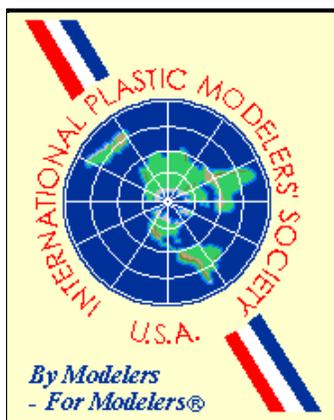


Seattle Chapter News



Seattle Chapter IPMS/USA
August 2009

EDITORNOTES



President-for-Life Terry was unable to contribute his regular column this month, so I'm filling in for him.

I always edit the newsletter while listening to music, and this month's issue was largely put together under the spell of the oeuvre of the wonderful Japanese pop-rock duo Puffy AmiYumi (the best pure pop act of this decade, IMO, despite being known in the US mainly for their anime on the Cartoon Network), and while rocking out to the track "Mole-Like", it occurred to me that my editing of the newsletter is sometimes a bit mole-like, in that I tend to stay as inconspicuous as possible. Although there are certain subjects that have a tendency to show up if an IPMS member anywhere writes an article about them.



That's my style, and there's nothing wrong with that, but it does mean that I probably don't offer as many public thanks as I should to those who contribute to this newsletter. We have a great crew of writers for this publication – I can't imagine that many other model club newsletters in the country have the depth of talent that we do. Thanks to all of you. And remember – it's your newsletter. As good as the writers we currently have are, I'd love to see new bylines. If you've ever wanted to write an article, go for it, even you don't consider yourself a writer. That's what the newsletter is here for, to let modelers discuss

subjects of interest to other modelers. If you have an idea about an article, but don't quite know how to go about it, please ask. That's what I'm here for.

On the back page of this month's newsletter is a photo of the late Dale Moes, accepting an award at the NOPMS show. Les Walden provided the photo, unfortunately too late to be included in the last newsletter, but it's such a great shot that I wanted to print it this month.

Robert

2009 Show Schedule

- 8/19 Columbus OH IPMS Nats#
- 9/19 McMinnville OHMS
- 9/26 Sci-Fan Galaxy Hobby Lynnwood
- 10/3 Moscow ID Bring out Good Stuff
- 10/10 Burnaby BC IPMS Vancouver
- 10/27 Silvana 5th Annual (confirmed)
- 11/8 Clackamas OSSM

indicates multiple day event, only first day listed. Thanks again to Carl Kietzke.

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, 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 2009 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.

August 8
October 10

September 12
November 21 (Third Saturday)

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

Renwal 1/72nd Scale Curtiss Golden Flyer/Reims Racer

by Tim Nelson

One hundred years ago, during the week of 22-29 August, 1909, the world's first major international air meet was held at Reims, France. The festivities included exhibitions, altitude/speed/endurance contests, and other events, drawing several hundred thousand people to view the new cutting edge of technology: powered flying machines. On 28 August 1909, the meet culminated with a "main event" air race featuring a who's who of early aviators and their designs.



Glenn Curtiss intended to race his Herring-Curtiss "No. 1" Golden Flyer (sometimes referred to as the Gold Bug) at Reims but crashed it during preparations in July 1909. He was able to get another aircraft built quickly, "No. 2" (quite sensibly dubbed the "Reims Racer"), in time to compete. It was a slightly larger, but lightened Golden Flyer configuration. The Reims race course required two laps for a total distance of 20 km (12.43 miles). The event was based on minimum time to complete the race distance, not head-to-head flying. Curtiss won the event and the Gordon Bennett Trophy with an electrifying 47 mph average speed, a new world record. Curtiss's time was faster than crowd favorite Louis Bleriot, a French hero barely a month after his famous English Channel crossing, by a scant 5.8 seconds.

Curtiss won more events with the same aircraft a month later at the large air meet in Brescia, Italy. He also had great success at the first air meet in the US (at Dominguez Hills, CA) in October, 1909, upping the air speed record to 55 mph in the process. Curtiss then apparently loaned or leased the Reims Racer to Charles Hamilton, who cracked it up in exhibitions at the Meadows Race Track in south Seattle in March 1910 (these were the first ever airplane flights in Seattle, at the site of modern day Boeing Field). It was repaired and Hamilton flew it many times again, but what became of it after 1910 is uncertain.

Glenn Hammond Curtiss himself needs no introduction to aviation history enthusiasts, so we'll not devote text to his many achievements here.

NorthWest Scale Modelers (NWSM) is a Seattle area modeling club which meets monthly at the Museum of Flight (MoF). NWSM stages a quarterly, themed model display in the MoF lobby.

This month, we will install a display celebrat-

ing the centennial of air racing, near the very spot where the Reims Racer crashed in 1910. No collection of air racing models is complete without the Curtiss Reims Racer anchoring the front end; when I discovered a few months back that Renwal made a kit of it, I knew I had to build it, and quick.

Renwal produced a lot of really cool kits in the 1950s and 60s, including things like cut-away nuclear submarines and atomic cannons. The Renwal Curtiss Golden Flyer was part of their series of 1/72nd scale "Fabulous Flying Machines" kits released in 1960s. The six model kits were sold in three pairs ("2 for \$1!"):

- Curtiss Golden Flyer and Avro Triplane
- Antoinette 1908 Monoplane and Voisin Farman 1908 Biplane
- Wright 1903 Flyer and Bleriot 1909 Monoplane

The parts, the vast majority of which are struts, ribs, spars, etc., are molded in black styrene.

The novelty of these kits was Renwal's "aeroskin" material that is intended to represent airplane fabric. It is a porous material with the feel of tissue, but more durable. It is installed by tracing and





cutting to shape, then affixing to the underlying styrene structure by judicious application of liquid solvent cement. The softened styrene works its way up into the aeroskin fibers, and forms a surprisingly strong bond when it hardens. Working from the middle out on each surface, you keep it as taut as possible and trim off the excess with a sharp blade when dry.

This site (<http://acepilots.com/airplanes/country/american/curtiss-golden-flier/comment-page-1/>) contains an account of the Reims race, and a detailed contemporary description of the basic Curtiss biplane design and construction of this period. Of interest for this model is the following:

“The main cell and smaller parts are made of ash and spruce, and the large outriggers, of bamboo. Several members of the frame meet at the front wheel. Small cables as well as wires are used for bracing.”

