

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2014

PREZNOTES



TIME: the Key to Modeling Success?

Of late I have been making a point when at model shows, or at club meetings, to seek out the builders of “fantastic” models. Brilliantly constructed, subtly weathered, well detailed. These models not only place First in their category at shows, but they also almost inevitably win Best In Show Aircraft, Best in Show Armor etc, even the Judges’ overall Best In Show. At the recent NOPMS Show in June, there was member John Frazier’s sublime Tamiya Fairey Swordfish, in 1/48th scale. Previously there have been the armor models of member George Stray, and a few years back, there was a gem of a car model by member Andrew Bertschi, in the diminutive 1/43rd scale. Ships by Roger Torgerson, and aircraft by Warwick Wright of IPMS Vancouver also spring readily to mind, and of course member John Alcorn’s De Havilland DH.9A.

When I talk to the builders of these models about their creations one of the first questions I ask them is: how much time did you devote to the project? Without fail, it is always a long time. John Frazier said he worked on his Swordfish for three years. George Stray puts in hundreds of hours on each of his projects, which always include a nice base together with a figure or two. And John Alcorn insisted he spent thousands of hours on his DH.9A over the course of six years, while Warwick Wright, who builds in 1/72nd scale, spends a couple of years on each of his gems, I swear.

This leads me to the conclusion that my own models stand no chance against these folks as I crank mine out at a rate of ten a year (based on the last five years’ figures). I doubt I have ever spent even 150 hours on any of my projects, even the ones with 1,500 parts to them, let alone “three years” or “thousands” of hours! This is why I gave up ever worrying about

actively competing at shows a number of years ago, and convinced myself (it took some doing) that it “didn’t matter one bit” if I won a ribbon or not, let alone a trophy. Not to say I don’t win now and then. I do. In the limited time I spend on most of my models these days (almost always review kits, with time deadlines) I have come up with a few techniques to allow me a decent return on the limited investment of time. This allows me a shot at a highly commended or a lower place ribbon if luck is on my side.

However, the main reason I gave up competing is that having realized that time spent was THE key ingredient to producing stellar, and therefore award winning models, I simply didn’t want to spend the time. Why? Well, because I have SO many very cool models I want to build: currently 500 according to my groaning storage shelves. Spending six months, let alone three or six years, clearly the math doesn’t work. And while I know that one day I will have more time to work on models than I do today (when the kids have left home, when I reach retirement age), STILL, I can’t afford to spend three years on one model!!

I look forward to seeing everyone at the July meeting.

Cheers,

Andrew

In This Issue

RS Ryan NYP	3
Airmodel F7U Cutlass	6
Special Guest at July Meeting	9
James Gray	9
Correction	9
Dragon PaK 40/4	10
Trumpeter HU-16A Albatross	15

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 Chairs: Andrew Birkbeck Spencer Tom
---	---	--	---

IPMS Seattle Web Site (Web Co-Ordinator, 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 2014 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.

July 12
September 13

August 9
October 11

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#)

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

RS Models 1/72nd Scale Ryan NYP & NYP-2

by Jim Schubert

Introduction

In 2006 and 2007 I became deeply involved in researching details of the Ryan NYP, better known as the *Spirit of St. Louis*. The *SoSL* was flown from New York to Paris, May 20/21, 1927, by Charles Augustus Lindbergh to claim the \$25,000 Orteig Prize for the first such non-stop flight. This one event did more than any other in aviation history to make the world air minded. The purpose of those researches was to support the building of the new Revell 1/48th scale kit of the plane. My "First Looks" review appeared in the February 2006 issue of *Internet Modeler* http://www.internetmodeler.com/2006/february/first-looks/Revell_NYP.php and my "Build Review" appeared in the July 2007 issue of *IM* <http://www.internetmodeler.com/2007/july/>. The model designation, "NYP", refers to New York Paris.

Just 45 days after Lindbergh's record flight the Japanese newspaper Mainichi Shinbun ordered an exact replica of the NYP from Ryan. The NYP-2, J-BACC, c/n 36* was delivered to Japan in late September of 1927. It was then flown to Japanese national records for distance, 2000 KM (1243 Mi.) and endurance, 13 hours, 23 minutes, by Fumeo Habuto who had to stay, mostly, under 1000 feet (304.8 M) due to poor weather on the measured circular course over central Honshu.

To my knowledge there have been only five prior releases of injection molded polystyrene kits of this iconic airplane:

1. AHM – a quite good 1/87th scale kit
2. Frog – A barely acceptable 1/72nd scale kit subsequently reissued by Novo and others
3. Hawk – An execrable 1/72nd scale kit still being issued by Testors
4. Lindberg – An adequate, for the time, 1/48th scale kit
5. Revell – the aforementioned very good 1/48th scale kit.

and now...we have the very good 1/72nd scale kit by RS Models from the Czech Republic, from which either Lindbergh's NYP or Habuto's NYP-2 can be built.



The Kit

The kit is packed in a stouter than usual, for a Czech company, end-opening box. I really dislike end-opening boxes. Yes, I know they are cheaper to make than lidded boxes but lidded boxes make kits easier to handle becoming, in effect, two convenient trays when open. The contents of said box are a six-page, three-sheet folder of instructions defining assembly in 18 steps; these pages include a parts map, a very brief history and a page of ads for new RS releases. Unusually, for a contemporary kit, the colors and markings guide is printed in full color on the back of the kit box rather than being included in the instructions. This is a very useful and attractive presentation. There is one sprue tree of 41 parts molded in medium gray colored polystyrene, one sprue tree of three parts in clear polystyrene, two feed bars of 22 parts cast in light cream colored resin, and one fret of 15 parts photo-etched in brass.

