

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2017

PREZNOTES



Please Bring ALL Your Models

Hopefully you put to good use one of the wettest Februarys on record: to work on your entries for the Spring Show! As a friendly and gentle reminder, I hope that all our members are planning on bringing all their models completed over the past year to the Spring Show on April 22? Remember that a huge number of those coming through the doors at the Show, especially the \$5 Walk-Ins, don't actively build models, if they build at all. Many of the younger ones play World of Tanks, World of Warships, or other battle or flying simulation games. Many adults coming through the doors have an intense interest in aviation, military, civilian or both, yet don't build scale models. Or are sci-fi movie buffs or anime buffs, who come to the show to see cool scale models of figures and vehicles that exist in the movie world they love.

These paying customers are NOT coming to shop at the vendor tables in most cases. What they ARE coming to see is the models. And the more we provide them to view, the happier they are.

Rest assured these non-modelers aren't looking to spot pin ejections marks not filled, nor parts ever so slightly misaligned. They aren't going to point frantically at your model screaming "I've spotted a slightly silvered decal, I want my admission fee back!". In actuality EVERY model you might care to bring is to these folks' minds "amazing". They don't have the skills we do, and are very impressed by the work we turn out, even the work that isn't quite up to snuff in our own minds.

So, let's see a huge turnout once again at our Show come April 22. Give those video game players, movie buffs, or aviation enthusiasts a memorable experience.

And please remember for the March meeting this Saturday that we are still looking for donations for the raffle, and I will have volunteer signup sheets at the ready for tasks at the Spring Show.

I look forward to seeing you all on Saturday.

Cheers,

Andrew

Reminder - our meeting this month is back at our usual location at North Bellevue Community/Senior Center, 4063-148th Ave NE, Bellevue

In This Issue

In Our Own Backyard -	
Kenmore Air	3
Hasegawa Honda N360	8
Eduard Bf 110G-2	9
Hurricane Bookshelf: Great [Disaster] War - Cool Model Pulling All Items Together for a Model Project	10
Aoshima Ki-61-II Kai	14
Pfalz D.IIIa at War Volume 2	15

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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 \$15 per annum, and may be paid to Twyla Birkbeck, 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 425-885-3671 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 2017 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.

March 11	April 8
April 22 (Spring Show, Renton)	May 10

IPMS/USA MEMBERSHIP FORM

IPMS No: _____ Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
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Signature (Required by PO): _____

Type of Membership: Adult, 1 Year: \$10 Adult, 2 Years: \$18 Adult, 3 Years: \$26
 Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$1.00 for 1st Junior) How Many Cards? _____
 Canada & Mexico: \$15 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order Credit Card (MC/Visa/Amex)
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Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
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In Our Own Backyard: An Occasional Look at Aircraft in Our Area

by Norm Filer

In this second installment of poking around the aviation world here in Puget Sound, I will look at Kenmore Air.

I discovered this gem shortly after I moved to Seattle in 1962. At that time I lived in the Kent area and didn't really make the trip to Kenmore very often. But when I did I was always rewarded with a chance to photograph something good.

Kenmore has always operated interesting airplanes. In broad terms, a bit of a bush pilot's operation located in an urban area. Always operating float planes that mixed service into waterfront locations around Puget Sound and lakes and rivers here and in Canada. Mining and hunting, fishing, or just remote locations all over the Northwest. If there was enough water to fly in and out of they would get you there.

Several years ago, our editor Robert Allen told me about a book titled *Success on the Step, Flying with Kenmore Air*, by C. Marin Faure. (ISBN: 0-9760200-0-9). It is very well written and illustrated and tells the story of Kenmore Air in a friendly, comfortable read. When you're done with this book you feel as though you know and like the folks at Kenmore. It is not much of a modeling reference, but it should be on your bookshelf if you are interested in aviation around our area.

Kenmore started in 1946 as a partnership of two mechanics and one pilot. They owned one Aeronca Model K and no specific business plan. There were a lot of long hours, little money, and hard times, but they grew into the unique operation we see today.

Notes on the profiles:

The Aeronca Model K is what started it all. A bare frame rebuild by a couple guys in a garage eventually lead to Kenmore Air Harbor. The Aeronca 7AC Champion does not have a valid NC number because I could not determine a specific one for Kenmore. I like Champs and I had a photo of one of Kenmore's that showed everything but the number, so here it is.

The trim colors on the Pacemaker are speculation on my part. I know it was Yellow with Black registrations, and the Black and White photo clearly shows the White. The dark trim is unknown. Since the bird was completely rebuilt at Kenmore, I thought the Brown a good guess.

Kenmore's first venture into the dealership business was the Republic SeeBee. The SeeBee was Republic's effort to stay in business after WWII. The government was turning the thousands of surplus fighters into scrap aluminum, and the new F-84 slab wings were stop gap at best. Just about the time SeeBee sales for both Republic and Kenmore started to gain speed, Republic won a big contract for the swept wing F-84F and SeeBee production stopped.

The Norseman shares its bush plane credentials with the Pacemaker. Big, all fabric and able to haul just about anything you could get through the big doors. Kenmore owned two and both are profiled here. They probably are big part of the reason Kenmore is still with us today.

What can you say about the Beaver? Kenmore probably has more Beavers than anybody else in the world. They have been making new airworthy aircraft from parts and wrecks for a very long time. At one time, there was an impressive pile of wrecks in one corner of the place. They bought and rebuilt wrecks and airframes from all over the world. They own the rights to a whole handful of modifications, improvements and even the turbine conversion. I think the Turbo Beaver is ugly, and you won't find a profile here. The Beaver is the first Kenmore airplane to get all dressed up in party paint. "Maggie" was named after a local King 5 television host on a program called *Evening Magazine*. In my opinion it takes the Oscar for the best Beaver paint scheme ever. And then they did it again bigger on the Turbo Otter. I have the same opinion about the Turbo Otter but these schemes are just too neat to ignore. "Bucky the Flying Beaver" was repainted with a newer similar motif after a complete airframe rebuild.