Despite the relatively crude 1960s molds, this kit actually simulates those bamboo outriggers! But man, are they thick!

The Golden Flyer/Reims Racer kit, like its companion Avro Triplane and the four other subjects in this series, is basically

accurate in major dimensions and features (the aileron size and shape is not quite right but I lived with it). The single biggest accuracy issue is that all struts are overscale in thickness by roughly a factor of two, making them suitable for about 1/35th scale rather than 1/72nd. If you replaced all those struts with something more to scale, you’d pretty much have a scratchbuild rather than a kit build. I didn’t have time for that in this deadline project, and I was charmed by the aeroskin and “bamboo” struts and wanted to use them. However, I did make some strategic upgrades at a few key visual focal points. Here is a list of the most significant modifications:

- Cut away the thick kit wheel spokes and replaced with Eduard WW1 photo-etch spokes anchored with an inner rim of very thin strip styrene
- Revised wheel mounting provisions to accept spoked wheels
- Scratchbuilt a new pilot seat with belts made from Tamiya tape
- Replaced the control arm from the pilot’s yoke to the front elevator with a thinner diameter strip of brass rod

- Replaced thick landing gear drag braces with scratchbuilt struts made from thin strip styrene
- Re-engineered assembly of some of those “members of the frame meeting at the front wheel”
- Repaired deformed propeller and added prop boss from spares bin
- Hand masked and airbrushed the racing number “8” on the rudder
- Added a tiny U.S. flag on a rear strut of the elevator (Curtiss used that as a slip indicator at Reims; yes, it has 46 stars)

Fit of several of the parts is vague, as are the instructions, and the kit generally suffers from some clumsy engineering here and there. However, there was no problem that any reasonably experienced modeler can’t solve with enough motivation and time.

The look of the applied aeroskin is a reasonable facsimile of airplane canvas/linen/silk, and it does achieve the prototypical translucent effect. However, when applied over the black styrene, the black is starkly visible through the aeroskin (why didn’t Renwal use medium brown colored styrene?). So, I dressed up the installed aeroskin with a couple of quick airbrush passes of Humbrol “Linen”, which also served to add a bit of golden color, as observers described this craft. Given that this is a 40+ year old kit, I like the look of the flying surfaces, but I have to say you could probably do a more convincing job with the typical small vintage aircraft model scratchbuild method of sheet styrene with embossed ribs and artful airbrushing.

My rigging here is an Impressionist effort, simply a representation of the major elements. This machine, like others of its time, was a rat’s nest of wires; reproducing all of that in 1/72nd scale on a deadline is not my idea of fun. I made use of the notches molded into the struts as anchors for the rigging, a concession to the

deadline, the fragility of the model, and to sanity preservation.

The “Glenn Curtiss” figure, a must for our Museum of Flight display, is derived from a Preiser 1920s air passenger figure. A little sanding down of his hat was the only physical modification required, the rest was painting to ostensibly match a postcard of Curtiss taken at Reims during the 1909 air meet. And of course, he had to have the moustache, big even in 1/72nd scale.

This was a very enjoyable build, despite rigging and the looming deadline, of a very historically significant aircraft. I can't claim it was what my friend Scott Kruize calls a NABROKE (Nostalgic Aging Baby Boomer Real Old Kit Experience), because I never built one as a kid. Regardless, these old Renwal “Fabulous Flying Machine” kits are a lot of fun if you don't let yourself get bogged down with too many corrections and upgrades.

A special thanks to Museum of Flight Chief Curator Dan Hagedorn, and *WWI Aero* magazine editor Carroll Gray, for their historical insights on this machine and its unlikely Seattle connection.

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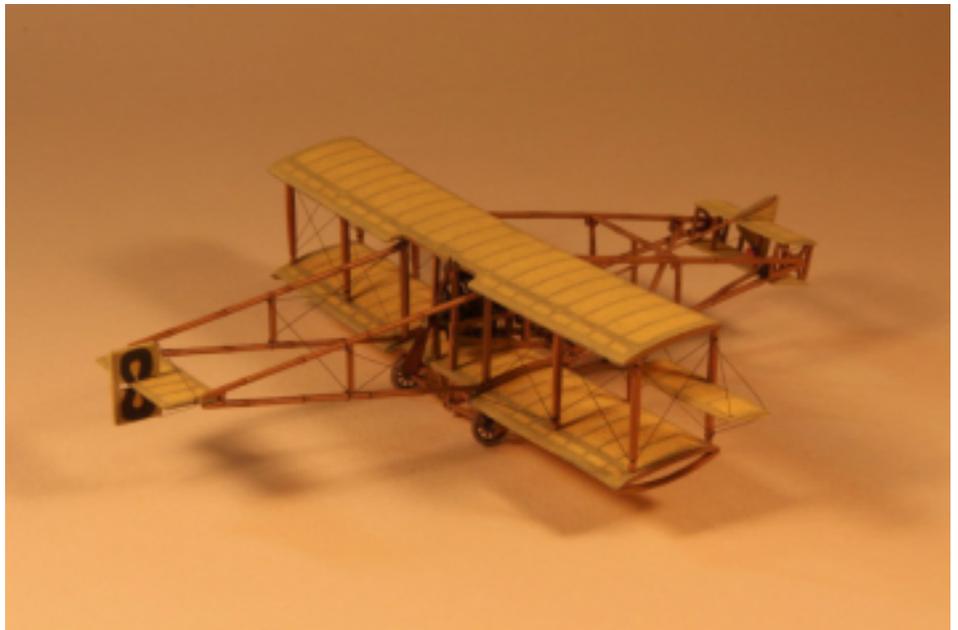
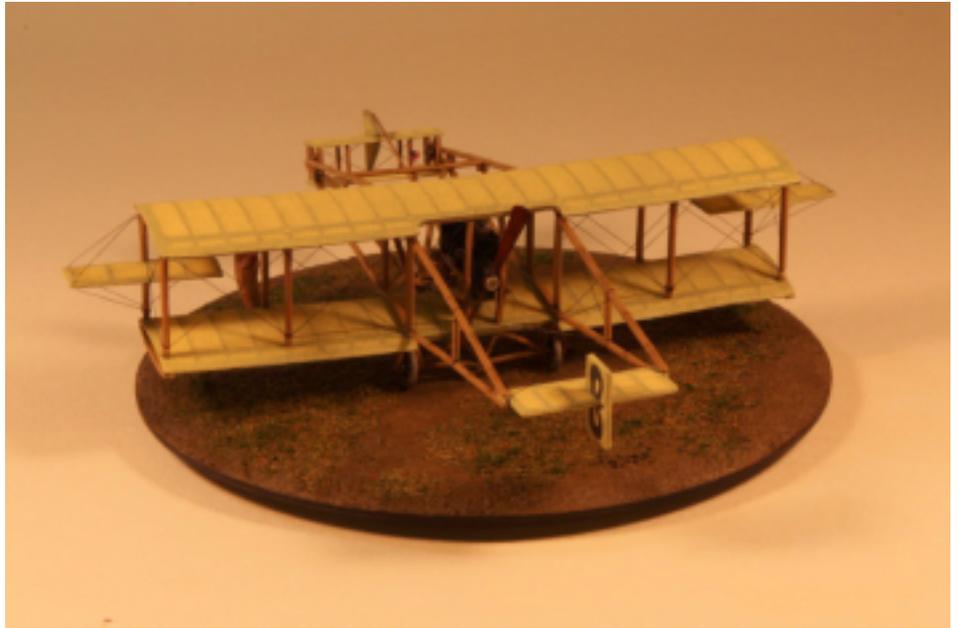
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IPMS Racing and Records Special Interest Group, and associated journal *Bent Throttles*
(see <http://www.ipmsairrace.org/>)