Because of all the research I did for my 1/48th *SoSL* I am probably not the best person to make a balanced, objective appraisal of this kit because I'm looking for accuracy, detail and perfection. The kit is very good; far better than its 1/72nd scale antecedents and built straight out of the box will make a quite acceptable addition to any collection of historically significant airplanes...but...there are, nonetheless, a fair number of nits to be picked in the search for perfection:

1. The PE part for the inside of each wheel looks suspiciously like the inside of a brake drum. Neither the NYP nor NYP-2 had brakes so don't use these parts.
2. Neither plane had shoulder straps so don't use that PE part either.
3. When weighted, by the airplane on the ground, the fabric wheel covers were wrinkled. The kit's wheels are smooth on both sides; carve some wrinkles based on your study of photos of the plane.
4. The long pitot boom ends in two small probes not reflected by the kit part.
5. The skylight window provided in the kit is flat; the original was slightly peaked at the rear to mate with the top center stringer that runs from the rear wing spar to the fin.
6. The kit omits the, clearly visible, magnetic compass mounted on the center stringer of the skylight over the pilot's head.
7. The molded-in lift handles at the rear of the fuselage should be replaced with new handles bent from suitably sized wire.
8. The fin does not mount flush with the top of the stabilizer as the kit has it. You will have to study photos to understand and replicate the correct mounting of the fin.
9. The kit provides no frame for the slide-out periscope in the left cockpit window.
10. The instructions are unclear as to which of the two spinners provided in the kit to use. The original, short, rounded-nose spinner with the swirlies, split on the ferry flight of *SoSL* from San Diego to New York and was replaced for the record flight with a locally spun spinner that was longer and more pointy with no swirlies. The NYP-2 was built with a duplicate of the original short spinner with swirlies.
11. The decal sheet provides alternate nose markings for the NYP to reflect both its record flight configuration and the configuration as it hangs today in the National Air & Space Museum in Washington, D.C. There were four visible modifications made after the record flight for the two extended Good Will Tours made by Lindbergh in the NYP; only one of these, the flare tubes, is included in the kit:
 - A. More louvers were cut into the engine cowling aft of the engine.
 - B. The wheels were reversed placing the access to the valve stems of the tires outboard.
 - C. The half-teardrop fairings over the outboard axle stubs were left off.
 - D. Two flare were fitted to the belly aft of the cockpit.
 The decal sheet does include the flags of all the nations added to the plane on the Latin American Good Will Tour.
12. The decal sheet does not include four "J"s for location at mid half-span, over and under, both stabilizers on NYP-2. I suggest you ink-jet, or laser, print your own decals for these.
13. The colors and markings guide would have you paint the rudder of the NYP-2 white for its national record flight in 1927. It was actually doped aluminum like the rest of the fabric-covered areas on the plane.
14. The decal sheet does not include the text "DAIMAI NBR XI" above the "J" on the rudder. Do the artwork and ink-jet, or laser, print your own decals of these missing markings.
15. The kit does not provide for the two extra windows cut into the cockpit sides of NYP-2 when it was used for photo and liaison duties after its record flight. The added windows each had a thin frame of bright aluminum that stands out against the blue fuselage.
16. The instructions also make no mention of the fact the NYP-2 had the Lindbergh periscope for its 1927 record flight but that it was removed subsequent to that flight.
17. The NYP-2 had a later version of the earth-inductor compass generator drive, which was a small squirrel-cage device instead of the four-bladed cupped windmill used on NYP; like the windmill it was mounted on a short mast on the spine of the fuselage.
18. The decal sheet includes two mysterious, blotchy decals, Nos. 26 & 27, for the spinner of NYP. I find no photo evidence of these on either spinner.
19. The N registrations on the decal sheet for NYP appear to have been copied from the Revell 1/48th scale decal sheet and are completely inaccurate – even the proportions of the dashes are wrong! Refer to Dale Caldwell's drawings in the Cassagneres book, listed below, for the correct proportions of the registrations over and under the wing and on the fin. Again, you'll do best to create the artwork for the registrations and ink-jet, or laser, print your own decals.
20. Both planes had a small venturi on the forward right wing strut just outboard of the fuselage; this is not included in the kit.



Note that the swirlies provided on the RS decal sheet in the kit don't look very good. When I did my 1/48th scale NYP I liked the way the Revell swirly decals looked and asked friend Ken Murphy to scan them, stitch them together and print them for me on clear decal stock in 1/72nd scale in anticipation of future needs. He did a beautiful job as you can see by the photo here of these decals applied to the cowlings of Tim Nelson's Savoia Marchetti S.M. 79 Corsa. My next use of them will be on a 1/72nd Hiss Ryan M-1. For how-to make decals yourself see:

http://www.internetmodeler.com/scalemodels/aviation/Do_it_Yourself_decals.php

Note also that Dale Caldwell's drawings of NYP in the Cassagneres book are the best to be found.



Conclusion

This RS kit is very good and is much, much better than its two predecessors in 1/72nd scale. Buy at least two so that you can build both an NYP and an NYP-2. I bought mine at Emil Minerich's Skyway Model Shop in Seattle for \$34.95 plus Washington State, King County and Seattle's combined sales tax of 9.5% (\$3.32); net price \$38.27. That's a bit pricey for a 1/72nd kit but it's a good kit and after all it's only money and life is short.

