete, oil spills, the acrid smell of acetylene torches and the musky-funk of old grease-infused dirt. The vehicles here are much more esoteric, most of which I have never seen 'in person' before. The usual culprits are intermixed with a Sgt. York DIVAD, a Twin-40mm AA tank, a KV-1, an M4 tractor, and one of my favorites, an M-44 SPH like the ones used in the movie *Patton*. They have an M1A1





(how do people manage to get these things?) and several M-60 variants. There are about 75 vehicles in all, and we were allowed, even encouraged, to crawl all over them. A lot of dirty fun for two bucks!

### **Armor Modeling and Preservation Society**

The last two days in Indiana were spent at the show we traveled there for, the annual AMPS convention. Held in the huge circular hall between the WWII Victory Museum and the Schott Car Museum, the AMPS show is the premier armor show of the year. Picture the IPMS Nationals with only armor-related models, vendors, seminars, speakers, awards and raffle. If you build tanks, this is the place to be.

As an IPMS Nationals veteran, the number of vendors here was astounding for a single subject show – I'd say roughly half to two-thirds of what we see at the Nationals. Many vendors were the same, but equally as many were new to me. The Big New Thing at the show was the MIG products (washes, oils, filters and pigments) that were everywhere – but nowhere as much as on the models themselves. Everyone was using and singing the praises of these products that are specifically made for armor but can be used on aircraft as well. There were also quite a few deals to be had and many new products – some practical, and some quirky (a table selling heads and arms of 1/35th scale figures – just heads and arms).

There were 471 awards listed on the website [<http://www.amps-armor.org/ampssite/default.aspx>] and I do not know how many models were entered, but, like the Nationals, these entries were breathtaking, and humbling.

The seminars were excellent and included sessions on Archer transfers, Weathering, Photography, Scratch Building and several more. Tamiya and AFV Club held seminars on upcoming products with slide shows and Q&A sessions.

The best seminars (in my opinion) were a session each given by a veteran British tank commander of a Churchill unit who

saw action in North Africa, Italy, Normandy and the race to the Elbe; and a veteran German tank commander of a PzKpfw III and a Sturmgeschütz IV who saw action on the Eastern Front until the end of the War. The German commander was given a beautiful example of his specific PzKpfw Mk III built by a local modeler.



The two (very humble) commanders were as thrilled to tell us of their experiences as we were to hear them. Most of the stories centered on the time between combat – the battles themselves were mostly, if I can paraphrase, a confused blur of accidents, chaos, smoke, and noise. At one point the German commander was asked what opposing tanks he remembered, and if he remembered how they were camouflaged. He giggled, then laughed and said that in his four years of service he never once had any idea what (specifically) he was firing at or (of all things) what color it was – he was just ‘crapping his pants’ trying to fire as many rounds as possible at little blobs and hoping he didn’t screw up. Asked about his opponents (luckily he never faced any

British or American forces – might have been awkward), he would only say that ‘the other guys weren’t very bright’.

Like his counterpart, the British commander had many humorous and anecdotal tales interspersed with more serious and even tragic stories. He, too, knew little of his opponent’s equipment or camouflage, and for the same reasons. One of his stories that brought most of the laughter was when a subordinate complained to his commander (I don’t know if this was first hand – probably not) about the lack of toilet paper in their ration (3 pieces); the forlorn trooper was instructed by his superior: ‘There now, what: One Up, One Down, One for polish’.

I took a great picture of both of these unique and wonderful individuals, which resides on their personal websites now.

I highly recommend the AMPS show if it ever comes out this way again. And if you ever find yourself in the Auburn area, say hey to the friendly people out there for the two of us.

## Reel Planes - An Occasional Series, Episode 5: *Captains of the Clouds*

by Terry D. Moore

*Captains of the Clouds* is a 1942 Warner Brothers release starring James Cagney, Dennis Morgan, Alan Hale Sr, and Brenda Marshall. The story concerns four bush pilots in Ontario who find they are losing business to an interloper (Cagney). After injuring himself (getting hit on the head by his propeller!), Johnny Dutton (Morgan) flies off to find a doctor to tend to his injuries. After recovering, MacLean (Cagney) agrees to help Dutton so that Dutton can realize his dream of starting his own airline. Getting in the way is Dutton's girlfriend Emily who is only after Dutton's money. To prevent that from happening MacLean marries her instead. Dutton reacts by giving away his money to charity and joining the RCAF. MacLean then dumps Emily, just after marrying her, leaving her with his money instead.