Many of the Alaskan and Canadian Beaver operator bring their birds down to Kenmore for modifications, inspections and updates during the winter, so that is a good time to grab the camera and go Beaver hunting.

Like the Sand Point article, there are other Kenmore birds that I would like to add. They seem to have slowed down on the fancy schemes, but I keep searching to find some of the older stuff. Always open to anything any of you might have.

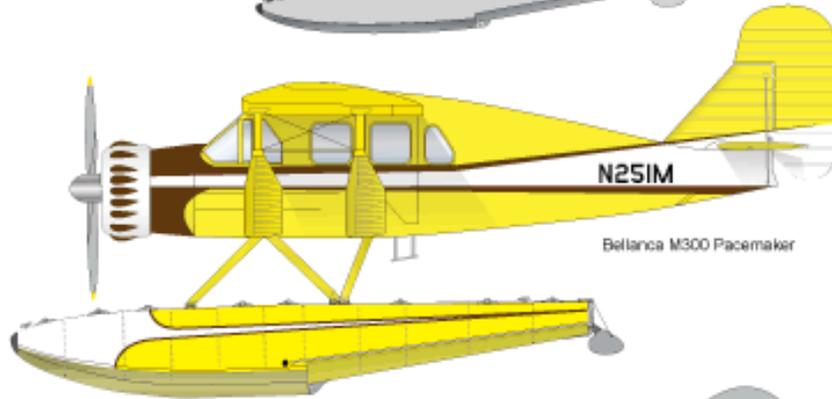
Aircraft of Kenmore Air



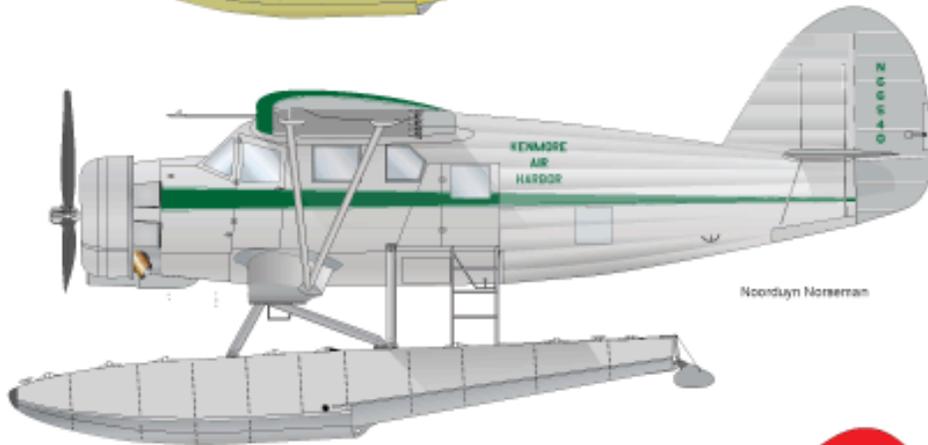
Aeronca Model K



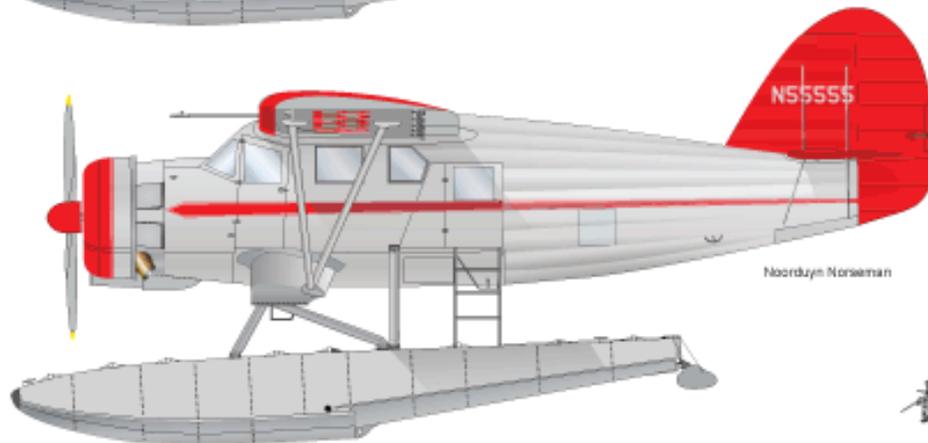
Aeronca 7AC Champion



Bellanca M300 Pacemaker



Noorduyn Norseman



Noorduyn Norseman





Republic Seabee



Early Kenmore Beaver



Current Kenmore Beaver

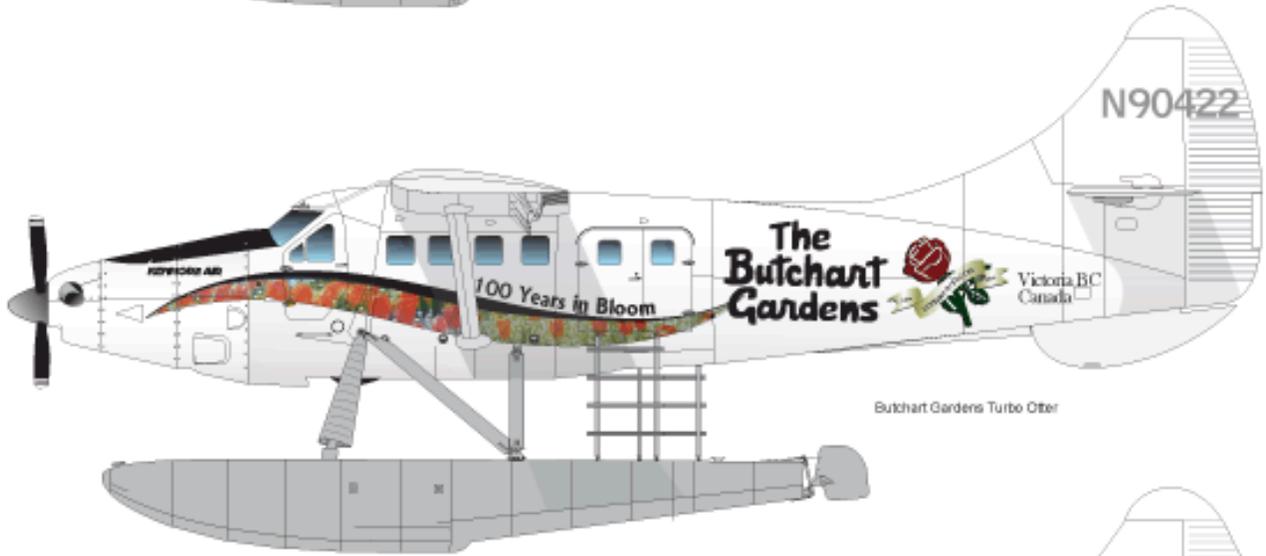


"Maggie" Beaver





metro natural Turbo Otter



Butchart Gardens Turbo Otter



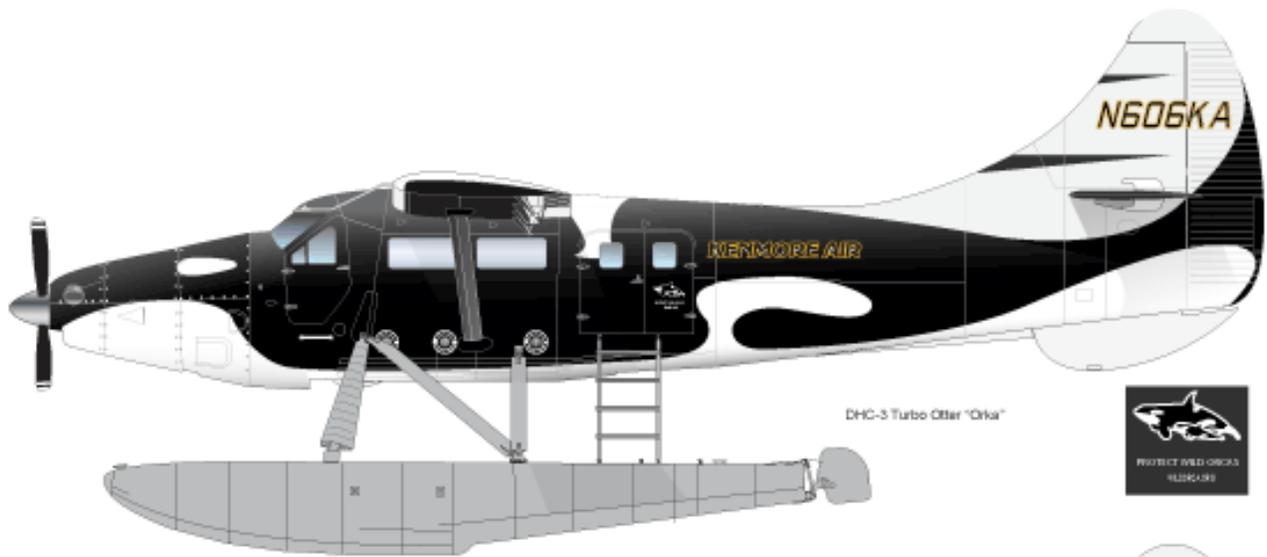
University of Washington Turbo Otter



Aircraft of Kenmore Air



Cessna C180K Skywagon



DHC-3 Turbo Otter "Orka"



DHC-3 Turbo Otter



Hasegawa 1/24th Scale Honda N360 (NII) (1969)

by Andrew Bertschi

In roughly twenty years the Honda Motor Company rose from being a small machine shop to the world's largest motorcycle manufacturer. Despite such amazing success, founder Soichiro Honda never rested on his laurels and always sought to further expand his company's offerings. This expansion began in the early 1960s with the introduction of a 'trucklet' followed by several small, jewel-like sports cars. Although modestly successful and highly prized today, those two-seaters were never more than niche vehicles. A more mass-market offering was needed to make a meaningful impact. That occurred in October of 1966 with the introduction of Honda's first passenger 'car', the N360.

