

Seattle Chapter News



Seattle Chapter IPMS/USA
June 2009

PREZNOTES



I'm now winging my way home from Louisville (Loo-uh-ville) via Houston after completing another trip to Wonderfest, my little model adventure this year instead of the IPMS Nationals in Columbus. On the trip to Louisville I was able to pen an entire column about how I was sandwiched in a middle seat at 2AM in a too hot airplane, but I decided to dispense with that as on the ride home I had an aisle seat, a hot meal (!) and more pleasant things to write about.

This was the 20th annual Wonderfest show, quite like an IPMS show, but dealing in all things sci-fi, fantasy, horror and what not. The T-shirts are a bit different - no Mustangs or B-17s but lots of *Star Trek*, *Lost in Space*, *Frankenstein*, *Dracula* and so on. Some attendees take it a bit farther, dressed in their favorite movie uniform/costume/regalia. Google 501st Legion and you'll see what I'm talking about. There were lots of demonstrations and how to seminars, guest speakers and more. Special guests were Veronica Cartwright (*Alien*, *The Birds*), and her sister Angela Cartwright (*Lost in Space*). I had a chance to chat with John Eaves, a concept artist for the new *Star Trek* movie as well as a number of writers and model builders whose work appears in *Amazing Figure Modeler* and *Kitbuilders* magazines. The vendor area was probably the size of half our Spring Show venue and crowded with all manner of resin and plastic kits for sale. Manufacturers including Polar Lights, Moebius Models, Monarch Models and others were in attendance as well, showing off new and forthcoming kits. My short list of models I "had" to buy was fulfilled within a few minutes, but that didn't stop me from buying more stuff than I really needed. One resin kit I brought became quite an adventure as the producer of the kit tracked me down and gave me back \$10, because he had apparently overpriced the kit. The next day he found me again and gave me back another \$5 because he had

lowered the price on the kit again! I was surprised, to say the least, getting handed money from a vendor. He definitely has a new customer. The model contest saw 501 entries, the largest ever for a Wonderfest show. The quality of the models was quite outstanding and it's really interesting to look at a model that is not an F-18 or a Sherman tank. The contest has only seven categories and the models are judged on their own merit, as opposed to each other. Yours truly was awarded a bronze for his Vampirella figure. Steve Hilby of IPMS Seattle was awarded two silvers and two merit awards. Preston Kabinoff also attended from IPMS Seattle but did not enter any models in the contest. Steve Sturgis, Jeff Skagen, and Chris Doll from the Galaxy Hobbies Sci-Fi club were also in attendance. Steve and Jeff each took a bronze and a merit award and Steve won the best dinosaur award with his mammoth. A good time was had by all.

I'll be in New Orleans on business this weekend so Marilyn will be running the show. She will have sign up sheets for our IPMS Seattle shirts so get your size/style information in as we'll be placing the order sometime shortly after the next meeting.

We'll see y'all next month.

Terry

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SEATTLE CHAPTER CONTACTS

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

Public Disclaimers, Information, and Appeals for Help

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

June 13
August 8

July 11
September 12

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

Dragon Models 1/35th Scale El Alamein Sherman II M4A1

by Andrew Birkbeck

For the past many years, DML/Dragon has been churning out 1/35th scale kits of the ubiquitous M4 Sherman tank. Initially they started with the original Italeri M4A1 76mm kit and started adding in their own newly-tooled parts where appropriate to create the version they were trying to kit. As the years went by, fewer and fewer of the original Italeri parts were being used, replaced by more and more DML/Dragon parts. Then they started to improve on their own parts as well, adding subtle details here and there to correct/improve the original parts. Today, little of the original Italeri kit is used, although you still get many of the parts in the box, to be added if desired to the “spares box”.

In this kit, one gets parts to produce a British Army “El Alamein Sherman”, which is an early production M4A1 or, in British military parlance, a Sherman II. This therefore has the early style “Direct Vision” ports for the driver and machine gunner, together with the very early style M3 VVSS suspension, a cast three-piece transmission cover, sand shields, and T41 rubber block tracks. The one noticeable item missing from the kit is a commander’s external turret machine gun and its mount.

All the plastic parts in this kit are first rate, and the fidelity of detail and fit is excellent for the most part. I didn’t spot sink marks on any of the parts, nor any ejector pin marks that were visible after the kit was assembled, which is excellent. The main hull and turret parts have a very nice and well-rendered cast effect to them, and there are many parts with appropriate foundry casting numbers in the correct places: bogies, transmission cover, turret, main hull. Slide mold technology has been employed in this kit: the detail is very crisply rendered and such items as the main gun and co-axial machine gun and



hull machine gun have appropriately hollowed-out bores. They are all one-piece, making clean up a breeze compared to how things would be if the main gun came in two halves, or if you had to drill out the machine guns. On kits that don’t offer this feature, I always seem to drill them out off-center, so thank you DML! Detail on the one-piece T41 tracks is excellent, the tracks are very flexible, and glue together with standard modeling glue.

As far as construction went, there were only a couple of areas to pay added attention. In Section 3, note the parts D11, horseshoe in shape. Note that, according to DML, these go only on the front and rear bogie units, not the center one. DML also seem to indicate that they can be installed facing upwards or downwards. Check your references carefully as not every vehicle had these, although according to a careful reading of the DML instructions, all but one of the decal options did.

