



Seattle Chapter News

Seattle Chapter IPMS/USA **March 2022**

Simple Techniques Can Produce Big Results

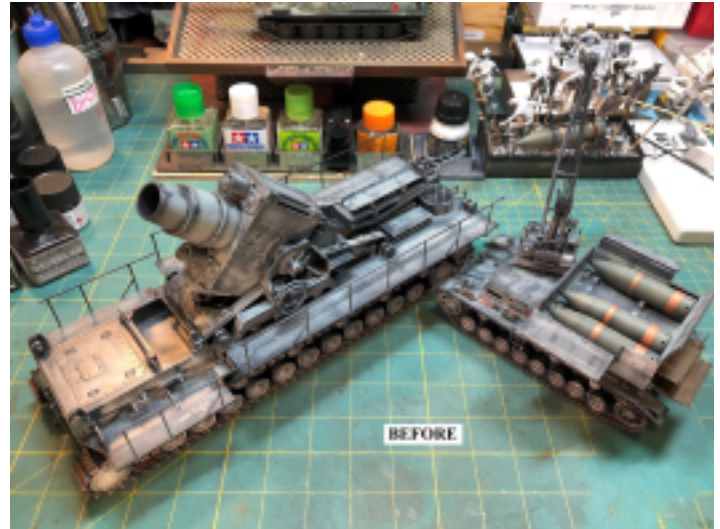
This coming Saturday is our first in-person meeting held in three months! And hopefully it will mark the end of this long and arduous pandemic – at least in as far as our meetings are concerned. I'll find out later this week if masks are required; but I suggest that you bring one anyway. And there certainly will be members who wish to keep a mask on regardless, which is totally fine.

A simple technique using distillate weathering products can add a much-needed 'element' to your project. Back in the day this technique was commonly referred to as a 'sludge wash', employing acrylic paints, and used mostly for filling recessed panel lines. And it still works fine for that. Some modelers have updated this technique to employ distillate-based products, such as enamels and oils, for a similar result – with some differences. Used with a mild thinner such as Mona Lisa, the technique no longer attacks the surface like it once would have, and it does a better job filling the panel lines. It also gives the model an uneven, and, in my opinion, a more realistic weathering finish than other methods. This is mostly due to the increased working time afforded by using distillate-based products on a glossy surface. It's also tailor-made for a Zoom modeling session – busy, brain-dead, and yielding instant (and satisfying) feedback with each section you do.

Let's get to it. After the last coat of paint is dry on your model, and the gloss coat and decals are laid down and cured, it's time to use this technique. Using a small brush and an un-thinned enamel-based product (I prefer the consistency of Mig and/or Mr. Weathering Color washes), simply 'paint' all edges, panel lines, junctions – just about everything that isn't a flat open surface, and leave things to dry for a few minutes. I've found that the best color for this work is either Mig Wash Brown, or Mr. Weathering Color WC03 Stain Brown.

Once the wash is dry to the touch, use several appropriately-sized, soft brushes slightly 'dry-damp' with Mona Lisa, to remove as much product as you need to, stopping often to check your work. I use several wells in a ceramic paint tray filled with thinner and a folded paper towel to wipe and clean my brushes often, working each section of the model at a time. When finished, the model will have taken on the appearance of something that has received a lot more weathering effort than it actually has. Simple!

Time permitting, I will be demonstrating this technique on a Tiger I (Initial Production) tank at the end of the meeting Saturday during a short, casual seminar.



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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 10:30 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. 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. We are in the process of transitioning to InDesign. 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 2022 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center from **10:30 AM to 1:30 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 12

April 23 Renton Spring Show Cancelled

April 9

May 14

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Special Hobby 1/72nd Scale DH.100 Vampire F.3 “European and American Operators”

by Jim Bates

Beware of Monsters: When Dr. Strangebrush and the Model Paint Solutions gang gather at the local scale model clubhouse...aka Skyway Model Shop...on a Saturday morning, one of the topics of conversation is always what movie is on Svengoolie. I've always been confused by this. I know who Ghoulardi is (along with his substantially more talented son, Paul Thomas Anderson) but who is this Chicago pretender? I guess your monster movie hosts are regional, and I'm just out of touch with all things Chicago. (OK, OK, maybe not the deep dish pizza, but pretty much everything else.) But never once has anyone suggested that *The Curse of the de Havilland Vampire and its Goblin engine* would be the evening's feature.

As far as Vampy goes, I don't think it appeared in any monster movies, but it certainly was a successful early British jet.* The second British jet to enter service, the Vampire first flew in 1943 and just missed entering service before the war ended. The Vampire was the first pure jet to operate from an aircraft carrier, the first jet to fly the Atlantic, and set a world altitude record in 1948.

The Royal Canadian Air Force had received a handful of Gloster Meteors, mostly for cold weather testing, but Vampire was the first jet powered fighter to enter service with the RCAF in 1948. (The Vampires were built in the UK, but assembled by de Havilland Canada in Downsview.) The RCAF ended up with 86 Vamps (85 F.3 Vampires and a single F.1 for cold weather testing), and they served until 1956 with both front line and Auxiliary squadrons. They were replaced by Canadair-built Sabres, and upon retirement, some of the remaining RCAF Vampires were sold to a US company in Wisconsin named Fliteways, Inc. It is unclear what their plan was for the old jets, but they ended up selling a few to the US civil register (Google “The Vampires of Las Vegas” for a neat story about Johnny SkyRocket and the Mystery Jet) and fifteen were sold to the Mexican Air Force which operated them until the late 1960s.

