

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2008

PREZEDITORNOTES



Due to work and personal commitments, Terry was unable to contribute his usual column, so I'll be taking over for this month.

Marilynn Laird sent the following note, and suggested it be included in the newsletter, which I'm happy to do:

"The only surviving B-17D, *The Swoose*, has been officially transferred to the US Air Force Museum in Dayton, Ohio. The transfer has been rumored for some time and finally happened in July. More information including photos at aerovintage.com also nationalmuseum.af.mil. *The Swoose* was rolled into the restoration hanger next to the B-17F *Memphis Belle*, and immediately went into restoration."

The Swoose is one of the more significant WW2 combat aircraft still in existence, especially to those of us in the Seattle area. The name comes from a popular song of the time, "Alexander the Swoose", which depicted a bird that was half-swan and half-goose. *The Swoose* had the tail of another B-17 grafted onto it in early 1942, so the song fit.

And it's the name that's the point here, because when I was doing my *Golden Age Stars of IPMS* series some years back, I missed one. While she may not technically be a Golden Age Star (she was born in 1944), there's no actress with a more direct connection to WW2 aviation than her.

Swoosie Kurtz is the daughter of Frank Kurtz, who was *The Swoose's* pilot when the aircraft was being flown as the

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SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 tall11@verizon.net	Vice President: Marilynn K. Laird 1825 South 330th St. F-201 Federal Way, WA 98003 Ph: 206-491-0096 airboss78@clearwire.net	Treasurer: Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	Editor: Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
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IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <http://www.ipms-seattle.org>

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.

October 11
December 13

November 8

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

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

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

Check out our web page: www.ipmsusa.org

2009 NorthWest Scale Modelers Show

by **Tim Nelson**

Make your plans now to participate in the next NorthWest Scale Modelers Show at the Museum of Flight on 14-15 February, 2009.

This year's flyer, created by Don Conrard, is shown overleaf.

As always, the show is an exhibition, not a contest. Recite your favorite mantra: Bring your entire collection (BYEC), no model left behind (NMLB), bring all your models (BAYB) - but please do participate.

Again we will have Mike Shaw's Galaxy Hobby Make & Take on Saturday (14 Feb) and Emil Minerich's Skyway Model Make & Take on Sunday (15 Feb). These events are wildly popular, and we can enhance them with our own sage counsel to young modelers.

The featured theme for 2009 is "The Mighty Eighth", a showcase of USAAF 8th Air Force models. Greg Pierce and Jeff

Bomstead will be organizing veterans of the 8th Air Force Historical Society to man the tables and perhaps (still in work) conduct a panel discussion in the Allen Theater. We have been pleased to host the 8th AFHS at a side table at our show for many years, and they are overdue to be the main event.

The overall model display will again be mostly "by modeler", but with a central island of tables devoted to "The Mighty Eighth. You are welcome and encouraged to build for the special 8th AF display, which will also include a quiz of 1/72nd scale faux ID models. Plan to show off your 2009 Spring Show jet projects whether completed or in work, and December Albatros gems.

We'll have the usual working tables, not only for you to get something productive done over the weekend if you choose, but to show visiting folks a little bit about our hobby in action and trigger some conversations.

As always, if you have questions about this great event - just as much a showcase for IPMS/Seattle as NWSM - please don't hesitate to ask me.

Editor notes

from page 1

personal transport of General George Brett (who, no, did not go on to play third base for the Kansas City Royals). Kurtz named his daughter after the plane, little knowing that she would go on to be a celebrity in her own right. She made her first television appearance in 1962 when her father was on *To Tell the Truth* - she appeared at the end of the show to identify him by handing him his flight jacket.



Although she has worked extensively in both movies and television, Swoosie Kurtz is best known as a stage actress, winning two Tony awards for Best Actress in a Featured Role, in 1981 and 1986. She is currently starring in the ABC TV show *Pushing Daisies*.

We encourage you to go to the IPMS Vancouver show on October 11, which is always a great time, but if you can't, we will be holding our regular meeting that day.

Robert



Learn about The Mighty Eighth Air Force at the 2009 NorthWest Scale Modelers Show



Flying B-17 Flying Fortresses, P-47 Thunderbolt and P-51 Mustangs, the men of the Eighth Air Force fought and died high in the sky above western Europe during World War II. Learn about their heritage of valor during the 2009 NorthWest Scale Modelers Show at the Seattle Museum of Flight.

February 14-15, 2009 ■ 10 a.m. - 4:30 p.m.
The Museum of Flight

→ **MODEL DISPLAY:** See hundreds of detailed scale model aircraft, cars, tanks, trucks, spacecraft and more at the largest model show in the Pacific Northwest.

→ **The Mighty Eighth:** This year's show will feature a special display of aircraft flown by the Eighth Air Force during World War II. Veterans of the conflict will be on hand to answer questions and talk about their experience as part of the greatest air armada in history. Hosting the veterans will be members of the Eighth Air Force Historical Society.



→ **"MAKE AND TAKE":** Children age 6 and up are invited to learn the art of modeling during free "Make & Take" model building workshops on Saturday and Sunday sponsored by Galaxy Hobby and the Skyway Model Shop. Experts from the NorthWest Scale Modelers will be on hand to help children build a scale aircraft model to take home. Workshops are first-come, first-serve. Each child should have an adult helper.



Skyway Model Shop

12615 Renton Ave S Seattle WA 98178 (206) 772-1211

GALAXY HOBBY

We Take Your Fun Seriously!

For information about the show and Northwest Scale Modelers
visit <http://groups.yahoo.com/groups/northwestscalemodelers>.

