

Seattle Chapter News



Seattle Chapter IPMS/USA
November 2015

PREZNOTES



Where Have All the Kits Gone??

Over the past 30 years, I have been to a LOT of model shows and contests. The largest, IPMS UK's Scale ModelWorld, boasts 5,000+ models overall, divided among club displays, Special Interest Group displays and the contest. The smallest have been the likes of Galaxy Hobby's two annual events, at a couple of hundred models. As mentioned in a previous posting, I love models, and I have a goal: I want to see every kit ever produced, built. I rely on others to help me reach my goal, as one man, even one club, can never build all the models ever produced. But the more shows I attend, the more I have come to the conclusion that I don't stand a chance of reaching my target!

After I look around a show for an hour or two, and I am positive I have seen everything, I then return to the various categories, and look them over again. The second time around I stop to ponder all the models that AREN'T at the show, AREN'T in the category that I am looking at. No matter how large the modeling event, it is fascinating to me how many of all the models ever produced aren't at any given contest/display. Even at a show of 5,000+ models, the vast majority of all the models ever produced aren't in attendance. There have been THAT many kits released over the years. And amazingly, every time I seem to turn around, someone informs me of a line of kits I didn't even know had ever been released! I was looking over some car models a couple of years ago, for example, expecting to see the usual scales such as 1/43rd, 1/24th and 1/25th, even 1/20th and 1/32nd, let alone 1/9th. But low and behold I spied a smallish kit of a 1929 Ford Model A, and it was in 1/48th scale? A little digging, and I discovered an unknown (to me) line of 1/48th automobile kits from Renwal that

ran to around ten different kits, from a 1910 Stanley Steamer to a 1950 Ford "Convertible".

At the recent IPMS Vancouver show I was marveling at the two or three 1/32nd WW1 aircraft from the relatively recently incorporated firm, WingNut Wings. Having studied these three amazing models, I stepped back to consider the fact that WNW is approaching FIFTY different kits in their line! And did someone mention F-4 Phantoms! Again, there are usually one or two very nice Phantom models at any given show. Yet there are Phantom kits in 1/144th, 1/100th, 1/72nd, 1/48th, and 1/32nd scale. In 72nd alone we have had kits over the years from Airfix, Hasegawa, Fujimi, Revell, Esci, Monogram, Italeri, even Frog! And despite this list of manufacturers, I am probably missing one or two! And of course, there isn't just one Mark of Phantom, I can think of ten or more versions you can build. And different national color schemes...

And don't get me started on airliners, the Sherman tank, the Panzer IV tank, or 1/700th scale ships from the Pacific confrontation in WW2! You get the picture. No matter HOW many models turn up at any given show, they won't represent even 1% of all the model kits ever pro-

Continued on page 15

In This Issue

Italeri Mirage IIIC	3
Academy M4A3 Calliope	4
IPMS Seattle Election	9
Skyway Model Shop Sale	9
Tamiya F4U-1 Corsair	9
It's All Klear to Me Now	10
Hurricane Bookshelf: Cute, Anti-Cute, and Not-So-Cute	12
Those Black & White RAF Undersurfaces	14

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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. 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 2015 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 14

December 12

IPMS/USA MEMBERSHIP FORM

IPMS No.:	Name:	First:	Middle:	Last:
Address:	(If Renewing)			
City:	State:	Zip:		
Phone:	E-mail:			
Signature (required by POI): _____				
<input type="checkbox"/> Type of Membership: <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86 <input type="checkbox"/> Senior (Over 65) \$17 <input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$15, One Set Journal) How Many Cards? _____ <input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (Subsidy - Checks must be drawn on a US bank or International Money Order)				
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order <input type="checkbox"/> Credit Card (MC/Visa/AmEx) Credit Card No.: _____ Expiration Date: _____				
Chapter Affiliation, (if any): _____				
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:				
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IPMS/USA

Join or Renew Online at: www.ipmsusa.org

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Italeri 1/32nd Scale Dassault Mirage IIIC

by Chris Banyai-Riepl

In the early 1950s, the French government issued a specification for a lightweight all-weather interceptor, and Dassault responded with a delta design. After some derivative changes, the design was finalized as a larger, area-ruled delta-winged fighter named the Mirage III. The first version was the Mirage IIIA, which first flew in 1958 and became the first European aircraft to exceed Mach 2. Following these initial ten pre-production Mirage IIIA fighters, the Mirage IIIC took to the air in 1960 and soon became the primary interceptor fighter for the French Air Force, as well as several other nations' air forces. The Mirage IIIC formed the base for a family of delta aircraft that remains in service to this day.



Highly anticipated, this all new-tool 1/32nd Mirage kit has quite a few modelers excited about the potential. Molded in light gray plastic, the kit features recessed panel lines, a complete engine, and lots of external stores. The decal sheets are expansive as well, with six options from four nations and a full set of stenciling.

Jumping into the build, the first step is to build up the seat. In 1/32nd, this is a very prominent part of the cockpit, and out of the box the seat is not all that bad. There are nine plastic parts for this one seat, plus six photoetch seatbelts. The detailing is good overall, and with the belts in place will look decent enough. Undoubtedly we will see some highly detailed resin replacement for those who want to go all out, but for those who don't want to spend any extra, the kit seat will work.

For the rest of the cockpit, there is lots of raised detail on the cockpit tub and instrument panel. However the instrument panel does lack any sort of instrument face detail, so to get a good looking cockpit you will need to find some source of instruments. The instrument panel hood is nicely detailed, and the tub features separate sidewalls and a rear bulkhead. Aside from the lack of instrument faces, this cockpit will look quite nice when finished.