Hurricane Bookshelf: At Sea with Poor Visibility and Worse Plausibility

by Scott Kruize

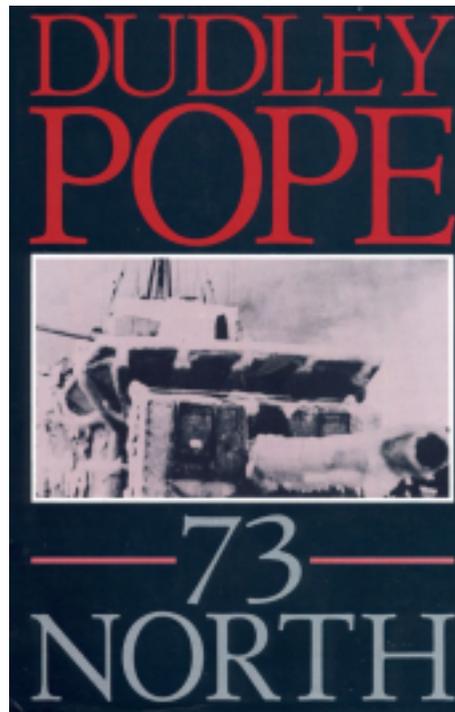
“It was a dark and stormy night. We couldn’t see very well through the snow flurries, and just as we approached the convoy, British destroyers came right up and started shooting at us with four-inch guns. The Brits might be nice people at teatime, but when at sea and feeling threatened, they’re really mean! We managed to hold them off for a bit, but they kept lurking around, threatening to launch torpedoes at us. We tried shooting at the convoy ships, but by then the British destroyers had made visibility even worse by strewing smoke all over. We couldn’t even see well enough to tell if our radar-directed fire was coming close. Then all of a sudden, the Brits sneaked up on us with SIX-inch guns! We couldn’t get our two capital ships out of the way before they damaged one, and then they switched to beating up on our own destroyers and set the biggest one afire. You told us that we were supposed to take ‘no unnecessary risks’, so we couldn’t help, and all I could do then was try to get the rest of the battle group home safely.”

Pretty good, huh? Conveys that everything was against me and I did the very best I could? And certainly that the bad stuff wasn’t my fault?

I wrote this pretending to be Admiral Kummert’s aide, and although I have no training in naval matters, I think I wrote a pretty good communiqué in just a few minutes. Beats me why, in real life, nearly two days went by after the shooting stopped before Grand Admiral Raeder and Der Fuehrer got any kind of report of what happened!

As I said, I have no training in naval matters. As naval history goes, I make a pretty good aviation historian. But if you had told me, before I read this book, that

late in 1942, the Germans attacked one of the Arctic convoys to Russia with a heavy cruiser and a pocket battleship, and an escorting destroyer group, I would’ve said “Can’t fool me! Maybe there were plans for such an attack, but it can’t ever have come off, because we all would have heard of the complete destruction of one of those convoys.” (The only imaginable outcome if such a battle had ever taken place.)



But now I’ve read this book: *73 North*, by Dudley Pope, first published in 1958. (My reprint is from the Naval Institute Press of Annapolis, Maryland.) The extraordinary researched information forces admission that indeed there was such a battle. It took place the last day of 1942, and is officially referred to as “The Battle of the Barents Sea”, or as the frostbitten, weary crew members of the British escort group called it, “The Battle of Cape Misery”. (That picture on the book cover is of the ice cover on the forward turret and bridge of the destroyer *Onslow*, head of the convoy’s escort group.)

It’s one of those books of straightforward, unadorned history that nevertheless

makes the reader think, “C’mon, Author! Stories have got to be PLAUSIBLE!”

Dudley Pope apparently doesn’t care a fig about plausibility, and has written a number of naval history books since he managed to survive being torpedoed during the Battle of the Atlantic. This particular volume starts out slowly, as the convoy and its tiny escort gather and get under way. The reader’s interest can’t help but rise, though, when it’s realized just how enormous the discrepancy in strength is, as the Kriegsmarine sets out to attack it. The heavy cruiser *Admiral Hipper* was about 18 thousand tons loaded and was armed with eight eight-inch guns and twelve 4.1-inch. The ‘pocket battleship’ *Lützow* was almost as big, at 16 thousand tons loaded, and carried even bigger guns, six 11-inch! Any single shell from one of these big guns could’ve sunk one of the thousand-ton escorts. So as I read, and the action intensified, I couldn’t get over that the book wasn’t, say, one-third the size, concluding with a brief “...so then the German battle squadron sank all the ships in the convoy and returned to Norway.”