Questions? Contact Tim Nelson (timndebn@comcast.net)
or Stephen Tontoni (tontoni@comcast.net)

THE
MUSEUM
OF *Flight*

The Museum of Flight

Exit 158 off I-5 • Free parking
9404 East Marginal Way, Seattle, Wash. • (206) 764-5720
Open daily 10 a.m. - 5 p.m. • www.museumofflight.org



Skyway Model Shop

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

The contest rules are very simple:

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

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

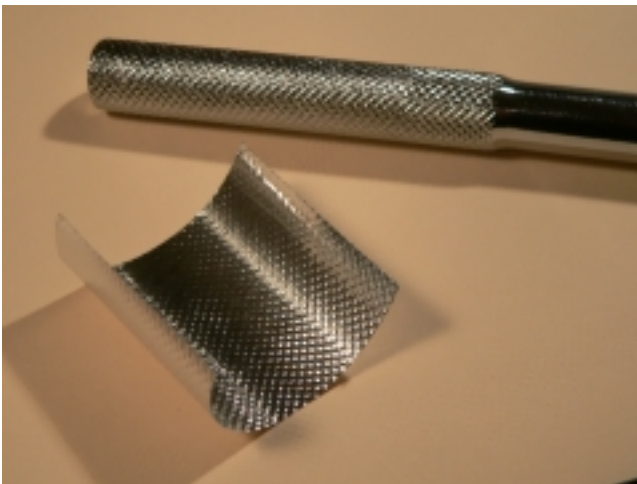
Curses, Foiled Again!

by Doug Girling

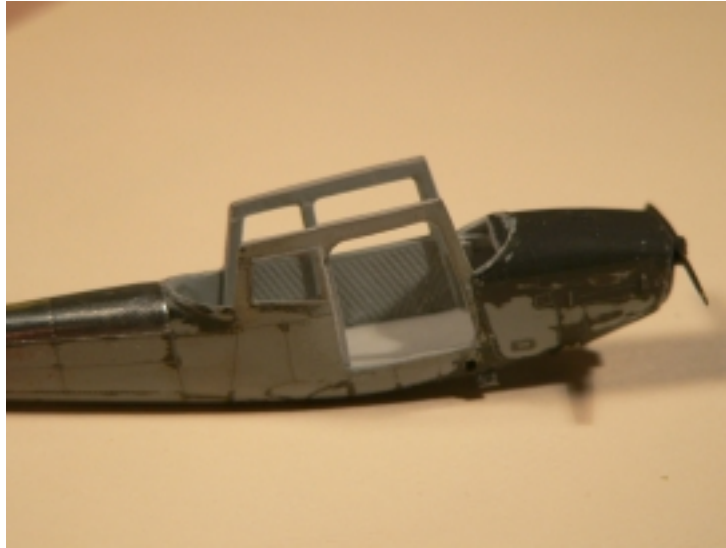
People seemed intrigued by some of the aluminum foil tricks I'd come up with, so this article goes into a bit more detail on what I've found works for me.

Embossing is simply pressing a 3D design or texture into a 2D sheet of material. The quilted insulation panels found in aircraft interiors are a really easy way to start with embossing. I use aluminum foil for the 2D sheet, and household foil is cheap and works well – the cheaper the better.

Insulation Panels



Many aircraft interiors have a quilted diamond insulation which is often lacking in models. Facing just such a need, I found I could emboss a suitable diamond pattern into aluminum foil. The diamond texture comes from a knurled rod – I used the handle of a ratchet wrench that was handy. Cut a panel of foil and place it shiny side up on a firm flat surface. Take the knurled handle and roll it over the foil, pressing down uniformly. The foil will be a bit curled as a result of the embossing, but you can pat it out with your fingers and any creases you create look just like the real thing. Cut the embossed foil to size with scissors or a rotary cutter – it will squash the pattern at the cut, but that's OK



reinforcing ribs found on Cessna control surfaces. (Turn the foil over and you can get the depressed stiffening ribs found on Mr. Piper's planes.)

There is a little more technique involved here than with the insulation. Because the ribbing extends the whole length

of the control surface, one can't cut it to size after embossing because that will collapse the ribs at the cut. Precutting the foil introduces a new constraint: the

thread on the bolt is a spiral, so you have to orient the bolt at an angle so that the track from the threads is perpendicular to the cut edge. How do you get the right angle? Same way you get to Carnegie Hall...Of course, because the bolt is tracking diagonally across your foil, you tend to have a limit to the maximum rectangle you can emboss.

I've used Microscale's MicroFoil Adhesive to attach the foil to the model interior. Pay special attention to getting the adhesive all the way out to the edge. (By the way, I found that cutting the foil after applying the adhesive is rather like playing B' rear Rabbit.) The embossing is pretty delicate, so gently pat it into place. Use a thin tool

like a toothpick or the edge of your scale ruler to push the edges of your foil panel against the interior (that's why it's important to get the glue all the way out to the edges – they do most of the work holding of the panel in place. Prime and paint the dull side, and Bob's your uncle.

Raised Rib Control Surfaces

I was unimpressed with the raised rib detail on the control surfaces of the 1/72 scale Airfix L-19, and after thinning them down, the ribs were completely gone. Now what? The humble bolt came to the rescue. Rolling it against the foil like we did above for the insulation creates the raised

of the control surface, one can't cut it to size after embossing because that will collapse the ribs at the cut. Precutting the foil introduces a new constraint: the thread on the bolt is a spiral, so you have to orient the bolt at an angle so that the track from the threads is perpendicular to the cut edge. How do you get the right angle? Same way you get to Carnegie Hall...Of course, because the bolt is tracking diagonally across your foil, you tend to have a limit to the maximum rectangle you can emboss.

While the interior of a model is pretty protected, the control surfaces are most decidedly not. To keep the ribs from getting crushed, I glue the panels in place with epoxy, making sure that it fills the inside of the ribs. This gets messy as you use a toothpick to smooth/burnish the flat part of the panel between the ribs onto the control surface. You'll need slow epoxy and patience, but the results are very nice and you get a good natural metal finish.

