

Seattle Chapter News



Seattle Chapter IPMS/USA
August 2010

PREZNOTES



“It was the best of times, it was the worst of times...” to quote Charles Dickens, *A Tale of Two Cities*. The reason that quote comes to mind in regards to modeling is that on the same day, the Wingnut Wings Albatros D.V and the Fonderie-Miniature Horsa Glider came home with me. What can you say about Wingnut Wings kits? There aren’t enough superlatives out there for the Wingnut kits. The focus of this commentary, however, is on the Fonderie-Miniature 1/48th scale Horsa kit. A few years ago I was nearly finished with the Sanger Vac Horsa kit when Special Hobby announced that they were releasing an injection molded kit of the Horsa (which has happened to me more than a few times). Unfortunately, the listing of the Horsa kit disappeared from their lists and I figured it was a project that was destined never to see the light of day. Then, to my amazement, a few weeks ago the owner of our favorite local hobby emporium called and said that “my Horsa kit” will be in the end of the week. That was a major shock. The thing that surprised me the most was that it wasn’t Special Hobby, but Fonderie-Miniature.



F-M kits are a limited production run manufacturer, with kits that have a reputation of being a “challenge” to build. The Horsa kit will be in that category. I will say that it compares favorably to other F-M kits that are in my collection in that regard. All the main airframe members will require clean up of some sort, with flash, thick trailing edges and control hinge lines

that will require straightening. The advantage to the F-M kit over the Sanger vac is that it has a completely detailed interior. But, all the interior bits will require a lot of cleanup. A considerable amount of cleanup. The kit comes with a transparent canopy that is well molded but will need a lot of work to make it...well... transparent. The instructions are the most basic, with hand drawn exploded views, and the barest of information on where some parts need to go. A small decal sheet is provided for one British aircraft. My guess is that in some areas, this kit will be easier than the Sanger vac, but in others, like the interior, will provide more of a challenge, especially with all the cleanup required. I’m up for the challenge, as what I learned on the Sanger kit (especially painting and detailing), I can apply to the F-M kit.

I’m hoping some of our members who traveled to the Phoenix Nats will have details on how that show went, and maybe some of the goodies they found in the vendor room.

We’ll see you at the meeting,

Terry

In This Issue

Tamiya F4U-1A	3
Blank Canvas	4
Airfix Canberra B(I)8	6
Eduard Canberra Detail Sets	7
Dragon Flak 38(t) Ausf. M	8
Hurricane Bookshelf:	
Over Some Humps	10
Boxing Practice	12
The Way the Future Was:	
2011 Modelfy Kit	12
<i>The Lent Papers</i>	13
<i>Brandenburg W.29</i>	13
Golden Age Stars of IPMS	14
Heller Honda RC211V	15
Upcoming Shows	16

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Public Disclaimers, Information, and Appeals for Help

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

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text 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 2010 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

August 14
October 9

September 11
November 13

IPMS/USA NEW MEMBER APPLICATION

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

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City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

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Check out our web page: www.ipmsusa.org

Tamiya 1/48th Scale Vought F4U-1A

by Hal Marshman, Sr.

This is the third of my Tamiya 1/48th Corsairs. In this case, I decided to do the -1A version of the U-bird. The kit provides the new semi-bubble canopy, and simpler windscreen. There are also two new pieces for the area just aft of the cockpit. As I said when reviewing the -1 version, assemble these halves to the fuselage halves before mating them. With this version, you can add the little fairing just beyond the right wing fold, that made carrier landings much safer. When I reviewed the -1 and -2 Corsairs, I neglected to mention the little step-in that Tamiya casts into the right hand inboard flap. This was not present until the -1D Hose nose came along, if I remember correctly. I found the easiest way to fill this was to use Squadron White Putty, applied from the inside before assembling the flap halves. Force enough putty through the hole to make a little dome on the outside. Glue the flap halves together, and once the putty is dry, just shave it even with the flap surface with your hobby knife. Really easy now, to just dress it down with fine sandpaper.

On this model, I used EagleCals VF-17 decal sheet, duplicating the Hog flown by Lt. Butch Davenport, USN, *Lonesome Polecat*. I scratch built the seatbelts/buckles and brake lines, and wired the engine. All lights with the exception of that on the spine and the wing tip navigation lights are MV lenses, I even managed to finagle one into the tail cone. Paint scheme was Model Master Enamels, Flat Sea Blue, Intermediate Blue, and white. Weathering was accomplished with blue and green shades of eye shadow, paint chipping in work areas duplicated with Prismaco silver pencil. Antenna cable is 2-lb test monofilament fishing line. As before, I relied heavily on the work of William Reese for cockpit, wheel well, and landing gear colors. Corsair Jim Sullivan was of assistance when it came to verifying the markings for Davenport's machine.



Blank Canvas

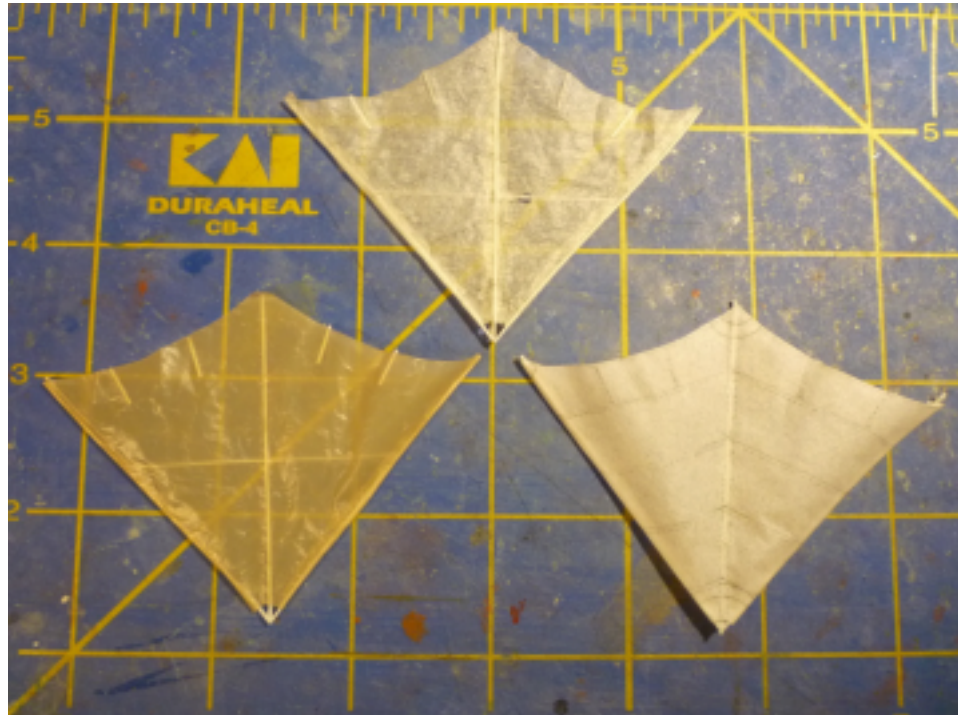
by Doug Girling

Several people were interested in what I used for the sail material in my 1/72 scale PARASEV I glider, and rather than tell you just what I eventually used, I thought it would be more useful to share the materials I've used and experimented with in that scale before settling on my final choice for that model.