* For reasons unknown Ryan assigned no c/n to the NYP.

References

1. *The Untold Story of the Spirit of St. Louis*: Ev Cassagneres, Flying Books Intl., USA, 2002, ISBN 0911139-32-X
2. *Aviation Quarterly*, Vol. 3, No. 3, 1977, Lindbergh Trophy Edition: Air Trails, Inc., USA
3. *Charles A. Lindbergh and the Spirit of St. Louis*: Dominic A. Pisano & F. Robert Van Der Linden, Smithsonian Press, USA, 2002, ISBN 0-8109-0552-3
4. *Charles Lindbergh, An Airman, His Aircraft and His Great Flights*: R.E.G. Davis & Mike Machat, Paladur Press, USA, 1997, ISBN 1-888962-04-6
5. *On Miniature Wings – Model Aircraft of the National Air and Space Museum*: Thomas J. Dietz, Thomasson Grant, USA, 1995, ISBN 1-56566-086-2
6. *Aircraft of the National Air and Space Museum*: Claudia M. Oakes & Kathleen L. Brooks-Pazmany, Smithsonian Press, USA & UK, 1985, ISBN 0
7. *The Spirit of St. Louis*: Charles A. Lindbergh, Scribners, USA, 1953. This book is the carefully crafted, account written after WWII to supplement C.A.L.'s original book, *We* of 1927 which was written quickly while the event was fresh to capitalize on the moment for sales.
8. *Lindbergh Alone*: Brendan Gill, Harcourt Brace, USA & UK, 1997, ISBN 0-15-152401-7
9. *Lindbergh – A Biography*: Leonard Mosly, Doubleday, USA, 1976
10. *Atlantic Wings 1919-1939, The Conquest of the North Atlantic by Aeroplane*: Kenneth McDonough, Model Aeronautical Press, UK, 1966
11. *Conquest of the Atlantic – Pioneer Flights, 1919-1939*: Phil Munson, Stenlake Pubs., UK, 2002, ISBN 1-84033-180-1
12. *Die Grossen Atlantik Fluge – 1919 bis heute*: Carlo Demand, Motorbuch Verlag, Stuttgart, Germany, 1983, ISBN 3-87943-909-5
13. *Ryan the Aviator*: William Wagner, McGraw Hill, USA, 1971
14. *Ryan Guidebook – American Aircraft Series*, Book 3: Dorr B. Carpenter & Mitch Mayborn, Flying Enterprise Pubs., USA, 1975, ISBN 0-912470-23-2
15. *Aeromodeler*. June 1957: UK, drawing and article by R.G. Moulton
16. *Skyways Quarterly*, Nos. 13 and 42: articles by Donald A Hall, Tom Doherty and Roy Meyers
17. *Aeroplane Monthly*: August 1975, February & March 1976 and August 1987

Airmodel 1/72nd Scale Chance Vought F7U Cutlass vacuform kit

by Scott Kruize



It's all Eric Christianson's fault. Recall his impassioned plea at the end of the May meeting: "C'mon, people—you have to take these last few items from our estate donations sale. I can't sell any of these leftovers, so they're free! Any that you don't take are going to have to go in the trash!"

However, this does not exonerate our former Prez-for-Life. It's all Terry Moore's fault! Ever since my first meeting, I've heard him evangelize about how everybody should try a vacuform kit. He—echoing a lot of modeling literature Out There—says vacs really aren't all that difficult: once you clip the parts off the vacuum-formed sheets, and sand down the parts edges till they're nice and smooth and accurate up to the mold line, assembly is much like building any injection-molded kit; cinch! —Hah!

Then there's our new President: it's all his fault. Any mention of a contest or show, anywhere within our reach, gets resumption of his urging all members to gather up models and put them on the display tables. "It doesn't have to be for prizes. You never know

when the model you put on the table—different from everybody else's—is just what one of the other attendees really wants to see. It makes his day!"

(By the way: what exactly was that non-event our Club's 'body politic' conducted two years ago? All the historic and news sources tell the same story about the deposing of a so-called "President-for-Life": it occurs after long, complex political intrigues, requires military subversion, is marked by increasingly desperate public demonstrations, and finally ends in lots of fightin' and shootin'. Rivals for the post 'thin out' till only one remains. The deposed dictator ends up thrown into a dungeon and then 'liquified', or escapes to take refuge in some 'friendly' foreign country (i.e., one greedy enough for the despot's ill-gotten loot), where he's assassinated or dies of cancer or something. In our case, the new Prez and his tied-for-first rival (after two exactly equal ballot counts!) divided up important club duties between themselves, amicably! Now they AND our former President-for-Life all hang around at our meetings and events, exactly as if nothing ever happened. What kind of a pathetic wussy coup do you call THAT?)

But back to blame: what about Ken Murphy and Ed Pennell? Who insisted that I go to the NOPMS contest and show last month, pointedly saying I had no legitimate excuse for missing last year's, and certainly have none this year. So I found myself not just sorting and packing builds I had already, but busy building additional models never before entered anywhere.

That ties in with their hosts: the North Olympic Plastic Modelers Society. They're to blame: for these last nine years, they've held their own Contest and Show. Modest in scale by our standards, nevertheless they make an effort to provide sufficient table space and awards for even obscure categories such as "Scratch-built, Vacs and Conversions". And note how cleverly they schedule so that Seattle Chapter-ites have just sufficient time to recover from the burnout of hosting and entering our own contest and show in April.