When embossing, the surface you are using is important. You want it smooth, of course, but also texture-free or else your embossing will pick up the underlying texture. The hardness of the surface will also affect the resulting emboss - a hard surface will only emboss the high points of the bolt or knurled rod but tends to create very crisp embossing because the



the advantage over even Alclad™ because it has a “grain” which makes it more reflective in some orientations than others, just like the real thing.

Microscale’s cleverly-named “MicroFoil Adhesive,” looks like white glue, but is as sticky as flypaper when dry. The instructions are simple: cut out foil pieces somewhat oversize, paint it to the back side of foil, let dry, then press onto the model and burnish with a toothpick or cotton swab. This proves to be about as helpful as saying that one plays a clarinet by blowing in the end whilst wiggling your fingers. If you follow the instructions, you end up with something that is way too shiny and ends up with a curiously oily look.



foil is only deformed locally. A softer surface (like a blotter pad) captures more of the depth of the tool, but creates a softer emboss because the backing deforms with the tool and presses back against the foil between the high points. Experimentation is quick and inexpensive.

Stupid Foil Tricks

Real planes are skinned in aluminum, so why not skin your model in aluminum? Because they look like a toy covered in tinfoil! However, back in the day when bare metal finishes were done with silver paint or Rub-n-Buff™, foil seemed like a good idea. Even today, foil appliqué has

The problem is that much of the scale effect comes from the grain of the foil and burnishing it presses that grain out. The cotton in the swab also makes its own faint scratches in the foil, so the swirls from burnishing leave their imprint in the foil. (Note, you can see this effect in some metal finishes that have been crudely polished in the field, so you can sometimes get away with documenting it and calling it a feature.) Again, what follows are tricks that have worked for me.

Generally use the dull side of the foil. The shiny side works best for polished aircraft



or for those times when you’re modeling a repair. Otherwise, the shiny side is too shiny and you get the foil-covered toy look.

Paint the adhesive with a wide, flat brush and work hard to avoid heavy brush marks and bubbles. I suppose you could use an airbrush, but cleaning it would not be fun. Work in small pieces. Cut them a bit oversize, and then paint the adhesive on them. Leave a non-sticky corner or edge so that you can handle it.

You have one chance of placing the piece. If you handle it by opposite corners, the tension will cause it to curve slightly, giving you an easy initial point of contact. Once it is touching the model, use the cotton swab with a rolling motion to flatten it gently onto the model. Don’t burnish yet; you just want it on the panel with no creases or bubbles.

Take another piece of foil without adhesive and place its dull-side against the foil you just placed, with the grain oriented the same way. Now you can use your cotton swab to burnish away. Start in the center and work your way out to the edges.

When done, remove the foil you burnished through. You should discard it after a few

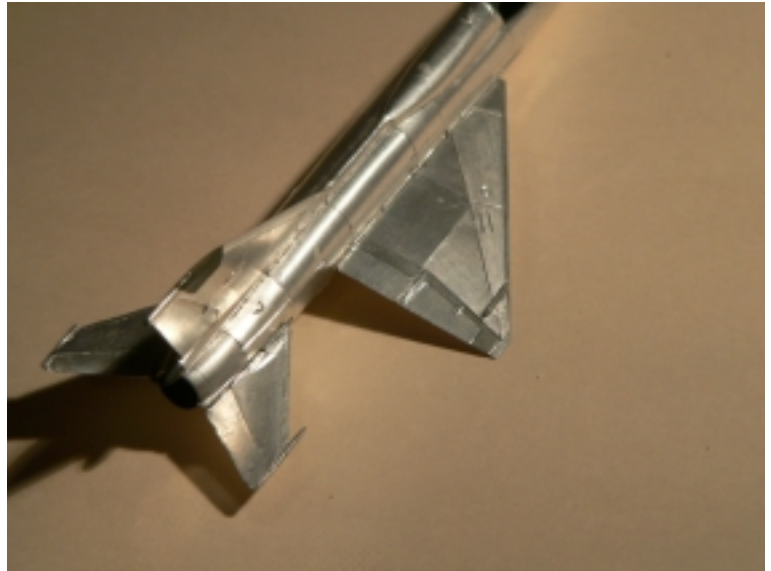
uses because it tends to work-harden. Recessed panel lines will come through nicely and look very sharp. You can use a toothpick to press the foil into the recessed lines.

It's best to use a rounded scalpel or X-Acto blade in rolling motion rather than a dragging motion to trim the excess. If you're the masochistic type who's fond of fixing torn foil, you can of course use a fresh number 11 blade in the traditional manner. Use a cotton swab moistened with lighter fluid (naptha) to clean up the adhesive smudges. (If you use too much, you'll tend to debond the edges of your earlier work.)

There is one more trick with foil appliqué. If you boil the foil with some egg shells (I've also heard vinegar works), you can reduce the shininess. Depending on how long you process it, you can get a lovely heat-discolored effect too. An alternate way of getting great heat-discolored foil is to salvage the foil used to cover tomato-based casseroles – the acid from the tomato does a great job. What I find makes this better than paint techniques is that the discoloration is non-uniform, making it look super realistic.

