

# Seattle Chapter News



**Seattle Chapter IPMS/USA**  
**November 2011**

## PREZNOTES



They say there are ominous signs before a catastrophe occurs. In legend, the skies cloud up, and the sun is blotted out, and all goes dark, etc. And there are many that have been predicting lately that things are getting out of hand in the world of model building. It is said that kits are getting too expensive, and that one of the big reasons for the rising expense is the incredible details, and thus complexity, that kit manufacturers are building into their latest releases. I wrote about this in my last PrezNotes.

And thus at last month's October Japanese Hobby Show there appeared, at least to me, major signs of impending doom. For on the trade stands of the Chinese firm of Hobby Boss, stood a model so huge, so massive in terms of individual parts, that surely if you raised it up on a crane, it would indeed blot out the sun! A 1/35th scale M1070 Truck Tractor and M1000 HET Semi-trailer. This vehicle is part of the US military's tank transportation system, basically a massive tractor truck, and a trailer capable of carrying up to 70 tons of equipment. The trailer alone has 20 wheels, the tractor unit an additional 8. The "kit"

comes on 34 sprues (!) of injection plastic, totaling over 1,600 individual parts, together with metal chain, two dozen rubber tires, metal shafts, and PE parts. And conservatively assuming it takes a modeler an average of two minutes to carefully remove a part from the sprue, and clean up the sprue attachment points? That is 53 hours of prep time just to get the parts ready for glue!

*Continued on page 16*

### In This Issue

<b>2012 NWSM Show</b>	<b>3</b>
<b>Fairwood Library Display</b>	<b>4</b>
<b>Eduard MiG-21MF</b>	<b>6</b>
<b>Agent Zigzag</b>	<b>8</b>
<b>Pearl Harbor Display</b>	<b>9</b>
<b>Hurricane Bookshelf:</b>	
<b>Some Were Zeros</b>	<b>10</b>
<b>Kinetic E-2C</b>	<b>12</b>
<b>MiniArt Valentine</b>	<b>14</b>
<b>The Modelfy That Time Forgot</b>	<b>15</b>
<b>Hasegawa RF-101C</b>	
<b>'Operation Sun-Run'</b>	<b>15</b>
<b>Skyway Model Shop Sale</b>	<b>16</b>

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### Public Disclaimers, Information, and Appeals for Help

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

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

### Upcoming Meeting Dates

The IPMS Seattle 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.

**November 12**

**December 10**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_

(leave blank) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

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

☐ Family (Adult dues + \$5, one set magazines, 4 of membership cards required: \_\_\_\_\_)

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

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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

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## Maximum Minutiae: 2,500 Models at the 2012 NWSM Show?

by Tim Nelson

The 2012 NorthWest Scale Modelers Show at the Museum of Flight in Seattle is looming on the horizon. Mark your calendars for show weekend, February 18-19.

We expect a banner show, hopefully one for the modeling history books. We return to the logistically simple "by modeler" format to attempt to break the unofficial record for the largest model show ever in the Northwest. (The unofficial record is 2,060 from the 2007 NWSM Show - our

goal for this show is 2,500. Your last model could put us over the top). Plan to participate, and to bring ALL your models to help make history.

Although the overall show layout will be by modeler, we will feature a couple of fun special displays: the aircraft of the Mikoyan-Gurevich (MiG) design bureau, and the vehicles/creatures of Star Wars.

Emil Minerich of Skyway Model Shop and Mike Shaw of Galaxy Hobby will kindly return again to stage their tremendously popular make & take programs. Bob Jacobsen will be back with his full-sized operating R2-D2, this time also doing a presentation in the William Allen Theater. Stephen Tontoni is in the process of organizing modeling seminars for the

weekend, and this time these sessions will all be staged in the small Murdock Theater adjacent to our working table area.

Speaking of working tables, we'll have the usual spread of those so you can work on projects during the show. As most know, the show is an exhibition, not a contest. It all adds up to as much fun as you can possibly have modeling in any 48-hour period.

More details to follow. Bring your questions to me at a meeting, email at [timndebn@comcast.net](mailto:timndebn@comcast.net), or call 425-941-4429. Let's do this thing!

*Below: Our friend Dave Piehl with Bob Jacobsen's R2-D2 at last year's show.*





## IPMS Seattle and NWSM Team Up for Joint Library Display

by John Newcome

On October 1 members from both IPMS Seattle and NorthWest Scale Modelers teamed up to sponsor a model display at the Fairwood Library, King County Library System. The display was on show from October 1 to October 30.

In addition to an outreach opportunity, one of the goals was to put on a display, other than our regular shows, that was a coordinated effort between the two model clubs.

The modelers participating were particularly generous in offering their models for the display. I was particularly thankful that Morgan Girling, John DeRosia, Terry Moore, Stephen Tontoni and James McCowan entrusted me to pickup and deliver their models. As far as I can tell, there were no model casualties. All models were returned safely to their owners.

I'm also very appreciative to the assistance Emil at Skyway Model Shop provided. Emil acted as a central drop off point for the delivery and return of many of the models displayed. He also delivered a whole box of display models to a NWSM meeting. Coordinating delivery of the models for the display was somewhat challenging given all of our busy schedules. Even though

I didn't know exactly where some of the modelers lived so I could pick up their models, Skyway was one location that we all knew well.

The setup team consisted of Jon Fincher, Bill Osborn, NWSM member Tony Zyzkowski, Jonathan Newcome, and yours truly.

Below is a list of the participating modelers and models that made it into the display.