And what about "Airmodel", the creator of this so-called 'kit', their number 156? Surely they have to take the blame for what I went through. Such little information as is out there on the Internet says that—as vacs go—their model kits are good. And of course everyone's been thoroughly propagandized into 'knowing' that if it's German, it must be well-engineered, right? HAH!

It turns out that it's really not difficult to cut the molded parts off the vacuum-formed sheets, nor to sand each down neatly till it's flat and smooth right at the mold line. But then, though the pieces may look nice individually, they're not that great a fit. On the Cutlass, the main assembly is made by gluing two halves: full top wingspan with the fuselage top, to the bottom full-span spread and fuselage bottom. Superficially, these fit OK together... but then you look at the aft fuselage. The halves don't match, and I had to do some scrap plastic and putty filling in, then carefully drilled out where the exhausts should go. Absent any help from the ridiculously simple kit plan/instruction sheet, I cut and superglued in lengths of plastic soda straw.

The nose is an entirely separate assembly, split vertically, as is most common. In fact, there are two nose sets: one for the fighter, and one for the photo recon version. Neither remotely resembled a fit to the rest of the fuselage. When I first held the glued-together halves up to the fuselage, I actually asked out loud whether these parts were intended to fit on the same model.

I do have a ready reference on the 'Hurricane Bookshelf': Motorbooks International's Volume 2 of *Aircraft Archive - Postwar Jets*. Chance Vought's F7U Cutlass is the second design illustrated. Its drawings, like all the rest in these volumes, look very professional and accurate. In other words, proof how casual was the devotion to scale fidelity in the Airmodel kit!

A quick comparison of the diagrams to the kit parts made me realize that it would be futile to try to make an accurate model, in the sense of having all correct scale dimensions and contours. I decided to just try to do a decent impression of the F7U...a plane that I've thought, since childhood, it just the coolest thing! Yes, I've read enough since then to know what a disaster of an operational machine it was...but I still think it's just the coolest thing!

With this fairly liberal approach, I carved a balsa block into a nose plug to fit the big hole in the main assembly. I razor-sawed the nose section shorter and shorter till it more-or-less followed the line of the fuselage. Then a bunch of Pacer 'Zap-a-Gap' medium-viscosity super glue anchored it to the front half of the plug, and followed with several dollops of Squadron Green Putty, with lots of 3M wet-or-dry sanding.

Thence to the vertical fins, made in halves. The thin halves were easy to join, fitting each other reasonably well. But then I was very careful to make the cutouts in these assemblies exactly on the molded lines, and once introduced to the wing, saw how wildly off they were; way too wide. (Joke often heard by builders in the R/C flying club: "I cut the part too short, and now, no matter how many more times I cut on it, it's STILL too short!") Finally, the fins were super-glued to the top of the wing, reasonably snugly, and then their bottoms were filled with an enormous amount of Sig 'EpoxoLite' putty, to conform them to the lower wing surface. LOTS of subsequent carving and sanding!

The molded pieces for the jet intakes—'cheek' types just underneath the cockpit—were, in a word, hopeless. Time to get out the scrap styrene sheet, in various gauges, leftover from some computer consulting I did for a plastics wholesaler. I took my next-to-thinnest gauge, warmed it over a candle flame, and wrapped it around a pen barrel. Once it cooled, I used a razor saw, #1 knife, and a lot more green putty to carve it into a reasonable facsimile of the intakes as shown in the book.

After a bunch more filling and sanding and filling, it looked good enough to take a light primer coat. This, too, needed some sanding down and touching up. Finally, when the whole thing was sprayed U.S. Navy dark blue, with jet tail section painted in model Masters 'Magnesium', the results actually looked pretty good. I used decals from my ridiculously excessive spares collection. That left only one more hurdle.

The kit contained no canopy. I must presume that since the box was not sealed, it once contained a vacuform canopy that somehow got lost. But having dabbled once with so-called 'stretch forming' during my R/C building days, I made a substitute. Carved a male mold from hard balsa, filled it, mounted some scrap clear plastic (from a piece off the packaging of a computer part) to a thin board, then heated it over a candle flame and quickly pushed the mold down into it. The juggling act would make a good U-Tube video, if only I'd had another couple of hands to aim and work the camera.

After three spoiled attempts, I got one to work reasonably well. The results weren't great, but not appreciably worse than the rest of the kit, if I do say so myself.

So I took it the NOPMS contest and won the second place ribbon in "Scratch-built, Vacs and Conversions". It was the second of two entries. Mindful of our current Prez's exhortations, and partly from guilt for missing last year's contest, and also from having observed the year before that all too many categories there are lightly populated, I put models into a dozen categories. In eight of them, they got second or third place ribbons. Not exactly like winning a contest, but I enjoyed it, and that's what NOPMS intended, right?

So: back to blame for this whole aeromodeling mess: You readers—the club general membership—are by no means off the hook. When I started coming to meetings, I had the vague notion that I could just go quietly about my building of 1/48th scale aircraft, mostly from World War II, and that would be that. I didn't take into account the slow and insidious diversion of purpose by your collective will, so by now I've built a car, a tank, a ship, two spacecraft, several fantasy models, and even a custom motorcycle. Obviously, this is all your fault. And given the level of cultural, intellectual, and moral enlightenment that I observe among you all, I scarcely expect any expres-

sions of sympathy or guilty sorrow. To the contrary, the best I can expect is ribaldry: “Hey, Scott, nice build. What is that blue thing, a Cutlass? You’re getting pretty good with that butter knife!”