Does it work? Absolutely. Is it worth the bother? Unless you really want the grain effect, I'd recommend staying with Alclad or SNJ. The problem is that it is a slow and tedious process, roughly akin to building a real plane. Using MicroFoil Adhesive is very much like opening a jar of honey:

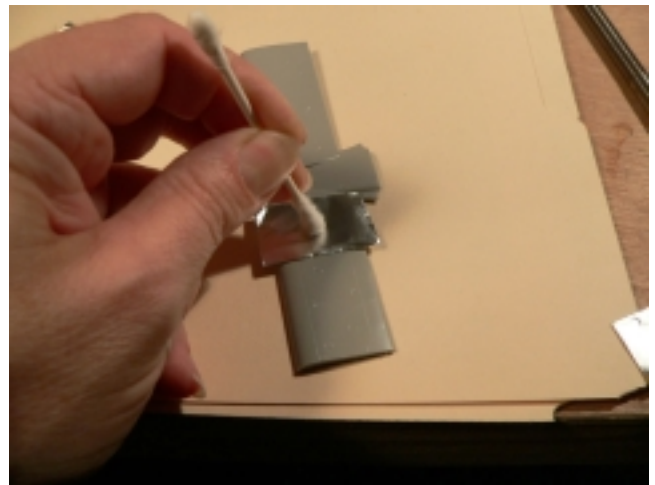
The differences in graining are evident in this view



Middle Right: First contact

Bottom Right: Burnishing through foil

Bottom Left: Trimming



everything within the room magically becomes sticky, and you'll be trailing little aluminum crumbs all over the house. On

the other hand, the results can be very impressive.

Fw 190 Factoids

by Hal Marshman, Sr

The Focke-Wulf 190 and its variants are pretty well known in modeling circles. However, judging from photos I see on the net, there seems to be some confusion as regards some of the details. Two of the most common errors I have seen involve the following:

Antenna cable

Most 190A airplanes have a “flat” canopy, with slab armor headrest. These variants feature an antenna cable that enters a pulley system inside the canopy that keeps the antenna cable tight when the canopy is pulled open. 190F and D models mainly feature a semi blown canopy, and a much bulkier headrest system. This canopy does not feature the cable tightening system. Thus, when the canopy is slid back, the cable goes slack, draping itself down along the rear fuselage top. When we build our models, this slack cable is difficult to duplicate correctly. We also run the risk of being judged as having not finished our model properly, by a contest judge who may not have the particular Focke-Wulf expertise to recognise our efforts as authentic. This is something best mentioned on our detail sheets. It is well to remember that some F and D birds retained the earlier flat canopy, so it is a must that we

check our references to be sure that we do have to sag the antenna cable.

Landing gear

The Fw 190A is one of the prettiest WWII birds when in flight. Like the beautiful swan, it loses something when on the ground. When deployed, the landing gear on this lovely bird can best be described as ungainly. When building a model, that ungainliness can sometimes be difficult to duplicate. Basically, what must be remembered is that the gear legs rake forward, and toe inward at the same time. The frosting on the cake is the manner in which the wheels themselves are mounted. In spite of the rake and toe-in of the gear legs, the wheels are perfectly perpendicular to the ground, not following the angles of the gear leg. This flies in the face of what other German birds do, with the Bf 109 wheels following the angle of the gear leg. The same is true of the graceful Focke-Wulf Stosser. It's unfortunate that we

don't have a nice 1/48th scale model of that one. *[For smaller scale modelers, the Heller 1/72nd scale Fw 56 Stosser is quite nice for its age, and the SMER reboxing is fairly easy to find - ED]*

Well, that's all for these factoids, and I know some of you seasoned Fw fanciers are probably wondering why I took the time to write this up, but again, I've seen too much evidence that points to the fact that it needed to be put into words. It's a shame to see a gorgeously painted and weathered model with straight legs, or a blown hood variant with a taut antenna cable.

Here is my latest completed model, the Tamiya 1/48th scale Fw 190F-8. It well illustrates the droop of the antenna cable as the blown hood is open, and the cable has gone slack. This bird was found in Czechoslovakia in April 1945.



CMR 1/72nd Scale Fairey Gannet T. Mk.2

by James Mustarde

I've had this recurring dream of late whereby I'd win the lottery; retire to my dream home on the coast and start collecting warbirds. I'd start small – a late mark Spitfire, an early P-47, and probably a Corsair, and grow from there. A second, probably less expensive project, would be to add some unusual models to my collection by commissioning a few large scale resin kits from master pattern makers like Paul Fisher, Jerry Rutman, and Radu Briznan (I'd pay them up front for the pattern work and, if anyone else wanted one, split production proceeds 50:50). One of those commissions would be for a big 1/32nd scale Fairey Gannet with full bomb bay detail and folding wings. And I'd build at least two of them.



My interest in the decidedly ungainly Gannet goes back to my youth. I saw them up close at numerous air shows and found them a lot more interesting to look over than a Phantom, Jet Provost, or Buccaneer (although the latter would make the commissioning list if I ever moved on to jets). When Internet Modeler presented me with the opportunity to build the CMR Gannet, I jumped at the opportunity, easily passing on some other more classic aircraft kits on offer.

On inspecting the kit, the first thing I noticed was the weight of the components. I wondered if the kit undercarriage legs would supported the airplane once I'd added lead to the nose to balance it



correctly. Each wing is a single, solid molding with some very nice panel detail. Most of the flap hinge fairings on the underside were poorly represented because of casting bubbles that formed voids in the resin. Top and bottom wing surfaces had a lot of these voids that would need work. Both of my wing tip fuel vents were broken off and missing and would need replacing. Most of the small components like undercarriage legs, props, tail hook and so forth were quite heavily covered with flash and would need some careful prep work to tidy up. The wheels were nicely cast. The kit certainly isn't a Paul Fisher, but it's what you'd expect from a small, limited-run resin kit.

As with all my builds, I first soak the kit components overnight in a container of soapy water to remove any release agent and grease from previous handling. I don't make nearly as many resin kits as injection-molded one, but find that resin needs a really good clean to ensure paint sticks later in the build. I use an old make-up brush to work up a lather before rinsing and setting everything aside to dry.

I decided early on that I wasn't going to spend much extra time on detailing the

cockpit. Once everything was buttoned up and painted, you weren't going to see much other than the seats. The vacuform canopies weren't the best either and even a coat of Future wasn't going to improve transparency that much. I therefore opted only to add seat harnesses from aluminum foil. Construction is very straightforward, with two subassemblies for the front and rear crew stations. The kit includes a second set of flight controls for the training version. Everything was given a coat of Floquil black and, when dry, highlighted with some dry brushing using white oil paint.

