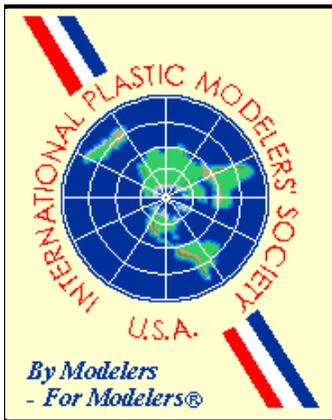


Seattle Chapter News



Seattle Chapter IPMS/USA
December 2011

PREZNOTES



Each December, I try my best to be “positive” about how things have gone for my family and me over the past year. This year has been another tough one, with all sorts of external “threats” to family stability, what with threat of job loss, cutbacks across the board to various public services that my family relies upon (schools, road repairs, etc), and higher expenses in many areas of our lives.

One of the big “positives” of the year for me has been the goings on at our IPMS Seattle Chapter, and modeling in general. After 20 years of exemplary service to the club, Terry Moore decided that he wanted a break from being President for Life, and announced his “retirement” from our Executive Board. Two candidates stepped forward to stump for Terry’s position, and despite two attempts to find a clear winner, the votes ended in a tie. This could have lead to all sorts of bitter infighting as each “camp” tried to figure out a way to win the election.

This has happened in other IPMS chapters, sometimes leading to the chapter splitting in two, and each side going their separate way. It was a credit to everyone involved, from the candidates, the election organizers, and in particular the general membership that we managed to sort this all out amicably. As a group we continue to meet to share the love of the hobby on the second Saturday of each month in Bellevue.

Other positives have occurred this year as well. VP Eric Christianson has organized some very interesting and informative seminars following the conclusion of the chapter business meeting and show and tell. He has managed to tap into the vast modeling knowledge that exists within the club, but has proven in the past to be difficult to share. We also have managed to continue to attract new modelers to the club, and better yet, to keep them after

their first visit! Proof again, in my eyes, as to the “positive” nature of our club. And the “Show and Tell” tables continue to bulge with a vast and varied array of models, from autos to armor, figures to sci-fi, ships to airplanes.

My goal as your President heading into 2012 is to keep all the “positives” in focus, and to do everything in my power to foster the great goings on within IPMS Seattle. To each and every one of you, I wish you and your loved ones the very best for the Holiday Season.

Andrew

Holiday Meeting

**Remember to bring
goodies to eat
(cookies, cakes, etc.)
and non-alcoholic
beverages to the
December 10
meeting!**

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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 2011 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.

December 10

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

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Boeing B-1 (Model 6)

by Jim Schubert

On March 2, 1919 Eddie Hubbard and Bill Boeing carried a bag of mail from Bill's factory on Seattle's Lake Union to the Royal Vancouver Yacht Club dock in British Columbia. The 130 mile (209Km) trip took them ten days as they had to stop in Anacortes to make repairs. They returned to Seattle in two hours with another bag of mail. It was a stunt for that year's annual Vancouver Exhibition; it was also the first government sanctioned international airmail in the western hemisphere. That milestone exercise was flown on the one-off civil Boeing Model 5 (CL-4S) floatplane. Late in 1919 Hubbard bought the sole Boeing B-1 (Model 6), c/n 86, for his Seattle-Victoria Air Mail Line and used it on the, almost, daily Seattle-Victoria, BC and return mail service until 1928. This exceptionally long life of intensive use was unusual at the time when most airplanes had very short service lives. The B-1 started operations with a 200 hp Hall-Scott L-6, which was essentially half a Liberty V-12. Later it was retrofitted with the more powerful, and more reliable, 400 hp Liberty and used up six of them flying 350,000 miles/563,270 Km on this run of about 80 miles/129 Km each way. Hubbard typically carried between 50 and 60 thousand pounds/22,680-27,216 Kg of mail per year at a charge to the government of three cents per letter. This operation delivered late-posted trans-Pacific mail from Seattle to Victoria to catch the steamers that had left Seattle the day before and to return mail from the arriving steamers to Seattle a day before the ships arrived. Hubbard was known to have, on occasion, chased some steamers many miles out to sea in the B-1 to deliver the mail.

Sometime in 1929 the company's name was changed to Northwestern Air Services and ownership passed to the Blum family of Seattle who based their operations on Lake Washington at Bryn Mawr (now Renton Municipal Airport). They retired the B-1 and replaced it with a Boeing B-1E; later redesignated Model 204. The B-1 sat in a



The B-1 as currently displayed in Seattle's Museum of History and Industry. (Author)

shed at Bryn Mawr for ten years until the Blums donated it to the Seattle Historical Society in 1939. The Society set it up as an outdoor public display on the east side of Boeing Field until the start of WWII. Boeing then stored the B-1 for the Society until 1951 when a Boeing team restored the plane for display at the Society's new Museum of History and Industry (MOHAI). The plane was restored in Boeing's Renton Plant, which, by the way, was built by the U.S. Navy in 1939 for construction of another flying boat, the Boeing PBB-1 Sea Ranger. That is why the factory faces the waters of Lake Washington and has three seaplane ramps. The B-1 hangs in the Phillip Johnson Memorial Aviation Wing of the Museum. Phillip Johnson was an early colleague of Boeing's and was the President of United Aircraft when it was dissolved; later he was President of The Boeing Airplane Company from 1939 through 1944. Today, though, there is very little aviation left in this wing of the museum; most of the space being given over to other subjects ranging from a tow-truck ("The Toe Truck") to a very large display model of a beer bottle and the Rolls-Royce Merlin powered *Slo-Mo-Shun IV* Unlimited Class racing boat of the mid fifties.

