

# Seattle Chapter News



Seattle Chapter IPMS/USA  
November 2008

## PREZNOTES



Well, the economy is in the tank, we have elected a new president, and the price of food still seems to be going up. What's a person to do? Turn to local sports? Nope, the Mariners finished last, the Seahawks, Huskies, and Cougars all have been playing like (expletive deleted), and the Sonics? Well, as Emily Litella was fond of saying: "never mind". One minor ray of sunshine in all this mess is that the price of gas is "plummeting" (although not nearly as fast as it went up). At least there is model building. I guess it's probably time to concentrate on trying to rattle my Albatros to completion for the December meeting. As if there isn't enough stress in my life, now I have to deal with rigging. And lots of decals. My choice of kit for the December Albatros build is the Eduard "Weekend Build" D.Va. It's been a mighty long weekend - going on seven months now. I suppose the thought of having to rig the beast had been the primary reason it has taken me so long to do ANYTHING to the model. Surprisingly, that's not the issue. It boils down to color scheme of all things. I have decals for a rather colorful aircraft in German markings, but a few months ago, I also found a picture of an Albatros that was captured by the British. Decisions, decisions. I am really torn because both subjects appeal to me greatly. A second kit so I could do both is out of the question due to the limited amount of build time.

One of the delays encountered with the Albatros was a side trip down memory lane. Recently, Lindberg reissued most of their kits from the 1950s, including the Convair Pogo. The Pogo has been around as long as I've been modeling and I couldn't resist picking one up. Of course, the fact that I had an original release in the garage o' kits didn't stop me from getting another one and actually building it. And the original release will still be sitting in the garage awaiting my next inspiration. The kit is the essence of simplicity (nothing like the latest Fine Molds or Trumpeter kits with a gazillion parts) and I had it put

together in only a few evenings. I cobbled together a cockpit from leftover portion of a Hobbycraft F-94 kit that was used for another project (ask me about that one some time). I also added a few bits that were not on the original aircraft as I completed it for the 2009 Spring Show What-if turbine category. Now that the Pogo is done, all my attention is back to the Albatros. The little side journey with the Pogo didn't make things any easier as far as my choice of colors and markings on the Albatros, I just have less time to make a decision. Oh well.

That's it (for now).

We'll see you at the meeting,

*Terry*

**This month's meeting  
will be held in the  
Crafts Room at  
Bellevue Community/  
Senior Center, at our  
regular time from 10  
AM to 1 PM**

### In This Issue

<b>IPMS Vancouver Show</b>	<b>3</b>
<b>Decals - Not!</b>	<b>6</b>
<b><i>Dauntless in RNZAF Service</i></b>	<b>7</b>
<b>Trumpeter Wyvern</b>	<b>8</b>
<b>Bronco Models V-1</b>	<b>9</b>
<b>Heller Renault 4CV</b>	<b>10</b>
<b>2009 Shows</b>	<b>13</b>
<b>Three of the Coolest!</b>	<b>14</b>
<b>AMT Kenworth Fire Truck</b>	<b>15</b>

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

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

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

### Upcoming Meeting Dates

The IPMS Seattle 2008 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

### November 8 (Craft Room)

December 13

# IPMS/USA NEW MEMBER APPLICATION

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_ M \_\_\_\_\_ LAST \_\_\_\_\_  
(leave blank)

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

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

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

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

**IPMS/USA**

**P.O. Box: 2475**

**North Canton, OH 44720**

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

## IPMS Vancouver Fall Model Show

article by Robert Allen

photos by Stephen Tontoni, Eric Christianson, and Tim Nelson

IPMS Vancouver's 38<sup>th</sup> Annual Fall Model Show and Swap Meet took place on October 11 at the Bonsor Recreation Complex in Burnaby, BC. The American contingent was fortunate because the Canadian dollar took a swan dive versus the US dollar just days before the show, making those great deals in the Vendor's Room even better ones.

Although the number of walk-in spectators was almost identical to 2007, the number of modelers who entered models was down, from 132 to 117, and the total number of entries dropped slightly, from 576 to 563. The quality of the models was still very high, and as is often the case, it was impossible to predict just what subjects might show up. A talking point of the 2007 show was the lack of many Mustangs, Spitfires, and Hurricanes, usually staples of Canadian shows. All three subjects showed up in force this year, but there was another puzzling trend. In the popular 1/72<sup>nd</sup> scale single-engined prop aircraft categories, 29 models showed up – 27 Allied, and two Axis. I'll be counting the number of Fw 190s next year...

The show, as always, was well run. Warwick Wright, who has headed the show for the past several years, is retiring from his post after this year's show, but has assured everyone that the transition will be a smooth one.

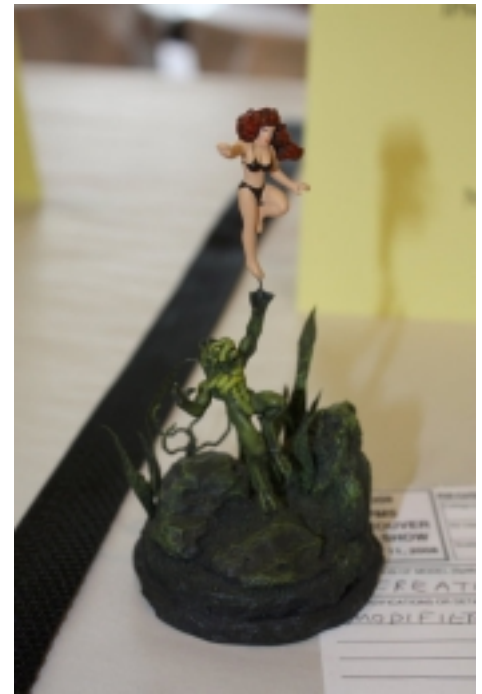
Here are the Trophy Winners:

Trophy	Sponsor	Model	Winner
Best Armour - Allied or NATO	Maples Trophies	M579 Fitter	Peter Hickey
Best Armour - Axis or Warsaw Pact	Finescale Hobbies	Panzer 1 B	George Stray
Best 35th scale German Armour Subject	IPMS Vancouver in Memory of John Deutch	Panzer 1 B	George Stray
Best Small Scale Armour Subject – 72nd/48th IPMS Vancouver in Memory of Andy Sawchuck		BTR – 90	Will Perry
Best Auto - Street or Show	Automotive Model Builders Club of Vancouver	'32 Ford	Seymour Douglas
Best Auto - Competition	Finescale Hobbies	Bantam Roadster	Seymour Douglas
Best Scifi Space or Vehicle	OHMS	Starwars	Jackson Wai
Best TV/Movie Monster	Monster Attack Team Canada	The Joker	Craig Neufeld
Best Aircraft - Jet / Helicopter	Mike Grant Decals	EA-6B Prowler	BryanWadsworth
Best Aircraft - Prop Engine	IPMS Vancouver	Beaufighter	Mike Mikolasek
Best Aircraft -Civilian	IPMS Vancouver	DC-3	Daniel Carey
Best Nautical Subject	Internet Modeler	HMCS Haida	Ryan Cameron
Best Royal Canadian Navy Subject	Neil Ramage	HMCS Haida	Ryan Cameron
Best Figure	IPMS Seattle	Alex the Vampire	Talino Bruno
Best Diorama	IPMS Fraser Valley	"Wake up Hans"	Roger Jung
George Price Memorial Award for Best Canadian Subject	Finescale Hobbies	M579 Fitter	Peter Hickey
Best of Show Junior	Imperial Hobbies	Ferrari 430	Kevin Lau
Best of Show Senior	Burnaby Hobbies	M579 Fitter	Peter Hickey

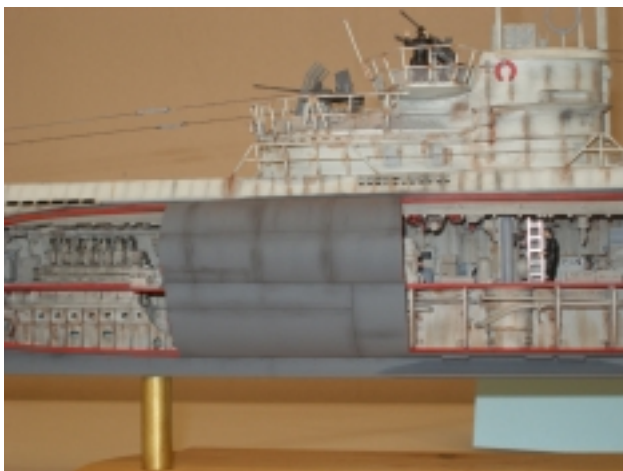
And here are IPMS Seattle winners:

Biplanes	1 <sup>st</sup>	Pfalz D.IIIa	Ken Murphy
1/48 Single prop – Allied	1 <sup>st</sup>	Spitfire Mk.Ia	Mike Millette
1/72 Single prop – Comm.	1 <sup>st</sup>	Spitfire Mk.VII	Tim Nelson
1/72 Single prop – Comm.	2 <sup>nd</sup>	Spitfire Mk.VIII	Jacob Russell
1/72 Single prop – Comm.	3 <sup>rd</sup>	Fairey Barracuda	Bill Osborn

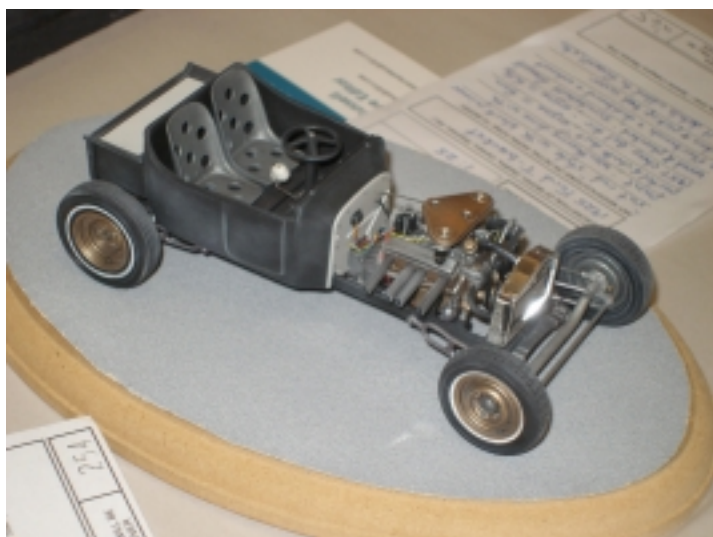
1/72 Single prop – Allied	1 <sup>st</sup>	SB2C Helldiver	Bill Osborn
1/72 Single prop – Allied	2 <sup>nd</sup>	Spitfire	Daniel Carey
1/48 Multi prop	2 <sup>nd</sup>	Bf 110	Ken Murphy
1/48 Multi prop	3 <sup>rd</sup>	B-24J	Eric Christianson
1/72 Multi prop	2 <sup>nd</sup>	Ta 154	Bill Osborn
1/72 Multi prop	3 <sup>rd</sup>	S-2 Tracker	Bill Osborn
1/48 Single jet	2 <sup>nd</sup>	SAAB Draken	Mike Millette
1/48 Single jet	3 <sup>rd</sup>	SAAB Draken	Mike Millette
1/72 Twin jet	2 <sup>nd</sup>	F-18	Daniel Carey
Airliner	1 <sup>st</sup>	DC-3	Daniel Carey
Airliner	2 <sup>nd</sup>	DHC Otter	Bill Osborn
A/C Conversion	1 <sup>st</sup>	Spitfire PR.19	Mike Millette
1/35 Allied AFV <1945	1 <sup>st</sup>	M32	George Stray
1/35 Axis AFV <1945	1 <sup>st</sup>	Panzer IB	George Stray
1/35 Axis AFV <1945	2 <sup>nd</sup>	Panzer IB	George Stray
Closed Top AFV >1945	1 <sup>st</sup>	BTR-90	Will Perry
1/35 Open Top AFV	2 <sup>nd</sup>	Priest	George Stray
1/35 Open Top AFV	3 <sup>rd</sup>	SDKFZ 251/2	Mike Millette
1/35 Soft skinned	1 <sup>st</sup>	M16 GMC	George Stray
Non-military vignette	1 <sup>st</sup>	When Mad Worlds Collide	Tim Nelson
1/600 or larger ship	2 <sup>nd</sup>	Barchino	George Stray
What-if? A/C	1 <sup>st</sup>	Convair Pogo	Mike Millette