<u>Modeler Name</u>	<u>Description</u>	<u>Scale</u>	<u>Genre</u>
Morgan Girling			
1.	Angel Interceptor	1/48	Sci-Fi
2.	RC 1:6 scale Albatross diorama	1/48	Diorama
3.	Foo Fighter Identification Model	1/72	Aircraft
Jon Fincher			
4.	12" Spock Figure	??	Sci-Fi
Jonathan Newcome			
5.	Ford Model A Roadster	1/25	Automobile
6.	DaVinci Cart	??	Miscellaneous
7.	Da Vinci Catapult	??	Miscellaneous
John Newcome			
8.	Travel Air Mystery Ship	1/48	Aircraft
9.	Nieuport 28	1/48	Aircraft
Stephen Tontoni			
10.	Mercedes Benz	1/24	Automobile
11.	Soviet KV-1 Tank	1/72	Armor
12.	MiG-3	1/72	Aircraft
13.	F4U-1 Corsair	1/72	Aircraft
14.	Mitsubishi G3M "Nell"	1/72	Aircraft
Tony Zyzkowski			
15.	Gundam – Good Guy	??	Sci-Fi
16.	Gundam – Bad Guy	??	Sci-Fi
John DeRosia			
17.	Apollo "See Through" Capsule	1/32	Space
James McCowan			
18.	Gundam - Wings	??	Sci-Fi
19.	Eye Gone Wild – Custom Car	1/25	Automobile
Terry Moore			
20.	<i>Miss Exide</i> Unlimited Hydroplane	1/48	Naval Diorama
21.	<i>Monitor</i> and <i>CSS Virginia</i>	??	Naval Diorama
Bill Osborn			
22.	Convair B-58 Hustler	1/72	Aircraft
23.	Me 263	1/72	Aircraft
24.	Arado 234	1/72	Aircraft
25.	Grumman Dark Shark	1/72	Aircraft
26.	Northrup F-89 Scorpion	1/72	Aircraft

Overall, this display was a success. Future displays at other public libraries are planned, probably about one or two per year.

Anyone who did not have the opportunity to participate in this first library display is welcome and encouraged to participate in the future.

Thank you again, to all who participated and helped facilitate this project.

*Clockwise from top right: Bill Osborn, Jon Fincher, and John Newcombe; Cars by James McCowan and Jonathan Newcombe; Installation crew Jonathan Newcombe, John Fincher, John Newcombe, and Tony Zyzkowski. Not pictured is Bill Osborn; The Fairwood Library Display*



## Eduard 1/48th Scale Mikoyan Gurevich MiG-21MF in Serbian Markings

by Djordje Nikolic

The Mikoyan-Gurevich MiG-21 is a supersonic jet fighter aircraft, designed by the Mikoyan-Gurevich Design Bureau in the Soviet Union. Early versions are considered second-generation jet fighters, while later versions are considered to be third-generation jet fighters. Some 50 countries over four continents have flown the MiG-21, and it still serves many nations a half-century after its maiden flight. The fighter made aviation records. At least by name, it is the most produced supersonic jet aircraft in aviation history and the most-produced combat aircraft since the Korean War and it had the longest production run of a combat aircraft (1959 to 1985 over all variants).

Ever since my early childhood I have watched MiG-21s fly in Yugoslav, Serbian-Montenegrin, and finally Serbian Air Force markings. Hence, I have decided that the model I am making will bear the colors of my native country. The history of the airplane model I worked on is very interesting. The airplane was a MiG-21M that was re-engined with an R-13-300 instead of the R-11F2S-300, becoming a MiG-21MF. It was flown from the USSR to Batajnica AB on September 25th, 1970. It was assigned to the 126th Fighter Aviation Squadron. It was transferred to the 83rd Aviation Brigade at Pristina air base on August 1977 as part of the 1234rd Fighter Aviation Squadron. It was in Pristina's 130th Fighter Aviation Squadron from July 1981 until August 1994, when it was transferred to the 230th Fighter-Bomber Aviation Squadron at Poinikve AB. In December 1996 it was relegated to the 126th Fighter Aviation Squadron. After the end of its serviceability, it was transformed into a gate guardian in front of Batajnica AB where it still stands today.

Eduard's new MiG-21MF kit is a welcome addition to the market saturated with MiG-



21 models in 1/48th scale by Academy. All new tooling, photoetch parts, as well as Eduard's Brassin UB-16 rocket launchers are highlight of this model. There are several decal options available for Egyptian, Czech, Slovakian, Polish, East German, and Soviet Air Forces. Eduard has also included a detailed decal sheet full of stencils, perhaps to test everyone's patience. Armament included in the kit is plentiful and consists of various air-to-air and air-to-ground weaponry.

As with most aircraft models, construction begins in the cockpit. The first thing that caught my eye was a beautifully detailed pre-painted photo-etch instrument panel and side walls. However, when I compared the pictures of the MiG-21 cockpits I took several years ago as well as my Model Master Interior Blue/Green paint bottle, I noticed that Eduard's shade is darker. Therefore, to fix this I used a toothpick and slowly and patiently applied Model Master's paint on the photo etched parts. I was pleased with the results and went ahead painting the rest of the interior with the same color. The pilot's seat is extremely well detailed and the real bonuses are nicely done seat belts as well as the ejection cord. I left the seat at this point outside of the model as I will install it at the very last step, in order to aid cockpit masking.

The wheel well interior is also well detailed, and as soon as this step was done it is possible to glue the two fuselage halves together. One must not forget to add a suitably sized weight in the nose in order to prevent the model from sitting on its tail. I noticed that especially in the nose section there are some fit issues which resulted in a need to fill the seams and sand them thoroughly. The same issue was observed at the fuselage to wing joints both at the front and at the back.

One must be careful to select the armament to be installed prior to continuing to painting as each weapon has a different pylon that mounts underneath the wings. I selected the UB-16 rocket launchers on the inboard pylons and AA-2 Atoll missiles on the outboard pylons. Both are extremely well detailed and have half-a-dozen stencils each.