In the meantime, listening to Winston Churchill's "we will fight them on the beaches" speech, the remaining bush pilots decide the proper thing to do is join the RCAF. There they meet up with Dutton, now a flight instructor. MacLean washes out of the service (issues with authority figures) but the others succeed in becoming flight instructors as they were too old to be fighter pilots. Tiny Murphy (Alan Hale Sr) is killed flying MacLean's aircraft over a graduation ceremony. MacLean assumes his identity when a call is put out to fly a squadron of Hudsons across the Atlantic. Midway through the flight the formation of Hudsons is attacked by a lone Messerschmitt. Of course, the Hudsons are unarmed and MacLean saves the day (and the remainder of the squadron) by ramming the Messerschmitt with his Hudson. The end.

I recently came across a DVD of *Captains of the Clouds*. I remember seeing it some decades ago when all I had was a black and white TV, but upon seeing the DVD,



was surprised that it was filmed in Technicolor! I found the storyline somewhat cheesy (my take on *Dive Bomber* as well). The characters were prototypical for the time, although the character played by Brenda Marshall was really a "loose woman" and a gold digger, somewhat surprising for a 1942 film, in my mind. The saving grace for this movie was the fact that it was filmed in color with real aircraft for the most part. The bush planes include the prototype Noorduyt Norseman (MacLean's aircraft), a Fairchild, and Waco aircraft. When the scene changes to the RCAF training base the aircraft are just as exciting: Tudors, Yales, Harvards, Ansons, Battles, and Hudsons. The Messerschmitt that attacks the Hudsons in the middle of the Atlantic was portrayed by a Hurricane, repainted in German markings.

I first thought about modeling the Norseman, but the Modelcraft 1/48th scale kit would require a lot of work. The obvious choice for me then was the Hurricane. I used the Hasegawa Mk.IIC kit and built it straight from the box. The only issues I had with the kit were trying to align the engine cowling halves, which I glued to the aft fuselage halves before assembling the fuselage. There were some minor fit issues of the lower inboard wing

which required a fair amount of filler putty as well. The cockpit required no aftermarket parts save for the shoulder harnesses, which is the only part that came from outside the box. I found the cockpit a bit fiddly during assembly but it looks great when finished. A third hand would have been quite helpful, though. I used Tamiya Field Gray to paint the aircraft. The spinner was yellow and the wing tips are white with a bluish cast. Decals came from the box o' decals, a 30-year-old Microscale sheet of German crosses. The swastika on the tail was grossly oversized on the real (or reel) Hurricane, but I found one to fit.

I've been trying to think of a reason to buy a Classic Airframes Anson kit and now I have an excuse. Looks like another trip to the local hobby emporium...

Notable quotes:

Francis Patrick 'Tiny' Murphy: You know MacLean?

Scrounger Harris: Yeah, I've met him, but I don't like him.

Blimp Lebec: You don't like him? You should know how I don't like him!

Brian MacLean: And why do you say that?

*continued on page 16*

## The Dual Build Clever Plan

by Ken Murphy

Like many of my “Clever Plans,” this actually sounded like a good idea. It was during the flood of suggestions to John Frazier, winner of Jacob Russell’s inspired Spitfire group build project of last December. Many great ideas were proposed and I had one of my own. John of course stunned us all by coming up with an idea of his own – the Albatros group build which I’m sure many of us are already fretting over, including me. Still, I liked my idea and decided to go ahead and build what I would have chosen: The Mikoyan-Gurevich MiG-21. After all, some 50 countries over four continents have flown the MiG-21, and it still serves many nations a half-century after its maiden flight. The plane has the distinction of holding a number of aviation records, including: 1) most produced jet aircraft in aviation history, 2) most produced combat aircraft since World War II, and 3) longest production run of a combat aircraft. It has been estimated that more than 10,000 MiG-21s were built, so plenty of options for interesting camouflage schemes and markings, and on top of all that, I had one – a vintage ZSE kit from Czechoslovakia, which should give a rough idea how old it is. I got it a few years ago off the raffle table for a dollar and recall that it didn’t look too bad in the box. It has parts and decals for three versions: a Czech MF, Finish bis, and Soviet SMT. I made a mental note at the time to get aftermarket decals as none of the ones included were even vaguely in register.