*Clockwise from above: An unidentified figure; Ken Murphy's Pfalz D.IIIa; the interior detail on G. Hutchinson's 1/72nd U-995; Eric Christianson's B-24J*







*Clockwise from top left: Shannon Dimaulo's '25 Ford Rod; Mike Mikolasek's 1/48th scale Beaufighter; George Tufnail's HMS Hood; Eric Hagedorn's Avro 522 with Hucks starter; The Best of Show - Peter Hickey's M579 Fitter; Two of Bill Osborn's beauties, a Fisher P-75, and Curtiss SB2C Helldiver*



## Decals – NOT!

by John DeRosia

This short little article will discuss the use of making your own flat logos and such – but not decals.

There are a lot of great articles on making your own decals if that's what you may be needing. Follow those articles if you need decals that may be transparent, conform to compound curved surfaces and such. What I would like to cover are 'flat' right off the home computer printer markings.

I am talking about all the great and cool logos, signs, numbers and such that you could make right on your own home computer and print out and you don't typically need any fancy paper of any kind.

I'm talking about model projects that many folks do that are not airplanes or such. Those models typically need decals to make the model look good like they were painted on. I want to shift your train of thought to printed logos and numbers that are generally flat. They do however work great on a single curved surface - not compound surfaces. You can think of a single surface such as a 'constant barrel' ..like a drinking straw...not a 'cereal bowl' type compound curve. With a single curved surface – gluing and bending that flat piece of paper is easy.

Here's just a few ideas these may apply to: lots of vehicles (spacecraft, automotive/trucks, armour, boats/ships, stage-coaches...), advertising signs, storage containers (50 gallon drums, boxes of stuff like C-Rations for a diorama etc...), signs on the side of delivery vehicles, fire apparatus, caution markings, building signs, direction signs, colorful stripes, locomotives/railroad, miniature road maps, replicate book covers, magazines, Remove Before Flight banners (easy to glue back to back and bend), state and country flags, plaques (varnished?), miniature soda can labels and on and on.

What does it take? Easy. Use a computer program you like – or once again ask that seven-year-old to help you... I use PowerPoint since I'm comfortable using it. It has all types of shapes and colors and text to pick from. You could also scan in some logo you need or surf the web for that image you want to make miniature. Use your Copy, Paste, or Print Screen Buttons.

A very recent example was the Sci-Fi "Lunar Salvage Tug" I made for a local hobby show. I purposefully wanted the words Lunar Salvage Tug in yellow letters against a black rectangular background. I also wanted identifying labels for the side of the ship saying "LST #2" in the same color scheme. (Here I had fun and used the Psychology stuff I failed at in college. By saying "LST #2"- you are already thinking .... "hey - there must be a #1 somewhere"... ) Anyway...Lastly - since I didn't have the time to make fictional thruster ports (so they could maneuver the "thing" left, right and so on on the moon), I made a red rectangular box with black dots and white circles around the dots. I'll admit it - have seen many pictures of the Space Shuttle thrusters to remind me space vehicles need to move in all dimensions.

Here's just a portion of the whole printed final sheet scaled way up for this article to show you:



Anyway - it took me all of about 17.45 seconds to make up one item of each. I told the computer I wanted twelve of each

using the copy command (okay...demanded the program duplicate these items or I would stop the flow of electrons to its brain) - and presto - there they were on one single page of bond paper. I even printed one in 1/2-scale at the print option in case I wanted smaller thrusters. I used plain old ordinary bond paper. I cut them out – put a little bit of super glue where I wanted the signs (or use the type of glue you like) and kabam! - I was done in less than 15 minutes with all needed labels on the model. The super glue darkened the logos slightly but ended up looking okay for the model.

Please note, we do have a color laser printer at home and wow, are the color-printed copies crisp. If you don't have a laser printer- save your graphics on a CD and take it to a local print store (or friend's house along with a box of donuts!). At the print shop, you could even ask for 'card stock' for thicker prints, or glossy paper prints so the super glue can't bleed through it. It's a very cheap way to make model graphics to your heart's delight. To get rid of the white edges - use a black magic marker carefully around the edges.

I know I sometimes tend to think in complicated terms of making decals and such, but give it a try! Remember that saying you hear every now and then - keep it simple...and keep having fun!



***Allied Wings No. 5: The Dauntless in RNZAF Service* by Cliff F.L. Jenks, with Malcolm Laird & Phil H. Listemann**

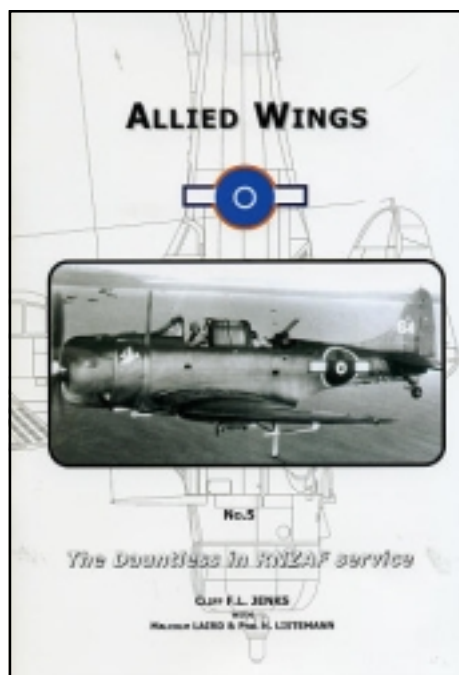
**reviewed by Andrew Birkbeck**

I am an American citizen, born in Iowa City, Iowa. However, out of the six members of my immediate family, I am the only American. The rest are citizens of the British Commonwealth, my Mother being a New Zealander, my Father is Scottish. Many of my maternal relatives fought in WW2 in various sections of the NZ Armed Forces, and so I have always had a keen interest in the exploits of Kiwi aviators, which surely is a bit of an oxymoron, since Kiwi birds can't fly!

