

Seattle Chapter News



Seattle Chapter IPMS/USA
September 2013

EDITORNOTES



The Silent Majority

Andrew is unable to contribute his regular column this month (he's in the UK), so I'm filling in for him. I'd like to bring up a subject that's quite close to my heart, that of modelers being too shy to bring their work to the meetings. It's a subject close to my heart because I'm squarely in that category. I think the last time I brought a model to a meeting and placed it on the display table was my Hasegawa A6M5 Zero about three years ago. It was 90% finished at the time, and I promised to bring it back when I finished it. I never finished it, even though it's one of the best models I've ever (partially) built. But that common inability to finish a model is a topic for another time. I have actually brought models to meetings since then, but only to ask for advice about them from individual modelers, not to put them on the table for everyone to see.

We have a core of members who seem to bring models to put on the table every month (you know who you are), and I can't help but think how wonderful that is. But there are lots of other members who attend the meetings and rarely bring anything. The monthly meetings are not a judged competition like the Spring Show – no-one will be looking for flaws in your model with a tiny flash light! I'd encourage any modeler who hasn't brought a model to a meeting lately to bring one. It doesn't have to be something new – just a model that people might enjoy seeing. If you're worried about public speaking, you don't have to do that. Just say a word beforehand to Andrew or Eric or whomever is conducting the "show and tell", and they'll be happy to excuse you from that duty. So even if you're not one of those who regularly displays their models each month, I'd encourage to do it every once in a while. And if I ever finish a model again, I'll bring it in, I promise!

To give a bit of finality to our election a couple of months ago, the final result was that Andrew Birkbeck was confirmed as club President by a vote of 63 votes in favor and two votes against. Eric Christianson was also confirmed as Vice President, so we welcome both back for a second year in office.



IPMS Seattle lost one of its long time members last month when Charlie Sorensen passed away after an illness. Charlie had a huge presence in our club, and had previously served as Head Judge at our Spring Show for several years. He will be greatly missed, and we send our condolences to his wife Jenny, and his family and friends. The photo above shows Charlie (center) at the 2005 MoF show with Tim Nelson and Jim Schubert.

Robert

In This Issue

IPMS USA Nationals Report	3
My First Time (Going to the Nats That Is...)	6
Riich Universal Carrier	8
OHMS Show Preview	11
Airfix Gloster Gladiator	12
The Guns at Last Light	13
The Golden Age of Aviation	14
The UFAG C.I	16
Upcoming Shows	16

SEATTLE CHAPTER CONTACTS

President:

Andrew Birkbeck
P.O. Box 15983
Seattle, WA 98115
Ph: 206-522-3539
acbirkbeck@comcast.net

Vice President:

Eric Christianson
18215 NE 95th Way #103
Redmond, WA 98052
Ph: 425-591-7385
ModelerEric@comcast.net

Treasurer:

Spencer Tom
318 N.E. 81st St.
Seattle, WA 98115
Ph: 206-522-8414
slt1298@seanet.com

Show Chair:

TBD

IPMS Seattle Web Site (Webmaster, John Kaylor): <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. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. 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 2013 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.

September 14

November 9

October 12

December 14

IPMS/USA NEW MEMBER APPLICATION

IPMS No.:	Name:	First	M.	Last
(Leave blank)				
Address:				
City: _____ State: _____ Zip: _____				
Signature (required by PO): _____				
<input type="checkbox"/> Adult: \$25 <input type="checkbox"/> Junior (17 years old or younger): \$12				
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)				
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#) _____				
IPMS/USA P.O. Box: 2475 North Canton, OH 44720				
Check out our web page: www.ipmsusa.org				

Newsletter Editor:

Robert Allen
12534 NE 128th Way #E3
Kirkland, WA 98034
Ph: 425-823-4658
baclightning@yahoo.com

