

Seattle Chapter News



Seattle Chapter IPMS/USA
January 2009

PREZNOTES



Happy New Year to you all!

DON'T COME TO THE MEETING THIS SATURDAY, JANUARY 10TH! IT'S ACTUALLY NEXT SATURDAY, THE 17TH! Our meeting schedule through May is posted on page 10 in this issue so take note of our meeting dates.

How did the snow effect your modeling efforts? I am sad to say that I wasted most of my snow days by not modeling. I think I was only at my bench for about two hours the entire time the snow was on the ground. It wasn't until the snow was gone that I really felt the urge to work on something, but by then other "plans" put the kibosh on some quality modeling time. Oh well.

I did use a bit of the snow days to peruse my ever increasing number of volumes issued by Specialty Press. They are churning out an ever increasing number of titles with subjects that really appeal to me. *Skystreak, Skyrocket & Stilleto; Northrop P-61; X-Plane Crashes; US Navy Air Superiority, 1943-62; Experimental & Prototype Air Force Jet Fighters; and American Secret Pusher Fighters of WW II*, are all recent additions to my library. In addition to a lot of new information, there are tons of new images of types that have always held my fascination. I've been finding subjects to model that only kept a passing interest before. I have an Aurora XF-90 kit that's now on the bench and forthcoming projects include the XP-56 Black Bullet and the Vultee XP-54. Unfortunately, the only kit of the XP-54 in my scale is the Collect Aire for which I'd have to pay righteous \$\$ for. Perhaps I'll pass on that and buy the next book Specialty Press will print instead.

Another book that I just couldn't live without is the Schiffer book on the Boeing XF8B, *The Boeing XFB-1 Fighter: Last of the Line* by Jared A. Zichek, Boeing's last fighter and one of my favorite aircraft. This

is a very weighty tome has absolutely more information than anyone would think existed on the aircraft. The first 44 pages are about the history of the aircraft and the last 327 pages are devoted to the vast appendices with photos, information, flight manual information, and much more. It definitely rekindled my interest in building one, in 1/48th scale, of course. I may not



have accomplished a lot at the bench last month but I certainly have generated a lot of interest in those subjects I'd LIKE to model.

That's it (for now).

We'll see you at the meeting,

Terry

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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 \$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.

January 17
March 14

February 14
April 11

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

The Avro Avatar

by Craig Burke, IPMS #13120

The lesson learned from the ground offensives of the Great War was that the machine-gun and artillery controlled the battlefield, especially the “no-man’s land” between the trenches. Massive artillery bombardments saturated the trench zone hoping for a chance hit landing in the trenches. Generally the inefficient barrage merely churned up the dirt to no avail. But to kill enemy soldiers with machine guns one had to have the enemy pour over the battlements and charge en masse through the no-man’s-land to one’s own trenches, otherwise a stagnant stalemate ensued with few losses or gains as both sides waited out the war in their own trenches.

Preparing to fight the last war more efficiently, British military planners in the early 1930s asked, “What if you could point machine guns down into the enemy’s trenches from above?” That would eliminate much of the need for artillery. Normal fixed-gun aircraft had to point their noses down to the ground to strafe and could only fire for a few seconds before needing to pull out of their dive to avoid a crash. Britain wanted an aircraft designed to cruise on the level down the line of enemy trenches with moveable downward-pointing guns inflicting a withering fire on enemy trenches below, keeping enemy heads down and possibly enabling a “friendly” charge across no-man’s-land while the enemy was preoccupied with the over-flying aircraft’s mayhem. What a concept! The embodiment of that concept became the Avro Avatar in 1935.

A Soviet aircraft designer, Pyotr Grushin, fleeing the purges in his homeland, joined A. V. Roe and Company aircraft manufacturers. He had an idea for a new aircraft he called the “Shturmovic-Tandem”. The tailplane on this short aircraft was very close to main wing, but it had a gun turret in the very rear that could fire at an acute angle below. A.V.Roe took Grushin’s idea and developed it into the prototype Avatar.



A three-place, single-engined monoplane emerged as the Avro Avatar Mk I, which carried a pilot, a navigator-gunner-bombardier, and a rear gunner. The gunner-navigator-bombardier sat behind the pilot, facing forward, with access to twin Vickers “K” machine guns, also facing forward (generally) in a ventral rotating tub with limited traverse and elevation. The guns were remotely guided by a down-facing submarine-type combination of periscope and telescope. A small bomb-bay lay behind this compartment, with multiple racks for 10-lb anti-personnel fragmentation bombs. In the tail cone was a prone gunner’s position with an additional Vickers “K” machine gun for use either as rear defense against aircraft, or as an additional strafing gun to surprise enemy soldiers below who thought the strafing aircraft had passed and had come out of hiding. Britain envisioned several of these aircraft flying together for mutual protection and concentrated fire.

When power-operated turrets appeared in the late-thirties, Avro of Canada decided to increase the Avatar’s firepower and traverse by substituting and modifying an early-model U.S. Sperry ventral “ball”-type turret, with four .303 guns. About half of the ball was an opaque splinter-shield to protect the gunner. The turret, its gas-powered generator, and hydraulic pump

displaced most of the bomb-bay compartment. The tail-cone gunner’s position was retained for awhile (this being the Avatar Mk II) but was eliminated when a Boulton-Paul four-gun mid-upper turret was installed in the dorsal position behind the ventral turret, and the generator/pump unit was moved slightly aft. The relatively unstable Grushin-inspired aircraft was lengthened to put the tail farther back, and allow for more room for the turrets. The Manchester-like triple tail was replaced by a Lancaster-like twin to reduce the possibility of shooting off the vertical stabilizer when attacked from the rear by enemy aircraft. Two fixed machine-guns facing forward were added to each wing. To help counteract the additional weight and a sluggish performance, the original squared-off wings were extended into round tips and a radial engine of increased power was faired into the fuselage farther forward. A powerful white strobe light was installed in the tail cone to help blind and throw off gunnery of a potential attacker from the tail. This became the Avatar Mk. III and the subject for the model.

This new twelve-gun Avatar caught the fancy of the Air Ministry as a potential bomber-destroyer in the same vein as the Boulton-Paul Defiant, but with even more firepower. With an altitude advantage, a squadron of Avatars could dive through

an enemy bomber formation and shoot at several aircraft on both sides while passing through. The Avatar's slow speed and climb made this type of interception impractical in service. This didn't stop contemporary military-adventure literature for boys from featuring an "Avatar Sandwich Attack" showing Avatars attacking Heinkel He 111 bombers head-on, flying so that one enemy bomber was overhead, and one underneath for the Avatars to rake with machine-gun fire.

