

Seattle Chapter News



Seattle Chapter IPMS/USA
February 2010

PREZNOTES



I'm going to keep this relatively short this time, probably the same way the meeting will go on Saturday as this weekend is the huge model exhibition at the Museum of Flight. We'll be keeping our business meeting and other activities to a minimum, such as show-and-tell, so that all those that will be participating in events at the museum will not be missing that much at our meeting.

The show at the museum is one of the best opportunities to show what we are all about, to display our hobby to an audience that may want to find out more about our hobby and a chance to perhaps meet someone that dealt with the real version of a model you have placed on display.

My own experience along that line was talking to someone that was a test pilot in the Douglas Skyshark program of all things, and getting to find out more about the aircraft that I had modeled and had on display was a real thrill for me. There is a value to both our hobby and the Museum of Flight (sales in their gift shop tend to spike on the two-day display that we put

on). We'll see you at the meeting and then perhaps at the Museum of Flight following our meeting.

See you then!

Terry

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IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

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

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, 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.

February 13
April 10

March 13
April 17 (Spring Show at Renton)

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

Guilt In Modeling

by John DeRosia

I may as well tell you before you hear about it on the news or read it in the paper.

I'm guilty! Let me give you my brief summary.

I bought a model of a 1/72nd scale Severn Rescue Lifeboat from Airfix because of this one big reason - it looked cool on the box top. I like subjects of all types so this definitely fit the bill. The basic hull build up was straightforward. I could not wait to start on the interior. And what an interior it was.

The only thing they didn't mold from the inside it seemed were the cabinet knobs. All upper compartments, seats, fire extinguishers, instruments, foot rests, etc were included in this kit. The hatch leading to the lower part of the hull was also provided. Oh - let's not forget the hand rails inside the cabin - the ones the crew would hold onto while going through 36-1/2 foot waves on their way to a rescue. Wow - this may be one of the greatest

interiors I've ever done. I started gluing together the first six of 1200 interior parts - give or take 1167. I even lined up all the paints and small brushes to be used for the interior parts. I was just about ready to proceed with the rest.

For some reason though, the 12th Law of Modeling kicked in my mind. You know - the one that says - do not follow the steps on the instructions, build out of sequence and test fit parts NOW instead of at step 56 as shown (being that you are on step 3).

I decided to tape together the many pieces that made up the outside cabin structure with all the windows. I mean this baby had 'huge' scale windows in front and on the sides. I test fitted this over the interior and what! The only thing I could barely make out through all those windows was a hint of the front cabin seats. Unbelievable! Surely this could not be. But alas - not one other thing could be seen of that incredible interior space.

I wonder what they were thinking when they paid some place mega-gazillions to make the molds with all this interior detail to **never be seen**. Maybe some guy at Airfix was on probation (for thinking out of

scale perhaps?) and they told him to measure, re-measure, and measure a third time all dimensions to make the interior as close to real in miniature as possible. All the while knowing this poor guy's stuff will NEVER BE SEEN!

Oh...getting back to my story. So - here's where the guilt comes in. I ended up NOT gluing all the interior stuff in (yes - I know - you have never left parts off any model you've built!). I didn't paint all the stuff that was glued in either! And I purposefully slopped on some red paint with my house brush on the seats just to tantalize you in case you're looking in the windows expecting to see more. See - red is that psychological color that keeps your eyes focused on it so you never stray from the seats looking for other interior things. They aren't there! Please don't ask, and don't look too long! I didn't include them.

I ended up keeping some of my sanity. I did end up with cool parts for a sci-fi project.

I'm guilty, I'm still having fun completing the OUTSIDE, but I rest my case!



From T-Rex to *Star Trek*: 2010 NorthWest Scale Modelers Show

by **Tim Nelson**

The big NorthWest Scale Modelers (NWSM) Show is approaching at the Museum of Flight, February 13-14. MoF admission is free to all exhibitors (see me for your wristband), and you'll get an extra 10% exhibitor discount in the MoF Gift Shop, courtesy of shop manager Jeff Frignoca.

Table set-up and initial load-in will occur after 5 PM on Friday, February 12. Additional load-in will begin at 7 AM on Saturday, February 13, to be completed prior to MoF opening at 10. We'll be up and running all weekend until takedown around 4 PM on Sunday, February 14. Plan to arrive early to avoid the rush.

Most of you are familiar with the various logistical aspects of the show, so we'll skip that here. I will send out a final, detailed show briefing email the weekend before the show. If you are not sure you're on my giant distribution list, please contact me at timndebn@comcast.net or 425-941-4429.

The overall show will be organized on a loose historical timeline from pre-history to the far future, literally from T-Rex to *Star Trek* (and beyond). Every model must go

on the timeline, so give some advance thought to where yours would make the most sense. Some will be obvious, some will require some pondering; we're not going to be huge sticklers about it. Table signage and three highly capable Section Captains, who I have promoted to Section Majors to motivate them, will help you find the right spot. See the attached layout diagram to get a feel for the general chronology.

Because of our timeline show this year, and the preponderance of World War Two models, we will need to scale back on the WW2 subjects. That's right, I'm asking you to NOT bring all your models.

However, we still want you to bring your most interesting or unusual WW2 subjects. The show motto for 2010 is thus "Bring a Decent Smattering of WW2 models, and ALL the Rest!" Catchy, ain't it?

Bring projects for the working tables if you like, but we ask that you share time as needed if there are more interested modelers than working spaces.

Mike Shaw of Galaxy Hobby in Lynnwood and Emil Minerich of Skyway Model Shop are again kindly sponsoring "Make & Take" programs for kids on Saturday and Sunday, respectively. Please help out when you can and help introduce a new generation to this great hobby. Thanks to Mike and Emil for continuing this terrific tradition.

There will be an Allen Theater panel discussion on the Boeing 314 Clipper on Saturday, February 13 at 2 PM.

