

# Seattle Chapter News



Seattle Chapter IPMS/USA  
November 2009

## PREZNOTES



As a reminder, our meeting this month is the THIRD Saturday, the 21st. That will give you approximately three weeks to finish your model for the December Christmas contest. The subject is 1/48th scale aircraft at Pearl Harbor on December 7, 1941. Mine has been sitting since May, waiting for me to screw up the courage to put on decals, which seems of late to be very problematical for me. I don't know why, but the last few years I seem to get hung up when that step rears its ugly head. Perhaps it's the way I tend to apply them, the same way I did it when I started building models over 50 years ago - pushing them around with my fingers until they break or fold over on themselves. Nowadays I'll actually use Solvaset for some of the more recalcitrant decals, but that's about all. I've never figured out how to use MicroSol/MicroSet. There seems to be a system to it but I usually just end up using the wrong one first. Perhaps it's the instructions in a less than visible type size on the little bottles and the fact that my eyesight is really pretty miserable when it

comes to the really tiny things - like most of the models I'm working on!

At the last meeting we touched briefly on conducting some of our Spring Show seminars at our monthly meetings. I've been trying to set up a schedule and hope to have information forthcoming at the meeting Saturday.

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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.

**November 21 (Third Saturday)**

**December 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](http://www.ipmsusa.org)

## IPMS Vancouver Show Report

by Robert Allen

photos by Tim Nelson and Eric Christianson

The IPMS Vancouver show, on October 10, was once again held at the now traditional venue of Bonsor Community Centre in Burnaby. The weather was great, and for modelers coming from the US, the lines at the border were short, with virtually no waiting.

While the quality of the models on display was very good, there was a drop in the number of models entered this year. The number of modelers who entered models was almost the same, but the overall count fell from 417 in 2008 to 372 in 2009. Aircraft, dropping from 166 to 140; autos, from 59 to 46; and figures, from 49 to 30, all saw substantial decreases.

Several IPMS Seattle members did well at the show. George Stray and Tim Nelson both took home two trophies, George winning both Best Allied and Best Axis Armour, while Tim won Best Space/Sci-Fi and Best Civilian Aircraft.

Best of Show went to Chris Morris's P-47D.

### IPMS Seattle Category Winners:

#### Aircraft

Out of the Box, all scales	1st	Junkers D-1	Ken Murphy
Biplanes, all scales	1st	Nieuport 17	Mike Medrano
	2nd	Albatross	Ken Murphy
Multi-engined prop, 1/72nd	1st	Sikorski S.42	Bill Osborn
Single-engined jet, 1/72nd	1st	F4D Skyray	Dan Carey
	3rd	SAAB Draken	Mike Millette
Single-engined jet, 1/48th	2nd	A-4 Skyhawk	Dan Carey
Twin engine jet, 1/72nd	1st	F-18 Hornet	Dan Carey
	2nd	F-89J	Bill Osborn
	3rd	F-89B	Bill Osborn
Multi-engine jet 1/72nd and larger	1st	Northrop M2-F2	Tim Nelson
	2nd	Northrop HL-10	Tim Nelson
Civilian, sport & racing, all scales	1st	M2-F1 Liftingbody	Tim Nelson
Vacuform & scratch-built, all scales	1st	Dewoitine 510	Tim Nelson
Helicopters, all scales	1st	Soviet Autogyro	John Cate

#### Armour

Closed top AFV - Allied 1945 and earlier, 1/35th & larger	1st	Stag Hound	George Stray
Closed top AFV - Axis 1945 and earlier, 1/35th & larger	1st	Sevomenta	George Stray
Closed top AFV - 1946 and later, 1/35th & larger	1st	AAV7	Bob LaBouy
	2nd	Conqueror Mk 1	Eric Christianson
Open top AFV & artillery, 1/35th & larger	1st	M1 8" Howitzer HST	George Stray
	2nd	Kangaroo	George Stray
	3rd	PAK Gun	Bob LaBouy
Soft skinned vehicles, trucks & bikes, 1/35th & larger	2nd	Sahatiana	George Stray
Soft skinned vehicles, trucks & bikes, 1/36th & smaller	1st	Jpn 4x4 Light Veh.	Mike Medrano
	2nd	British Light Utility	Mike Medrano





## Dragon 1/35<sup>th</sup> Scale 105mm Howitzer M2A1 and Carriage M2A1

by Andrew Birkbeck

This kit consists of three plastic sprues of parts, together with a sprue of parts for four GIs, along with one turned-aluminum barrel part. The parts are extremely well detailed, with no flash or ejector pin marks present. Half the parts on sprue B are “not for use” with this kit, clearly indicating that Dragon plans to release a kit of the later M2A2 variant of this very important U.S. howitzer, which served with little modification from WWII until the Vietnam War.