The PARASEV I used a cotton duck (canvas) for its sail while the more successful PARASEV II used Dacron. I've used high density polyethylene (HDPE) in the past for things like the Dacron blind-flying hoods used in the T-33 and Fouga Magister. HDPE is the material found in those shopping bags which have a "crispy" sound when you crumple them. It's also marked with a "2" in the recycling logo. I really like it for lightweight fabric because it has the right translucency, is available in a huge range of colors and pre-crumpling it gives very scale wrinkles. It's a tad glossy, but nothing a little Dullcote won't solve. The downside is that it's nearly impossible to glue, though for my blind-flying hoods I've been tacking the end in place with CA and then crumpling and tacking successive folds, which gives a good representation of the retracted hood. My first attempt at the sail used HDPE, but I found that while it had the texture I wanted, it was too translucent to mimic the cotton duck. (If I were insane enough to also scratchbuild the PARASEV II, I'd use it in a flash.)

Tim Nelson suggested using tissue paper and white glue. Like a dolt, I tried facial tissue first, but it has too coarse a texture for that scale. It's also basically impossible to handle when wetted with white glue, variously tearing apart at the first stern look, or rolling into an armadillo-like ball.

My third sail used tissue wrapping paper (what I'm sure Tim originally meant). It was a bit thin for canvas, and the canvas color I wanted fell somewhere between the



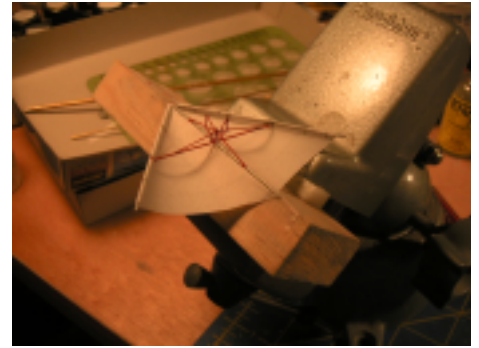
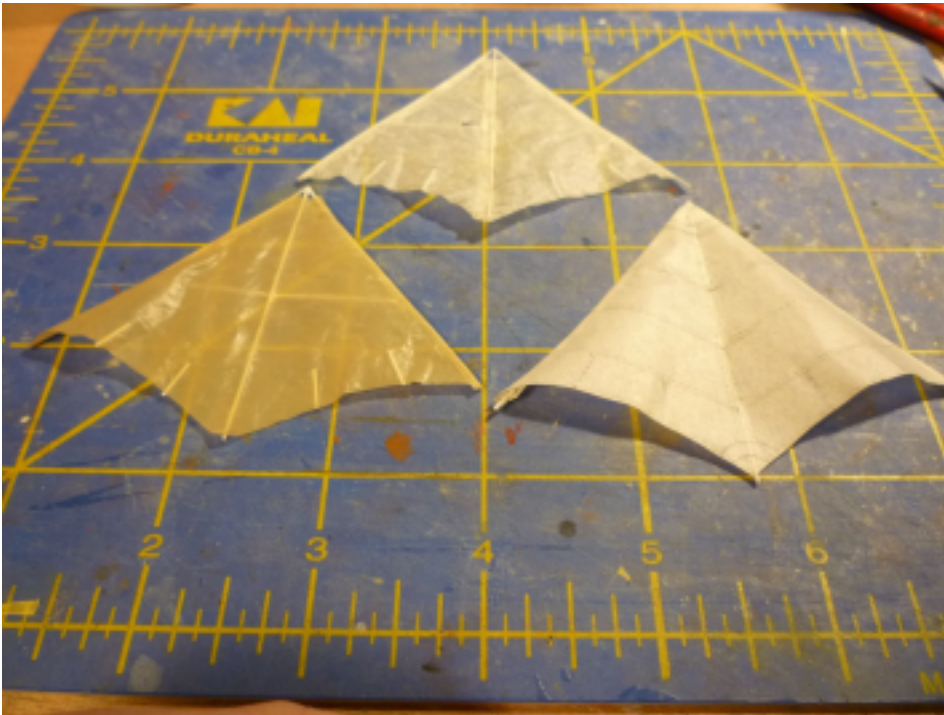
L to R: HDPE; tissue and white glue; vellum and matte medium

available white and beige, but if it worked, I could worry later about how to dye it. To avoid some of the handling problems, I carefully glued the sail to the frame first, and after that had dried, painted on some dilute white glue, suspended it upside down (so the sag would mimic the sail inflated by the wind) and bid it a good night. Morning broke to reveal the one flaw with white glue: like airplane dope, it shrinks the material. So, instead of the sail nicely inflated by an imaginary breeze, I instead had something more like a fallen angel food cake. It was very flat and had shrunk to the point where it had started to crush the frame. Also, the wrinkles imparted to the tissue had a definite grain which looked most uncanvas-like.

Attempt #4 repeated the above, but used artist's matte medium instead of white glue. This solved the shrinkage and gloss problems of the white glue, but the tissue's grain was still a problem.