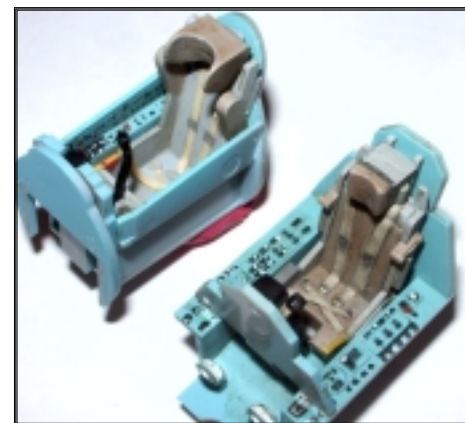
With so many options to choose from, my first hurdle would be choosing one. My first choice was to do a cool Egyptian scheme I had seen in *Military Aircraft Markings* by Barry Wheeler which I later discovered was called “Nile Delta.” The more I researched however, the more schemes and markings I came across. What to do? Discussing my idea with Scott Kruize, he offered me some decals for a very obscure air force: Ethiopia. Now I



had two great ideas, which to choose? Faced with this dilemma, I decided to do what I have always done for group builds, build them both!

So now I would have to go out and actually buy a kit. I quickly found the answer at my local hobby shop, an Academy MiG-21 PF Fishbed D. As far as I know, it’s the only 1/48th injected plastic MiG currently available, which for such a famous aircraft seems unusual. So now I had my two kits. Usually at this point, I would build them sequentially, but here came my “Clever Plan.” I would build them concurrently. I’ve done this before, as I’m sure many of you have. The assembly line approach can certainly speed up the process, right? Usually I’ve done this with two of the same kits, or at least similar kits, but in this case a quick comparison revealed that despite the similar subject, I had two very different kits here, the defining difference being quality. The ZSE was probably a decent kit in its day, but cannot hold a candle to this modern Academy kit. Yes, it has recessed panel lines and some rivet detail. Unfortunately, that detail is soft and the plastic is thick and hard. The sprues are attached to the parts by logs that require sawing off. Many of the detail parts are grotesquely out of scale (most notably the Ahab’s harpoon sized probe on the nose). The detail of the various parts is wildly inconsistent. Some are nicely detailed, like the inside gear doors, while the outer ones are merely flat plastic slabs.

I began the dual build with the cockpits for both. The Academy’s comprised 11 parts just with enough detail to adequately simulate the busy office of the MiG. It even has seatbelts molded into the seat – if you prefer not having to make some. The ZSE cockpit has 16 parts – quite a lot for a single seat fighter! However, five of those parts comprise the cockpit tub and are merely flat slabs. The sidewalls have



almost no detail and when installed in the fuselage, but they don’t even reach the rails of the canopy, leaving a noticeable gap! Oh well, I thought, I’ll just close the canopy. Which would be fine, as the canopy was the scale thickness of a glass brick. Another interesting problem: the leading edges of the wings do not meet. The bottom of each surface curves down and leaves a trough down the entire length of the forward edge. I’ve never had to putty an entire leading edge of a wing





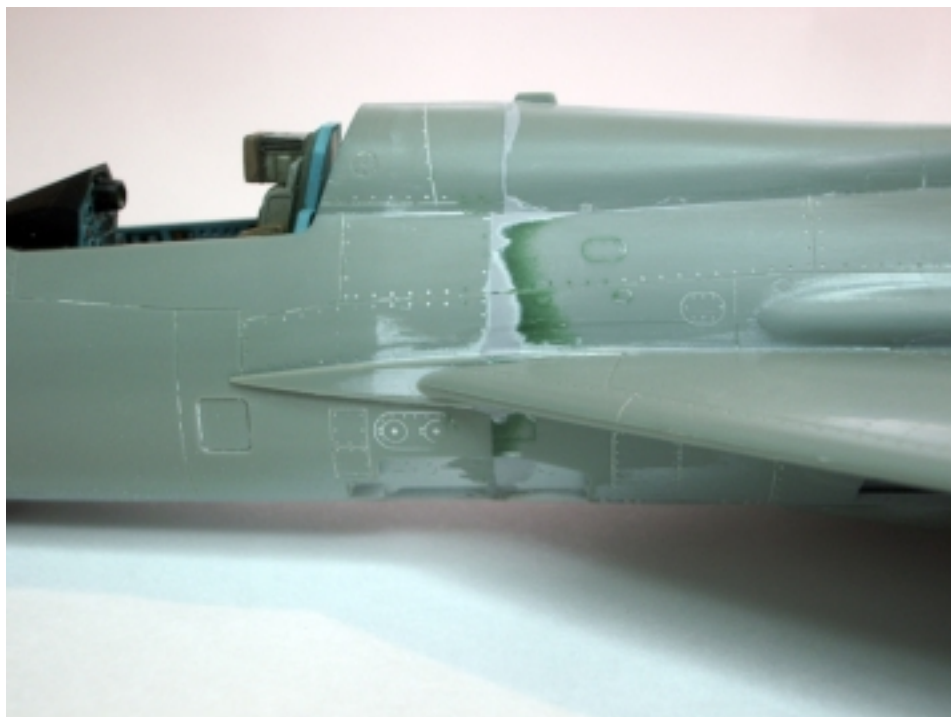
before, but the worst was the huge vertical tail. As you can see from the picture, it touched the fuselage at only two points leaving a gap in the tail you can see right through. More putty to the rescue. And more putty. And more putty.

