

Seattle Chapter News



Seattle Chapter IPMS/USA
June 2008

PREZNOTES



At the last meeting a number of members came up with some interesting ideas to be considered for a "fun" category at our 2009 Spring Show. Of course, the category this year was Modelfy!

In past years we had our highly successful Schneider '49 and Jasta Schweinhimmel categories. Due to an interesting variety of possible subjects for next year I thought I would offer the choices up to the group and let you decide what you would like to build.

Your choices for 2009:

MODELIFY! - This year's winner, Tim Nelson, will choose the subject. If it is not selected, it will be a category for the 2010 show, which will give you nearly two years to finish a model! The only rule for this category is to build something using at least one recognizable part from the chosen kit.

BOX O' STUFF BUILD - Participants will receive a random collection of parts in a sealed box. No two boxes will be alike. The object will be to build "something" out of the random collection of parts provided. And real kit parts will be selected. No one will receive a box o' sprues.

NON SKED 1945-1950 - After WWII a lot of surplus aircraft found their way into small airline and cargo operations. The object is to take any aircraft of the vintage and turn it into your own operation. For example - a C-47 (Or B-17. Or TBM.) in the colors of "Fred's Airline" whose short haul flights from Seattle to Tacoma, Minneapolis to St Paul, and Tampa to St Petersburg were quite renowned in the late '40s. No scale restriction.

TURBINE AIRCRAFT WHAT-IF - Any turboprop or jet aircraft in a what-if scheme. You have that Westland Wyvern kit and you just hate that color scheme

with the Suez stripes. Why not paint it in Cuban Air Force markings? And since you have such a difficult time with overall white colors, why not a TSR 2 in RCAF camouflage. No scale restriction.

ALTERNATE SUBJECTS - Suggest something at the meeting.

The meeting this month will be in the Center's Crafts Room.

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.

June 14 (Craft Room)
August 9

July 12
September 13

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

Neptune Fire Bombers

by Norm Filer

One of the things I most enjoy as I travel around the Pacific Northwest is poking around the many small and out-of-the-way airports. You never know what treasures you might find. Mostly, it is the usual selection of Cessnas and Pipers, but every now and then a jewel shows up.

Usually, I tend to travel in the summer, and that means fire season for most of the inland (dry) part of the Northwest. In years past many of the larger airports hosted contract fire bomber stations. Omak, Wenatchee, Moses Lake, Boise, La Grande, Coeur D'Alene, McCall, Klamath Falls all supported air tankers during the hot summer fire seasons. In the last few years, with the introduction of bigger, faster tankers, the smaller outlying locations have been closed in favor of one central location. Moses Lake is now the only significant summer fire base in our state, with Boise providing the Idaho area coverage.

Since the fire bombers were operated by several different private companies, and contracted to the State or U.S. Forest Service, there often were different aircraft in the same location on different years. Over the years I have been fortunate to photograph a wide variety of these interesting birds.

One of the more successful air tankers has been the Lockheed P2V Neptune. Since my main modeling interest has always been modern U.S. Military, the interest in this "second life" of the Neptune came rather naturally. These days I find myself spending far more time drawing on the computer than modeling, so I thought I would try to combine my modeling interests with my drawing interests and record the results of some of those airport visits in a form we modelers might be able to use.

The attached profiles represent snapshots in time. They did not all operate during the same time frame, nor were they always painted exactly like the profiles during their entire existence.

The need for bigger and more efficient fire bombers occurred at about the same time the Navy started retiring their fleet of P-2 anti-submarine patrol bombers. As the newer Lockheed P-3s started reaching the fleet in the mid 1960s the Neptunes started making the sad trip to the aircraft bone yard at Davis Monthan.

In late 1969 some forward thinking individual in the U.S. Forest Service made the mental connection between the now surplus P-2 and the Forest Service's need for a more efficient fire bird. In hindsight, it was an excellent match. The P-2 was big and powerful enough to haul a significant amount of retardant, fast enough to reach distant fires quickly, and powered by a pair of Wright R-3350 engines. These were the same engines that were used by the B-29, Lockheed Constellation, and A-1 Skyraider. Thus there was a good base of mechanical knowledge and spares readily available at reasonable costs. The somewhat common engine, combined with a robust stripped down airframe, would lend themselves to the harsh operating conditions and tight budgets experienced by most fire bomber operations.

Later that year the U. S. Forest Service obtained a surplus P-2E (P2V-5) and had it stripped of all the military and electronic hardware and installed a 2,000 gallon retardant tank. The successful tests led Johnson Flying Service of Missoula, MT to obtain two surplus P-2Es, convert them and start the long line of Neptune fire bombers. When Johnson Flying Service ceased business in the mid 1970s, the Neptunes were obtained by Black Hills Aviation, Inc. which shortly after became Neptune Aero Services, Inc. They ultimately became the biggest operator of fire bomber Neptunes with a fleet of at least twelve. They continued to operate a mixed fleet of P2V-5 and -7s during the 2007 fire season.

The second major operator was Hawkins and Powers of Greybull, WY. They held a fleet of thirteen P-2H (P2V-7), but apparently only two, N139HP/N140HP, were ever converted to tankers. When H & P ceased operations a few years ago, the airframes were sold at auction to other Neptune operators and museums, as well as scrap dealers.

Another operator of the Neptune fire bombers was Aero Union, based at Chico, CA. This innovative company departed from the usual tank installation and designed their own retardant tank and removed the auxiliary jet engines. They operated four Neptunes until they perfected the P-3A fire bomber. They have since disposed of all four airframes.

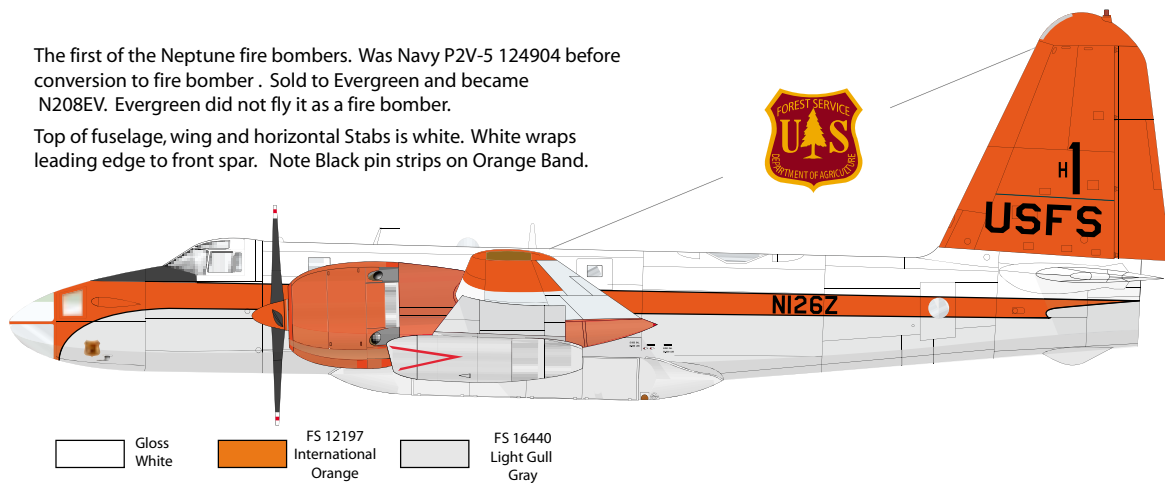
Next on the list is Evergreen Ventures Inc. This firm has been involved in all things aviation all over the world, and is currently trying to market the 747 fire bomber. They operated three P-2Es, including the ex U.S. Forest Service one mentioned above. All three have been retired. The one illustrated resides at the McMinnville Museum where the OHMS holds their September show every year.