Loveland IPMS Nationals Convention Report

by Terry D. Moore

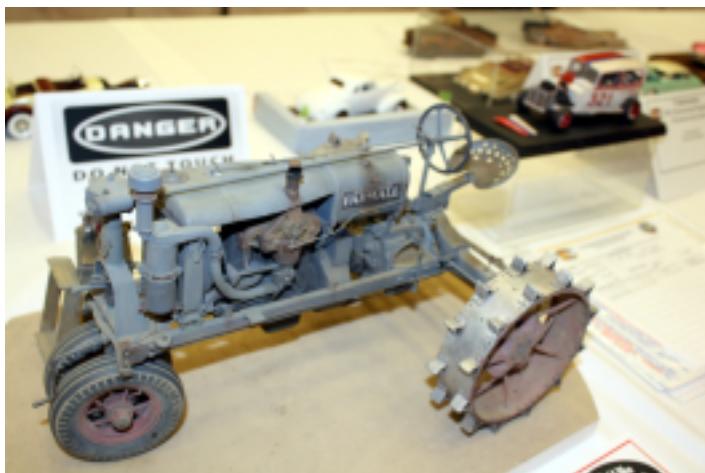
Not having been able to attend a national convention for six years we were really looking forward to a road trip to Loveland, Colorado for the "thin air Nats". Our road trip took us to Little Bighorn and Devils Tower on the way (both of which would make for an interesting story elsewhere). The northwest was **very** well represented with at least 20 members from IPMS Seattle, not including the eight spouses that attended, as well as a good turnout from IPMS Vancouver, NOPMS, and OHMS. The convention facility was well arranged with the model room and two vendor rooms in close proximity to each other with seminar rooms in between. There were a considerable number of volunteers from the local Colorado IPMS chapters. Registration seemed highly organized and the wait in line was not very long the first day. There was a minor software glitch when the venue opened for walk-ins but it was resolved rather quickly. My only complaint about the entire show was that I missed a few seminars that I really would have liked to attend.

The contest room was very full of models, I believe somewhere over 2,500 in total and as usual, the quality was outstanding. Some categories were quite squeezed and there was some scrambling and moving of models to create space. The world's biggest hobby shop was in two large rooms. The room was noticeably devoid of some of the major kit manufacturers, like Tamiya, but others were there to fill the void. The most interesting major kit manufacturer in attendance was Zoukei-Mura, with most of the major players from the company in attendance (president, project designers, and such), showing off their new and future products. I was able to spend my entire allotted amount with a handful of resin kits, one decal sheet, and a book or two, including an HPH Il-28 in 1/48th scale, a Lonestar Models XB-42, and an Anigrand C-82. I exercised considerable restraint in not buying the HPH 1/32nd scale PBY-5A Catalina, which was only \$800 (see below right)! I also entered the Zoukei Mura raffle and won their P-51D. The President of the company and his staff even signed the box.

I didn't take any tours but we went to Wings over the Rockies Air Museum before the convention started. A terrific facility, even though it is located in the middle of a residential neighborhood! The curator, Matthew Burchette, was once a member of IPMS Seattle and has a very fine facility.

The awards banquet was noticeable by the small number of tables used. Most of the room was filled with theatre seating which the majority of attendees took advantage of. The ceremony moved along at quite a quick pace, but Bill Devins still couldn't pronounce names and places from northwest winners. And there were a considerable amount of those.

Congratulations to all the winners from the northwest! Best in show went to a scratch built Farmall tractor of all things, built by the modeler who built the best in show Stug III at the 1992 Seattle convention (see below left). It was a true work of the modeler's art. The most popular model went to a 1/150th scale USS Langley. The 2014 convention is in Hampton, VA and the 2015 convention will be held in Columbus. We had a most enjoyable time and greatly enjoyed seeing old (some very old) friends and making many new ones.





Above: Terry with his P-51 from Zoukei Mura, presented by the President of the company; Right: It speaks for itself; Below: Super Guppy conversion





Above: A very nicely done vignette of Michael Andretti, in an all too familiar pose during his horrific 1993 season in Formula One with McLaren;
Right: USS Langley - most popular model; Below: Tank racer, 1/8th scale



My First Time (Going to the Nats That Is...): Lessons From a First-Time Attendee

by Ken Murphy

I've been a member of our chapter for going on a dozen years. I've been to from McMinnville to Vancouver, but I had never attended a National Convention. There were many reasons for this, money, time, and distance being three that come to mind, but when it was announced that the next would be in Denver, I reached a tipping point. It would be the closest yet and no doubt the closest until we have one here. So there was the distance issue. Next was time. I considered driving, but that would add days to the trip and I didn't have time for a long vacation – but I could do three or four days. Finally, the money. This is where circumstance pushed me over the edge. Djordje Nikolic and Scott Kruize offered to split hotel and car rental expenses.

Well that did it, I was going to go to Nationals!