After completing the major assembly and after I was satisfied with the fixes I had to make, I applied a first coat of primer. This identified any last fixes that were quickly resolved with some putty and fine sandpaper. Prior to applying the camouflage, I pre-shaded all the panel lines, thinking ahead of what effects I wanted to achieve. I painted certain panels with a dark green color and used Eduard's pre-cut masks to protect these. This is a great aid in



painting and I hope that these masks get included in their upcoming models.

The next step was applying Model Master's light gray over the whole fuselage and wings, making sure that to not completely cover the pre-shading. Upon completion, I applied two coats of Future floor polish, which, after 24 hours drying time, were followed by Serbian-Montenegrin MiG-21 decals by Lift Here. This was followed by another coat of Future to seal off the decals after which I applied a Model Master semi-gloss coat. The painting was completed by a panel line wash as well as subtle weathering with dark gray pigments.

This is a highly recommended model, but my suggestion would be that extra care and patience be taken in assembly of the fuselage and wing sections. A rich provision of decals and camouflage schemes as well as Eduard's upcoming accessories for this kit are surely going to make it a hit on the market for some time to come! It will easily displace Academy's models off the shelf. Now I can't wait for Eduard to come out with MiG-21bis and MiG-21UM! My thanks to Eduard for the review sample.



## ***Agent Zigzag* by Ben McIntyre**

**reviewed by Hal Marshman Sr.**

Some years ago, there was a movie made called *Triple Cross*, starring Christopher Plummer, Yul Brynner, and Gert Frobe. It was a movie version of the story of Eddie Chapman. *Agent Zigzag* is an actual biography of Chapman and his adventures, which turned out to owe very little to the movie script. Eddie was an English criminal, burglar, and safe cracker. In addition, he was a very suave, charming person, and somewhat of a dandy. The book brings out the fact that he was also very accomplished with the ladies, falling in love with at least four in his "travels" during World War II.

At the beginning of WWII, Chapman was serving out a prison term on the Isle of Jersey, one of the Channel Islands. Being right off the French Cotentin peninsula, Jersey, along with Guernsey and Alderney, were taken over by the Germans. Chapman, along with a fellow prisoner, decided he wanted to work for the Germans as a spy against his own country, England. The book now carries you from his prison cell to a plush French Chateau being used by the German Abwehr, the German Army Intelligence branch. He now meets a certain Dr. Graumann, who will be his handler, teacher, and eventually, close friend. You also meet the rest of the German Abwehr team. Interestingly, none of these persons use their own name, nor do they call Chapman anything other than "Fritz". In any event, you follow through his training as an explosives expert, something with which he was already quite familiar, a saboteur, and clandestine radio operator. Eddie meets several Abwehr higher officers, and is eventually accepted as a genuine turncoat whom they feel they can put their trust in. He is eventually sent over England to land by parachute. His assignment? Among others, the most important was to blow up the factory where DeHavilland Mosquitos were being

manufactured, that airplane being a particularly large thorn in the side of the German Luftwaffe.



Upon landing, Chapman immediately turns himself in to the British intelligence, MI5. He now needs to convince them that he is indeed a loyal Englishman, and wants to betray his Abwehr friends. This takes quite a bit of doing, but he finally manages that. We meet the MI5 team that now handles, teaches, and befriends him. Now, how to prove to the Germans that he's actually still loyal to them, and wants to do the job they assigned him? We know that he can't really blow up the Mosquito factory, but needs to convince the Germans that he has indeed done just that. The answer, pretend to do just what was expected, and then camouflage the factory to appear properly damaged. Through the help of a stage magician, the deception is accomplished, and now the enemy is fully convinced that Eddie is genuinely on their side and doing vital work in England.

After a period of time, during which he provides the Abwehr with an abundance

of false or meaningless information, it is finally decided to return him to the Germans. This is accomplished, and he's welcomed back with open arms, and even awarded the Knight's Cross of the Iron Cross. This by the way, is where the author errs in calling it merely the Iron Cross, not 1st or 2nd Class Iron Cross, the Knight's Cross being a far more prestigious award (I know this because there's a photograph in the picture section, depicting the award in its case). In any event, Dr. Graumann and his crew are very delighted with Chapman's performance, and use him in many espionage jobs, and even send him to occupied Norway, where he does more work for them. Eventually, Eddie convinces the Germans that he'd be most valuable if returned to England, and they duly send him again to parachute over Britain.

The book now deals with his return to MI5 employment, and how his career with them comes to an end. His original Handler and companion had been replaced, and the new man does not like him, nor does he like the new man. After many machinations, he is eventually dismissed from MI5, and returns to civvy life. This has of necessity, been a very abbreviated summation of what I consider a great story. The book is chock full of adventure of the highest sort, salted with a heavy risk of danger. To be exposed to the Abwehr would certainly have meant execution, as would have been his end if his own countrymen didn't believe in him, either.

I can heartily recommend this book for your reading pleasure, and as another source of information regarding the shadowy business of wartime espionage.

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## Pearl Harbor Exhibit Unveiled

photos by Jim Schubert

On Thursday, November 3, NorthWest Scale Modelers installed a new exhibit at the Museum of Flight marking the 70th anniversary of the Japanese attack on Pearl Harbor. American and Japanese aircraft that took part are featured in 1/48th scale. The display will be on view until February.

*From top: Tim Nelson and Stephen Tontoni maneuver the clear case into position over the American aircraft; The American aircraft; The Japanese side.*



## Hurricane Bookshelf : Some Were Zeros

by Scott Kruize

The Zero - Mitsubishi A6M Rei-Sen ('Zero Fighter') - ever since the Second World War has been a symbol of Japanese military prowess. It's every bit as much so as the Supermarine Spitfire plays that role to the British and their admirers, regardless of how much 'jousting at windmills' Hawker Hurricane fans do.