The last Neptune operator, Minden Air Inc. is probably the least well known, but this Tucson, AZ company has operated two P-2H models for several years and were active last year, flying from Boise and La Grande, OR.

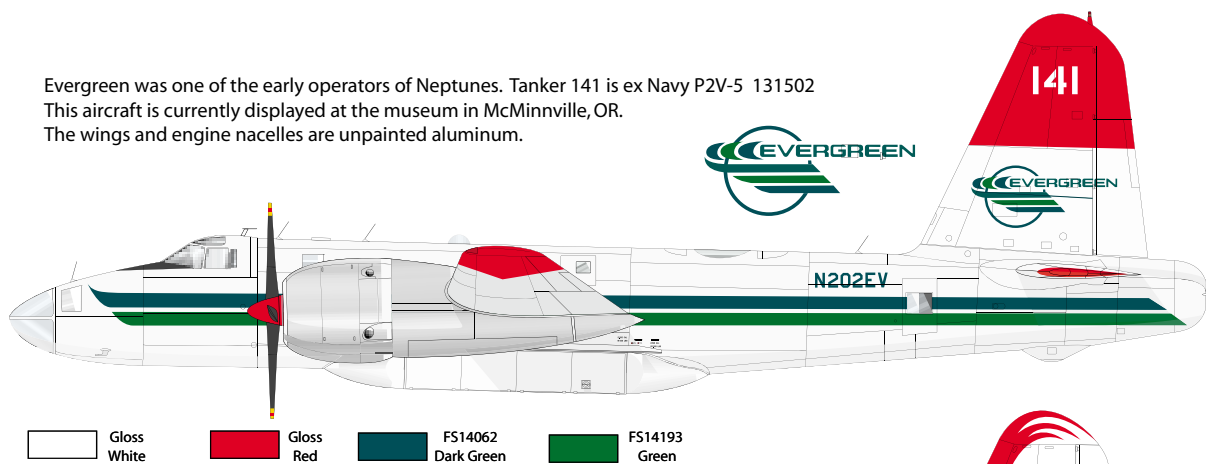
Trying to accurately represent colors is a never ending challenge. Doing it on computers is almost impossible as everyone's monitor is different. Even if the monitor is calibrated, what you see is probably going to be different than what I saw as I drew the artwork. For that reason, I have listed FS 595b color numbers in the notations. This is my best guess working from color photos and personal observations at the time. This is probably not the best way to record colors since I am sure the various companies that painted these birds could have cared less about relevant FS numbers. But I think it will suffice to get us modelers close to the right colors. To

The first of the Neptune fire bombers. Was Navy P2V-5 124904 before conversion to fire bomber. Sold to Evergreen and became N208EV. Evergreen did not fly it as a fire bomber.

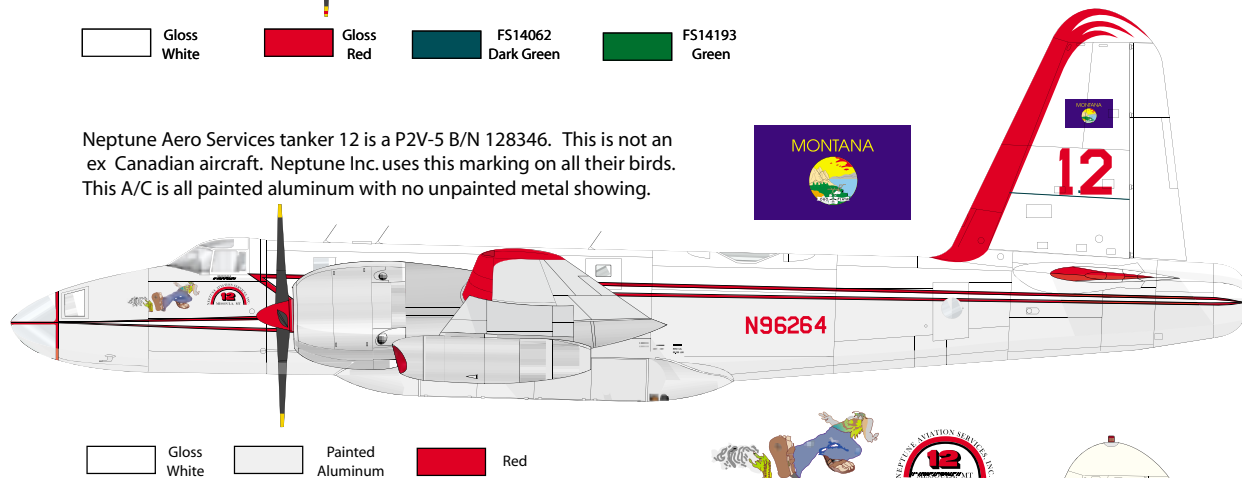
Top of fuselage, wing and horizontal Stabs is white. White wraps leading edge to front spar. Note Black pin strips on Orange Band.



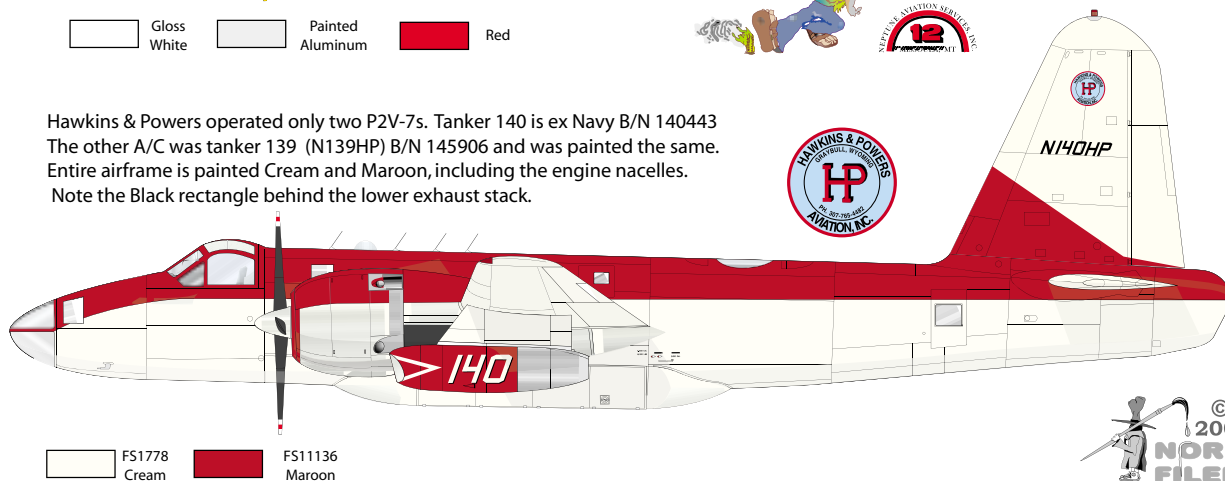
Evergreen was one of the early operators of Neptunes. Tanker 141 is ex Navy P2V-5 131502. This aircraft is currently displayed at the museum in McMinnville, OR. The wings and engine nacelles are unpainted aluminum.