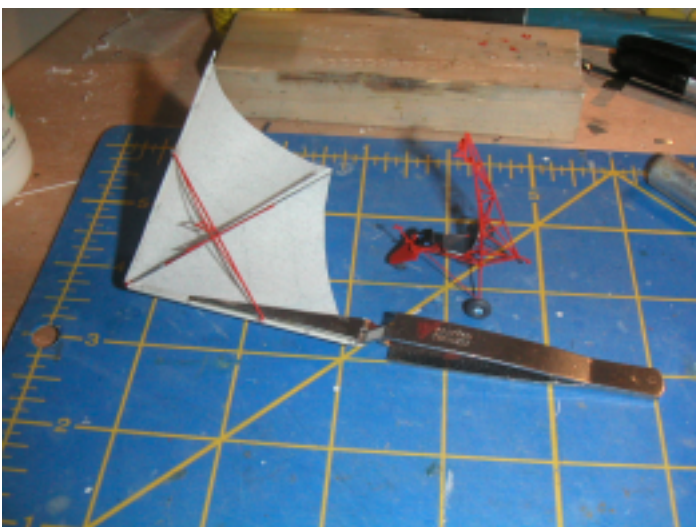
I needed a new material, so for the next experiment, I tried some drafting vellum. (I worked as a plotter operator while in

college and scrounged the scrap ends of the plotting paper and Mylar rolls because they might be useful some day. Little did I know "that day" would come 30 years later!). The vellum is a lot stiffer than tissue, so I pre-formed the sail before attaching it to the frame. This time, I attached the edges to the outer 'V' of the frame first, let that dry, and then attached the center to the central spine. This seemed to address the problem of the panels never having enough loft to them, even though I was working from a scale template. When all of that was dry, I painted on the matte medium and let it dry inverted overnight. The morning revealed success at last. The matte medium soaked into the vellum, causing it to swell slightly so that as it dried, it puckered a little, while retaining its overall shape. I didn't have the fine wrinkles that I had with the HDPE, but I did have a soft random waviness that nicely mimicked a light breeze blowing through it. It had the right level of translucency and a bit of faint random splotchiness to mimic the cotton duck. This would be my solution (besides, I was getting tired of experimenting by now!)



So, to summarize:

- HDPE is excellent at simulating light-weight fabrics like Dacron in 1/72nd.
- Drafting vellum and matte medium do a very good job of canvas in 1/72nd.
- Use matte medium instead of white glue (unless you actually want the shrinkage)



Airfix 1/72nd Scale English Electric Canberra B(I)8

by Jacob Russell

The Plane

The English Electric Canberra B(I)8 was a two-seat night interdictor/tactical bomber with an offset fighter-type canopy for improved visibility in the ground attack role. It was designed in response to Air Staff requirement 1B/22D&P, which called for a "specialized interdictor" for low-level operation in visual ground contact able to carry a wide range of bombs, rockets and guns. The B(I)8 was a popular plane with its crews, despite the fact that only the pilot had an ejection seat! It was powered by a pair of Rolls-Royce Avon RA.7 Mk109 jet engines, and was also fitted to carry a nuclear weapon. The Canberra was produced in many different variants and served in air forces all over the globe for more than 50 years. Approximately 1,352 aircraft were produced and the Canberra has only recently been withdrawn from service.

The Kit

The new Canberra kit comes in a very stout cardboard box with colorful computer-generated artwork on the lid. The injection-molded parts are contained within a large plastic bag. The separately bagged clear sprue is in the same bag. The kit consists of 160 parts, seven of which are clear, on seven sprues. My overall impressions of this kit are very positive. The panel lines are recessed, and although the Matchbox "trench maker" is still out of work, the panel lines ARE somewhat wide, and the depth and width of these are uniform throughout the model. The sprue attachment points for most parts are easy to reach with your cutting tool and they are fairly small as well. Ejector pin marks are very minor, and are found in hard to see (and fix) places, such as the wheel wells and inner faces of the landing gear doors.



The wheel wells are separately molded, as are the fenders for the front landing gear wheels. The wheels themselves are molded in halves and are subtly flattened. The cockpit is a multi-piece assembly. Detail in the cockpit is somewhat simplified. The B(I)8 canopy did not open so this important area will look appropriately busy with the careful use of washes and dry brushing. The cockpit entry door is an individual piece and can be posed open, and there are two figures included. The rudder, flaps, and horizontal control surfaces are separately molded, and the model can be depicted either "in flight" or on the tarmac. The flaps can be posed open or closed. The fronts of the jet engines have convincing detail. The B(I)8 had a bomb bay and the kit allows this area to be depicted open or closed.

If the closed bay option is selected a Boulton Paul gun pack (which contains four 20mm Hispano cannon) is included, which attaches to the bomb bay doors. The open bomb bay option includes four 750-pound bombs and bomb rack. The bay is composed of five pieces: front and rear bulkheads, the bay itself, and the doors. Underwing stores include wingtip mounted drop tanks, 1,000-pound bombs, a pair of Matra SNEB rocket launchers and

a pair of Nord AS-30 air-to-ground missiles. I am not 100% certain about the identity of the last two items. The clear parts are very well molded. They include the forward nose, canopy and windscreen, lower port window, and wingtip navigation lights.

There are three decal options in the kit:

- 1) Canberra B(I)8, No. 16 Squadron, Laarbruch, Royal Air Force, Germany, 1972. This aircraft had a distinctive sharkmouth on its nose, and was in the familiar grey and green camouflage with natural metal undersurfaces.
- 2) Canberra B(I)12, No.14 Squadron, Ohakea, Royal New Zealand Air Force, 1968. This plane was also painted grey and green with natural metal undersurfaces.
- 3) Canberra B(I)12, No. 12 Squadron, Waterkloof, South African Air Force, 1969-1975. This plane was overall natural metal, and carried the Boulton Paul gun pack.

The decal sheet is very well printed and in register, with common and unique stencils for each option. The instructions are well done, with good drawings, a logical build sequence, and color callouts for Humbrol enamels - what else?

Accuracy

According to Mike Whye, who reviewed Airfix's 1/48th scale B(I)8 kit, the 12 engraved horizontal on each rudder half are incorrect, and should be filled. I did not have access to a set of 1/72nd scale plans, but the kit certainly looks like a Canberra to me!

Conclusions

I think this is a good kit, with few vices. I feel it will build up into a superb replica of a historically important aircraft. I recommend that you pick one of these up. If you take your time you will be happy with the finished model.

I would like to thank Mike Whye, who shared the information he gathered for his 1/48th scale review, at <http://www.internetmodeler.com/artman/publish/flaviation/Airfix-1-48-E-E-Canberra-B-I-8--FL.php>. Mike also provided useful links to some interesting Canberra websites. I would also like to thank Hornby America for providing the review sample.