Despite the fine quality of the kit parts, the whole process of building the model is somewhat let down by less-than-perfect instructions. However, thanks to your esteemed reviewer, dear reader, you will have at your fingertips the blueprint for a (hopefully) trouble-free build. Let us now journey on and build this fine kit!

Starting naturally enough with section 1, the modeler should be very careful with the gluing together of the turned-aluminum barrel tip, to parts A4 and A27. There is some “play” with the fit here, and care should be taken to avoid a misaligned barrel unit. The two-part breech lock, parts A6 and A7, provide the modeler with a potential problem, as they can’t be installed in anything other than the closed position, because the release handle is



molded integrally with part A23 to indicate the “closed” position. Also note that once you have glued parts A23 and A24 together, you are left with a heavy seam that needs filling and filing smooth. This will destroy the raised detail on these parts. So carefully remove said detail beforehand with a sharp scalpel blade or razor blade, and reinstall after the seam has been dealt with. It also appears from my research online that part A16 is the firing mechanism for the gun and therefore is minus its firing lanyard. Use an appropriate material such as very fine wire or stretched sprue and study some detail photos of the weapon to produce your own lanyard if desired.

Note that when assembling the gun slide, using parts A42 and A43 from section 1, together with A13 and A14 from section 2, you will be left with a tiresome and difficult to sand seam running down the trough. One can very carefully try to sand this out, or can apply a suitably cut strip of very thin Evergreen plastic and lay it the length of the trough, per a tip a friend gave me.

Also be careful in sections 1 and 2, that you attach parts A41 and A28 at the same angle of incidence.

Moving onto section 2, you will have to decide whether you will build your howitzer positioned in the towing mode, or the firing mode. You will see in the top right hand section of the instructions here, a little side diagram titled “For Fire Position,” and listing part B2 with two blue tabs poking out of it. The instructions indicate that these are to be cut off part B2, but also indicate that this is optional. What is really going on here is that these tabs are to be left in place for the towed setup of the kit, but removed for the firing setup. Also while talking about part B2, note that parts A11, A8, and A33 should be glued together and then set aside for later positioning. You will note that the screw section of part A8 needs to mesh nicely with part A10 in section 3, so best to glue the three-part unit on in Section 3.

Section 3 finds us attaching the gun shield to the rest of the gun. You will need to be

extremely careful removing parts A17/18 and A25/26 from the sprue, as they are very fragile. Glue them first to the gun shield then carefully to the gun carriage, diligently checking the instructions for positioning. Note the back of part B4 has an opening in it, which needs to be blanked off with some plastic cardstock.

In section 4, the wheels (C9/C10) have some play when trying to align with the parts B24/C11-12, so care should be taken to make sure things line up correctly, or your model will look cockeyed. In addition, from what I could glean from research on the Internet, the wheels should be a scale 40 and a bit inches, but in fact measure around 38 inches, so are on the small side. Is 5% off too much for you to stomach? It wasn't for me. And make sure you try and study photos of the real howitzer to get a feel for exactly where parts C6/7 should be positioned.

Moving on to section 5, you will note that part C22 is the gun's aiming stakes. These therefore should be painted red and white, if one is going to be truly accurate. However, note that the stakes are mounted to something as part of part C22, but I am

not sure what it could be? Also, if the gun is to be in the firing position, perhaps part C22 shouldn't be attached to the model, although the box art shows a howitzer being fired, and the stakes are clearly attached to the gun?

Parts C15 and C16 can be attached incorrectly if you aren't careful (don't ask), so be careful to study the final diagrams in section 6 to try to see how they fit properly, or better yet, photos of the real howitzer. Also note parts C13, and parts C5. If the gun is to be built in the towing position, the pins, C5, should be installed per the instructions. If, however, you wish it to be built in the firing position, then install the pins in the second set of holes at the tip of parts C13. Then on to part C27: the instructions show this installed in the towing position, pointing downwards. If building the model in the firing position, install the part pointing upwards. This discovery was made too late to help me with my review model, you will note!