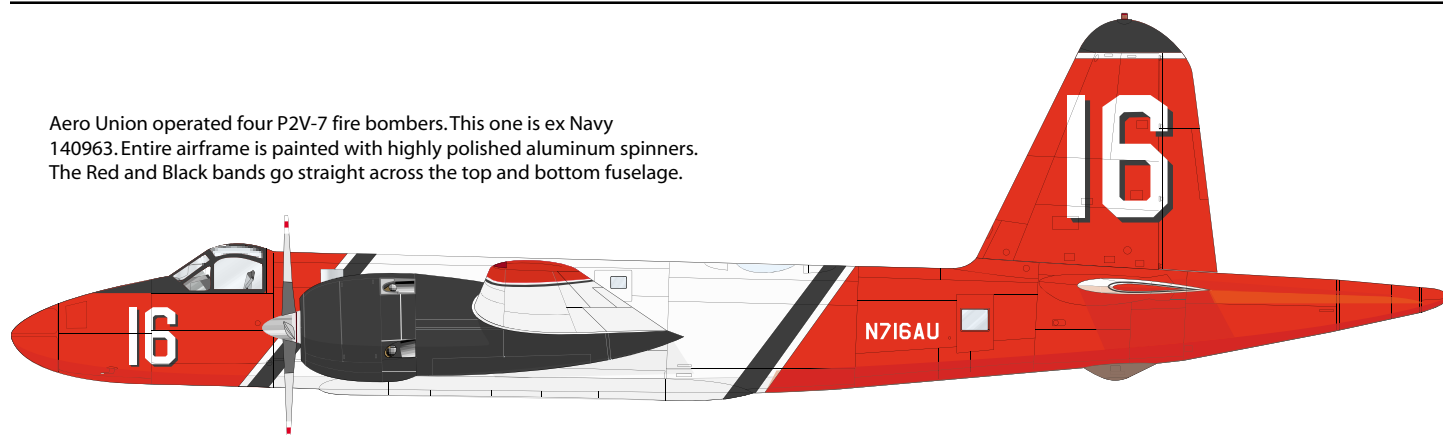
Neptune Aero Services tanker 12 is a P2V-5 B/N 128346. This is not an ex Canadian aircraft. Neptune Inc. uses this marking on all their birds. This A/C is all painted aluminum with no unpainted metal showing.



Hawkins & Powers operated only two P2V-7s. Tanker 140 is ex Navy B/N 140443. The other A/C was tanker 139 (N139HP) B/N 145906 and was painted the same. Entire airframe is painted Cream and Maroon, including the engine nacelles. Note the Black rectangle behind the lower exhaust stack.

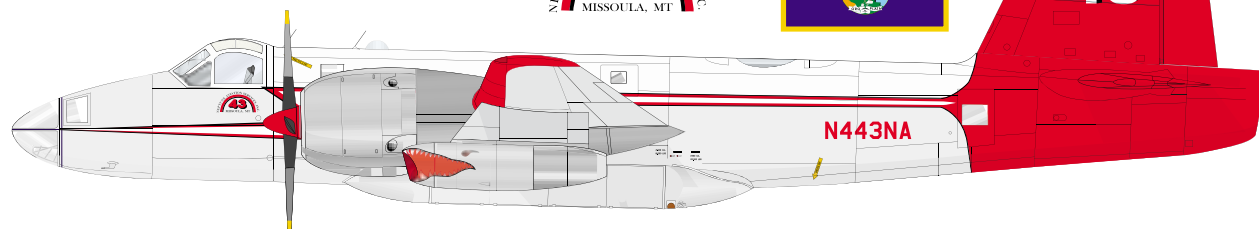


Aero Union operated four P2V-7 fire bombers. This one is ex Navy 140963. Entire airframe is painted with highly polished aluminum spinners. The Red and Black bands go straight across the top and bottom fuselage.



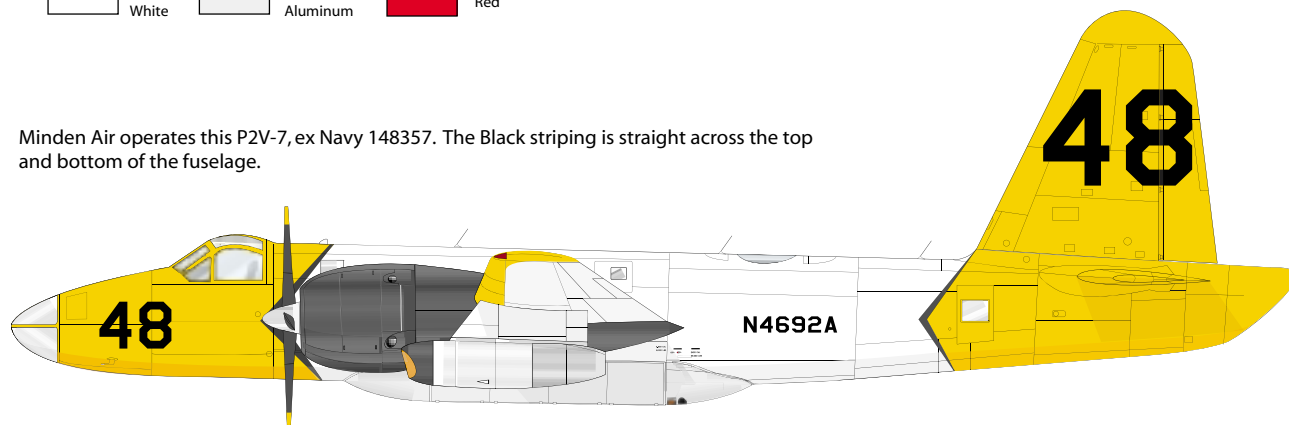
Gloss White FS 12197 International Orange Black

Later Neptunes Inc. scheme. This one is P2V-7 B/N 145906. Hawkins & Powers operated this bird as tanker 139. (See color notes on tanker 12.)



Gloss White Painted Aluminum Red

Minden Air operates this P2V-7, ex Navy 148357. The Black striping is straight across the top and bottom of the fuselage.



Gloss White FS13415 Dark Yellow Black

This is Minden Air's Tanker 55. It is a P2V-7, ex Navy 148344. The Black and Yellow striping is straight across the top and bottom of the fuselage.



Gloss White FS16440 Light Gull Gray Red Black Yellow

keep it simple, I did not list FS numbers for the common stuff.

The R-3350 engine, like most radials, tends to leak oil. That, combined with lots of full power operations, tends to leave the engine nacelles heavily stained and discolored. I have ignored this in the drawings as my intent is to show the colors. But an accurate model probably should have noticeable exhaust staining in these areas.

Also, during operations the belly around and aft of the tank would have large areas of the very bright pink staining from the fire retardant. Since this stuff is somewhat corrosive, it would be washed off as soon as possible. While these birds tended to be heavily used during the fire season, they were far from neglected.

There really is only one generally available kit of the Neptune. That is the 1/72nd Hasegawa P2V-7. It is generally available and is re-released every now and then with different markings. It is a very well done kit with finely done raised panel lines. As you will see from the profiles, each of the fire bombers was different, but generally the major modifications would be the removal of the belly radome and all of the bumps and warts used with the various electronics, and often the removal of the MAD boom in the tail. Apparently each of the operators did different things with the fairings they used to cover the bobbed off tails.

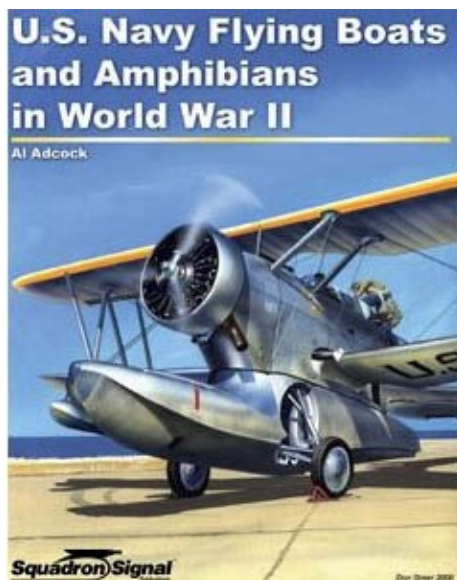
One major problem is that several of these birds are earlier P2V-5 versions. The major difference is the completely different canopy. Falcon conversions did a P2V-5 vacu-form several years ago and you sometimes still see them around.

Decals are of course nonexistent. But Greg at Draw Decals (<http://www.drawdecal.com/>) will be getting some of these birds in decal form shortly so hopefully we will see some of these colorful birds on a display table near you in the near future.