When Hubbard started the Seattle-Victoria service the B-1 bore no markings whatsoever. To fly in Canada it was given the Canadian registration G-CADS; G for Great Britain and CA for Canada. This wasn't quite legal as the plane was US owned and operated. As a compromise the "G" was replaced by "N", which had been assigned as the US national designator in a 1919 treaty, which the US had not signed and the "N" was, therefore, not yet in use. This hybrid registration, N-CAD, made the B-1 the first plane to carry an "N number". When US insurers set up their own private airplane registration system in 1923 the B-1 became "N-ABNA" until 1927 when the CAA assigned it "4985" and this was applied to the wings and rudder. Later it was assigned NC-4985 but this was never painted on the plane. When the plane was displayed outdoors on Boeing Field from 1939 through 1941 it still had the 4985 registration.

For modelers and others who care about such details: The hull top and float tops, including the lower wing center section have always been dark green; a darker green than the later "Boeing Green". The hull and float bottoms have always been reddish gold. The rest of the plane,

including all strutter, was finished with aluminum dope. The Hall-Scott engine had a two-bladed wooden propeller and the Liberties had four bladers. All the registrations, prior to 4985, were black on a large white panel on the fuselage aft of the wings; with, as appropriate, either a black "G" or "N" on the silver rudder. Until 4985 there were never any registrations on the wings. "M 92" and "U.S. Mail" are painted in white on either side of the nose.

The 1951 Boeing restorers, knowing the Airplane would be hung, did nothing about the interior; both cockpits are completely empty – no seats, controls, instruments – nothing. Where it is hung makes it very difficult to photograph today.

Specifications:

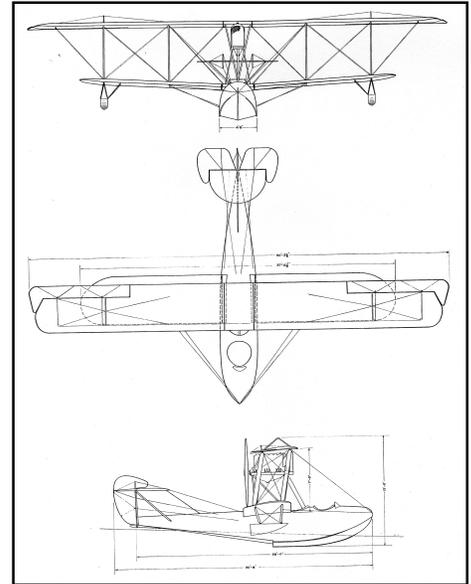
- Span: 50' 3"/15.24 M
- Length: 31' 3"/9.45 M
- Height: 13' 4"/3.96 M
- Empty Wt.: 2,400Lb/1,089 Kg
- Gross Wt.: 3,850Lb/1,746 Kg
- Cruise: 80 MPH/129 Km/H
- Range: 400 Miles/643 Km
- Engine: Hall-Scott L6, 200 hp/ Liberty, 400 hp
- Accommodations: Pilot in front; two passengers, or mail, in rear.

Sources:

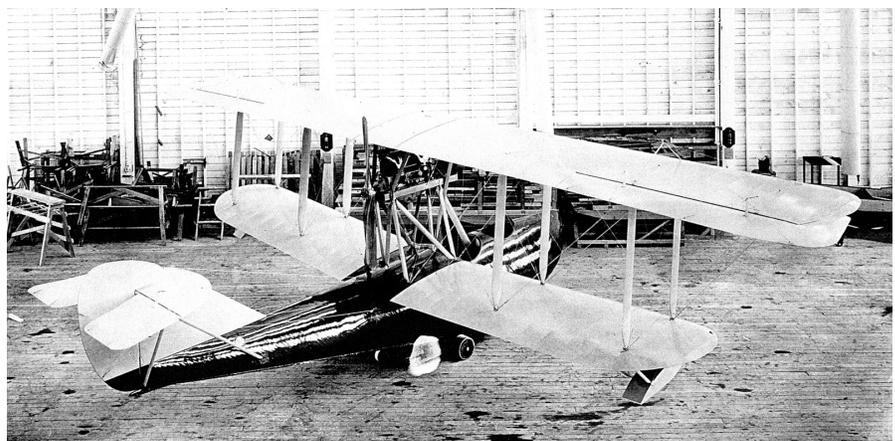
- *Boeing Aircraft Since 1916*: Peter M. Bowers, Putnam, UK, 1966, Library of congress No. 66-11374.
- *Pedigree of Champions*: Boeing, USA, 1969.
- *Boeing Airliner* magazine, July 1978, article "Wavetop Airline": Peter M. Bowers.
- *Seattle Post-Intelligencer* newspaper October 12, 1995 article "Flyers Who Left their Stamp on Airmail": Jon Hahn.
- Boeing Press Release; July 29, 1951: Model B-1 Flying Boat, "First Commercial Venture by Boeing, Renovated for Museum".