Regarding the crew supplied with this howitzer, it apparently comes from a previously-released 101st Airborne set, with some newly molded arm parts to better represent field artillerymen. One comment I read on the Internet is that these are not quite accurate for artillerymen, so check your sources if building a diorama with these guys loading and firing the weapon.

There you have it then, a very nice model somewhat let down here and there by unclear instructions.

My sincere thanks to Dragon Models USA for providing IPMS/USA for the opportunity to build this model for review.

MSRP: \$27.95

Website: [http://](http://www.dragonmodelsusa.com/)

[www.dragonmodelsusa.com/](http://www.dragonmodelsusa.com/)

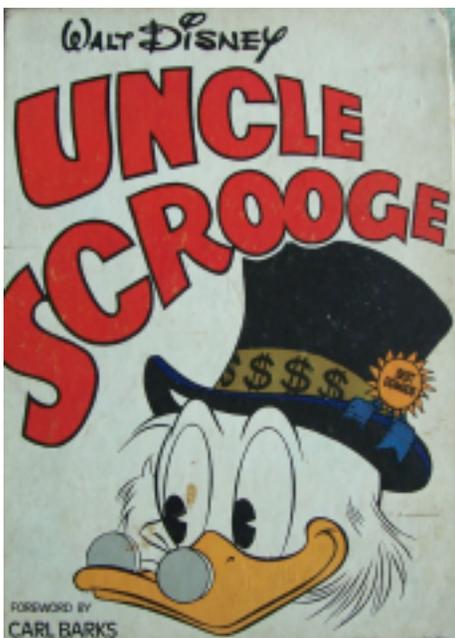


## Hurricane Bookshelf: Space Epic with Uncle Scrooge

by Scott Kruize



As imagined by Carl Barks at Disney Studios, Duckburg USA is far advanced over the rest of the country, and indeed the world. In January 1959, the first feeble attempts to respond to the launch of Sputnik were being made by our own military and civilian space programs. Duckburg astronomers and technicians were way ahead. They launched their own sophisticated, steerable, camera-carrying satellite which looked beyond our own regular Moon to find “The 24 Carat Moon”.



This satellite could provide spectrographic information long before the machines of the so-called ‘Superpowers’. Duckburg analysts identified the new moon as being nearly pure gold.

At this news, Scrooge McDuck set aside his tightfistedness to get a custom rocketship constructed. The rocket scientists of Duckburg started out with a fairly sleek design, but Uncle Scrooge had them bulge the cargo hold so it could carry five tons of gold per trip.

Of course, Scrooge was not the only one to take interest in the 24 Carat Moon. India’s diamond-wealthy Rajah of Eyesore, and a rich Texan cattle rancher (isn’t that redundant?!) wanted it, too. Finally, the dreaded Beagle Boys made the race downright dangerous. Serious trouble was averted only because Scrooge’s nephews Huey, Dewey, and Louie, with their Junior Woodchuck-honed survival skills, brought ingenious ‘secret weapons’ aboard the spaceship.

It did come out well, though. Long before environmental concern was ‘politically correct’, this story points out how

valuable ordinary dirt is. Whole worlds can be made of it, with water and greenery: food and drink and life itself. Even Scrooge realizes that’s a better bargain than a five hundred mile sphere of solid gold.

‘Rocket Man’ Tim Nelson and our sci-fi-builder Prez-For-Life Terry Moore decided awhile back that the next Museum of Flight display would be of models from science fiction movies, television, and “Great Works of Literature”. When I heard this, I remembered my 1979 reprint, *The Best of Uncle Scrooge*. (Abbeville Press of New York.) Carl Barks is famous for his comic-book writing and artistry, with some of his stories, such as “Trick or Treat”, being made into motion-picture cartoons by Disney Studios.

There are obvious sources, and many not so obvious, we can draw on when we need fresh modeling inspiration. A quick page-through of this comic-book reprint collection brought me right to the golden moon story, part of the January 1959 issue. As a kid back Then, I read many of the Carl Barks comics stories, but never this one. I certainly enjoyed reading it Now, and kept it close while I modeled its star vehicle.