Some special items of note:

1) Remember the show is an exhibition, not a contest. However, Dan Hagedorn, Senior Curator of the Museum of Flight and great friend of the local modeling community, has graciously offered to present a special "Curator's Choice" award to a model he selects as most deserving. It is entirely his discretion, based strictly on his own criteria. We tentatively plan for this presentation to occur near the end of the day on Saturday, Feb 13.

2) Yes, February 13 is IPMS meeting day. It's not really a conflict; you can do both the show and the meeting if you like. Just set up at the MoF Friday night or early Saturday, go to the meeting, and then spend as much of the rest of the weekend at the show as you can handle. It will be a modeling orgy, so overindulge now and diet later.

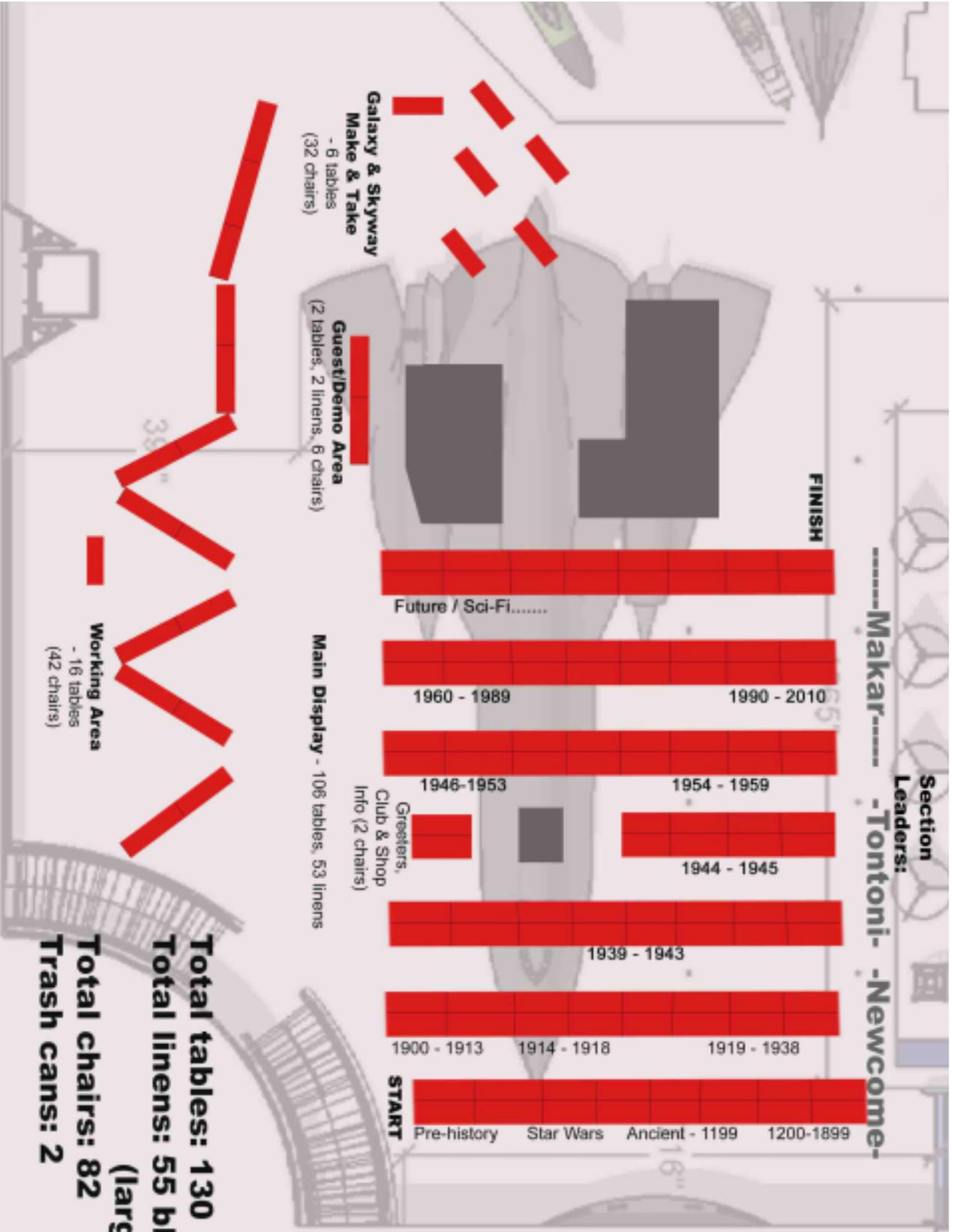
3) Yes, February 14 is Valentine's Day. You worked it out with your Better Half last year and I'm sure you can do it again. We're typically are free and clear of the MoF by 6 PM or so on Sunday, so you'll have the evening free to make amends.

We hope to see you and your models at the MoF on Presidents Day Weekend.



2010 Northwest Scale Modelers Show Layout

"History in Miniature" Theme



Total tables: 130
Total linens: 55 black (large)
Total chairs: 82
Trash cans: 2

Eduard 1/32nd Scale Messerschmitt Bf 109E-1

by Gary Meinert

History

Willy Messerschmitt's Bf 109 is the best known and most widely produced German World War II fighter. Designed in the mid-1930s, this low-wing monoplane made use of innovative features such as all-metal stressed skin, automatic leading edge slats, retractable landing gear, and fully enclosed cockpit. The streamlined fuselage of the Bf 109 was very narrow but able to accommodate the Junkers Jumo 210 engine.

The Bf 109E-1 was delivered to the Luftwaffe in large numbers during 1939. This variant was the first to use the more powerful Daimler Benz 601 engine and the three-bladed propeller. E-1s saw combat in Poland in September 1939 and participated in subsequent WW II campaigns. The E-1 was manufactured in parallel with its 20mm cannon-armed brother, the E-3.