No: instead, the tiny escorts faced up to their attackers and managed to save the entire convoy from annihilation. You must read the book for yourself to see how it was done, detail by detail and minute by minute. And even as you try to absorb the enormity of the victory, there’s an anticlimactic chapter with even harder to believe events. Supposing I wrote: “In a single afternoon, 4.1-inch shells from His Majesty’s destroyer *Onslow* managed to cripple three battleships, two pocket battleships, two battle cruisers, two heavy cruisers, and four light cruisers.” Oh, no, you’d say: “C’mon, Scott! Stories have got to be PLAUSIBLE!”

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

Revell 1/24th Scale 1966 Penske Racing Corvette

by Jacob Russell

Roger Penske's famous 1966 Corvette came off the production line in late December 1965 and is generally known as the first L-88 Corvette. Roger was a noted Pennsylvania car dealer and had been active in Chevrolet racing activities for a number of years, and through special arrangements the car was delivered directly to him. Roger hired race driver - and future Corvette luminary - Dick Guldstrand to drive the car, at the recommendation of Corvette pater familias Zora Arkus-Duntov. Dick picked up the red L-88 from the St. Louis assembly plant in January of 1966 and he drove it straight to Penske's workshop, using a blanket to keep warm in the car, which lacked a heater. In February Guldstrand drove the car to 1st place in the GT class at Daytona. Penske's main sponsor, Sunoco (Sun Oil Company) asked him to have the car painted in their corporate colors of blue and yellow prior to the March 1966 12 hours of Sebring race. The Penske entry finished first in the GT class once again. Penske's 1966 Corvette is one of the most important racing Corvettes, and it is the only "mid year" to win 1st in class consecutively at Daytona and Sebring

The '66 Penske Corvette is packaged in Revell's customary stout cardboard box with a photograph of the completed model on the boxtop. The kit is composed of 97 parts enclosed in three plastic bags. Four sprues of white styrene plastic hold 56 parts, 26 are chrome plated on a single sprue, seven are clear, and four (the tail lights) are transparent red. There are also four vinyl tires. My initial impression of this kit is very positive. The chassis and body look very good.

The body is a convincing molding of the post "split window" mid-60s Corvette. My main criticisms of the body are that the prominent vents behind the front wheel-

wells are molded closed, and that Revell molded the headlights in daytime configuration (i.e., taped over) rather than depicting the clear covers that replaced the standard pop-up headlights. The suspension has good detail and it is well molded. The engine is nicely done, and is a convincing multi-piece assembly. The interior tub is another multi-piece assembly with nice detail.



The pedals are molded to the tub floor. These are unrealistic, but may not be visible on the finished model. There are no seatbelts molded to the driver's seat, so add your own. The instrument panel looks very good and will benefit from careful detail painting. The chrome is very good and the grille in particular is well molded; a black wash will bring out the detail. The windshield wipers are on the chrome sprue and are individually molded, which is a nice touch.

The decal sheet includes the main instrument gauges, hood pins (although these are unconvincing at best), the body scripts, Firestone tire trim, and the taped-over headlight covers. The instructions are very well illustrated and feature a clear and logical build sequence.

I have read on the Internet that this kit is a modified reissue of the Monogram "Black Rat" Corvette kit. When I compare the box

top photograph to pictures of the real car, the model sits too low on its chassis. The model is correct in having wider rear tires, but the rear wheel wells should have prominent flares, which are missing from the kit body.

The completed box top model also features a pair of vents behind the upper door, between the 'C' pillar and the rear window. These vents are not only missing from the real car, but are also from the body contained in the kit! The exhaust pipes are a very prominent feature of the car, and I would recommend replacing the kit pipes with brass tubing for greater realism.

The wheels are chrome plated and this plating should be removed. The wheels should be painted Penske Yellow. Finally, Revell's color recom-

mendation for the body is too light: a good match for Sunoco Blue is easy to find in the color ranges of several paint manufacturers.

I like this kit very much, despite the inaccuracies that I have noted above. I think it is an excellent starting point for a very accurate model of an important racing Corvette. The finished model would be a worthy addition to the collection of any modeler. I recommend this kit highly, and I purchased my review sample from Skyway Model Shop.

References

- 1) Scale Auto Enthusiast Forum: <http://tinyurl.com/ndqe8y>
- 2) Corvette Repair Inc. (current owners of the car): <http://www.corvetterepair.com/Penske/index.htm>

Tamiya 1/48th Scale Messerschmitt Bf 109E-3

by Hal Marshman Sr

I realize that this kit has been on the market for quite a few years now, but I thought an updated review would be in order, with particular accent on what I did with it. The kit is for the E-4 version of the 109, but the cockpit transparencies are the major cosmetic differences between the E-4 and E-3 subtypes. The original Tamiya offering was for the E-3 variant, but suffered from some inaccuracies around the nose. Tamiya accordingly revamped the kit, but changed the transparencies in order to produce an E-4 through E-7, with additional parts for the trop version if desired. If you want to model the 109E, look for the box depicting a Trop E on the lid, and on the side over the Tamiya logo, the wording "Made in the Philippines". It was my wish to model an E-3 in one of the unique experimental schemes worn by some of the JG 53 birds. It happens that this plane was flown by Dr Erich Mix, a very interesting character. Mix had flown Fokker Triplanes during the First World War, and acquired two victories. These are the two victory markings shown on my model. His doctorate, by the way, was in law, not medicine. After the war, he served as a mid-level official in the new Bundesrepublik



government. Currently, there are two Mix machines on record, the E-3 I've replicated, and an E-4 that's pretty well known, in which the staffel markings consist of a double winkle, with the third gruppe wavy line aft of the fuselage cross, the kick here being that they appear as black outlines only. A friend of mine who dabbles in handmade decals provided the special markings for this plane, while the E-3 glass came from a charitable poster on the web. I also had copied the scheme from a well done model I found on the Internet, but after decaling the machine, I found out that the swastika was misplaced, centered on

the body of the fin. This plane was flown during 1939, so the Swastika should appear on the rudder hinge line, as you now see it. Gotta be very careful copying others' work, and be sure to initiate your own research. I used Model Master enamels, Luftwaffe shades 63/71/02/65, and used soft masks no more than 1/16th inch above the model's surface. It took a bit of time and quite an amount of planning to accomplish the finish. I started with the 63, followed by the 02, and finished the top surfaces with the 71. The 65 on the undersides was the last color applied. I then applied two coats of future, using a Q-tip, applied the decals (national markings came from my spares box), and finished off the model with Testor's Dullcoat, thinned with lacquer thinner, and run through the airbrush. (Paasche H model single action.)