U.S. Navy Flying Boats and Amphibians in World War II, by Al Adcock

reviewed by Hal Marshman, Sr

Recently, Squadron Signal released a paperback book about the floatplanes used by the U.S. Navy during World War II. Hard on the heels of that release, we now find this closely related book. To me, and to a great many folks I talk to, flying boats occupy a special place. Be they made by Dornier, Kawanishi, Beriev, Boeing, Shorts, or whomever, they are by nature sleek machines, answering to both aerodynamic and hydrodynamic laws. Along with float planes, amphibians and flying boats have a beauty and charisma all their own. Flying boats were originally designed as patrol aircraft, but saw usage as passenger transports, cargo lifters, torpedo planes, bombers, and depth bombers.



This new book by Squadron Signal is divided into sections denoted by manufacturer. Starting out with Boeing, and ending with Sikorsky, all the American makers are covered, including a few that many may have forgotten, such as the Naval Aircraft Factory in Philadelphia, or Hall Aluminum.

Were you aware that Boeing made PBs? Yes, and under their own designation, the Boeing PB2B-2, as did the Naval Aircraft Factory with its PBN-1. Both aircraft looked like the Consolidated original, with slight differences in fin height, nose armament, and exhaust systems, due to different engines being used. The very attractive Boeing XPBB-1 is here, and covered with six photos of her at different times of her career, and in different color schemes. As is to be expected, the Consolidated Catalina is covered with several pages of pictures. A couple of airplanes we don't usually associate with military usage, the Boeing 314 Clipper, and the Martin M-130 Clipper are covered.

As an amphibian, the Grumman Duck is very well covered, as are the Grumman Goose and Widgeon Flying Boats, although I would have liked to have seen more on the Widgeon. I could go on and on about which aircraft are catered to, but then I'd have had to do more than this one page report. Squadron Signals' book is 80 pages long, each page covered with black and white photographs. There are 24 full color profiles, excellently rendered by Don Greer. Wait till you see the immense Martin Mars in overall Gloss Sea Blue! Then there's the Boeing 314 Honolulu Clipper in naval camouflage. The huge Consolidated Coronado is there in both pre-war and war-time color schemes. The cover has a full color rendering by Don Greer of a Grumman JRF Duck in Coast Guard colors, while the rear cover displays three color pictures; a Catalina in USN blue gray over USN light gray, a Martin Mariner in pre-war yellow and silver, and two Grumman Gooses (yep, Gooses, not Geese) in USN three-tone camouflage with red outline star and bar insignia. What a colorful bird!

If I have waxed overenthusiastically, I guess it's just because I love those waterborne birds, and this book at \$17.95, covers them so very well.

Hooked on the Bottle - for Life

by John DeRosia

I started on my first bottle a long time ago. Seems almost like yesterday. The good old 'teen' years. Some of my friends got me hooked. You know - the buddy thing. I just wanted to be like them. Fortunately, I haven't been able to kick the habit since. Yup - and I'm proud of the habit and have nothing to hide. Some rainy days I hit the bottle. Some sunny days I hit the bottle. Some mornings I hit the bottle, and even late evenings I hit the bottle. Whenever the opportunity comes along and time allows, I hit the bottle.



**Similar
to my
square
bottle.**

**I pour the liquid
glue from other
bottles to my
square one.**

Guess I'd better explain.

Because I didn't know any better when I started my modeling hobby journey, tube glue was king. When I got my first model, the tube glue somehow also showed up. The first time I heard people were using liquid glue, I thought they were crazy. How in the world could liquid outdo globs of oozing clear gel all over the surfaces of a

model? These folks must be nuts! Remember - I was young and didn't even know the word chemistry or chemical reactions.

I can't remember when - around the mid 70s I'm sure - my first bottle of liquid glue showed up on my hobby table one day. Holy - styrene! This stuff was really great! I was hooked. It even had a brush attached to the inside of the lid that made it so easy to just touch the plastic joints and the glue would flow. I did trim the brush to a point for better control. Years later, I ended up spending thousands of dollars for a college education and actually learned they called this 'capillary action'. Go figure!

Amazingly, I've also kept the same bottle of glue now for well over 20 years. Yes - the very same bottle. It has fallen many times, even from a height of five feet - and never broken. Back then I think they made bottles out of 'Kryo-glass'. Probably for Superman's dining room. Anyway...It's glass, really square, and sits with a low profile. Yes - of course I've re-filled it. I lost

count how many one ounce re-fills I did, but I'm sure it's close now to 450,000 gallons (give or take three). There are and have been several companies that make liquid glue and bottles of all shapes and sizes - but my trusty old 'really square' low profile shaped glue bottle is my baby.

Many of the liquid glue bottles don't come with built in brushes, and some of the ones

that do scare me to death. The reason is that these bottles are usually taller and can be easily knocked over. So, I just buy the liquid glue and re-fill my old glue bottle over and over. I absolutely refuse to attend one AA meeting to kick my bottle habit. My wife knows I'm addicted for life to my trusty bottle and she even approves. She's the best! I'll drink to that - a soda or coffee that is...that's as strong as I ever get!

Permanent NWSM Display Cases Open June 12

by Stephen Tontoni

The long-awaited NorthWest Scale Modelers permanent display cases at the Museum of Flight will be installed this week! There will be a short christening ceremony at on June 12 at 5:30 pm near the case location by the Personal Courage Wing, followed by cake and coffee in the NorthWest Aero Room. After that, NWSM will have its regular meeting at 7:00 pm in the NW Aero Room. Make sure to come and show your support, and wear your IPMS, NWSM, and Peninsula Modelers gear too! The first display in the new cases will be "Maximum Effort; US Bomber Forces 1941-45".



Red Menace

by Scott Kruize

My Russian models outlived the Cold War.

I'm a child of the Korean War. My father had helped defeat the Axis by serving in China during the Second World War, and of course with that war won, and all of America's enemies prostrate in ruins, he saw no reason not to get all the great benefits of being in the Reserves. Imagine his surprise after only five years of peace, when that friendly letter from Uncle Sam arrived, "inviting" him back to active duty!

Fortunately, he was married by that time, and was sent from Chicago not again all the way East to Asia, but only to McChord Air Force Base in the Pacific Northwest. I arrived sometime after his duty here began, making my debut at Madigan Army Hospital. In that way, I suppose my origins are all tied up with facing the dreaded Red Menace, and I'm sure that like many other aging Baby Boomers, the Red Menace has shaped my life ever since.

Confronting the Red Menace was tied up with the Pledge of Allegiance we recited at school every day, and with what we learned about civil defense drills. (Although I have no memory of watching the infamous movie *Duck and Cover*). It was tied up with the prayers we said in church "for the conversion of Russia", and with my joining the Cub Scouts and then the Boy Scouts of America. It was tied in with the strange Congressional hearings on television during the Red scare. And it produced a shadow of thermonuclear warfare over all our heads, even as small children. I distinctly remember having a worldly conversation with my buddy Robert, in which we agreed that open warfare was certain to break out between United States and Russia (we never used the phrase "Soviet Union") at any time. This was while standing at the school bus stop on a morning when we can't have been more than eight years old.



After graduating from high school, I was presented with the opportunity to confront the Red Menace personally. That is: I had to register for the selective Service, and could easily have gone off to fight the communists in Vietnam. Even back then, however, I couldn't make much sense out of what was going on over there, and did not volunteer, but just quietly sweated out the draft lottery for a couple of years, while I finished college. To this day, I feel bad for those contemporaries who worked and suffered so hard in that strange war, but everything I've read since indicates there was never any hope by anyone of actually achieving any sort of victory there...nor did the confused fighting seem to have much to do with stopping the Russians from taking over the world. All that blood and treasure were wasted. But our leaders seem to have been as 'weirded out' by the Red Menace as anyone, and none of them dared be perceived as being "soft on Communism"...!