The Kit

Eduard's debut 1/32nd scale kit is the first of several kits of the E-series (Emil) Bf 109s. This kit is state of the art and has first-class molding. No flash is apparent on the parts, and only two small sink marks (one each on the upper wings) are present. I did not notice any ejector pin marks. The recessed panel line and rivet surface detailing is petite and consistent, with realistic raised detail on the rudder, flaps,



ailerons, and elevators. All of these control surfaces - plus the leading edge slats - are separate, positionable parts. Rudder control cables are provided as photo-etched parts.

The kit includes a full engine and fuselage gun section that can be installed and displayed with the cowling off. The other option, of course, is to leave out the engine and close off the nose section with the cowling in place. A nice feature is the individual engine exhaust stacks that are molded with raised lines to simulate the weld beads. The oil cooler and radiators have photo-etched grilles.

The wheel wells are boxed in with appropriate internal detail.

The comprehensive and well-detailed cockpit includes tub, sidewalls, seat, control stick and everything else to properly equip the "front office". Many of the parts, including the belts, harnesses, and instrument panel, are color photo-etched.

The transparent parts are very clear and without molding defects. The separate center canopy section can be posed open. Cockpit armor plate in plastic and photo-etch is also provided. Eduard has included

a canopy mask set to help the modeler paint the canopy frames.

My only criticism is that the main wheel hubs are oversimplified and lack depth for the spokes. I am puzzled by the shape of the upper fuselage behind the cockpit—it seems to curve too much compared to reference photographs, but this is not a major issue.

There are some parts not for use in this kit, such as the drop tank. These are for future kits in the series (the E-3, E-4, and E-7).

Instructions and Decals

The instructions are in the typical exploded diagram style -clear and easy to follow. Full color painting and markings pages are in the rear of the instruction booklet, keyed to Gunze paints.

The main decal sheet provides markings for four aircraft:

- Yellow 11 of 9/JG26
- Red 1 of 2/JG 77
- Red 13 of 6/ Tragergruppe 186
- Yellow 2 of 6/JG52

The second option (Red 1) is in the early scheme of RLM 70/71 upper surfaces and

RLM 65 lower surface. Option four (Yellow 2) is the same early scheme but with a variation in the fuselage sides. The other two aircraft are in the later scheme of RLM 02/71 upper and RLM 65 lower.

A smaller decal sheet has the stencil data. Both decal sheets are printed by Cartograph and are of high quality.

Construction Overview

The big decision is whether to build this model with the cowl off and the engine displayed, or leave out the engine and build it with the cowl in place. I chose the latter option, although this created unexpected difficulties.

Where this model really shines is in the cockpit, thanks to Eduard's excellent photo-etched (PE) parts, especially the color PE instrument panels and belts. The many plastic and PE parts for the cockpit create a very high level of detail - I felt no need to add more.

The clear parts were also excellent and gave me no trouble. The kit-provided masks worked well, although they are for the outside canopy surfaces only. I did my own masking for some of the inside surfaces.

I decided to replace the kit main wheels with Aires resin wheels, and the kit exhaust stacks with Quickboost resin exhausts, as they are notably better detailed and more accurate than the kit parts. These were the only aftermarket parts used on the project.



Speaking of accuracy, possible bugaboos include the slats/slat wells, and the length of the main landing gear legs. I'll let the

'109 Experten hash this out. Overall, the kit builds into a first-class replica of the early Emil.

Construction Problems

There were three major fit problems to deal with:

The oil cooler assembly was a headache. The ceiling (part A12) was too wide and had to be trimmed. After much adjusting, I still had trouble positioning this assembly properly within the fuselage halves, as it needs to protrude slightly into the bottom fuselage cavity to form a locator lip for the wing section.

The large cowling piece (part A6) did not fit very well. First, I had to cut off two raised portions of the underlying gun mount (part G9) to allow the cowling to go down. However, the cowl was too narrow in the rear and I installed a plastic spreader bar to widen it. I also had to fill and sand to blend the right front cowl into the rest of the fuselage. A related problem was that the propeller assembly did not center properly - I cut away some of the mounting pin (G16/E24) to allow proper alignment.

The wing to fuselage join was another poor fit with filling and sanding required on the bottom front and back sections, as well as on the topside at the wing roots.

Improvements

Naturally, I couldn't resist adding a few home-made improvements. Most of these were very easy to do:

- drilled out the gun barrels
- drilled out the lifting bar holes in the rear fuselage
- made (from plastic rod) the tiny bakelite fairing in the top rear fuselage (this receives the antenna lead-in cable)
- made (also from plastic rod) the fuel dump pipe under the fuselage
- added solder wire upper and lower brake line pieces (the middle part is provided by the kit)



- made cooling flap position indicator pins from metal silk pins (these protrude from the wings near the walkway stripes)
- covered the tail wheel oleo with tape (simulates leather)
- added lubrication access plugs (red decal dots on main landing gear doors)

Painting and Decals

My model was airbrushed with Testors Model Master enamels for the RLM 02, 70, and 65 colors. For the upper surface dark green (RLM 71), I used an old bottle of Aeromaster enamel. Surface panel line/ rivet detail accenting was accomplished with pencils. For weathering, I used primarily a combination of paint and powder. I also applied some streaked artists oil paint on the bottom fuselage behind the oil cooler to represent the oil leaks from the Daimler-Benz engine.

The national insignia and most of the stencils were taken from the Eduard kit decal sheet. They responded very well to my usual method of decal application with Solvaset over a Polly Scale clear gloss coat, followed by a Polly Scale clear flat coat.

The JG2 Richthofen badge came from EagleCals EC50 and the red 9 from EagleCals EC121. (The number was actually a 6 that I cut 2mm from the stem and flipped over to make a correct-sized 9.)