Section 5, parts F11 have photo-etched brass screens (two types: MA21 or MA22) installed. On my kit, the PE parts required filing down a bit, as they stood too tall. For the headlight guards, DML offers the modeler a choice between plastic parts and PE parts, providing a handy-dandy jig to

help you if you wish to use the PE parts. I personally like plastic parts for these, but ended up using the PE parts, as I wasn’t happy with the quality of the plastic parts, which appear to be one of the few leftovers from the old Italeri kit.

Finally, and the area that caused me the most trouble, is Section 11, where the modeler is required to install the photo-etched front and rear mud guards, sand shields and the mounting racks for the sunshields (a system to disguise tanks to look like trucks). On the one hand, providing these parts in PE brass certainly improves on their scale appearance but, on the other hand, the origami-like nature of the assembly of these parts and the need to use superglue to attach them to the plastic hull parts is bound to frustrate many modelers. The most challenging parts were the front mudguards, parts MA3/15/16/17/18/19/25. I had a bear of a job keeping them intact, and ended up soldering the parts together for added strength, and **lots** of test fitting was required to get them to glue in place to the hull. The rear mudguards were a snap by comparison, as were the sand shields and sunshield attachment brackets.

The decals allow the modeler nine color and marking options, and are printed by

Cartograf of Italy, so are of the very best quality: very well printed, with excellent color saturation, and commendably thin. They went down well with my standard decal-setting solutions. I experienced a problem in only one area: the British roundel aerial recognition symbols. The one on the turret is too big, according to my references as well as DML's placement instructions, as it spills over the edge of the turret somewhat. The one for the rear also appears too large for the space provided. Test fit before you apply these decals and see if you agree. Other than that, the decals are first rate. I built mine as "Maryland", part of "B" Squadron, Warwickshire Yeomanry, 9th Armoured Brigade, El Alamein 1942. I have a cousin who lives in Warwickshire, and this unit was part of the New Zealand 2nd Division (fern emblem on black background), and my Mother is a Kiwi, so there's quite the family ties in this model!

For an excellent historical primer for building this model, I suggest you check out the recently released book, *The New Breed, Part 1: North African Colour and Markings Series* published by The Factory Publishing, and written by Dennis Oliver and Michael Starmer, two noted experts on this area. The book was



reviewed on the IPMS/USA website and has excellent color and markings information, including numerous color plates, one of which is for "Maryland"!

I painted my model using White Ensign Model enamel paints. Research indicates that the lower hull regions such as the bottom of the hull, and the bogey units and areas behind the bogies were left in the US Olive Drab in which the vehicles

were delivered to the British, and all other parts of the vehicle were then painted in-theatre by the British in light stone color. It worked for me, anyway!

To conclude: this is a superb model that fits together very well with the possible exception of all the photo-etched parts in Section 11. With care, these too can be dealt with and certainly allow for an excellent scale appearance. If you have any interest in the North African Theater of operations in WW2 or Sherman tanks in general, then I highly recommend this kit to you. My sincere thanks to Dragon USA for providing this kit to IPMS/USA for review.

Kit Number: 6447

MSRP: \$59.95

Website: <http://>

www.dragonmodelsusa.com/





IPMS Seattle Meeting Dates for the Rest of the Year

Here are the IPMS Seattle meeting dates for the rest of 2009. All will be in the banquet room at North Bellevue Community/Senior Center, and all will be on the second Saturday of each month, with the exception of the November meeting, which will occur on the third Saturday.

June 13
 July 11
 August 8
 September 12
 October 10
 November 21 (third Saturday)
 December 12

2009 Show Schedule

6/20 Ft Worden NOPMS
 7/24 Puyallup Good Guys#
 8/19 Columbus OH IPMS Nats#
 9/19 McMinnville OHMS
 10/3 Moscow ID Bring out Good Stuff
 10/10 Burnaby BC IPMS Vancouver
 10/27 Silvana 5th Annual
 11/8 Clackamas OSSM

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

Ned Shaw

Long-time IPMS Seattle member Ned Shaw passed away on April 23, in Montgomery, Alabama. After serving with the US Navy during WW2, Ned graduated from UC Berkeley using the GI Bill. He later worked for General Dynamics/Convair in San Diego, California, and Electric Boat Works in Groton, Connecticut, and retired from the Naval Underwater Systems Center in June of 1989. In addition to his modeling, Ned had a passion for bagpipes, and was the pipe major for two bagpipe bands. He will be missed.

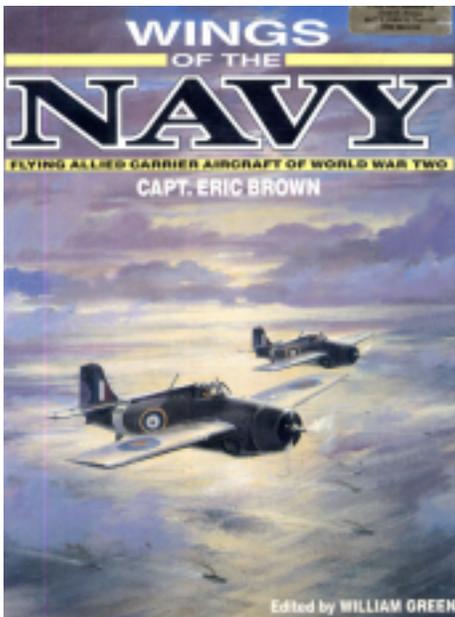
Hurricane Bookshelf: Hellcat Rising

by Scott Kruize

Quite a few books about the Grumman F6F Hellcat have accumulated on the Hurricane bookshelf, despite the tenuousness of the connection between the two aircraft.