The first Vampire in 1/72nd was issued by Frog in the early 1970s. Heller issued a much nicer Vampire FB.5 in 1979, which was nicely detailed for the time, if plagued by raised panel lines. This kit was later issued by Revell, Lodola, and Airfix. CMR issued a line of resin kits with excellent detail, but it wasn't until 2010 that a new Vampire appeared in injected plastic. This was issued by A-Model (enough said) and then a couple of years later Dragon/Cyber-Hobby issued a very interesting kit. It featured some amazing molding, but had a cockpit that appeared to be based on one side of a Vampire T.11. The instrument panel looked more like a jukebox, the drop tanks had way too much of the aforesaid Chicago pizza, and there were quite a few spurious panel lines. All other Vampire kits were rendered moot when Special Hobby issued their first Vampy in 2014. This kit has been reboxed by Xtrakits and Revell Germany.

As stated above, this kit was first issued in 2014, but Special Hobby have finally decided to release the kit with RCAF decals. As a bonus, Mexican, RAF Auxiliary, and Norwegian markings are included.

The kit consists of two runners of gray plastic and one of clear parts. The parts included would allow a Vampire F.3, FB.5, FB.6, and FB.9 to be built from the box, but we will focus on the RCAF Vampire F.3. All parts are crispy modeled, no flash is featured, and the panel lines are quite fine. This is a long way from early Special Hobby kits!

Construction starts with the cockpit...I feel like I've written that before somewhere...and is nicely detailed with a seat, stick, gunsight, instrument panel, and the odd radio box. (The kit only includes a single option for a stick style control column, but the RCAF and Mexican aircraft were fitted with a spade grip. To the spares box!) This should be enough detail for a cockpit that has to be painted black. Decals are provided for the instrument panel and seat harness. (For the modeler's enjoyment, two RCAF Vampire cockpit photos



are included courtesy of the Department of National Defence/Library Archives Canada RE-4086-4 and RE-4086-5). Something has gone quite wrong with part B36, as a pop machine has been added to the middle of the jet fan. The good news is you won't really see it anyway! The fuselage pod is split into top and bottom parts, not the usual left and right halves. One nice item about the Special Hobby kit is they provide alternate noses for the clear panel used on RCAF Vampires. (Airfix missed this in their recent 1/48th kit.) Wings are assembled from top and bottom halves, intakes, and then the round wingtips are added. Again, SH has done the modeler a service molding these in clear plastic, so the landing lights can be masked off before painting. The tail booms have sturdy locators, but make sure to get these straight. Finally, the landing gear, drop tanks, and other ancillaries are added and the model is complete.

The decal options are for a RCAF aircraft from 438 "City of Montreal" Squadron with some nice red trim, a stunning green and yellow Mexican Vamp with a shark mouth (No wonder they called these things avocados!), a rather plain Royal Norwegian Air Force aircraft, and a 614 Royal Auxiliary Air Force example with large green and red boom bands. Decals look beautiful on the sheet and include full stencils. Special Hobby helpfully have provided cut up decals for the RAuxAF serials that have to be placed over the gear doors. (NOTE: Vampires were made of wood, so don't use polished aluminum or other natural metal colours, you are trying to replicate silver paint.)

Vampy is my kinda girl, I look forward to spending more time with her. My heart is certainly with the RCAF option, but that fine Mexican lass sure is attractive.

* The Vampire did appear in a few British post-war films. Check out *High Flight* to see where some of the inspiration for *Top Gun* came from and *Sound Barrier* for the improvable scene of a test pilot taking his wife to Cairo for dinner in a Vampy night fighter.



DH.100 Vampire F Mk.3, 067-BQ, No. 438 Sqn. 'City of Montreal' RCAF, základna St. Hubert, Kanada, září 1955.

DH.100 Vampire F Mk.3, 067-BQ, No. 438 Sqn. 'City of Montreal' RCAF, základna St. Hubert, Kanada, září 1955.



DH.100 Vampire F Mk.3, B-AG, letos C, No. 331 Sqn., RNoAF, základna Gardemoen, Norsko, 1948.

DH.100 Vampire F Mk.3, B-AG, C flight, No 331 Sqn. RNoAF, Gardemoen, Norway, 1948.



DH.100 Vampire F Mk.3, 2k45 2. (ex RCAF 17085), Escuadron Aereo de Pelea 200, FAM, Base Aerea Militar No.1, Iteño Santa Lucia, Mexico City, Mexico, 1961-70. Ex kanadské Vampiry dostaly v Mexiku přezdívkou Avokádo, díky svému olivové zelenému zbarvení se žlutými doplňky.