References

My aircraft, Red 9 of 2 Staffel, Jagdgeschwader 2, is from early 1940 and is relatively clean. It features a non-standard camouflage pattern for the upper surfaces. My reference for Red 9 is the Classic Colours series, *Jagdwaaffe Vol.2*, Section 1.

For general references on the Bf 109E, I found the *Squadron In Action* and *Walk-around* books, plus the *Aeroguide No. 2* most helpful.

Conclusion

I give Eduard's Emil high marks for detail, accuracy, and features. But the fit prob-

lems reduced the enjoyment of the build. This is a project suitable for modelers of intermediate or above skills.



Trumpeter 1/32nd Scale Messerschmitt Bf 109E-3

by Chris Banyai-Riepl

Overview

There comes a point in every kit manufacturer's lifespan where they think they are established and mainstream. However, we all know that is not true until that one pivotal event happens: the manufacture of a scale model kit of the Messerschmitt Bf 109. It used to be that in order to be considered in the big game, that 109 had to be done in 1/48th, but lately, we have extended that to allow 1/32nd as well. So, while Trumpeter dallied with the big scale Bf 109, it is not until this new release of the 1/32nd Bf 109E-3 that they can present a model for entry into the pros.



One might ask why it is that this one subject holds so much power in the modeling world. Well, quite simply, it comes down to ratios. See, there are more Bf 109 experts out there than the total production of Bf 109s. In fact, I would not be the least bit surprised if there were two experts for every single Bf 109 built. It takes some serious intestinal fortitude to brave this gauntlet, so let's see how Trumpeter has done.

Qualifications

First off, though, I must assert myself as a Bf 109 expert. Sure, I could state that I am the author of the *Warpaint Special #2* on the Messerschmitt Bf 109, but really,

anyone can write (and illustrate!) a book. No, my true value in Bf 109 knowledge comes from the fact that I dated a woman whose grandfather shook the hand of the woodcutter who chopped the tree that provided the wood that was shaped into the former upon which the original stabilizer fairing was hammered out upon. So with my credentials out of the way, let's dive into the details of this kit.

First Impressions

On opening the box, the first impression is one of overall high quality, from the petite recessed panel lines and rivet detail to a complete engine to a detailed radio stack that is visible only through the open radio access hatch on the fuselage side. Options and accessories include three types of spinners, a belly tank and a bomb, complete detailed wing and fuselage guns, separate control surfaces, rubber tires, and photoetch. The decal sheets cover both German and Swiss aircraft, with a good selection of stenciling as well. Sitting in the box, this kit looks to be quite complete, and priced around \$60, quite affordable as well.

The Details

So, let's break it down and look at the details more closely. Starting with the cockpit, this is quite good out of the box. The assembly includes the cowl guns and their ammo drawers, which fit on the front of the cockpit floor. The instrument panel is very nicely done, with recessed details and a decal sheet. I would recommend using a punch to pop out the instrument dial faces, and painting the rest. Going that route will yield a very nice instrument panel. The rudder pedals are provided in both photoetch and plastic, so you can choose which one you are more comfortable with. Both have the straps provided and look accurate. Between the rudder pedals is the fuselage cannon cover, and here we run into a slight snag. The Bf 109E did not fly with a fuselage cannon, so this assembly should not be here. This is a simple enough fix, just leave it off and fill the holes. What should go there is an

electrical conduit, basically a round pipe. Bend some sprue to shape and glue it in place and you're done with that.

The seat is really a gem, one of the best I've seen in a model kit. The base structure starts out with two side arms and front and rear pipes. The side arms include relief detail as well as the adjustment arm. The seat itself has beautiful seatback detailing, down to the hole for the seat belts to fit through. The seat belts are photoetch, including the framing around the aforementioned hole in the seatback. The completed seat then sits on the frame, which sits on the cockpit floor. Next to the seat is another adjustment lever, plus a three-piece trim wheel. Toss in the fuselage guns (separate barrels that are hollowed out, plus nicely detailed receivers) and you have a very nice cockpit.

But wait, there's more! While that makes up the main tub, there are also separate sidewall inserts that fit into the fuselage halves. The starboard side includes a photoetch basket for the oxygen regulator, should you wish to use that instead of the plastic part. Extending off the rear bulkhead is a flat shelf, upon which sit two bottles (I believe these are compressed air tanks for the MG 17 machine guns, at least according to the Aero Detail book). Sitting under that is the fuel tank, which sits onto the one-piece lower wing. Behind that in the fuselage is a full radio deck made up of no less than 28(!) pieces. Toss in a fuselage side breaker box and you have a highly detailed rear fuselage compartment, with just a small square opening through which it would be visible. Yes, the radio access hatch is separate, and has a small flange around it along with the holes for securing it.

One of the biggest problems for plastic kit manufacturers is getting the parts out of the molds. This is done with ejector pins, which push the formed plastic out of the mold. The results of these ejector pins are seen on the inside of fuselage halves in the form of round recesses. For something like this, where the rear fuselage is framed up with interior structure, these round

dimples can be very challenging to fix, as it is tough to get sandpaper in between the raised structure. But on this kit, you do not have to worry about that, because there are no ejector pin marks at all on the rear fuselage. That's right, none. A very close examination of the kit seems to show that Trumpeter put those ejectors on the flat seam edges instead, where modelers tend to sand anyway to get a good fit. Kudos to Trumpeter for thinking this one through, and allowing all of that extra detail they provided to be seen without any tough filler work.

So now we glue the fuselage together, right? Nope! This kit comes with a complete engine as well, and it looks really good too. There is a basic engine block made up of several parts, upon which goes all sorts of separately molded wiring and plumbing. The forward cowl is separate, so this can be displayed out in the open, too. The exhaust stubs are all separate, and hollow. A minor point, though, the kit has the exhaust end flat to the aft end, and it should be slanted a bit. A swipe of a sanding stick cures that, and frankly, I'd rather have the exhausts hollow and needing this bit of adjustment, than the other way around. So, with all of that done, yes, you can glue the fuselage together.