Links

The English Electric Canberra Tribute Site:
<http://www.bywat.co.uk/canframes.html>

Plane Photos UK: http://plane-crazy.purplecloud.net/Aircraft/Jets/Canberra/english_electric_canberra.htm

Eduard 1/72nd Scale Canberra B(I)8 Detail Parts

by Jacob Russell

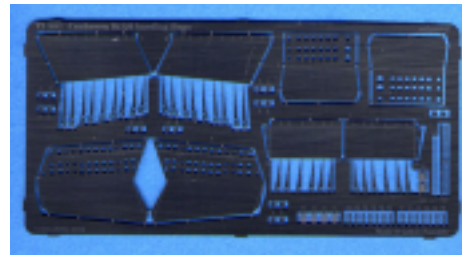
B(I)8 Landing Flaps

Eduard set #72501 is a set of photo-etched landing flaps for the new Airfix kit of the Canberra B(I) 8 night intruder bomber/

interdictor. This is a complex set. You are faced with the assembly of very small parts, the installation of some plastic rods within both halves of each flap, and the usual folding. You will also undertake some sanding of mating surfaces. All of these steps are outlined in the directions.

You will probably want to use a photo-etched folding tool, such as the Hold N' Fold, or Tamiya's photo-etch folding tweezers, to achieve the best results with this set.

I am a fan of the Canberra, and I think this set will greatly enhance the new Airfix kit.

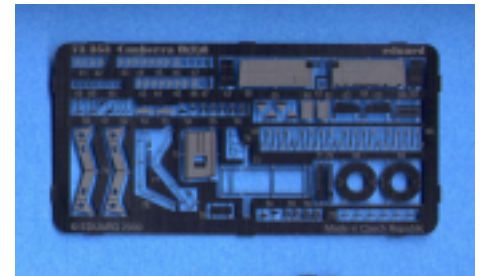
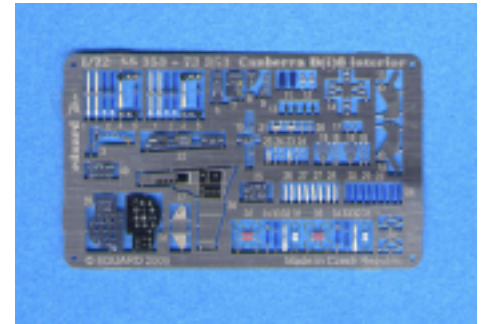


B(I)8 Self-Adhesive Photo Etch Set

Eduard set #72353 is a photo-etched set that complements the Landing Flap set reviewed above. It is designed for the new Airfix Canberra B(I)8 night intruder bomber/interdictor. The set consists of two photo-etched frets. There are 40 pieces on the self-adhesive fret, all of which are for the aircraft interior. These parts include harnesses for both seats, ejection seat handles, instrument panels, side consoles, throttle quadrant, etc. The majority of parts on this fret are pre-painted, which is great, because many of them are very small! The fret is attached to a piece of waxed paper, and the instructions have a separate section devoted to the successful use of these self-adhesive parts.

The second fret is non-adhesive and unpainted. It is devoted to general airframe details. The fret includes details such as a boarding ladder, canopy mirror, landing gear door details, static dischargers,

engine details, etc. The wheel wells, landing gear, engine nacelles, wings, and tail surfaces gain significantly finer detail from this fret. The usual advice about using photo-etch folding tools also applies.



I like this set. Ejection seats usually lack detail in injection molded kits, so these parts save you from springing for aftermarket seats. This set adds finer detail to most areas of the airframe. This set is well conceived and executed, and, in conjunction with the flap set, will greatly enhance your Canberra kit.

I would like to thank Eduard for providing the review samples.

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

DML/Dragon 1/35th Scale Flak 38(t) Ausf. M Late Production

by Andrew Birkbeck

Herewith one of the latest "super kits" from DML/Dragon's "Smart Kit" series: a Flakpanzer 38(t) Ausf. M "Late Production" variant. As anyone familiar with DML's recent releases will discover, upon opening the box the modeler is almost overwhelmed by the number of sprues and parts contained therein. In this case 24 (!) sprues of various sizes and shapes, together with three PE frets, two bags of "magic tracks" plus a small decal sheet. And as one has come to expect with DML, the modeler's first duty should really be to carefully review the instruction sheet, especially the sprue/part diagrams, and make some initial construction notes!



The first potentially confusing item is that there are a number of sprues with the same letter attached to them. I don't mean there are say two "H" sprues, with identical parts on them. I mean that there are two "A" sprues that are completely different from each other, and two "J" sprues, likewise different from one another. The way you tell the different parts one from another is that one sprue "A" is listed on the instruction sheet in blue lettering, while the other is listed in black lettering! So CAREFULLY read these instructions start to finish a couple of times, and make notes! Add to this situation the fact that as with all DML kits these days, there are multiple optional parts: different drive



sprocket configurations, idler wheel configurations, etc.

The kit provides the modeler with a very well detailed interior: engine/radiator compartment in the middle of the hull, and the driver's area at the front of the hull, with nicely detailed drive shaft and transmission parts etc. DML provides the modeler with lots of separate hatches in order to give you the option of showing off all this internal detail. For the review model, to save time, I left these parts off my model. The flak gun compartment is also well detailed, with lots of ammo boxes, two radios etc. Missing is the cabling between these radios, and the radio headsets and mikes, but these are easily fabricated with some solder wire and scrap plastic, and access to suitable diagrams or photos from your reference library. In an ideal world, a wiring diagram would have been provided by the kit manufacturer though. The flak gun itself is also very well detailed, with various options available for the modeler to choose, such as PE parts or plastic parts, to complete this stage. Carefully check the options in Construction Sequence 18, and choose the parts appropriate to the angle of incidence that you wish your gun to be aimed.

Problem areas I found in the Construction Sequences: generally, the fit of parts is very good, however as I have found with most of the DML kits I have built, carefully view the instructions, and test fit parts before applying glue, as the exact location of a part or sub assembly is not always clear from the instruction diagrams. Section 11: flak gun base. Note that listed part M33 should be M32, and listed part M32 should be M33. In section 14, the part listed as D15 should be D14, and that listed D16 is actually D15. In section 15, be very careful that you install parts A67 and A68 on the correct side of A53. Make sure the part with the mounting hole for the ejected shell casing catcher (see parts A3/A6/A46 and MD1, MC1/2 etc. in Section 17) is on the correct side. And when you get to Section 17, note that parts A59 and A60, on the gun shield, have the rivets facing inwards, not outwards as shown in the diagram. Look at the shape of the parts, and where they fit correctly. Finally, I had difficulty getting the base of the flak gun unit (the round base part, A66 from Section 16) to sit nicely into its cradle in the final assembly Section 19. Was it me, or was it the kit, you decide! Also in Section 19, the assembly of the Magic Tracks: these are very nicely detailed, if extremely tedious to construct.