DH.100 Vampire F Mk.3, yellow 2, (ex RCAF 17085), Escuadron Aereo de Pelea 200, FAM, Base Aerea Militar No.1, Santa Lucia airport, Mexico City, Mexico, 1961-70. Ex-Canadian Vampires were known in Mexico as the Aguacates mainly due to their dark olive finish with yellow trim.



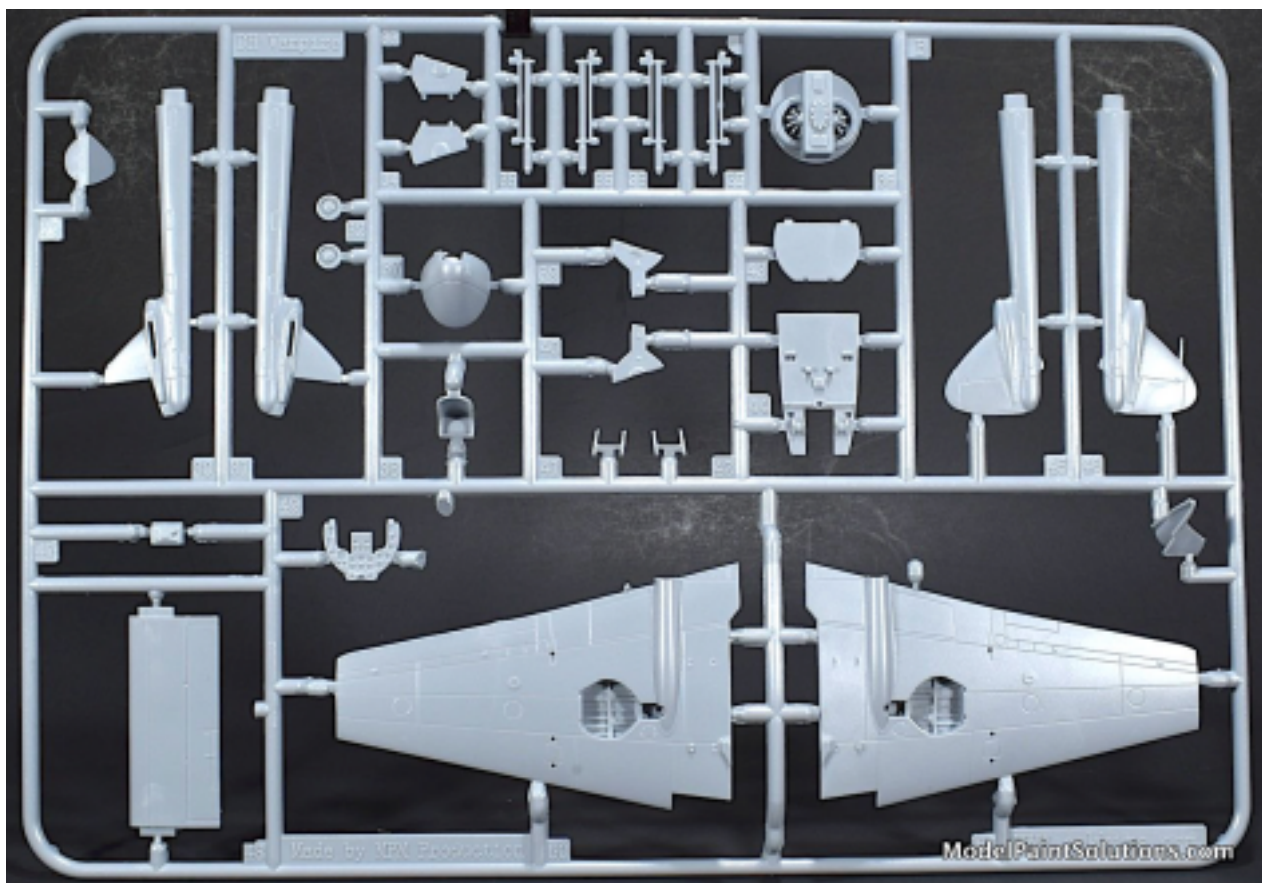
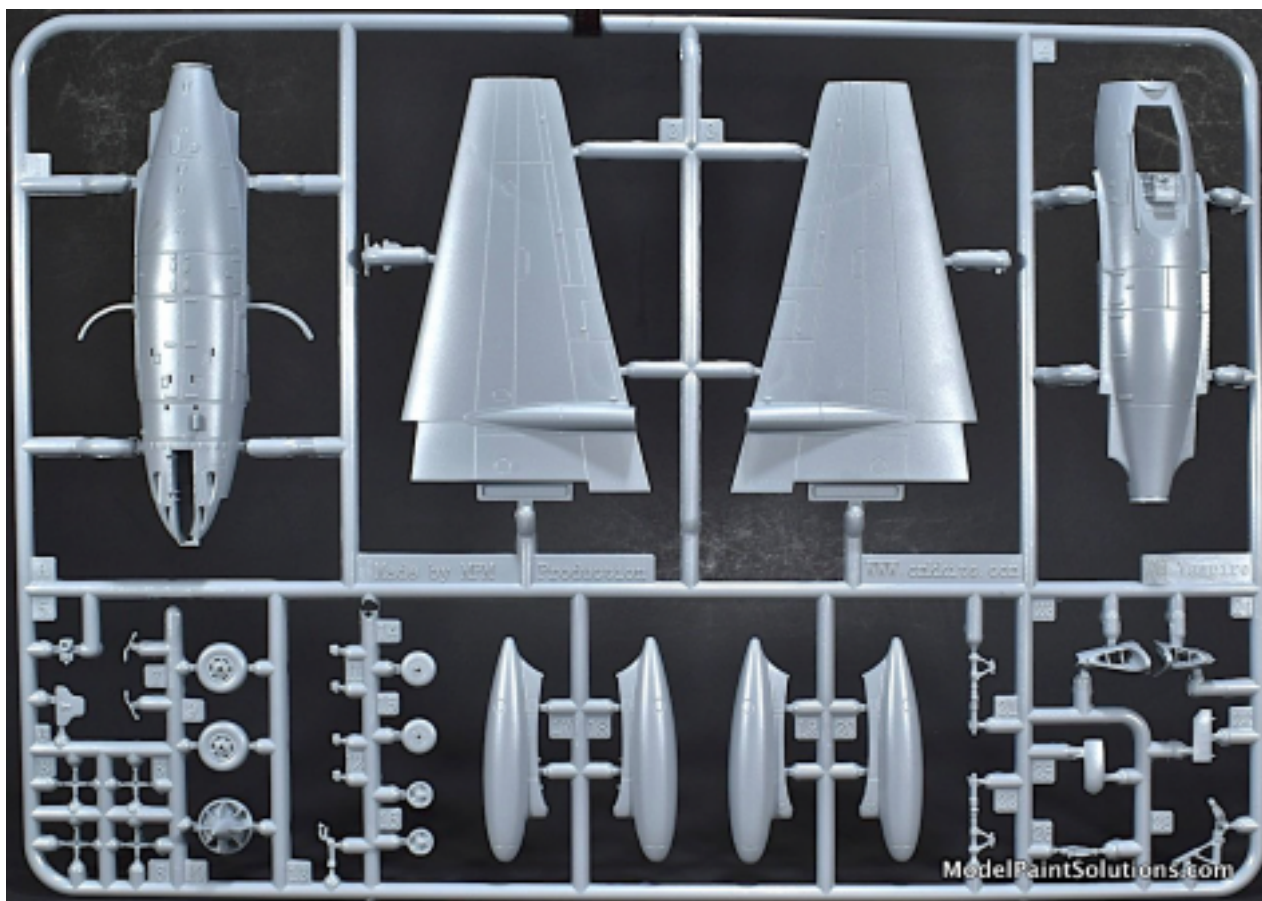
DH.100 Vampire F Mk.3, VT799, No. 614 Sqn. 'County of Glamorgan' RAuxAF, základna Llandow, Wales, Velká Británie, 1951.