The very first model I built, at age 11, was Monogram's "box scale" B-58 Hustler, a fabulous plane which would certainly never have existed if not for the need to confront the Red Menace. I held it tightly

while reading an atomic doom story. I didn't have to go searching for such in the lurid adventure magazines at Thunderbird Drug Store, either. Atomic doom stories were everywhere, and the one I read was in my mother's *Post* magazine, delivered by subscription right into our respectable living room. The B-58s were illustrated on a full tabloid-sized page, already starting to shred from the defenses as they hurled themselves at supersonic speed through the fiery skies over Moscow, but the story made clear they would continue on to utterly obliterate the enemy!

So encouraged, I had to concentrate my first few years of modeling in the frontline jets of our Navy and Air Force jet arsenals. It was only much later that my attentions turned mostly to World War Two fighters.

I don't remember ever actually going out and purchasing models of Russian jets, yet I wound up with three. All must have been gifts. The first was the Aurora MiG-19 aka Yak-25. The second was the Monogram box-scale Tupelov Tu-16 'Badger' bomber, received just as I was about to leave for my most favorite summer vacation activity: a visit to my paternal grandparents' house

in Grapeview. This had all kinds of charms for young boys, including deep woods in which to play Explorer and Army and Robin Hood. Too young to know that the waters of Puget Sound were too cold to swim in, swim I did, wearing my mask and snorkel set just like my hero, Lloyd Bridges, of *Sea Hunt*. Then there was grandfather's workshop, where he made all kinds of great things for my brother Chris and me, including some working cross-bows to venture out with against dragons and Saracens infesting the surrounding woods, in our new game of Knights in Shining Armor.

I can't remember what circumstances put the Monogram 'Badger' kit in my hands the day before I was to leave, but it was quite impossible for me to imagine leaving it unbuilt for a whole week. In those days, no kit—and I only had one at a time—ever sat for even a day before I started tearing its parts off the sprues and gluing them together. ("Tearing parts off sprues" is not a rhetorical turn of phrase for effect; it's a straightforward description of my approach to plastic modeling!)

So there was no question but that the kit would go with me, along with my few bottles of Testors' Enamels, Father's borrowed #11 X-Acto knife, and a tube of glue. Mother objected. She was constantly urging me to "go out and play!" in any weather short of a downpour, and didn't



like me sitting and building plastic model airplane kits when I could be running around outside. She relished the idea that for a whole week, at my grandparents' place, I could do essentially nothing but "go out and play!" But formidable though her influence was over me, she couldn't stop me from bringing the kit along—and that very first day, after the long drive there, lunch with the whole family, waving goodbye to my parents, a quick tour around my favorite woodsy haunts, and a walk with Grandma and Grandpa, I found a little time in the late afternoon, just before supper. An hour or so saw the Badger essentially completed. The rest of the week then took place without my being distracted by an unbuilt kit.

Lastly, there was a Hawk Models MiG-15. I built this in an evening in my brothers' bedroom, which they often permitted me to share. My own

bedroom was so small its desk was just adequate for reading and homework. But in my brothers' room, Father had made a large, practical work table, dividing their room in half. It was an old door covered with plastic laminate, and was the place of choice for artwork, board games, comic book reading marathons, or any similar activity. My brothers were supportive of my modeling hobby, though they never built models themselves. They'd clear part of the table of their crayons, papers, and toys, and thought my models, as they went together, were "pretty cool". Especially the MiG-15.

It was pretty cool. I'm not dependent here solely on my memory; I have it, and the Badger, before me right now. I'd have the Aurora MiG-19, too, except that it became so precious I couldn't resist selling it on eBay. But that was only recently, years after—much to my astonishment—I watched the news on TV as the Iron Curtain just kind of melted away and vanished. Since childhood, I'd been quite unable to imagine a world in which the West was not always confronted with the Red Menace.



If you think I'm a bit weird about all this, I won't dispute it. But weren't we all a bit weird over the whole Cold War? More artifacts than my models have survived, as has some literature. I don't have that *Post* magazine, but something stranger: a book about the day a B-47 dropped a nuclear bomb on a village in Tennessee. No: they weren't a Fifth Column of the Red Menace, but it seems we used to fly jet bombers around, carrying real nuclear weapons, all the time, around the clock. Some accidents were bound to occur. Fortunately, adequate safety precautions prevented the thing from going off, but it's still weird.

I've rambled on long enough, so I'll cite just one more weirdness related to our hobby. It is, in fact, closely related to the Monogram 'Badger'. Those of you who've been with this hobby a long time know Monogram used have small line of box-scale models called the 'Forty-Niners', after the price. I'd built the P-40 Warhawk in the series, after those same grandparents gifted me with a copy of *God Is My Co-Pilot*, by Robert Scott. Another plane in the same series was the McDonnell F-101B Voodoo interceptor. I distinctly remember gluing the Genie air-to-air missiles to the underside of the kit's fuselage. Tiny though they were in my fingers, they were enormous compared to the size of the aircraft. At the time, I hadn't seen a Voodoo up close, but I had seen, on a tour of McChord with the Scouts, a Convair F-102 Delta Dagger. This fighter looked enormous to me, but I already knew from library books that the Voodoo was even larger. So those Genie missiles must have been gigantic. As well they ought: they were nuclear missiles! Even as a child of the Cold War, when I read of the Genies, and how they were supposed to be deployed in action, I was astonished. Firing an atomic bomb from your fighter plane, I thought, wouldn't that be like tossing a hand grenade at somebody in the same room?

I don't have that particular model anymore. Like most of the other early models, it's been lost the intervening years between my childhood Then, and Now. I can't

account for how these Russian planes survived.

Some things are different. I have more than one kit at a time. In fact, I've got nearly four hundred in my stash. Kits can stand to sit more than a day, unbuilt. Heaven help me; they sit for years Now.

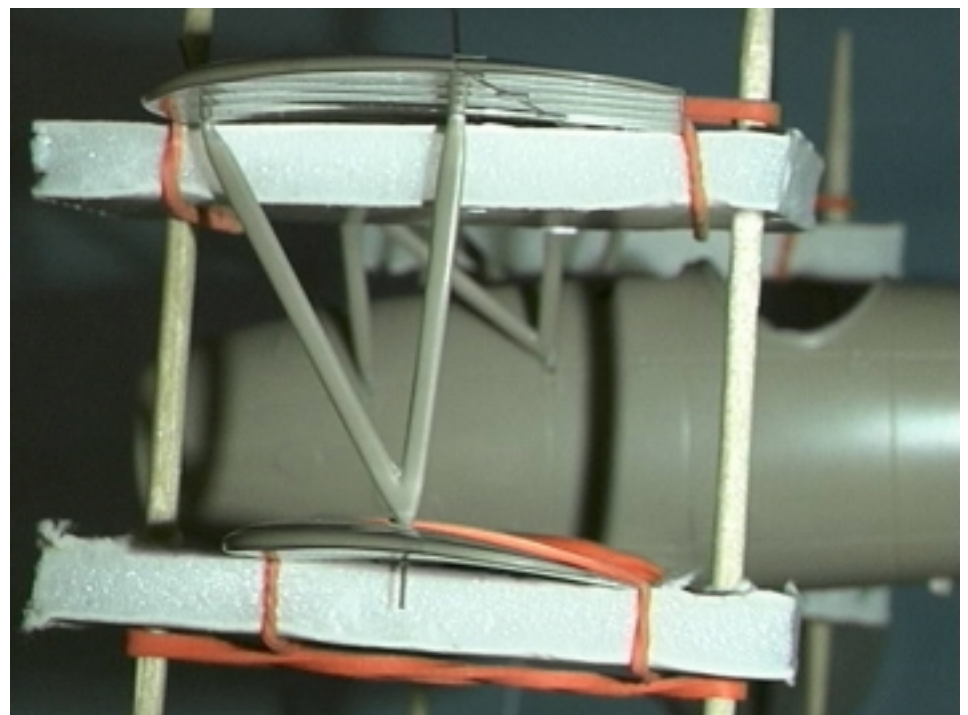
Other things are the same. Like Then, I again have a Monogram F-101B kit. It's the modern 1/48th scale release. The other evening, I opened the box to examine its parts. I didn't tear the parts off the sprues, but I could see that—compared to the size of the fuselage—the Genie rocket missiles were still gigantic.