My parents live in Auckland, NZ, and down the road from them used to live a WW2 Pacific theater pilot who was stationed aboard a British carrier during the war. He told me the following story: during a stop at Newport News late in the war for refitting, he ran into some US sailors while in a bar. They soon became great friends over a few beers, and late in the evening, another US sailor entered the bar, a friend of the sailors who had befriended the Kiwi pilot. "Hey Mac, come on over and meet one of our brave allies helping fight the Japanese in the Pacific!" The new arrival came over to the bar, but he was confused. "There isn't anyone helping us fight the Japanese!", he insisted, it was solely an American venture...

Clearly, this wasn't so, and here we have a very neat 38-page monograph covering one particular New Zealand unit, on its eight-week tour of the Pacific in March/April/May 1944, as well as its training prior to going into combat. The unit concerned is No. 25 Squadron, RNZAF, the only non-US combat unit in the Pacific War to fly the venerable SBD Dauntless, training on SBD-3 and -4s, and going into combat with

SBD-5s, all of them "borrowed" from US stocks, and over painted in RNZAF markings.



The Kiwis took charge of their Dauntless training aircraft in July 1943, the planes provided to them by Marine Air Group (MAG) 14, then based at Seagrove airfield outside Auckland for a period of R&R. Training in New Zealand lasted from August 1943 to mid-January 1944, whereupon the unit transferred to Pallikulo airbase on Esperitu Santo in the New Hebrides for operational training to prepare them for tropical conditions.

Finally, at the end of March 1944, No.25 Squadron, together with its maintenance crews in No. 25 Servicing Unit transferred to the front lines, to Piva airfield on Bouganville Island. Target for their tour of duty: the Japanese stronghold at Rabaul and surrounding areas. For eight weeks, the Dauntlesses of No. 25 Squadron, together with various US Marine Dauntless units and TBF bombers from both US and RNZAF squadrons flew almost daily sorties attacking various enemy targets: gun emplacements, supply dumps, bridges, airfields etc. Thankfully for the Dauntless crews, flying their slow, and by

this time obsolete aircraft, the Japanese Navy and Army air forces had been shattered, and aerial opponents were rarely encountered.

The text of the book covers in some detail the training of the squadron, and in particular its day-to-day operations at the front line, chronicling daily targets, the success or not of the particular operation, etc. Lists are provided for all the SBDs that served in the Squadron, both training and front line, covering their NZ Serial number, their BuNo etc., along with figures covering their daily front line service, such as sorties flown on each day, number of hours flown per day, etc. Also included are 28 black and white photos of good to very good quality, showing the aircraft in NZ service and their crews. There is a nice section of six photos showing the pilot and gunner standing on the wing of their aircraft, and that also shows their personal fuselage artwork. These photos, together with the text, help the reader sort out which pilot and gunner flew in which aircraft. Rounding off the book, seven pages of high quality color artwork, depicting colors, general markings, and personal crew fuselage markings.

I really enjoyed reading this book, and thumbing through all the photos and color artwork. It is a first-rate book, covering as it does the training and operational history of one small unit from one of the smallest participating nations in WW2. If you have any interest in Small Air Forces, the SBD Dauntless, or the Pacific War in general, I highly recommend you track down this high quality monograph. My thanks to the publishers for supplying IPMS USA with a review sample.

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[www.raf-in-combat.com](http://www.raf-in-combat.com)

Price: Euros 13.50 (US\$17.50)

## Trumpeter 1/48<sup>th</sup> Scale Westland Wyvern

by Hal Marshman Sr

This is for me, a most unusual subject. I seldom do British subjects, and can't ever remember doing a post-WW2 British airplane. There's just something about the oddball looks of this bird that caught my eye. Ugly, yes: charismatic, perhaps. The possibility of doing the Suez black and yellow stripes also gave it some appeal. In any event, what follows are my impressions.

The kit is pressed in light gray, moderately soft plastic, with etched detail, right up to all the rivets. I like panel lines, but don't care for rivets. I found only one sinkhole, a very minor one just forward of the windscreen, left cowling side. There were too many mold release pin circles to suit me. Two inside each flap housing, where they would surely show if the flaps were deployed. The kit caters to that option, so there you are! There was one on the upper inner surface of the inner gear doors, which are to be painted aluminum, so have to be dealt with carefully, plus the dive brakes each showed one, again in an area to be painted silver. Believe what I'll do, is get them as smooth as possible, then apply a coat or two of Future before I paint the aluminum. During assembly, I am holding the flaps for last, as the attachment points are quite small, and invite breakage if the model is handled carelessly.

The clear parts are very nice, being quite clear and fairly distortion free. Trumpeter has shown the framework in dull clear, making masking that much easier. Also included are clear circular windows for the camera ports, one on each side. The camera is included, and a clear lens is provided, although mine will be an MV lens, painted smoke. Should make a fairly realistic lens, and easily visible through the port.

The cockpit of the model is quite decent, including a ten-piece ejection seat, rudder

pedals, stick, and individual side walls, all castings being quite crisp. Once assembled, and the photo-etch seatbelts attached, it looks rather nice, although the airplane's design provides for a small cockpit in a very large aircraft. Nice little rollover arch is mounted behind the head rest. One thing I care little for is film instruments applied behind a photo-etch instrument panel, and that is the only option Trumpeter provides.

The landing gear are very attractive, being quite robust looking, with the finest of mold separation lines, easily dealt with, again for items that must be painted aluminum. The wheels, both main and tail, are decently done, the main wheels consisting of two wheel halves, and two tire halves. There is no provision for flattening of the tires, so when sanding them down, be aware you may wear through the plastic to the hollow inner tire, and will probably have to fill in this area. As said, the gear legs are quite robust, but show a lot of detail which a black wash will bring out nicely.