The N360 was a small, front-engine, front-wheel drive, four-passenger automobile manufactured by Honda between 1967 and 1970. It was a major sales success in Japan and the basis of the first Honda automobile to be officially sold in the United States, the N600 of 1970. The N360 featured an air-cooled, 354cc two-cylinder unit derived from the engine used in Honda's CB 450 motorcycle. Both the displacement and output were reduced to comply with Japan's strict Kei class vehicle regulations. Compared to larger vehicles, Kei class cars enjoy benefits like lower registration, road tax, and insurance costs as long as they comply with limitations on displacement as well as vehicle length, width and height. In factory stock form the N360 had 31 SAE horsepower and a top speed of ~75 mph.

The N360 has never been kitted before in 1/24th scale. All the 138 parts are cleanly molded on six sprues; four in grey and two in white. The body is molded in white and separately bagged. The box also contains a fairly large, separately bagged sprue of chrome parts, a separately bagged sprue of clear parts, a nice decal sheet and a bagged set of rubber-like tires and wheel caps. There is also a separate sheet of dry transfer 'whitewalls' for the tires.

The kit represents a RHD Japanese market vehicle and a left hand drive dash is not included. The body has a separate hood but the engine is only a 'front' (literally) with no other detail for the battery, intake system or carburetor. The N360's spare tire was also mounted under the hood but this is not represented in the kit. In spite of those omissions, the builder has the option of making a N360 "Super Deluxe" or a N360 "S" and there are two separate instrument clusters, steering wheels and types of gearshift included.

The suspension and exhaust components are molded separate from the chassis, which makes the detailing of these parts far easier. All the parts have finely engraved detail and the engine front and gearbox case have realistically molded cooling fin detail that would respond well to a dark wash to give added depth. Everything on the sprues looks good and the only areas where there are potentially visible sink marks are the inside of the engine subframe, the passenger floor and the luggage floor.