After a long string of minimal budgets during the 1930s, the Royal Navy's Fleet Air Arm started the Second World War trying to pretend that the Blackburn Skua could be used as a fighter plane, and that the Gloster Gladiator was modern. Neither pretense held up very well for very long.

Then a squadron of air force pilots, hard-pressed during the Norwegian campaign, which ended in yet another defeat before the Nazi juggernaut, tried to preserve their favorite mounts. They managed to land their Hawker Hurricanes on an aircraft carrier...even though they'd had no shipboard training at all, or arrestor hooks on their planes! They weighted the tails with sandbags...how's that for insane aeronautical engineering? Oh, well - it did work, after a fashion, and certainly said a lot about Hurricane tractability...



The Royal Navy seized this opportunity, and eventually more than 600 Hurricanes would be properly adapted to Fleet Air Arm use. They served in the defense of convoys to Malta and Russia, and even suppressed Vichy French opposition in the North African landings during Operation Torch.

The Hurricane did not make very good shipboard aircraft, however. Captain Eric Brown, who flew absolutely everything that ever had any connection to the Fleet Air Arm, describes them all in intimate detail in his book *Wings Of The Navy*. He points out that the Hurricane's behavior near the stall was dangerous, and trying to correct an approach line with rudder, which you absolutely have to do, would tend to drop the nose. These aren't good factors when you're trying to land on a ship, not just smash into it. Adapting the Other British Fighter to the sea posed worse problems. The Supermarine Spitfire was faster, of course, but visibility was much worse than from the Hurricane, and the aircraft was too fragile to survive even ordinary deck landings.



So when American naval aircraft came available after the war had been going on awhile, the Fleet Air arm eagerly began to

re-equip, first with the Grumman F4F Wildcat, and later with the F6F Hellcat. Thirteen hundred of the latter went to Britain, out of the twelve thousand-plus manufactured.



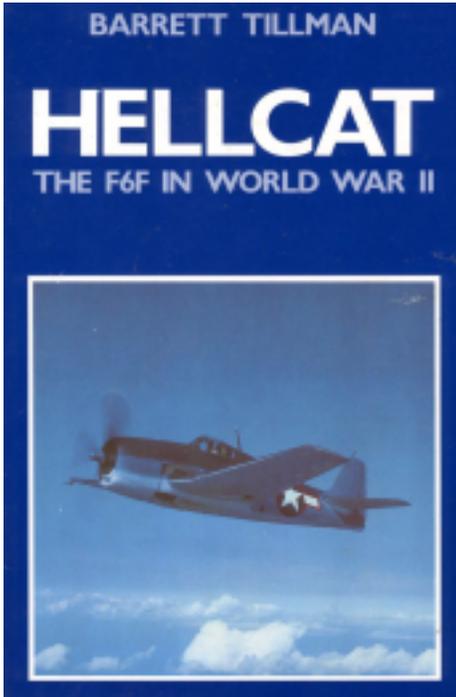
No doubt about it: it was our naval mainstay during the war. Barrett Tillman's twin books describe in fine detail how the Wildcats fought the desperate battles of 1942, then were relieved by Hellcats, which quickly established ascendancy over opposing Japanese fighters. This was critical to our winning of the Pacific war. Not to take anything away from the Chance Vought Corsair, an excellent fighter, too, but its carrier-handling qualities were much worse than the Hellcat's, so much of the Corsair's contribution was made by Marines flying from land bases. The Hellcat, effective warplane though it was, could be built, handled, serviced, and flown from ships, even by the mass of wartime recruits.

In British service, Hellcats supported the invasion of southern Occupied France in 1944, and carried battle to German-occupied Norway in attacks on the battleship Tirpitz and other targets there. Even the best Axis land-based fighters, including Messerschmitt 109s and Focke-Wulf 190s, fell before its guns. It fully deserves all the praise it's been given.

So over time, it's perfectly understandable that a lot of books about the Hellcat have accumulated on my shelves. My kit stash contains 1/48th scale kits from ARII, Otaki, and Monogram. The latter I built recently,

partly as a nostalgia exercise. In the mid-1960s, the Monogram kit was of the very highest quality available, and I regret I never got around to building it, way back Then. Of course it's all too inadequate, Now...

I won't speculate further. The fact is, I have just accepted a 'free gift', which is going to turn out to be very expensive. Specifically, I let Matt Bittner of *Internet Modeler* send me a brand-new Weekend Edition of the Eduard F6F-3. Its 'free' price carries the obligation that I have to build it. Soon! That's why can't linger now. Watch this space for developments...I have to get back to the building board!