While under construction, I added an Aires interior, scratchbuilding the seatbelts and buckles from masking tape, and very fine sheet styrene. I also added brake lines using craft wire. The interior as provided with the kit is perfectly fine, but I had the Aires item on hand, and wanted to use it. I took the kit seat, making a hole in the upper back to run the shoulder straps through, and thus modified, found it quite adequate. I scratchbuilt the hatch cover for the baggage compartment on the slanted rear cockpit bulkhead from sheet styrene.

The exhausts are Ultracast, as are the wheels. (Note, in one of the pics attached, the gear looks splayed too much, this is an optical illusion, Tamiya engineered them to sit correctly, and they do.)

If you look closely at pics of original 109s, you will see that the drop line from the antenna cable enters the fuselage via a small white porcelain insulator. I duplicated same with a piece of white Evergreen .025 rod, glued into a pre-drilled hole, and trimmed off once the glue dried. The cable wires themselves, are 2 lb test monofilament fishing line, from Stren. The black insulators are nothing but thick paint, applied with a sharpened toothpick.

As a matter of form, I'll mention that the Tamiya kit goes together well, with little or no need for filler. The surface detail is engraved, raised where necessary, and quite complete. I have another Tamiya E-4 on hand, and if I can convince my friend to make the decals, I want to do the other Dr Erich Mix -E bird mentioned above.



Khee-Kha Art Products 1/72nd Scale Cessna 180/ 185 and Edo 2870 Floats

by Jim Schubert

The Cessna 180 was developed from the precedent Cessna 170 in 1951 as a high-performance, four-seat replacement for the radial-engined Cessna 190/195 series, which was beginning to lose appeal in comparison with lower priced, more modern designs such as the Beech Bonanza and North American Navion. From the beginning the new design was intended to adapt easily to floats, skis, and cargo-hauling with operation in the bush in mind. The new continental 225 hp, horizontally opposed six-cylinder engine and a Hartzell constant-speed propeller were selected for the new design; these required a larger vertical tail than on the 170 for directional stability and adequate rudder authority. A total of 6,207 180s and military U-17Cs were built between 1953 and 1981.

As tricycle landing gear gained popularity through the late 1950s, the 180s found their niche shifting more and more toward utility and bush operations. This dictated the need for a more powerful engine. Thus the 185 was built with a 260 hp Continental O-6 and a still larger tail. Later a Continental O-6 of 285 hp was fitted to further enhance performance. The 185 was built from 1961 through 1984. A total of 4,427 185s, U-17As, and U-17Bs were produced by Cessna in their main Wichita, Kansas facility. Although they are not seen much in the "Lower 48" these days, a great many are still hard at work in Alaska, Canada, South and Central America, Australia, Africa, and elsewhere.

Lars Opland, Major Domo of Khee-Kha Art Products, has just released another iconic "Bush Plane" (No, neither George ever flew one). Khee-Kha's self-assigned brief is to kit "Bush Planes" and this is the fifth in their line. The precedents being the Fairchild F-71, the Bellanca CH-300 and CH-400, and, just prior to this Cessna, a



Waco YKS biplane. As a general statement I believe it is fair to say that Khee-Kha's kits are, at least, on a par with the best vacs in the kit industry, Esoteric, Bye-Planes, Broplan, Rareplanes, etc. And, unlike the others, the detail parts are not mysterious blobs of white-metal or low-pressure, injection molded parts in peculiarly colored styrene but are, rather, clean, crisp, parts expertly mastered and cast in bubble-free resin. This kit caters for the most common versions of the Cessna 180/185 series. To make one of the earliest 180s a little tweaking of the wing TE/fuselage area is required. I mention this because I think I'd like to model Jerry Mock's 180, "Spirit of Columbus" which she flew solo round the world. Keith Davidson, owner of Red Pegasus Decals, defined and drew this plane in a fine article in *Bent Throttles* No. 45 of September 2008. A comparison of Keith's and Lars' drawings shows what needs to be done to modify the kit to the early configuration; it's minor. The plane is now in the NASM collection.

One of the best features of Khee-Kha's vacs is the very comprehensive instruction packet comprising eight pages of text and drawings with, in addition to the kit specific instructions, many general tips on building vac kits. Lars' very well designed and easily navigated web site has many more vac tips and is well worth a lingering visit.

The biggest drawback, according to many, of Khee-Kha's kits is the absence of decals. The instructions with this kit include details regarding the colors and markings for four airplanes. The instructions for the accessory floats include three

more. All can be done using alphabet/numeral sheets of decals/dry-transfers available at most hobby shops for model airplanes and/or model railroads.

The accessory resin Edo 2870 floats released concurrently with the Cessna 180/185 kit are at least as good as Khee-Kha's three previously released Edo K-4650, J-5300, and Fairchild P-7 floats. These Edo 2870s come with separate retracted water rudders, two small brackets and six tiny mooring cleats so that you can feed four of them to the Carpet Monster as you only need two.

The Cessna kit costs \$20 and the Edo floats cost \$12.50; shipping is \$5 for up to four kits in the USA and \$15 elsewhere. Khee-Kha accepts cash, US checks, money orders or PayPal. Khee-Kha's products can only be obtained directly from the manufacturer, at <http://www.mtaonline.net/~zdk/>