DH.100 Vampire F Mk.3, VT799, No 614 Sqn 'County of Glamorgan' RAuxAF, based at Llandow, Wales, Great Britain, 1951.



ModelPaintSolutions.com





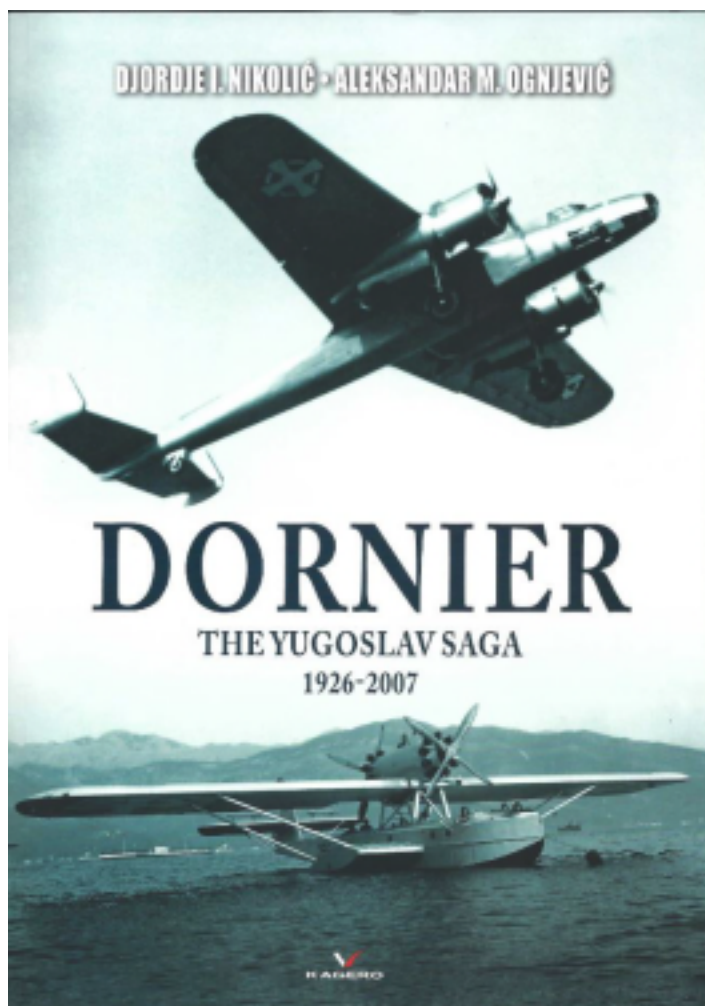
Dornier The Yugoslav Saga 1926 – 2007, **by Djordje I. Nikolic and Aleksandar M. Ognjevic**