But surely that can't be the best I can do. The Japanese kits are superior, but not what you'd call contest-caliber, but before I get too apologetic for not giving this important aircraft more time and display space, I might ask: what about you guys? Why aren't you putting out lots of models of this fighter on the display tables at our monthly Show-and-Tells, or annual contests?

Can it be just that this machine, so sturdy and pugnacious, simply lacks the glamour of the 'MesserSpitWulfStang' that Jim Schubert complains we all model far too much?



Captured Butcherbirds **Vol.1, by Jacek Jackiewicz** **and Robert Bock**

reviewed by Jacob Russell

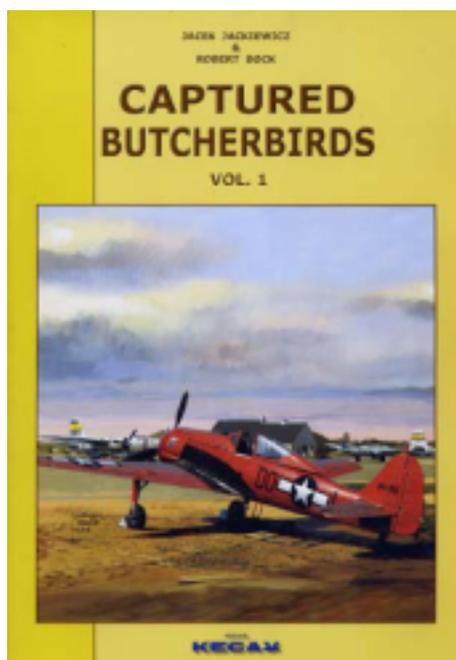
The Focke-Wulf Fw 190 Wurger (“Butcherbird”) was to German combat planes of the Second World War what the Junkers Ju 88 was to German bombers: a sturdy platform capable of seemingly limitless potential. Kurt Tank’s Wurger underwent constant development during the War. The superlative Fw 190D and Ta 152 were the penultimate variants. They entered combat at the end of the war, but their excellent qualities did little to change the course of events. The Fw 190 served primarily in the fighter and fighter/bomber roles and it flew in every European theatre of the conflict and in North Africa as well. The Allies also “appreciated” the abilities of the Fw 190. They made the capture of one a high priority, in order to assess its strengths and weaknesses, and to develop combat tactics against it. The Spitfire Mk.IX is one result of the RAF’s examination of captured Fw 190s, which were superior in most respects to the Spitfire Mk.V.

Jacek Jackiewicz and Robert Bock’s new book examines the fate of the Fw 190s captured by the Allies. The thoroughness of their research is reflected by the book’s inside cover. It contains a list of Fw 190s captured by the British and Americans. The list includes the date and location of each aircraft’s capture, the aircraft variant (Fw 190A-8, for example), Werknummer, the plane’s original markings (“Black 13”), and finally the new markings of the plane and the new owner’s identity.

The book is divided into three informal sections. The first section illustrates Fw 190s captured by the British and evaluated by the RAE (Royal Aircraft Establishment) and the Central Fighter Establishment. The US Army Air Force and US Navy captured a number of Fw 190s and these are described in the second section. The third section describes “unauthorized” captured

Allied planes (squadron “hacks” and the like) in both US and RAF colors.

Seventeen “RAF” Fw 190s are depicted in the first section. It includes numerous pictures of each plane (when available, of course) and a series of color profiles of these planes in both their original and



captured markings. The second section on US Fw 190s follows the same format. The “unauthorized” captures of the third section are the planes that grabbed my attention, and I suspect these will also attract most Luftwaffe fans. These are some of the most colorful warplanes I have ever seen and they remind me of the pre-War “Yellow Wings” period of the early USAAF. A good example is one of two Fw 190s with unknown Werknummers captured in Tunisia and repainted by the 85th FS/79thFG (see page 66). This Fw 190A-5 was later flown by the Fighter Training School at Constantine, Algeria and is an excellent example of a gaudy aircraft. Its final camouflage consisted of an overall red fuselage with yellow lower cowl and fuselage band, tricolor rudder, and yellow wings with red tips!

There are more than fifty different Fw 190 profiles in this section. I have seen many of the photographs before, but not so

many contained in one book. The science of interpreting black and white photographs, and in turn describing the actual colors used to paint these planes, has improved tremendously in the last 15 years. With this in mind it is nice to see new color profiles of planes that differ significantly, in some cases, with profiles published in earlier books. For example, Ta 152s were thought to have been painted in RLM 82/83, the so-called “Late War” colors. Current research confirms this. I found a photograph in this book, which I hadn’t seen before, which apparently shows an upper wing camouflage pattern of RLM 75/83 (see pages 23 and 23) in conjunction with an upper fuselage pattern of 82/83. This aircraft, “Green 9” of Stab./JG301, was a Ta-152H-1, W.Nr 150168 captured by the Allies at Leck Airfield in May 1945.

One of the most interesting aspects of this book is the nature of the color profiles: if the aircraft is incomplete in the known photographs, then so is the profile! This differs significantly from most other color profiles. JaPo Publications adopted this approach in their first Messerschmitt Bf109K monograph but it was confined to smaller, black and white line drawings rather than full color illustrations. Jackiewicz and Bock leave it to the reader to “fill in the blanks” and this is a bold and refreshing approach, albeit frustrating to those who like to build models based on pictures of complete aircraft, taken from all possible angles!