On inspection, the two fuselage halves were nicely aligned and hadn't suffered from any noticeable lengthwise shrinkage – an issue more common with larger scale resin kits. The joining surfaces were very rough and uneven with some considerable chipping extending on to the external surfaces. To achieve a good joining surface I sanded the fuselage halves against nicely wetted sanding paper glued to a piece of flat board. The rudder is integral with the fuselage halves and the only other components for a finished fuselage is a rear fuselage plug to cover where the radome would be and a nose cap

which includes the air intake detail. This last piece was quite badly molded, with a lot of unsightly resin clogging up the inside of the intake lips. Careful attention was needed to clear this away and I was only partly successful.

Before inserting the cockpit assemblies, the insides were painted Floquil Engine Black. Once this was dry, I mounted the two cockpit sections and loaded each fuselage half forward of the wing root with lead shot held in place with super glue. Once this was all dry, I joined the fuselage halves, using an accelerator spray to quickly solidify the joins. Finally I added the nose cap and the lower fuselage plug.

The next day I attacked the fuselage join lines and surface imperfections with sanding sticks, Bondo, and Mr. Surfacer 500. I remember sitting on a chair in the driveway with a bucket of water at my feet, sanding sticks in hand, while watching the kids play with their buddies in the community park - a great way to model. Once I was satisfied with the finish, I gave the fuselage a final spray coat of Mr. Surfacer 1000 and rescribed those panel lines lost to the heavy sanding. A very thin wash of black oil paint helped highlight panel line deficiencies.

In addition to a large tail and rudder, Gannets also had small vertical fins about mid-span on each horizontal stabilizer to assist with directional control. These are well presented in the kit and only required a little tidying up before being fitted to the main surfaces. The joints needed a little work as the receiving cutout was a little wider than the fin itself.

The wings ended up needing the most work. Although they are very nicely detailed and solid, with no noticeable warping or shrinkage, there were a lot of small and medium sized surface voids and some damage to the wingtips, probably from shipping. Both undersurfaces had incompletely formed flap hinge covers and trailing edges. I decided to give each wing a wash with thinned oil paint to highlight all of the problems. I used small dabs of super glue applied with a tooth pick to seal

the larger holes and Mr. Surfacer for the small ones. Several iterations of this process led to a set of wing surfaces that, for the most part, were as good as injection molded versions. Bondo helped fix the larger flap issues and I scratch built a new set of vent pipes for the wing tips. As with the fuselage, I gave each wing a final spray coat of Mr. Surfacer 1000 and rescribed those panel lines lost to the heavy sanding.

Having spent so much time on building and prepping the fuselage and wings, I was pleased to see that the wings fitted quite nicely into the recessed fuselage openings. I did need to grind away and smooth a small amount of resin under each turbine exhaust fairing, but that took only a few minutes. As well as ensuring good alignment for the wings, the recessed openings provide ample surface area for gluing. After a good dollop of super glue, the wings were attached, aligned and left to dry. The tail surfaces went on equally well. All that was required to finish the primary structure was a little filler on both the main wings and tail surfaces.

The vacuform canopies were by far the hardest part of the whole build. Two

canopy sets are provided, which is a good thing as I ruined the first one by oversanding the bottom edges. The second canopy was treated with more care and after much trial and error I managed to trim them to fit. I then washed the two main pieces and dipped them in Future. Attaching the canopies was very tricky as both sections were a little warped. White glue and Tamiya tape did the trick though and a little extra glue helped fill some of the gaps around the frames. After a good dry overnight, I blended some of the rough edges using Bondo and Mr. Surfacer. I then carefully masked the canopies using small squares of masking tape.

As with most of the smaller components, the main undercarriage legs, torque links and struts needed a lot of prep work, although the wheels themselves were quite good. I decided to build up the undercarriage units before painting as I always seem to mess it up once they're painted.

I decided early on to build the Gannet as a Mk.2 training aircraft as I've always liked the overall aluminum finish with yellow training bands. I also wanted to avoid having to rig the radio aerials common to all the other variants, so the color scheme





Czech Master Resin 1/72nd Scale Short S.23 C-Class Flying Boat

by Jim Schubert

I will deal here only with the history of the S.23 type through the start of WWII in Europe on September 1, 1939 as I suspect CMR will reissue this kit with full wartime camouflage and markings for the modelers, apparently the majority, who insist upon building everything in military markings.

A total of 31 S.23s were built. They were designed in 1934 to fulfill the "Empire Air Mail Programme" for carrying, without surcharge, letter mail throughout the Empire and its Dominions. The first was launched from Short's Shop Number 3 onto the river Medway at Rochester in Kent on July 2, 1936 and first flew two days later when it was also delivered to Imperial Airways, Ltd. Nowadays, company and certification testing takes over a year for a major new commercial type. Imperial A W was the first recipient of the type. Qantas received the last three S.23s and the last three of British Overseas Airways Corporations S.23s were also diverted to Qantas.

S.23s served from mid-1936 through WWII with *Coriolanus* flying the last service of the type from Noumea to Sydney on December 20, 1947 in service with Qantas. By 1954 all of the S.23s and their developments, the S.30s and S.31s, had been scrapped. None survive. *Coriolanus*, when it was retired, was the high time S.23 having flown for over 18,500 hours and over 2,523,600 miles. In those days operators had no need to record flight cycles as the planes were unpressurized. Today maintenance intervals, for pressurized planes, are stated in terms of limiting hours or cycles, whichever first occurs. In their day it took an S.23 about 10 days for the Southampton to Sydney run. Today it takes a 747 about 15 hours to fly non-stop from London to Sydney.

selection was a balance between aesthetics and laziness.