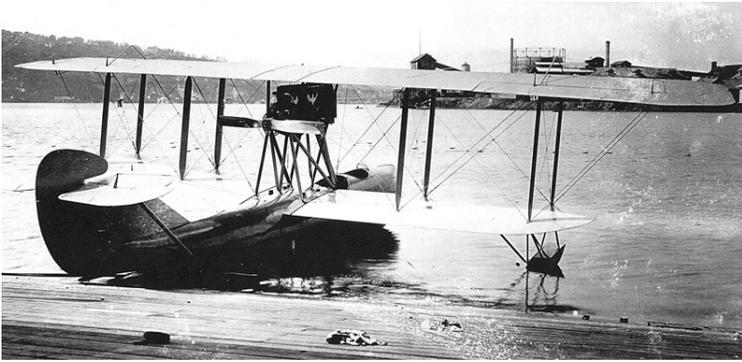
- *Boeing News*, Vol. 10, No. 52, December 27, 1951(In-House newspaper) article; "Old Plane is Placed in Museum".
- *Boeing News*, sometime in 1939, article; "History Maker, Boeing B-1 on Exhibit".
- Assistance from the Library of the Museum of Flight in Seattle.
- Assistance from the Museum of History and Industry in Seattle.
- Assistance from the Boeing Archives in Bellevue.

Below: The B-1 afloat in Lake Washington off the seaplane ramp at Boeing Renton after restoration in 1951. (Museum of Flight)

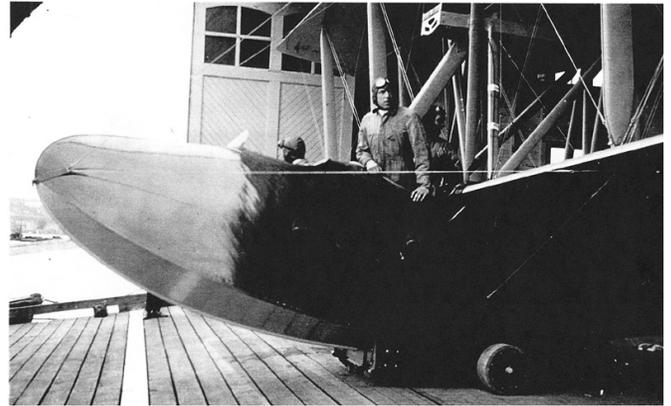


Three-view traced from Boeing Archives





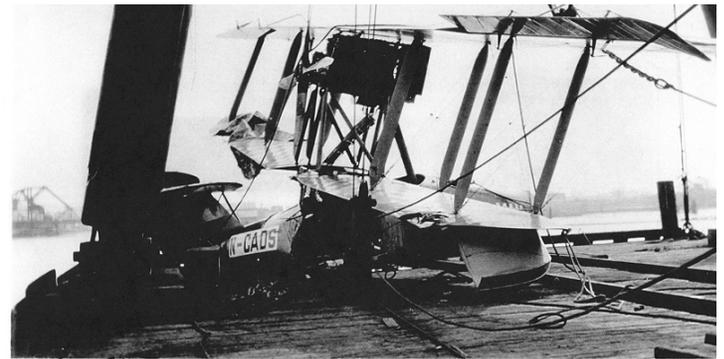
The B-1 on Lake Union in front of factory ramp; Queen Anne Hill and Seattle's Gas Works in background. (Boeing)



Launching the B-1 from the factory into Lake Union for a test flight. (Boeing)



The B-1 showing its hybrid N-CADS registration being towed in Victoria's Inner Harbor. (Boeing)



After being wrecked by a windstorm whilst moored in Victoria. (Boeing)



The B-1 on display at Boeing Field after being donated to the Seattle Historical Society in 1939 with registration 4985 visible on the rudder. (Museum of Flight)



The B-1 on Boeing Renton's ramp shortly after rollout from 1951 restoration. It's accurate except all the struts should be silver rather than dark green. (Boeing)

Opposite page, bottom: The B-1 in the first Boeing factory on Seattle's Lake Union where it was built. First flight was December 27, 1919. (Boeing)

Dragon 1/72nd Scale Type 97 "Chi-Ha" Tank, Late Production, Saipan 1944

by Andrew Birkbeck

Over the years, model companies haven't exactly been falling over each other to produce WW2 Japanese military vehicles in the smaller scales: 1/72nd or 1/76th. Hasegawa produced a couple of trucks in their 1/72nd scale series many years ago, while Airfix produced a Type 97 "Chi-Ha" decades ago in 1/76th scale. For the time the Airfix kit wasn't a bad little model, bar the rubberized plastic tracks which nothing seemed to glue together. So it was a happy surprise to discover that Dragon Models was producing not one, but two 1/72nd scale IJA tanks in their "Armor Pro" series, a Type 95 "Ha-Go" light tank, and the subject of this review, a Type 97 "Chi-Ha" medium tank.



Dragon's kit is very well detailed, consisting of two main parts, the hull top and bottom, together with a sprue of detail parts covering the running gear, turret, exhaust system and on board tools. Two track runs are provided in Dragon's DS100 glue-able rubberized plastic, plus a small



photo etched fret consisting of two mesh exhaust guards.

Assembly starts with the running gear in instruction sequence 1 and 2. Be very careful to insure that the road wheels, drive sprocket and rear idler wheel on each side of the model line up correctly. In particular there is a problem with the mounting holes on parts A10, for attachment to the mounting pins on the lower hull, part "C". The holes are bigger than the mounting pins, so the parts lack a firm, positive fit.

In Section 2 of the instructions note that part A8, the radio antenna, is a very delicate part. I took the utmost care and achieved success in removing it from the sprue using my micro razor saw from UMM (Unique Master Models). Also in this section, take the time to carefully remove the seam line on the main cannon barrel, part A7. The kit also gives the modeler the option of having the turret hatch in the open or closed position. Since the kit does not provide the modeler with any sort of crew figure to place in the turret opening, I elected to button up my turret.