Now, on to the wings. As noted earlier, the wing is separated into two upper wing halves and a one-piece lower wing. The ailerons and flaps are separate, as are the slats. The kit comes with complete 20mm MG FF guns for the wings, again with hollow barrels. These guns are made up from a three piece drum, two piece receiver, two piece coil, and the one piece barrel. I would be tempted to replace the gun barrels with aftermarket ones, simply because the gun model is nice enough to warrant display outside of the kit. The kit comes with separate hatches for the lower wing bulges, molded in clear should you want to display them that way.

While we're looking at the underside, let's check out the wheel wells and landing gear. On first glance, I thought that

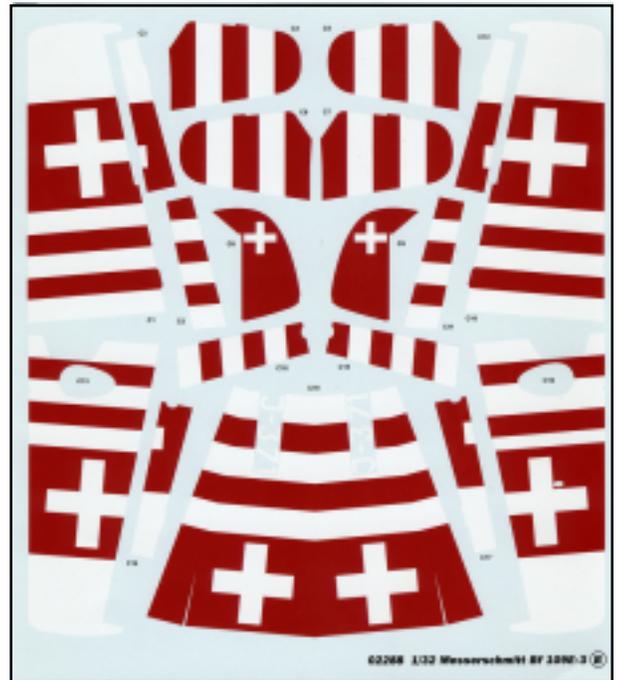
Trumpeter really cut corners here, as everything is smooth. Then I looked at the instructions, and the kit got another positive notch. The fabric insert for the wheel well is provided in photoetch, complete with stitching detail. For the strut area, another piece of photoetch provides all the rivet detail. This is a great way to make sure all of that detail is sharp around the curve, and should look really good once in place. The landing gear comes in two pieces, with the main retraction knuckle fitting into the main strut. Separate oleo scissors and photoetch bands to hold the brake line complete the strut assembly. The wheels are two-part, with a separate vinyl tire, and look very nice.

For underwing stores, the kit comes with two styles of racks: one for the bomb and one for the drop tank. The bomb rack has separate sway braces and a decent bomb. The drop tank is more detailed, with separate attachment points on the drop tank, a photoetch band, and separate attachment pipes fitting into the one-piece rack. The completed assembly is really quite good. The remaining under wing details include separate radiator flaps, individual aileron mass balances, and a separate pitot tube. While on the subject of control surfaces, the stabilizers are split into upper and lower halves, with separate elevators. The bracing struts fit into recessed holes in both the stabilizers and fuselage, resulting in a smooth fit. The rudder comes with separate cables and control horns, which are surprisingly petite.

Moving on to the final details, the canopy has windscreen handles, canopy levers, and various other details that will result in a nice looking hood. The supercharger intake and the small scoop on the right side are separate pieces that fit into

indentations on the fuselage. The oil cooler intake has photoetch inserts (just like the wing radiators), and has a really good fit into the separate chin insert, which, in turn also fits snugly into the fuselage. For the fuselage antenna, this kit comes with a small photoetch piece for the rear antenna mount, and a separate piece for the mid-fuselage ceramic attachment.

Marking Options



For the decals, these are well printed overall, with good color density and good registration. There are three options on the sheet: two Luftwaffe and one Swiss. The first Luftwaffe option is Joseph Priller's Yellow 1 from 6./JG 51 in the autumn of 1940. The second Luftwaffe option is Heinz Bär's White 13 from 1./JG 51 in September 1940. The Swiss example is J-371, and is finished in the high visibility red and white scheme. The decals provide all of this scheme in decal form, which means you will be covering all of the stabilizers, most of the wings, and most of the fuselage with giant decals. It might be better to just trim out the serial number and

paint the rest of this one, as it is composed of large stripes and big white crosses, mainly.

Accuracy

All right, now with the basic overview out of the way, what everyone wants to know is how does this model stack up, accuracy-wise. I just did a couple of quick measurements, that of the wingspan and that of the fuselage width. I scaled those results up to full size and then compared those to the actual dimensions (taken from original Messerschmitt drawings), and the results were, well, you be the judge. Wingspan should be 9900mm, and the Trumpeter kit scales up to about 9906mm. Fuselage width should be 860mm, and the Trumpeter kit scales up to about 865mm. The difference, when scaled down, is about the thickness of a couple pieces of paper. In my book, this kit is accurate dimensionally.

So, does that mean this is the perfect Bf 109E kit out there, the one that we've all been hoping for? Unfortunately, no. While it is dimensionally accurate, and the overall accuracy is high, there are some problem areas. The most noticeable is the chin oil cooler scoop. This is way too deep, and almost looks like that from a Bf 109F (perhaps Trumpeter got these two parts mixed up?). Given the engineering of the kit, though, fixing this should not be too difficult. Since this scoop is a separate piece, taking a slice out of the sides and reshaping the front end will probably fix this one in half an hour.

The second noticeable mistake is with the small scoop next to the starter crank opening. This should be a small rectangular vent, and the kit has it as a large semicircular vent. Perhaps Trumpeter was looking at the large scoop on a Bf 109B/C/D and confused the two, I don't know. As this fits into a recess, this will be a bit more challenging, as you will need to fill in that recess, as well as make the new scoop. Still, with some plastic card and a bit of time, this shouldn't be too much trouble.