My Clever Plan was falling apart. I was spending more and more time on all the problems of the bad kit, less and less on the good one, to the point I eventually abandoned the half-built Academy in an all out Maximum Effort to finish the ZSE. Eventually I did, and in this process the single advantage of this dual build came into play. The directions for the ZSE comprise four exploded views that left a lot to the imagination. But here, I could refer to the Academy directions for answers to the myriad questions about which part goes where. I'm not sure I could have completed the ZSE without the Academy instructions! The last problem was another I haven't run into before. The canopy didn't fit. Not just didn't fit, it didn't fit on any surface or in any direction. I'm sure some determined and resourceful modeler of terrible kits (Bill Osborn comes to mind) would simply have carved a mold and produced a vac canopy. I'm not that guy, so my clever solution? Just position the canopy open and all fit problems are solved. Except that the interior I had hoped to hide was now exposed. Oh well, if I were Bill, I would have had a cockpit worth seeing. Ironically, the much better cockpit of the Academy is under its canopy, as I decided to build it closed to preserve the sleek lines of the MiG. When I got back to that kit, it reminded me what joy there is in building a good one. The only real problem I had was the fit between the forward and rear fuselage sections (I'm sure they're

planning more versions in the future), which took some filling and sanding. Other than that, it went together in just the way that the other one didn't. And yet, in the course of the Dual Build, I spent by far the longest and most frustrating time on the ZSE which was, by the way, worth every penny of the dollar I spent on it.

So what did I learn from all this? Find good kits! Build those. Leave the bad ones to the professionals!

Post Script: Ed Pinnel and Scott Kruize joined me in this Mini Group Build. I built the ZSE (Warning! It's also repackaged under the Ertl label) and the Academy, as did Ed and Scott built the Revell kit. The award for worst kit would be a close call between the Revell and the ZSE. For more about Scott's build, check out his article on the very next page!



## Hurricane Bookshelf: MiG Mystery

by Scott Kruize

It wasn't on the Hurricane Bookshelf. It wasn't in the entire King County library system. It wasn't even on the World Wide Web, except maybe by inference, augmented by clever detective work. I suspect it wouldn't even have been available in the full depth and breadth of the Jim Schubert library!

Not that there wasn't a lot of information available about the MiG-21, that most-produced and most ubiquitous of supersonic jet fighters. Right at home, I had Bill Gunston's *Fighters of the Fifties* (copyright 1981, Specialty Press) and *Mikoyan MiG-21* (copyright 1986, Osprey Publishing). The former is an excellent comprehensive view of the fighters originated during that decade, the latter a detailed technical development history.



There's *The World's Fighting Planes* by William Green (4th Edition, copyright 1964, Doubleday), and the related *Macdonald World Air Power Guide* by William Green and Dennis Punnett (copyright 1963, Doubleday), which describes the makeup



of air forces when the MiG-21 was a major player, and bore the livery of so many Communist countries. In *Jet Fighter Performance: Korea to Vietnam* (copyright 1986 by Motorbooks International), Mike Spick analyzes the unique performance features of the MiG-21 and its great effects on the evolution of jet combat, facing a variety of adversaries in several regional conflicts.