The "light bomber" aspect of the Avatar, now abandoned for increased machine-gun power, was taken over by the specialist Fairey Battle aircraft, and the Air Ministry envisioned these two working together as a trench-attack team capable of defending itself against enemy fighters. Never mind that the nature of the upcoming "modern" war had left "trench warfare" behind.

In spring of 1940, when war started in the West, most Avatars remained behind in Britain for bomber defense when the Battles and some Avatars were sent to France with the BEF. It was found that the



slow Avatars could keep up with the heavily-loaded Battles on the way in to the target, but once the Battles had dropped their bombs they became lighter and the

Avatars could not keep up with them on the way back (a concept and result repeated later on by the Americans with super-heavily-armed B-17s and B-24s.) Sure enough, the Battles without their Avatar escort were all but wiped out by German fighters in the fighting around Arras.

But as the Germans advanced towards Dunkirk and within range of Britain-based aircraft the Avatars and somewhat similar-looking Blackburn Rocs sprang into action and attained a brief glory. The Rocs had once out-foxed the Germans, who mistakenly took them for Miles Masters and foolishly attacked lazily from the upper rear only to meet the withering fire of the Rocs' turrets. A hard lesson learned, the Germans now attacked Rocs from underneath where there were no guns and reversed their previous misfortune. In a similar engagement with Avatars the German fighters suffered another surprise and a crushing defeat as their approach from underneath was met with the same withering fire that the Rocs had dished out from above.



During a concentrated effort by Avatar squadrons to disrupt the German columns strung out on the roads leading to Dunkirk, a new tactic that had been devised to increase firepower and thwart interdicting enemy aircraft appeared to be working. They noted that the enemy columns had seemed to have stopped moving. While flying level at the end of the first day of normal strafing, and dismayed that he wasn't getting much "action", top-turret gunner Greg Berkshire at the next squadron crew meeting suggested that the pilots fly their plane in a sort of banked "Lufbery" circle so that both turrets could fire broadside at targets below. For defense against interdicting enemy fighters, one of the three Avatars in a flight would turn their turrets to the outside of the circle, then trade duties for the next pass. "A capital idea", said the squadron commander. The precursor to the "Spooky"-type gunship tactics so successfully used later in Vietnam raked the German soldiers and light vehicles. Further reconnaissance had determined that the columns had made no further progress and appeared to be stalled. The British press gave hearty accolades to the Avatar crews and squadrons for halting the German advance, unaware that Hitler had already ordered the stop himself.

The Avatar's success was diminishing as German fighters stood off and fired cannon out of range of the Avatar's paltry .303s. The Avatars' slow speed and ungainly maneuvering made them particularly vulnerable and unable to throw off the aim of tenacious Germans. Rather than fighters being their main enemy, however, most Avatar losses were attributed to AAA from the ground. Losses were mounting rapidly.

Once the Dunkirk evacuation was accomplished, the remaining Avatars were recalled for their next important mission: strafing the anticipated German invasion beaches on British soil. A new Command was formed, called Invasion Defence Command, which would co-ordinate the air, land, and sea defenses for the inevitable upcoming invasion of Britain. All the remaining Avatars were assigned to this



Command. The Avatars could be used to either strafe the beaches or personnel barges at sea in the proposed all-out effort to save the homeland from the invading Hun. The red letters "IDC" on the fuselage and lower cowl were signs for any ground crew at any airfield to automatically give the aircraft priority over non-IDC aircraft for fuel, armament, and maintenance during the invasion.

IDC Avatars were painted in normal dark camouflage colors, but the similarity in plan view with the German Dornier Do 17 had got a few Avatars shot down by friendly fire over the beachheads, and a few Hurricanes shot down as desperate Avatars defended themselves. After some deliberation, oversized "Type A1" roundels were approved for all six positions, enabling the yellow surround and white mid-circle to feature prominently. The bright markings could be covered with a tarp when on the ground, but the nature of the IDC plan to rotate crews would keep the Avatars airborne in near-continuous sorties as long as there was light.

Because New Zealand had contributed funds and personnel to help Britain defend herself, a contingent of New Zealanders was working up with the Avatars the funds

had bought. The planes even had NZ serial numbers, and the red center dot in the roundel gave way to a plump Kiwi image. This "breach" of regulation was overlooked by commanders as a morale-booster knowing it could be rescinded after the invasion crisis was over. Sporty personal emblems were also allowed. Number 23 adopted a "Mad Cow" emblem that seemed to embody the spirit of the bovine Avatars with a deadly "udder" in the lower fuselage. A yellow-green gas-detection panel was placed on the upper wing root so the pilot could see if they were in danger. It would turn pink if exposed to phosgene gas.

Though the multi-divisional Sea Lion invasion was never attempted, a Dieppe-like German reconnaissance-in-force landing in late summer set off the British anti-invasion plan. Like the later Allied Dieppe raid, the invasion caused an alarm and there was feverish activity for a few days until the initial attack ran out of steam and the invaders were killed, captured, repulsed, or withdrawn.

Avro Avatars and the Westland P-12, another beach-strafing design based on the Lysander, rose from their airfields to do battle on the Sussex beaches. Though

German fighters were seen in the distance, the Avatars and P-12s suffered only a few casualties from air attack on the first day. Orbiting the beachhead, a kette of three German Navy Arado Ar 196T dive bombers was seen down below and was heading back home in loose “V” formation—one in front and two on the sides. This became Avatar Number 23’s shining moment. Diving down from some 5,000 feet above them, the Avatar’s forward guns homed in on the kette leader while the turrets raked the wingmen. All three were brought down on that one pass, but the Avatar kept diving and zoomed into a dilute cloud of phosgene that registered on the gas patch (an inadvertent use of mis-labeled Royal Artillery shells flung onto the battlefield!).

Of course, this “Sea Lion” invasion attempt was unsuccessful, and battle attrition of the never-numerous Avatars reduced their numbers such that their depleted squadrons were disbanded. The remaining Avatars were taken over by Training Command to train turret gunners for Britain’s upcoming bomber offensive. A few Avatars were scrambled to provide keep-their-heads-down strafing fire over the Channel Dash German warships, but the prospect of using the Avatars in the upcoming Overlord invasion in 1944 was briefly discussed and dismissed. The Avatar saw no further combat use. The “American” ball turret was removed and a Frazier-Nash turret was placed in the re-designed and shortened tail as the Avatar Mk IV. No Avatar Mk III survived the war intact.