Nevertheless, Doctor Pangloss (from Voltaire’s novel *Candide*) cannot be wrong in his core Theological-Metaphysical-Philosophical summary: “Everything always works out for the best in this, the best of all possible Worlds.” So:

- A perfectly ‘good’ (!) kit didn’t go into the landfill, and
- Our past and current leaders will be insufferably proud of their influence, and
- Our NOPMS cousins got more models on their display tables, and
- Perhaps one of them or an attendee had the Day Made just because of my contribution, and
- I have a handful of incredibly valuable printed ribbons to treasure forever, and
- I ‘stretched’ myself with this build, and
- My granddaughter will soon have a new visual dangling by a thread from the ceiling over her crib, and
- Robert has something unique to put into this newsletter issue, and...

Oh, yes! My respect has now grown into worshipful admiration for the manufacturers of accurate, easy to build INJECTION-MOLDED KITS!



Special Guest at July IPMS Seattle Meeting

by Ralph Braun

IPMS Seattle will have a distinguished guest at our July meeting. He is Capt. Douglas Clarke and is one of the most accomplished carrier pilots in USN history, with over 1,000 carrier landings (including almost 300 at night). Capt. Clarke will give a brief lecture including a Power Point presentation. Afterwards, he will be available for any questions you may have about his career.

Here is a brief summary of his flight history. He received his pilot wings in September 1958 after training on Beechcraft T-34 Mentor, North American T-28 Trojan, and the Beechcraft SNB in basic, and then the Douglas AD-4 Skyraider in advanced. After training, he reported to VA(AW)-35 at North Island, CA. Capt. Clarke flew approx. 2400 hrs in ADs (AD-4/5/6/7) over the next 8 years with VA-25 and VA-122, including one short combat deployment with VA-152 in Vietnam in 1965.

He then transitioned into A-4s (his favorite plane), flying approx. 1,200 hrs in A-4 B/C/E, including 2 combat cruises to Vietnam and a Med cruise - all with VA-216. Between ADs and A-4s, he flew 302 combat and combat support missions in SEAsia (176 in N Vietnam, 53 in S Vietnam, 73 in Laos.) After a shore-duty tour, he transitioned into the A-7, joining VA-93 in Westpac as XO, taking command of the squadron in Jan 1973. He has around 1,000 hrs in A-7s.

More than half of his carrier landings were aboard the USS MIDWAY, CV-41. Other carriers he landed on include the HORNET (CV-12), LEXINGTON (CV-16), HANCOCK (CV-19), BENNINGTON (CV-20), BON HOMME RICHARD (CV-31), KEARSARGE (CV-33), ORISKANY (CV-34), CORAL SEA (CV-43), SARATOGA (CV-60), KITTY HAWK (CV-63), CONSTELLATION (CV-64), and the ENTERPRISE (CV-65).

He retired from the Navy as a CAPT in 1987 after 30 years.

I encourage everyone to take advantage of the opportunity to meet this extraordinary pilot. Please bring any modeling subjects that are related to his career: trainers, USN aircraft from the '50s through the '80s, carriers and whatever else you think might be of interest.

Here is a related link, showing Capt. Clarke and his A-7:

<http://imgur.com/a/gSD4B>



James Gray

Longtime IPMS Seattle member James Gray passed away unexpectedly on June 12. James was a modeler of armor, figures, and aircraft. He contributed articles to this newsletter, and served as a judge at our annual Spring Show for many years. Our deepest condolences go to his family and friends, especially his wife Nancy.

Correction

There was an error in the list of winners from the IPMS Seattle Spring Show that was given in last month's newsletter. For Aircraft 1/72nd Single Prop, HM, Spitfire Mk XIX, the builder was Djordje Nicolic. My apologies for the error.

Dragon 1/35th Scale 7.5cm PaK 40/4 auf RSO mit Allwetterverdeck

by Eric Christianson

(Editor's note – this abridged version has been edited for use in our newsletter. You can see the full build article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)

Dragon Models has re-released their 7.5cm PaK 40/4 auf RSO/03 'Smart Kit', originally shipped in 2010. This time, however, they've included an all-weather canvas cover ('Allwetterverdeck'). The kit is the fourth DML release of their RSO series, and contains their popular 75mm PaK 40 main weapon used in several of their other kits. The exquisitely-detailed tarpaulin cover is molded in DS plastic and comes as a single, rigid part. Other new parts include the seats and a newly molded PaK pedestal/mount. The main cargo deck has been replaced with one sporting much more detail, including individual ammunition lockers (nine in all), with one locker providing an option to be modeled open or closed. The track is Dragon's individual-link Magic Track.



The acronym RSO stands for Raupenschlepper Ost, which translates as 'Caterpillar Tractor East'. The terrible muddy and icy conditions experienced on the Eastern Front convinced Germany it needed a highly mobile, tracked vehicle. The Steyr Company proposed the RSO and it immediately became popular thanks to its mobility and reliability. In all, about 23,000 RSOs were produced by a range of manufacturers. The original version had a pressed-steel cab and truck-style cargo bed. Later it was decided to convert some into an anti-tank role by mounting the 75mm PaK 40/4 gun on the rear and by lightly armoring the driver's compartment.

Dragon's new release includes a special canvas cover to protect the fighting compartment. Given the harsh winter conditions the vehicle was expected to operate in, this canvas cover was much welcomed by crews.