CMR provides decals for a Fleet Air Arm (FAA) Gannet T. Mk.2, XA524, based at Royal Naval Air Station (RNAS) Ford in 1958. The only really tricky aspect of this color scheme is the red and white hooped spinner, which I eventually ended up painting freehand.

Painting itself was relatively straightforward, although any aluminum finish is going to clearly show surface blemishes. Although I had spent quite a few hours preparing the model for painting, I was still a little disappointed with how much extra work I had to do following the first coat of Floquil Silver. Despite numerous attempts at fixing blemishes, a new coat of silver revealed a few more. Eventually I decided to settle for what I thought was a good enough finish. The yellow training bands were an easy addition using Model Master Deep Yellow and took no time at all. Lastly, I masked and painted the black antiglare sections. A few coats of 50:50 Future/99% Isopropyl alcohol prepared the model for decaling.

Having applied the decals and let them set overnight, I gave the whole kit a few more

coats of thinned Future. Later, I applied a thinned grey oil wash to highlight the panel lines and soften the colors. At this point I managed to rub off some of the silver paint that hadn't been properly protected by the Future. A little touch-up solved that issue. A few days later I gave the whole model a light mist of Dull Cote to soften the gleam of the Future. Lastly I fitted the instructor pilot's periscope to the top of the canopy assembly.

The CMR Gannet was fun to build, although fussy. Despite the amount of work needed to prepare the kit for painting, it was enjoyable modeling. I'll probably have to build the Trumpeter Gannet soon just for comparison. The end result is so-so in my own eyes, especially as I think I made a mistake in setting the two sets of blades close together. It's too late to change now, so enjoy them where they are!

Oh, and in case you're interested in the other two commissions, I'd probably have to go for a 1/32nd scale Westland Wyvern and a big, beautiful Blackburn Firebrand! Now where's my lottery ticket?

Thanks to CMR for the review kit.

WOW! This kit is a big one! In my opinion it is clearly the kit of the year. It is pricey, too. Hannants offer it for about US\$230. I think it's worth it. It's not perfect, mind you, and it is certainly not a Tamiya shake-and-bake kit but it is a superb kit of a very impressive large airplane, it is slightly larger than a Sunderland, is an icon of its age and no other kit manufacturer would ever undertake it in 1/72 scale. This is the largest kit from CMR since their earlier Avro York conversion for the Lancaster reviewed her in August 2005.

There are nine major resin parts in the kit. Each fuselage half is 14.75 inches long and each wing half is 9 inches long. The finished model will have a wingspan of about 20 inches. There are 101 minor resin parts, one clear resin canopy along with 42 clear resin windows and a two-part clear resin landing light. This is the clearest clear resin I've seen since WTH Model Products ceased operations six years ago. As a sop to those of us who are dubious about the clarity of "clear resin" CMR have also provided two very nice vacuum-formed canopies. It will be a toss-up as to which to use.

An Eduard pre-painted fret of photo-etched metal details is included along with an Eduard painting mask for the canopy and windows. Optional exhaust and stabilizing floats are provided and the RDF loop antenna may be installed extended or retracted. Two optional antenna masts are also included; consult your references.

The decal sheet provides three sets of markings for the first S.23, *Canopus* G-ADHL, one for *Corsair* G-ADVB, two for *Cooee* G-AFBL and as VH-ABF, one for *Corio* VH-ABD and one for *Coriolanus* G-AFTV.

CMR provide 14 pages of instructional material, which includes six of assembly instructions, one on the use of the painting masks, five on colors and markings, and three on the history of the type and on the specific airplanes provided.

This big beauty is typical of Czech Master Resin's current quality and it is amazing to me that they have been able to translate that quality from subjects the size of Spitfires and Mustangs to the size of this beauty. Kudos to Petr Buchar and Radoslav Kazda for their fine work providing us with this great kit.

Buy one; it's only money and life is short.

References

My main reference is the two-part article by John Stroud in his Wings of Peace series in *Aeroplane Monthly* for December 1989 and January 2000. Checking the index for *Aeroplane Monthly/Aeroplane I* found 31 notations on the S.23. Some of these are for only one photo; others are for articles. An indispensable and easy to use additional reference is <http://www.seawings.co.uk/>

[Another useful reference is Aircraft Profile #84: The Short Empire Boats, by Geoffrey Norris. – ED]

Here's a list of all the S.23s:

REGISTRATION/SHIP/NAME/SERIAL

G-ADHL CANOPUS S.795
G-ADHM CALEDONIA S.804

G-ADUT CENTAURUS S.811
G-ADUU CAVALIER S.812
G-ADUV CAMBRIA S.813
G-ADUW CASTOR S.814
G-ADUX CASSIOPEA S.815
G-ADUY CAPELLA S.816
G-ADUZ CYGNUS S.817
G-ADVA CAPRICORNUS S.818
G-ADVB CORSAIR S.819
G-ADVC COURTIER S.820
G-ADVD CHALLENGER S.821
G-ADVE CENTURION S.822

G-AETV CARIOLANUS S.838
G-AETW CALPURNIA S.839
G-AETX CERES S.840
G-AETY CLIO S.841
G-AETZ CIRCE S.842
G-AEUA CALYPSO S.843
G-AEUB CAMILLA S.844
G-AEUC CORINNA S.845
G-AEUD CORDELIA S.846
G-AEUE CAIRNGORM/CAMERONIAN S.847
G-AEUF COTSOLD/CORINTHIAN S.848
G-AEUG CHEVIOT/COOGEE S.849
G-AEUH COOLIN/CORIO S.850
G-AEUI CALPE/COORONG S.851

G-AFBJ/VH-ABA CARPENTARIA S.876
G-AFBK/VH-ABB COOLANGOTTAS S.877
G-AFBL/VH-ABF COOEE S.878



IPMS Vancouver 38th Annual Fall Model Show and Swap Meet

Bonsor Recreation Complex
6550 Bonsor, Burnaby, BC, Canada

October 11, 2008

9:00 AM - 4:30 PM

Registration: from 9:00 AM to 12:00 noon
The Showroom will be closed 3:00 to 4:00
Entry registration closes at 12:00 noon