About the model:

My Avatar is 1/72nd scale. I took two Frog 1/96 Lancasters for the main body, cockpit, and wing outer sections. A Matchbox Vickers Wellesley provided the engine and propeller with added putty. A Matchbox Halifax bomber provided the upper turret. An unknown B-24 or B-17 gave the Avatar its definitive ball turret. A 1/144th Lockheed Constellation supplied the reworked tailplanes. A Caproni Ca 313 supplied the landing gear fairings, but the landing gear itself was just anonymous

spare parts. A lot of internal engineering went into the rotating and elevating turrets, and a custom wing spar through

the fuselage bolstered the butt-jointed wings. The fuselage was built in six sub-assemblies like a late-war U-boat.



Heller 1/43rd Scale Peugeot 206 WRC '00

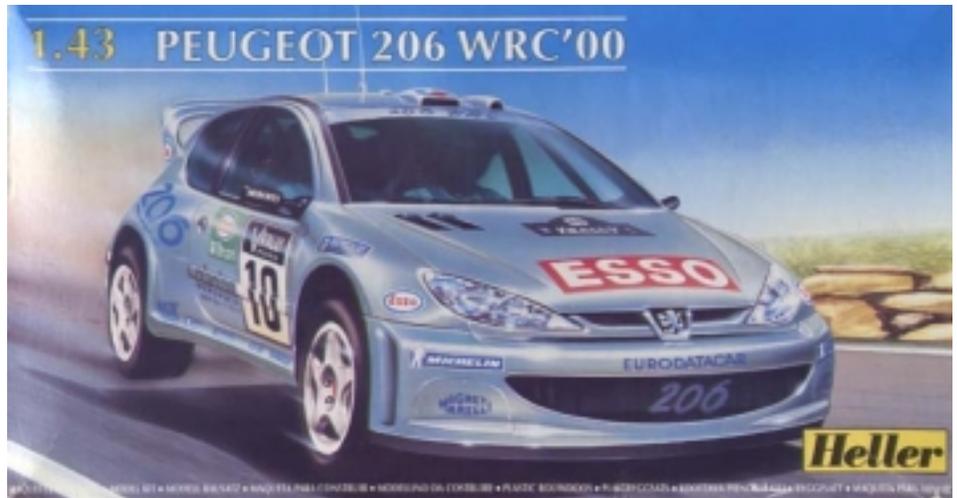
by Jacob Russell

The Peugeot 206 is a supermini, or subcompact, which has been manufactured by the French automaker Peugeot since 1988. Twenty years later, the 206 has become Peugeot's best selling car, which certainly proves the soundness of the original design. It was also the best selling car in Europe from 2001 to 2003. The car was built in both England and France until 2006, when production was shifted to England to Slovakia. The 206 is also manufactured in Argentina, Brazil, China, Iran, and Malaysia.

Peugeot began racing a World Rally Cup version of the 206 in 1999, and won both the manufacturers' and drivers' championship in 2000, in the capable hands of Gilles and Herve Panizzi, Francois Delecour, and Marcus Gronholm.

The Heller Peugeot 206 kit is well packaged in a sturdy cardboard box, with the clear parts bagged separately to prevent scratches. This is a simple curbside kit, comprising only twenty-three parts, five of which are clear. The clear parts include individual headlight and taillight lenses. The rest of the parts are molded in a rather soft, white styrene plastic. There are some sink marks on the rear bumper. The tires and wheels consist of two halves per wheel, with the tires and wheels molded together. Tread detail for the tires is lacking altogether. The disc brakes are molded to the inner half of each wheel pair.

There is no roll cage, and the trunk mounted fuel cell and spare tire are missing. There are prominent vents on the bumper, which unfortunately are molded closed. The instructions are very well illustrated, with a clear and logical build sequence. Color callouts for Heller colors are included, with both the color number and name given.



The decal sheet is nicely printed, but unfortunately the smallest decals are not quite legible. The decals have reasonable clarity and seatbelts are included. The yellows, oranges, and reds (for the front license plate and rear tail lights, respectively) are slightly out of register. There is a single marking option on the sheet for the 206 that won the 44th Tour De Corse in 2000, driven by brothers Gilles and Herve Panizzi.

The Ultimate Car Page lists the following dimensions for the 2000 WRC: an overall length of 4005 mm (157.7 in.), a width of 1770 mm (69.7 in.), wheelbase of 2468 mm (97.2 in.), and a weight of 1230 kilos (2711.7 lbs). I refrained from getting out the scale ruler, because the kit certainly looks like a 206, albeit in somewhat simplified form.

1/43rd scale is to car models what 1/72nd scale is to airplane models: you can find just about anything you are after! The sheer number of subjects available in this scale is astonishing. Many kits in this scale are expensive, hand-made multimedia kits of resin, white metal, photo-etch, etc. which can be difficult to obtain, let alone build. If you are interested in testing the waters of 1/43rd scale car models, Heller car kits are an excellent introduction. These kits are inexpensive (I found mine on eBay for \$2), offer a reasonable amount

of detail, and they are easy to build. Highly recommended. Why not give one a try?

References

1) Web:

A) Wikipedia: http://en.wikipedia.org/wiki/Peugeot_206

B) Ultimate Car Page: <http://www.ultimatecarpage.com/car/1274/Peugeot-206-WRC.html>

2) Print:

Rally Yearbook 2000-2001. Text by Phillipe Jourbin, photos by Pascal Hurt. Published by Chronosports (courtesy of Andrew Birkbeck).



Eduard 1/48th Scale Lavochkin La-7 'Weekend Edition'

by James Mustarde

Perhaps the most attractive Soviet fighter of its generation and noticeably faster than either the Mig-3 or Yak-9, the still predominantly wooden Lavochkin La-7 was developed directly from the highly successful La-5FN, of which over 10,000 were built. By adding a more powerful radial engine under an aerodynamically cleaner cowl, better high altitude performance was achieved along with a 20 mph increase in top speed. Firepower was increased by adding a third ShVak 20 mm cannon to later La-7s.

Despite some poor low-speed handling characteristics, the La-7 was well liked by its pilots and earned itself a superb combat record by the end of the war. Some of Russia's top aces flew them, including Ivan Kozhedub, three time hero of the Soviet Union, the number one allied ace with 62 victories, and the first Soviet pilot to shoot down a Messerschmitt Me 262. Total production of the La-7 amounted to nearly 5,800 aircraft.