German WWII armor modelers will recognize the nicely detailed RSO lower chassis and the PaK 40 anti-tank gun. Enough extra goodies, such as the open driver's compartment and ammunition storage lockers (with two kinds of shells and storage tubes) will entice the super-detailers among us, yet a relatively lower part count (for Dragon models) will attract new modelers.

The contents of this box include:

Main lower hull, upper-front hull, and Allwetterverdeck packaged separately.

Twelve sprues in soft, light grey plastic, packaged separately.

Two baggies of individual-link Magic Track.

Two small photo-etch sheets, including a main weapon gun shield and ammunition details.

One eight-page blue and white instruction sheet with 22 steps.

The kit comes with four schemes represented using the ubiquitous Dragon blue-and-white three-view drawings, and a small (but perfectly registered) sheet of decals from Cartograph of Italy. These include:

- Unidentified Unit, Eastern Front 1943, Overall German Yellow with grey canvas cover.
- Unidentified Unit, Eastern Front 1943, Overall German Grey.
- Pz.Jg.Abt. 152, 1.Ski.Jg.Div., 1944, Eastern Front 1943, Overall German Yellow with mottled German Red-Brown and Green camouflage and no canvas cover.
- Pz.Jg.Abt. 152, 1.Ski.Jg.Div., 1944, Eastern Front 1943, Overall German Grey, with no canvas cover.

The Instructions

There are sprues from several different Dragon kits included in the box. That said; I found nothing significant as far as errors or

omissions. There are some minor inconsistencies and these are pointed out where needed, below. The only criticism I have is that in many steps the exact placement of crucial parts is vague at best, illustrated by a simple pointing arrow telling you to 'put it somewhere in this general area'. As a direct result, I had some fit issues later on, which are detailed below.

Things to consider before starting:

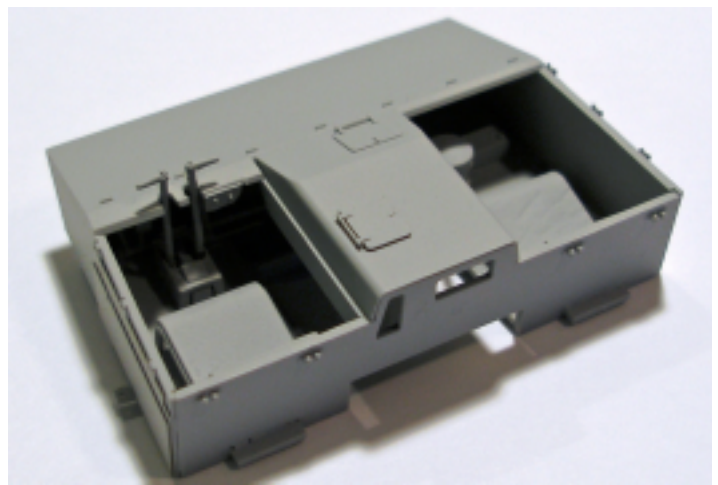
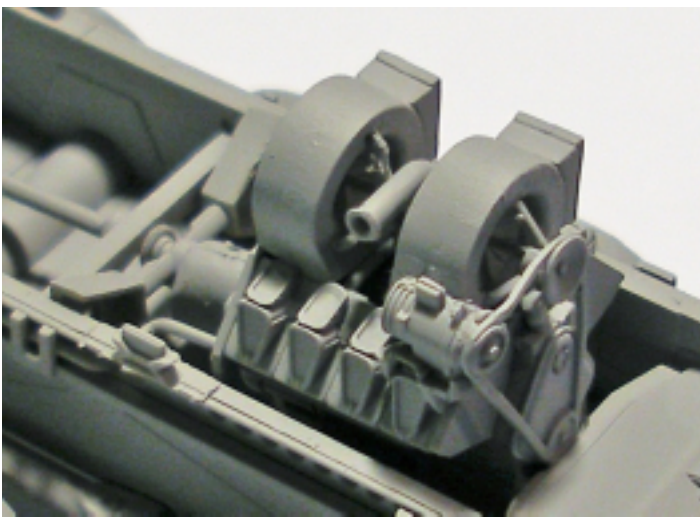
The build sequence is pretty straight forward: engine and chassis first, then the driver's compartment, the main deck and finally the gun.

Due to complexity in the design and fit of the chassis and running gear, I suggest you perform the steps involving those assemblies in the following order: 3,5,4,6.

The gun can be built separately and dropped on last, as well as the track, which is completely exposed and accessible.

There is a built-in ammunition locker and a wooden crate that can be assembled open, if desired, exposing four rounds each. That decision can also wait until the end of the build.

Finally, the build-it-all-and-then-paint-it approach will work (it's what I did) but it still pays to plan ahead and proceed slowly.



Engine

The kit comes with a reasonably detailed engine. Unfortunately, I felt the assembly was overly complex, with a poor fit throughout, and very little of the completed engine is visible once the driver's compartment is seated. There is a very small hatch that can be left open, and a glimpse of the sides can be seen if you leave the drivers compartment open, but that's it. Still – I applaud Dragon for making the effort. Other modelers may not have the same problems with the assembly as I did.

Drivers Compartment

The kit comes with a somewhat detailed driver's compartment that can be closed with hatches when in combat, or opened in travel mode. I chose to leave mine open, opting to use the photo-etch 'open' doors over the plastic 'closed' doors.

Cargo Deck

The completely new rear cargo deck is well detailed, with nine separate ammunition lockers, one of which can be posed open, displaying up to four projectiles. Only the shorter (HE) rounds will fit, however.