The instructions provided are comprehensive with good illustrations showing part placement and location. There are several fiddly areas such as how the exhaust pipes fit between the inner fenders and the subframe so checking the illustrations carefully prior to using adhesive is a good idea. The painting instructions are comprehensive and have callouts given in the Gunze Mr. Color numbering system. If you do not use or cannot get these paints where you live, a good reference source to convert Mr. Color callouts to those of other paint manufacturers you can go to:

http://www.ipmsstockholm.org/colorcharts/stuff_eng_colorcharts_gunze.htm

As this is a factory stock kit, a notable omission is the lack of factory Honda exterior paint shade callouts other than the "Light Scarlet" red and "Ceramic" white shown on the box art and in the instructions. The decal sheet is quite comprehensive with numerous external emblems, windshield stencils and other detail markings, plus two forms of instrument panel decals for each of the panels that are included in the kit. Everything is colorful, nicely printed and in perfect registry on my sample.

It is obvious a lot of care went into the design and engineering of this kit and similar care is required when building it, to do it justice. While it is not aimed towards a novice modeler, this kit is a welcome effort from Hasegawa filling a previously empty void. It is highly recommended and would be a nice counterpoint to other small classic vehicles like the original Austin/Morris Mini, Fiat 500, and BMW Isetta. My sincere thanks to Hasegawa USA for the review model.



Eduard 1/72nd Scale Messerschmitt Bf 110G-2 ProfiPACK

by Jim Bates

The Messerschmitt Bf 110 is one of those interesting types from World War Two that is quite well known despite failing in its intended role as a heavy fighter. Serving in the European and Mediterranean theaters, it finally found its place when adapted into a night fighter. The Bf 110G-2 was the last of the heavy fighter variants, and it featured enlarged rudders and new, more powerful Daimler-Benz DB 605 engines.

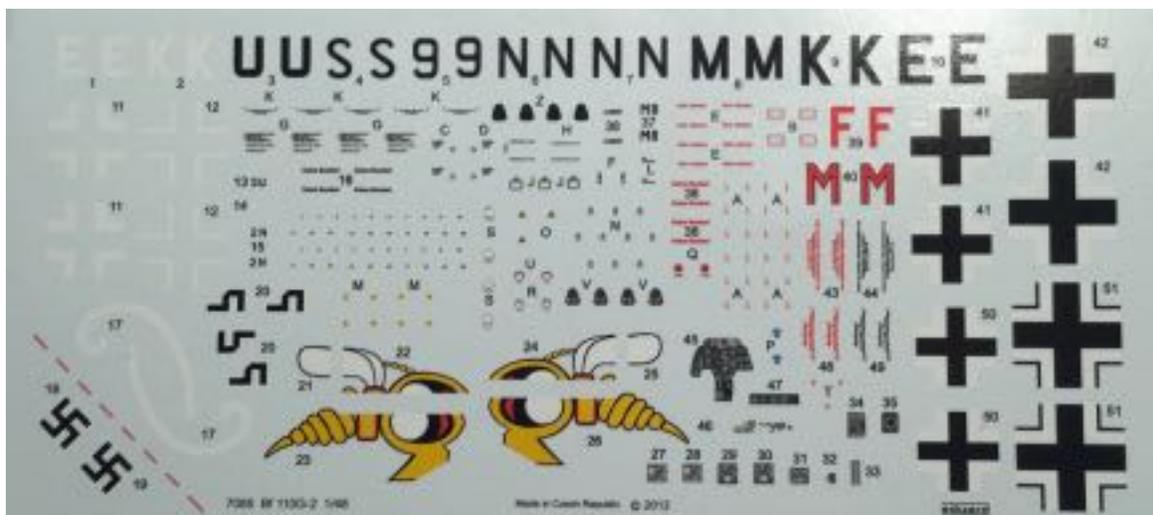
Eduard continues its most excellent policy of downscaling its 1/48th scale kits into 1/72nd a few years after the 1/48th release. While almost every manufacturer has issued a Bf 110 in 1/72nd scale, it could be argued that none were the definitive kit. That is no longer an issue, as Eduard has finally issued the "best in scale" 1/72nd Bf 110 and looking at the kit, it's difficult to imagine how any manufacturer can top it. Beautiful fine detail, excellent scribing, and crystal clear parts are highlights of the release.



The kit is spread out over six runners of well molded grey plastic and one clear sprue, and it has just about everything that a 1/72nd scale modeler could ask for, including petite, finely scribed panel lines, accurate shapes, and excellent detail in the plastic parts. The transparencies are clear and thin and allow for either open or closed canopy sections. Optional drop tanks and armament are also included. The kit can be built with an under fuselage cannon, a large drop tank, or fitted with bombs. One colored photo etch fret is included, to upgrade the detail on the plastic. The fret consists mostly of cockpit parts.

The decal sheet includes four options that feature Luftwaffe Bf 110G-2s based in Norway, Austria, Italy, and Czechoslovakia. I bet most modelers will have a hard time not choosing the hornet art on the nose of the 5./ZG 1 example. Full maintenance stencils are included as are swastikas. (they are cleverly printed on the corner of the sheet, so that they can be removed from the kits going to countries where they are prohibited by law.) Finally, a sheet of canopy masks is included to make masking the multi-framed canopy so much easier.

I have always had a theory that enthusiast modelers find Eduard kits so attractive because they do such a good job of presentation. Their artwork and instructions are well designed and colorfully printed. The plastic parts are beautiful. The clear parts are stunning and the panel lines and rivets are so finely engraved. All the extras-masks, photo etch, etc.- are right there in the box. However, the beautiful look of the contents in the box can be deceiving and while the kits are reasonable builds, they do demand a level of care and attention not always required in the assembly of other top of the line kits. That being said, this is clearly the best Bf 110 kit in the scale and the ProfiPACK kit is an excellent value for what comes in the fully-packed box. I would like to thank Eduard for providing the review sample.