Last night, at the Museum of Flight, it went into the display case. During the Northwest Scale Modeler's meeting before, Tim Nelson showed off his 'Planetary Express' spaceship from *Futurama*. He didn't know of my project ahead of time, so I particularly enjoyed his last remark: "At least once in your modeling career, you should do a cartoon vehicle!"

The rocket body was turned from balsa block, filled and finished with epoxy resin. (Recall I was a flying-model builder before returning from the Dark Ages to plastic display modeling.) The fins are scrap sheet polystyrene; the portholes clear plastic (ABS?). Copper wire stripped from ordinary electric cable made the porthole flanges and entry hatch outline. The nose cone is from the clear plastic packing that covered one of my model engine spinners. The rocket nozzle was made from a plastic molding scrounged from the bike shop: a shipping spacer for a bicycle stem. (Mostly 'found' materials...if that isn't environmentally correct, I don't know what is!)



## 2010 NorthWest Scale Modelers Show

by **Tim Nelson**

Make your plans now to be a part of the 2010 NWSM Show, February 13-14 at the Museum of Flight. It's one of the highlights of the modeling year around here and it's even better when YOU participate.

We've gotten lazy the last three years and presented the models by modeler. It's been great, and we've had a tremendous turnout, but for 2010 we are returning to a unifying theme for the show: "History in Miniature". All the models will be placed on a rough timeline from T-Rex to Star Trek. It will be more work for us to set up and take down, but it should be more rewarding for visitors.

Placement of some subjects will be obvious; some such as fantasy subjects will require some creativity. It will be mostly modeler's discretion where the models fit on the timeline. Collections and themed mini-displays are highly encouraged (e.g., "They Weren't All Zeroes") wherever appropriate on the timeline.

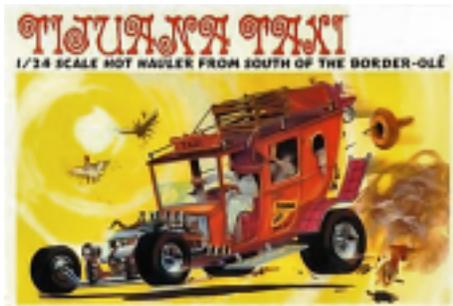
Now for years, I've been hammering everyone to "bring all your models". Given this year's show theme, and the dominating numbers of WW2 models, I'm actually not encouraging ALL your models. To avoid half the timeline being WW2, what I'm encouraging is "Bring ALL your non-WW2 models, and a decent smattering of WW2 models". Yes, that's right - it's OK to leave some of your models at home, but only "surplus" WW2 subjects.

More details to come in upcoming newsletters and meetings, but mark your calendars now, and start making those little caption cards...

## Revell Monogram 1/24<sup>th</sup> Scale Tijuana Taxi

by **Chuck Hermann, IPMS #33111**

The Tijuana Taxi from Revell-Monogram is a reissue of a kit that had not been seen in 34 years. But instead of cleaning up the old tooling, which apparently has been lost, Revell-Monogram has made brand new tooling for this kit as well as several other old 1960s iconic custom kits.



This wild custom was designed by Tom Daniel, who did many original custom designs in the 60s and 70s that were very popular kit subjects. The inspiration for the design was an antique Spanish taxi Daniel saw in Mexico. He added lots of hot rod parts to come up with this wild custom version.

Daniel is still an active artist and designer. Besides his many collaborations with Revell Monogram his work includes designing several Hot Wheels cars. To see his designs and artwork you can go to his website at [www.tomdaniel.com](http://www.tomdaniel.com). Artwork and T-shirts for this kit and others, like the Rommel's Rod, are also available.

The kit comes in a sturdy box, with the classic original Monogram logo box art. The sprues are bagged by color, with three sprues molded in orange, one in chrome, and one in clear. The orange body and frame are molded together, an unusual design. The instructions appear to be duplicates of the original with a vintage feel. In fact the whole kit is a trip through time, since the new tool appears to be a copy of the original in design and feel of

assembly. Since it is new tooling, there is no flash on the sprues but like older kits the attachment point of parts to the sprues, especially the chrome pieces, make removing pieces tricky. Many chrome pieces are damaged by either the attachment point or by mold lines in very visible spots on the finished model, which was common back when this originally came out.