Section 4 covers the installation of the photo-etched brass exhaust guards. I heated my fret by placing it on a medium heat stove element to anneal the metal, making it much easier to bend into shape. I formed the etched parts by carefully bending them over suitably sized drill bits, taking the process slowly, and constantly test fitting the parts until I was happy with their shape and positioning over the plastic exhaust parts. However, I got the positioning wrong on my model, as the exhaust guards are supposed to lay flush with the mudguards. Note that the exhaust guards have a "hook" at one end of them. This hook allows the guards to conform to the contour of the rear section of the mudguards. So pay close attention to this detail, and you will get everything correctly positioned.

Section 5: Here I had the second of the really major fit problems. Part A24 does not fit snugly into hull Part "B". So I had to do a lot of test fitting, filing, more test fitting, and more filing. But I got the part installed fairly well without having to resort to putty. Another local modeler I spoke with had the same experience so I don't believe it wasn't just reviewer incompetence! Section 6, the final in the

assembly sequences, has the modeler once again having some difficulties: the very nicely detailed DS100 tracks are very fragile, and are too short for the model. Dragon seems to realize that they might be too short, or too long, for they advise the modeler to stretch them, or cut off any excess length. Well, due to the thin nature of these tracks, and despite my best efforts to be extremely careful with my track stretching exercise, I snapped one of the two track lengths in half. Thankfully however the track material glues together very well, and with some care, I managed to get the tracks, now in three pieces, onto the model and looking okay. So again, you are forewarned.

The kit provides one color and marking scheme for a tank listed as being from the 9th Tank Regiment on Saipan, sometime during 1944. The scheme is the four tone IJA scheme of Brown, Green and Khaki, together with yellow stripes. For the first three colors I utilized a set from the Mr. Hobby range of lacquer paints, "Mr Color for Tanks" set CS604 Imperial Japanese Army. These colors were thinned with Mr Color Self Leveling Thinner, and airbrushed onto the model freehand. Once thoroughly dry, I took a bottle of yellow paint from my stocks, in this case an acrylic, Polly Scale Italian Camouflage Yellow 3. With this I brush painted on the yellow stripes that adorned IJA tanks during WW2. Two applications of the yellow were required, and following this,



the model was given a gloss clear cote, before the application of the decals. As mentioned, there is only one option available in the kit, and the decals, by Cartograph of Italy, went on without fuss. A further application of the clear gloss helped bury the decals so they would more easily blend into the painted finish. Then a light application of a suitably dark brown oil wash was applied to pick out the various rivets and panel lines. Once thoroughly dry, the model was airbrushed with a suitable flat matt clear, in this case from the Vallejo Model Air range. The tracks were then picked out with another Vallejo color, Track Primer, from their Panzer Aces range.

I rate this kit very highly indeed. Detail is crisp, and there is lots of it. If you follow the kit instructions, together with my advice on the couple of trouble spots with the kit, a very sweet little model should result. Dragon Models has a Type 97 Chi Ha "early version" due out soon in their range as well. As always, I would like to offer my sincere thanks to DragonUSA for providing IPMS USA with the opportunity to review this kit for their members.



Kinetic 1/48th Scale Grumman C-2A Greyhound

by Gerry Nilles

The Grumman C-2 Greyhound is a second generation and the most current "Carry Onboard Delivery" (COD) aircraft used by the US Navy. Interestingly the concept, of a dedicated carrier borne transport/cargo aircraft only dates back to the mid 1950s. Prior to this, modified attack aircraft such as the TBM Avenger and AD-5 "sedan" Skyraider provided some COD support, but had very limited capacity as far as cargo and personnel went. Transportation of larger items, such as replacement jet engines, special weapons, etc. obviously required a dedicated aircraft with a much greater space and load ability. However, at the time (the 1950s) the majority of the carrier fleet consisted of the modified WWII vintage *Essex* class, and as such, the design of any dedicated cargo aircraft definitely had to consider size.

Fortunately, at this time the new twin engine Grumman S-2 Tracker ASW aircraft had just come into service. Navy planners wasted no time in having Grumman modify the S-2 airframe into a cargo configuration. The first of these redesigned S-2s, (now designated the TF-1) made its initial flight in February of 1955. Modification incorporated into the TF-1 included both a wider and deeper fuselage; double cargo doors added to the port side, a load capacity of 3,500 pounds or seating for nine. Nick-named the "Trader", and subsequently re-designated the C-1A in 1962, the Trader served until replaced by the C-2A Greyhound, in the late 1960s.

Lessons learned from the C-1 program were not lost on the Navy and as such, the genesis of the C-2A Greyhound shared a parallel development with the E-2C Hawkeye. In addition, at the time these two designs were in development the fleet had almost completely converted to the so-called super carrier, which pretty much lifted any size restrictions. Actually, the Navy went so far as to complete an "At



Sea" feasibility study using a Lockheed C-130. A Hercules, with an estimated gross weight of 121,000 pounds, both successfully landed and took off from the *USS Forrestal* (CVA-59) in October of 1963. However, the Navy subsequently rejected the idea of using such large aircraft on carriers because of the disruption to normal operation, not to mention concerns over onboard storage, maintenance, and disposition should a hard landing occur.

The initial flight trials for the C-2A began in the fall of 1964, with production deliveries to Fleet Tactical Support Squadron Fifty (VCR-50) beginning in December of 1966. As noted above size no longer determined design, however commonality and serviceability did and as such the fact that both the C-2A and the E-2C shared a number of common systems and parts including, engines, outer wings, landing gear, folding wings just to name a few definitely was a plus. However, these positive features only added to the fact that the load capacity of the Greyhound was also significant, being almost three times as much as the Trader at 10,000 pounds of cargo or accommodation/seating for 20 passengers.