Hurricane Bookshelf: Great [DISASTER] War – Cool Model Plane Subject

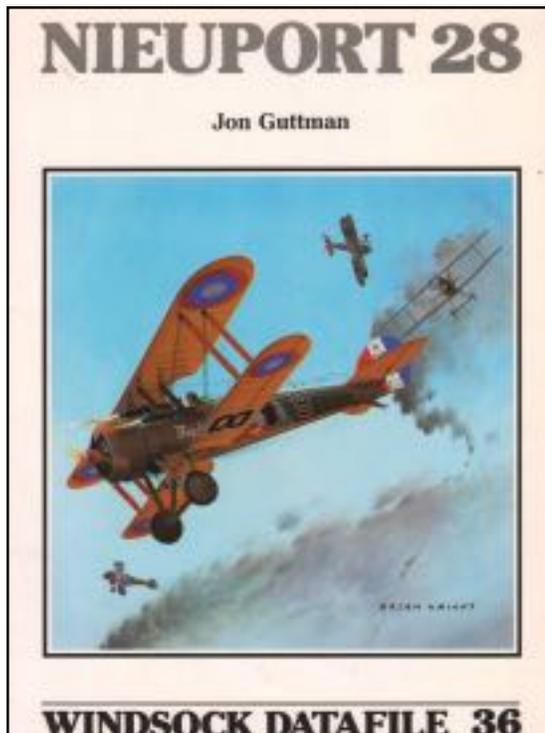
by Scott Kruize

I've always been partial to *Reader's Digest* and its associated publications. By late elementary school, I was regularly reading the monthly magazine. My parents had a subscription that lasted well past my departure to the UW. I have a subscription today. I also still have my *Reader's Digest Treasury For Young Readers*, a gift from my parents when I was 10. I still pull it off the shelf to review some factual article, or to enjoy again a story, puzzle, or anecdote.

So when I came across a copy of *The War To End Wars 1914 - 1918*, I snapped it up. In keeping with *Reader's Digest* editorial philosophy, the book's 160 pages contain a condensed - but highly comprehensive and detailed - account of the disaster that was the 'Great War'. Nearly every page has a couple of photographs from the time, along with various graphs, charts, and artist's illustrations. Just for an example, the double-page layout on 38/39 shows trench life, from 'No Man's Land' out well beyond the barbed wire, to the homey trench name - yes, trenches apparently had names—with many rooms and structures in between: the forward observation post, firing trench, the support trench with its troops busy shoring up trench walls, the cooking shelter, company HQ, medical aid post, and others.

The end of the book contains a time chart, with the major events from mid-1914 to December 1918. Just prior is the chapter 'The Aftermath', which describes the convoluted and cynical back-room political machinations that finally resulted in the Treaty of Versailles, and others, that supposedly put an end to the war. (Which in hindsight we know set up the 'rematch', following the twenty-years' crisis...and the rise and eventual collapse of the colonial exploitation of Africa...and of course the

divvying up of 'spheres of influence', drawing borders in the Middle East that plague us today...)



There's a chapter that tries to give at least a minimal, conservative accounting. The cost of raising and equipping armies totaling 65 million soldiers, of which more than 8 million were killed, and more than double that number injured in some way, must have cost "according to some estimates...around \$270 billion". Beyond the numbers, though, "Such losses were staggering, unprecedented, almost unimaginable. Yet the true cost of the war lay not just in the statistics of death and destruction, but also in the minds of men and women." The Great War demolished human faith in the progress of civilization and technology. It destroyed four empires, and worldwide seriously damaged the political, social, and economic systems. Technology leaped ahead in innovation, and mass production spread it everywhere. Virtually all of it was bad: dreadnoughts that could toss two-ton shells accurately across twenty miles of ocean, stealthy submarines endangering every ship on the high seas, aircraft able to range over the heads of civilians far away from the front lines. The infantry lost any residue of martial grandeur, slaughtered wholesale by massed artillery barrages, machine guns, and poison gas. Towards the end, some attempt to support and save the men began, with introduction of tanks and other armored fighting vehicles.

It's impossible to even imagine what life might be on Earth, had WWI never occurred. At a minimum, there's no doubt we would all be considerably richer. And calmer: to this day, we're all skittish and uneasy, knowing all too well how easy it is to slip into senseless, catastrophic violence.



As we move through the centennial years, this book is unreservedly recommended for an understanding of WWI. That is: it's the briefest possible substantial history to endure reading of this worldwide catastrophe.

Back to modeling: new technologies of World War I give us modelers lots of inspiration to put replicas out for Show-and-Tell, and on our Contest & Show tables. Nothing wrong with that!

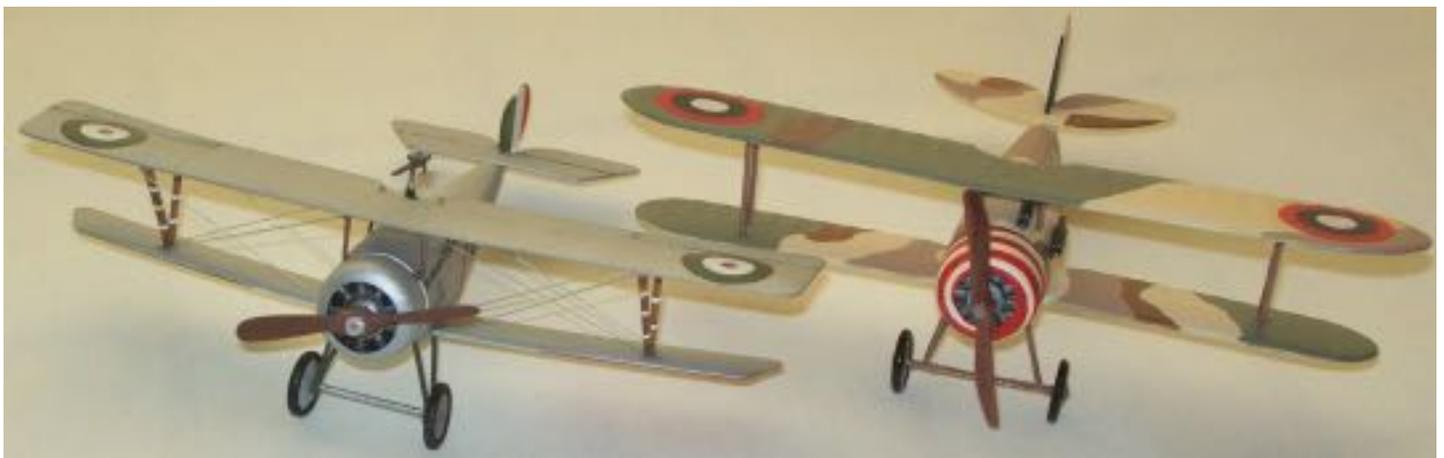
Like all schoolboys, I took to the first fighter planes. Way back Then, building airplane models from Lindberg, Hawk, and Comet, but especially Aurora, I had to try a WWI fighter. My first was Aurora's Nieuport 28, to roughly 1/4-inch scale. Unlike prior builds, this one required trying to perch a second wing up onto eight slender, fidgety struts. But I persevered, and for a long time that model hung from my ceiling, eventually joined by several others in Aurora's line: SE-5a, Sopwith Camel, and of course the Fokker Dr.1. Hawk made a nice Nieuport 17, still available from Testors.