The body is one main piece, with a separate cowl that needs to be glued to the front to hold the chromed firewall. The fit on this is poor - there are no well defined points to glue it together so be careful here. I glued it together prior to painting so I could reshape it where the glue ran a bit then sanded it for painting.

Obviously this was not an actual car, so in trying to figure out the "correct" paint scheme I looked at the box art and also at pictures on the web site

[www.tomdaniel.com](http://www.tomdaniel.com). These appear somewhat contradictory, one shows a black or gray frame, the other shows the frame finished in the orange body color. There are some basic painting instructions on the instruction sheet. In the end I went with Tamiya TS-12 Orange Lacquer for the body and frame, sprayed from the rattle can. This matched the box art fairly well and covered the bright orange plastic without primer. There was a slight mold line on the rear of the body which sanded off easily enough. The separate roof was painted in basic flat black. There are clear plastic pieces for the windshield, the divider for the passenger compartment, rear windows and the oval opera windows. I used a combination of silver paint and Sharpie to accent the trim, perhaps some Bare Metal foil would have been better but mine must be dried out as it would not stick.

The engine is a 12-piece assembly. It is a V-8, possibly a Pontiac (Poncho) with dual quad Weber carbs. The valve covers and carbs are chrome, but curiously the exhausts are not, so I painted them white. The tops of the carbs were drilled out to simulate the tubing style Weber air stacks,

as molded it was just a blob on top of the carb. The plastic parts were painted flat red with a touch of weathering, and I picked out some details like the molded on starter with black and silver. I know many of these classic show cars were built for display and did not really operate, this may explain the lack of any radiator.

There is one issue with the engine. Assembled straight from the box it does not mount into the chassis, as the generator attached to the fan belt assembly is in the way of the mounting spot on the frame. I wound up shortening the generator until it fit in place.

The suspension is pretty basic, a chrome front axle that attaches to the frame via chrome springs. The springs are molded in two pieces, so gluing them together leaves significant mold lines. I did a wash of flat black to highlight the springs, but if you intend this build to be contest quality you would need to find a substitute piece or make your own springs. The chrome rear end also attached to pegs on the frame, like the front, and the shocks and arms glue onto it. The tires are vinyl rubber, with chromed mag wheels. I painted the inside of the wheel backs black to accentuate the spokes. They push onto pegs on the

frame. This is simplistic but it is a sturdy attachment and my example sat flat on all four wheels when assembled. Make sure you attach all the suspension at the same time; I had to redo mine to get the suspension arms to mate up with the front axle.

The floor of the interior is wood grain. I painted it flat black then did a wash of flat black and darker brown to highlight the molded in graining. The dash also has wood grain, and for the three gauges there are decals to provide the details. There is a slight problem with the instructions related to the interior. They show incorrect locations for gearshift and accelerator pedals, so switch mounting location of parts #14 and 13. Otherwise the tall shifter rubs up against the seat.

Most of the seats feature a molded in tufted finish. While the instructions indicate that the seats should be purple, I did not have any in my stash so instead I airbrushed all the seats with Testors Model Master flat British Crimson. This goes well with the orange body. I then did a wash of all the seats.

Since this a wild show rod there are some extreme custom items on this car. The front grill features a molded in round keg shaped

gas tank, but the chrome grill has a severe mold line around the edges that is very visible. A set of bull horns serves as a hood ornament. The headlights are attached to the grill shell by a very thin rod, as I tried to scrap off the chrome on the headlights (due to the mounting points to the sprue causing a very visible blemish in the chrome) one broke off. Since it is so thin it was difficult to get it reattached. Once the chrome was off I painted the headlights gold and popped in the clear lenses. The roof is a busy place, as a chicken coop is chained to the top. I did the wood grain treatment to the coop, and put the chicken inside - the kit contains three scale chickens, two for inside the coop and one with a separate base, depicting it flying away as the taxi motors down the road. There are chromed side rails on either side, and a taxi sign facing the front. The instructions show a decal for the TAXI lettering, but the only one on the sheet is way too small. So I printed up some labels with a fancy font until I got one that looked right, then trimmed it to fit into the sign. There are running boards that look like ornate Spanish style railing. These should be chrome but they are not, so I painted them silver. There is a third row seat on the back of the roof, also some seats on top of the rear fender. The only taillights are molded into the fenders and I painted them clear red over silver. The trunk here is indeed a wooden trunk, I applied a wood finish over the molded in grain. There is a small decal sheet, with the Tijuana Taxi logos which I put on the side along with some other optional markings which I left off my model.