First, I have to applaud Kinetic for modifying its 1/48th E-2C Hawkeye into the C-2A Greyhound. Although some

might say it is an easy transition, this certainly is not the case. In reality, what we are talking about is almost a 50% new kit, with five large new trees to be exact. The new parts required to make this transition include a completely revised fuselage that is both wider and deeper than the E-2. This new fuselage has both a different side entry as well as the addition of a large rear cargo door. Also provided is a new upper and lower wing center section, including separate flaps.

As a side note, the most significant problem with the E-2C kit was the mating of the engine nacelles with the lower part of the wings. Unfortunately, the nacelles are the problem. However, one can always hope that this problem has been corrected with these new parts.

Next we have a new tail section including both the horizontals and verticals, and new clear parts too. But wait, as they say on the TV, there is more. Not only do you get all this you also get a completely detailed cargo bay interior including seats. You also get both the original four blade props, plus the upgraded eight-blade style.

Overall, the quality of these new C-2A parts is on a par with the original E-2C kit, if not a little better. The panel lines and other details are both well defined and

crisply molded. Of course, the original common parts to both kits, such as, but not limited to, the engines, landing gear, outer wing panels (with separate flaps), and the optional extended or folded wing feature are of pretty darn good quality in the first place.

Printed by Cartograf, the kit's decal sheet provides the builder a choice of markings for two aircraft. The first is for a late model C-2A (BU No. 162161) from VRC-30 that operated from the *USS Ronald Reagan* in 2010. Equipped with the upgraded eight bladed propellers, and sporting a yellow sunburst over a black background on the outboard panels of the vertical stabilizers, this scheme is by far the more colorful of the two options.

The second choice, is for an earlier C-2A, (having the original four bladed props), from VAW-120 circa 2009. This aircraft has no colorful markings other than the squadron badge. Both aircraft have the standard U S Navy gull gray and white color scheme that has been around since the 1960s. However, consistent with transport type aircraft, the upper part of the fuselage is also white.

I believe I share a similar thought with many a 1/48th scale model builder when I say that I would never have imagined that we would see a kit of a C-2A Greyhound. This is even more surprising considering the fact that it is not available in any other scale, except as a conversion. Overall, Kinetic has done an excellent job on this kit. The complete cargo bay interior is definitely a nice touch as is the folding or extended wing option. The inclusion of both early and late style props, along with a good selection of markings for either version is also another plus. As for major negatives with the kit, I do not really see any. Having just completed their E-2C kit I can tell you that this will probably not be overly difficult build for an accomplished modeler, just a time consuming one. Therefore, without hesitation I must say that Kinetic is certainly to be complemented for this effort. My thanks to Stevens International for the review sample.

***Ki-44 'Tojo' Aces of World War 2*, by Nicholas Millman**

reviewed by Chris Banyai-Riepl

While the study of aviation over Europe during the Second World War is well documented, finding good references on Japanese aviation is more challenging. This latest title in the Osprey Aircraft of the Aces series helps fill that void, covering the Nakajima Ki-44 Shoki fighter. Sadly, no Ki-44 aircraft survived the war, so we have no historical originals to examine. As such, books such as this one are all the more valuable, and the author has gone to great lengths to provide a solid reference.



The book begins with an overview of the development process that resulted in the Ki-44. Contrary to previous designs, the Ki-44 focused on speed and durability over maneuverability. As such, the Ki-44 was a formidable airplane, difficult to bring down, and helped change the way the Japanese deployed their fighter force. As a strategic point defense fighter, the Ki-44 did quite well in protecting the Japanese islands from US bombers. The author does

a great job of highlighting these operations in subsequent chapters, with attention given to the Ki-44 in Southeast Asia, China, and over Japan.

Like other titles in the Osprey Aircraft of the Aces series, this book is filled with photographs. Finding good photographic references on Japanese aircraft is challenging, so it is good to see the breadth of coverage in this book. Complementing the photo record, of course, are the excellent color profile illustrations, drawn by Ronnie Olsthoorn. The same artist did the cover artwork as well as the scale drawings, making for a great all-around package.

Overall, this is a very nice addition to the Osprey Aircraft of the Aces series, and a welcome addition to the Japanese aviation historian's library. My thanks to Osprey Publishing for the review copy.

Aircraft of the Aces 100
 Publisher: Osprey Publishing
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 Binding: Softcover
 Pages: 96

Skyway Model Shop Christmas Sale and Party

Skyway Model Shop will have their annual Christmas sale and party the day of the December meeting, December 10. Everything in the store will be 20% off, with 50% off on special items.

The sale starts at noon and the party at 4 PM, with food and drinks served then.

See www.skywaymodelshop.com for more details and directions.

On Fw 190 Canopies, Antennas, and Headrests

by Hal Marshman Sr

I recently took part in a club challenge to build an Fw 190D or Ta 152, and best that of the challenger. Judging from the questions I heard, it would seem that everyone isn't up to speed on the above named subject, although I grant you, it's pretty esoteric information. Those of you that already have a grasp can pretty much ignore what I have to say, but there are quite a few guys coming up through the ranks that may find this new and revealing.