For some obscure reason, I've retained my liking for the Nieuport 28 into modern times. It can't be just that first build, nor can it be based on admiration of the airplane as a fighting machine. Even back Then, I knew it had problems, shedding upper wing fabric or suddenly catching fire. Its contribution to the war effort against the Central Powers was much less important than earlier Nieuport models or the later ones from S.P.A.D. On the other hand, it was the first official fighter mount of our newly-forming air force in France, and it was apparently well-liked by its pilots for some performance aspects, particularly maneuverability and high climb rate. Ultimately it comes down to the fact that I like its looks. It looks right: slender overall, with nicely rounded lines, finished with France's cool late-war camouflage scheme setting off our own red-white-and-blue early insignia.

Since joining our club, I came across the old Aurora kit moldings again at one of our Contest and Shows. It was missing the box but was otherwise complete. After asking you all if it would be a sacrilege to do so, and getting no objection, I built it. By that time, I had experience with more modern kits, including some really superb ones. Still, I must say the old Aurora moldings are pretty good. Fit was adequate; no major putty needed, and the overall size and proportions make for what looks like a reasonable facsimile. I proceeded to build several more WWI kits from way back Then. I even learned to rig, using very light fishline as Stephen Tontoni taught me, quite an advance over the black cotton thread I used to steal from Mother's sewing box.

This all seems to have set Will Perry off. He ambushed me with the demand I build a modern Roden Fokker D.VII. At the time, he was the NorthWest Scale Modelers 'Person Who Talks The Most', and needed the Fokker for our group build of replicas of the Champlin Fighter Collection, which the Museum of Flight was trying to acquire. Before that project ended, he tapped me to build another, a Sopwith Camel, when the original assigned builder wimped out. I don't build the world's best models, but I do get them finished...those two models display under glass on the upper floor of the Personal Courage Wing.



I have more modern WWI kits in my stash, although I'm shying away from the superb but HUGE WingNut Wings 1/32nd scale series. I've also put a bunch of 'Profile', 'In Action', and 'Windsock Datafile' books on the Hurricane Bookshelf...how I wish I could borrow Mr. Peabody's Way-Back Machine, and send some of these back to myself, way back Then!



Last tribute, for now, to the Nieuport 28: decades ago, thinking I'd get back into U-Control, I started a semi-scale profile model of one. I cleaned up and finished the model and took it to display at the Northwest R/C Expo in Monroe in January, with a sign:

I read that some U-Control clubs host a more "Fun Fly"-type of combat: Semi-scale Profile World War I Combat, for .29-.35 glow engines. It inspired my scratch-build of this Nieuport 28, from my own plans. But the construction methods and engineering, and all major design features (general dimensions, airfoil, wing area, etc.) are copied from Sig's Fokker D.VII, kit #CL-5. (Now out of production.)

All-balsa, except for ply doublers, maple motor mounts, and pine struts. Silkspan and Coverite fabric.

The model won the Expo's prestigious Best-of-Show for U-Control award certificate. It might be relevant to say it was the only entry...so there's my share of WWI glory!

The War To End Wars 1914 – 1918 From the Reader's Digest 'The Eventful 20th Century' series, copyright 2000 by the Reader's Digest Association of Pleasantville, New York. About 11" x 9", 160 pages. Illustrated with black-and-white photographs and colored reproductions of posters, paintings, and other graphic art from the period.

Pulling All Items Together for a Model Project

by John DeRosia

I like to think of myself as a 'simple guy'. Meaning I don't go for that 'high-falootin' director's, manager, vice president, CEO type of job positions for me. Oh, I respect the folks that are in those positions, it is hard work scrutinized by the eagle eyes of all employees in all companies. But me - I like to stay in the trenches as they say. I like more of the hands-on stuff if I can help it. Doesn't pay as much - but still okay with me.

Okay - how in the heck does it relate to the latest model truck project I just completed? It is the 1/25th Ford/Snorkel/High intensity Light Platform Rig.

I hope you see the relation in all of the great model projects that all of you work on all of the time.

It (the model project) starts with an idea/theme/picture in the mind. Most large corporations – the idea or new project typically comes from up high. The CEO, the stockholders etc. "Starting next week - we will focus our efforts for the new and better thingamajig...blah, blah, blah." Well, just great. Now the responsibility and eagle eyes are on me as the leader of said model project. CEO level? Even worse when you announce to the 'world' your intentions. Or in our case - our model friends. What a hard bunch to please...only kidding!

Okay. I have the kit(s) and materials I need for my project. I may gather facts, paints, advice and many other little things I need mentally to start the actual physical work. Time has to be planned to set aside to make sure I can work on the model. Well shoot! Now I have to be the 'project' manager/director.