I had fun building this kit. It is not something I would usually do, but it brought back memories from the past, especially the nostalgic design, box art, and instructions. Except for the few problems noted, it went together well. It is rather simplistic, and would need a lot of modifications if you wanted to do a true contest quality build. But as a straight from the box build it was enjoyable. Thanks to Revell Monogram and IPMS/USA for supplying the review sample.



## The Hal Sr Flugzeug Fabrik (aircraft factory)

by Hal Marshman, Sr

This Hasegawa 1/48<sup>th</sup> scale Bf 109F-4 represents that flown by Josef "Pips" Priller, JG 26, France, 1941. The F-2, F-4, G-2, and G-4 were the earliest of the round wingtip 109s that Hasegawa brought out. With the G-6 and later variants, Hasegawa changed some things with the fuselage, making for an easier build. Probably the best thing they eliminated was the engine cowling. As originally produced, the two piece cowl fit very badly, and required much tweaking to sit properly. In addition, Hasegawa failed to indicate the presence of the piano style hinge down the top center of the cowling. I reproduced that with a piece of Evergreen .025 rod. The kit used for this model was one of the latest pressings, and included a 1/48th figure of Pips himself, plus decals dedicated to his bird. In addition to the work I had to do with the hood, I scratch built the seat



belts/buckles, brake lines, ventral antenna, fuel lines in the cockpit, baggage compartment cover on rear cockpit bulkhead, and the stiffeners in the intakes of the radiators

and oil cooler. The kit has held up well over the years since its release, with flash only being present on the exhaust stubs, and dimples on the outboard flaps, easily corrected with a coat or two of White Out, and sanded smooth.



I duplicated the beautiful box cover paint scheme with Model Master Enamels, using soft masks 1/16th inch above the surface. The shades used were RLM 74/75/76. As mentioned above, the decals were the kit provided items, and they performed very well. Two coats of Future were applied with Q-tips, and decals were applied. I used a mix of 50/50 Testor's decal set and Walther's Solve a Set to snuggle down the decals, and finished the build with a spray of Testor's Dullcoat, thinned with lacquer thinner. The antenna cables are monofilament 2 lb test fishing line, with thick paint applied with a toothpick for insulators. Notice that the drop line enters the fuselage via a white insulator, replicated by drilling a .025 hole, and inserting a small section of .025 Evergreen rod.

And this is the latest Bf-109 model from the Hal Sr Flugzeug Fabrik (aircraft factory). It is the Tamiya Bf 109E-4/7 kit in 1/48th scale. The model represents the 109E-4 flown by Dr Erich Mix as Gruppen

Kommandeur of III/JG 2 in 1940. I've been wanting to do this bird ever since I saw a drawing of it in Karl Reise's first *Camouflage and Markings of the Luftwaffe* book, way back in the late sixties. To my knowledge, no decal company ever produced a sheet of these markings, or if they did, I remained ignorant of its existence. In any event, my buddy that made the decals for my other Mix machine agreed to try these also. As is usual, I made my own seatbelts and buckles, brake lines, added the stiffeners to the radiator intakes, and the visual radiator shutter indicators to the wings. Finishing techniques were similar to the Bf 109F. The paints are Model Master Enamels, RLM shades 02/71/65, applied using soft masks 1/16th inch above the surface. I then applied two coats of Future using a Q-tip. After the decal application, I finished off the bird with a coat of Testor's Dullcoat, thinned with laquer thinner. The antenna cable is 2 lb test monofilament fishing line, and was duplicated as on the Bf 109F.



## Rival for Coolness?

by Scott Kruize

“The Lockheed Starfighter is the coolest jet fighter that EVER was!”

“NO! —The English Electric Lightning!”

When I was modeling way back Then, there was never any argument about my analyses of airplane virtues. That was because I didn't know anybody else who knew anything about them, and certainly no one else who built models. But as I've said before, Now I don't model alone. Now, I rub elbows twice a month at the Show-and-Tell tables of the NorthWest Scale Modelers and the Seattle Chapter of the IPMS. And all those other guys not only have opinions, but ARGUE against mine!