Moving on to the fuselage construction, delta-winged aircraft always have a bit of a challenge here with their large wing root connection. This kit has the fuselage split into three major pieces. There are two upper halves and a one-piece lower section. The lower section gets the combined cockpit/nose wheel well, as well as the main wheel wells. Those are made up from four wall pieces to maximize the detail.

For the upper fuselage pieces, there's a fair bit of innards to put together there. The intakes include full trunking that goes back to the engine face. That engine face is just one piece to the engine assembly, which features four pieces fitting inside the two halves of the engine body. There are a couple PE parts and the afterburner petals to finish out the engine, and once done it will look pretty decent. Included in the kit is a cart to display the finished engine on, should you wish to show it off. I would have liked to have seen extra engine parts so you could finish the model with the proper parts in the fuselage and have the engine outside, but you only get a single engine face and one set of exhaust components.

The wings feature separate main gear wells and separate air brakes that need to be set in place before the wings are joined together. Also separate are the wingtip lights, which are provided in clear. On the underside, the control surface actuator fairings are separate, as are the control surfaces themselves should you wish to reposition them. The pylons are also separate, and given the broad range of stores in the kit, you'll likely want to use these. The landing gear is very nicely detailed, with the main gear legs being built up from four pieces, and the nose gear leg gets nine pieces. The gear doors all have detailed actuators, and the instructions point out decal details for all three struts.

For the underwing stores, the choices include fuel tanks, missiles, and rocket pods. There are two 500-liter fuel tanks, two 1300-liter fuel tanks, and two JL100R rocket pods as options for the inboard pylons. For the outboard pylons, there's options for either AIM-9B Sidewinders or Matra R550 Magic missiles. Finally, for the centerline is a single Matra R530 air-to-air missile. The missiles all have half their fins separate, while the JL100R has two styles of rocket nose cones.

continued on page 16

Academy 1/35th Scale M4A3 Sherman w/T34 “Calliope”

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 on the IPMS USA website under 'Reviews', or in the 'Reviews' section of our club website.)

Academy apparently has teamed with Italeri to produce one of the first ‘Calliope Shermans’ to appear in some time. The M4A3 vehicle is produced by Academy, while the T-34 multiple rocket launcher looks like it is from Italeri, based on sprue shots of the rocket launcher parts. As with all of their AFV kits, Academy provides the builder with good value based on fewer parts without sacrificing a lot of detail.

The T34 (Calliope) was a tank-mounted multiple rocket launcher used by the United States Army during World War II. The launcher was placed atop the Sherman M4 medium tank, with its prominent vertical side frames firmly anchored to the turret's sides, and fired a barrage of 4.5 in (114 mm) M8 rockets from 60 launch tubes with devastating effect. It was developed in 1943; small numbers were produced and were used by various US armor units in 1944-45. It adopts its name from the musical instrument "Calliope", also known as the steam organ, which had similarly lined pipes, and which had historically existed on steamboats of the Mississippi River in the United States.

What's in the Box:

9 sprues of soft, dark green plastic (Academy)

1 sprue of soft, olive green plastic (Italeri?)

Lower hull packaged separately

2 lengths of black, one-piece ‘rubber-band’ track

1 piece of white twisted cotton string

1 medium sheet of decals

1 small sheet of photo-etch containing optional headlight grates

Two separate instruction sections, totaling 12 pages with 10+ steps, printed in black and white ink.



The thin decals are printed by a company out of Korea, and are in perfect register. Three three-view drawings are included, representing three color schemes:

1. U.S. 12th Armored Division, Flétrange, France, March 1945
2. U.S. 14th Armored Division, Germany, Early 1945
3. U.S. 95th Infantry Division, Germany, January 1945

Paint product callouts include Humbrol Enamel, GSI Creos Acrylic, GSI Mr. Color Lacquer, Lifecolor, Testor/Model Master Acrylic and Enamel, Revell Acrylic and Enamel, and Vallejo Model Color and Model Aire.

Things to consider before starting:

Academy provides several wheel options, including optional drive sprockets and return rollers. I suggest you separate what you want to use and move everything else far away, otherwise things can get confusing.

Academy thoughtfully provides the rubber portion of the wheels as separate plastic parts to help with painting and finishing. If you

choose to paint them separately, however, you will need to consider several painting steps before assembly, and then mask the bogies before painting the rest of the vehicle (or leave them off until the end). I did not paint the wheels and tires separately in this build.

In Step 11, you will need to cut two identical holes ‘free-hand’, one on each side of the turret, to accept the Calliope launcher. I suggest you (either) complete this task before attaching anything to the turret, or come up with an alternate plan, as I did. See the section titled ‘The T34 Rocket Rack’ for more information.

The area beneath the fenders is unobstructed, so the track can be attached at the very end of the build, as it shows in the instructions.

Academy is generally pretty good with their instructions, with exceptions pointed out where appropriate, below. Since this kit is a re-release and includes parts from two manufacturers, the instructions come in two parts, which is a little awkward. An excellent parts map is included, as well as a comprehensive set of paint callouts.