There is a complete assortment of external stores, consisting of three 1000-lb bombs, a torpedo, eight double sets of rockets, a

long center mount fuel tank, and two teardrop shaped tanks with streamlined fairings.

Provision is made for the wings to be displayed either in the open mode, or folded, with the tips also folding over. Impressive either way.

The Wyvern was a turbo prop airplane with contra-rotating four bladed props, one in front of the other. Trumpeter has provided a rather complex system of nylon gears so these blades may be made to spin in a realistic fashion. I don't usually care too much for toy-like gimmicks, so you know I will eliminate this feature. The decal sheet is fairly large, catering to three different Wyverns, including the one with the black and yellow Suez stripes. Looks pretty extensive, with plenty of stenciling for the wee decal folks to appreciate. I could only find one color scheme, even after Googling the plane, and that's Extra Dark Sea Grey over Sky. The Suez bird displays a red spinner, so all-in-all, it should make into an impressive model, considering its size, and that scheme accentuates that size. I can heartily recommend this kit, if something a little on the odd side is to your liking.





## Bronco Models Fi 103A-1

by Terry D. Moore

In June of 1944, the first V-1 “Vergeltungswaffe” (Vengeance weapon 1) was launched from northern France and aimed at London. Between June of 1944 and March of 1945 over 9,200 V-1’s were launched from ramps in France or air launched from He 111s against England. Only 2,419 were successful in reaching their target and nearly 4,000 were shot down or knocked out of the sky by aircraft, anti aircraft guns and even barrage balloons. The V-1 was a collaboration between Fieseler Flugzeugbau, who designed the airframe, and Argus Motorenwerke, who designed the exceedingly simple pulse jet engine. The missile was tested for two years at Peenemunde before Hitler unleashed them on England. The distinctive sound of the Argus pulse jet gave the V-1 its nicknames, “buzz bomb” or “doodlebug”. The US military captured a number of V-1s and made nearly identical copies, called the JB-2 Loon, with the plan to use them against Japan, but the war ended before they could be deployed. The Russians and the French also copied the V-1.

There have been a number of kits issued of the V-1 over the years. The oldest is the 1/48th scale Hawk kit. In 1/72nd scale, a V-1 kit was issued with a Spitfire Mk.XIV by Frog. 12 Squared also issued a V-1 and JB-



2 Loon kit. Tamiya and MPM both issued a 1/48th scale kit of the V-1 and about a year ago, Pegasus Models issued a 1/18th scale(!) V-1. Now, we have a 1/35th scale entry added to the list of V-1 kits and this one is produced by Bronco Models of Hong Kong. Upon opening the box you will find three sprues, each individually poly-bagged. One sprue is the fuselage/engine/detail bits, the second sprue is the wings, and the third sprue is for a handling dolly. The kit includes a small decal sheet for the various stencils and cover two different aircraft. The instruction booklet is

an eight-page full color affair printed on gloss stock. The assembly is covered by exploded view drawings. There are full color three-views of the two aircraft covered on the decal sheet.

One issue on nearly every V-1 kit yet produced is the correct shape of the Argus engine, which seems to be rather hard to capture for some reason. The Bronco kit appears to have done the best job here, except for the lip of the cowl, which appears to be not rounded enough and gives the appearance of being too wide at the opening. The rest of the model looks quite good comparing it to various photos and drawings. The details and panel lines are finely inscribed. I was hoping to have the model built for this review, but the rapidly approaching deadline did not allow that. I’ve test fit some of the parts and there doesn’t appear to be any issue with fit or alignment. The alignment pins on the fuselage are a bit different than anything I’ve ever seen on a kit, but work quite well in that there are no sink marks where the pins are. My plans were to convert the V-1



*continued on page 13*

## Heller 1/43<sup>rd</sup> Scale Renault 4CV

by Andrew Bertschi

The Renault 4CV is a small French car built between 1946 and 1961. Intended by its creators to be a “people’s car”, it was inspired by the original Volkswagen Beetle and was the first French car to sell over 1 million units. Conceived during German occupation, the design team envisioned something suitable for the economically difficult years expected to follow the war. The 4CV was first shown to the public at the 1946 Paris Motor Show and by 1949 was the most popular car in France. It was powered by a rear mounted, water-cooled 760cc inline 4-cylinder engine. The completion of this same kit by my late friend Ted Holowchuk, a true master modeler as well as teacher, was an inspiration for me on this project. Prior to his passing, Ted and I had talked on and off about both building the same ‘simple’ car kit and the example he built was a ‘donation’ from me.



This kit is from Heller’s fairly broad range of 1/43<sup>rd</sup> scale European cars originally introduced during the later 1970s. Some, including the 4CV, are still irregularly available today and it is one of the better offerings from the range. At one time these kits were quite common and extremely cheap, but now some of the harder to find issues like the Alfa Romeo Alfesud, Peugeot 604, and Citroën DS can be difficult to find and costly to purchase. All 25 parts were molded in a grayish tan plastic that was easy to work with. Except for reworking some parts and adding a number of small details, I built the kit more



or less out of the box. The moldings are crisp and accurate with good detail throughout. The head and tail lights are a prime example as though very small, they have accurate scale fidelity, plus are molded in clear plastic versus being chrome plated like I’ve seen on other small car kits. Everything fitted pretty well and the way the parts were originally designed allows detailing to be easily done. In spite of this, there are two areas that need improvement; the wheels and the windshield.

The chassis is simplified but reflects the actual car well and the interior floor is molded integral with the chassis. Other parts included in the box are a pair of separate front bucket seats, a rear bench seat and package shelf, a combination dash/fire wall, a steering wheel and column, four individual clear windows, a floor shifter, chrome plated bumpers, hubcaps and headlight ‘buckets’. My kit also had a small decal with a pair of unusable “Renault” license plates. The inside of the body shell and dash have basic detail, which I enhanced a bit during assembly. The kit wheels are very simple, made up of two halves with molded-on tires and the aforementioned separate small hubcaps. The issue that I had with the wheels is because the differentiation between the rim and tire are very subtle and must be scribed or otherwise enhanced to look right. The instructions on

my late 1970s issue used a single exploded view drawing. There isn’t a lot of published material on the car, at least in English, and the box art was quite accurate, so I used it as a detailing reference. The Internet also came in handy for amassing a small photographic reference file.