reviewed by Frank Landrus

Based in Central Europe, Kagero Publishing House is the biggest publisher and exporter of English-written publications about military history, releasing nearly 60 titles every year. Kagero was founded in 1995, and began by delivering military titles in Polish. Their success led Kagero to start releasing books in English in 1998. Authors from Poland, Canada, USA, Australia, and Great Britain, who were invited to cooperate, gave a beginning to a new range of products, which have put them on a position of one of the most recognized publishers on the market. Kagero has released more than 550 publications. Kagero is managed by Damian Majsak and his wife Joanna.

Djordje I. Nikolic was born coincidentally on Aviation Day in Belgrade, Serbia. He graduated from the University of Applied Sciences in Anachen, Germany with a degree in Mechanical Engineering. His interests are primarily in the Royal Yugoslav Air Force between World War I and World War II. His collection includes numerous photographs, documents, pilot logbooks, and other memorabilia. He is also an avid airplane modeler [*and, of course, a member of IPMS Seattle- ED*]. He is the author and co-author of five aviation related books to date.

Aleksandar M. Ognjevic has devoted the last years to studying and researching the history of the Army and Naval Air Forces of the Kingdom of Yugoslavia. He has appeared as a guest on several television shows dedicated to the Royal Yugoslav Army and Naval Air Forces with the aim to rectify injustice brought on its members by the communist regime. He is a member of the Bristol Blenheim Society (1718), Serbian Military Pilot's Club Mach 2+, an enthusiastic air archaeologist and explorer of crash sites where airplanes of the Kingdom of Yugoslavia crashed in the April 1941 war. He is an awarded modeler and is the author and co-author of eight aviation history related books to date.



Kagero's *Dornier: The Yugoslav Saga 1926 – 2007*, is one of the latest in their Connoisseur's Books series. This edition is in their standard 8.25" x 11.75" format square-back softbound publication that is 336 pages (excluding covers). The front cover features Dornier Do-17K W.Nr. 2382 Br.2 during one of the factory test flights prior to flying to Belgrade. The second front cover photograph is Dornier Wal/J 256 moored off a beach showing off its Gnome-Rhone Jupiter engines. I counted 526 black and white period photographs (including period drawings) and 48 color photographs. Vojislav Carevic contributes 26 color side profiles along two scrap views of upper wings. Vojislav S. Stankov; and Oleksandr Boiko contribute 56 pages of 1/72nd and 1/144th line drawings. Additionally, there are two large sheets of 1/72nd drawings that fold out to 19" x 26 1/2" format, printed on both sides. The first sheet has the first side marked as letter A and displays a three-view line drawing of a Do. Wal/j and a Wal/Y. The reverse side shows a three-view line drawing of a Do Y and a Do 17Ka-2. The second sheet first side marked letter C displays two three-view line drawings of the Do 17Ka-3. The back side marked letter D again shows a three-view of the Do 17Ka-3 and a 3-view of the Dornier Do 22.

Djordje I. Nikolic and Aleksandar M. Ognjevic initiate this tome with a short biography of Claude Dornier. Born and raised in Bavaria, Claude attracted the attention of Count Ferdinand von Zeppelin with his design studies in light metal sections. This led to the Zeppelin-Lindau D.I which was the first stressed skin all-metal aircraft to enter production. Of course, the focus of this book is Dornier

designs that served in the Kingdom of Yugoslavia. Each aircraft design is treated with a design development history along with a service history in Yugoslavia.