Academy ‘Accoutrement’ and the Rear-deck Combat Load from Value Gear:

One thing I always like about Academy kits is that they include a variety of extras that are optional in the build, and this kit is no exception. Three different pedestal machine guns are included (two 50cal and one 30cal), four fuel cans, three water cans, at least five ammunition boxes, one crate, and a tow cable (made of twisted cotton string). Since the rocket launcher prevents the use of the guns, most of these parts went into the spare parts box. I own (too many!) after-market sets of the fabulous ‘Sherman Loads’ produced by a company called Value Gear to bypass this opportunity to load up the rear deck with combat paraphernalia. The great thing about these products is that they are made out of solid plastic (not resin) and as such, can be shaped (to some extent) and attached with regular glue. For more information on these and other sets from Value Gear, see the IPMS USA review I wrote here:

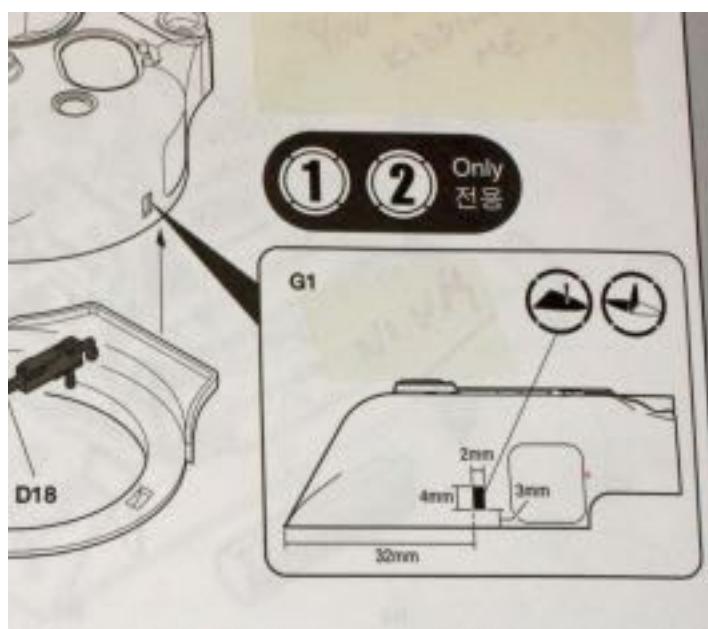
<http://web.ipmsusa3.org/content/tents-tarps-and-sherman-deck-equipment>

The T34 Rocket Rack:

The star of the kit looks like it is actually produced by Italeri, which is both good and bad. The good part is that the design is remarkable. Italeri has taken a complex engineering problem and created a perfectly fitting solution without sacrificing any detail. The tubes are paper thin, yet strong enough to withstand sanding and pressure during assembly. The racks can be articulated, and move with the tank barrel, connected via one of two different options.

Italeri wisely chose to provide guide holes only in the back of each of the six racks, leaving the front ends free to slide back and forth until a good alignment is achieved.

It really is quite impressive. Some of the parts can fit more than one way (ex. Parts D109/D103), so it is important to go slow and remove/clean the parts as you use them.



Once the rack was solid, I turned my attention to the attachment hardware, which is where things went sideways (“the bad part”). The marriage of parts from these two companies doesn’t appear to have been thought out very well.

Inexplicably, Academy instructs the modeler to cut two rectangular holes in the sides of the thick turret plastic in order to mount the rocket rack. These holes must be perfectly cut into a curved, smooth surface (turret sides) and each hole must line up exactly opposite from the other one on the other side of the turret. If either hole is off by a quarter millimeter in size, shape and/or location, the whole rack will be crooked. There are no cheat lines on the surface or any other guides to assist the modeler with this task.

Personally, if I attempted to cut these holes ten times, I would fail nine times.

I use the word ‘inexplicable’ because Academy has a solid reputation in the industry for helping new modelers with tricks to



ease the assembly process. They provide cheat lines to show modelers where to attach the shovel, for example, but provide nothing along those lines for attaching the rocket rack – the very star of the show.

My solution was not great. I probably should have gone with building a jig and drilling appropriate holes, then removing the square ‘male’ ends of the rack arms and replacing them with a solid tube through the turret – something like that. What I ended up doing is scrounging up two small, open ended boxes that I glued to each side of the turret, serving as a solid housing for the two arms of the rack to sit in. This worked but it added detail to the vehicle that doesn’t exist, and prevented two prominent decals from being applied. On the other hand, the rack is solid and lines up reasonably well.

The two runs of track in this kit are made of black, rubber-band style plastic with attached outboard grousers. Every two inches or so on the outside of the track there is a small rubber ‘bump’, or a clearly visible hole left behind by the bump – probably due to some manufacturing issue. Some modelers will want to replace the track with an aftermarket product simply for this reason alone, since filler is not practical with this material. I decided to ‘weather’ my way to a solution and did so.

Academy track is the kind that you must melt rubber ‘pins’ with a hot knife or screwdriver to attach the two ends of the track together. The problem is, with the high track tension common to American tanks like the Sherman, the connection could invariably fail. If not when you first stretch the track around the drive sprocket, then later, when your model is sitting in the case, minding its own business. I took a chance and attached them without resorting to staples this time - we’ll see if they hold out. In my opinion, there are just too many modeling options for track these days to continue to rely on this outdated design.

Painting and Finish:

This European Theater M4A3 is going to be U.S. Army green, so I had my work cut out for me to try to put a little life into all that monochromatic finish. I thought that I would take this opportunity to try painting the tank using Vallejo Acrylics instead of my normal go-to choice of Model Master drabs for American armor.