The third thing that stuck out to me was the underwing bulges for the MG FF

cannons. These are too deep and have a slightly wrong shape in planform. While fixing the planform shape would be challenging, the depth is fairly simple: just sand them down a bit. There appears to be enough plastic there to reshape those without having to backfill. To change the planform shape, if you are careful and mask off the outline, it would be possible to build up the extra shape with epoxy and sand to shape. Whether that much work is worth the result I'll leave up to you.

Those three areas are the biggest and most visible shape errors on this kit, and realistically, they're all easily fixed. What makes them so frustrating is that Trumpeter has done such an incredible job elsewhere in this kit, such as the highly detailed guns and the excellent small details like the ceramic fuselage insulator and seat details. Still, they are fairly easy fixes, and given the dimensionally accurate shape, this puts the Trumpeter kit at the top of the list of 1/32nd Bf 109Es.

Conclusion

There is only so much you can do in an inbox review, as much resides in the actual build, but from where I sit, this is a very good kit overall. It captures the look of the Bf 109E, it is highly detailed, and the minor test fitting I did shows that it should go together quickly and easily. While it is not perfect, the problems are not tough to fix, and the benefits strongly outweigh those problems. This has me looking forward to future 109 releases from Trumpeter (I would love to see both a 109F and a 109B/C/D). My thanks to Stevens International for the review sample.

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[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Tim's, Gerry's, and Gary's articles. - ED]

2010 Shows

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

2/13-14/10 Seattle Museum of Flight
NWSM Show
2/21/10 Mt Vernon 15th Annual
4/10/10 Lynnwood Galaxy
4/17/10 Renton IPMS Seattle
5/2/10 Puyallup MCS 21
6/12/10 Fort Worden NOPMS 5
7/23-25/10 Puyallup Good Guys
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.

Hurricane Bookshelf: Alfred and Winston

by Scott Kruse



Not that this has anything to do with the 'Hurricane Bookshelf', but the box whose cover you see here, with its most famous visage, has an honored place in the small bookshelf above my computer workstation.

That box and its contents allow me to precisely back-date when I became a fan of MAD magazine. It was just before school resumed in 1962. (My plastic modeling career had only begun in May, when my 11th birthday party presents included a Monogram model of the B-58 Hustler, the Coolest Jet Bomber That EVER Was!) Anyway, on that fine late August or early September day, I took several of my latest Superman D.C. comic books over to the Matekonises next door. My buddy Robert and I sat on the grass for a marathon reading session, and this time, his older brother Michael joined us. He wasn't interested in the Flash (my hero), or Green Lantern (Robert's), or Aquaman or any of the other D.C. superheroes. His stack was of car magazines, plus the September issue of MAD, which he let me read when he was done. Entirely new to me was the output of "the usual gang of idiots", and while I didn't understand all the political cartoons, social satire, and lampooning of

Madison Avenue ads, I got the 'Spy Vs. Spy' cartoons and the Don Martin tales. Standout was the television takeoff 'BANANAZ'. My favorite panel was when Pa's Western 'togetherness' family gets ready to saddle up, but son Ox is hard to remove from the dinner table: "Pass the potatoes...pass the gravy...pass the peas...pass the corn..."

From then on, I read MAD fairly steadily, even holding a subscription in high school. In September '62, I could not have imagined that I'd someday make my living with computers, and help spread the ability to store and find nearly infinite amounts of valuable information with a few key- and mouse strokes. It's transformed our lives.

So inevitably I discovered this seven CD-ROM 'Totally MAD' collection from Broderbund. Now, whenever I think of how something in this mad world of ours has already been treated in an old article I'd read way back Then, I slip in a Broderbund disc and run the 'Search O Meter' (not to be confused with the 'Veeblefetzter') and it will come up exactly as I remembered it, if not better!

I fired it up to retrieve my most favorite all-time portrait of Winston Churchill. (From the article "Mother's Day Cards Through History".) The picture is to go with the following footnote to my last book review, which was of *The Grand Alliance*, Volume III of his History of the Second World War.

Recall the book had a number of references to the Hurricane and its critical role in the conflict. The British Government under Churchill obviously regarded the plane as 'weapon of choice' wherever the Axis war machine had to be engaged. There were several more such passages in the book as I read through it, including one at the very end...a total failure of the Hurricane in the interception role!

How distressing such a failure should have been. The Hurricane eventually became sort of a 'Jack of all trades', what we would now call a tactical fighter. It





MAD

pioneered arming of single-engined fighters with 20mm cannons. It was equipped with long-range fuel tanks and substantial bomb loads to serve as a substitute light bomber, one that could defend itself against enemy fighters. It was transformed into the first-ever effective aerial anti-tank weapon, with No. 6 Squadron wielding 40mm guns over the Western Desert against Rommel's armor. As the war progressed, the Hurricane took on bomber escort, anti-shipping strike, tactical reconnaissance, meteorological flying, and all kinds of other roles. But it was originally conceived as an interceptor: a fast, quick-climbing fighter to intercept and destroy intruding enemy aircraft. This is what it was frantically busy doing at the beginning of the war: over France and Dunkirk, during the Battle of Britain, later

over Crete, Greece, Malta, and Egypt, and eventually over Singapore and Darwin and other Far East locations when the Japanese attacked. It was sometimes bested in air-to-air combat with higher-performing enemy fighter planes such as the Messerschmitt 109 and Mitsubishi Zero-Sen, but overall it gave much better than it got, and therefore stands as the Allied warplane that destroyed the most Axis planes in aerial combat, "by a wide margin" (quoting from Francis K. Mason's history).