When I was modeling Way Back Then, I built the Aurora 'Famous Fighters' Zero. It was molded in yellow, of course; see my essay 'Messerschmitts Are Purple'. Later, when something resembling modeling Enlightenment set in, I began to comprehend the concept of 'constant scale', and built Airfix's 1/72nd Zero. I can still picture the box top: a Zero at masthead height over an Allied warship, spitting fire from nose and wing guns, Bushido Spirit zipping right through a mass of antiaircraft fire from the ship's guns. Box art was SO cool in those days...much modern box art is bloodless and feeble, by comparison...

All right, off the soapbox, back to modeling. I became aware of other Japanese fighters, especially after reading Volume 3 of *Fighters: Warplanes of the Second World War*, by William Green. They weren't all Zeros! I ended up building Revell Authentic Kits, also in 1/72nd: the Kawasaki Ki.61 Hein and the Nakajima Ki.84 Hayate.. I also acquired Revell's three-kit 'Pacific Fighters' box, with its impressive center panel: a Nakajima Ki.43 'Hayabusa' in tiger-striped camouflage

scheme with Rampant Elephant Thai Air Force markings. I can't remember why I never successfully finished that build. I think I was disappointed that my brush skills were, ah, inadequate to duplicate the camouflage scheme. But I think I also lost the canopy, and at that time, had no concept of how I could get a replacement. Revell would have sent one, if only I'd written to ask...

Anyway, time passed; lots till I emerged from the Dark Ages, and resumed plastic modeling about 12 years ago, hanging around with the NorthWest Scale Modelers and IPMS Seattle clubs. You may recall a particular building streak: 'They Weren't All Zeros'. Penance for my shortcomings Way Back Then was offered by assembling, in 1/48th scale, every operational Japanese single-engined fighter of the Pacific War. (Someday that collection will include twin-engined fighters and the ones that didn't quite make it into combat, such as the canard J7W Shinden and the 'Hurricane Zero': the Mitsubishi A7M Reppu, intended as a Zero replacement.)

The collection did include two Tamiya Zeros: an A6M3 in land-based livery, plus Nakajima's float fighter derivative. My only

major criticism of the moldings are that the former's left upper wing panel did not snug up to the wing root fillet on the fuselage, and needed a considerable dollop of putty.

Having long ago fallen under the spell of the evil Stephen Tontoni, and his 'Rocket Man' confederate Tim Nelson, I get tapped to build whatever they decide would otherwise be missing from each planned 'Theme' display at the Museum of Flight. That's how I came to build a model of the Soviet Lunar Lander, that never progressed beyond a mock-up, for the Manned Spaceflight layout, and later built Airfix's fine new 1/72nd Messerschmitt Bf 110C, for the Operation Barbarossa exhibit. Way Back Then, I'd built Airfix's **old** Bf 110. My Aging Baby Boomer 'gray cells' aren't so old that I couldn't remember the differences between that kit and the one now. "They sure don't make things like they used to"...and when it comes to model airplane kits, we should rejoice in the truth of that!

So the newest project was 'Pearl Harbor', as we're approaching the 70th anniversary of that ghastly day. It seems incredible to me that as Stephen compiled his list of the aircraft needed, he wasn't inundated with





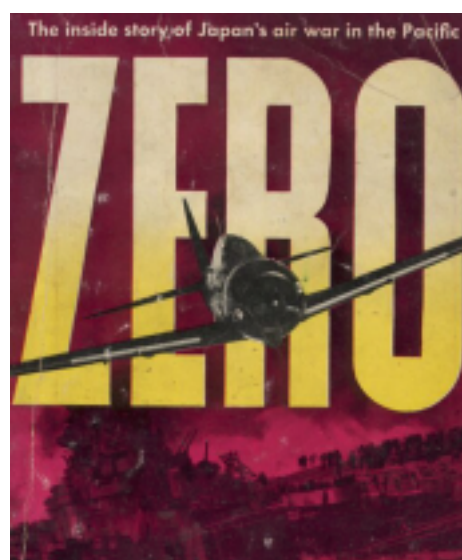
offers of Zero fighters. But he wasn't, so I agreed to build one.

My kit stash still included several Zeros, among them Tamiya's A6M2, -3, and -5 versions. (The A6M2 is the one flown from carriers at the start of the war). Entirely by happenstance, a dealer at the Vancouver IPMS Contest and Show had several big boxes of kits in bags, without their original boxes, for a mere two bucks apiece. (American dollars accepted at parity!) I'm a sucker for deals like this, and yanked way too many out of the boxes to take home. One was an A6M2: a Fujimi kit. I'd never seen one before, but when I spilled the bag's contents out on my dining room table the following day, and compared them to the Tamiya version, everything looked good: lots of detail, recessed panel lines, good rendition of the fabric-covered control surfaces. During the preliminary 'dry' fit, the major pieces went together easily without gaps. In no way did this Fujimi kit appear inferior to the Tamiya. I determined to build it.

Partly this was out of what you might call sheer perversity. A while back, I read an Internet review of Hasegawa's Aichi Type 99 'Val' dive bomber. No doubt this is very fine, but the author went overboard referring to its predecessor as "the wretched Fujimi kit!" -- prompting my "Wait! - I've got that kit in my stash!" I got it out, and it looked pretty good, so I built it. It wasn't "wretched". I suppose gone over with a dead-accurate set of measuring tools, and compared to a dead-accurate set of five-views - if there IS such a thing - it might be off by a few percent here and there. But assembled, it looks like all the pictures and drawings of Vals, and now I've put it next to a really good build of that Hasegawa kit: namely, Don Conrard's, which he also did for the Pearl Harbor exhibit. His is a very, very good build (like all that he does!), and I grant the kit is superior. But it's hardly a night-or-day difference. So there!