They say getting there is half the fun, but maybe not so much in this case. I had to get up at 3 a.m. and long drives and long lines, we didn't arrive at the convention site until nine hours later and only two-and-a-half hours of that was the actual flight. Lesson: plan for a long first day!

Registration went smoothly and we got our goody bags and we were off. The contest room is huge! You could fit our whole show comfortably inside it this cavernous hall. After I recovered my composure I went to place my entry, then it's off to the vendor room.

At this point I can only say three things: wow, wow, and WOW! I had seen the pictures from previous conventions, so there was nothing shocking except for the sheer scale of it (pardon the pun)! I was blown away by the size and the variety of, well, everything! I could hardly focus on what I was seeing there was so much there. What I didn't know was that this was the small vendor room. When I got to the large one I realized why this was a three-day conference. I'd need at least that much time to work my way through all this. It

was like getting a free pass to Santa's workshop. I made my way around, but I was overwhelmed. It was sensory overload. Lesson: Take a deep breath and dive in!

Eventually we retreated to our hotels and crashed. It's been a long day. About the hotels: our original plan to all bunk together didn't happen and we ended up splitting nights between three hotels. It was hotel musical chairs. Lesson: reserve rooms early!

Day 2 - Friday

This day we take the rental car and go on our only field trip to the Vintage Aero Flying Museum in Ft. Lupton which turns out to be way, way out in the middle of nowhere, which probably explains why it wasn't included in the tours offered by the convention. The highlight of the drive was being buzzed at close range by a crop duster. We were way out in farm country. In fact, the last stretch of road was gravel. But as we soon discovered, it was all well worth it. The home of the Lafayette Foundation is an amazing collection. With 1/1 scale replica aircraft and an incredible museum with its collection of uniforms, paraphernalia and artifacts. I could go on and on, but I suggest you visit their web site (www.lafayettemuseum.org) and if you ever happen to be back in the area, don't miss it!

Back at the ranch, we do another round through the vendor rooms then join several of our club members and some of our Canadian friends for dinner and the Royal Canadian Beer Blast.

Day 3 - Saturday

Finally get some time to see the actual models. The contest room has filled to overflowing. I notice that my model has been moved for the third time and the category seems to have been split yet again. It also seems that the number of models on the tables has doubled since I first arrived. As I got to study the models, I had two reactions. One: there are some really spectacular models here, just as I expected. Two: they weren't wildly better than the models we see at our show. Yes, there are many more of them, but I'd say what I have seen on the tables of the Northwest are as good as anything I was seeing there. Lesson: We have some really great modelers in our neck of the woods!

Mid-afternoon I attend my second seminar – this one on 3-D printing. This is something that will revolutionize the hobby. Really great stuff, but unfortunately the desktop-size printer didn't work!

One last run through the vendor rooms to pick up a couple kits I had been eyeing, though not for the great last second bargains I had been hoping for.

Last but not least, the banquet. The food was great, the drinks expensive, and the awards presentation excellent. The two MCs did a great job of getting through a lot of awards with quick and clever banter. Lesson: Even with all those awards, a great and entertaining show can be done.

And speaking of awards, we Northwesterners (Portland, Seattle, and Vancouver) did pretty well, with a total of 18 awards. Djordje got two. I left empty handed. Lesson: Keep improving your skills!

Day 4 - Sunday

Get up again way too early to make our flight back and bid goodbye to our whirlwind stay in Loveland.

Final Lessons:

This show is huge – really huge. If there is any way you can make it happen, you must go! Why? Because: the opportunity to spend time with your fellow modelers just sitting around and swapping stories is priceless. Face it: it's the social event of the year!

It's the chance to dive face first into the largest toy store you'll ever see, attend a wide variety of seminars, enjoy the hospitality of a great hotel and a well run show, make new connections, enjoy long conversations and great camaraderie.

But maybe most of all, have the chance to get away from all distractions and wallow in nothing but our fabulous hobby.

Riich Models 1/35th Scale Universal Carrier Mk.1 w/Crew

by Andrew Birkbeck

I will start this review with a simple statement: this is one of the most complex, highly detailed, and simply wonderful models I have ever had the pleasure to encounter. It has 13 sprues of plastic parts with exquisitely fine details. Additionally, there are three frets of photo etch brass parts, 32 metal springs, 8 tiny metal shafts, and a length of metal chain. The small set of decals covers four different vehicles from three different nations' armed forces. And, despite all this complexity, the kit assembles, with a few notable exceptions, extremely well. So read on!