7.5cm PaK 40/4

Dragon included their standard (and still pretty nice) slide molded 75mm main weapon in this kit. I like the fact that Dragon uses plastic gun shields for this gun. Many modelers may prefer photo-etch parts here, but the thinness of what is offered in this kit looks pretty good to me.

The entire weapon assembly sits on a new pedestal mount that is well engineered and sturdy.

The Track

The RSO comes with two baggies of individual-link Magic Track, that go together very well. The short span of both runs allows you to assemble the entire run before draping it on the vehicle. Dragon provides 77 links for each side and recommends that you use 67 links. I found that their recommendation is spot on, providing the proper sag that is prevalent on these vehicles.

Unfortunately, I was distracted while working on the second run and I did not allow it to cure sufficiently to stay in one piece when being installed. By the time I had all the smaller chunks attached and set where I wanted them to be, it was too late to rectify the fact that the entire run was put on backwards. If I had a week to search the internet and my library, however, I am confident that I can find a picture of the track on a real vehicle installed backwards just like mine...Doh!

Step 21 – Bringing it all together

The weapon can be installed in travel mode or in combat mode, the difference being how the rather finicky support bracing is attached. I had to manhandle some of the parts to get everything in the instructions to fit where I believe they are supposed to go - it's difficult to tell.

There are two sets of delicate photo-etch latch and hasp assemblies that do not come with plastic alternatives. I left these off.

The all-weather canvas cover ('Allwetterverdeck') in my sample kit was warped, but a few quick dunks in boiling water and the canopy straightened out just fine. The entire cover is way too thick for 1/35th scale, but when attached, the front and back of the canopy contains folds that hide the thickness so everything ends up looking fine.

Painting and Finish

I decided to paint my RSO in an overall German-grey scheme. I already have another RSO in a summer three-color scheme and I thought the canopy included in this version would be more appropriate in a winter-grey finish.

(Note: I thin all Tamiya paint and primer products 50:50 with Gunze Mr. Color Leveling Thinner, which has its own retarder for airbrushing. If you haven't tried this thinner with Tamiya paints, you really should. I use Model Master Airbrush Thinner for thinning their paints. I use Vallejo's own thinner for all Vallejo paints. I thin all Mig and AK weathering products with Mona Lisa Odorless Paint Thinner. This wonderful product thins only what you mix it with, and won't affect the underlying coat beneath it, no matter what it consists of. Really amazing stuff. I use a Pasche-H Single-Action airbrush, Number #3 tip, at 20 lbs. pressure for everything.)

Painting and finishing followed these steps:



Painting: I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 over the entire surface to cover the photo-etch, oils and glue spots and to prepare it for the subsequent finish.

I then sprayed the entire vehicle using Rustoleum (rattle-can) Flat Black. I've been using this paint with great success recently. It dries smooth and thin, it's cheap, and I can do the whole vehicle in about 1.5 seconds. Once back in my model room I touched up the areas the rattle-can didn't reach with Tamiya XF-69 NATO Black. The dark pre-shade coat provides the shadows that are needed in all the nooks and crannies.

I followed this with a base coat of Tamiya XF-63 German Grey. I was careful to spray the inner portion of the wheels and try to miss the nearby track. I then mixed a little Tamiya XF-2 Flat White in with the German Grey and sprayed the inner portions of all the panels to lighten up the grey a little.

Decals: With painting finished, I hand-brushed the surface areas that would be receiving decals with a coat of Future floor polish to give the decals a smooth surface to slide on to.

Once the Future was dry I went about applying the few decals in the kit. Dragon has thoughtfully included a 'complete' license

plate decal along with one that you can assemble yourself. I chose the former, as well as couple of Balkan Crosses from my spares box (there are none in the kit). I used the Red and Blue MicroSol and MicroSet products without any problems.

Once the decals were dry, I hand-brushed another coat of Future to seal the edges of the decals.

Detail Painting: Before I moved on to weathering, I painted the breech block of the PaK with Model Master Steel, and the four ammunition rounds peeking out of the rear storage bins with Model Master Brass.

Hairspray Chipping: Next I used an aerosol can of TreSemme hairspray to coat the vehicle and canopy before applying a light coat of Tamiya Flat White. I waited 30 minutes and worked the un-cured white paint with a stiff brush and water until I had the chipped effect I was looking for.

Filters: I mixed some Mig Wash Brown with Mona Lisa and gave the entire vehicle and canopy a filter to change the rather bland tone of the German Grey, paying special attention to the running gear. I followed this by mixing another filter made of Mig Dark Wash (aka Burnt Umber) and Mona Lisa and applied that to the two ammunition boxes on the cargo deck and the two front seats. The last filter applied was a mix of Mig Standard Rust pigment and Mona Lisa on several areas, including the exhaust manifolds.

Pin Washes: Once the filters were dry, I shot the entire vehicle with Future to provide a glossy base for a pin wash. I used Mig Dark Wash right out of the bottle to accentuate the detail throughout and to bring out the wonderful wood grain of the cargo deck side panels. Next I used AK Interactive Track Wash straight from the bottle on the tracks to break up the grey 'monotony', and finally applied a streaking wash on all the flat surfaces using AK Interactive Streaking Grime for Panzer Grey, working it with Mig Thinner for Washes until I had what I was looking for.

Dry Brushing: Once the pin washes were dry I dry-brushed everything sticking out, including the folds on canopy with Mig Faded Grey Oil Paint, which really made the detail pop out.