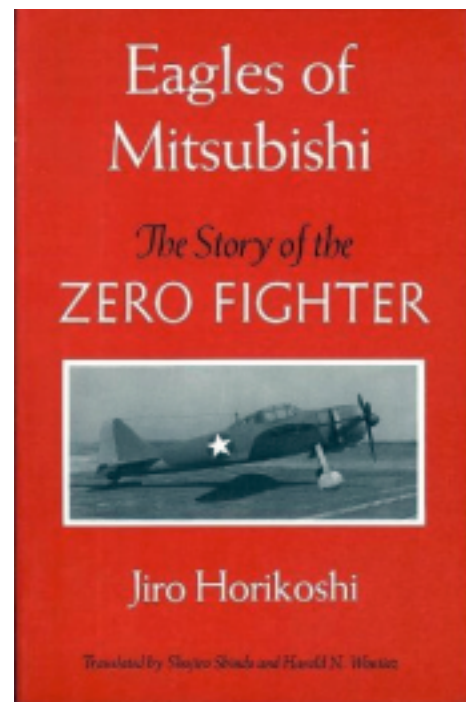
The Hurricane Bookshelf has a number of volumes that tell the story of the Zero, which of course is inextricably tied up with the whole story of the Pacific war. Zeros

served only with the Navy, but they did fly both from aircraft carriers and land bases, and over ten thousand were made, counting trainer and floatplane versions. This number exceeds production figures for any other Japanese warplane. It was never satisfactorily replaced. It stayed in production right to war's end, and while superior Japanese fighters eventually entered service, they weren't numerous enough to stem the Allied aerial avalanche. And certainly none but the Zero enjoyed such spectacular success, for all it was defeated later on.

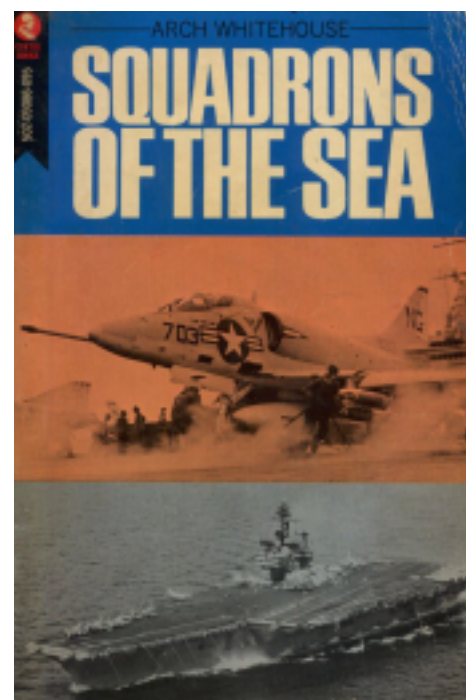


The simply-titled *Zero* was compiled from reminiscences by Masatake Okumiya of the Navy, and Jiro Horikoshi, the Zero's design team leader, with Martin Caidin organizing and editing their notes and other materials, and writing much of the text. It is an excellent account of the Pacific war through Japanese eyes. Also worthwhile is Jiro Horikoshi's book *Eagles of Mitsubishi*, the story of how he and his team conceived and designed the Zero. Anyone still influenced by the nonsensical notion that Japanese engineering was only 'copy cat'-ing Western design needs to read this book.

Arch Whitehouse's *Squadrons of the Sea* starts at the very beginning of naval aviation, and its final chapter is 'The Modern Aircraft Carrier', but between is solid Second World War naval airpower



history. Chapter 4 is 'The Greatest Carrier Attack', about Pearl Harbor. Following chapters describe the fighting mostly between the United States and Imperial Japanese navies, where the Zero figured so prominently. An important side note, however, part of history Americans know little about: after Pearl Harbor, the next major adversaries of the First Carrier





Striking Force were the British forces in Ceylon. Hurricane buffs note that during two days of Japanese attacks:

"...thirty-six Hurricanes and six Navy Fulmars attacked and destroyed sixteen of the enemy. Fifteen Hurricanes and four Fulmars were lost. Antiaircraft guns...accounted for five Japanese bombers. ...The next day [during] a second attack...much damage was inflicted but again seventeen Hurricanes and six Navy Fulmars...destroyed fifteen carrier planes and seriously damaged seventeen more; only eight Hurricanes and three Fulmars were lost. The base antiaircraft guns accounted for nine enemy aircraft. This valiant Royal Air Force effort would prove most costly to the Japanese, as will be seen. ... (S)ubsequent events were to prove that Nagumo would have been wiser to stay away from Ceylon, for the destruction of a good number of Japanese carrier planes by the Royal Air Force and Royal Navy Fleet Air Arm paid unbelievable dividends to the Allies. Only two of Nagumo's carriers were able to participate in the Coral Sea battle fought one month later, the other three had to return to Japan and load new planes and train new pilots to replace the losses. Had the British airmen bowed to the enemy's will, the Japanese Carrier Group might have had better luck at the Coral Sea and Midway engagements."

One book formerly on the Hurricane Bookshelf has been discarded, H. P. Willmott's *A6M Zero*. While this slender, heavily illustrated hardback has a great deal of good information in it, the overall effect is one of relentless criticism of the Zero's inadequacies. Like all other machines, the Zero did have faults and shortcomings, but Willmott's endless carping sounds like sour grapes. Make no mistake: the Zero is a mainstay in modeling circles for good reason. It's vital to any Pearl Harbor display. Its place in history is confirmed for all time. It was successful against the Allies all out of proportion to its numbers, for a time clearing the skies of any and all opposition. It's impossible to even imagine the Pacific War's beginning

being so successful for the Japanese, had they had been equipped with only mediocre fighters with mediocre performance and range. The story of their success, early in the war, IS the story of the Zero.