Focke-Wulf 190 aircraft fielded basically two different canopy arrangements. The basic canopy for most early to mid-war units was what we call the "flat topped" version, in that the sliding canopy is basically straight from the front to the rear tip of its fairing. Yes, I know that there's a very slight turndown at the very top front. This canopy style featured an armored head rest, and supporting bar that ran from the top of the rest, to an area inside the metal fairing. The antenna cable entered the top of the canopy, and worked through a system of pulleys. In any event, the system kept the cable taut, regardless of whether the canopy was closed, or slid back into the full open position. This style canopy was employed from the prototype variants, right through the A-9 version. (I'm sure there may have been some field modified exceptions). It was also employed on some examples of the -D, -F, and -G versions.

The second canopy type was what we call the "blown hood" style. The sliding part now had a stiffening frame running the entire length of the top, bisecting the canopy. The glass parts now possessed a distinctive bulge on both sides of this frame, allowing the pilot an easier glance to his rear. The bar that the earlier types had to support the rear of the armored headrest was replaced with a rounded coaming, narrower at the front to match the shape of the headrest, and growing larger as it

reached the rear of the glassed-in area. One big thing to remember is that this canopy style possessed no automatic tensioner, meaning that when the canopy was slid back into the full open position, the antenna cable went slack, actually lying along the topside of the fuselage rear. You will observe this type canopy on some A-8 and -9 birds, late -F, -G, and most -D 190s, as well as the Ta 152.

As always, to be really sure of which canopy was used on the model Fw 190 you may be building, the solution as always, is to try and find a photograph of that fighter. Lacking such a picture, you may have to rely on the kit's instructions, or artwork from a respected source.



Revell 1/24th Scale 1948 Ford Custom Coupe

by Greg Wise, IPMS #44378

The 1948 Ford was the company's last model to be produced using a pre-WWII design. Distinctive "fat" fenders helped make it an instant favorite with custom builders, who tended to chop the top and add fade-away fenders and tunneled headlights. A modified Ford flathead V-8, dual carburetors, and dual exhaust was the rage.

Revell's kit features newly tooled optional custom parts. These include four grills with separate surrounds, two bumpers, two hubcaps, three taillights, two hoods, fade-away side panels, spotlights, fender skirts, plated metal exhaust tips, printed whitewall tires, chrome plated parts, and decals with colorful custom graphics. Total parts 136, skill level 3.

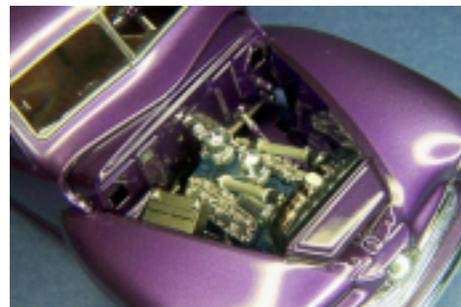
As with most car builds, the first steps began with the engine. The flat head went together without a hitch and, painted Ford blue, it was soon embellished with all the chrome items we all come to expect from Revell. Next up, following the instruction sheet, I moved on to the frame and exhaust pipes. It was here that I made a detour and elected not to install the exhaust system at this point and instead send the frame to the paint shop along other related parts to be readied for the next building steps. Once all the parts were painted, I added the exhaust system, suspension, drive train, wheels, and steering. Flipping the frame over, I then added the engine and radiator, finishing this build component at step 4.

The next build steps 5, 6, and 7 involve the body and several optional custom features. Once all the body work was finished, I prepped and painted it before adding the glass as directed in step 7. Step 8 covers the interior and dash. I encountered no problems. Step 9, after test fitting the interior with the floor pan and frame component, everything was installed into



the body. The rest of the build included adding the bumpers and bits.

I highly recommend this build to anyone who likes building for the enjoyment of the hobby and to the serious modeler who wants a great canvas for building a masterpiece. Thanks to Revell for supplying the kit for review and to IPMS for letting me review it.



Dragon 1/72nd Scale Heavy Uniform Personnel Vehicle Type 40

by Andrew Birkbeck

When I first received this model kit for review, the title that Dragon Models gave it, "Heavy Uniform Personnel Vehicle Type 40" had me confused. It clearly looked to me like the Auto Union/Horch 4x4 Type 1a produced by Tamiya in 1/35th scale way back in the 1970s. And sure enough, this is what the kit turned out to be! And to be fair to Dragon, the vehicle was indeed a "heavy" (as compared "medium" or "light" weight) 6-man personnel vehicle. The kit is in fact "kits", as Dragon gives the modeler two identical kits within the same box.



The bulk of each kit consists of a one-piece body, incorporating the under chassis frame, and the upper body hood and main body side panels. This utilizes the latest slide mold production technology for an amazingly detailed one-piece unit. To this the modeler adds in Section 1 and 2 of the instructions: the wheels and drive train parts, together with the exhaust



parts. Section 3 of the instructions covers the addition of the vehicle's bumper and external lights, siren and Notek light, together with the internal parts: seats, steering wheel, hand brake and gear shift, plus the windshield and canvas wet weather cover parts (in the stowed position). The kit gives the modeler one option: a clear windshield with molded on wiper blades, or a part depicting the vehicle with a canvas covering over the windshield to be installed in the lowered position.

As stated all these parts are extremely well detailed for the scale, and for the most part

they assemble together quite well. The one exception for me was part B31, which is the pedestal mounted machine gun. This I found basically impossible to straighten out convincingly (it had a slight warp to it out of the box). I thus left it off my model. Another area that leaves something to be desired: because of the one piece main body unit, while the exterior of the vehicle's four doors are well defined, looking at the interior of the model, the doors are not defined at all. In other words, if you look at the interior of the main body, it appears the vehicle doesn't have separate, opening doors.