I decided to start on the smaller sub-assemblies first, beginning with the wheels. After priming and painting two of them, as mentioned I was not happy with the uneven demarcation between the wheel and tire since the detail was a bit too lightly molded. After discussing how to solve this with Ted, we decided that reworking and creating a new master wheel to cast in resin would be the only way to get the desired result. I took one wheel and sanded the ‘tire’ off and also removed the ‘rim’ portion from a second. After a lot of careful sanding, dry fitting, followed by more sanding, I was eventually able to get both to mate up with a realistic looking bead edge. Ted then went ahead and cast up several sets of the new wheel/tire combo. That was one of the great things about Ted: he was always there to discuss and figure out the best way to solve these kind of technical problems when they cropped up.

The new wheels were cleaned up, primed, painted grey, sprayed with Duracryl, washed with artists’ oils and



then put aside to dry. Next the headlight buckets were cut off and cleaned up. Doing this caused some of the chrome to come off so I decided it would be easier to use bare metal foil on all of the exterior trim, as it was the simplest way to get everything looking consistent. Since I started going in that direction, at that point I decided to rework the bumpers as well and removed their mold-in overrides since I felt they made the car not look as 'clean' as I wanted it to. I also stripped the chrome off of the hubcaps.

Next thing up was the chassis. I cleaned it, sprayed a light coat of primer and then bent and fitted an exhaust tail pipe made from a section of hypodermic tubing. In doing research on the car the tailpipe was quite visible in photos yet not included in the kit. I painted it with a grime color I use on car chassis' and put on several coats of a thinned down 'rust' to give it a more realistic 'used' appearance and then put it aside.



Next I went over the body shell, doing some light clean up with sandpaper and a Scotchbrite pad. Several areas also had mold seams and other irregularities to remove. Since the bumpers were mounted using only butt joints, I drilled small holes in the body to insert metal pins to the

bumper brackets to mount them with added strength and much more ease of installation/removal. I cleaned up the other small parts including the seats, shifter, headlight and taillight lenses as well the tiny hubcaps so everything was ready for paint.



As mentioned, the windshield wipers were molded into the glass and did not look convincing. I was 'lucky' in a way as the kit windshield had a crack that could not be fixed so I opted to just replace it for a more realistic appearance. I used a spare piece of HO scale window 'glass' from a Faller building kit for this. The shape and how the windshield is mounted in a groove to the body required tracing the old part and making a template so it could be sanded to fit. Again, a lot of trial and error was needed until dropped in right in all areas. Once done, I removed the blue tape, cleaned and polished the 'glass' and put it aside.

I went back to the chassis, painting the bottom a weathered black, followed by some clear to seal, an oil wash followed by another sealing. Once that was completed, next was some light dry brushing and spraying of certain areas with an acrylic 'grime' that I'd mixed up to simulate road dirt, etc. The end result was to get a more of a typically 'used' looking chassis that one might see on a regularly driven car.

After some additional light clean up, I laid down some grey primer as a base for the



color coat. From what I've seen and been able to determine, in the years following the war through the late 1960s, most European cars were painted in subdued colors and I wanted this Renault to be typical of that. While many of the actual 4CVs I'd seen photos of were painted lighter shades, I narrowed my own choices down to a medium blue or green. After doing some checking on what pre-mixed gloss colors were available and finding nothing that seem 'right' to use, I decided on going with Model Master Medium Green, a military flat color. After allowing a couple of days to dry, I sanded the body lightly to remove some roughness, first with 280, then 320 paper and finally with an old, worn Scotchbrite pad. After I felt it was ok, I cleaned it and later put a couple of additional light color coats on and set it aside to dry. After a day or so, I Scotchbrighted it again until the whole body was uniformly smooth and free of any orange peel.

I cleaned the body again and applied six coats of Duracryl clear. Duracryl can be temperamental and I've ruined several nice paint jobs using it in the past. For whatever reason, this time the planets were aligned or something and everything went very well because the final coat came out smooth and looked really good as it was. At this point several non-model related things occurred, the end result being that the 4CV sat undisturbed in a box for around six months.

Generally speaking, the longer clear lacquer cures, the harder it will get and the better the end result will be when polished as this kind of automotive paint dries from the outside in. Since my 4CV had had a long and undisturbed time to sit, its surface was hard and 'ready'. I went over it with a Millennium 2000 polishing kit from front to back. Polishing can be a painstaking process that often takes a few days of tedious work, so it's best to separate it into a couple of hours at a time. When nearly finished, a small problem struck. Having not quite put enough clear on the driver's side front fender, I had a slight color rub through near the wheel opening. Luckily, it

was small and not really noticeable, and after some fiddling I was eventually satisfied with the overall result.

I brush painted the inside of the body with a Gunze flat medium brown military color and used a slightly darkened shade of that same color in my airbrush for the package shelf and interior door panels. Inside door panels were not in the kit and I made some by cutting out clear decal paper patterns that were then airbrushed as well. They also got a light sealing coat of clear before being put on the inside of the shell, sealed to it with thinned down white glue.



Once the polishing was done the final tedious step began, foiling the trim. My normal method for applying foil trim is with a series of 'custom made' toothpicks that I've specially modified for applying it and doing similar fine detail work. This time application took me about a week's worth of time spaced out over several days to complete. The hardest part was the delicate horizontal grille bars. I re-did several of them a number of times until satisfied in how they were spaced and aligned. To keep things consistent, like I mentioned, I stripped the chrome plating off so all the foiled maintained the same sheen.