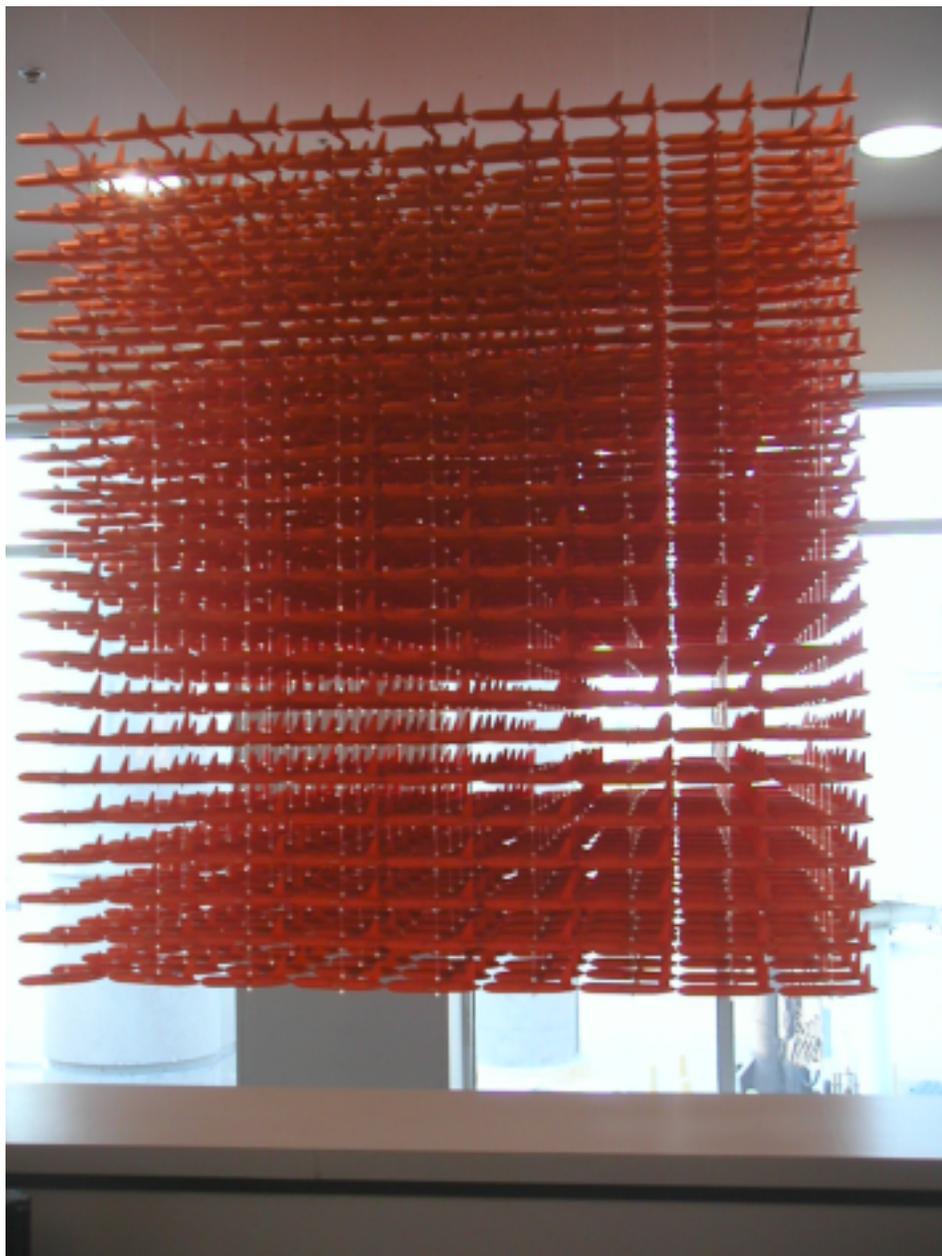
This kit represents another success story from Khee-Kha Art Products of Wasilla, Alaska. (Lars can see Sarah's house from his workshop window!) This is a very good vac kit with great resin detail parts and terrific instructions. Any competent modeler can build a fine representation of this iconic tail-dragger from Khee-Kha's new kit.

References

Cessna – Wings for the World: William D. Thompson, Maverick Press, USA, 1991, ISBN 0-89228-221-2.

Five additional references are cited in the instructions.

Repetition



Doug Girling contributed this photo of an artwork in the Dallas Ft. Worth airport, with hundreds of the same model aircraft (it looks like a representation of an airliner, rather than a replica of an actual aircraft) winging their way towards an imaginary destination. As Doug notes, there are those in our club who model the same thing over and over again (Phantoms or Corsairs, anyone?), but this takes it to extremes...

Tire Bright

by **Eric Christianson**

I recently came across a reference in one of those Xtreme Modeling magazines about using Tire Bright ‘spray-on-and-forget’ automobile tire cleaner to clean the oils and release agents from models before painting. This immediately got my attention since I normally build armor models all the way up before painting – and I always dread breaking pieces off when I wash my models.

The tank I am working on right now is all-resin, so I experimented with excess resin parts. The spray comes out as thick white foam, and completely envelops the parts. An hour later or so, the foam disappeared, leaving behind a watery liquid which I rinsed off with water. Heart pounding, I dried the parts with a hair-dryer and brush-painted them Tamiya NATO Black, Model Master Enamel Medium Green and Vallejo Acrylic Cam Medium Brown. Included in the parts I used was a fabric bustle that attaches behind the tank turret – a puffy thing that would normally be stinking with release agent. All the paint stuck perfectly (well, as well as brush painting allows).

There doesn’t seem to be any latent effects of the treatment, on resin at least, and the paint sticks well to all of the parts I tried this on. In a few days I plan to sink my entire tank and turret into a tub of frothy foam. I don’t know for sure if this stuff will affect normal plastic, but from what I can see I doubt it.

At least for those of us who need to wash models that have delicate parts – this is a pretty neat deal!

Building the Airfix 1/48th Scale BAC TSR.2, with Eduard and Scale Aircraft Conversions details

by Dick Montgomery, IPMS# 14003

The Box

The kit is packaged in a strong box, approximately 3"x22"x15". Your kit should be safe and sound within.

The Parts

The kit consists of 171 pieces contained in two sealed main bags. Four parts of carrier trees share one of those bags with the clear parts, which are contained in their own small sealed bag. The fuselage halves are contained in the other main bag.

Care should be used when removing the parts from the carriers. The attachment points are thick and stiff. Clean up with



sandpaper will be required on almost every part. Fortunately, the plastic is soft and sands down rapidly and with ease.

Comments about specific parts

The main tires, of which there are four, are split in half in the traditional fashion. The two tires for the nose gear are each molded as single pieces. Large locating pins make

the task of alignment of the tire halves very easy. Alignment is further facilitated by the molded "flat spot" which gives the tires the impression of holding up a heavy load. The only issue experienced with the tires was that one

must be careful when removing them from the carrier trees. A small indentation was left on the tire surface. Because the tires are highly visible on the finished model these small holes were filled with putty and sanded smooth. This is not a big problem but care must be taken to rid the tires of the seam and indentions.