As with other Eduard Weekend Edition kits, the La-7 is a fairly simple proposition and a straightforward build. The kit consists of only three sprues – two light gray and a single transparency. One sprue holds the single piece lower and single piece upper wing halves, as well as some undercarriage and cockpit pieces. The other grey sprue has the two fuselage halves, the two-piece horizontal stabilizers and cowl pieces, as well as props, wheels, gear doors, pilot's seat, and instrument panel. The clear sprue has the three-piece canopy, armored glass and gunsight.

As with all Eduard kits, the surface detailing is quite beautiful. Despite the use of more aluminum than the La-5, the La-7 was essentially an all wood aircraft and the smooth plywood outer skin is nicely



represented. Access panels, stiffener plates and wheel well details are all well done, with nicely represented fasteners. All control surfaces are all molded in, so some minor surgery will be required if you want to show them displaced. Engine detail is none existent, which matters little as you'll not see much of it behind the cowl anyway.

Eduard offers the builder two choices for the instrument panel – raised instrument faces or a decal. The former is pretty basic and adding individual instrument decals would be a challenge for most experienced modelers.

Painting instructions and decals are provided for a single La-7 aircraft, 'White 93' flown by Lt. Col. S.F. Dolgushin of the 156th Fighter Aviation Regiment (IAP) based on the Eastern front in 1945. The horizontal red stripes and Russian Star for the fin and rudder are included on the decal sheet but may prove tricky to apply. Decal registration is perfect.

I nearly always start a kit from the bottom; that is I focus on the undercarriage and gear doors before moving on to engines,

props, cockpit, and then the main body assemblies. Each main wheel on the La-7 is in two halves and these were lightly sanded on a flat sanding board to assure good alignment before gluing. The main gear legs, the tail wheel assembly and all actuators had minor molding lines and these were removed with a fine scalpel. I find that a light brushing with Tenax liquid cement helps tidy-up the legs and struts by dissolving any minor scratches or burrs.

The main wheels and tail wheel were painted Floquil engine black with a hint of white and blue. The hubs were painted Floquil Silver. The legs and struts were painted light grey with chrome oleos and actuators. A few coats of thinned Future prepared them for a wash with Burnt Amber oils. Note: a lot of people say there is no need to thin Future, but I find that the orange peel effect can be avoided completely by mixing it 50:50 with 99% Isopropyl alcohol. Once the wash had dried, dry brushing highlighted surface details on the legs and actuators. Finally I dirtied the tires with a light misting of a red/brown mix.



The wheel wells were next. Five components are supplied; two air intake ducts and the front spar which forms the rear wall of the bay, and a small hydraulic reservoir and electric box. The air ducts required a little prep work, but other than that assembly was quick and easy. The underside of the single piece upper wing provides the wheel bay inner surface detail, although this is fairly minimal. The wheel wells were painted light grey and given the same Future/Burnt Amber wash treatment as the other undercarriage components. The hydraulic reservoir was painted yellow and added last.

At this point I tidied-up the two wing halves and glued them together. That was it for the wheels, wheel bays and wing assembly - time to move on to the engine and propeller.

Well, there isn't actually an engine. The kit has a single front cowl piece and an insert for the single piece engine cooling grill assembly. The latter is rudimentary but looked okay with a coat of black and dry brushing to pick out the subtle detail. The propeller assembly consists of three nicely cast blades, a spinner, and back plate. The

blades needed a little cleaning up, but looked nice after a coat of Floquil Engine Black. The spinner and back plate were painted Insignia Red and given the usual Future/Burnt Amber wash. I used Floquil Silver to pick out the propeller hubs molded into the back plate. It'd hard to see once the individual blades are mounted, but it's there. I also painted and washed the front cowl ring as I had decided to fit this after the rest of the plane had been built and painted. I discarded the kit gun muzzles and replaced them with small diameter plastic rod that had been drilled out and painted Gun Metal.

I started building the cockpit using only the pieces supplied in the kit. The interior structure, sidewalls, and floor were first painted a light interior gray followed by a few light coats of thinned Future. Once the Future was well dried, I gave everything a Burnt Amber oil wash. I then highlighted any raised surface detail and framing with dry brushing.

Sidewall components are limited to a basic throttle quadrant and mixture controls and what looked like an oxygen regulator. I had to add levers from spare photo etch as

none existed on the kit components. All the parts were painted flat black and dry brushed to highlight whatever detail existed. Lever knobs were highlighted in red, white and wood colors. I sanded off the raised instrument detail on the panel and paint it gloss black. Once that was dry, I applied the single piece instrument decal.

At this point I really wasn't very happy with the way the cockpit looked and decided to cheat a little and add some extra cockpit detail from an Eduard La-5FN photo etch set that I picked up at my local hobby store for a few bucks. I wasn't intending to do this but the Eduard set had seen better days and was on sale. The set provided some great two-piece trim wheels, placards, rudder pedals/straps, a number of sidewall controls to complement the kits components and (wait for it) a fabulous instrument panel with film, and a seat harness. All of these Eduard components were carefully cut free and painted flat black prior to fitting. I added cable runs and push rods from thin solder wire for better effect. Glass varnish was used to simulate glass on the instrument faces.

Once the cockpit was completed it was easy to close-up the fuselage. I decided not to add the tail wheel leg at this time as they always seem to get knocked off at some later point. The fit of the two fuselage halves was excellent and only a little filler was required. Once dry, I fitted the wings to the fuselage. The fit was generally good, although a few gaps around the leading edge required filling with thick cyanoacrylate and finishing with Bondo. Finally I fitted the tail planes, which did require a little more filler than both the fuselage and wings. A gentle sanding with wet and dry was sufficient preparation for a prime with Floquil gray primer.

I had intended to show the model with the canopy open, but the fit of the center piece wouldn't allow me to do so. It was a little on the small side and didn't sit correctly over the aft section. If I had had the time, I would have vacuumformed a replacement. I therefore glued all the canopy components

in a closed position and, when dry, masked everything with Tamiya tape.

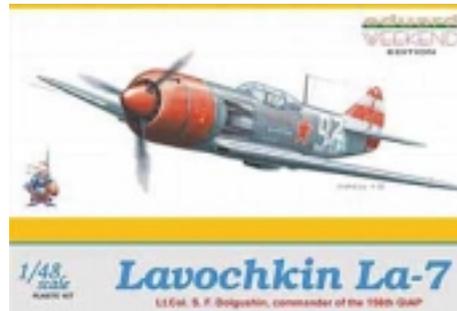
Lt. Col. S.F. Dolgushin's 'White 93' had a simple two color blue/gray color scheme which was easy to apply using Model Master enamels. I had already decided not to use the tail decal and painted the red/white stripes beforehand, along with red cowl covers. Chrome was used to highlight the cowl straps and aluminum for the exhaust plates. A few coats of Future preceded decaling. Once the decals were dry I added a few more coats of Future. Finally I washed the kit with Burnt Umber oils and let it all dry overnight.