There were articles from publications such as *Air International*, *Wings of Fame*, and *International Air Power Review*. And several fine sites on the Web, drawing from military, historical, and museum sources. Finally, there was the video from the Discovery Channel: "Wings of the Red Star", where narrator Peter Ustinov carefully explained how allocations of MiGs were political pawns. "Whether these squadrons could actually fly combat missions was another question..."

They all made it clear how widely the MiG-21 was manufactured and deployed around the world, especially in Eastern Europe, with the Cold War at its most intense, and the Free World most determinedly confronting the Red Menace.

How, then, could the MiG-21's relation to Latveria have been missed?

Fortunately my resources are deeper than all of the above-named. I called my brother Chris. With our formidable intellects, we drew from his extensive knowledge of Marvel literature to come up with what you read here.

My prior experience modeling this epochal machine couldn't have been more limited: way back in the '60s, about the time Chris took up the Marvel Comics Group stories, I made a truly unique MiG-21. It was from MPC's "customizable" series, and was painted low-visibility flat black, with bright red and yellow flashes at the tips of the wings and tail surfaces. Power was by a rear-mounted Gnome rotary engine, spinning a pusher prop. Forward of the cockpit were two machine guns, asymmetrically offset to the left, just like on my Aurora Nieuport 28. In deference to childhood buddy car-kit-building neighbors Robert and Michael Matekonis, the rear fuselage spouted sleekly-curved bright chrome exhaust pipes.

Silly, but that MiG "customization" exercise served me well when I started hanging around with the NorthWest Scale Modelers and IPMS Seattle. Having learned that modeling doesn't require





always following strict rules and specifications, I got into special projects and “Flights of Fancy”, modeling things never seen in the Real World. I participated in the “Schneider ‘49” special project, building speculative floatplanes from old WWII fighters, and have since done a Gee Bee R1 as a 1930s Army Air Corps fighter, with “retractable” landing gear and a battery of machine-gun ports around the cowl. I like the color scheme of that era so much I’ve applied it to the P-47 Thunderbolt and North American F-100 Super Sabre. WWII reality got ‘stretched’ a bit by my operational Grumman F5F Skyrocket defending the Marines over Guadalcanal, and a ‘Luft-46’ Dornier Do 235 extended-range fighter-bomber to hit Allied air bases. Car and science-fiction modelers are onto something: it’s fun to build fictional vehicles!

Ken Murphy and Ed Pinnell recently decided we all would build MiGs. My stash happened to hold the 1977 Revell model, so that’s what I started on. Unfortunately, it’s not well engineered...and I don’t just mean it’s got limited cockpit detail and raised panel lines...the parts fit is poor in places. I bogged down on it and almost threw it away...but the Fates intervened. I was inspired to recall Dr. Doom, and ponder the Latverian air force.

Victor Von Doom, Ph.D., (educated in the good ol’ U.S. of A.) remains the most formidable of Marvel’s “bad guys”. Even with help from most of the other Marvel superheroes, the Fantastic Four have never managed to defeat him except temporarily. This, although he’s got no superpowers. An ordinary mortal—in fact,

a dirt-poor, illegitimate Gypsy—he started with only his brain and hands. He’s made himself an indestructible personal suit of armor and a wide variety of weapons. He’s faced down foreign governments, whole military establishments, and even powerful secret services like MI6, the CIA, and KGB. He’s self-made in every sense of the word, and became king of Latveria, which he transformed from a worthless Gypsy backwater into a prosperous, advanced state, as safe as any place can be, in this modern world. He rules with a firm hand, of course, but that’s quite understandable, considering Latveria’s large and powerful neighbors. Unlike the other rich and powerful on our planet, he never indulges in vainglory or material excess. He believes people should rise on their own merits, and hard work, to whatever heights they can. One might almost say he’s a great American idealist!

He’s a constant worry to the powers-that-were in the old Soviet Union. In their limitless Commie engulf-and-devour ambitions, they’ve never been reconciled to having Latveria, small though it is, independent amid all their Warsaw Pact “allies”. Worse: Dr. Doom’s never shown the slightest inclination to curry Soviet favor to help fend off outside threats. Worst: the technological sophistication of his invented weaponry is so great, the Politburo wonders if he’s a threat even to them, mighty though they are! The fact is: unlike in Czechoslovakia or Hungary, there’s been no Soviet attempt at a take-over of Latveria.