The interior: The interior consists of three subassemblies, all of which fit nicely into the fuselage without any "fit" issues. The cockpit consists of a "tub", the instrument panels, and the ejection seats. Test-fitting the "tub" is essential prior to assembling the fuselage halves with glue. There are locating tabs to guide the "tub" into place and it is important to make certain that those tabs are guiding the instrument panels into the prior position. Even with care I ended up with a gap on the seam line between the front and rear cockpits. Rather than an issue with the fit I believe this gap was the result of carelessness on my part. In any case, it was closed quickly and easily.

The main gear wells and the bomb bay are integrated into a single part. This part has a great deal of molded detail, with smaller parts being attached to it prior to insertion into the fuselage. Again, with the aid of locating tabs, the wheel well part is simple to position and fits well.

The engines and exhaust "cone" form one sub-assembly that can be inserted into the



fuselage once the aft portion of the fuselage is intact. The fit is good but some seam work will be needed to blend the exhaust cone into the fuselage without a lip showing.

The wheel wells and landing gear are quite large and have a great deal of molded detail. I used the S.A.C. landing gear set and did not, therefore, install the parts supplied in the kit, but for the purposes of this review I test-fitted the Airfix parts. The gear in the kit are strong and well formed, and they fit into their respective locations so well that they literally snapped into place without glue. One of the few issues I had with this kit was with the gear doors. When one studies the history of this aircraft it is clear that the retraction mechanisms were rather complex. And that complexity is evident when one begins to attach the gear doors and the bomb bay doors. The parts fit well enough, but the instruction sheet does not illustrate the angle at which the doors should be hung.

The Decals: The decal sheet provides number sets for four different airframes, XR 219 through XR 222. The stenciling is

readable and the colors appear to be similar to the markings seen in images of the actual aircraft. The decals have a flat (non-glossy) and are subject to a moderate amount of silvering. No trimming is required to remove surplus backing material with the exception of the decals that are applied to the upper surfaces of the horizontal stabilizers. These decals are actually "wing walk" lines, and I recommend cutting these decals into smaller sections with the surplus backing material discarded. Silvering can be minimized by using the usual application processes. Apply the decals over a gloss coat, use decal setting solution, and when required, poke a few holes with a pin. The kit instructions provide an excellent reference for placement of the decals but the builder needs to spend some time studying the illustrations. Some of the panels on the model are asymmetrical (correctly so!) and unless caution is exercised some of the decals can be applied upside down or in the wrong locations.

Eduard Masks for the wheels and canopy # EX267

The Eduard masks for the wheels are sized properly and fit with precision. I am accustomed to working with masks that are somewhat thicker than the Eduard product but I found that I had no trouble handling or applying the Eduard product.

The only issue with the wheel masks was that it seemed Eduard had not provided a sufficient number of masks for the nose wheels. As mentioned previously, the nose wheels were molded as single pieces. Of course, that means there are four wheel surfaces to be masked. The Eduard set had only two masks for the nose wheels. An Eduard spokesman stated the intent was for the modeler to pull the mask off the first side to which it was affixed after painting, and apply it to the reverse side. The spokesman stated that Eduard would revisit this design and determine if future sets would be altered to include four masks for the nose wheels.

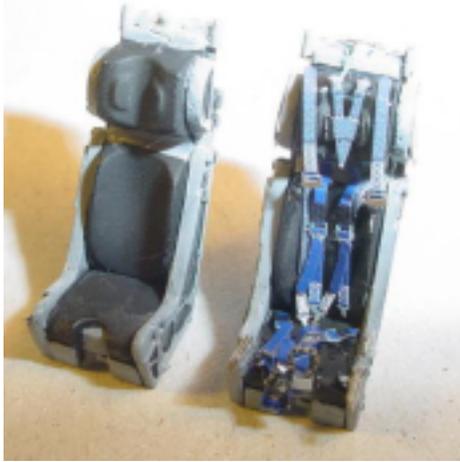
If you have never used a masking material for glazing you'll find this set the perfect learning experience. There are seven small masks, three for the windscreen, and two each for the side windows for the pilot and back seater. There is a correct "side" to the masks, meaning that the masks to be applied on the glazing on the starboard side do not fit the windows on the port side. Eduard gave the builder a big "assist". Simply identify the mask that fits on the front, flat plate of the windscreen and hold the mask sheet with that particular mask in the 12 o'clock position. The remainder of the masking pieces can now be identified by being either to the right side or left side of that flat plate mask.

The seven masks fit exceedingly well and can be applied in under five minutes. If one is going to display the model with the cockpit hatches open, and if one wants to apply paint to the inside surface of the glazing it will be necessary to mask off the interior of the windows in the old-fashioned way...low tack painter's tape. Apply the Eduard masks first. Those masks make it a simple task to see where to apply the tape on the interior surfaces of the "glass".



Eduard Photo-etch Interior Set #49436

This set includes equipment and harnesses for the two Martin Baker ejection seats. Do not allow the number of straps and harnesses to put you off. The Martin Baker seats have quite a bit of webbing. One can Google-search images of MB seats before starting to attach the P.E. parts and that will relieve any stress about



what the finished product may look like, but you can trust the Eduard illustrations to be correct. These parts are pre-painted on the outer surface with the inner surface bare metal. The Interior Set has an instruction sheet which clearly identifies the parts by number and uses detailed drawings to show the placement of the parts on the seats. The instructions for the P.E. set also indicate where some surgery must be done on the seats, removing molded detail to allow for the proper placement of the parts. I found the instructions well designed and easy to follow. My chief concern was that as I bent the parts to contour them to the molded seat that the paint might flake off or crack. This did not happen. The addition of this set significantly improved the appearance of the kit parts.

Eduard Photo-Etch Undercarriage Set #48614

This set of parts will be more difficult than the set for the cockpit. The undercarriage parts are numerous and rather tiny. The

Eduard instructions are well illustrated and clear and the builder simply needs to study the drawings to assure correct placement of the parts. Not all of the undercarriage parts are attached to the landing gear and struts. The set includes some "plumbing" which adds significantly to the appearance of detail in the wheel wells and also some bulkheads that, once applied, also add to the appearance of the model.