There's nothing wrong with my memory; such weapons really existed. I'll build this kit soon. In that way, I suppose, I'm still confronting the Red Menace. I just hope I'm not quite as weird about it after all, if I could do so with the threat of thermo-nuclear war hanging over our heads Then, then certainly I can Now, even with all our current problems.

Biplane Assembly Fixture

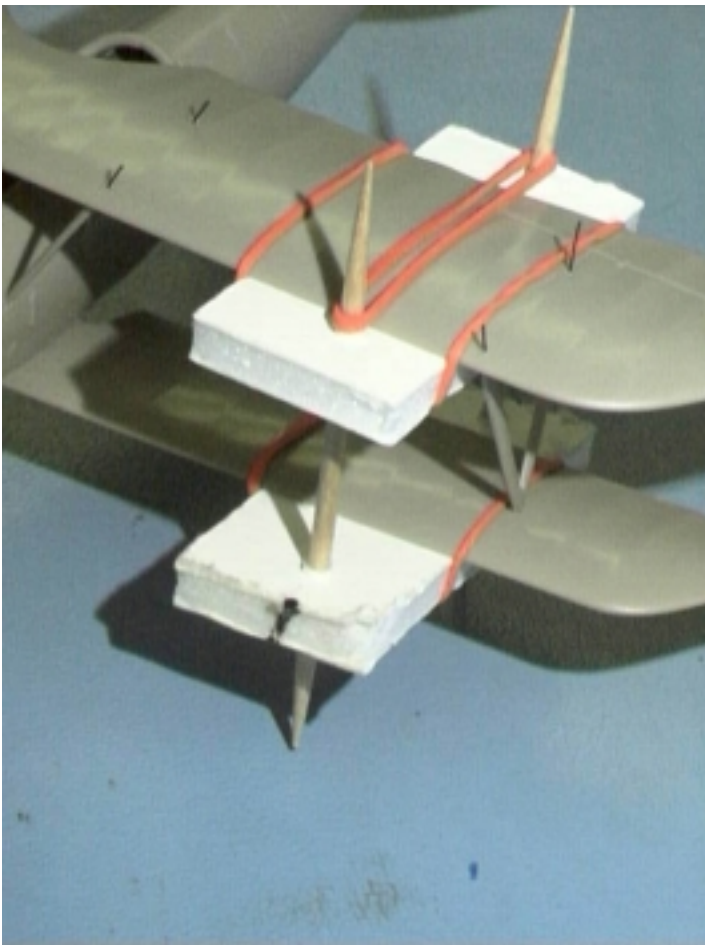
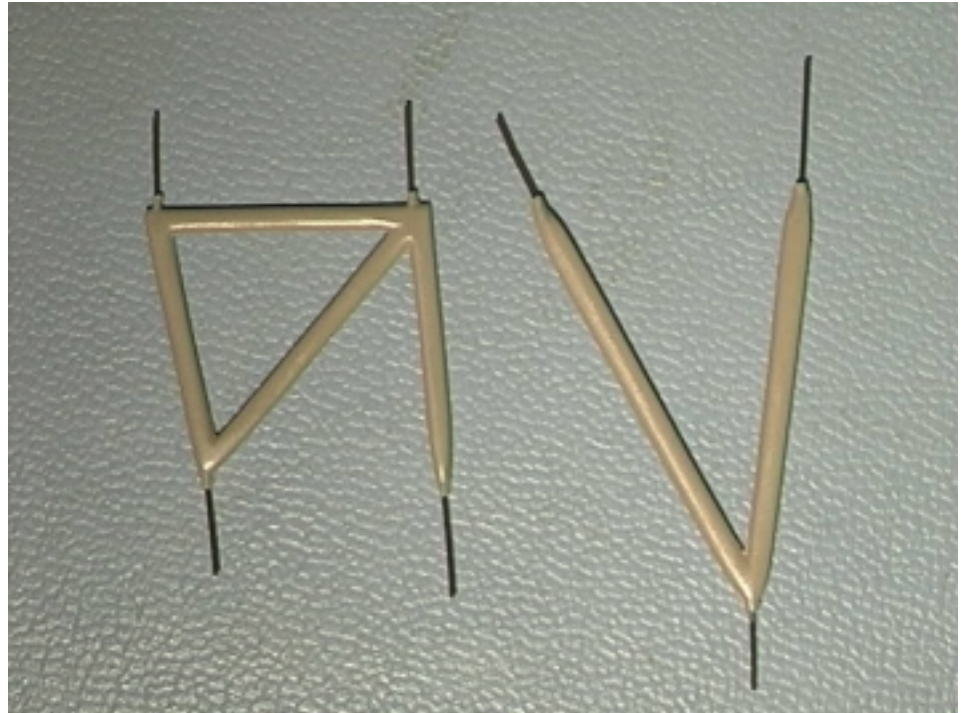
by Jack Matthews

These pictures show an assembly fixture for an Albatros D.V. It is made from a couple of scraps of foam core poster board and a couple of round toothpicks (or cocktail sticks). For it to work right, the toothpicks should be parallel and the pieces of poster board aligned with the angle of the wings. The toothpicks are not going to go through the poster board easily; it's the tight fit that keeps them in place. Pilot holes for the toothpicks made with a thick needle will help to get the toothpicks through the foam core board and to set their angle. The under camber side of the wings is held to the fixture with rubber bands and the fixture is adjusted until the struts fit and the location of the wings matches references. At that point the joints can be glued and all is secure...until it is knocked.



More secure joints, and another aid to assembly, can be had by reinforcing the joints with short lengths of .010 inch thick monofilament (fishing leader line). The monofilament is glued into holes drilled into the struts and put into holes drilled through the wings and fuselage. A #80 drill will make the right size holes in the struts. Larger holes in the wings will allow rigging to pass through also. CA glue will be required; something like "gap-filling" CA with a little bit of working time. The holes through the wings are going to damage the finish, so it's either going to have to be made good again or the finishing of the outside of the wings will have to wait until after assembly.

This is a straight forward and cheap method. Hopefully it will make biplanes a little less daunting



Revell 1/24th Scale Ferrari 599 GTB Fiorano

by Gerry Nilles

Introduced at the Geneva Motor Show in March of 2006, the 599 Grand Touring Berlinetta (GTB) Fiorano is the latest super high performance sports car to come from the Ferrari stable. Named after the premier Italian test track, the two-seat 599 gets its designation from its new 5999 cc 620 bhp V12 engine. Not surprisingly, the high-tech, wind tunnel tested, road-hugging design for the all aluminum 599 front engine coupe is by Pininfarina.



Uniquely, Ferrari has combined both comfort and the essence of a true sports car into the feel of the vehicle. The passenger side is one of leather luxury and comfort, while the carbon and metal cockpit drivers' side echoes the all-business feel of a racecar.

Performance wise the 599 Fiorano is a combination of power, high-tech, and safety. The car's onboard computer continually monitors road grip while adjusting both the power train and suspension systems to react safely to one of five different road condition settings that is available at the driver's fingertip.