For example, I'm confident that most of my American readers understand perfectly well why I say “The Lockheed Starfighter is the coolest jet fighter that EVER was!” My Canadian, Italian, Dutch, German, Japanese, Taiwanese, Turkish, Danish, and Pakistani readers must also agree, since their air forces had this superplane as front-line mainstay for many years. (Note that I've never said the Starfighter was the “best” jet fighter... since back Then, I've learned a great deal about the airplane's “quirks” (!) and how it nevertheless got sold and produced all over the world with discreet help from what was later dubbed “The Grease Machine”...)

But Now, I have to deal with a bunch of other guys with their own favorite planes, and the WORST, the most vocal about the matter, is Robert Allen. He's the one who always pipes up “NO! —The English Electric Lightning!”

I have to put up with Robert's idiosyncrasies for a number of reasons. First of all, he's the Newsletter Editor-In-Perpetuity for the Seattle Chapter of the IPMS. I write for this newsletter frequently, most often my Hurricane Bookshelf column, ostensibly a book review format, but with aviation and modeling related ramblings. Writers must make every effort to get along with their editors. And vice-versa.

Next, he's the only person I know who understands the old system of English money, having lived in England as a boy. He's able to explain notations like “2s/6p” or “3/11d” in books like my copy of Arthur Ward's *Airfix: Celebrating 50 Years of the Greatest Plastic Kits in the World*. (Hmm...Ward and Allen: do you think they're entirely objective about all things English?)

Then suppose someday I attend the IPMS Nationals in London, and the Queen drops by to inspect our models. My mother wants me to point out to the Queen, whenever I get the chance to meet her, that Mom's a week younger than she is, that they got married about the same time, and both have had four kids. No doubt Her Majesty would be intensely interested in these facts, but I fear I'd get tongue-tied. If Robert is along, though, he'd be able to recite her proper title of “Elizabeth the Second, by the Grace of God of the United Kingdom of Great Britain and Northern Ireland”, whereas I would struggle to remember her second proper form of address, provided for precisely the low-life primitive former-Colonial commoner-type that I represent. Namely, “Ma'am”.

Lastly, we're relatives. Four years ago my stepdaughter by my second (current and everlasting!) marriage got married to an Irishman. I was informed during the festivities, which included large volumes of ale, that this makes me Irish, too. When I told Robert about all this, he explained that by some similar convoluted set of blood-and-marriage ties, he too became Irish awhile back. We Irish have to stick together...

Anyway, while Robert's favorite jet, the English Electric Lightning, may not be the

coolest jet fighter that ever was, it is cool in its own right. With twin engines in a unique vertically-stacked and staggered arrangement, it was scarcely larger than a single-engined design, and in consequence had spectacular performance. Decades before the much-vaunted (and much pricier!) F-22, it could “supercruise”: fly faster than the speed of sound without afterburners! From the first, it carried unguided rocket batteries, then carried formidable guns, and then pioneered the use of some seriously lethal guided air-to-air missiles, the Firestreak and Red Top. For most of the Cold War, it was the first line of defense for the whole United Kingdom, and helped the Royal Air Force detachments in West Germany confront the Warsaw Pact powers. It saw combat flying for Saudi Arabia.

Way back Then, I built three separate kits of the F-104. Airfix's 1/72-scale kit of the Lightning was introduced as early as 1963, according to Ward's book, but I don't recall ever even seeing it at Thunderbird Drug Store in Lakewood, or later at Wigwam or A&H Drugs in Kent. In short, back Then I never had a kit of the English Electric Lightning.



I do Now.

Watch this space.

*[Note: When Scott sent me this article, I mentioned to him that the main reason for my good-natured ribbing in favor of the Lightning is that my father helped to design it, and that you couldn't fault a guy for defending his family's honor. Scott replied that he'd completely forgotten that fact, and fully agreed that you can't blame a guy for that. — ED]*

## Airfix 1/72<sup>nd</sup> Scale Spitfire PR.XIX

by Chris Durden, IPMS #29474

When Hornby purchased Airfix there was concern that the venerable model company would wither away. Since then, however, Airfix has released some well-received new mold 1/48th Canberras as well as re-releasing some of the older kits in their catalog. Now comes one of the first 1/72<sup>nd</sup> scale new releases from Airfix in quite a while - a true Spitfire PR XIX.