It was now time to add all the details. On went the tail wheel and doors, main gear and doors and the front cowl section, followed by the propeller itself. I then added the cannon barrels, pitot tube and aerial mast. Once everything had set I gave the whole model a misting of Dullcote. The last task was to fabricate the twin aerial wires. I used stretched black for the wires and stretched white sprue for the insulators. Once the wires were loosely attached, a glowing match tightened the wires.

This was a fun build. If it hadn't been for the Eduard PE cockpit and my decision to paint the tail rather than use the decals, I reckon the kit could be built in a weekend. It was the most enjoyable build in a while and got the juices going for a Yak-9.

Thanks to Eduard for the review copy.

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



2009 Meeting Dates

Here are the dates we have for the 2009 meetings at North Bellevue Community/Senior Center. Additional dates will be announced as they are available:

January 17 (Third Saturday)
 February 14
 March 14
 April 11
 May 9

Model Shows/Contests Scheduled for 2009

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

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

More info will be provided when available.

Correction

In the print edition of last month's newsletter, the date for the 8th Air Force Historical Society panel discussion "The People of the Mighty Eighth", at the Museum of Flight in Seattle, was incorrectly given. The presentation will take place on Sunday, February 15, at 2 PM in the William M. Allen Theater.

AZ Models 1/144th Scale Fokker/Ro. 10

by Jim Schubert

Fokker Tri-Motors were license built in Belgium, Czechoslovakia, Italy, Poland, Spain, the UK and the USA. The history of these planes is a long and fascinating tale best told elsewhere. Suffice it to say here that three, designated Ro. 10, were built in Italy by Industrie Meccaniche e Aeronautiche Meridionali - Romeo; better known to us as IMAM-Ro. All three were, apparently, initially sold to Swissair and later to Ala Littoria, SA. In which markings they are presented in this kit.

It is interesting to note the brief history in the kit instructions is taken verbatim from Wikipedia.

This is one of four kits of the Fokker Tri-Motor in AZ's Airport 144 Series; kits 14401, 02, and 03 have markings for Avia and Fokker civil, Avia and Fokker military, and Avro 618 "10" respectively. I suspect the only differences are the decals and the colors and markings instructions.

27 parts are cleanly injection-molded in pale brown styrene. Three engines are sharply cast in pale cream resin but with a large pour-block on the back that will take a lot of work to remove cleanly. An Eduard PE sheet containing 31 parts is also included. Windows and a windscreen are printed on thin clear plastic. The decals, with markings for three Ala Littoria planes, are well printed in perfect register. The single sprue-tree of parts includes two complete fuselages appearing, to me, to be identical. The kit includes no exhaust collectors or pipes; the instructions advise these are to be made of wire.

Nit Picks

1. Stringers on the fuselage sides are a bit overdone.
2. There are no stringers molded on either the top or the bottom of the fuselage.

There should be three on top from the Wing TE aft and three on the bottom from the rear of the aluminum nose skin aft.

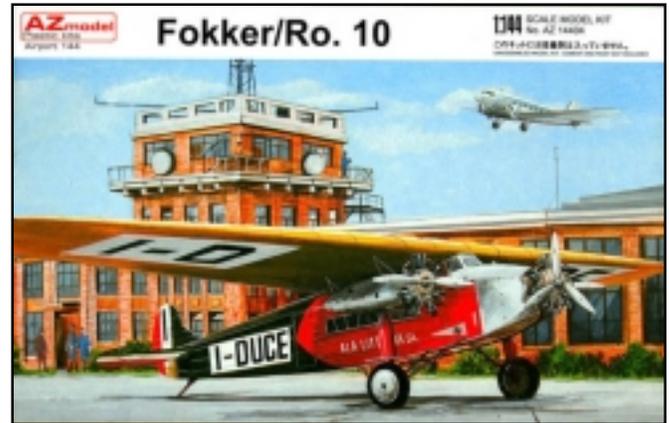
3. If the clear plastic windows are installed from the inside as the instructions show you will have an unrealistically thick recess all the way round them due to the thickness of the fuselage. I'd advise making neatly fitting inserts of about .020", or thicker, clear styrene to be installed after the model is painted. The windows on the original were essentially flush with the fuselage sides.

4. The propeller blades are overly thick and need to be thinned and the hub detail needs to be refined.

5. Although the PE sheet includes control horns, the instructions don't show the external control cables and cranks.

6. The instructions call for the wings of two of the optional liveries to be Ocre Yellow. In reality they were clear varnished birchwood.

My nit picks aside, If you build this kit OOB, with appropriate attention given to



installation of the windows, you'll have a very attractive model well representative of the Fokker F.VIIb/3m transport.

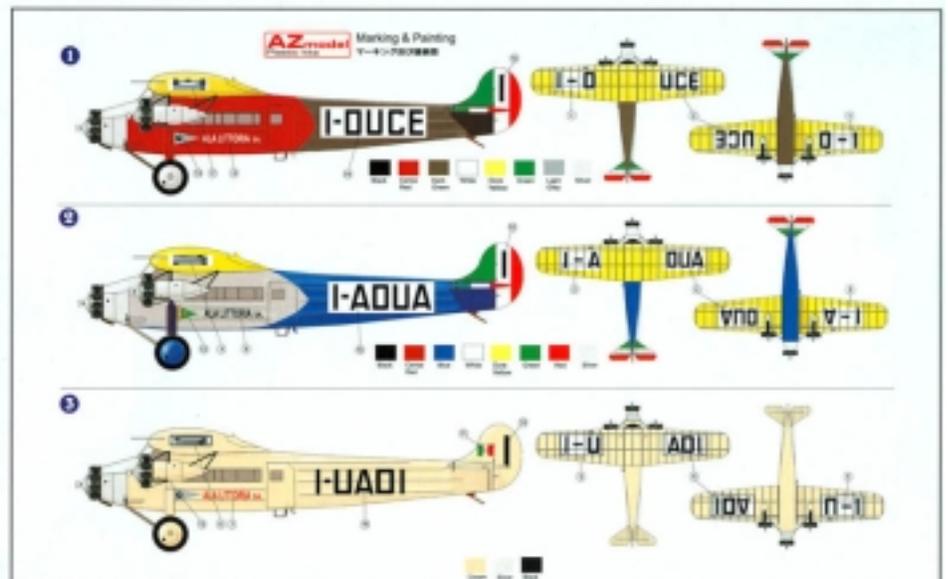
Hannants list the kits for £15.31; ~ \$23.00

My thanks to AZ Model for providing the kit for this review.