With threats ineffective, they must have resorted to their unique kind of bribery, just as Mr. Ustinov explained in the “Red Star” documentary. MiG-21s were well established in every other Eastern European air force, and many more around the world, so it seemed inevitable for Soviet leadership to offer Doom a fine new one. It was perfect as they could make it, in his favorite colors, with his coat-of-arms emblazoned on the tail. Of course Dr. Doom is too smart to be taken in by any such ploy. Other countries started by letting Soviet technology and “advisors” give them “aid”, only to find themselves

appropriated as pawns in Soviet policy. Doom knew their game, and flew the MiG—or had one of his DoomBots fly it, under his personal control—learning whatever was useful about its technology, and the capabilities and weaknesses of its creators. But he never ordered it in quantity for the Latverian Air Force. The nation is well-defended by Doom's own inventions, such as his DoomBot army, and is secure enough to avoid falling into dependence on foreign weaponry. The MiG remains in pristine condition, as you see by these pictures. Those who have never done anything to rouse Doom's suspicions may see it on display just off the main foyer of Castle Doom, close by the Latverian capital city of Doomstat.

A word on the coat of arms: the Marvel Universe Web site and the other related ones I researched didn't show such, but there's a new toy out, illustrated on Amazon, which shows Dr. Doom on his ramparts with flags flying at the corners. Ken Murphy was able to extrapolate its graphics. (I would gladly credit the original artist if I could.) Anyway, with the information I gave Ken about heraldic symbology (mostly taken from Wikipedia), and the fact that Doom is contemptuous of hereditary landed nobility, Ken decided that Doom would prefer his arms in an upside-down shield. Doom shares our innate American contempt of privileged wealth, most of whom are helpless, useless hedonists, and would relish a symbol to remind them all that he came from the bottom, up.

I think we'd all like to admire Doom's industry, genius, and progressive attitudes towards class and individuals. It's just too bad these are coupled with his total devotion towards taking over the world!

Here's Doom's plane, that I had such fun making. Serious scholarship and modelmaking will resume shortly. Meanwhile, our club has a new Group Build: any jet (turbine) powered plane, modeled and painted with other-than-historical accuracy. Recall my urging to sometimes break from serious contest-level striving, and do a simple, nostalgic, or nonsensical build.

Or as I write for *Internet Modeler*, carrying on the philosophy of our dearly departed comrade, Al Supercynski, "Build what you

want, the way you want to...and above all, have fun!"





## A True Hero, Bert Shepard

by Hal Marshman, Sr.

Bert was born Robert E. Shepard in Dana, Indiana, on 28 June, 1920. His early baseball career was with the Bisbee Bees, of the Arizona-Texas League, where he played as pitcher (lefty), first baseman, and outfielder.



In the spring of 1942, Bert enlisted in the U. S. Army Air Corps, becoming a pilot in 1943. He joined the 55<sup>th</sup> Fighter Group, 8<sup>th</sup> Air Force, at Wormingford, England in early 1944. At this time, the 55<sup>th</sup> was flying P-38J Lightnings over occupied Europe and Germany. On his 34<sup>th</sup> mission, while engaged on a strafing mission, he was brought down by flak over an enemy airdrome near Ludwigsluist, Germany. Bert was grievously wounded in the crash of his airplane, sustaining injuries to his right leg, and a badly bleeding head. Local farmers had gathered near the wreck to

visit vengeance on the "Terrorflieger", when Oberleutnant Ladislaus Loidl, a Luftwaffe medical officer, arrived on the scene. He engaged two German soldiers to assist him in getting Shepard out of the wreck. Knowing that Bert needed emergency surgery his field hospital was ill equipped to provide, Oblt. Loidl drove him to the local hospital. The colonel in charge of this facility refused to treat the Allied flier, so Loidl called the Reich Air Ministry in Berlin. (R.L.M. or Reichsluftfahrt Ministerium). The general on duty there called the hospital colonel and ordered him to admit and treat Shepard.