Painting and Decaling: The review model was firstly given a thorough coating of Mr Surfacer 1200 primer, in order to give the follow up color coats something nice to bite into. I then applied a coat of Tamiya XF-60 Dark Yellow, lightened with a goodly amount of Tamiya XF-2 White. Then, using my Badger Sotar airbrush, I thinned down Tamiya XF-61 Dk. Green and Tamiya XF-64 Red Brown, and carefully applied the mottle camouflage colors. Paints in all cases were thinned with the superb Mr Color (lacquer) Leveling Thinner. Then I gave the whole model a couple of thin coatings of Tamiya X-22 gloss clear, in preparation for the decals. The kit provides the modeler with a choice of four markings options, three are listed as "Normandy 1944 Pz. Div. Hitlerjugend", while one is listed as "Test Run, BMM Factory, 1944". I applied none of them as I discovered by carefully studying the decal application diagrams that all would be hidden if I built the model with the upper superstructure of the flak gun position folded down! If not, the decals are extremely well printed, by Cartograph of Italy. The model was then given an overall wash of burnt umber oil paint, to pick out the rivet details etc.

Despite the complexity of this kit, in terms of the high number of parts, and the less than perfect instructions, I very much enjoyed building this kit. The parts are extremely well detailed, and lack any obvious ejection pin marks or sink marks. And once you study the instructions thoroughly, and note the odd error here and there in the diagrams, the modeler should easily sail through construction. The resulting model is very pleasing to my eye, and I recommend this kit unreservedly to anyone who like me has a fascination with vehicles based upon the Panzer 38(t) chassis, or German flak guns. My sincere thanks to DragonUSA for providing IPMS/USA with this excellent kit for review. Check out their web site for all their excellent kits.

MSRP: \$55.99

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



Hurricane Bookshelf: Over Some Humps

by Scott Kruize

A book I originally purchased came back into my permanent possession recently.



The book is *Flying the Hump (In Original World War II Color)*, by Jeffrey Ethell and Don Downie. (Copyright 1995 and 2004, by MBI Motorbooks; paperback, 168 pages.) Our impression, for decades, was that WWII was fought in black-and-white, based on textbooks and newsreel footage. But Kodachrome came out in 1935, in 16mm movie reels, and in 35mm cassettes to fit the 'new' miniature cameras of the era, and during the war, many of the 11 million former civilians who served with the American military carried their cameras, some loaded with Kodachrome, to the far corners of the world. "Kilroy Was Here", as we all know. The late Mr. Ethell and others have been coaxing these movies and slides from Kilroy's closets, where they've lain obscurely for decades, and this book is one of the results.

Since I started modeling at age 11, I've taken in all kinds of subjects: First World War fighters, modern jets, the starship Enterprise while the first TV series was running, and even old Pyro horse-drawn, Dalmatian-escorted firefighting wagons from before the turn of the prior century.

But warplanes from the Second World War have taken most of my time and effort, for a variety of reasons. The sheer variety, in types and liveries, as the numbers of planes, and the sizes of air forces from that seven-year slice of history, dwarf anything before or since. The interesting technological perspective: the beginning of the war saw what seemed like only slightly-refined WWI-like fighter biplanes, the middle the absolute peak of high-performance piston-powered monoplanes, the end introducing jets and rockets that pointed to the future. But mainly the cool

again... which they did... and in the process, we note, thoroughly stomped the professional and fanatically devoted 'warriors' of the enemy...

Father was bright and had already accumulated some time in college, so when he joined the army, they put him into technical training: radio communications for the Army Air Force. He hadn't previously known anything about radio, but studied hard and well, was given the rank of Staff Sergeant, and sent to the China-Burma-India Theater of Operations.



color schemes: camouflaged war paint set off with a wide variety of national insignia!

There's another reason. World War II seems particularly real to me, and building replicas of its important artifacts is particularly satisfying. I wasn't in that war—for which I'm eternally grateful—but my father was.

He enlisted in 1942. Not in any furious bloodlust for combat, but because his lifelong philosophy was "Do what has to be done." Reading accounts of veterans, and listening to them at Pierce College's 'World War II Week', gives the impression that most American servicemen were like my father in this. They were clueless, innocent 'homeboys' when they signed up. Most hadn't previously been anywhere, done much, or known anything. They certainly started out knowing nothing of war, and weren't 'warriors' in any recognizable classic definition of the term. They just wanted to do their bits to get the war won and go home

Anyone who's heard of this theater, enough to have noted the lack of spectacular allied advances and victories, would do well to read *Flying the Hump*. Providing the means for the Allies to maintain even the small forces there, and other military resources to help the Chinese, so far back in the mountainous interior, meant flying everything from India over 'the Hump': the Himalayan mountains. It was very difficult and expensive. The India Transport Command (the China wing of the U. S. Army's Air Transport Command) lost some 600 aircraft during the war, few to enemy action. Most were wrecked in the hazardous terrain, trying to fly over it through its vile weather.

Father himself made the trip safely, but once at his base, assigned to duty on the radio, he sometimes took distress calls, and had to listen to the voices of men going down to their doom. He never mentioned this to me, but told all to my mother during courtship when he returned from the war, and more recently told my brother James about it, while he was ailing.



There were other ‘humps’. Father did tell me about Imperial Japanese Army aircraft dropping bombs on his head, fortunately not quite closely enough. (Hence my existence!)

Japan surrendered, a major ‘hump’ for him and the other servicemen that occurred much sooner than they’d expected, due to that surprising, terrible superweapon. He had to stay on a few months, nervously guarding American military assets, while the Kuomintang and Communists resumed their internal conflict for control of China. On guard duty, he’d contemplate how little he wanted to be killed in an ‘incident’ after having survived the huge war against the Axis.

That didn’t happen, and of course he was eventually released and sent home, completing a trip around the world at Uncle Sam’s expense. Back in the States, he finished his college education, married my mother, and provided for me and three siblings.