References

- *Aeroplane Monthly*, May 1984, John Stroud's series "Wings of Peace".

- *Skyways the Journal of the Airplane 1920-1940*, Nos. 65 & 66, January and April 2003. Two part article on the Josephine Ford by Richard S. Allen.



Colors and Markings of Operation Starkey

by Steve Nichols, IPMS Great Plains

I am going to explore the first wide use of what has become known as invasion stripes as applied to a wide variety of aircraft. I am not speaking of the Normandy invasion, but the little known "Operation Starkey" which took place in late August and early September 1943.

Historical background

Operation Starkey was originally planned as a large-scale invasion hoax by the COSSAC staff under Major General Fredrick Morgan aimed at Boulouge in the Pas de Calais region of the French channel coast. By the time it was actually executed it was considerably downsized. From August 16 to September 9, 1943, elements of the British and Canadian armies, the Royal Navy, the Royal Air Force and the United States Army Air Force were involved in preparations described as consistent with an assault on Boulogne. In its final form Operation Starkey was visualized as feint against the Boulogne beaches intended to divert German troops from Italy and draw the Luftwaffe into large-scale combat with RAF fighters over the channel. Unfortunately, as the operation reached its climax on September 9, 1943, it became obvious that Operation Starkey aroused nothing but supreme lack of interest from the Germans. In the post-WWII years this has been more than matched by historians

The preliminary phase, which lasted from August 16 to August 24, USAAF and RAF aircraft bombed airfields, transportation and industrial targets in the preparatory phase. From August 25 to September 8, the bombing intensified and was broadened to include ammunition and fuel dumps concealed inland in the forests around Boulogne. The conclusion of Operation Starkey came on September 9, when the

bombers specifically targeted gun sites in the Boulogne area. In marked contrast to the Normandy invasion, nine months later, the Allies telegraphed their every move in the mock invasion, which was by now considerably reduced in scale.

September 9 saw the most Naval activity in the English Channel since the Dunkirk evacuation. The 255-ship armada sailed to Boulogne from Dungeness at 0730. The fleet contained Thames barges, pleasure steamers and destroyers, but no troops were carried. Noticeably absent were Capital ships of the Royal Navy, which were engaged supporting the landings in Sicily and latterly Italy. The missing battleships, which had been a vital element in all Allied invasions thus far, was probably one of the main reasons why the Germans did not swallow the bait. This caused one R.N. officer to comment that the reason for the lack of German response was. "There was not enough cheese in the mousetrap!"

At 900 hours the entire mile-wide armada, which had been sailing for Boulogne did an abrupt 180-degree turn and headed for English ports. Spitfires flew 786 sorties and nearly 300 allied light bomber sorties had been directed at the Boulogne area. Nearly 340 heavy and 85 light bombers and fighter-bombers attacked thirteen airfields. A tragic result of all this bombing activity was the accidental bombing of the French village of Le Portel by 8th USAAF B-17s which resulted in 500 French civilian casualties. In spite of all this aerial activity only two German aircraft were shot down. Whatever the Allies were selling, the Germans were not buying.

The First Invasion Stripes?

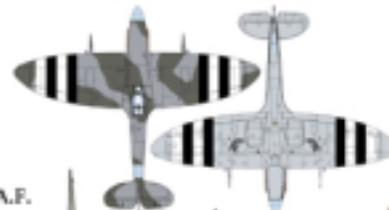
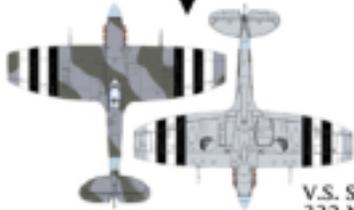
The Sicilian Invasion in July 1943 was plagued by friendly fire from the Allied fleet shooting at and shooting down British and American Aircraft. Indeed, on the nights of July 11 and 13, 44 12th Air Force C-47s laden with British and American Paratroops were shot down overflying the Allied fleet. Clearly this state of affairs could not continue, so

Operation Starkey turned out to be the test run for a new means of identifying Allied Aircraft overflying the fleet.

Several types of special ID markings had been carried on aircraft participating in training exercises in the United Kingdom. However, for this operation a new method of Identification was tested. Aircraft involved in Starkey appeared on 9 September in something similar to Typhoon ID stripes, on closer examination this was somewhat modified one step. Two white and two alternating parallel black stripes of equal width, were carried on each wing, above and below. In at least two photos the stripes are shown to have been painted over the under wing roundels. To my knowledge, there is no photo showing the upper wing of Starkey aircraft but there exists the distinct possibility that the upper wing roundels were over painted too. The color profiles accompanying this article show the upper wing roundels over painted - if nothing else to stimulate research. Aircraft known to have carried these stripes as confirmed by photographs were Spitfires, Bostons, and Whirlwinds. Others thought to have carried these early invasion stripes include Typhoons, fighter-recon Mustangs, Mitchells, and Venturas. All of these types were in RAF service. The 8th United States Army Air Force B-26s which were heavily involved in this operation are not known to have carried the stripes. In addition, some twin-engine A/C had their noses painted white. This evidently turned out to be the only successful part of the Starkey hoax invasion. The dawn of June 6, 1944 found thousands of Allied aircraft over flying the invasion fleet with alternating black and white stripes painted on the wings and fuselages of all Allied aircraft taking part.