Note: I thin all Vallejo Model Air, Model Color and Panzer Aces paints using their own thinner and an inexpensive retarder by Liquitex called Flow Aid. I work in small batches (3 drops Flow Aid + 20 drops Vallejo Airbrush Thinner + 20 drops Vallejo paint (any brand)). I swish that around until it is mixed and pour it into the color cup on my Pasche-H Single-Action airbrush, Number #3 tip, set at 20 lbs. pressure.

Track: I primed the two lengths of track using rattle-can Rustoleum Flat Black Primer, followed by a dusting of rattle-can Krylon Leather. Krylon/Rustoleum is just about the only paint that will cover track initially, in my opinion. I could have used model paint and my airbrush but that just takes too much paint and too much time. Once the Krylon paint was dry and did not exhibit any more tack, I dusted the tracks with Vallejo Model Color 70976 Buff.

Next I dampened a Q-tip with Model Master Dark Anodonic Grey Buffing Metalizer and drew it across the track pads and the insides of the track where the wheels run. I then gave everything a heavy wash using AK Interactive Track Wash, straight from the bottle. Once dry I rubbed a little Gamblin Silver Oil Paint on to my finger and drew it along the grousers to ‘pop’ the detail.



On-board tools and rear-deck gear:

Most of the (plentiful) on-board tools provided by Academy were left off and replaced by a ‘Sherman Load’ from Value Gear. The few tools that remained were painted using Vallejo Model Color 70865 Oily Steel. For hand-brushing Vallejo paints I mix a tiny bit of Vallejo Slow Dry and water with each color until it flows smoothly off a red sable brush.

The rear deck baggage, tents and tarps were painted using Vallejo, Model Master, and Tamiya paints (see article referenced above for specifics). I secured the equipment using tarred string of the appropriate size. This product holds its shape once set, and will resist loosening over time.

The rest of the model:

I started by airbrushing a primer/pre-shade coat of Gunze Mr. Finisher 1500 Black to give the plastic and PE some grip for the following coats, and to fill in the recesses and create a shadow effect near the flat surface edges, adding depth for the subsequent coats to come. Once dry to the touch, I painted the rocket rack Alclad ALC-120 Gun Metal. I wanted to feather out the green paint I applied later towards the ends of the barrels to suggest worn, burnt steel.



Next came the first camouflage coat using Vallejo Model Air 71.016 Dark Green. I airbrushed it carefully, trying to allow some of the black to show along the edges, underneath the protruding detail, etc.

I then applied a post-shading coat using Vallejo Model Air 71.044 Light Grey Green, lightening up all the panels moving from the center outwards, paying special attention to the upper surfaces exposed to sunlight, and leaving what was in shadow, darker.

I enhanced this shade with a final post-shade coat of 50/50 mix of the Light Grey Green and Vallejo Model Air 17.001 Flat White.

Decals: With painting finished, I air-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. I used the Red and Blue MicroSol and MicroSet products without any problems. Once the decals were dry, I gave the entire vehicle a good coat of Future to seal the decals and prepare the surfaces for washes and streaking.

Washes and Streaking:

I applied a dark ‘sludge’ wash using ‘Vallejo Model Wash for Olive and Green Vehicles’, a new product for me. I brushed it on, thinned slightly with Vallejo Thinner and I felt the dark color enhances the green panels effectively. I then used AK Interactive Streaking Grime to add a ‘vertical element’ to the sides of the hull and turret. I applied this product straight from the bottle in small, vertical stubs along the tops of these surfaces and let them dry (about 10 minutes). I then dampened a small, square-ended brush with Mona Lisa Thinner (letting most of that soak off on a paper towel) and drew the dried Streaking Grime downward until I had the effect I was looking for. The beauty of doing this after the surface has a shiny acrylic coat is that you can make mistakes, or even start all over again, if you want.

Metal Highlights: I then went over the vehicle with a silver quilting pencil, Uschi’s Metal Polishing Powder, and Gamblin Silver Oil Paint to bring out a metallic sheen where appropriate.

Flat Coat, Dusting and Pigments: 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. Once all the shiny spots were gone for good, I highlighted the track and road wheels with Mig pigments and stuck a fork in it – this little guy was done!

The Calliope version of the Sherman is a welcome addition to the excellent line of Academy American tanks. For the most part, the assembly went together without any surprises and the fit was excellent.

The approach Academy took in attaching the rocket rack to the turret is hard to explain. Academy kits are usually a hit with beginners because of the low part counts and the little extras, such as providing very faint raised lines identifying part placement. This alone would have gone a long way in assisting modelers with this intimidating task. As a result, I fear this kit will end up on a shelf in the 'finish someday' closet instead of the finished model case where it belongs. The use of old-style rubber-band track which contain a number of manufacturing flaws, while minor, is also hard to rationalize with so many track options available today.

On the other hand, including a PE alternative to the thick, over-scale headlight covers, is a step forward, and may sway more experienced modelers. Overall, the kit looks great, goes together well, and was fun to build.

Because of the way the Calliope launcher attaches to the turret, I can only recommend this kit to advanced modelers, which is unfortunate since the rest of the model is relatively simple to assemble. The rocket rack is the star of the kit, however - you just can't leave it off.

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



IPMS Seattle Election Process

For the past two months, we have been accepting nominations for the office of President and Vice President of IPMS Seattle, in preparation for the upcoming election. However, we have received only two nominations of those members who wish to run for office. These two candidates are the incumbents, **President Andrew Birkbeck**, and **Vice-President Eric Christianson**. Additional candidates were nominated, but they have chosen not to run. The candidates who have chosen to run are still invited to make a presentation at the November meeting, if they wish to do so.