Riich's instruction booklet, as befitting a kit with this much detail, is very complex...but, despite this, is pretty easy to follow. The construction sequences number 44 in total, over 23 pages. Careful study of the instructions is highly recommended prior to beginning construction to familiarize yourself with the process. Once you start assembly, continue to study each assembly sequence carefully to make sure you end up with the right part, in the right place, at the right time. There are an awful lot of parts that need to be squeezed into a relatively small model, and things get very cramped, fast. So again, carefully study the instructions and test fit each part carefully with the next, and you shouldn't run into any particular difficulties.

The model comes with a full engine, but unfortunately there is no real way to display all the intricate detail once it is installed into the lower hull of the kit. The kit lacks any real access hatches to leave open. Oh, well, you know it is buried in there, and that's what counts, right? After the engine is installed, you move on to one of the more hairy areas of the model, the road wheels and suspension units. This is where those 32 metal springs and tiny metal shafts mentioned earlier come into play, along with a bunch of very small PE parts. I actually dispensed with the PE parts here, as in the only instance of this in the kit, Riich supplies alternative plastic parts for the PE parts, and I saw nothing but headaches coming if I used the PE parts. So I didn't, and there was no loss of detail with my choice. If the instructions are followed carefully, all the road wheels and suspension parts fit together very nicely. I simply caution the modeler to take your time, study those instructions, and you will be fine. I would say that it might make sense to prime and paint the road wheels prior to incorporating them into the model build sequences. I didn't, and I found the rubber rims on the wheels very difficult to paint afterwards. I will have to resort to mud and other crud to hide my sins a little later.

The one error in the instructions that I discovered occurs in Assembly Sequence 6. Parts D10/B23/D11 and their mirror parts D19/B23/D18 are shown on the instructions incorrectly. The side they glue into parts D14/D15 needs to be reversed. The instructions show D10/B23/D11 gluing into D14. Instead, glue them into D15. D18/B23/D19 should then glue into D14. If you do this, then the drive sprocket unit assembled in this section will seat correctly into the hole in part E1 in Assembly Sequence 10.

Assembly Sequences I found particularly challenging were #11 and #12, the driver/co-driver area. This involves a number of very small PE parts that need to be folded precisely to go together with their plastic brethren. What looks to be a hand brake mechanism was a particular challenge, PE parts Pb38/Pb4/Pb8/Pb9 and plastic part A55.

However, for me anyway, the most challenging part of the model came in Assembly Sequences 27 and 28, which involve the construction of the driver and co-driver seats. First, the little holes in the numerous PE seat legs aren't quite big enough to go over the plastic seat pins they are supposed to glue on to. Then there





side panels of the vehicle in Assembly Sequence 31, parts E37 and E32, until after the vehicle had received its initial primer coat and first color coat. Just make sure that you test fit, and test fit some more, these two parts in section 31 so that you have a good fit for later assembly.

Two final notes: I added a little lead wire cable going from the back of the vehicle radio set up to the aerial mount. I also left off the plastic lens on one of the headlights, as I didn't think painting it silver was the right way to go. I will search out an appropriately sized MV Lens or, failing that, make one myself with a blob of 5-minute two-part clear epoxy.

I primed the model using Mr Surfacer 1200 from Gunze Sangyo. Riich provides the modeler with a very nice full-color painting guide as a separate sheet from the general construction instructions. As mentioned, the kit comes with decals for four different vehicles: Option 1, a vehicle of the Prince Edward Regiment, 1st Canadian Infantry Brigade, 1st Canadian Infantry Div., Italy 1943; option 2, a vehicle from the 10th Polish Dragoons Regiment, 10th Polish Armoured Cavalry Brigade, Holland 1944; option 3 (and the one I chose), a vehicle from 19th Battalion, 2nd New Zealand Division, Libya, December 1941. My Great-Uncle Frank served with this unit. Finally, Option 4, from the Royal Hamilton Light Infantry, 2nd Canadian Infantry Division, Aldershot, England, 6 June 1944.

Riich provides paint mixes for the various colors by name, and also utilizing the Mr Hobby, Model Master, Humbrol, and Tamiya ranges, either colors straight from the bottle/tin or by mixing. I used the Tamiya range, thinned with Mr Color Self Leveling Lacquer thinner, but

missing a couple of colors required for more exact mixes, I chose a close color that I did have and went with that. So sue me. I chose the NZ version in honor of my Great-Uncle Frank which, though a three color scheme, was not difficult to mask. Pin washes were achieved, as always for me, with artist's oil paints.