Maybe more of you guys should build one. Lot of kits out there, and I'm willing to bet many of them are just sitting in your stashes!

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## Building Kinetic's 1/48th Scale Grumman E-2C Hawkeye

by Gerry Nilles

I found that the Kinetic 1/48th scale E-2C Hawkeye kit is not necessarily a difficult kit to build, especially if you are an accomplished modeler, just a laborious one. Don't get me wrong, I definitely would not recommend it to a novice if for no other reason than the seemingly endless number of parts, especially small ones. With that in mind, I should note here that if at all possible wait until the last minute,

(after painting and applying the markings), to add some of these same tiny parts such as the numerous tie-down rings, the various antennas, static tubes, etc. I ended up having to fabricate more than a few of these after breaking them off only to have them disappear into the abyss that is the floor beneath my workbench. In addition, the anti-static wicks attached to the trailing edges of both the wings and tail are a real pain to work-around. I ended up replacing most of them with very fine brass wire although I realized after the fact I should have probably used fine fishing line for a more realistic look.

As I noted above the kit is straightforward and nicely engineered. The cockpit, although not extensively detailed, is very acceptable considering the fact that once you tint the individual top and side windows you really cannot see much of the interior. However, I would add seat/shoulder belts to the pilot and copilot seats mainly because the windscreen is clear and big enough to see into that part of the cockpit. The fact that the cockpit enclosure/windscreen is a single clear piece is a nice touch, making it easy to fair it into the fuselage while not having to worry about damaging any of the areas that are left clear. Likewise the individual top and side windows make for easy, (no





masking required) tinting. As for tinting, I use a mixture of Tamiya clear smoke, clear yellow and a touch of clear amber applied to the inside surfaces of these clear parts to get that gold anti-radiation coating look.

Overall fit of the kit is about a six or even a little better on a scale of one to ten. One being you feel you should be able to enter the model in the "Scratch Build" category and 10 being, prior to painting, you used nothing other than cement during the assembly. Actually the only real part fit challenge is where the forward part of the engine nacelles mate to the wings. This problem will become very apparent upon test fitting these two assemblies. As a result, the nacelles require a little trimming down. Be advised to do this carefully and slowly with constant fit checks. When I finished this process, I ended up only having to use a very limited amount of filler on the final seams. Likewise, the only other areas requiring filler, other than the occasional seam here and there, is where the rotodome support struts join the fuselage. Obviously, having chosen to build the model with the wings folded I cannot comment on the fit if built with the wings in the extended position.

Speaking of building the kit with the wings folded; do not bother trying to counter-weight the model. The combination of the

rotodome and its support structure plus the folded wings is just too much weight aft of the center of gravity to compensate for. At least it is if you only counter-weight the nose section of the fuselage. However, it might be possible if you also added counter weighting to forward parts of both engine nacelles. If this option is tried, and although the kit's landing gear struts are stout, they might not be able to handle the extra weight. As such, I would definitely recommend looking into the use of after market white metal replacements.

As I stated in the beginning of this review, this is not a challenging kit for an accomplished modeler, just a time-consuming one. However, be aware that the instructions can be a little vague in places so make sure you dry fit for correct placement any parts that you have questions regarding assembly sequence or arrangement. I have learned, unfortunately all too often, that no matter how capable I think I am, I am not beyond making so-called rookie mistakes during construction.

I did not use the kit's markings but rather chose to use custom-made markings for VAW-113, assigned to the *USS Independence* (CV-62) during operation Desert Storm. The reason for this is that my son served aboard the *Independence* during that time, and it is my goal to do one aircraft from each of the squadrons assigned to the ship on that cruise. Fortunately, thanks to my son, I have a number of good photo references to help me. Again, as with the assembly of the kit being laborious so was the application of the decals especially the seeming endless number of tiny and individual "walkway" call outs that need to be positioned along the perimeter of the extensive dark gray walkways.

As a heads-up, when you get to the yellow arrow "RESCUE" markings you will notice that the marking diagram/guide only shows the position of three of the four provided. The last one, which points forward on the port side, goes just aft of the main access hatch about a third of the way up from the bottom of the door opening. Overall most of the decals were very acceptable with the exception of the propeller blades red and white tip markings, which I found to be undersize.

The Kinetic E-2C is a good kit that requires a combination of competent modeling skills along with a bit of persistence. However, I would also say it is worth the effort, and if done correctly is a great addition to one's collection. My thanks to Stevens International for the review sample.



## MiniArt 1/35th Scale Valentine Mk.VI Canadian- Built Early Production

by Andrew Birkbeck

The Valentine Infantry Tank was the third of Britain's infantry tank designs, the initial two being the A11 and the A12 Matilda 1. Unlike the two previous infantry tanks designed by the British, the Valentine was a private venture design by the firm of Vickers-Armstrong. The Valentine was the British-designed tank produced in the greatest numbers during WW2, and there were an amazing 11 major variants of this tank produced, together with a number of self propelled guns mounted on the Valentine chassis, such as the Bishop and Archer. Total production reached 8,275 vehicles and the Valentine was produced not only by Vickers-Armstrong, but also by subcontractors Metropolitan Cammel Carriage & Wagon Co., the Birmingham Railway Carriage & Wagon Co., both of the UK, together with the Canadian Pacific Railway's Montreal production shops in Canada. The kit covered in this review is one produced by the Canadian firm, as the kit title suggests.

The earlier Mark Valentines saw service in the North African campaigns with the British 8th Army, while later variants saw service with British forces in Europe. The Valentine also serviced with the Commonwealth Armed Forces of Australia, Canada, and New Zealand, as well as the Lend-Lease efforts to supply the Soviet Union. The kit under discussion in this review is one such Soviet Lend-Lease example. The last Valentines in use soldiered on into the 1950's in the service of New Zealand armored units.