Despite the lack of candidates, we are still having the election. Please either e-mail your vote to Robert Allen at: baclightning@yahoo.com, or mail your choice to him at: 12534 NE 128th Way #E3, Kirkland, WA, 98034. The voting will begin on November 15, and run through December 5. If you have any questions, please contact Robert at the above e-mail address.

Skyway Model Shop Sale

Skyway Model Shop will be having their annual anniversary sale on Thanksgiving weekend, November 27-29. Open early (10AM) all three days (Friday - Sunday) with 20% off the entire purchase and a special 50% off table.

Address: 12615 Renton Ave S., Seattle, WA 98178

Phone: (206) 772-1211

Fax: (206) 772-0721

E-mail: Skyway@nwlink.com

<http://www.skywaymodel.com/>



Terry Moore's 1/32nd scale Tamiya Vought F4U-1 Corsair.

It's All Klear to Me Now

by John DeRosia

I'm having fun building a 1/144th scale 747-8 for the Seattle Museum of Flight 100 Year Boeing Anniversary display - I have been getting some questions on how I do my windows. Paper towels and window ammonium kind of stuff always makes them look so nice on the house...OH?!...airliner windows?

Okay - there are many ways to do airliner windows. Probably at least 45 ways. Well - maybe 46!

Me? You know me. I keep it simple. Forget filling in the window openings, sand, sand, sand etc. - then use 'decal windows'. That's work to me. But, at the same time, I do not want the hollow look by looking through the fuselage to the other side.

Some kits give you 'clear' windows to glue in. Great. So are you supposed to spend three months masking those little buggers? Forget it.

Here's my simple method and I have been doing it for I believe all airplane windows I've ever done. You also will remember you are talking small scale airplanes. 1/144th, 1/200th etc. At that scale, all you'll really see are black dots. Don't believe me - look at pictures on the Internet or go to your favorite local airport and watch the real planes. Even at 1/1 scale – you see black dots.

Figure 1 will illustrate the steps opposite.

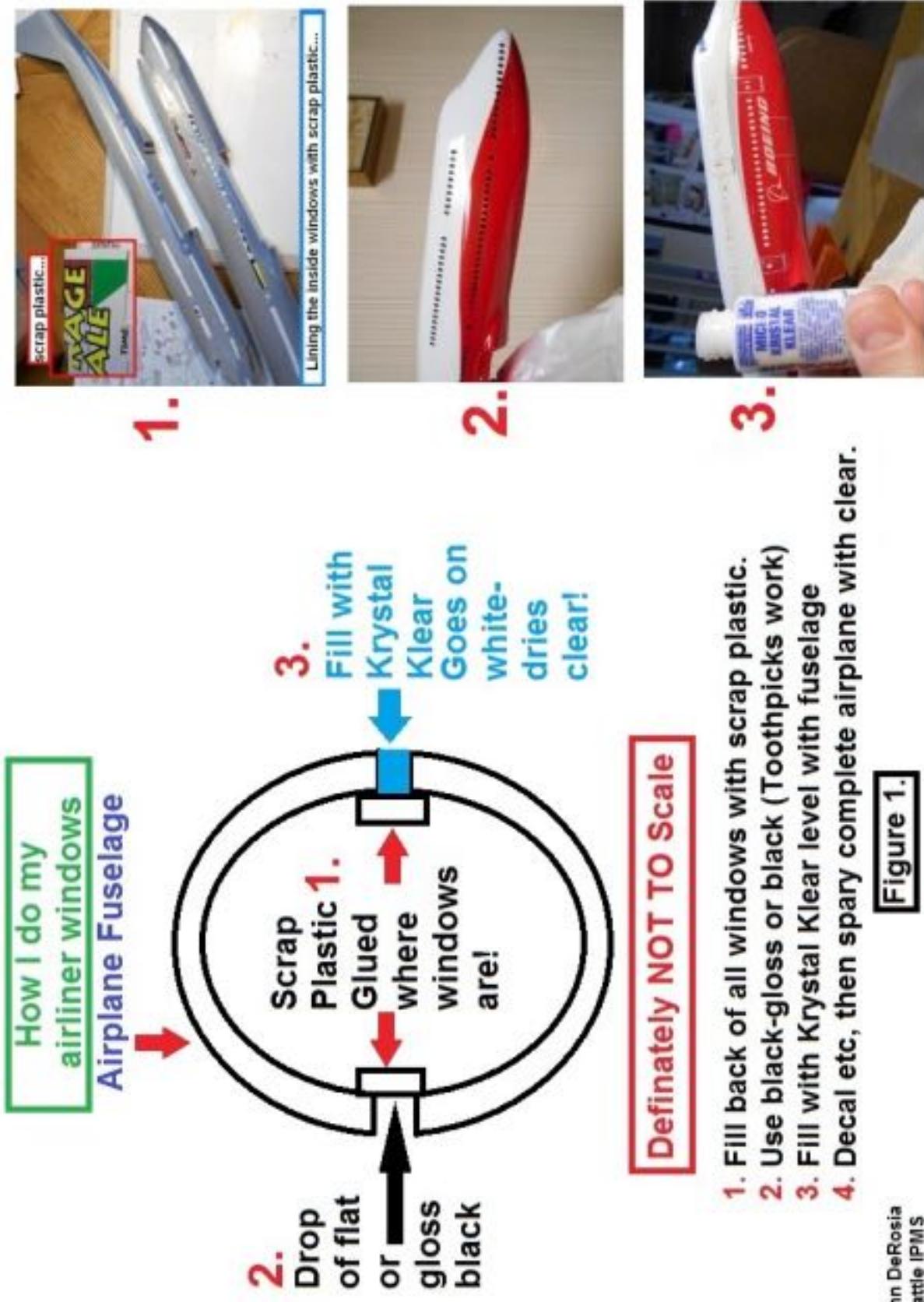
1. I use scrap plastic on the inside of the fuselage and cover all windows. "For Sale" sign cheap plastic styrene always works for me.
2. AFTER the whole fuselage is glued together and AFTER the main paint is applied (typically white) – I then drop either gloss or flat black into the opening with a toothpick. Depending on the airline theme and decals (logos etc) - sometimes I do the drop of black after decaling. Why? Some airline decals may actually go over some windows. So I apply the decals, use decal Solvaset and it sinks into the window openings.
3. The last step before clear coat is to now add Kristal ('Krystal') Klear to each opening. I want to build up the layer of Kristal Klear to be flush with the outside of the fuselage. Remember- it goes on white but dries 'Klear'. Note: If some of the Kristal Klear is higher or lower in each window than the fuselage side- no big deal. You'll never see the difference when the model is finally sprayed with clear coat if you decide to do that.