The kit instructions provide the modeler with three color schemes: a Panzer gray vehicle from the Eastern Front, 1941; an overall Panzer yellow vehicle with red and green camouflage pattern, Eastern Front 1943; and a desert yellow vehicle, North Africa 1942. Unfortunately all three are listed as “unidentified unit”, and so come without any vehicle markings other than license plates. And even the license plate decals are generic, in that Dragon Models provides the modeler with a series of individual numbers which then must be “assembled” into a front and rear license plate. This is a real chore, and to get them evenly spaced, a major challenge. Frankly, I would have much preferred two or three “preassembled” plates! I chose to build the Panzer Yellow vehicle, with red and green squiggle camouflage, utilizing Tamiya brand acrylic paints, and Mr. Color Self Leveling lacquer thinner.



So did I like this model? Yes I did. It assembles into a nicely detailed small scale model of this important German military personnel carrier. The one major “issue” is the lack of door demarcation on the inside of the main body part. However, once the interior seats are installed, this “issue” is much less glaringly obvious.

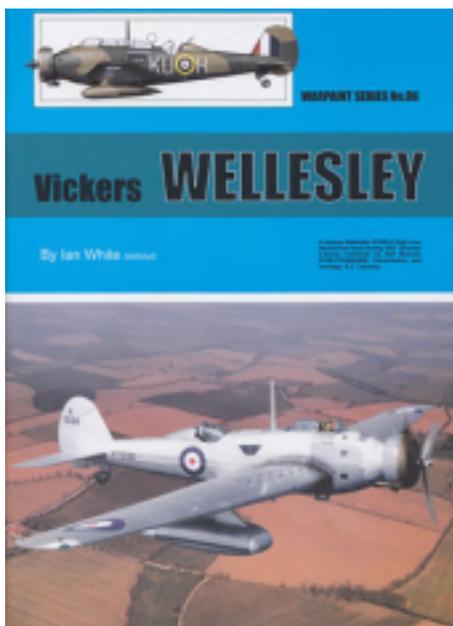
I highly recommend this kit to anyone who builds 1/72nd WW2 German military vehicles.

My thanks to DragonModels USA for providing IPMS USA with this review sample.

Vickers Wellesley, by Ian White

reviewed by Chris Banyai-Riepl

The Vickers Wellesley marked the beginning of an alliterative quartet of geodetic aircraft that included the Wellington, Warwick, and Windsor. The geodetic concept used by Vickers in all of these aircraft evolved from Barnes Wallis' work in that construction method. This newest book in the Warpaint Series examines this interesting first step into geodetic aircraft construction with a detailed history of the Vickers Wellesley.



The operational story of the Wellesley is a fairly short one, as it was only in service for a short while. Its unique construction, though, requires an extensive bit of background information, and this book begins with just that. In fact, production examples of the Wellesley do not enter into discussion for several pages of text, as the author goes into detail about the design and testing of geodetic construction. This background is important to understanding the Wellesley, and it makes for an interesting read.

The operational record of the Wellesley follows the technical description, and this section details the short squadron service of the type. With the first Wellesley aircraft arriving in squadron service in early 1937 and the first examples replaced in the spring of 1938, the Wellesley definitely had a limited career. The entire span of the Wellesley with Bomber Command lasted only two years, but the type did soldier on in Middle East and African squadrons, where the Wellesley went into combat against the Italians in East Africa. The last Wellesley operations were anti-submarine missions from Egypt in 1943.

Like other titles in the Warpaint Series, this book combines the well-written text with plenty of great photographs. There are quite a few photos showing the Wellesley under construction, which highlights the geodetic design. Scale drawings are also included, and there are quite a few color profile illustrations as well. For the latter, there was not much variation in camouflage for the Wellesley, but there are some interesting marking variations depicted.

While overshadowed by the bigger Wellington, the Vickers Wellesley was an important aircraft that proved the validity of geodetic construction. The aircraft is done justice in this book, and it makes for a great addition to the Warpaint series. My thanks to Warpaint Books for the review copy.

Warpaint Series No. 86
Publisher: Warpaint Books
Binding: Softcover
Pages: 40

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

Tamiya New 1/350th Scale *Yamato* Preview

by Tracy White

Tamiya created quite a buzz at the 2011 Tokyo Hobby show when they confirmed the swirling rumors of a new-tooled Battleship *Yamato* in 1/350th scale. Thanks to Skyway Model Shop's advanced preview sent to them by Tamiya, we're in a good position to discuss the finer details of this upcoming release. As it was a partial kit, lacking instructions, only the parts that we saw will be up for discussion.

Starting with the hull - many modelers have been clamoring for hull detail in way of the plating formed by the different strakes of steel. Various companies have tried and for the most part have come up lacking. Tamiya takes another crack at it with this release, presenting actual raised strakes instead of the simple engraved lines their *Akagi* used.

Another feature oft desired are the sea chests, intakes, and exhausts on the bottom of a ship used to feed the ship's boilers. These are included as oval depressions; due to the width and flatness of the hull they will be hard to see unless a taller stand-off is used, but it's nice that they were included as well as the plating. It's also nice to see that the thick, chevron shaped bilge keels are more a thing of the

past, and that correct and thin is in. This is a feature that once known and understood, looks badly out of place on older kits with their long, fat "smiles" that did not conform to the flow of water in the slightest.