If I follow model instructions/and/or planning the sequence of events, and the order in which the model will be assembled - all must be taken into consideration. Will some assemblies be built 'out-of-order' to make it easier to build/paint etc? Dern nabbit! Now I have to direct all the little sequences to come together.

If I have multiple projects on the bench at one time or in Tupperware tubs waiting completion – I most likely will have this mulling in my mind all the time. No rest for the higher ups always keeping the mind going on what has to be done, managed and so forth.

Then, if and when new things must be investigated or learned to complete the model project (like maybe adding lights you have never dealt with before)...you have to deal with decisions. Do I do this first, that third, the other thing last etc...More management activities. Rats!

Oh. Let's not forget the real world versus model world of deadlines. Yup. Even though model building may be a hobby – we do have deadlines. Self-imposed and from the outside. Good example: The model show is coming up – you want and need to complete your model before then. Pressure, pressure. Just like the 'big boys'.

Somehow – what started for me as 'keeping in the trenches' – quickly unfolded to certainly doing that, but also I elevated myself unexpectedly to the higher ranks of our manager/VP/CEO friends.

Since we are all one of the people that may make up a company (Even being a janitor. We need to keep our workspace clean) – give yourself a huge pat on the back.

In the end, we are pulling ALL numerous items together for a model project. You are to be commended for doing that – and you have a model to be proud of.

And best of all? We had super-duper fun doing the model (say you agree?...come on...I'm waiting to hear of your fun adventure even with your jaws clenched closed...)

Please Note: My model truck project (see picture) from start to completion can be seen on our Seattle IPMS Blog. It used all attributes talked about in this article.

<http://ipms-seattle.org/modeltalk/2016/04/11/j-and-t-specialists-seattle-high-intensity-light-platform-truck/>



**AMT Ford Hauler and ALF Firetruck Snorkel kits.
Started 2016 - Completed Feb-09-2017.**

Aoshima 1/72nd Scale Kawasaki Ki-61-II Kai

by Robert Allen

Considering that Aoshima released a full line of Kawasaki Ki-100 models in 1/72nd scale a few years ago, it's not a surprise to see them do the same with its predecessor, the Ki-61. The Ki-61 Hein was the only operational Japanese single-seat fighter of WW2 to use an in-line engine; it was a good fighter when it worked, but problems with those engines, particularly in the field, hampered its effectiveness, and the type never truly realized its potential. It is probably best known for its role in defending the Japanese homeland during the last year of the war. It is also, IMO, one of the three best-looking fighters of WW2, along with the Supermarine Spitfire and Macchi C.202.



The Hein has not been that well served in 1/72nd until fairly recently. Not counting an early 1960's era Revell Ki-61-I Ko (which was inexplicably re-released a couple of years ago), the one easily available model for many years was Hasegawa's Ki-61-I Tei, which was released in 1973. It's reasonably accurate, although a tad short in the nose, and quite buildable, but lacks the detail of modern kits. Dragon/DML released what was marketed as a Ki-61-1 Hei in 1994, but it was actually a mish-mash of different versions. It was re-released in 2006 with new parts, but it's still a kit that requires surgery and modifications to represent any specific version. The Gold Standard for the Ki-61 has been the series of kits that Fine Molds put out in the early 2000s covering several variants. The first Fine Molds Ki-61s were based on the Hasegawa kit, with conversion parts as needed, but later ones were completely new molds. Finally, RS has released a line of Ki-61 variants in just the past couple of years.

Aoshima has released three Ki-61 molds so far, a Ki-61-I Tei, and two Ki-61-II Kais, one with a razorback canopy, and one with a teardrop canopy. The Ki-61-II Kai featured a more powerful Ha-140 engine, with a noticeably longer nose, and not quite as noticeable larger tail unit, than the Ki-61-I. It was designed to use a larger wing, but flight tests proved problematic, and production examples reverted to the same wing as used on the Ki-61-I. Unfortunately, engine production could not keep up with airframe production, and only about 100 Ki-61-IIs were fitted with the Ki-140 engine; the remaining airframes that were stockpiled were adapted to receive the Mitsubishi Ha-112 radial engine, resulting in the Ki-100.

Aoshima's Kawasaki Ki-61-II Kai (razorback version) kit contains 113 parts on ten sprues; 99 on seven sprues molded in gray, and 14 clear parts on three additional sprues. The decal sheet is remarkably comprehensive considering how simply marked the two options provided are, with stencils and walkways, and the instructions are typical Aoshima, which means you get the usual exploded views, with minimal English translations. Cockpit detail is good, the cockpit being built as a box, with walls, that fits into the fuselage. There's an engine provided, although it's not that detailed, and only consists of five parts. It does allow you to complete the model as one with the engine being worked on, which leads us to one of the more unusual aspects of the kit. It includes wing and fuselage trestles, and ladders, for displaying the aircraft undergoing maintenance, along with three ground crew members, with separate arms, who can be posed as if working on the aircraft. I really like this; it makes doing a simple diorama quite easy, and adds interest.



An Aoshima promo shot of the Ki-61-II Kai kit showing the trestles, ladders, and ground crew

The canopy can be built either open or closed; the Ki-61-II featured a larger, rectangular rear vision panel rather than the diagonal one on the Ki-61-I, providing an easy recognition feature between the subtypes.

Decals are provided for two aircraft; no reference is made as to units, but both of the options are of non-operational aircraft flown by the Army Air Test Center at Fussa. The color schemes are as simple as possible – both are silver (natural metal) with a black anti-glare panel and yellow wing leading edge panels, with a number on the tail fin. One is black “10”, and the other red “17”. Aoshima provides decals for both the anti-glare panel and the yellow wing leading edge stripes.

Red “17” is the Ki-61-II which has recently been refurbished to pristine condition by Kawasaki; it was exhibited for many years at the Tokko Heiwa Kaikan Museum in Chiran, Kagoshima Prefecture, in 244th Sentai markings. Before that, it was outside at Yokota Air Base. As the only example of the Ki-61 currently on display in the world (two others are in the process of restoration), it’s a significant aircraft.