So what mitigates the report by the Hurricane's most famous advocate of its failure? I'll let the Prime Minister explain it. He decided, after the conference in Washington to forge 'The Grand Alliance' when America entered the war, to hasten home in a big BOAC Boeing 'Clipper'. The

chapter subtitle is 'Return To Storm'. Here's his conclusion of the trip over the North Atlantic:

We did not know where we were. Presently Portal, who had been studying the position, had a word with Captain Kelly Rogers, and then said to me, 'We are going to turn north at once.' This was done, and after another half-hour in and out of the clouds we sighted England, and soon arrived over Plymouth, where, avoiding the balloons, which were all shining, we landed comfortably. As I left the aircraft the Captain remarked, 'I never felt so much relieved in my life as when I landed you safely in the harbour.' I did not appreciate the significance of his remark at the moment. Later on I learnt that if we had held on our course for another five or six minutes before turning northwards we should have been over the German batteries in Brest. We had slanted too much to the southward during the night. Moreover, the decisive correction which had been made brought us in, not from the south-west, but from just east of south: that is to say, from the enemy's direction rather than from that from which we were expected. This had the result, as I was told some weeks later, that we were reported as a hostile bomber coming in from Brest, and six Hurricanes from Fighter Command were ordered out to shoot us down. However, they failed in their mission. To President Roosevelt I cabled, 'We got here with a good hop from Bermuda and a thirty-mile wind.'

That's all for now. I must get ready for the Museum of Flight's 'TimeLine' display this coming weekend. Hope it doesn't require us to shed too much 'blood, sweat, and tears'!

Two Bobs 1/48th Scale North American T-2C Buckeye

by Gerry Nilles

Before I begin this review, I want to take a moment to applaud Bob Sanchez who along with his wife is "Two Bobs". Bob and his wife, like so many in the after market business, are independent businesspeople in the spirit of what used to be called a mom and pop operation. Like so many in this hobby Bob has a real full time job. Considering these circumstances the fact that Two Bobs was able to produce a marketable kit let alone one of such high quality is to be commended and a real testament to the fact that our hobby is alive and well.

Built by North American Aviation, the T-2 Buckeye was the jet age replacement for the T-28 Trojan also produced by North American. As noted in the kit's instructions, the T-2 was a purpose built trainer that included such features as wide track tricycle landing gear, large flaps, speed brakes, and a heavy-duty arresting hook. Also noted is the fact that the rear seat, where the instructor sat, was elevated for a much better overall view.

The Buckeye got its start in 1956 when the Navy issued a request for proposals for a new jet powered trainer. North American having had considerable experience building Navy aircraft, including the FJ Fury series as well as the T-28, won the contract. Interestingly the T-2 program did not go through a prototyping phase but instead directly to pre-production aircraft, with the first flight occurring in early 1958. Production deliveries of the T-2A, (powered by a single Westinghouse J34-WE-48), began in mid 1959.

The next version, the T-2B, did not enter service until seven years later in 1966. The "B" model was redesigned to incorporate two (side-by-side) Pratt & Whitney J60-P-6



turbojets. The final variant, the T-2C powered by two General Electric J-85s and subject of this kit entered into Navy service in 1968. Serving for close to 55 years the last of the Buckeye series was retired after its final trap aboard the USS Harry S. Truman (CVN 75) in July of 2003.

This is a nice kit. The injection molding is crisp and overall sink mark free, the panel lines are well defined but not heavy, and detail parts, such as the landing gear, and arresting hook, to name a few, are very sharp. Likewise, the resin parts, mostly for use in the cockpit and on the landing gear, are equally as nice including a couple of great looking seats.

From the standpoint of assembly, both the kit and the instructions look to be very straightforward with no apparent problem areas or hard to understand directions.

One nice touch is the fact that the cockpit is not a one-piece resin tub, but rather a combination of separate parts of both resin and styrene. The modeler can assemble and pre-paint individual sections prior to final cockpit assembly. This sub-assembly approach will surely make it much easier to attach the small parts to the side consoles and paint those hard to get at areas that

you run into on traditional one-piece cockpit tubs.

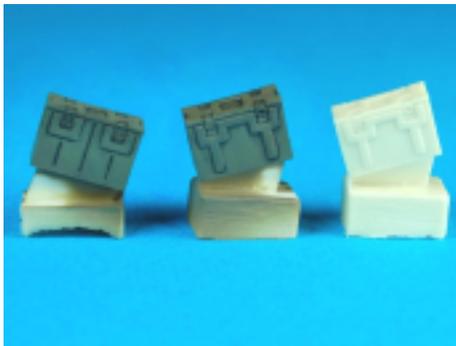
Provided with the kit are not only Two Bobs's signature high quality set of markings and beautifully colored placement guide but also a walk around DVD of a T-2. Specifically, the markings that came with my kit (TBK48-002) contain two training aircraft including VT-9 and the US Naval Test Pilot School. Now as for the walk around DVD, all I can say is - **Wow** what a great idea! You want to know how to paint the cockpit and what color goes where or what the real instrument and side panels look like it is on the DVD. How about wheel wells and landing gear details, or the tail hook just to name a few areas, well they are on the DVD also. The DVD includes photo references from nose to tail.

This is a very well done kit with lots of goodies at a fair price, (actually, by today standards it is a heck of a bargain). However, be advised that it is a limited run kit that pretty much sold out before it hit the street, so get one as soon as you can you will not be sorry.

UltraCast 1/35th Scale WW2 British/ Commonwealth Steel Munition Boxes B166 Mk.II & Mk.III

by Andrew Birkbeck

Ultracast is a Canadian firm that started life producing excellent 1/48th scale resin aircraft accessories, but has also branched out into accessories designed for the 1/35th scale armor enthusiast. Herewith two of their latest items, WW2 and Korean steel munition boxes. Each of the two sets contains five resin boxes, which are very well cast in a light cream colored resin. These boxes, according to the Ultracast website, were used to store such items as mortar rounds, grenades, and anti tank grenades, and can be seen in many period photos of British/Commonwealth vehicles as extra external stowage.