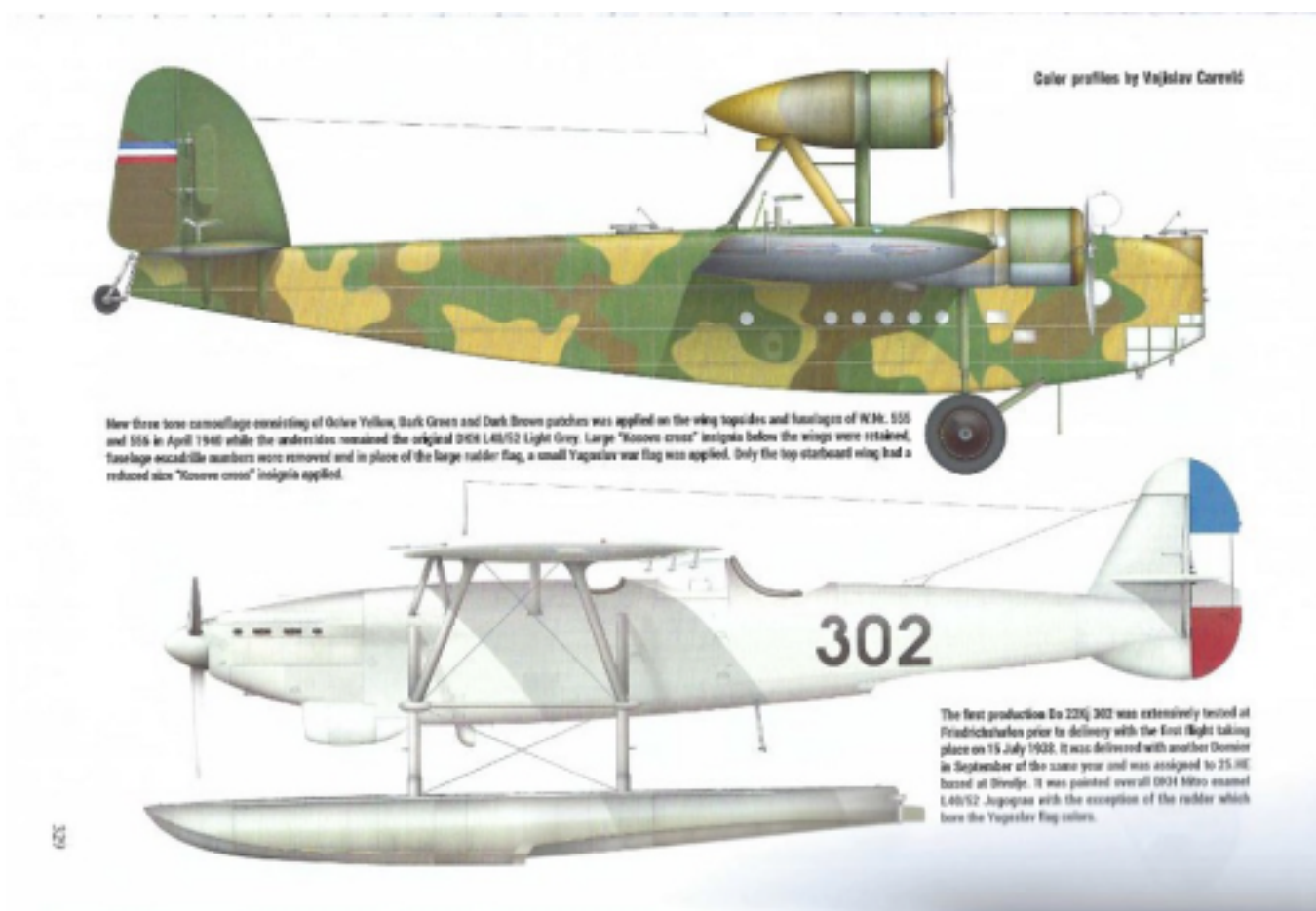
The first Dornier design discussed is the Dornier D, designed as a torpedo and/or bomber on floats. Page 28 shows this to good effect with a Dornier D hoisted on to the seaplane tender *Zmaj*. If you look closely at the photograph at the top of the page, you may notice a Dornier D behind the pretty lady with the parasol. A Dornier Wal nose gun turret is well depicted at the top of Page 98, although the gun is not mounted. The three engine Dornier Do Y bomber displays its nose glazing for the bombardier on Page 126.

The Dornier Do 17 service history includes the April 1941 war where German Dornier Do 17s faced Yugoslavia Dornier Do 17s. A nice close up of the Yugoslavia Dornier Do 17Ka-1, Br.2, is shown on Page 216 during its factory test flights in Germany. The final Dornier aircraft addressed is the Dornier Do 28D-2 Skyservant which was developed in the mid-1950s as a Short Take Off and Landing (STOL) aircraft. As with the earlier Dornier aircraft of World War II, the Skyservant also saw war time service with the 1991 Yugoslavia Civil War.

The Chapter on the three-engine Dornier Y bomber caught my attention as I had not seen much on this design before. Design work began in 1930 with first flight achieved in October 1931. The Dornier Y aircraft did not participate much in the April 1941 war with Germany due to their obsolescence. They did serve as decoys for USAAF fighters and bombers however at Rajlovac airfield in 1944.

Djordje I. Nikolic and Aleksandar M. Ognjevic have delivered a great history of Dornier aircraft that served in Yugoslavia from 1926 to 2007. Each of the six Dornier types are covered with clear, well-captioned period photographs. Several first-person accounts are included and are quite illuminating. Modeling wise, kits are available for the Dornier Wal, Do 17K, Do 22, and Dornier Do 28. The Dornier D and Y will be more of a test of your scratch-building skills. If you have any of their previous books in the Connoisseur's Books series, you know how great a value this book is. Highly Recommended!

My thanks to Casemate, Kagero, and IPMS/USA for the chance to review this great book.





A female baby posing with her two siblings as a first birthday is an unknown to D. J. (December 2nd/2011)



Fig. 2 (B) is isolated as in the Sandpiper larval trap with another (B1) already on hand. Photographs were taken on 20 June 1952. [Significant (p=0)]



On 20 an Inland Drug/Health-care tender, due to the lack of materials, transportation could not be maintained from the village, hence they had to be transported into the center. (4/1/10)



On May 28, 2008, the first machine gunned, rifle/rocket and mortar attack was shot to the southeast. [only 1 word]



Abandoned PVI located at Kordoba which was captured by the Italian forces. (State Department Archives)



All view of [6.] showing female variety applied "Glaucous green" insignia on both wings. [British Corporate Heritage]



is going up close and to it. (Kubrick Corporate Heritage)

missions more difficult. From 6 May until 7 June 1936, candidates visited France, Great Britain, Switzerland and Germany, evaluating five different types. These included Bugier 402, Mist 734 and Pate 630 from France, Dornier Do 17 from Germany (Do 17E with BMW engine) and Bristol Blenheim Mk I from Great Britain.