Flat Coat and Dusting: Once satisfied, I gave the whole vehicle a coat of Vallejo Flat Varnish followed by a dusting of Vallejo Model Air Light Brown, working from the bottom up, to blend everything together.

Metal Highlights: The last step was to go over the vehicle with a silver pencil and Mig Gun Metal pigment to bring out a metallic sheen where appropriate.

Conclusion

This kit was a lot more challenging than I thought it would be. I spent a lot of time with the chassis and running gear and had some fit problems, although I concede that other modelers may not have the same problems I did. There were some PE parts that did not have any plastic alternatives as usually found in other Dragon kits.

On the other hand, the main weapon is beautiful and went together very well. The added detail on the cargo deck included in this version of the RSO really brings alive what otherwise was a pretty mundane surface. And once together, the chassis and running gear looks great. The Magic Track makes quick work of the track and the slide molded barrel eliminates the need for removing the big seam line usually found there.



I recommend this kit for average-to-experienced modelers only – beginners might have issues with the instructions, the photo-etch, and the running gear. The complexity of the design and the fit problems require a bit of actual modeling to occur. I recommend that you go slow, pay attention to the instructions, and consider the suggestions included above.

I would like to thank Dragon Models and Dragon USA for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.



Building the Trumpeter 1/48th Scale HU-16A Albatross

by Gerry Nilles

To begin the article I should point out that, as has been noted in other such reviews, there are several significant accuracy problems with this kit. However, with exception of the most glaring of these inaccuracies I pretty much built the kit out of the box. I am aware that there is an aftermarket correction set, but considering the original price plus the extra cost of the resin corrections, I chose to do the work myself.

These changes and additions include correcting the shape of the forward chines, the addition of a circular window on the right side of the fuselage that is just aft of the cockpit windows, as well as the elimination of the same style circular window at the aft end of the fuselage on that same side. Please note that the circular window on the left side, aft of the main hatch, is correct. I also added a number of antennas that were unique to the Navy UF-1 including the half loops that are located at the top of the vertical stabilizer.



I corrected the shape of the cockpit rear windows merely by a little filling and then masking them so that the top and bottom frames are parallel and not completely trapezoidal as molded. Last, I added a boarding ladder. The problems I did not address were the obviously incorrect engines, and the over wide chord of horizontal stabilizers (by about 1/8th of an inch). Interestingly the elevators themselves are the correct size. Fortunately, these problems are not that obvious to the casual observer.

As I noted above the most obvious item needing some attention is the shape of forward chine. The curve of this chine should be less angular and a little more sweeping. To correct this inaccuracy I made an enlarged, 1/48th scale, copy of the side view drawing of the HU-16A that is in the Squadron *HU-16 Albatross in action* publication. Taking that copy, I made a template of the curve out of some heavy card stock to use as a guide for a new section of chine.

Next I overlaid the template on the forward fuselage sections to determine how much of the kits chine to remove and where to place the new one. Using Evergreen .040 X .060 strips, which are very close to the same size of the chine molded on the kit, I attached the strip styrene to the fuselage halves. I should note here the need to add about a 1/2 inch long attachment tab of .040 X .100 strip styrene to the



bottom area of the fuselage where the new chine drops slightly below the hull. Once in place just fill, trim and contour the fuselage bottom accordingly.

Assembly of the kit, although tedious at times, is not that complicated and overall fit is good. However, if I were to build another one I certainly would not bother with most of the electronics boxes other than those in the cockpit area. Once assembled, interior detail within the fuselage is pretty much indistinguishable even with the main entry door in the open position.

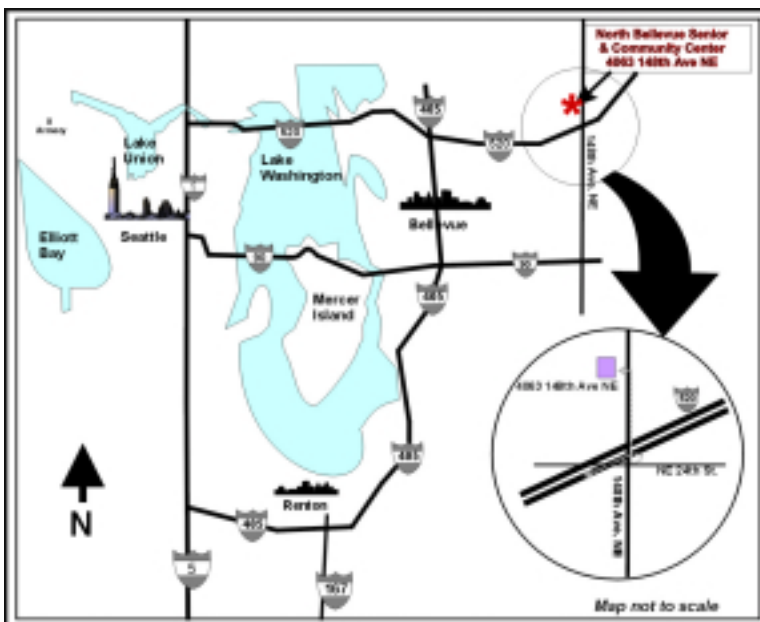
As for the choice of markings and color scheme, I went with aftermarket from Caracal Decals. Being an almost lifetime resident of the State of Washington and having been to numerous air shows at NAS Whidbey Island, Caracal Decals made the selection of a color scheme easy with their offering of markings for the very colorful UF-1 based there in the early 1960s.



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

Meeting Reminder

July 12



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

Directions to NBCSC: 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.