After giving the parts a thorough scrubbing with Dawn dishwashing liquid to remove any mold release agent, I then airbrushed the parts with Mr Surfacer 1200 primer, followed by an airbrush coat of Tamiya XF-51 Khaki. I then gave the painted parts a gloss coat of Tamiya Clear, followed by a "wash" of black artist's oil paint to highlight the raised details.

Overall these two sets are very well produced, and will go nicely with any 1/35th scale British/Commonwealth armored vehicles you might wish to festoon with additional stowage. My thanks to Ultracast for supplying IPMS/USA with the review samples.

Czech Master Resin 1/72nd Scale Bucker Bu 131 B/D Jungmann

by Jim Schubert

Carl Clemens Bucker formed Bucker-Flugzeug G.m.b.H. in October 1933 at Johannisthal Flugplatz in the Berlin borough of Treptow specifically to build a two-place, 80 hp trainer for the newly created R.L.M. (Reichsluftfahrtministerium). That trainer was a simple, very conventional design with a welded steel tube fuselage truss and tail group with wooden wings. Save for the forward fuselage, the plane was fabric covered. It was powered by a Hirth 60 R, air-cooled, inverted, in-line, four-cylinder engine of 80 hp. The new trainer was named Jungmann (Young Man) and given the Bucker Model No. Bu 131A. In 1935 the Jungmann design was used as a starting point to create the single-seat Bu 133A Jungmeister (Young Champion).

The Bu 131A was superseded by the B series with the Hirth HM 504 of 105 hp giving a significant improvement in performance. The main visually discernable difference between the A and later models is the cowl bowl, which on the later models is separated from the cowl sides on a line sloping aft from the bottom rather than the A's near vertical separation line.

In addition to the Jungmanns built by Bucker in Germany they were also built under license in Switzerland, Czechoslovakia, Spain and Japan. The total number built by all firms is unknown but must be between four and five thousand. The type was operated militarily by, at least, Germany, Yugoslavia, Czechoslovakia, Finland, Sweden, Brazil, Austria, Poland, Switzerland, Spain, Japan, Bulgaria, Roumania, Hungary, Netherlands East Indian Army, Italy and South Africa. Today only about 150 Jungmanns of all types and manufacture survive.

Ten pages of instructional material inform us how to assemble, paint and mark this pretty little biplane and two more pages provide us with 12 reference photos. Thirty-three parts cleanly cast in a pale cream-colored polyurethane resin make up the bulk of the kit. Two clear cast resin windscreens and two more printed on clear plastic stock give you the choice of which you prefer. An Eduard pre-painted, photo-etched fret of 24 parts completes the parts count. The decal sheet provides markings for five different planes - two Luftwaffe, one Netherlands East Indies, one Italian and one Swiss.



There's nothing new that can be said of this kit; it is the typical high quality product consistently issued by CMR. My only complaint about this kit, and most other biplane kits, is that the manufacturers do not make installation of the top wing easy to do. Monogram, Hasegawa, and Accurate Miniatures have shown the way to do this. I'm certain the sales of biplanes would increase if the techniques of these three pioneers were universally adopted by all kit makers. This is a fine example of Czech Master Resin's standard fare and a very good kit of a popular biplane.

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Flugzeug Profile No. 27, *Bucker Bu 131 "Jungmann"*: Erwin Koenig, Flugzeug Publications, Germany.

IPMS Seattle Renewal Form

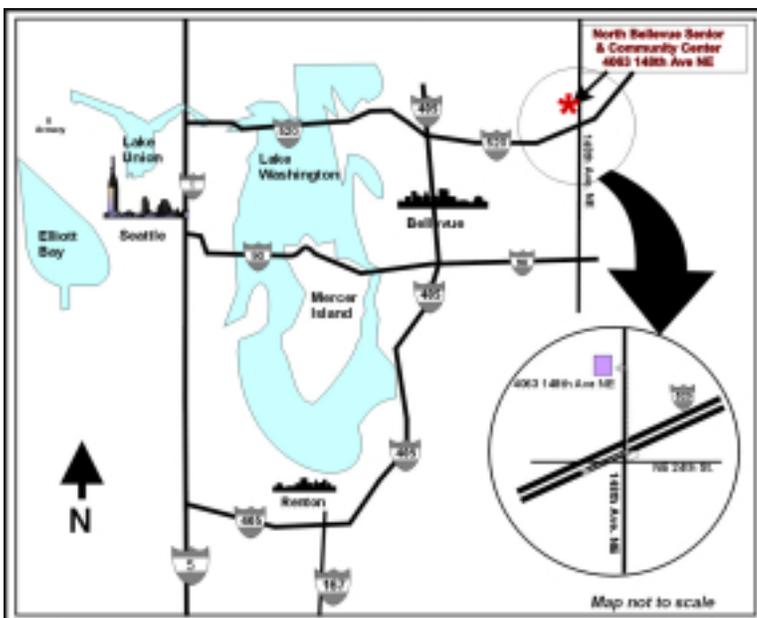
Your 2010 IPMS Seattle renewal form is included below. If you have not renewed by the release of this newsletter you will get a final reminder with this issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via email. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the February meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

<p>IPMS Seattle 2010 Dues Form</p> <p>Full Name _____</p> <p>Mailing Address _____</p> <p>City _____ State _____ Zip Code _____</p> <p>Telephone (Area Code) (_____) _____</p> <p>E-mail address _____</p> <p><input type="checkbox"/> E-mail delivery of the newsletter (\$15). <input type="checkbox"/> Regular mail delivery of the newsletter (\$25).</p> <p><input type="checkbox"/> Please do NOT release my e-mail and phone information for distributed club rosters.</p>	<p>Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115</p>
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Meeting Reminder

February 13

10 AM - 1 PM



North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.