The decals were printed in China and were a little thick, and also ever so slightly off-register. Nothing dramatic either way, and given all the decal selections that go over completely flat surfaces devoid of rivets or major curves, I can't really comment on how well they would have settled down over such surfaces. A moot point, I suppose!

To conclude: this is a fantastic model kit, at the pinnacle of current state-of-the-art kit production. The parts are intricately detailed,



but there is a fair amount of PE brass in the kit without plastic alternative parts in most instances. Given the number of parts, the PE parts, and the cramped working spaces involved, I would say this is not a kit for the beginning modeler. But for anyone with lots of armor building experience and patience, I can heartily recommend this gem of a kit. My sincere thanks to DragonModelsUSA for providing the review kit to IPMS/USA, and to IPMS for allowing me to review it.



OHMS Show Preview

Oregon Historical Modelers Society (OHMS) and the Evergreen Aviation & Space Museum present the Evergreen Aviation & Space Museum Model Show and Contest 2013

Saturday, September 21, 2013

Theme:

All of Africa: Anything Related to Africa

- Show will be in the Space Museum Building featuring space vehicles and modern jet displays including a Titan missile and SR-71
- Registration starts at 9:00 a.m. Judging completed by 3:15 p.m.
- Well-stocked Kit Raffle
- Special raffle for a Zoukei-Mura 1/32nd He 219 (\$191 value)
- 30 vendor tables
- Food available onsite
- IMAX Theater (see museum webpage for schedule and prices) and Water Park
- Call Brian Yee at 503-309-6137 for further information.

Location

Located just east of McMinnville, Oregon along Highway 18

500 NE Michael King Smith Way
McMinnville, OR 97128

The Evergreen Aviation & Space Museum is located one hour SW of Portland. From I-5 Take Highway 99W to Highway 18 and proceed to Cumulus Ave. in McMinnville, OR. The Museum is across the street from the McMinnville Airport on Capt. Michael King Smith Way.

Museum Website:

www.sprucegoose.org

Show Hours:

- 9:00 a.m.: Open to Public
- 12:00 p.m.: Model Entry Closed
- 3:15 p.m.: Judging Complete
- 3:30 p.m.: Award Presentations
- 3:55 p.m.: Models may be removed
- 4:00 p.m.: Show's Complete

Museum Admission (Note: all must pay museum admission):

- See museum Webpage for prices
- Free for Museum Members and Youth (under 5)

Contest Entry Fees:

- Adult: \$5 for 1-5 models and \$1 each additional model
- Juniors 11-17: \$1 per model entry
- Juniors 10 and Under: Free
- Display Entry: Free

Web Site:

<http://www.ipms-portland.org/show-main.htm>

E-Mail:

byee1959@gmail.com

Special Awards:

- Michael King Smith Memorial Award:: Best of Show Judges' Choice
- Best of Show: Peoples' Choice
- The Evergreen Award: Best Rotary Wing Craft
- Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject
- Best NATO (Non-US) Subject
- Best Israeli Subject
- Best WW2 Pacific Theater Subject
- Best Natural Metal Finish
- Best Soviet WW2 Aircraft Subject
- Best Soviet WW2 Armor Subject
- Best Vietnam War Air Subject
- Best Muscle Car Subject
- Best Falklands War Subject
- Best WWI Aircraft
- Best 1940 – 50s Jet Fighter
- Best African Military Air Subject
- Best African Military Land Subject
- Best African Civilian Land Vehicle
- Best African Figure

Contest Rules and Notes:

- IPMS rules and guidelines will apply to contest and judging.
- No Sweeps rule is in effect
- Judges will determine final model category placement
- All judges' decisions are final.
- Entrants in Classes 107 and 112 receive one free Special Raffle ticket for Zoukei-Mura 1/32nd He 219

Airfix 1/72nd Scale Gloster Gladiator Mk.I

by Robert Allen

Airfix's recent resurgence has been, in my opinion, the best thing about the hobby over the past couple of years. Airfix has gone from a firm who was moribund and stagnant a few years ago to being one of the most active companies in the field, releasing new kits seemingly every month. And since many of Airfix's new kits are 1/72nd scale kits of British aircraft, which happens to be my primary modeling interest, how could I not be thrilled?