This book is highly recommended for fans of captured warplanes in general, and for Luftwaffe fans in particular. You will find hours of inspiration for new projects in this book, and it is worth every penny. I bought several Fw 190 kits right after I read it. Now, where’s that Eduard 1/48th scale Fw 190F-8?

My thanks to Atelier Kecay for the review sample. Kecay books are available in North America from Air Connection.

Publisher: Atelier Kecay
ISBN: 978-83-924914-2-2
Pages: 120

Tamiya 1/35th Scale Sd.Kfz. 232 Schwerer Panzerspahwagen 8-Rad “Afrika-Korps”

by Andrew Birkbeck

To quote the famous New York Yankee, Yogi Berra, “it’s like déjà vu all over again!” Haven’t we seen this kit before, oh, say back in the early 1970s? Why, yes...and no. This is indeed the Sd.Kfz. 232 that Tamiya released way back in 1974 (Kit #35036) but, as they have done recently with other kits from that era, they have added some new parts to update this venerable kit.

The main parts of the model remain unchanged from 1974, which means a little flash and heavier seam lines on the parts and the fit isn’t to 2009 standards - surprise, surprise. However, in no way is this kit a poor one, quite the contrary, as it was always one of Tamiya’s finest from the “earlier days.” Regarding the fit of parts; the fit isn’t poor, it just requires that modelers do a little more test fitting and making slight adjustments to some parts prior to gluing into position. The new sprues, “W” and “V”, consist of newly-tooled replacement parts for such things as on-board tools (shovel, pick axe, etc), Notek light, headlamps, horns, stowage boxes, etc. and a much-improved co-axial turret machinegun. A two-man crew is also new and measures up to 2009 Tamiya standards. Also new for this release is a small photo-etched fret, containing vehicle lifting rings, Notek base and headlamp covers. Lastly, we get a turned aluminum barrel for the 20 mm cannon in the turret.

The kit assembles in a trouble-free way, provided you follow the above-mentioned test-fitting advice, as one has come to expect from these masters of kit engineering. The new parts, when compared with those they replace from the 1974 sprues, are much improved, not that those that haven’t been updated are junk...far from it.



Following the excellent Tamiya instructions takes the modeler to the build of the very well-detailed chassis first. Such a pity that all this detail will be unseen once the vehicle’s wide fenders and wheels are attached! Unfortunately, the wheels are designed to line up with all tires pointing forward but, with a little ingenuity, one could pivot them in a turning stance. Be careful when bending the P-E parts, the lifting rings. They had a desire to snap in half when I built mine, the nickel metal having less “give” than standard brass PE parts. You have been warned.

I won’t bore you to death going through each section of the instructions. Follow the instructions and you should experience a fault-free build.

The markings options number four and, not surprising given the title, two of them are for Afrika Korps vehicles: A) 15th Panzer Division, North Africa 1941 in overall Sand Yellow. B) 21st Panzer Division, also North Africa 1941, again in overall Sand Yellow. C) 5th Panzer Division, Balkan Front 1941, overall Panzer Gray. And finally D) 19th Panzer Division, Kursk, Soviet Union, summer 1943 in Panzer Yellow and Panzer Green.

Decals are typical Tamiya: thicker than say Cartograph, but well printed, and perfectly serviceable. And, unlike the Tamiya

packaging of the Italeri Opel Blitz truck in 48th scale, the Sdkfz. 232 comes with the correct depiction of the DAK swastika/palm tree symbol.

I painted the review kit as a DAK version, starting with an undercoat of Tamiya Panzer Grey, thinned with lacquer thinner (works wonderfully, adding in a little bit of Tamiya Gloss Clear to improve paint flow out of the airbrush). I then applied a series of coats of Tamiya Clear Gloss to protect the Grey. Then I applied a few coats of White Ensign Model’s Afrika Corps Sand/Grey RAL7027, followed by the Sand/Grey lightened with WEM Portland Stone in patches. Once this had dried overnight, I took some 2000 grit wet/dry sand paper, dipped the model in water, and started rubbing off the Sand/Grey paint off to reveal the grey undercoat in suitable spots. A gloss coat was then airbrushed onto the model, and the decals applied without issues, using my favorite decal setting solutions, the blue and green topped Gunze products.

In conclusion, this is a great kit from yesteryear, updated in appropriate ways with suitable multi-media parts: a turned aluminum gun barrel, PE nickel parts and new injection plastic parts. Following the

continued on page 13

Wonderfest Photos

Photos and captions by Terry Moore





This page, top to bottom: A few models - These are just a few of the models in the contest; The Thing from Another World. Scratch built I believe; Enterprise. This had all the bells and whistles. Well, lights and sound effects. It was big. And loud.

Opposite page, clockwise from top left: Two hairy beasts. I'm the less ugly one; The Boris Karloff tribute was my favorite model, even though I'm not a Frankenstein/Karloff fan. A well done piece; BIS ship. Another favorite of mine. Based on a 1947 British Interplanetary Society moon ship; Space 1999. This diorama was huge. It won one of only a few gold medals issued.