So I always thought modeling World War II subjects was cool. When Dad’s parents gave me *God Is My Co-Pilot*, and the Idlewild School Library had *30 Seconds Over Tokyo*, of course I had to build Monogram’s old ‘Forty-Niner’ P-40. Father recalled meeting General Claire Chennault; how cool is that! I was also excited to recognize a tentative connection between Dad’s service and the Hawker Hurricane, my favorite WWII fighter. He never saw any in northern China, but Hurricanes fought to the south of him in Burma, alongside the Flying Tigers and later the

14th Air Force, and had been the primary aerial guards of India as he passed through it.

Dad was never garrulous, but did mention seeing Mustangs at Chinese air bases, later in the war as the P-40s wore out. I’d thought of them only in the European context, guarding the 8th Air Force bomber fleets, but they did serve in China with the 14th Air Force, and (sure enough!) Flying the Hump has a color shot of several, warlike in their olive drab paint, set off by white identification stripes along the aft fuselages and tails. This book is a great boon to modelers who want to accurately reproduce the aircraft and other equipment in service in the CBI.

I bought the book a couple of years ago at a vendor’s table at a southern California air show. I visit my brother Chris in L.A. every year so, and he takes me to air shows, often larger than any in the Pacific Northwest. We enjoyed looking it over, and Father was grateful for the gift when I brought it home.



He didn’t actually set me on the road to modeling, but when I was very young,

occasionally some friend or relative would give me a model kit. Of course at age seven or so, it was way beyond my ability to assemble one, but Father would take an hour so with me in the evening to build it, and I would watch, and help put on the decals. (See the photo for the surviving example of his handiwork, and mine. To this day, I get a special thrill out of dipping those first decals in water, as the completed kit sits before me, awaiting its decorations.)

Then, as I’ve told you before, on my 11th birthday party I was given the Monogram kit of the B-58 Hustler, and borrowed my mother’s small stock of Testor’s enamels, plus Father’s No. 11 X-Acto knife, to commence my modeling career. Dad was supportive, back Then, even buying some of my kits. In my mature adulthood Now, after a long time in the ‘Dark Ages’, I resumed plastic kit modeling. From a modern discount department store, probably his nearby Fred Meyer, he made me presents of Testor’s Chance Vought F4U Corsair and Nieuport 17 kits. Closely examining them, I realized Dad had managed to give me—again—kits he’d originally bought for me back Then in the early ‘60s.



Like so many of his Generation—not mislabeled as the ‘Greatest’—Father is gone from this world now. All the World War II

continued on page 16

Boxing Practice

by John DeRosia

Who keeps saying, "You can't take it with you...?" Dad burn nabbit! I think they are right.

Okay - here's where this short article started. Looks like I am now a qualified upper mature person whose time has come to take in the elderly. My mother will be moving in with us for health reasons, from all the way down in Florida.

Being we don't live in a 40,000 square foot mansion, and only having a smaller two-bedroom house with a large 'hobby room' - guess where she gets to go? Yup - you just got 12 extra bonus points.

Let's take John's hobby room and divide that by two. Thank goodness we had a calculator on hand to do that complicated math equation. Two (2) as in half of what was so crowded to begin with - now you have 50% less. Sorry folks - didn't mean to get that advanced math thrown in.

Take the fact I've been a modeler for going on 'well over 30 years'. Even though I still look like those southern California beach lifeguards...hey - who laughed? Well - in my mind I do, okay! Why do you think I don't have any full length mirrors in the house?

In the hobby room, I had two huge floor-to-ceiling file cabinets as well as a few smaller ones and other cubby holes I had model related stuff in. Being that I was well exercised in the college level 101 course: "WAIT TILL THE LAST MINUTE", I emptied out all the stuff from the file cabinets and put them in no less than 15+ book boxes in two evenings. By waiting right before she moved in, I had no time to sort anything. Yes - many of the items were books, magazines, articles and such. I mean, would I use a book box for a model? Okay - I cheated and did put a few models in book boxes.

In the midst of 'speed packing' - I came across stuff I personally hadn't opened in 25+ years. Stuff that brought back great incredible memories of when I used to read and dream about the airplanes in the books, about building the tanks shown, or about some cool new sci-fi vehicle seen in old model magazines. I came across modeling tools which I were sure sank with the *Titanic*, only to find them hidden behind some other stuff blocking the view for 30 years. I think I had some of the original kits that Fred Flintstone sold to me at one of his garage sales. Bottles of paint with 12¢ stickers on them. I still remember 'back then' being upset that they sell paints 'sooooo expensive'! Now we plop down \$4.99 for something we use once and it dries out in the next three days after that.

I haven't even told you about the extra garage we built several years ago - which by pure accident - seems to have more than 97.34% of my hobby stuff in it. Then there is the basement - another billion models in there, give or take three.

Where am I going with this whole story? I still don't know. I'm just all of sudden overwhelmed by so much personal hobby stuff. Like some of you 'more mature modelers', I've been collecting pretty much my entire life. Ft. Knox doesn't have enough money/gold in their vaults if we went out and tried to buy it all at once.

My wife Theresa, who fully supports me in my hobby, bless her heart, doesn't have a clue at the sentimental value of my stuff. Let alone when someday they glue me in that 1/1th scale plastic coffin, she will not know what to do with my stuff. During my packing up the hobby room, more than once I wanted to put a sign in the yard saying "FREE" stuff. All my storage rooms are already overflowing with stuff I can barely store now.

I thought about giving a lot of the books away to some young kids - but do they even read anymore? What to do with the kits? I don't know yet. I suppose I should Facebook or Text some of the young kids I come in contact with. Or do I Twitter or

Twitter them? Can you tell I'm not one of the newer generation?

I know some of you are/have been in similar shoes. When the 'great man' designed us, why did he have to make us COLLECTORS? I'm getting more and more jealous of our pets. They have everything they ever need 100% on them. None of them came to us with moving vans, suitcases, or keys to storage places where 'the rest of their stuff' is kept. Plus they get owners (us) who love them, feed, them and spoil them rotten.

As soon as the dust is settled, the extra room built, the bathroom redone and the kitchen remodeled, I promise to sort out a lot more of my packed away stuff and make decisions. I just didn't write down what day, month, year, century, or millennium I'd get to it...