The Gloster Gladiator was among the final gasps of the biplane single-seat fighter concept that had endured for two decades. Entering service with the RAF in February 1937, it remained in use during the early war years, in France, Norway, Greece, and the Middle East, before being supplanted by more modern monoplane fighters. It was also used by a myriad of other air forces, from Belgium, Sweden, and Portugal, to China, Lithuania, and Iraq. You can build Gladiators with swastikas from three different air forces – Latvia and Finland flew them, and Germany used them in squadron strength as target tugs after capturing Soviet aircraft inherited from the Baltic countries. There are lots of interesting options for Gladiator color schemes.

Airfix has needed a new Gladiator mold for some time. It has had a Gladiator in its catalogue since 1956 – in fact it was one of six models released that year that were the first non-Spitfire aircraft kits released by Airfix. The old kit shows its age – all you need to know about it is that there is no cut-out in the fuselage for the cockpit, just a molded-on pilot's head to go under the canopy. Frog, Matchbox, and Heller later released 1/72nd Gladiator kits. The Matchbox kit was actually acceptable – I built it many years ago, one of only two biplane kits I've ever successfully completed, so it mustn't be too bad – but the Heller version was the kit of choice for about a quarter-century. Sword and Pavla have both released limited-run kits with resin detail parts within the past decade, but this is the first new all-plastic Gladiator in this scale from a mainstream manufacturer for many years.

This boxing is for a Gladiator Mk.I; Airfix has the Mk.II, with a ski option, advertized on its site as a future release, but strangely enough it shows the Mk.II fitted with a two-blade Watts prop instead of the three-blade Fairey one it actually carried. The Mk.I boxing has only the two-blade Watts option. There are two sprues with 49 parts molded in fairly soft grey plastic, and one with five parts molded in clear. The clear parts come in their own bag, always a nice touch. The decal sheet features two choices – the Shuttleworth Trust's restored example, masquerading as a pre-war aircraft of No. 73 Squadron, and an Irish Air Corps Gladiator from 1940. The eight-page instruction sheet includes a page with ten rigging diagrams, and full color painting and decal placement drawings for both options.

There aren't that many optional parts in the kit, but what there are, are welcome. Two different styles of air intake at the bottom of the engine cowling are indicated as options on the instruction sheet, but there's also a third option included that isn't mentioned – part A15 is a tropical filter intake, which is crucial if you plan to model one of the Gladiators that fought in the early stages of the desert war. Two sets of tires are provided, flattened and rounded, to use depending on whether you're building the aircraft in flight or on the ground. Wheel hubs are separate for both versions, which facilitates painting. Two canopy options are provided, with armored windshield and non-armored, and both are catered for as open or closed canopies. The closed canopies are molded as one piece each, while the open canopies have the two windshield types molded separately, with the same rear sliding hood to be used with either option. If you build it with the cockpit open, you also have the option of folding down the cockpit door on the port fuselage side – a separate door is provided, but if you choose this route, it requires some surgery to be done on the fuselage. The prop can be built either with the small spinner cap or without (more on that in a bit). The kit is molded with the radio masts on both the fuselage and fin; both decal options are aircraft that are missing the fuselage mast, so check your references to see if you need to remove it or leave it on if you're modeling a different Gladiator. Finally, and I have to give the mold makers a ton of credit for this, if you want to pose the Gladiator on the ground, the hand crank to start the engine is included.

The fabric detail is done well, and the panel lines, which on some new Airfix kits have been faulted for being too deep, look just fine to me. Cockpit detail is good, although the instrument panel, which is attached to the rear set of cabane struts, has only a decal for detail. The Bristol Mercury radial engine is also excellent for the scale, and the cowling is molded in three parts; it wouldn't be too hard to



leave one of those loose if you wanted to detail the engine and show it off. The exhaust pipes are molded with the bottom part of the cowling, which makes alignment foolproof. Speaking of alignment, the outer wing struts have a feature that I've never seen before. The two sets of wing struts are molded with an "X" holding the struts together, with the correct spacing and angle already taken care of. You glue them to holes in the top and bottom wings, and then when dry cut away the plastic connecting the struts together. This could work brilliantly, or it could be a nightmare if the cuts aren't made cleanly. I can't imagine trying to sand off excess plastic from a strut already installed on a biplane without fear of snapping it, but it may be necessary. In any case, some paint touch-up is inevitable.