Aircraft of Operation Starkey, 9 September 1943 "The First Invasion Stripes"

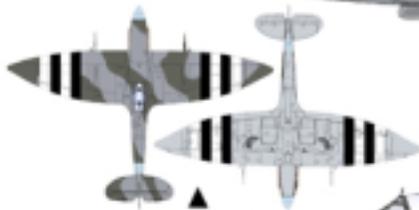
V.S. Spitfire L.F. Vb, W3320
of 64 Squadron R.A.F.
based at Coltishall,
9 Sept, 1943 ▲



V.S. Spitfire F. IX AB457
332 Norwegian Squadron R.A.F.
based at North Weald



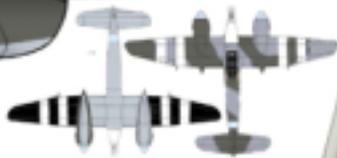
332 squadron emblem
beneath cockpit



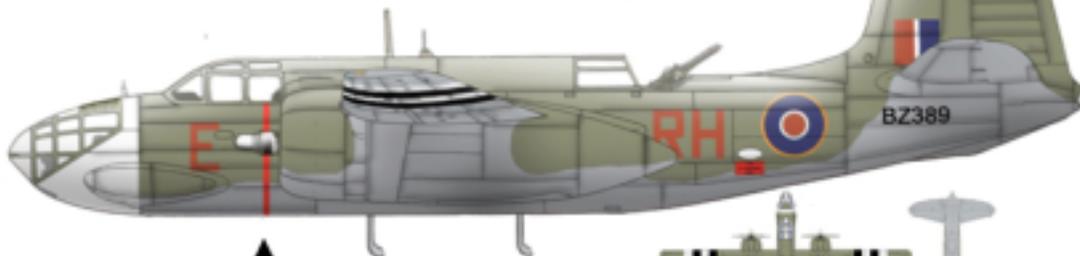
V.S. Spitfire H.F. VII MB820 of 124 Squadron R.A.F.
On Sept. 9, 1943 flown by Fg Off Barritt
No. 2 to Fg. Off Phillips
in MB825, it assisted
in the destruction
of a FW 190



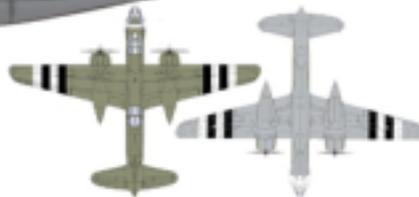
Westland Whirlwind P6974
263 Squadron R.A.F.
Based
at Warmwell ▶



All Artwork © Steve Nichols



Douglas Boston Mk. III of 88 Squadron R.A.F.
used for smoke laying duties on during Starkey.
Often mis-identified as a D-Day aircraft
BZ389 was actually destroyed on June 4th, 1944



Pegasus 1/72nd Scale Porsche P-245-010

by Will Perry

The armored vehicles used in Germany's early Blitzkrieg victories were late 30s designs – the Panzer 1 through IV series. Czech and French equipment was also incorporated in these early war years. By 1943, however, these designs were getting



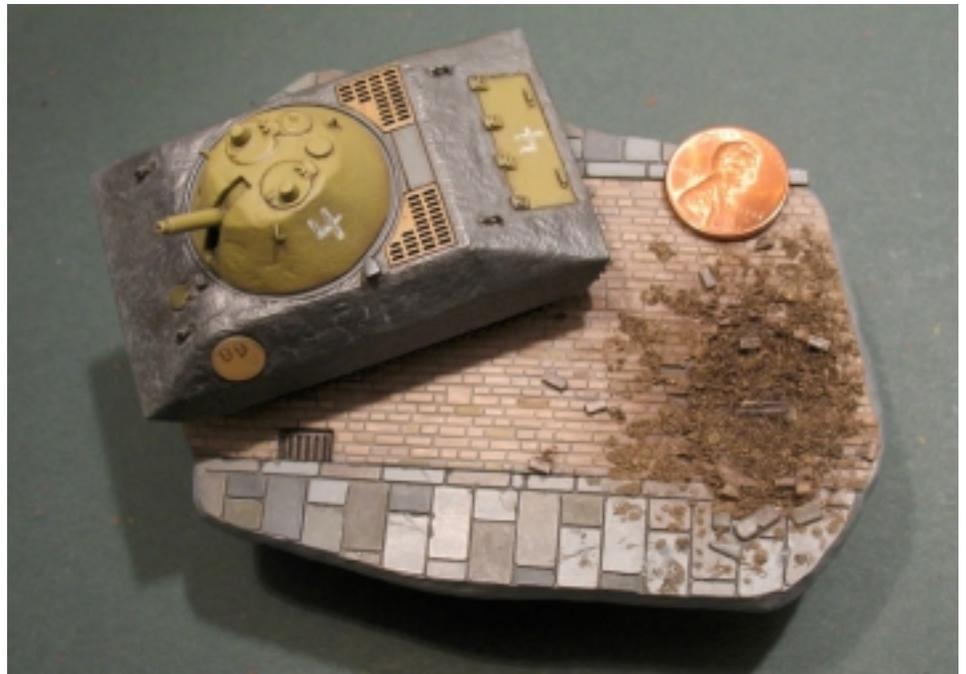
dated, and thousands were disappearing into the maw of the Eastern Front as the Panzerwaffe encountered increasing numbers of powerful Soviet designs. Faced with the need to produce large numbers of more modern designs, the Wehrmacht asked German industry to develop equipment that could efficiently and economically replace older designs by 1945. This effort led to a number of late war designs known as the E series. Some prototypes were built; most remained paper.

The Porsche P-245 never made it to the E-list, but it seems to be part of that same push to rationalize and economize. The family of light panzers weighed in at around 16½ tons, with a crew of three. Info is scarce – one *WW2 in Color* forum post has a low-resolution sketch and short



descriptions of the family tree. The most unusual aspect of the design was its armament – the Rheinmetall Borsig MK 112 – a 5.5 cm automatic aircraft cannon designed to knock down Allied bombers. There's no indication that the P-245 ever progressed beyond the paper stage, but that hasn't stopped Pegasus Hobbies from producing a competent kit of this petite Porsche paper panzer.

The kit has 16 parts, molded in a slightly soft gray plastic. Molding quality is good, with one very visible exception - a massive sinkhole on the very top of the turret that demands some tricky filling. The 1-piece hull uses a rough and lumpy surface texture to simulate the look a quick casting job - due to molding limitations the sides of the hull are smooth. The tracks and the main suspension components are molded as one piece, with outer road wheels as



separate pieces. This makes for quick assembly, but with scant detail on the top and bottom of the track. Instructions consist of a single exploded diagram – it's enough. There are no decals. Pegasus's approach with this kit is reminiscent of the HäT series of 1/72nd wargaming armor – simple construction and cheap kits – two kits come in the box and the retail price is just \$10.

Those looking for some quick wargame models can accomplish this in about ten minutes – the major parts snap together precisely and securely. Filling in the sinkhole on the turret was the most finicky chore, since it involved a couple of hatches. I also decided to do some simple detail enhancements, beginning with the sides of the cast hull. Thick pigment from the bottom of a jar of acrylic paint was daubed on to match the lumpy casting look. The kit's MK 112 cannon is not very crisp or round, but some aluminum tubing provided a quick, effective substitute. The hatch on the hull side was indistinctly molded, but a thin plastic disc made for quick improvement. I cut the vague lifting rings off the turret and hull and replaced them with appropriate size bits of wire.