Lastly – "How much time does it take?", is what I hear. It typically goes pretty fast. My average is about 10 minutes per side on a 1/144th 747. That is, 10 minutes to do all the drops of black, then 10 minutes to do all of the Kristal Klear. I do let things dry also before the next step. Some windows require a little clean up if the black gets on the fuselage side.

And there you have it. Klean, Klear, Klassically Fast...and the results make any airliner (or other models you use Kristal Klear on) look so much better.

For Klearer pics, please go to our Seattle IPMS website, click on 'Blog' and see the 747-8 article with lots of pics titled:

100th Boeing Celebration at the Museum of Flight Display



1. Fill back of all windows with scrap plastic.
2. Use black-gloss or black (Toothpicks work)
3. Fill with Krystal Klear level with fuselage
4. Decal etc, then spray complete airplane with clear.

John DeRosia
Seattle IPMS

Hurricane Bookshelf/Events/TV & DVD: Cute, Anti-Cute...and Not-So-Cute

by Scott Kruize

We all have our tastes. Witness the variety of model creations that show up on our Show-and-Tell tables each month. Once domination may have been near-total by 1/72nd scale military airplanes, but we're 'all over the place' now...

However diverse our tastes, we all draw the line somewhere. I'm hopeful most you will empathize with the trauma experienced about a month ago, when I passed Kent's ShowWares Center to learn, from glittering letters scrolling over the marquee, that the upcoming major event was the *Hello Kitty Total Cuteness Convention*. One of the computer users that I used to care for was totally into *Hello Kitty*, so quite beyond my ability to stop it, I was exposed to the almost limitless variety of *Hello Kitty* dollies, memorabilia, toys, and accessories...including computer-related stuff like mouse pads and covers, decorative monitor bezels, screensavers, and even a Personal Digital Assistant based on the total cuteness of that *Hello Kitty* mouthless face.

Was it unreasonable to start a frantic search for antidotes to saccharine sickness? As Halloween approached, I paged through something from the Bookshelf: not-so-cute cartoons originally printed in *The New Yorker*. There were several by Chas Addams, and when I remembered how much I used to enjoy watching *The Addams Family* television show from the mid-60s, I determined to seek more Charles Addams cartoons. The library had several collections, among them *Creature Comforts* and *The History Of The Addams Family*.

I don't think Mr. Addams was himself a modeler, but he certainly was aware of our hobby, and drew enthusiastic practitioners of it. Recall how Pugsley Addams, that all-American boy, had slightly unusual tastes, in his miniature planes, trains, automobiles, and ships. In the quiet of his humble home, he runs his train set...with his model school bus approaching the train crossing. Over in the local park, he flies his airplane into the space where the other kids are flying theirs - and shoots them down. The quiet little wading pond, with the other kids' nifty model ships, speedy little runabouts, and elegant sailboats: Pugsley puts into the waters his leaking oil supertanker, and - even more fun, his remote-control submarine...which you know must have fully functional scale torpedoes.

The best modeling cartoon shows what could only be one of Pugsley's friends-and-relations. We see his work room: tools, materials, Erector set, chemistry experiment set, batteries, and the like. His mother is bringing a guest up the stairs: "It's priceless. Normie's building a rocket to shoot Pamela to the moon." Smoke trails waft off the Erector Set launch rails leading out the window, where Normie smiles up into the night sky. There's no sign of Pamela.

You'll have to look up Charles Addams cartoons for yourselves. Reproductions cannot be seen in this publication, for two reasons:



* Your esteemed newsletter editor Robert is extremely conservative about running even samples of copyrighted materials, and

* Although Charles Addams is no longer with us, rights to his material are firmly in the hands of his descendants, who shouldn't be antagonized. They're progeny of the man who drew a minimalist cartoon: Middle-aged woman runs along a desolate sandy beach, chasing the shadow of some monstrous bird-of-prey. The shadow is just sharp enough for us to see that it's carrying...something...in its talons. She calls out: "George! George! Drop the keys!"

In between *Hello Kitty* and Charles Addams is Disney Studios. I've never

gotten over enjoying Disney animated films, and the recent PBS two-part *American Masters* special about Walt Disney reminded me of the wonderful work he directed at his Studios while he was alive. He's no longer with us, but should certainly be proud of the work still carried on there.