With only 44 parts at the nostalgic sum of about \$10, you may think that you have stepped back in time. However, the nicely-done details and recessed panel lines show that this is an all-new kit that promises to build up into a nice kit. Given the price, there are some shortcuts: although there is some molded on sidewall detail and passable cockpit detail, there is strangely no instrument panel relief or decal. Also, the landing gear is molded with the main doors in place, but both three and four spoke wheels are provided.



Sprue attachment points are a bit thick, but careful removal of the parts resulted in no damage. Ultimately though, you end up with a true PR XIX without having to fill any panel lines or do surgery to get a nicely-done example right out of the box.

Earlier this year I completed a PR XIX using a Fujimi kit with a host of Quickboost and Freightdog details. So I thought it would be interesting to do a head-to-head comparison of the two kits.



### Cockpit and Interior

The Airfix cockpit assembled easily and with careful painting came out well. The seat is a bit clunky and the absence of an instrument panel decal is disappointing. A bit of a spare decal sheet gave me as much

detail as I really needed given that the canopy would be closed. The canopy is thick but clear and fits well. There are no interior details for the cameras, but given the aperture size it would be wasted anyway. I was not a fan of the camera glass fit – there are some serious gaps that are easily addressed but annoying nonetheless.

Despite the inclusion of cameras and an instrument panel decal, the totally inaccurate “seat in a bathtub” cockpit in the Fujimi kit drops it behind Airfix. Advantage: Airfix

### Assembly

I really don't have anything to write here except that this kit was an absolute pleasure to build. Assembly was straightforward with no major gaps, even at the wing root. I was able to attach the wing radiators after painting and the large locating attachment blocks made certain that they were aligned correctly. Even the landing gear locating pins are square, making alignment less of a chore than usual. Oh, and did I mention that you need not fill in any panel lines? This is a straight-up PR.XIX – the wings and fuselage have no gun or door panel line to be filled. This is in stark comparison to adding the complex turtle deck and cowling sub-assemblies (or the Quickboost parts), a new tail, or filling the panel lines that the Fujimi kit requires. Advantage: Airfix

### Details

Okay, I have to give Fujimi the nod here. Airfix has chosen to provide the basics here and that is reflected in details like the landing gear, radiators, somewhat anemic exhaust stacks, and somewhat heavy panel lines. I don't understand why Airfix did not box in the wheel wells either. But what is provided fits well and makes a basic representation. Advantage: Fujimi

### Decals

In a word, thick (for both kits). But the decals did settle down into the panel lines

and gave me no real trouble. The yellow surrounds were a wee bit translucent and I would have to recommend aftermarket decals for both kits. Credit does go to Airfix for providing the Swedish markings. Advantage: aftermarket

**Cost**

Airfix gives you a basic kit that provides a nice PR XIX out of the box at a very reasonable price. The Fujimi kit needs extra work and without an aftermarket Mk. XVIII tail is not accurate. Figure in the cost of the Quickboost aftermarket and you end up with an example that costs three times as much and does not look as good (more on that below). Advantage: Airfix

**Profile**

Once I was done I decided to pull out the Fujimi example and do some comparison shots. I was surprised at the difference. Without calipers and totally by eye - the Airfix example captures the lean and graceful lines of the Spitfire although I think the cowling looks a bit undersized. The Fujimi kit looks squat in comparison with an exaggerated "humpiness" (not a

word, I know) and the canopy bubbletop sits too high to my eye. Advantage: Airfix

Did I enjoy this kit? Absolutely! It was a refreshing break to work on a simple kit without any bells and whistles that fit and looked great when completed.

My thanks to Airfix for the review sample and please keep them coming!

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**PrezNotes**

*from page 1*

Last, but certainly not least, if you ordered an IPMS Seattle shirt or sweat and have not picked them up yet, I'll have them at the meeting on Saturday. Bring check or cash, or send a check to Spencer with the amount you owe.

Back to the bench - I've got stuff to finish!

We'll see you at the meeting.

*Terry*

**Modelfy 2010**

**by Tim Nelson**

This is a short reminder that the Modelfy event returns for the 2010 Spring Show, based on the Israeli Merkava tank. You can use any kit in any scale, of any mark of Merkava, to build anything you want - except a Merkava.



I have a hare-brained idea I'm about to start on. Hope to see your Merkava-ish contraption next April!

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**Meeting Reminder**

**November 21**  
**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.