As for acceleration the 599 goes from 0 to 60 mph (100 kph) in 3.7 seconds and from 0 to 120 mph (200 kph) in 11 seconds. Its overall top speed is about 200 mph (330 kph). The Ferrari 599 GTB Fiorano is

unquestionably a marriage of beauty, high performance, and safety.

This moderately priced kit comes cleanly and sharply molded in white, clear, and chrome styrene, and includes screen material that is used to cover various vents and intakes located around the vehicle. Although not extremely complicated, the kit is complete with a well-detailed engine, engine compartment, interior, and suspension-system.

The instructions are nicely illustrated and easy to follow and provide both painting/color references and decal placement within each individual sub-section assembly guide. A final exterior decal placement guide for such things as the Ferrari logo, Ferrari name and, in the case of the U.S. version, body sidelights is also included.

The kit comes with an extensive sheet of markings that include not only the numerous Ferrari emblems, license plates, and dashboard/instrument panel details, but also various interior accents and engine markings.

Considering the number of decals, following the instruction sheet sequence is a must in order not to overlook a decal placement that would otherwise be difficult if not impossible to place later on.

This is a nicely done kit of one of the latest Ferraris. It is both well detailed, and looks to be not too hard to build. My compliments to Revell for once again giving us model builders a very decent kit at a very reasonable price.

[Thanks to Chris Banyai-Riepl and internetmodeler.com for permission to use Scott's and Gerry's articles. - ED]

Hobby Boss 1/48th Scale Eastern FM-1 Wildcat

by Hal Marshman Sr

I've been reading and hearing references to Hobby Boss over the past year or so, but had never seen one "in the plastic", so to speak. At our club meeting a couple of weeks ago, the FM-1 was a raffle prize, and the winner was a dedicated 1/72nd only modeler. Made him a purchase offer, and became the proud owner of my first Hobby Boss kit. I've managed to assemble the basic kit, and can give you a report as follows.

The kit is cast in light gray plastic, with fine panel and surface scribing. Hobby Boss presents the rivets as the flush rivet style, whereas the Wildcat carried many rivets, the heads of which stood proud of the surface. See Tamiya's F4F-4 for correct surface detail.

Getting down to business, the first thing I noticed is that the sprue connection points, while moderately petite, extend into the mating surfaces of such as the fuselage halves, and wing uppers and lowers. Not a big deal, but none the less, something a little extra to contend with.

The clear parts are quite nicely done, consisting of a sliding canopy, gunsight, underside observation windows, and landing light lens. The windscreen is a separately packaged item. Hobby Boss is producing several Wildcat versions, and many possess different style windscreens. Obviously you get the proper windscreen for each type, with the rest of the clear parts being common through out the spectrum of versions.

The engine is very nicely cast, with front and rear cylinder banks being separate complete items, with a well done gear box/magneto assembly. Once assembled and painted, it does look nice. Getting it to that

point is another story. The parts do not match up well at all, and I ended up cutting down the connection rings and lining the parts up using the center holes as guides. You could wire this engine, and it would look splendid.

The propeller is quite well done also, being the Curtiss Electric cuffed item. Behind the engine, the accessories compartment is very thoroughly represented, with engine mounts, engine accessory pack, oil reservoir, etc. Follow the instructions carefully, and it really looks great when

careful alignment, if you want the same amount of dihedral on each wing. The mounting tabs engage slots in the fuselage, as in the style of older kits such as Airfix, Otaki, etc. The mounting tabs are quite small, so again, take care. The cockpit is very well detailed, seat, floor, consoles, instrument panel, rudder pedals, and stick all being quite fully represented. The side consoles on a Wildcat were very busy looking, and Hobby Boss did a good job here. Put in a set of seatbelts, and you're good to go.

kit, I'll still build the -3, and if the FM-2 becomes available, I'll do that too.

The kit supplied decals cater to two subjects, a three tone bird off the *USS Nassau*, with red outline stars and bars, and a gray over white Atlantic scheme off the *USS Core*. The decals seem well printed, and are in register. I will be using the *USS Core* option on mine. Love that Atlantic scheme.

While I'm at it, allow me to mention that I sent to Yellow Wings for their Wake Island Defenders decal sheet. Just gorgeous! You get all the side numbers and Bu. No.s for each Wildcat that was at Wake. In addition, there's a comprehensive little history of VMF-211's deployment to Wake Island. I don't believe I want to see any of these planes heavily weathered, as they had their upper sides newly painted on December 3, while on route aboard *USS Enterprise*, and the last one flew on December 22. Just not long enough for the fading, dinging, etc that's all the rage these days. Exhaust smearing, and gun carbon would probably be enough for me.

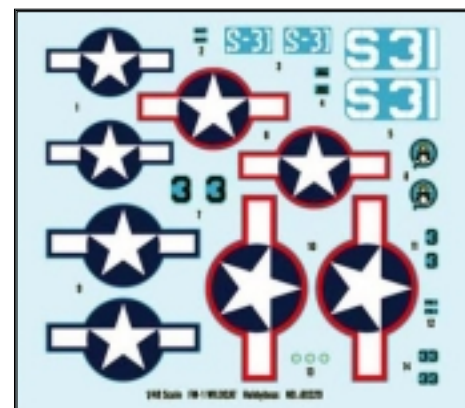


viewed through the wheel wells. Backing that up is a firewall with all the chains and pulleys, etc proudly cast onto its surface. This area must be assembled carefully, as much of it is also necessary for the mounting of the landing gear.

The cowling is its own separate piece on its own sprue, as once again, the cowling and cooling gills also changed from version to version. The wing uppers and lowers are also on their own sprue. Hobby Boss recently released a F4F-3, which had a non-foldable wing. While we're talking about the wings, left and right wings are separate, not joined with a fuselage bottom as ala Hasegawa or Tamiya. This means

Now, to the big bugaboo in this kit, the main landing gear. First off, Hobby Boss managed to cast all the gear parts, some of which are quite delicate, nicely to scale, and well detailed. That having been said, assembly must be carefully performed. One small error in alignment will cause all kinds of difficulties, and your model could end up with a goodly list to port or starboard. Keep the instructions closely to hand, and refer to the drawings constantly, and you should get through it okay.

I mentioned above that I have the -3 bird on hand, and there is a -4 version, plus an FM-2. In spite of the minor and not so minor difficulties I encountered with this



2008 Olympic Peninsula Model Show & Contest

2008 Olympic Peninsula Model Show & Contest

Saturday, June 21, 2008
9:30am - 4:30pm
Building 204
Fort Worden State Park
Port Townsend, Washington

Registration Forms can be downloaded at:

<http://www.nopms.net/2008-Registration-Form.html>

Special Awards

Show Theme - "From Real to Reel" Models depicting objects, events, animals, or people from the movies - any genre. Sponsored by Peninsula Awards & Trophy.

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

Best Navy Jet - Navy or Marine Jet Aircraft - any nation. Sponsored by the Olympic Squadron, Association of Naval Aviation.

Best Female Military Subject. Sponsored by Patti Walden.

Best Canadian Entry. Sponsored by Pacific Rim Hobby.

Best Natural Metal Finish - any subject with a natural metal finish. Sponsored by the Green Dragons of Tacoma, Washington.

Judges' Choice Award - Sponsored by IPMS Salem Chapter

People's Choice Award - Sponsored by Kitsap Propane.