I don't see every movie as soon as it comes out, because my wife Sandra doesn't particularly enjoy animated movies. While she went off to an antiques exhibit, I finally got a chance to watch *Planes*, which was released in August 2013, grossed \$90 million domestically, and another \$150 million around the world. It cost \$50 million to produce, and its success would seem to justify every penny spent. I think we modelers have an obligation to watch it.

Even those of you who've not seen it yet probably know it's about a crop-dusting plane that enters the Big Race. Nothing much new in the plot: local boy makes good at big international championship. But I was hooked on this movie seconds into the opening scene. Our hero absolutely smokes a pair of jet super-fighters in an impromptu race...even after he gives them a head start! It's just a dream our hero's having, but as the plot unfolds and he actually flies well enough to get into the great race, the movie's quality goes up and up and up with him.



Movies like this require that the Underdog gets help from an Older-but-Wiser Master. In this case it's an aging, beat-up, nearly crippled old Navy Corsair fighter. He helps our hero get ready to take on the competition: a drop-dead gorgeous Scale Composites dream plane, burly Latino Gee Bee R-1, and a stiff-upper-lip De Havilland Comet. (Are you paying attention, Robert?)

I'm in awe of what animators can do nowadays with CGI, especially if it's aviation-related. Particularly, the *Dogfight* series on The Military Channel is astonishingly realistic and impressive. The rapid maneuvers through the air and over the ground feel real, and in any kind of head-on pass, you think you feel yourself shaken around in the turbulence of high-powered

machines crossing. *Planes* has a lot of that, coupled with landscapes and scenery for which Disney Studios became famous, starting with *Snow White* way back in the mid-30s, and continues to this day. The Disney artists use CGI as merely one more 'brush' in their artwork, and I was just as impressed by watching this current release as I was as a child, seeing *Sleeping Beauty*, *Cinderella*, and *Pinocchio*.

I believe now I'll manage to get over frightening mental visions of *Hello Kitty Total Cuteness Conventions*.

Bear with me if I find myself compelled to bring into upcoming show-and-tell sessions renditions of Charles Addams' characters' creations, or some of the competitors in *Planes*. As I said, we all have our tastes, and can model anything we want...even accurate renditions of things that have never been...except in cartoons or on the Silver Screen!



Those Black & White RAF Undersurfaces

by Robert Allen

The history of Night/White (or Black/Sky) undersurfaces on British fighters is a complicated one. It was used as the standard scheme for two very distinct periods. The first use was in the spring of 1938, when a batch of Hurricanes was painted at the factory with the port wing Night black and the starboard wing White, with the center section between them still in the original aluminum. Only one batch was painted this way for test purposes before reverting to the standard aluminum underside finish. In late 1938, after the Munich crisis, the decision was made to paint the wing undersurfaces of RAF fighters in the Night/White scheme, with the wing demarcation being down the centerline, and the rest of the undersides still in aluminum. In early 1939, it was amended to paint the entire underside, not just the wings, in Night and White. The reason was two-fold. The scheme broke up the outline of the aircraft in the cloudy sky of Britain, and it was a convenient recognition scheme for gunners on the ground. There were many variations and interpretations of the orders, especially in the early days of the scheme. One anomaly was that even after the order was given to paint the entire undersurfaces Night/White, Spitfires were still delivered from the factory with the wings Night/White, but the rest of the undersurfaces in aluminum, forcing them to be repainted when they reached the RAF. The photo to the left shows a factory-fresh Spitfire in April 1940, still in Night/White/Aluminum a year after the scheme was revised!



*IWM caption: Spitfire Mk I P9450 in flight, April 1940.
© IWM (HU 104745)*



*IWM caption: A Hawker Hurricane in flight over Egypt, October 1940. © IWM (CM 131)
I suspect the date on the caption is incorrect - this looks more like the November 1940 scheme.*

RAF fighters remained in this basic scheme until June 1940. No roundels were originally carried on the wing undersides, although on May 15, 1940, an order was given to paint them, with a yellow outline to the roundel on the Night wing. This scheme was short-lived, for on June 6, 1940, the undersurface color was changed to overall Sky. The reason was that the Night/White scheme provided camouflage in cloudy British weather, but with the coming of summer, the aircraft were too visible on sunny days. The Sky scheme provided more camouflage against the pale blue summer skies seen at 10,000 feet, where much of the fighting took place.

The Sky undersurfaces remained until November 1940, when with the coming of winter and the cloudy skies, the decision was made to go back to the contrasting finish. The port wing was to be painted in Black, and the rest of the undersurfaces, including the starboard wing, were to be left in Sky. The Black was not actually Night, but a washable black paint that could easily be removed, if needed. It was reintroduced on November 27, 1940, and again was done for a two-pronged reason – for easy identification, not only to ground personnel, but for pilots in the air to more easily identify friendly aircraft (Luftwaffe fighters also had light blue undersurfaces, which could be confused for Sky), and to provide a more suitable color scheme against the dreary winter sky. (Yes, I know that one reason is to make the aircraft more visible and the other reason is to make it less visible, but there you have it).

This scheme was in effect during the winter of 1940/41, until with the coming of spring, the decision was made to revert to the all-Sky undersurfaces, with roundels. This change was implemented on April 22, 1941. It's possible that one reason may have been that the RAF was moving into more offensive operations rather than a primarily defensive role, and with RAF fighters being used for sweeps and bomber escort duties over France, it was not as important to have the two-color recognition scheme to ward off friendly fire from ground gunners.