The commission recommended on 30 June that Da 17 gets purchased, but one of its members, pol Držita Radović was of the opposite opinion. KF expended the commission which again selected Da 17 two days later, considering it met the set performance requirements the best. Command's recommendation was accepted on 12 July by the special MVD commission, for weapons.



Following the break up of BPA, a second "superstring" was applied to the vertical stations. The code "101" and "102" as well as a BPA record were deleted from the listings. [Alexander Hahn]



To communicate with the Federal Bureau of Investigation, visit the official FBI website: www.fbi.gov. For more information on the FBI's mission and work, visit the FBI's website: www.fbi.gov. For more information on the FBI's mission and work, visit the FBI's website: www.fbi.gov.

Major Build/Restoration at 1:1 Scale!

by Scott H. Kruize

I think it's reasonable to operate under the assumption that most of us, not just Jim Bates, are huge fans of the de Havilland Mosquito. I certainly am. Despite a very discouraging remark from a former member about old kits being good only for [metaphorically] being flushed down the toilet, I've very much enjoyed building the ancient Monogram 1/48th scale Mosquito in several of its many versions. A handful are illustrated here: the 'Collections' entry I made for Vancouver IPMS's 2019 Contest-&-Show. [And I still have three such kits in my stash, with way more than three additional Mosquito versions to pick from to build...]

That was before the Pandemic...remember when we could go where we pleased, and do as we pleased, even in the presence of crowds of other people? Well, our President already commented on all that, in his PrezNotes in the February issue of our newsletter.

But back to the Mosquito: I'm a subscriber, and was thrilled to see the latest issue of *Popular Mechanics*, January-February 2022. Its cover essay is: "The Amazing Restoration of This Legendary World War II Plane". The cover photo is a drop-dead-gorgeous close-up of a Mosquito nose, sitting peacefully in its hanger but nevertheless showing off its frightful cannon- and machine-gun batteries.

I can't scan the full article for you all to read, as that's a violation of copyright. But, c'mon, now: you all have sufficient bucks in your modeling budgets that you could divert a few to get this issue. The article starts on page 48 and goes through the end of page 55; lots of info, some great pics.

The amount of work the restoration team had to do is truly astonishing. See the attached pic of what they had to start with. Now, I may be the only one of us who is currently a 'balsa butcher', with the phrase ever on my lips: "Balsa Flies Better!" But that doesn't begin to help imagine how much work it is to try to rebuild a birch-and-balsa three-dimensional 1-to-1 scale airplane, whose 'bones' were retrieved after more than 70 years!

A hint of the complexities involved: they couldn't just glue back together a few bits and pieces that had come loose on the fuselage. To the contrary, they had to set up - from scratch - the same huge mold-and-jig set that was needed to make that fuselage in the first place. Unlike what we do, they couldn't just get MicroMark to send them what they needed!

I heartily recommend this article to all my modeling friends-and-relations. I betcha any complaints you may have about the quality of one of kits we build you will be much more subdued in future, if you can bring yourself to criticize one at all!



GasPatch 1/48th Scale Me163B Komet

by Jacob Russell

The Messerschmitt Me 163B was a rocket powered point defense interceptor. It was the only operational rocket powered fighter in history and the first piloted aircraft to exceed 620 mph in level flight. In early July 1944 an Me163B piloted by Heini Dittmar reached a speed of 700 mph, a record that stood for over a decade. Although more than 300 were built, the Me163 was a relatively unsuccessful plane, shooting down 10-18 Allied aircraft against 10 losses. The Me163B also was deadly to its pilots during testing and training: its volatile T-Stoff propellant was corrosive and many aircraft blew themselves and their pilots to bits during take-off and landing.

This is GasPatch's new 1/48th scale Messerschmitt Me 163B Komet kit. It consists of 91 parts; 61 of these are injection molded plastic on five sprues, one of which are clear. A single brass fret contains 23 photo-etch parts. And there are four tiny 3D printed resin parts, a vinyl mask set and two decal sheets.



My overall impressions of this kit are very positive. The plastic parts are molded to a high standard. They have no flash and feature fine recessed panel lines and raised rivets where appropriate. The sprue attachment points are small and well located so the parts will be easy to remove from the sprues.

The cockpit is a very detailed assembly that will look great with an oil wash and careful detail painting and dry brushing. The instrument panel uses individual decals for the instrument faces; take your time and you will be happy with the results. The instrument panel and cockpit use a combination of injection-molded and PE parts. Most of the cockpit was painted RLM 66 Dark Gray. Check your references carefully: there was more than one shade of RLM 66 and these shades could appear in the same cockpit so here's a chance to enhance the detail by varying the cockpit colors. The ammo compartment is directly behind the cockpit and will really stand out with an oil wash, dry brushing and careful detail painting.