Admission:

\$3 CDN (17 and Older); Free (16 and Under)

Vendor Tables:

\$30 CDN

Model Registration

\$6 CDN (17 and Older)

\$2 CDN (16 and Under)

Entry forms can be downloaded at http://members.tripod.com/~ipms/registration_form_2008.doc

Contact:

Warwick Wright

Phone : 604-274-5513

WWW: <http://members.tripod.com/~ipms>

E-Mail: jawright@telus.net

For more information, go to the show web site at <http://members.tripod.com/~ipms/fallshow.htm>

Trophy Categories

Best of Show

Best of Show Junior

Best Aircraft - Jet/Helicopter

Best Aircraft - Prop Engine

Best Auto - Street or Show

Best Auto - Competition

Best Armour - Allied or NATO

Best Armour - Axis or Warsaw Pact

Best Figure

Best Nautical Subject

Best Diorama

Best Sci-fi Space or Vehicle

Best TV/Movie Monster

George Price Memorial Award - Best

Canadian Subject

Best Royal Canadian Navy Subject

Ribbon Categories

Aircraft

101. Out of the Box

102. Biplanes, all scales

103. Single & multi-engine prop, 32nd & larger

104. Single engine prop, 48th - Allied

105. Single engine prop, 48th - Axis

106. Single engine prop, 72nd - Allied

107. Single engine prop, 72nd - Axis

108. Single & multi-engine prop, 73rd & smaller

109. Multi-engine prop, 48th

110. Multi-engine prop, 72nd

111. Single & twin-engine jet, 32nd & larger

112. Single engine jet, 48th

113. Single engine jet, 72nd

114. Single and multi engine jet, 73rd & smaller

115. Twin engine jet, 48th

116. Twin engine jet, 72nd

117. Multi-engine jet (3 or more engines), 72nd & larger

118. Civilian airliners, all scales

119. Civilian, sport & racing aircraft, all scales

120. Vacuform & scratch-built, all scales

121. Helicopters & rotary winged aircraft, all scales

122. Conversions, all scales

Armour

201. Out of the box, all scales, all types

202. Closed top AFV, 35th & larger - Allied 1945 and earlier

203. Closed top AFV, 35th & larger - Axis 1945 and earlier

204. Closed top AFV, 35th & larger, 1946 and later

205. Closed top AFV, 36th & smaller

206. Open top AFV & artillery; 35th & larger

207. Open top AFV & artillery, 36th & smaller

208. Armour conversions, all scales

209. Scratch-built, all scales

210. Soft skinned vehicles, trucks & bikes, 35th & larger

211. Soft skinned vehicles, trucks & bikes, 36th & smaller

Automobiles

301. Out of the box, all scales, all types

302. Large Scale, 16th & larger, all types

303. Large Commercial Vehicles, 17th to 31st

304. Curbsides & Slammers, 17th to 31st

305. Custom (major body upgrades) & Lowriders, 17th to 31st

306. Light Commercial and Pick-ups, 17th to 31st

307. Import & Exotics, 17th to 31st

308. Racing & competition, Open Wheel, 17th to 31st

309. Racing & comp., Closed Wheel, 17th to 31st

310. Racing & competition, Dragsters, 17th to 31st

311. Rod Class, (Rat Rods will be split if warranted) 17th to 31st

312. Street Stock, North American - 1965 and earlier, 17th to 31st

313. Street Stock, North American - 1966 and later, 17th to 31st

314. Street Machine (incl. Pro-Street), 17th to 31st

315. Small Scale, All types, 32nd & smaller

316. Motorcycles, All scales

317. Autos with Pre-finished Bodies, all scales

Single Figures and Vignettes

401. Cavalry, Rider with Horse - all scales

402. Military, On foot, 35th & smaller

403. Military, On foot, 35th & smaller - vignette

404. Military, On foot, 34th & larger

405. Military, On foot, 34th & larger - vignette

406. Non-military & fantasy, 35th & smaller

407. Non-military & fantasy, 35th & smaller - vignette

408. Non-military & fantasy, 34th to 16th

409. Non-military & fantasy, 34th to 16th - vignette

410. Non-military & fantasy, 15th and larger

411. Non-military & fantasy, 15th and larger - vignette

412. Scratch-built or heavily converted, all scales

413. Dinosaurs, all types, all scales

414. Multiple figures, all types, all scales

Space & Science Fiction Vehicles

501. Factual vehicles, all scales

502. Fictional vehicles, all scales

503. Mech (Gundam, etc), all scales

Naval

- 601. Out of the Box
- 602. Sail powered, all scales
- 603. Engine powered, 600th & larger
- 604. Engine powered, 601st & smaller
- 605. Submersibles. all scales

Diorama

- 701. Aircraft, all scales
- 702. Armour, all scales
- 703. Automobiles, all scales
- 704. Ships, all scales
- 705. Figures, Military, all scales
- 706. Figures, Non-military & fantasy, all scales
- 707. Space & fantasy, all scales

What-if

- 801. Aircraft, all scales
- 802. Armour, all scales
- 803. Automobiles, all scales
- 804. Ships, all scales

Miscellaneous

- 901. Collections, all types, all scales
- 902. Railroad subjects, all scales
- 903. Models/Dioramas built by multiple Builders, all scales
- 904. Miscellaneous Subjects, all Scales
- 905. Models with Pre-finished components, all scales

Masters

- 1000. Masters' Category

Junior

- J1. Prop driven aircraft, all scales
- J2. Jet powered aircraft, all scales
- J3. Closed top armoured vehicles, all scales
- J4. Open top armoured vehicles, all scales
- J5. Cars & trucks, all types, all scales
- J6. Ships, all types, all scales
- J7. Figures, all types, all scales
- J8. Space & science fiction vehicles
- J9. Dioramas, all types, all scales
- J10. Miscellaneous
- J11. All Kits with pre-finished or pre-painted pieces, all scales