There are some drawbacks to the strake plating however. When this is combined with the need to have multiple mold pieces, if the mold break-down and injection process isn't perfectly handled there will be seams that can be a pain to deal with. Does the modeler remove the seams, as well as all detail in the area, or leave the detail and by extension the seams? Or, does the builder take a stab at a more difficult proposition, removing the seam

and then restoring the detail seamlessly (rimshot!)? This aft seam (see below) is the one I worry about most; being long and cutting through several strakes across its length. The hull detail is fashioned by alternating raised pieces atop a smooth surface, so when the seam has a step in even the lower surface it means that more is going to need to be sanded away to get that lower surface smooth.

The most noticeable seam, however, is that on the forward hull. In order to mold such a complex hull shape with crisp details over its form, the hull had to be broken down into many parts. There are two below the waterline and at least three above it. As you can see in the photo above, this leaves a seam that should be filled. Perhaps not much concern if the two surfaces are perfectly true to each other, but in this case I felt a slight step that would require some sanding as well as filling in order to negate, which will destroy the surrounding strake detail.

Now, while the seam above does look ugly close up, I'm less worried about the forward one, and in fact I don't think either will be all that difficult to repair. My plan would be to ignore the strake detail; sand down what needs to be to make the lower surface true. Then, with the surviving detail on either side as a guide, lay down Tamiya tape (it's got to be Tamiya tape for



a Tamiya *Yamato*!) along where the edges would be, and then spray some Mr. Surfacer or paint in to fill back in the strake detail. Builders have been using this technique for a while in replicating hull plating and it works well with the proper technique. Because the strakes are long, relatively straight pieces, this should be a fairly easy task for the most part.

Enough about the lower hull. The upper hull consists of three main pieces; a bow portion that is about a fifth-to-quarter of the ship's length, and two side pieces that make up the rest. There is a flat plate that can be used to stiffen the structure if one is building the kit waterline, and parts of the upper pieces fit into this in such a way as to make alignment fairly obvious and easy, from all appearances. There is, however, one issue that became apparent early on that I'd like to talk about. The contour of the upper forward piece did not match the lower piece at the joint, at least not easily. Taking a cue from most of Trumpeter's ships, it appears that the lower hull is narrower at its normal tension than the upper hull. It may be possible to install spreaders below the waterline to push this section out enough to ease the fixing work that this will entail, but lacking instructions and a true understanding of how this structure is truly supposed to work, I don't want to propose anything more concrete. Even lining up one side at a time proved difficult without my third hand.

The side pieces appear well done. The kit is meant to portray *Yamato* on her final mission, when she was sunk trying to reach the Allied fleet near Okinawa; as such most of the portholes are rendered as plated over. This detail is perhaps a touch overdone, but given the other hull details it was probably necessary to present them this way. There's not a lot to add here other than a hope for a good fit between the other hull pieces.

The whole reason for a battleship's existence is its main battery. *Yamato*'s was certainly impressive; the kit no less so, with one exception. The turrets are well detailed, with subtle details on the roof,



and each massive optical rangefinder comprised of three parts. Not only does the builder get the turret shell and guns, but an effort has been made to provide each whole barbette as a removable package, to better show the true size of these massive weapons.

Along with this is a good attempt to provide the option to show interior detail of the top level of the turrets. The platform shelf itself contains some of the details of the interior, such as the optical rangefinder and shell ramming track, but misses a lot of the finer details that would make this a kit



in and amongst itself. Perhaps an aftermarket company will provide a set to allow the builder to go full-goose bozo in this regard.

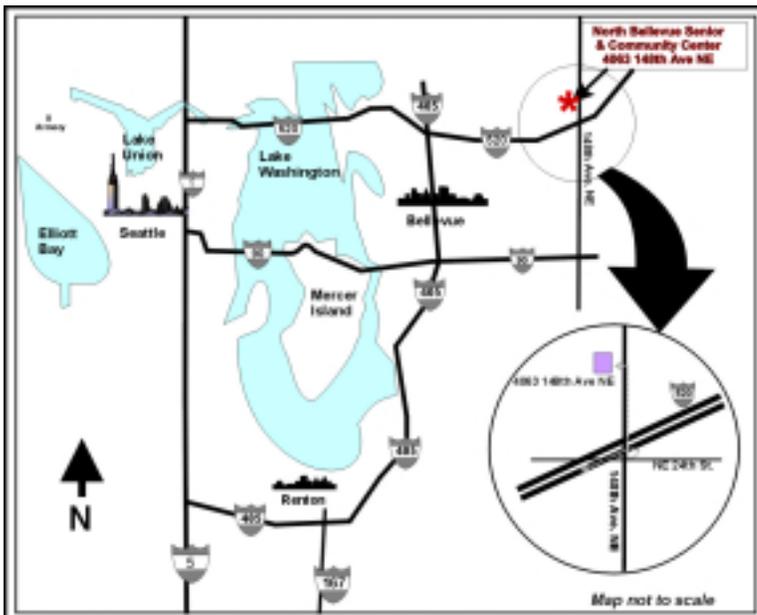
The guns themselves were the largest surprise to me in terms of detail. The long pieces behind the pivot were curious until I remembered the pieces for the breech block that fit around them, but then I noticed that the ends of the barrels were solid, unlike those of Dragon or Trumpeter. It turns out that this initial assessment is somewhat in error; Tamiya does give open barrel ends but either as separate pieces, or as a replacement metal barrel set. In the case of the plastic ends, they can be seen above the top barrel in the picture to the right.



Suffice to say, the detail included in the rest of the pieces looks excellent, and I have no doubt that this will build up into an impressive kit. The price will be high in the US, and the old kit can certainly be built into a good representation, but this kit will definitely go a long way to satisfy the hard core *Yamato* fan.

Meeting Reminder

December 10



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.