North Olympic Peninsula Modelers Society 2009 Peninsula Model Show and Contest Preview

Saturday, July 20
9:30 AM to 4:30 PM
Building 204
Fort Worden State Park
Port Townsend

Show Schedule:

Setup: 8:30-9:30 AM
Doors open: 9:30AM
Registration: 9:30AM – 1 PM
Judging: 1:30 PM – 3:30 PM
Awards: 4:15 PM
Show close: 4:30 PM

Admission and Fees:

Adults: \$5 show admission (includes State parking fee)
Model Entry Fee: \$1 per entry, up to five entries (additional entries free)

Juniors (Age 17 and under): \$3 show admission
Model entry fee: \$1 (for any number of entries)
Note: Admission allows entry to nearby Coastal Artillery Museum for half-price.

Special Awards:

* Theme Award "The Fabulous Fifties": Models depicting objects, events, or people from the 1950s. Sponsored by Peninsula Awards and Trophies

* WW2 Eastern Front: Equipment or figures related to the European Eastern Front. Sponsored by R&J Enterprises.

* Best Navy Jet: Navy or Marine aircraft, any nation. Sponsored by the Olympic Squadron, Association of Naval Aviation.

* Best Female Military Subject. Sponsored by Patti Walden.

* Best Canadian Subject. Sponsored by Pacific Rim Hobby.

* Best Natural Metal Finish: Any subject with a natural metal finish. Sponsored by Green Dragons of Tacoma.

* People's Choice Award. Sponsored by Kitsap Propane.

Additional Information:

Food and beverage available at The Commons Café, next door to the show site.

Great raffles all day, including special raffle at 4 PM.

Display models welcome.

Special travel information related to the Washington State ferry service and Hood Canal bridge: Construction work has been completed and the Hood Canal bridge is open!

We do recommend that if at all possible that you do not use the Keystone – Port Townsend Ferry since it requires reservations and schedules are often delayed or cancelled due to weather, tide, and water conditions.

2009 Contest Category Classes

Junior (through age 15):

001. Aircraft
002. Armor
003. Automotive
004. Space fact/experimental/future technologies
005. Refinished (any subject)
006. Miscellaneous (includes figures, dinosaurs, naval)

Aircraft:

101. 1/73 & smaller: all subjects
102. 1/72 single group
103. 1/48 single prop
 - A. Axis
 - B. Allied
104. 1/72 multi prop
105. 1/48 multi prop
106. 1/32 & larger group
107. 1/72 single jet
108. 1/48 single jet
109. 1/72 multi jet
110. 1/48 multi jet

111. 1/32 & larger jet
112. Civil, sport, racing, air ships; all scales
113. Airlines; all scales
114. Rotary wing; all scales
115. Biplanes/vintage types; all scales
116. Miscellaneous; scratch built, Vacuform, & conversions

Military Vehicles & Weapons:

201. 1/35 & larger, closed top through 1945
 - A. Axis
 - B. Allied
202. 1/35 & larger, closed top post 1945
203. 1/35 & larger, open top (includes AFV, half-tracks & self-propelled guns)
204. 1/36 & smaller; all eras & subjects
 - A. Axis
 - B. Allied
205. Soft-skinned; all eras & scales
206. Towed artillery & missiles; all eras & scales
207. Miscellaneous: scratchbuilt & conversions

Figures:

(Horse & rider, dismounted or mounted are single figure.

Two or more figures on a base makes a diorama/vignette)

301. Smaller than 54mm
302. 54mm (includes 1/35)
303. Larger than 54mm
304. Sci-fi, fantasy & creatures

Ships:

401. Powered – 1/700 & smaller
402. Powered – larger than 1/700
403. Unpowered; all scales
404. Submarines; all scales

Automotive:

(all scales; non-military)

501. Factory stock
502. Hot rods
503. Custom
504. Pick-up trucks
505. Commercial truck, vans, fire & rescue, & miscellaneous
506. Competition – closed wheel
507. Competition – open wheel
508. Motorcycle

Space - Fact, Experimental & Sci-Fi
Vehicles:

(All scales)

601. Space fact

602. Aerospace: testbeds/record breakers

603. Sci-fi vehicles

Diorama/Vignette:

(All scales. A diorama is 2 or more models relating to tell a story)

701. Aircraft

702. Automotive

703. Armor

704. Space fact/Future technologies/
Fantasy (including dinosaurs)

705. Naval

706. Figures

Miscellaneous:

(all scales)

801. Collections (5 or more related models)

802. Flights of fancy & hypotheticals

803. Animals/dinosaurs

804. Group builds

805. Miscellaneous (models not covered
under the listed classes)

For questions or sponsor information
contact Larry Speelman, 360-681-5266, or
e-mail at larry234@olypen.com

More info available at www.nopms.net



Tamiya Sd.Kfz. 232

from page 9

superb Tamiya instructions will result in a great model to be proud of. My sincere thanks to Tamiya USA for providing IPMS/USA with this review model.