Note: Unless otherwise stated, models scaled other than those listed will be placed in the next larger scaled category

Eduard 1/48th Scale Hellcat Mk. I/Mk. II Dual Combo

by Jacob Russell

The Grumman F6F Hellcat, nicknamed the F4F Wildcat's "Big Brother", was designed to counter the effectiveness of the Japanese A6M Zeke (Zero), which was able to outmaneuver most Allied fighters. Powered by the Pratt & Whitney R2800-10 Double Wasp twin row radial engine, the Hellcat was armed with six .50 cal. Browning machine guns with 400 rounds of ammunition per gun. The F6F combined excellent maneuverability with withering firepower. By the end of World War II, Hellcats claimed over 5,000 confirmed kills with an impressive kill/loss ratio of over 19 to 1. The mark designations Mk. I and Mk. II were the later British names for the main Hellcat variants, the F6F-3 and F6F-5, respectively. The Hellcat was known as the Gannet in RN service until January 1944.



The kits come packed in a stout cardboard box. Each kit is comprised of 120 parts, 103 molded in light brown and 17 clear. The parts come on five sprues, and all of the sprues are contained in plastic bags with a resealable flap. There is a separate 24-part sprue (containing underwing rockets) specific to the Hellcat Mk.II. The cowling flaps are molded closed, while the canopy is molded in the open position. There are a number of very small parts, which will need careful handling to avoid sacrificing them to the "carpet monster"...

Each kit is furnished with two photo-etched frets, one pre-painted, with

approximately 100 parts between them. A single "Kabuki" (Japanese rice paper) sheet containing masks for each plane is included—a nice touch. There are two decal sheets. One contains a set of stencils for each plane, and the other contains codes, national insignia, and numbers for one Mk.I and one Mk.II. These decals are legible, well printed, and in register. Their quality is excellent.

The 19-page instruction booklet is lavishly printed and illustrated with a clear and logical build sequence. The booklet includes color callouts for Gunze Mr. Color, Mr. Metal, and Aqueous paints, but no Federal Standard (FS) numbers.

The kits feature separate rudders and ailerons, and two-piece tailplanes. You will need to remove some tabs from the rear half of each tailplane to depict them in a deflected state. The engine, cockpit, landing gear, and wheelwells are highly detailed and well molded. The bulk of the photo-etched parts add greater detail to these multi-piece assemblies, including an ignition harness for the radial engine. The tailwheel is slightly simplified, which is a disappointment. Although the canopy is molded in two pieces, it is probably too thick to credibly slide back over the fuselage spine - you may want to substitute a vacuform canopy.

Sinkmarks are confined to the blank instrument panel (which receives the p/e parts; each kit has a pair of instrument panels to choose from) and this is a minor issue, all things considered. The rivet detail on the wings and fuselage and the fabric effect on the ailerons and rudder are handled in a subtle and convincing manner.

One of the most impressive aspects of the kits is the manner in which the parts are attached to the sprues. The length of the part attachment points makes it very easy to cleanly remove the parts from the sprues without gouging them. The overall presentation of this kit is to the highest order. Nice work, Eduard!

There are three decal options for each aircraft. For the Hellcat Mk.I, they are: JV132, "E * F", Lt. Blythe Ritchie, No.800 Sqn FAA, *HMS Emperor*, May 8, 1944. JV131, "E * L", No. 800 Sqn FAA, *HMS Emperor*, June 1944. This option has Invasion stripes. FN430, "6 * R", P/O Hannay, No. 1844 Sqn FAA, *HMS Indomitable*, August 24, 1944.

For the Mk.II: JX814, "132", Sub-Lieutenant W.M.C. Foster, *HMS Indomitable*, Okinawa, April 12, 1945. JZ796 "C7 * X", Sub-Lieutenant Oscar Lorenzo, *HMS Khedive* and *HMS Trincomalee*, Ceylon, 1945. JZ935, "145", Sub-Lieutenant T.B. Speak, April 5, 1945.

There has been some grumbling by the self-appointed "Experten" on various websites about the accuracy of the cowl, the shape of which has proven elusive to depict in past kits. Eduard stands by their tooling's accuracy, and it looks good to me. I don't have the Hasegawa Hellcat kit on hand to compare the two. I didn't get out the calipers or scale plans to measure the kit, but on the sprues it certainly depicts the Hellcat's heft and girth in a very convincing manner.

This is a very impressive package. The kit is very well molded and the photo etched parts and masks are just icing on the cake. Given the large number of small, easy to lose parts I recommend these kits to the more experienced modeler. Take your time and you will be happy with the results. Some may question Eduard's decision to release the British variants first, but the US Navy Hellcats are arriving in a "Royal Class" boxing this month, and I for one can't wait.

Highly recommended!

References:

F6F Hellcat Walkaround, Walkaround No. 9, Squadron Signal Publications, 1996.
F6F Hellcat in Action, Aircraft No. 36, Squadron Signal Publications, 1979.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Jacob's, Jim's, and James's articles. - ED]

Upcoming Shows

Friday/Saturday, October 10-11 Sci-Fan 2008. The Northwest's Premier Science Fiction/Fantasy Modeling Event. Galaxy Hobby, 196th & Highway 99, Lynnwood, WA. <http://www.galaxyhobby.com/scifan.htm>

Saturday, October 11 IPMS Vancouver 38th Annual Fall Model Show and Swap Meet. Burnaby, BC, Canada. <http://members.tripod.com/~ipms/fallshow.htm>
 See page 14 for details.

Sunday, October 26 Old Country Store, Silvana WA

Saturday, November 2 OSSM, Clackamas OR

Meeting Reminder

October 11
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.