Despite its large production run, the Valentine series of tanks has not been popular with the kit manufacturers. Over the past 30+ years, I can think of only two efforts in 1/35th scale: a very expensive Accurate Armour resin kit existed, plus an injection kit from VM of Russia (marketed briefly by Dragon Models). However,

suddenly this tank is "hot" and there has been a veritable rush to produce Valentine kits in the past year or so. MiniArt came on the scene first, and has at last count 10 Valentine tank boxings already out or due out shortly. Bronco Models and AFV Club also have promised new Valentine kits within the next year. However, it is the MiniArt product that we are discussing in this review.



The molding quality of the MiniArt kit is nothing short of first rate. The parts are crisply molded, with no visible sink marks and the detail is very petite. There is a little extra clean-up required on some parts over and above what I have experienced say on a Tamiya kit (to me the industry leader), but this extra work isn't major nor any particular challenge to achieve. The etched brass parts are first rate, and cover such items as the external exhaust cover mesh, and the turret radio mounting brackets.

While not containing a fully detailed interior, the kit does provide the modeler with the forward driver's area covering the driver's seat, brake and clutch levers etc., as well as interior turret detail such as the gun breach area and radio station. The hatches above the driver station can be positioned in an open manner, so allowing the modeler to display this detail if they wish.

The external detail on the kit is excellent, and the kit provides the necessary parts to build the Canadian-built version, with road wheels and turret shell details specific to this version. (An additional set of road wheels is also provided in the kit, which can be sent directly to "the spares box".)

Of particular note is the lovely detail of the onboard tools such as the pick axe head, shovel, pry bar etc., as well as the petite detail found on the external storage lockers.

The track links, while fiddly to deal with (they are individual link), are very well detailed, and minus any ejection pin marks. However, there are literally 200+ of them, which makes for a few tedious nights' worth of work to remove them all from the sprues, clean up their sprue attachment points, and glue them carefully together. Make sure you use slow setting plastic cement, such as the thicker Testors cement in the black plastic bottle with the metal tube applicator. Build them carefully following the instructions, and in suitable lengths. Constructing a simple jig to keep the tracks correctly aligned would be a good idea.

The simple decal sheet provides two vehicle options: an all green Soviet vehicle of the 5th Guard Tank Brigade, 20th Army, North Caucasus, Summer 1945; or an all green Canadian training vehicle based at Borden Camp, Ontario in 1942.

The five figures on two sprues have been released by MiniArt previously. They are in typical black Soviet tanker uniforms, and are positioned as if loading up the vehicle with shells. The detail on the figures, especially the faces, is like the Valentine kit, first rate. The one issue is that the shells are not suitable for the 2-pounder gun of the Valentine, appearing to be more suitable to a T-34 or KV-1.

All in all this kit looks extremely well done, with loads of detail on the vast numbers of parts contained on the sprues. Initial building of the kit indicates the fit of parts is good, though with tight tolerances, so make sure you test fit parts before applying glue to make sure everything goes where it is supposed to. A build review to follow shortly. My thanks to MRC for the review sample.



## The Modelfy That Time Forgot

by Morgan Girling

Lost in the mists of time are creatures curvaceous, brandishing fangs of chrome. They strode about softly on marshmallow suspensions and white wall tires, drinking (some would say guzzling) the remains of dinosaurs. According to carbon dating, around 1954, they sprouted fins – small at first, but growing larger each generation. Did they make them go faster? Were they to emulate the rockets they saw rising to the heavens? Were they some elaborate mating display? Nobody knows, for they suddenly died out about a decade later.

This year, Modelfy commemorates those gentle giants. You can help by giving generously of your time and labor to convert a model of one of these be-finned 50s style creatures into something truly wondrous, which captures the essence of their finned beauty. Our blue-ribbon ad hoc panel of judges will view your creations at the IPMS Seattle Spring show, where the winner will be awarded the coveted Modelfy award. To acknowledge the creativity that sometimes triumphs craftsmanship and good taste, there are secondary prizes for best use of color, best back story, model most different from the starting point, and for all you procrastinators: best incomplete.

The 2011/2012 Modelfy starting point is any “50s style” (ca. 1954-1965) car with fins, in any scale. As always, make something completely different from it, but your creation must sport at least one of the fins. Cadillacs and DeSotos had some of the most elaborate finnage, the '61 Ford Starliner had the “lop eared” fins that went out sideways. The '57 Bel Air and '60 Impala have more demure displays.

Enter early! Enter often!

## Hasegawa 1/72nd Scale RF-101C Voodoo 'Operation Sun-Run'

by Chris Banyai-Riepl

The McDonnell Douglas F-101 Voodoo was the second in the Century Series of US fighters, and was the only one with a T tail and two engines. Originally designed as a SAC escort fighter, the Voodoo saw its longest service with ADC as an interceptor. The F-101's combat experience came from neither of these, though. It was the reconnaissance version that flew in the skies over Vietnam, returning valuable information both pre- and post-strike.



Like many of the Century Series, the F-101 was used for setting many records. One of these was Operation Sun Run, in which six RF-101s took part in setting transcontinental records. For a more detailed history on Operation Sun Run, check out Norm Filer's excellent article on those aircraft in the June issue of this newsletter.

Hasegawa's 1/72nd RF-101C kit dates back several decades, and it remains the only option for a reconnaissance Voodoo out of the box. While it is quite accurate in outline, it does suffer from weak detailing. Molded in light gray plastic, this newest release doubles your fun with two full kits in the box. This Limited Edition is all about Operation Sun Run, and the decal sheet provides markings for four of the six aircraft that took part.