TSR.2 Landing Gear Set by Scale Aircraft Conversions #48026

This set is cast metal and includes all three struts and the bogey arms for the main gear. There is very little "flash" that needs to be removed and for the most part these pieces can be cleaned up and primed within minutes of opening the package. The fit is superb and these parts literally drop into the molded slots and guides that were provided by Airfix on the original kit. I had the pleasure of speaking with the owner/designer of Scale Aircraft Conversions and asked about the "accuracy" issue related to the "splay" angle of the main gear struts. The information I received was that the "splay" angle on the SAC parts was set to the 18 degree angle which is generally considered to be the correct angle. The kit was manufactured with a slightly larger "splay". The SAC parts are nicely detailed, strong, and fit without any issues. In this project I combined the use of the SAC replacement parts with the Eduard detail set, and one would wonder if these two aftermarket sets are compatible. The answer, not surprisingly is, yes. The Eduard set adds a huge amount of detail to either the kit parts or to the SAC replacement parts.

Pilot Figures

The pilots appear to be rather small individuals. Both are identical in size and shape and well detailed with separate arm pieces slightly bent at the elbows. The figures are, however, a bit undersized. A very unscientific measurement of the figures scales them out at anywhere from 4 feet tall to about 5'4". These are short guys. As a rule I never place figures in aircraft so it is of no consequence as far as

I am concerned. Other than the diminutive size of the pilots the quality of the molding is high with no flash and no mold marks.

After Market Parts

For those that want to go the extra mile (and expense) on this model there are a number of companies that provide aftermarket parts for the TSR.2: Pavia, Eduard, Airwaves, SAC, and Xtradecal all provide extra details or decals.

Gator Grip Hobby Glue

Gator Grip was used for all photo-etched parts. Gator Grip is an acrylic glue that sets up rapidly and bonds with considerable strength. It allows for some relocation of the part being attached and dries without staining or damaging plastic or paint.

Pros

This kit provides the modeling community with a unique aircraft, available in 1/48th only in vacuform prior to Airfix's release. The fit is outstanding and the amount of molded detail is very good. Assembly is fairly straight-forward. The instructions are easy to read and the decals are strong enough to allow for some re-location to take place with tearing or disintegration.

The Eduard photo etch sets are superior in quality and precision. The parts can be removed from the carrier pieces easily and can be bent into shape with simple tools. The mask set was very easy to apply and remove and performed its job well. The SAC landing gear are strong, well detailed, and fit precisely into the model.

Cons

There is a discussion on the web that claims the profile of the fuselage is inaccurate from the air intakes forward. And the question of the proper angle of splay on the main gear is the focus of a continuing debate. For the purposes of this review, which focuses on the kit as it comes from the box, the issue of accuracy is not relevant. I accept that there may be an inaccuracy in the profile of the fuselage

and I accept that the landing gear may not be splayed at the proper angle. Those issues did not impact the enjoyment of building this kit in any way. The surface detail is mostly recessed, although the panel lines may be just a bit too deep or wide. That is, of course, a matter of opinion and certainly not a deal breaker. The section of the instructions dealing with decals requires special attention from the builder. With some study, placement of the decals becomes clear. The instructions do not do a good job in showing the orientation of the gear doors. On-line sources proved to be very handy. The pilot figures are too small or represent pilots who were very short men. I found that, even if the profile is in error, the model was still an interesting project and well worth the time and money spent.

Conclusion

This model is highly recommended. This kit would represent a challenge for the beginner. For the more experienced modeler the addition of the after market parts turns a well designed basic kit into a detailed and intricate showpiece.

Also highly recommended are the Eduard detail sets, the Eduard Masking Set, the SAC Landing Gear set, and Gator Grip Hobby Glue, which was used on all photo etch parts.

Airfix Kit #A10105 1/48 TSR.2; MSRP: \$41.00 (£27)

Eduard for the Masks/P.E. sets: <http://www.eduard.com/>

· #48614 TSR.2 Undercarriage Set; MSRP: \$26.95

· #48616 TSR.2 Exterior Set; MSRP: \$24.95

· #49436 TSR.2 Interior Set; MSRP: \$29.95

· #EX267 Canopy Masking Set; MSRP: \$10.95

Scale Aircraft Conversions #48026 TSR.2 Landing Gear Set; MSRP: \$20.95

Web Site: [http://](http://www.scaleaircraftconversions.com/)

www.scaleaircraftconversions.com/

Gator's Mask - Gator Grip Hobby Glue; MSRP: \$5.00

Web Site: <http://www.gatorsmask.com/>

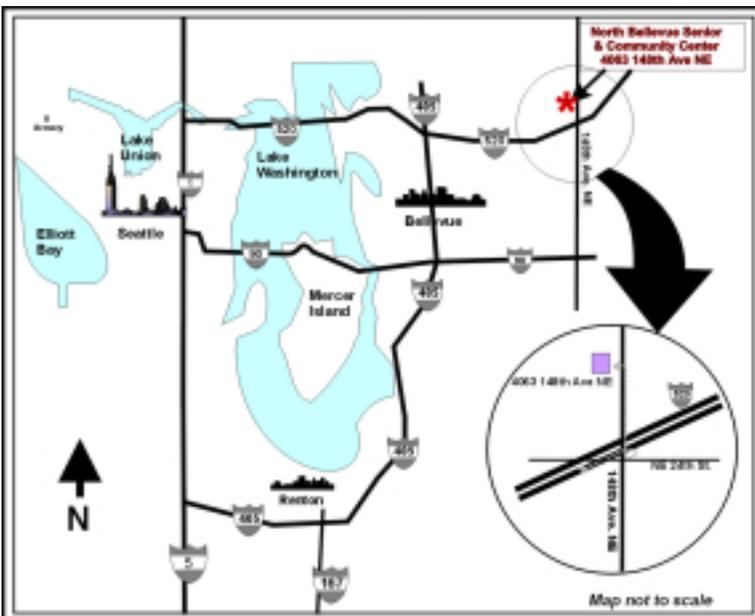




Meeting Reminder

August 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.