Aoshima’s Ki-61-II Kai looks like a nice kit of a very attractive aircraft. The parts included for a maintenance diorama are an excellent idea, and certainly add to its appeal.



A photo of s/n 5017, taken at Yokota Air Base in 1946. This aircraft is one of the decal options provided in the kit.

Photo source: SDASM

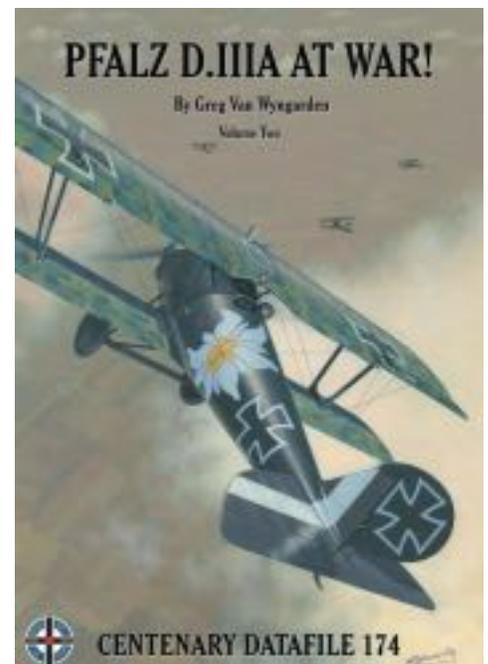
Centenary Datafile 174: Pfalz D.IIIa At War! Volume 2, by Greg Van Wyngarden

reviewed by Chris Banyai-Riepl

As 2016 came to a close, one last Datafile appeared on the horizon. This one finishes up the *Pfalz D.IIIa At War* set, letting the words of the pilots that flew the type tell the story. The majority of the text focuses on operations, but there are also some technical details on the Pfalz D.IIIa as well, making it a nice complement to the regular Datafiles (Nos. 7 and 107) on the type.

The book begins with Jasta 52 in 1918 and segues into Jasta 29 before ending with Jasta 64w (which was led by a former Jasta 29 pilot). For all three units, extensive referencing to surviving war diaries make the story very engaging. Following the unit histories, the book then provides a section on pilot reports for the Pfalz D.IIIa. This is followed by a section on Allied impressions of the type, and these two sections together provide a very interesting perspective on the Pfalz as seen from both sides. The book then finishes up with a short technical description and a bit on the post-war use of the Pfalz D.IIIa.

If you think that this is the only text in the book, though, you'd be sorely mistaken. While I have not done an exact word count, I would guess that at least a third and perhaps as much as half of the written word in this book is contained in the photo captions. It is here that some of the more specific information is given, as it relates to a specific Pfalz or Pfalzes. While many of the aircraft depicted in the photographs are interesting, for me the most striking is that of Eugen Siempelkamp of Jasta 29. This



plane, finished with green upper surfaces, has a large geometric Tatzelwurm on the fuselage that just looks so cool. This is one of the nine aircraft illustrated in color profile illustrations as well, making it all the more eye-catching.

The color profiles are done by Ronny Bar, who has had his work adorn many of the more recent Datafiles. In addition to eight side views there is one aircraft depicted with a side, top, and bottom view, which shows the application of lozenge fabric to the wings. In addition to the color illustrations, this book also includes a two-page spread of scale drawings, done in 1/32nd scale. These are not complete drawings showing every detail, rather they are structural drawings that highlight the internal construction of the wings, tailplane, and fuselage. There are fuselage structural cross sections and wing cross sections as well, but for those looking for external details, you'll have to pick up one of the earlier Datafiles.

This is a great way to finish off the year with a Datafile, as this book is both fun to read and full of eye candy. Unfortunately, this will be the last new Datafile that we



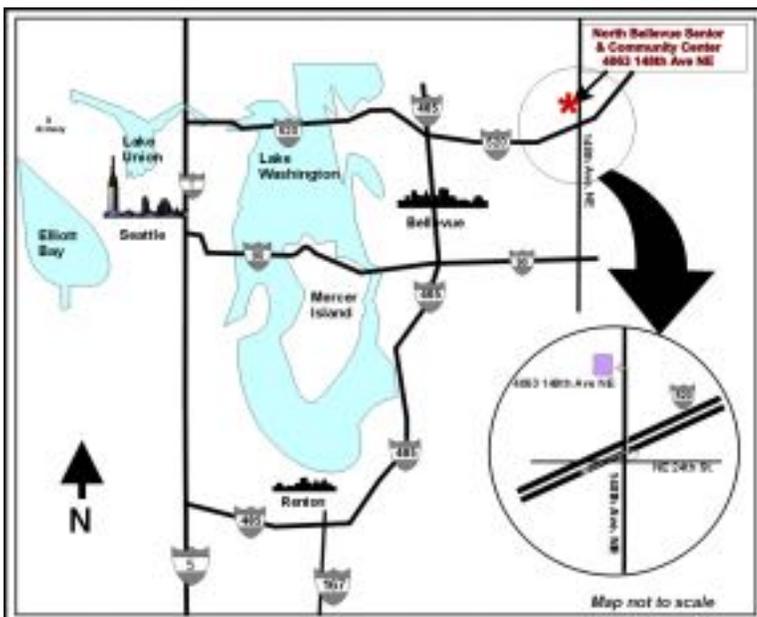
will see for the foreseeable future. As mentioned on Ray Rimell's blog, having been in production for over 30 years they have decided to take a deserved break to recharge their batteries and do additional research. Having produced 174 Datafiles in that time is nothing short of amazing, and World War One historians are richer for all the work Albatros Publications has done over the years. I look forward to seeing where the future leads them, as they remain

the leader in WWI aviation research. My sincere thanks to Ray Rimell and the rest of the fine folks at Albatros Publications for this review copy and for all their hard work over the last 30 years.

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

Meeting Reminder

Meeting: March 11



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.