As things started to slowly wind down, I attached the completed small interior parts (steering wheel, etc.) and glass to the chassis with clear trim glue and then mated

the chassis and body together. The fit between them was so good that I did not have to glue the body down. Then I used clear trim glue to attach the front and rear bumpers to the body after which I attached and adjusted the exhaust pipe to line up correctly. The clear tail lamps were previously painted with Tamiya clear red and allowed to dry. They were then installed along with the delicate front headlight lenses. Before installed the front lights, I made a pair of clear yellow bulb covers, something required in France through the 1980s and visible on older French registered cars. This little addition

made a big different is the outward appearance of the front of the car to my eye. I then installed a pair of old style French license plates and a small, period Renault emblem to the center of the front grille.

The final thing to do before completion was to make and attach a pair of front mud flaps to the chassis behind the front wheels. These were clearly visible in the box art and on several photographs I'd come across. They were carefully cut out of a piece of wine bottle foil, flattened, painted grimy black, then washed and weathered and attached with metal pins to several small holes drilled in the chassis. Once that was done, I put on a final slight dusting of 'grime' to the bottom of the car and called it complete.

## More Photos from IPMS Vancouver



*Top to bottom: An overall view of the room; a large scale P-51; Chris Morris's 1/32nd scale P-39D*



## Model Shows/Contests Scheduled for 2009

Courtesy of Carl Kietzke, here is the current known schedule for upcoming model shows and contests. Multi-day events are listed by start date and are tagged with a #.

2/14 Seattle MoF	NWSM #
2/22 Mt Vernon	Performance Modelers
2/27 Seattle	Roadster #
3/21 Surrey BC	MCM
4/18 Renton	IPMS Seattle
5/3 Puyallup	MCS 20
6/20 Ft Worden	NOPMS
7/24 Puyallup	Good Guys #
8/19 Columbus OH	IPMS Nats #
9/19 McMinnville OHMS	
10/10 Burnaby BC	IPMS Vancouver
10/27 Silvana	5th Annual
11/8 Clackamas	OSSM

More info will be provided when available.

## Bronco Models V-1

*from page 9*

into a JB-2 Loon as many of the Loons were quite colorful. The only difference between the V-1 and Loon was that the forward fairing for the pulse jet engine had a different shape and until someone issues a 1/35th scale B-17 so that I can hang two Loons under the wings, I'll have to be content with doing that in 1/48th scale. If you are so inclined to build the launch ramp in 1/35th scale and add some of your German armor to make an interesting diorama, it would scale out to roughly 5' long. I would recommend this kit. It's one of the most accurate V-1 kits out there in any scale, and is easily buildable in an evening or three.

Review sample provided by Stevens International.

*[The photo of the real V-1 on page 9 is the newly installed example at the Museum of Flight in Seattle. Photo by Jim Goodall - ED]*



## Three of the Coolest!

by Scott Kruize

When I was modeling way back Then, I could not understand how my neighbor Kim Peterson — the first other kid I ever met who built model airplanes — could do it. How, out for a shopping expedition with his mother, could he pick up a second Chance Vought F8U Crusader? He already had one!

I thought the point of building models was to acquire as large a collection of different ones as you possibly could. So why, Kim, buy the same plane again? He never did give me a really satisfactory answer, but left it that he liked the Crusader and was happy with having a second model of it. Besides, this was from a different maker and was 'better'.

Now, I understand perfectly well why modelers want to build more than one representation of the same plane: to show development over time, or its adaptation to different roles, or even just to show off different liveries. One of the first projects I took on when I resumed modeling in modern times, in common with my friend Ken Murphy, was to build whole shelf of Messerschmitt 109s festooned with crosses other than German: Spanish, Swiss, Romanian, and half-a-dozen others.

But I should have been more sympathetic with Kim back Then, because I one-upped him eventually by building not just two, but three different kits of the same airplane. The coolest jet fighter that ever was: the Lockheed F-104 Starfighter!

(Hold your vitriolic protesting e-mails till I finish my story!)

My first Starfighter model was a birthday present, one of the best I ever received: a Revell multiple-kit gift set of "Three Supersonic Jet Fighters!" (What this would fetch on eBay nowadays if I'd even saved the box! - Fabulous artwork: the three superfighters streak upwards into a dramatically-lit sky...!)

The other two planes were the Grumman F-11 Tiger and Kim's favorite, the Chance Vought Crusader. They were OK, I supposed, but the Starfighter was the one that I recognized right away as being the coolest!

This was the first time ever that I had more than one kit in hand at the same time, and I remember indulging this "embarrassment of riches" by basically building all three simultaneously.

Enthusiasm was not enough to overcome my impatience and inexperience, and I ruined all three by sticking the parts together with more tube cement than I've consumed during the dozens of model builds I've done in modern times. The last assembly step on all three was to flip them on their backs and glue on the landing gear legs, and I remember coming back later to find them all fallen over and collapsed into big blobs of dissolved plastic and glue on the undersides of the wings and bodies. That was the end of that first Starfighter kit.

The second was Comet's version, no doubt inferior in quality to the Revell "Authentic Kit", and probably in some obscure box scale. Still, I wasn't hyper-critical of kit quality at the time...not that there would have been any point in being so, given my skill level. I built this one

without putting on landing gear at all, and was happy for a long time to look up at my bedroom ceiling and see that sleek silver dart-shape climbing ever upwards from its thread harness.

Then I got the third Starfighter model. This was a Christmas present, and what a great one: the impressively large one-quarter inch scale Hawk rendition, and its most astonishing feature: chrome plating!

I was thrilled about the chrome, but had a most odd, negative reaction to another feature the kit had that we Now don't just enjoy, but routinely expect. The decal sheet had markings for putting the fighter into three different air forces: ours, Canada's and West Germany's.

Perhaps the additional decals, other than the Stars-and-Stripes, irritated me because





I never actually got to see any Starfighters. Although McChord Air Force Base was not far from where I lived, diligent watching of the skies overhead, and whenever we drove near it, showed only F-102 Delta Daggers in residence. I thought they were way less cool than F-104s. I couldn't understand it then, and it seemed totally unfair: whole other countries had Starfighters, but I didn't!