The two decal options feature one silver aircraft, the Shuttleworth Trust Gladiator, and one camouflaged Irish one. The silver is silver paint, rather than NMF. As I mentioned earlier, the Shuttleworth Trust aircraft, L8032, is painted to represent K7895, an aircraft that future ace "Cobber" Kain flew at the Hendon Air Pageant in 1937, with No. 73 Squadron's striking blue and yellow diamond markings. A small note – you have to decide if you want to build the existing aircraft as it is seen today, or the original it is representing. The current aircraft has the spinner cap on the prop, but photos I have of the original aircraft show it flying without one. There's also a minor typo on the decal placement drawing for the Irish Gladiator – there's a white number 48 shown on the tip of starboard lower wing. Just ignore it. It isn't a marking, and decal number 48 is the Irish insignia, which is only on the upper wing.

All-in-all, this looks like another spectacular kit from Airfix. And in common with most of their recent kits, it's very reasonably priced. Although a Series 2 kit, I picked up mine for just \$9.49 at one of the local hobby shops. A kit of this quality for under \$10 is a deal that's hard to pass up.

The Guns at Last Light, by Rick Atkinson

review by Wesley Moore

This the last volume of Atkinson's "Liberation Trilogy," the story of the U.S Army in the Mediterranean and European Theaters (the first two are *An Army at Dawn* (the North African campaign) and *The Day of Battle* (the Italian campaign)). It has been a long time coming, the previous books taking years to produce, but is worth the wait.

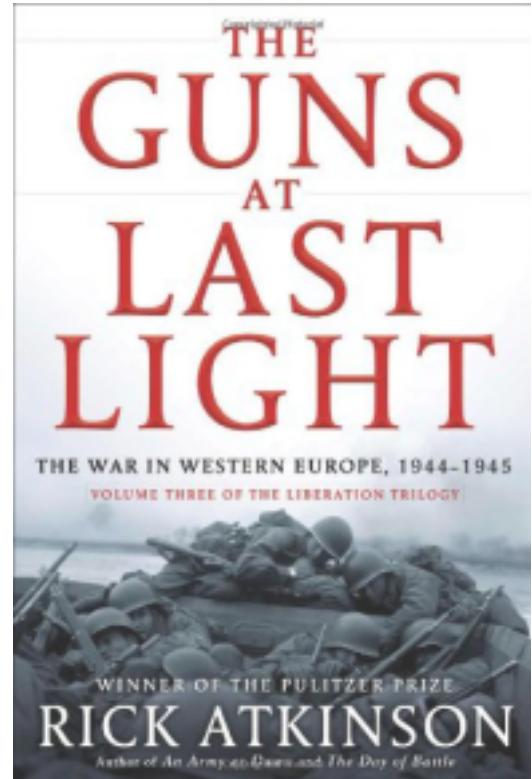
The book covers the campaign in Northwest Europe, from D-day to the German surrender. It is very much from the point-of-view of the American ground forces, with reference to the RAF, the USAAF, and the British Army only as necessary (OK, Bernard Montgomery keeps popping up, mainly because he thought he should be running things...see below).

As devotees of military history, we probably think we are familiar with the battles in NW Europe in 1944-45. If you want to learn about battles beyond Normandy and "the Bulge," however, you should invest* a couple of weeks and read all 640 pages (plus notes) of this book. And it has decent maps- almost every place mentioned in the text can be found on a map!

Another highlight of the narrative is the account of the political infighting at the highest level. Eisenhower barely survived the agony of commanding the crew of prima-donnas he selected, and those that he had to endure, like Monty and De Gaulle.

But do not read it just to be able to tick off the major (and minor) battles of this campaign. The anecdotal content will make it clear just how hard it was for our fathers and grandfathers (great-grandfathers?) to fight the German Army, no matter how massive the our forces, nor how hamstrung the Wehrmacht was by shortages of fuel and ammo. After reading this, you will want to salute any WWII veterans you encounter...or maybe kiss them.

*I have no idea how much it costs- I read a library copy!



Golden Age of Aviation Display

by Jim Schubert

On September 5 at the regular meeting of the NorthWest Scale Modelers at The Museum of Flight in Seattle we changed the display in the two small cases in the lobby from Axis Fighters of WWII to The Golden Age of Aviation. The final set up contains about three dozen 1/72nd models. These strike-down and set up evenings are always a bit chaotic.