I wanted to depict a vehicle hastily assembled and rushed into combat, hence the combination of unpainted hull, primed suspension, and thinly painted turret, with a few recycled components sprinkled in for effect. Model Master enamels, turpentine and burnt umber wash, and powdered graphite were used. A white artist pencil was used to add the chalked on tactical number.

This kit makes a great rainy weekend project. Or a quick fleet of little Wehrmacht '46 wargaming pieces. It's über-cute, well engineered and bound to get heads scratched at your next club meeting.

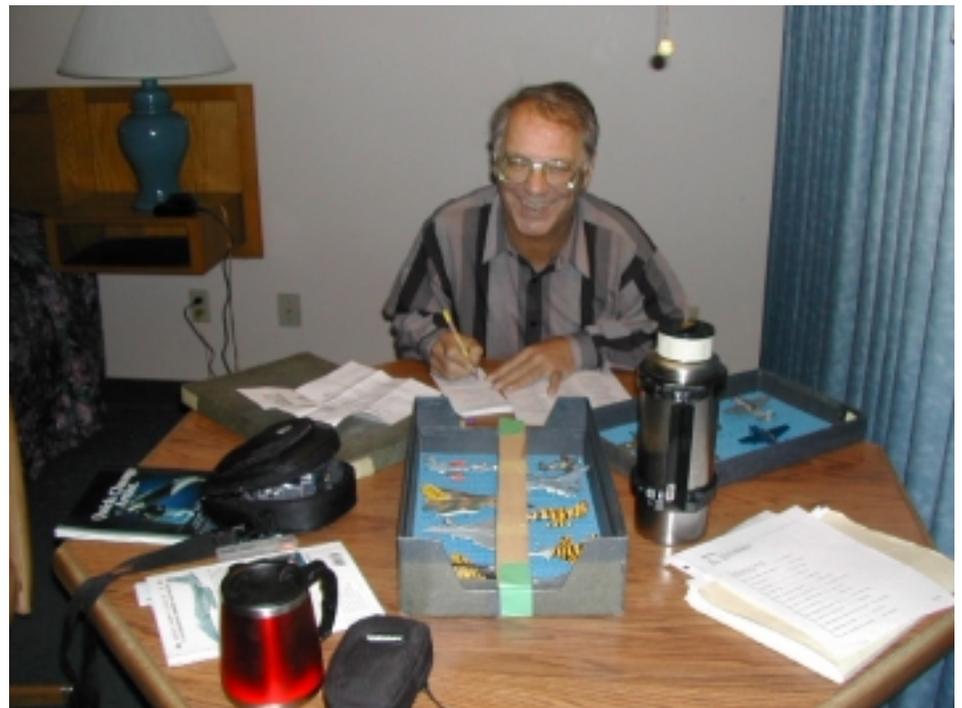
Glenn Adams

by John R. Lee, IPMS OHMS

Glenn Douglas Adams passed on one day before his fifty-sixth birthday, on November 1, 2008, in the Burnaby General Hospital due to complication from abdominal surgery. Glenn grew up in the Vancouver, British Columbia area and lived in a seventeenth floor condominium in Burnaby B.C. For the last 27 or so years he worked at the BC Ferries as a deck hand and instructor of new employees. In his free time he loved to build models, mostly 1/144th scale aircraft. He was a fabulous modeler in that he would scratch build the cockpits of these small scale models. Next to building models he enjoyed going to the various model contest/shows in Seattle, Port Townsend, the other Vancouver - Vancouver WA, and the annual OHMS contest at The Evergreen Museum in McMinnville.

He also made it to a few of the IPMS nationals over the years. Glenn took a lot of first places at the many contests that he

entered including a First at the Anaheim 2007 show with his beautiful Mosquito, seen below. He also loved to take pictures at the various contests and I would let him use my digital camera and he would take up to 700 pictures at a single contest. He also liked doing the tourist thing around wherever he was. We toured around Oregon a lot and visited Victoria BC almost every year when I went up there. I will miss him greatly.



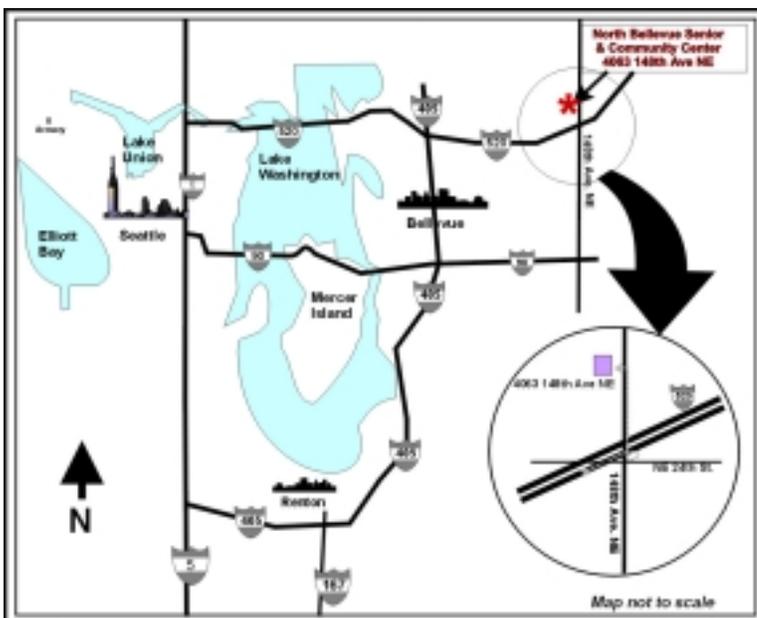
IPMS Seattle Renewal Form

Your 2009 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's 2009 annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via email. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the January meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

<p>IPMS Seattle 2009 Dues Form</p>	<p>Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115</p>	
<p>Full Name _____</p>		
<p>Mailing Address _____</p>		
<p>City _____</p>	<p>State _____</p>	<p>Zip Code _____</p>
<p>Telephone (Area Code) (_____) _____</p>		
<p>E-mail address _____</p>		
<p><input type="checkbox"/> E-mail delivery of the newsletter (\$15). <input type="checkbox"/> Regular mail delivery of the newsletter (\$25).</p>		
<p><input type="checkbox"/> Please do NOT release my e-mail and phone information for distributed club rosters.</p>		

Meeting Reminder

January 17 **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.