You can see I knew nothing, at the time, about the F-104's serious problems...not just with its innate machine qualities, but with its economic and political struggles. I'll leave that for now.

But it remains in my mind "The coolest jet fighter that ever was!" Inevitably, I came across kits of it in modern times. At the first contest's swap meet I attended, I discovered that the old Hawk kit is still available, now boxed by Testors. It had to be built again, as a nostalgic exercise. No chrome plating on the plastic this time, so I tried painting it with chrome spray paint. This bombed, and I chucked it into the trash, something I never did way back Then, except of course after a session of BB-gun "anti-aircraft fire"... I do plan to try again some other time. But then I did attempt to make up for my negative reaction to F-104s being in foreign air forces: I put together the Monogram kit, doing it in Dutch camouflage and markings.

I haven't yet described in detail how I came by my impression of "the coolest jet fighter that ever was", but I'm out of space and time, here, and will have to ask my readers' patience for a continuance in another column. At the moment, I can't linger, for at the other end of the aviation history spectrum is World War One, and I'm committed to building a Bristol "Brisfit" two-seat fighter. NorthWest Scale Modelers is about to put up a model WWI airplane display at the Museum of Flight in Seattle. So it's back to the workbench... Watch this space for the next exciting, heart-wrenching chapter in the story of How I Found Out The Truth About the Starfighter.

*[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Scott's, Andrew's, and Carl's articles. - ED]*

## What Do I Do With The Fire Engine (or Truck) Kit After I've Built One? AMT 1/24th Scale Kenworth Fire Truck

by Carl Kietzke

I have heard this question many times over the years of building truck models. I have been known to reply, "What do I do with a P-51 after I've built one?" Seriously though, the best part of truck and fire apparatus building is the sheer variety of possible variations that can be built with only limited kit-bashing and scratch-building skills. Almost every single US prototype truck kit that has been produced by the kit builders over the years can be found under a fire apparatus body. From



the mid 1940s till the late 1970s, Seattle had their fire apparatus built on Kenworth chassis. A large number of Fire Departments in Pennsylvania used Autocar chassis. If it's a truck, it probably has been used somewhere as a piece of fire apparatus. So where does that leave us? The simplest commercial chassis conversion using the AMT American LaFrance kit is to mount the firebody on an AMT Ford C series Stake bed kit chassis.

This is a very simple kit-bash requiring only minor modification to the frame ends of the C chassis. The Ford C series chassis in the Stake bed kit has a 160" wheelbase, which was the standard used by almost all

Fire Apparatus Manufacturers for their standard Commercial chassised pumps. Don't want a "Belly Button" pumper? With a little slicing and dicing, a Ford LN series from AMT also builds into a nice, though less common, commercial chassis unit.

The unit I am showcasing here is a model I built about 30 years ago to try out some kit-bashing and modifying techniques. This Kenworth/American LaFrance features hinged cab doors with a semi-scratch interior plus some body modifications. This build started life as an AMT Kenworth W-925 highway tractor and an AMT American LaFrance Custom Pumper kits. The frame and engine were assembled per kit instructions with the rear suspension omitted. The frame ends were squared up by removing the end caps that help guide the trailer to the fifth wheel. The basic firebody from the pumper kit was built according to the instructions and dry fitted to the KW frame. This allowed me to determine where the rear axle from the pumper kit should be located. This dry run also allowed me to measure the space available for the crew cab. The crew cab was built up using sheet styrene and was constructed to house the electronics for the emergency lights. I then raised the sides of the hose bed using styrene strip,



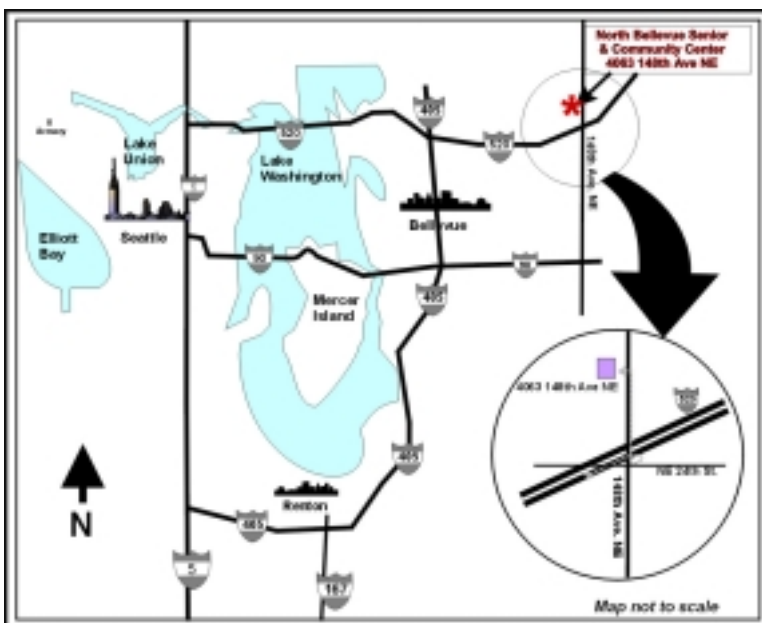
and added details including a suspended floor in one bay and extra dividers.

The cab doors were removed and a new floor and firewall were cut and fitted. The cab doors were then hinged to the cab after painting. Vinyl upholstery cloth was used to make the cab interior walls and door liners. Originally this model was to have working emergency lights, so wiring was placed in the cab and body with the electronic control fitted under the jump seat in the crew area. The lights themselves were miniature LEDs in assorted colors. Markings for the Department and

company markings are a combination of hand painted decals and vinyl lettering.

As I said at the beginning, this model was built to test various techniques that I had never attempted. Well, since building this model I have not hinged anymore doors. I have however done about 40 kit-bashed 1/25 scale pieces of fire apparatus. Add to that 20 semi-scratch builds and 25 variations on the basic ALF pumper kit, I have about 100 different pieces of fire apparatus built with more on the way.

## Meeting Reminder



## November 8

### 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.