Categories with Awards

Aircraft
Propeller - Sponsored by Masterpiece Models
Jet - Sponsored by IPMS Salem Chapter

Ships - Sponsored by IPMS Seattle Chapter

Military Vehicles
Wheeler - Sponsored by George Wiegand Agency, Farmers Insurance
Tracked - Sponsored by IPMS Salem Chapter

Automotive - Sponsored by Nomads 3 Car Club

Railroad

Figures - Sponsored by IPMS Salem Chapter

Dioramas - Sponsored by Coast Artillery Museum

Space & Science Fiction - Sponsored by Fred's Hobbies & Guns

Miscellaneous - Sponsored by First Federal Savings & Loan

Juniors - Sponsored by American Marine Bank

Schedule

Setup: 8:30am-9:30am
Doors open to public: 9:30am
Registration: 9:30am-1:00pm
Judging: 1:00pm-3:30pm
Awards announcements: 4:15pm
Show close: 4:30pm

Admission & Fees

Adults \$5 (Includes State Park parking fee)
Model Fees \$1/entry up to 5 entries (additional entries free).
Juniors (age 17 and younger) \$3.
Model fees \$1/any number of entries

Note: Admission allows entry to nearby Coastal Artillery Museum for \$1 (half price).

Coastal Artillery Museum

Museum is a few steps from the Show venue.
Fascinating displays relating to defense of Puget Sound.
Docent guided tours of Fort Worden gun batteries planned.

Additional Information:

Food & beverages available at The Commons Café next door (7AM-7PM)

Raffles all day, including special raffle at 4PM

Display models welcome

Vendor Room

For vendor table & sponsor information contact:

Rich Sullivan
360-796-3828
rj@rjproducts.com

For show questions or help, contact:

Larry Speelman
360-681-5266
larry234@olypen.com

Driving Directions

Fort Worden is located in the Victorian seaport of Port Townsend, Washington.

Travelers' Alert! From Points North of Seattle, including Mt. Vernon, Bellingham, and Vancouver, B.C.: The Port Townsend/Keystone Ferry Route is operating a small, inside passage ferry, which is cancelled at the slightest notice of foul weather and is on reservation only basis (www.wsdot.wa.gov/ferries). We recommend that you use the Edmonds to Kingston ferry, and travel over the Hood Canal Bridge. Please let us know if you have any questions.

From South Seattle, Tacoma and Points South: Take the Tacoma Narrows Bridge (Hwy. 16) northwest to Bremerton, and Hwy. 3 north to the Hood Canal Bridge. Cross the bridge and take Hwy. 19 (about five miles, turn right) north through Chimacum to Port Townsend. With normal traffic, it is 1-1/2 hours driving from the Tacoma Narrows bridge to Fort Worden State Park. There is no fee to cross the bridge heading west.

From Seattle or Everett: Take the Bainbridge Island or Edmonds/Kingston ferry, and travel to the Hood Canal Bridge. Cross the Hood Canal Bridge and in about five miles take Hwy. 19 north (to the right) through Chimacum to Port Townsend. With normal traffic, it is about 90 minutes from Bainbridge to Port Townsend and one hour from Kingston to Fort Worden State Park (unless the bridge closes for marine traffic, which can take an additional 20-40 minutes).

From Olympia & South: Either use the South Seattle/Tacoma directions, or follow the scenic route up Hood Canal on Hwy. 101. From Olympia, the travel time either way, depending on traffic, is about two hours.

For more information:

<http://www.nopms.net/2008-Show-Contest.html>

Tamiya 1/35th Scale Jagdpanzer 38(t) Hetzer, Middle Production

by Chad Richmond, IPMS #10346

Up until this time we have had two offerings from Dragon and three from Eduard for this unique German fighting vehicle. All of them were nice kits, but a modeler's ears always perk up when you hear that Tamiya has a new kit coming out. The Hetzer release, though priced as if it were made of something more precious than plastic (\$48), is a fantastic kit. It's the best fitting German armor kit I have seen since their Panzer III L.

One thing unique about this model is that Tamiya gives you the choice of link-and-length tracks or their glueable one-piece vinyl tracks. Since there are small schurtzen on each side, I opted to use the vinyl tracks. No sag (or lack of) will be seen, so I used them instead. There are four bags that contain five Panzer yellow sprues of very crisply molded parts, two separate trees of poly caps, two runs of glueable tracks and a small decal sheet.

The marking sheet is in full color with front, rear, overhead and left side views of each of the four vehicles. A very nice standing crew figure is included. For those who judge a model by the number of parts, this one has 190, 52 of which are the link and run track parts.

The fit of this kit is fantastic, which helps a little with the sticker shock. I did not use any filler or any shims anywhere in the construction of this kit.

Markings are provided for four vehicles, three of which were used in Czechoslovakia in 1945, and one in France during 1944. If I could ever figure out an easy way of doing the "Mickey Mouse" camouflage pattern, I'd go for it in a heartbeat. Instead, I opted for the 2./Pz.Jg.Abt 744 scheme from Czechoslovakia, Summer 1945.

Construction starts with the lower hull and running gear. There is a little bit of play with the suspension, but you are given two alignment jigs to keep everything straight. I couldn't get them to work right, so I made my own jig. The detail of the drive sprockets, return rollers and road wheels is fantastic. The detail really comes out later after dry brushing.



The rear panel fits perfectly, but the tow cable is best replaced with a home-made cable. The kit's is cast as one piece, so it's pretty hard to show a lot of detail. Even with careful painting and dry brushing, it is still hard to make the cable look right. The rear plate on the upper hull is made up of four pieces, and there are the three hatch pieces, which end up leaving a little bit of a gap at the upper seam. It was more than I would have liked, but it was close enough that I didn't do anything with it. The cannon and mantlet assembly go together extremely well and just slide in to the opening in the upper hull. All of the tools and jack are very nicely cast and can be put on at any time during the assembly. The remote control MG34 is very nice, as well.

You can't tell by the length of time that it took me to do this review that the kit goes together

quickly, but it does. This is truly one armor kit that can be built in a three day weekend. The decals lay down very nicely if you use hot water and a little MicroSol or MicroSet. I highly recommend this kit for any level of modeling experience, and it would be a great one for someone suffering from AMS.

My thanks to IPMS/USA and Tamiya USA for the review sample.



Upcoming Shows

Saturday, June 21

IPMS North Olympic Peninsula Modelers Society presents Peninsula Model Show and Contest 2008. Fort Worden State Park, Port Townsend, WA. See page 14 for show details.

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.

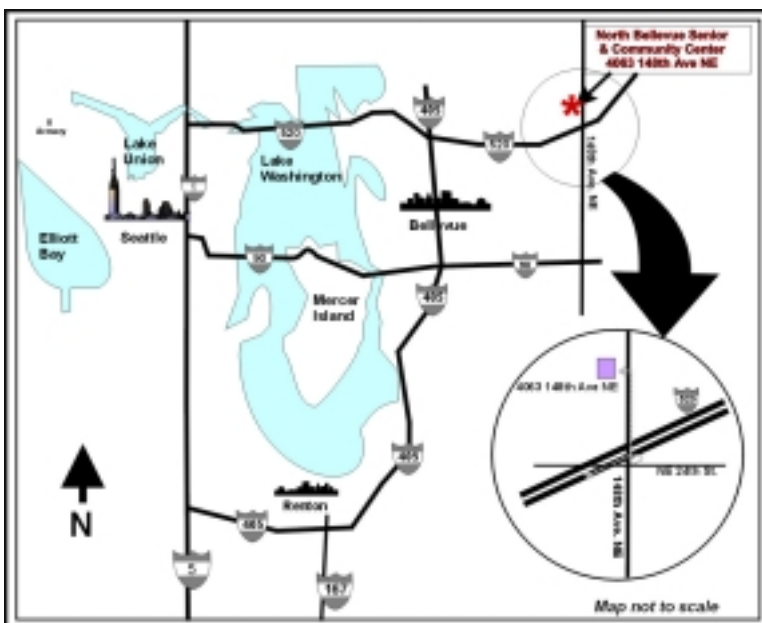
Sunday, October 26

Old Country Store, Silvana WA

Saturday, November 2

OSSM, Clackamas OR

Meeting Reminder



June 14

10 AM - 1 PM

North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.