Kit number: 35297

MSRP: \$55.00

Website: <http://www.tamiyausa.com/>

Fisher Model 1/48th Scale Curtiss XF6C-6 “Page Racer”

by Jim Schubert

On May 31, 1930 United States Marine Corps Captain Arthur H. Page won the Curtiss Marine Trophy Race at Anacostia Naval Air Station flying a Curtiss F6C-3 Hawk biplane on floats. This was the last of the military air races. Casting about for new worlds to conquer, Curtiss, Page, and the Navy set their sights on the first Thompson Trophy Race to be held as part of the National Air Races later that year in Chicago.

Captain Page's F6C-3, s/n A7147, was modified beyond recognition for this new event. Its 435 hp Curtiss D-12 engine was replaced with a 750 hp Curtiss Conqueror, the lower wing was removed and skin radiators were fitted to the, now, parasol wing. In addition there were many general refinements and tweaks to make it, unofficially, the fastest landplane in the world - capable of 250 MPH.

Seven entrants showed up for the start of the first Thompson Trophy Race September 1, 1930 at Curtiss-Reynolds Airfield (later Glenview Naval Air Station) north of Chicago. They were waved off at ten-second intervals to do 20 laps of the five-mile course. First off was the Page Racer followed by Frank Hawk's Travel-Air R-2004 "Mystery Ship", Benny Howard's tiny DGA-3 "Pete", Jimmy Haizlip's Travel-Air R-2003 "Mystery Ship", Errett Williams' Wedell-Williams, "Speed" Holman's Laird Solution, and Paul Adams' Travel-Air Speedwing. In subsequent Thompsons the "Race Horse Start" was adopted as interval starting makes it impossible for the spectators and participants to know the racers' positions. By lap three Page had lapped the field and Frank Hawk's was out with engine troubles. On lap eight Errett Williams was also out with engine ill. Holman and Haizlip were racing hard for second place; Holman was faster but Haizlip was flying a better race. On lap 17 Page flashed past the two of them high



and outside and dived into the ground at a steep angle. Holman narrowly beat Haizlip and Benny Howard brought his 90 hp Pete home third followed by Paul Adams in last place.

Page died the next day in an Evanston hospital. Investigation of the crash suggested his engine lost power and nearly quit as he passed Holman and Haizlip and he, being weakened by heat exhaustion, dehydration, and carbon monoxide poisoning, misjudged his control inputs and flew the crippled plane into the ground.

As the subject was a beautiful plane, so the kit is a beautiful example of the kit manufacturer's art and craft. The better, or more expensive, a kit is the more we expect of it. This is a very, very good, very

expensive kit and the quality of it justifies its high price. It reminds me of the Atelier Noix resin kits of racers. The 18 parts, cleanly cast in a putty-grey resin, are near perfection; one wheel pant in my kit has a tiny bubble hole.

Accuracy wise I have only three quibbles with the kit: 1. The carburetor intake atop the engine cowling is not included. The plane was tested both with and without this intake but it was raced with it installed, 2. The relief in the lower aft fuselage for the tailskid is quite a bit too large and 3. The stabilizer did not fit down flush with the top longeron of the fuselage as depicted in the kit. Photos clearly show a large gap here. I suspect it was clearance for stabilizer trimming movement. All three problems are easily rectified by the model builder.



There are no fine details such as the pitot tube, aileron push-pull rods and mass balances, elevator and rudder cables and mass balances and none of the rigging of the cabane struts.

The decals are well printed but the blue looks too light to me and the standard US Navy propeller tip markings should be red-yellow-blue from the tip inward rather than red-white-blue as on the decal sheet. Photos show the serial number on the fin was white; the decal sheet provides it in black.

All photos of the Page Racer show polished metal cuffs over the upper ends of the landing gear struts, these are not addressed by the kit. Several photos show a darker color on the wheels pants and landing gear struts but others do not; take your choice.

I like this kit. It is very well executed and represents a beautiful, one-off, subject. That's as good as it gets for me.

I paid \$93.50, including postage, for my kit purchased on-line at <http://www.fishermodeled.com/>

Buy one; you'll like it.

Now, Paul, how about a 1/48 Supermarine S.4? I think it was the best looking of all the Schneider racers.

References

· *Racing Planes and Air Races, Vol. II 1924-1931*: Reed Kinert, Aero Pubs, USA, 1967/69, Library of Congress Card No. 67 16455, pp70-82.

· *Thompson Trophy Racers*: Roger Huntington, Motorbooks, USA, 1989, ISBN 0-87938-365-8, pp 103-4.

· *The Golden Age of Air Racing, pre 1940*: S.H. Schmid & T.C. Weaver, EAA, USA, 1963, 83 & 91, ISBN 0940000-00-8, pp116-21.

· *American Aircraft Modeler*, October 1971: "Incredible Hawk", Don Berlin.

Flagman 1/350th Scale K-3 "November" Class Submarine

by Chris Banyai-Riepl

The Soviet Union entered the era of nuclear submarines in 1955, when the first submarine of the Project 627 Kit (Whale) Class was laid down at Shipyard 402, Sever Machine Building Factory at Molotovsk. Powered by two pressurized water reactors, the first ship of the class, K-3 Leninskiy Komsomol, was launched on August 9, 1957. The following boats of the class were upgraded to 627A status, which are distinguishable by a chin sonar dome. The sole 627 boat and eight 627A boats served in the Northern Fleet, while the Pacific Fleet had four 627A boats.

rine managed to keep pace with a US task force centered around the *USS Enterprise* that was traveling at 31 knots.