On display at the meeting were all but one of the Lockheed L-10 models built for TMoF's Project Amelia showing our plane in many of its guises from delivery new to NWA prior to WWII up to its receipt by TMoF later this month in the guise of Linda Finch's successful round-the-world flight in honor of AE. These models, appropriately labeled, will be displayed along with the actual airplane in the Great Gallery. The Varig model was built by Morgan Girling, the Linda Finch (Amelia Earhart) model was built by Bill Glinski, the Tiburzi Airlines (the White one) was built by John Newcome, the USAAC plane was built by Neil Makar, and I've forgotten who did the F.A.B. plane. Pat Murphey of Leavenworth has built the NWA plane but couldn't get it to TMoF.

One of the models shown at the meeting, the big Gee-Bee Z in the pictures, was built by Jim Morrow from the Cleveland kit while he was in college after he returned from crewing on a B-17 in Europe; the model is over 65 years old. With the stress of time, heat, oxidation and who knows what else, the doped tissue covering has shrunk and split but the quality of the original work is still evident. I didn't get a chance to ask Jim what he used for the neat markings; they look like decals to me.

The very nice model of the AAL Vultee V-1A used by Jimmy Doolittle to set a transcontinental speed record was built by Tim Nelson from the Special Hobby kit.





The UFAG C.I, by Paolo Varriale

Reviewed by Chris Banyai-Riepl

The UFAG C.1 is not one of the most popular aircraft of the First World War, but it was an excellent performer that did its best against the growing allied aerial superiority. Flying alongside the Phönix C.1, the UFAG C.1 was able to keep ahead of their Italian adversaries, but the late entry into service meant that its days were numbered.

This latest title in the Albatros Publications Datafile series provides a very thorough overview of the UFAG C.1, from its inception through the end of the war and beyond. In typical Datafile fashion, this book combines a nicely detailed text with plenty of photographs and useful scale drawings. While the text is very informative, it is a bit tough to follow at times. This is not due to complexities in the writing, but rather through the intensive presentation of photos and drawings. In

the 32 pages of this book there are over 80 captioned photographs and drawings, and I would not be surprised to find that the captions themselves provide more written copy than the actual text.



Further detailing the UFAG C.1, the scale drawings are presented in 1/72nd and 1/48th, with scrap views showing the differences between early and late aircraft. The inside front cover has a trio of color photos, while the back cover features color profiles of four different aircraft, demonstrating the colors worn by the UFAG C.1.

This is a solid addition to the Austro-Hungarian coverage in the Datafile series. My thanks to Albatros Publications for the review copy.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his article. - ED]

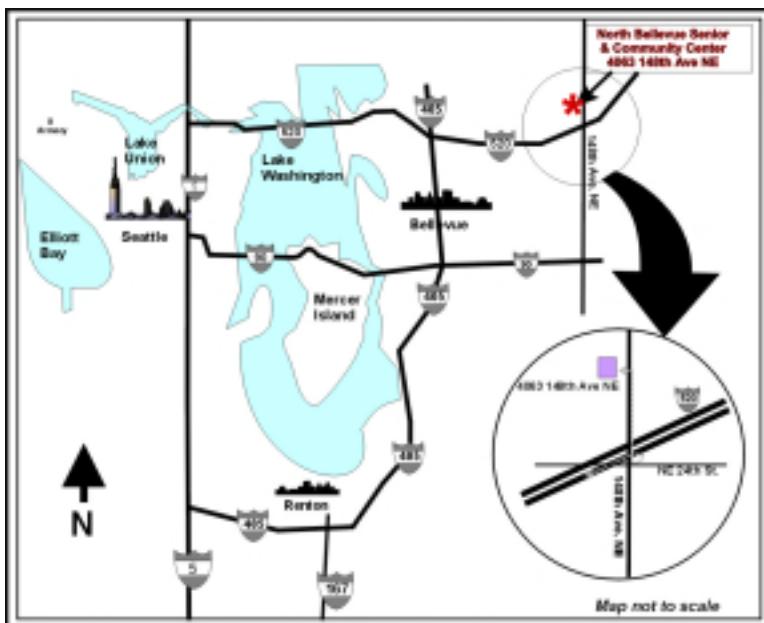
Upcoming Shows

9/21 - Oregon Historical Modelers Society Model Show and Contest 2013, McMinnville, OR. See page 12 for info.

10/12 - IPMS Vancouver Fall Show - Burnaby, BC, Canada

Meeting Reminder

September 14



**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.