Starting with the kits, this is a fairly straightforward model to build. The cockpit is pretty basic, with a one-piece tub/nose gear well piece, ejection seat, and instrument panel. The sidewall consoles and instrument panel are detailed via decals, and a pilot figure is included. What is not included is any form of control column, so if you build this without the pilot, you will need to scratch something up for that. The canopy is one piece, though, so not much else would be needed unless you decide to open the cockpit.

The completed cockpit is sandwiched between the two fuselage halves, and here is another opportunity for some extra detailing. The camera ports are molded solid, so a bit of cutting and some

scratchbuilt cameras could really make a difference here. Also, note that this kit has been modified from its original release. The first version of this kit had a separate nose piece, without the small antennae on either side. This kit was revised at some point, getting rid of the separate nose and adding the small antennae (I believe the

seat was also improved a bit). For the Operation Sun Run aircraft, these small antennae need to be removed, as they were a later fit from Vietnam. Likewise, the panorama camera fairing should not be added for Sun Run Voodoos.

Moving on to the wings, this assembly is simple, with a one-piece lower wing and separate right and left upper wing pieces. The intakes will require some extra work, as the splitters inside are separated into each half. One could either replace these with plastic card or do some careful filling. While on the underside, the landing gear is decent, although the nose gear suffers from a misalignment in the axle. This will need to be replaced to keep the nose wheels in alignment. Also included are a pair of drop tanks to hang under the fuselage.

The decals are what really makes this kit, though, as they are absolutely stunning. Not only do you get all the markings for four Sun Run Voodoos, but you also get a good collection of stenciling. The two main options are for aircraft #3 and aircraft #4. Sun Run 3 was flown by Lt Klatt and set an outbound speed record, while Sun Run 4 was flown by Capt Schrecengost and carried the name Cin Min on the nose. While the decals provide most of the markings, they do not include the colored stripes. This is understandable, as trying to fit decal stripes over the complex curves of the Voodoo would be quite challenging. With a couple bits of aftermarket decals, one could easily build #5 and #6 as well. The decals are very nicely printed with excellent color and registration.

This is a great re-release of Hasegawa's classic RF-101C Voodoo kit, made all the nicer with two kits in the box. Toss in the great Sun Run decal sheet, and this one is a definite winner. My thanks to Hasegawa USA for the review sample.

[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use his, Gerry's, Djordje's, and Andrew's articles. - ED]

## PrezNotes

from page 1

But of course one ominous sign isn't enough to set my alarm bells ringing, but TWO, definitely. For over on another stand at the same show, was the most insane hobby item I have ever come across. Produced by Voyager was a photo etched set to produce 1/35th scale LVT landing craft tracks. The LVT series of vehicles were the large tracked craft used by the US Marines during their island invasions during WW2. I built one in 1/72nd scale recently that appeared in the pages of this very newsletter. And so Voyager, bless them, have produced a 20 fret set of PE parts to produce LVT tracks in 1/35th scale. TWENTY large frets of PE, I repeat. For one set of tracks. The 20 frets combine to produce 320 individual track links. And each two link unit is 24 parts in number. To be removed from the PE frets one at a time, and the attachment burs filed off.

But that is only 1/10th of the fun with this set. For once the parts are prepped, the real laughs begin. For the LVT track has an interesting raised wavy cleat on every

second link. And of course PE comes flat, so you have to figure out how to bend one of these flat PE parts, into a wavy "W" part, but wavy, not sharp as in a traditional "W". And you have to do this 160 times, and the bends have to be uniform, or it will look a mess. And then once this wavy part has been carefully bent, and you have the other 23 parts of the links ready to go, then you have to carefully super glue, or solder the parts together. Tiny little parts. Super glue. Solder. Times 160. And then when it is all done: then you get to build the LVT kit itself.

Ominous signs indeed.

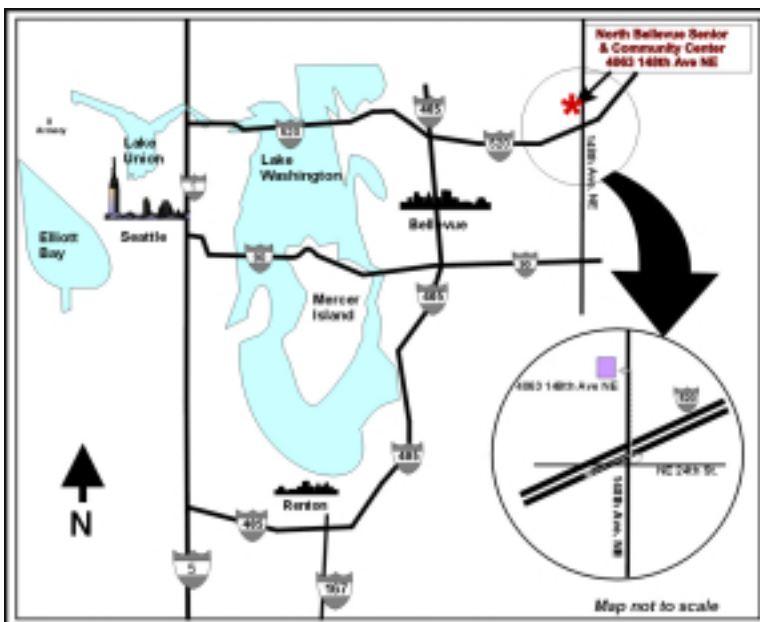
## Andrew

### Skyway Model Shop Sale

Skyway Model Shop will have their annual anniversary sale the weekend after Thanksgiving. Starting Friday, everything in the store will be 20% off, with 50% off on special items. See [www.skywaymodelshop.com](http://www.skywaymodelshop.com) for more details and directions.

## Meeting Reminder

## November 12



### 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.