Although capable of high speeds and packing a powerful punch, these early Soviet nuclear submarines were also noisy, much more so than the diesel submarines they were replacing. Additionally, their sonar systems were geared towards surface detection rather than submarine detection, which allowed US and NATO submarines to follow the November Class submarine fairly easily, and without much risk of counter-detection. Still, the November proved to be a valuable asset to the Soviet fleet, and remained in service until the late 1980s.

In recent years, several kit manufacturers have tackled Soviet submarines in 1/350th, with the result that there are far more



A single 627A boat was lost at sea, the K-8. Commissioned on August 31, 1960, the K-8 had a reactor incident two months later, but survived that and soldiered on for nearly a decade. On April 12, 1970, the K-8 sank in the Bay of Biscay as a result of fire. The K-3 and K-11 also had reactor incidents during their service careers. Other achievements of the 627 Class submarine include being the first Soviet submarine to reach the North Pole (four years after the United States achieved that goal). In 1968, a November Class subma-

Soviet submarines in injection plastic than American types. This is great news for submarine modelers, as most of these kits are quite good. The Flagman 1/350th November Class submarine is no exception, and the level of research put into the kit is admirable. The kit is molded in black plastic, with a pair of clear blue stands provided for display. A small decal sheet provides basic markings such as depth markers, as well as individual markings for three different boats. While I have not seen the Zvezda kit personally, it would

appear that both the Flagman and Zvezda kits are the same plastic.

The kit is molded in black plastic, which on the surface seems like a logical choice for a submarine that is overall black. However, a gray plastic would do better, as it is easier to determine coverage of the black paint, when you get to that point. As most will likely want to primer this model, that is a moot point, especially if you primer it with Mr. Surfacer (which I would recommend due to the irregular texture found on the main hull pieces). The hull is molded in two main pieces, with two separate upper decking sections. This assembly method does an excellent job of capturing the flat-topped hull design of the November class submarines.

For the sail, there are two options provided, one for the Project 627 K-3 submarine, and one for the Project 627A submarines. All of the various antennae and periscopes are included, while the modeler will have to scratch the railing around the base of the sail. The instructions are quite clear on the positioning of this railing, and capture the differences between the 627 and 627A boats. Also for the 627A submarines is the extra sonar dome for the

lower hull. However, this appears to be undersized, based on a photo of K-42. That said, I do not know if this fairing differed from sub to sub, and it could be that the K-42 had a larger dome than the earlier boats. It could also be retouching by sensors, distortion from the lens, or any number of things. Whether it is worth the effort to build a new dome or not I'll leave up to the individual modeler.



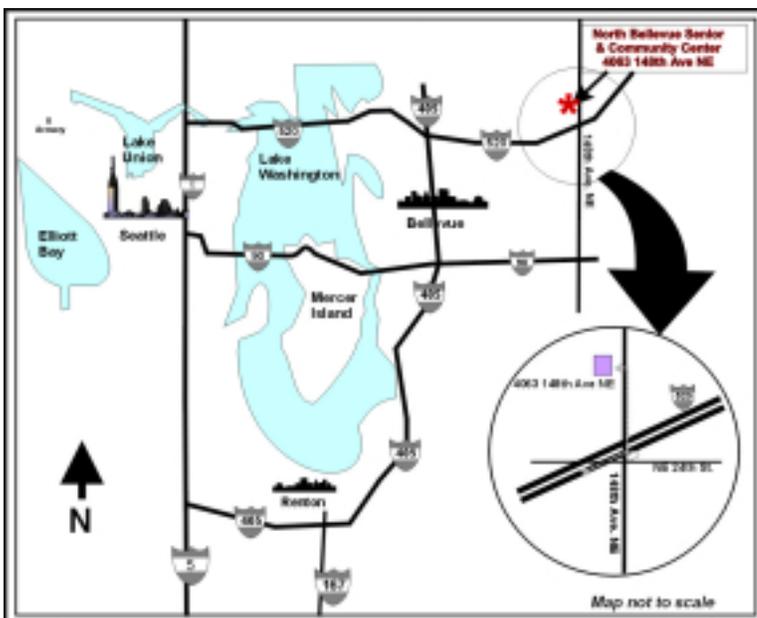
The main submarine is made up of fourteen major parts, so with careful assembly this model could be ready for painting in a day. For the K-3, the finish is overall black, while for the K-118 it is black on the upper surface and red brown below the waterline. The additional markings for K-42 are given only for the sail, so it is not known if the

hull coloration matches that of the other 627A boat, the K-118, or the overall black of the K-3. The decals include silver decals for the various sonar domes. These decals have an underlying grid that does an excellent job of capturing the effect found on the real submarines. Each option has different sail details, from numbers to window patterns, and the instructions do an excellent job of detailing these differences.

This is an excellent model of the 627/627A submarine, and on first glance appears to be pretty accurate. Its low price (\$31.95) and interesting subject matter will make it popular with submarine modelers. Now all we need are some good kits of the Echo-I and Echo-II in 1/350.

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

Meeting Reminder



June 13

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.