This all-Sky underside scheme was again used during the summer, until on August 15, 1941, Fighter Command completely overhauled their basic scheme for fighters, going to Dark Green/Ocean Grey on the upper surfaces, and Medium Sea Grey on the lower surfaces. This was to remain the standard scheme in Northern Europe for the rest of the war.



Sources:

Camouflage & Markings: R.A.F. Fighter Command 1936-1945, by James Goulding & Robert Jones. Ducimus Books Limited, London, 1971.

Camouflage & Markings No 2: The Battle for Britain - RAF May to December 1940, by Paul Lucas. Guideline Publications.

Fighting Colours: RAF Fighter Camouflage and markings 1937-1969, by Michael J.F. Bowyer, Patrick Stephens, London, 1969.

RAF Camouflage of World War 2, by Michael J.F. Bowyer, Patrick Stephens, Cambridge, 1975.

IWM caption: Supermarine Spitfire Mk Is of No. 609 Squadron at Drem, February/March 1940.

© IWM (HU 104509)

PrezNotes

from page 1

duced. It's simply fantastic how this hobby of ours has progressed, almost exponentially, since the days when I was a kid in the mid 1960s. So many scales, so many subjects, it's staggering...

Hope to see you all at the November meeting!

Cheers,

Andrew

Italeri Mirage IIIC

from page 3

The final steps include adding the canopy, which is clear and features lots of extra details such as rear view mirrors for the main canopy and instruments for the windscreens. The kit comes with a separate crew ladder made up from four pieces, and as mentioned earlier, there is an engine cart. This is built up from several pieces that include separate support beams, wheels split in halves, and curved support braces.

The decal options are colorful and cover a wide range of schemes. There are three French, one Swiss, one South African, and one Israeli, all interesting in their own way. The choices are:

1.Mirage IIIC – Armée de l'Air No 44, Escadron de Chasse 3/10 "Vexin" Djibouti 1980: camouflaged in middlestone, dark earth, and light blue

2.Mirage IIIC – Armée de l'Air No 16, Escadron de Chasse 10/1 "Valois" Creil-Senlis, France 1978: camouflaged blue-gray over aluminum, with chromate panels on the underside

3.Mirage IIIC – Armée de l'Air No 17, Escadron de Chasse 2/5 "Ile de France" Orange Caritat, France 1967: finished in overall unpainted aluminum with chromate panels on the underside

4.Mirage IIIC/Z – SAAF No 805, 2 Squadron "Flying Cheetahs", Waterkloof AB Pretoria South Africa 1982: camouflaged in sand yellow and olive drab over light blue gray

5.Mirage IIIC – No J-2201 Swiss Air Force 1962: finished in overall unpainted aluminum with chromate panels on the underside

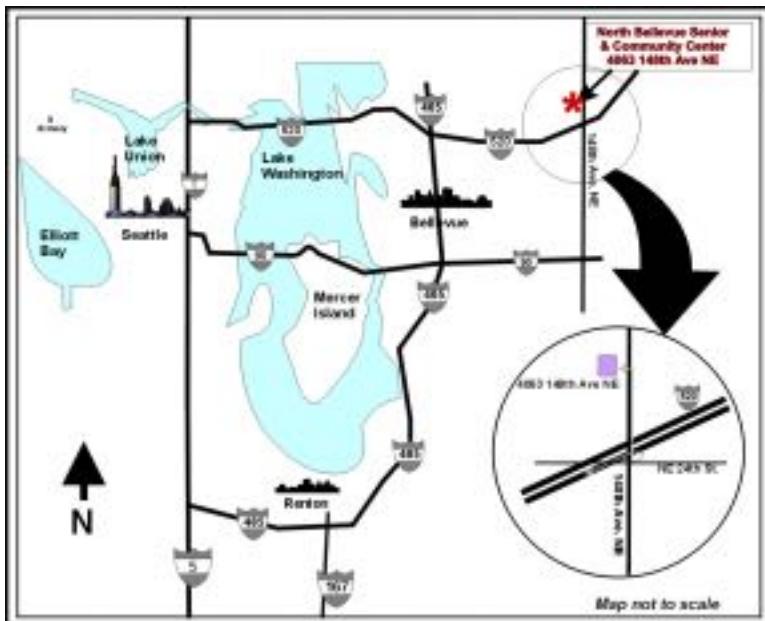
6.Mirage IIIC/J – "Shahak 59", IAF 101 Squadron Hatzor AB during the Six Day War in June 1967: unpainted aluminum with chromate panels on the underside

The decals are superb, with excellent color, sharp details, and minimal clear film. The latter will be very welcome for those

schemes done in unpainted aluminum. In addition to the individual aircraft markings, the decals include lots of general stenciling for the airframe and the under-wing stores.

This is a great kit from Italeri, one which is a notch above their previous 1/32nd release, the F-104. Careful examination of the fuselage suggests that we will see other Mirage variants in the future, undoubtedly the longer-nosed IIIE/O and perhaps even a two-seat version, a Mirage 5, and maybe even further derivatives such as the Kfir. What I would truly love to see, though, would be for Italeri to take this nice 1/32nd Mirage kit and scale it down to 1/72nd, as it would be a joy to build a dozen of these. My thanks to Italeri for the review sample.

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

Meeting Reminder**November 14**

**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.