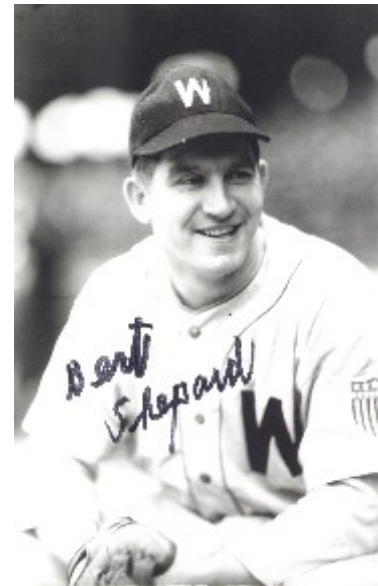


Bert's right leg was amputated just below the knee. After a period of recovery, he was assigned to Stalag IX-C, Prisoner of War Camp at Meiningen, Germany. A Canadian medic named Doug Errey crafted prosthesis (artificial leg) for him, and it wasn't long before he was tossing a baseball around. As a handicapped prisoner, Bert was eligible for prisoner exchange, and in February 1945, he was indeed exchanged. Through the good offices of Under Secretary of War Robert Patterson and Washington Senators' owner Clark Griffith, Bert joined the Senators in March of 1945. As pitching coach, he actually pitched four innings in a War Relief game against the Brooklyn Dodgers in July of that year. His only league appearance was when he pitched the August 5 game against the Boston Red Sox. With the score 14-2 Sox, Bert took the

mound in the 4<sup>th</sup> inning, and pitched the rest of the game, allowing 3 hits, 1 walk, and 1 run in 5-1/3 innings. After playing minor league ball, in 1954 Bert was taken on as Safety Engineer with IBM and Hughes Aircraft.

Bert Shepard was awarded the Purple Heart, Distinguished Flying Cross, and the Air Medal for his wartime achievements. He passed away on June 16, 2008, a true American hero.

Based on an article by Gary Bedingfield.



## Skyway Model Shop Sale

Skyway Model Shop will be having a sale on June 12/13 – the same weekend as the meeting. There will be 20% off everything in the store with 50% off selected items. Weather permitting, they may even have a sidewalk sale with even more hobby goodness!

## Photos From the Fort Worden Show

photos by Djordje Nikolic







**Captains of the Clouds***from page 7*

You know, I've always been very happy to see you. Look at Tiny. He never used to like me. Now he hates me.

I'll give the movie two stars (\*\*) and the airplanes four (\*\*\*\*).

Buy the movie. Invite some friends over for popcorn. It'll be a fun evening.

**Upcoming Shows**

**Friday-Sunday, July 25-27**

**Good Guys Rod & Custom**, Puyallup, WA

**Saturday, September 20**

**Oregon Historical Modelers Society and the Evergreen Air and Space Museum Present Evergreen Air and Space Museum Model Show and Contest 2008.**

McMinnville, OR

**Saturday, October 4**

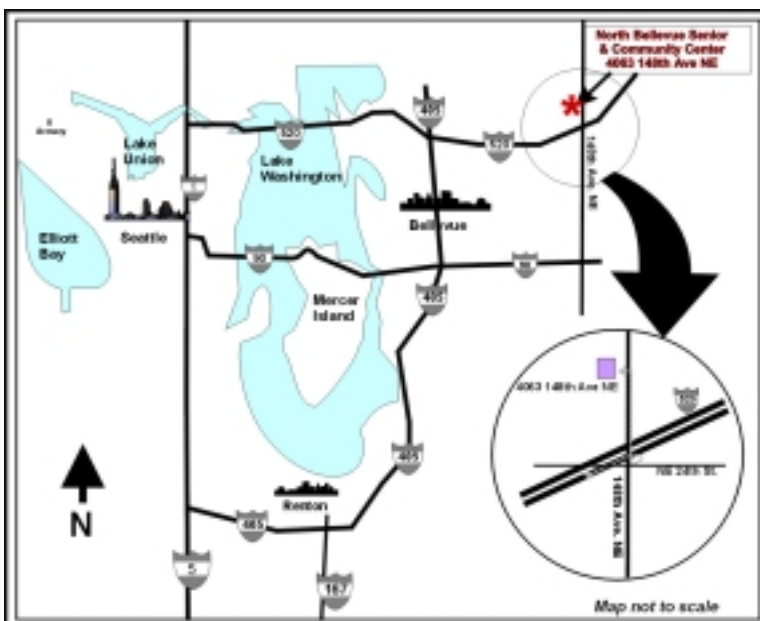
**IPMS Vancouver 38th Annual Fall Model Show and Swap Meet.** Burnaby, BC, Canada.

**Sunday, October 26**

**Old Country Store**, Silvana WA

**Saturday, November 2**

**OSSM**, Clackamas OR

**Meeting Reminder**

**July 12**  
**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.