The Way the Future Was

by Doug Girling

Since the Spring Show, I've received several good suggestions for next year's Modelfy subject, and I gratefully thank the contributors. In spite of that, I decided to go with my own idea anyway. Tired of the seemingly inevitable aviation starting point, the 2011 model year will break with tradition. No more just building from the same kit! No more just building the same subject in the scale of your choice! Next year, choose any 1950s style car model in any scale to build something completely different. The catch? The fine print? I'm glad you asked! The finished model must incorporate the fins from that wonderfully chrome-encrusted era.

Freeform creativity within constraints (think of it as modeling Haiku)! You have a wicked sense of humor and a quiver full of puns, so I expect there will be a good crop of err, "unique" offerings pushing through the spring snow next year.

***The Lent Papers,* by Peter Hinchliffe**

reviewed by Hal Marshman, Sr.

This biography of Oberstleutnant Helmut Lent, Luftwaffe night fighter pilot and ace, was a bargain purchase from one of the book catalogues I receive at my house monthly. At \$7.95 (suggested retail is US \$39.95), plus a like amount for shipping, I found it hard to resist. The book is printed in a matte finish, that's absolutely flat. At first I found this finish somewhat disconcerting, but I became acclimated to it rapidly. At least it resists glare and reflected light, unlike many books I've read. *The Lent Papers* is very heavily illustrated, with at least one photo on



nearly every page. The photos are of course wartime pictures, some are grainy or blurry to an extent, but I've not seen at least 90 percent of them before. For the student of Luftwaffe uniforms and decorations, they are very valuable. Outside of the various pictures of Lent, his family, fellow airmen, and occasions during his life and career, there are duplicates of log book entries, letters and messages, telegrams, and his various award documents. For the aviation enthusiast, there are pictures of all the various airplanes

Lent trained in, and later flew combat in, not to mention each and every type he claimed as victories during his night fighter career. Many of these photos were gleaned from family sources, in particular those taken before he entered the military, and the multiplicity of those taken at his funeral. In my opinion, the illustrations are well worth the price of the book.

Oberstleutnant (Lt. Colonel in US services) Lent started his career just prior to the onset of World War II. He flew Bf 110 twin-engined fighters during the Polish and Norwegian campaigns, acquiring eight of his victories as a day fighter. After being transferred to the night fighters, it took him a little while to make his first score, but once started, embarked on an almost meteoric career, with victories, promotions, and decorations following each other in fairly rapid succession. At the time of his death in a landing accident in October of 1944, Helmut was an Oberstleutnant, the Kommodore of a night fighter Jagdgeschwader, and a holder of the Knight's Cross with Oak Leaves, Crossed Swords, and Diamonds, and all this at the age of 25. Between his day and night victories, he accumulated 110 kills. Testimonials written by Geschwader mates abound, and all show Helmut as a strict but human commanding officer, showing great concern for his men. He also showed concern for the crews of the aircraft he shot down. As a practicing Christian he murmured a prayer for his fallen enemies. He appears to have not been a convinced National Socialist, but as a commanding officer, he was obliged to give lip service to the regime he served. I mentioned his Christianity, and as a member of the German Evangelical Church, he did practice his religion, indeed, his letters home tell of a great devotion to his God. It is not my purpose to argue the incongruities of a faithful Christian serving a regime as foul as that of Nazi Germany, just to report to you my impressions after reading his biography. I would have to say, "Read the book, and form your own conclusions".

In summary, I found *The Lent Papers* to be a valuable record of an expert practitioner

of his trade, that of a night fighter ace, full of insights into his personality, and in the process, a detailed study of the RAF's night assault against Germany, and the steps taken by the Luftwaffe to counter that attack. Published by Cerberus Publishing, Ltd, 2003/2005.

Windsock Datafile #55: Brandenburg W.29, by PM Grosz

reviewed by Stephen Tontoni

For any modeler or just an aficionado of the aircraft, this book, although apparently thin, will provide an amazing amount of information. The 1/48th drawings show development illustrations, multi-view, exploded view, all the necessary visual information that you – as the modeler – could really ask for. If you're a 1/72nd modeler (which I tend to be) it's a snap to simply scale them down or if you're a 1/32nd modeler (shudder) it's not that hard to scale them up. Before you get to the drawings, the text is clearly written, and explains something of the development and history of the aircraft. It doesn't get heavily into it there, but that's not what Datafiles are about; it's about data so don't expect a lot of anecdotal information here.

This book was originally published in 1996 and was updated in 2009 and 2010, so there is extra information in the appendix. In the appendices, there's a bounty of information about the numbers of airframes that were produced and their disposition, specifications, things like that. Also, there are updated tables that list the kits that have been produced of the W.29 from 1980 to 2010 and that's changed significantly since this was originally published.

If you plan on building a W.29 any time, I wouldn't hesitate to get this on your shelf. My thanks to Albatros Publications for the review copy.

Golden Age Stars of IPMS #31

Back in the early 2000s, I had a regular series in the newsletter that featured movie stars (mainly) of the '30s, '40s, and '50s, pointing out their connections to aviation, WW2, or even modeling itself. I never really ended the series, just seemed to run out of subjects. When I saw this photo while surfing the net recently, I knew I had to revive it. And before you say, "he used that photo of an actress sitting in a P-38 cockpit before", I didn't – that was Linda Darnell (see May, 2001)!



Patty Thomas, who was originally from Erie, PA, only appeared in a handful of movies – she was best known as a tap dancer. She was a regular on Bob Hope's USO tours during WW2, appearing in skimpy outfits to dance a number or two for the troops on some hellish, insect-ridden South Pacific island or freezing cold European base in winter. During a USO trip to Europe in 1945, she was photographed sitting in the cockpit of a Lockheed P-38.



Patty is still around – she struck up a friendship during the war years with singer Frances Langford, another regular on Hope's tours, and has lived with Langford and her husband on Langford's estate in California for many years.

The Veteran's History Project, a government site that collects the experiences of veterans, has a video interview of Patty discussing her USO tours at <http://lcweb2.loc.gov/diglib/vhp-stories/loc.natlib.afc2001001.08272/>

It's a long interview (49 minutes), but if you don't want to watch the whole thing, it's broken up into excerpts, including one that recounts the forced landing on a sandbar of the plane in which she was a passenger.



Heller 1/24th Scale Honda RC211V

by Jacob Russell

The Motorcycle

Honda Racing Corporation (HRC) developed the RC211V to replace the earlier 2-stroke, V-4 engined NSR500, due to changes in World Championship motorcycle regulations. The new regulations allowed 4-stroke engines of up to 990cc (60 cubic inches) and from three to six cylinders, whereas 2-stroke engines were limited to 500 cc and four cylinders.

The name of the class was also changed to MotoGP and the class was limited to race prototypes only. The RC211V, in the capable hands of Valentino Rossi, dominated its class and in 2002 won the constructor's championship by more than 100 points over the closest rival. The Honda RC211V won 48 out of 82 races it contested - more than half (58.5%, to be precise) - in five seasons of MotoGP racing. It also won three rider world championships (2002, 2003, and 2006) and four constructor titles (2002, 2003, 2004, and 2006), an impressive record by any measure.

The Kit

The kit consists of 38 parts on four sprues, four parts of which are rubber and three are clear plastic. The rest of the parts are white injection molded styrene plastic. The parts are well molded, with moderate flash and seam lines. The detail is somewhat soft, although reasonable for the scale. The detail on the chain and rear sprocket is well executed. There are a moderate number of ejection mold pin marks but these are confined to the inner faces of the affected parts. Sink marks are few and far between, and these will be easy to clean up. The fairing is on the clear parts sprue, and it is well molded with slight distortion on the windscreen due to its thickness. The other clear parts might be best described as "show stands". One of these



supports the model by the front wheel in a "wheelie" position, and the other holds the model by the rear wheel. There is a third stand, molded in white, which is quite realistic in appearance - at least compared to the other two!

The tank and seat base are a single-piece molding, and they look pretty good. The engine, frame, and swing arm are molded in halves. The detail on these parts is OK and will come up nicely with careful masking and painting, followed by washes and some drybrushing. The front forks come in two pieces with slight sinkmarks at the bottom near the disc brake calipers. The handlebars are integral with the fork crown and have good detail. The front fork assembly includes a pair of front disc brakes that are cleanly molded and well detailed. The exhaust stacks and muffler are also individual pieces. Some additional details include the single rear shock, rear disc brake, and front and rear wheels of appropriate widths.

A three-piece rider figure is included. The one-piece helmet is somewhat simplified but the overall detail is pretty good. The instructions have a logical and clear build sequence, feature very good illustrations, and are easy to follow. Color callouts are for Humbrol enamels. The decal sheet is large, in register, has good colors, and is comprehensive. It includes 45 decals, 18 of which are for the figure. The decals are for

Valentino Rossi, winner of the Italian Grand Prix, June 2, 2002.



Accuracy

Scale plans? What scale plans? I don't have any! It looks like the RC211V to me! Seriously though, it DOES resemble the

real thing and that's good enough for me. However, I am skeptical that Humbrol enamels will provide an accurate match for the motorcycle's colors. I could be wrong. I would refer you to Tamiya's 1/12th scale version of the RC211V for more exact color matching. You can find the instructions for the Tamiya kit at <http://www.1999.co.jp/eng/10029764>.

Conclusions

This is a good little kit. No one will confuse it with the very intricate and highly detailed 1/16th Tamiya motorcycle kits, but Heller is focusing on a completely different market - modelers searching for a simple, easy-to-build, and reasonably accurate motorcycle kit that won't break the bank. I recommend this kit, and I purchased mine from Skyway Model Shop.

References:

Print:

A) "Simulate metal using Alclad Paints", Clay Kemp, *Scale Auto* magazine, April 2010

B) "Box Stock Race Bike-Building and painting Tamiya's Grand Prix Suzuki", David Durst, *Scale Auto Magazine*, April 2002

(These two articles offer GREAT tips on detailing motorcycle models)

Web:

Wikipedia: http://en.wikipedia.org/wiki/Honda_RC211V

2010 Shows

Here are the dates, as currently known, for 2010 shows. More information will be given when it's available:

- 8/4-7/10 Phoenix IPMS Nationals
- 9/18/10 McMinnville OHMS
- 9/25/10 Lynnwood Galaxy Sci-Fan
- ??/??/10 Silvana 5th Annual
- 10/2/10 Moscow ID Bring out Good Stuff
- 10/9/10 Burnaby IPMS Vancouver
- ??/??/10 Clackamas OSSM

Thanks to Carl Kietzke.

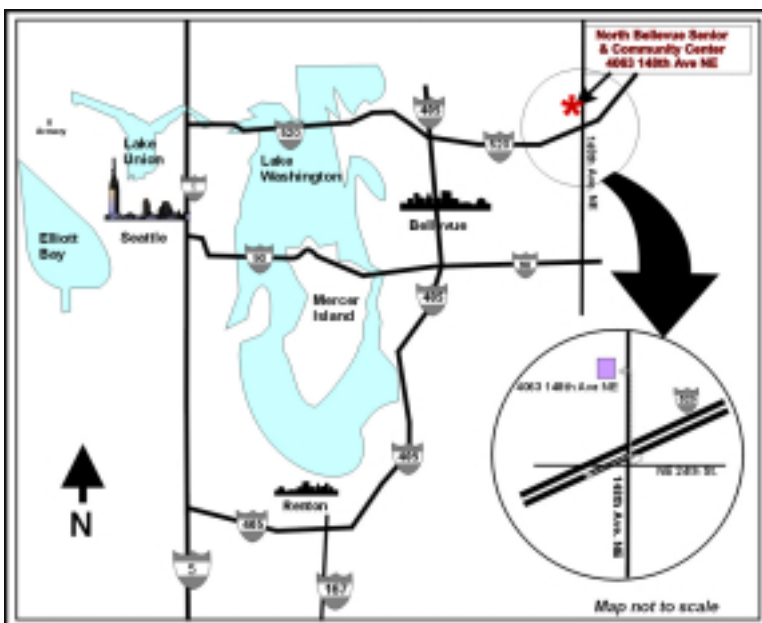
Over Some Humps

from page 11

vets are dying and will soon be gone. I wish there were a way to thank them all for having won a great war, crossing all those humps...and beyond that, for having come back, established normal lives, and sired and provided for us Aging Baby Boomers. I've added to my tangible worldly treasures the book I gave Father, but I can't count, weigh, or measure the intangibles I still owe him for. Help me imagine asking him—and all his veteran contemporaries—if their exertions and sacrifices were worth it, if only to make possible a world where their progeny could indulge in the hobby of modeling. Don't you agree they would have laughed—but after a moment's reflection, said "Yes!"

Meeting Reminder

August 14 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.