The landing skid features neat detail and it can be posed extended or retracted. The MG 151/20 cannon have individual 3-D printed shell ejection chutes which greatly enhance their detail; they will look great within the wing's open gun bays.

The clear parts are well executed and crystal clear and distortion free. The mask set caters to the armored glass and canopy and aft windows and that will nicely speed up this important step: poorly masked glass stands out like a sore thumb!

Gaspatch's decals are crisply printed with bright colors and good registration. The decal sheet includes six different aircraft options and all of them are in late-war RLM 81 Brown Violet /82 Light Green splinter upper surface camouflage with RLM 76 Light Blue lower surfaces:

"Yellow 26", W/Nr.191916, JG 400, Brandis, Germany, April 1945. The fin and rudder were RLM 76 with large mottles of 81/82. The forward nose was RLM 04 Yellow.

"Yellow 15", W/Nr.191659, JG 400, 1945. The fin and rudder were RLM 76 with large mottles of 81/82. The forward nose was RLM 04 Yellow.

"White 14", JG 400, Brandis, Germany, February 1945. This Komet had an overall RLM 76 fuselage with a very heavy mottle of 81/82 over the entire fuselage. The wings had an RLM 81/82 splinter camouflage pattern. The forward nose was white.

W/Nr.191477, EJG 2, Spring 1945. The fin and rudder were RLM 76 with large mottles of 81/82. The forward nose was RLM 04 Yellow.

"Yellow 13", W/Nr.310061, Air Ministry. This Me163B was captured by the RAF. The fin and rudder were RLM 76 with large mottles of 81/82 and the German national insignia were over painted with RAF roundels.

Cartograph of Italy printed the decal sheet. The colors are crisp and bright with excellent legibility and registration. The instructions are up to GasPatch's high standards. The instructions include a parts map, a well illustrated and logical build sequence and full color profiles of all six decal options. My overall impression that this is a top shelf presentation.

GasPatch's Me163B Komet is an outstanding kit. Dragon's Me163B was a great kit for its time but the GasPatch Komet supersedes it. It's accurate and well detailed right out of the box. I recommend this kit and I would like to thank GasPatch Models for the review sample.

References

Print: *German Jet Aces of World War 2*, Osprey Aircraft of the Aces 17, by Hugh Morgan and John Weal, Osprey Publishing, 1998

Wikipedia: https://en.wikipedia.org/wiki/Messerschmitt_Me_163_Komet#Specifications:_Me_163B-1a

Pacific Battleships Exposition: *USN Battleship VS IJN Battleship*

by Scott H. Kruize

The NorthWest Scale Modelers have just taken down their impressive 'Pearl Harbor' display. Modeled were all the warplane types used in the battle, but the bulk of the display was the critical capital ships.

I'm no ship modeler, and was impressed by the efforts of fellow members that are. To fit the Café display cases, the ships were modeled at 1/700th scale, which sounds impossibly small when you get down to fine details such as mast-mounted equipment, anti-aircraft machine gun stations, and even crewmembers. Nevertheless, those small parts were there, and clearly visible, if you looked closely.

The display brought home a great irony of the Pacific War. The Imperial Japanese Navy attack was made specifically to cripple our battleship line, to prevent it from charging across the Pacific just as hostilities began, thereby preventing Japanese conquests. Of course Battleship Row could not be reached by a Japanese battleship, so the attack was done solely with naval air power. Both sides wound up fighting the Pacific War essentially from aircraft carriers, with battleships employed only in supporting roles, not the 'starring' one.

Since I resumed plastic modeling in 1999, I've read several of the Osprey Publishing books, but so far, only about military aircraft. Prodded by this last display, I read *USN Battleship VS IJN Battleship* [ISBN 978-1-4728-1719-8; about 9.5 x 7", softbound, 80 pages]. Osprey has quite a few books about naval power, and this Osprey 'Duel'-series book was copyrighted 2017.

One needn't be a naval historian or ship modeler to understand Mark Stille's clear text, or learn from the many photographs and graphic diagrams. As the title suggests, there's enough information to compare the opposing battleships, in specifications and military capability, then their history, once engaged. And there WAS such engagement. That climactic battle at the beginning of the war, that both sides envisioned ahead of time, never took place...but heavy-gun ship-to-ship battles did happen, to shape the course of the war. This book describes all this, clarifying their significance.

I can't help but wonder about an encounter between the *Iowa* or one of its three sister-ships, and the *Musashi* or *Yamato*...!

I know much more than I used to, and may be inspired to pull out, soon, a couple of ship models lurking in my stash. I unreservedly recommend this book. You might concentrate on modeling aircraft or spaceships or cars...but like it or not, the Pacific Wars had a big impact on American history. That's something we should all know about.



JD's Model Truck Tips No. 001 Article

by John DeRosia

I just wanted to start a short fun 'how-to tips' for those who like truck models. Of course all tips can also be used for other types of models. Many of these tips were handed down to me from other modelers, articles etc...

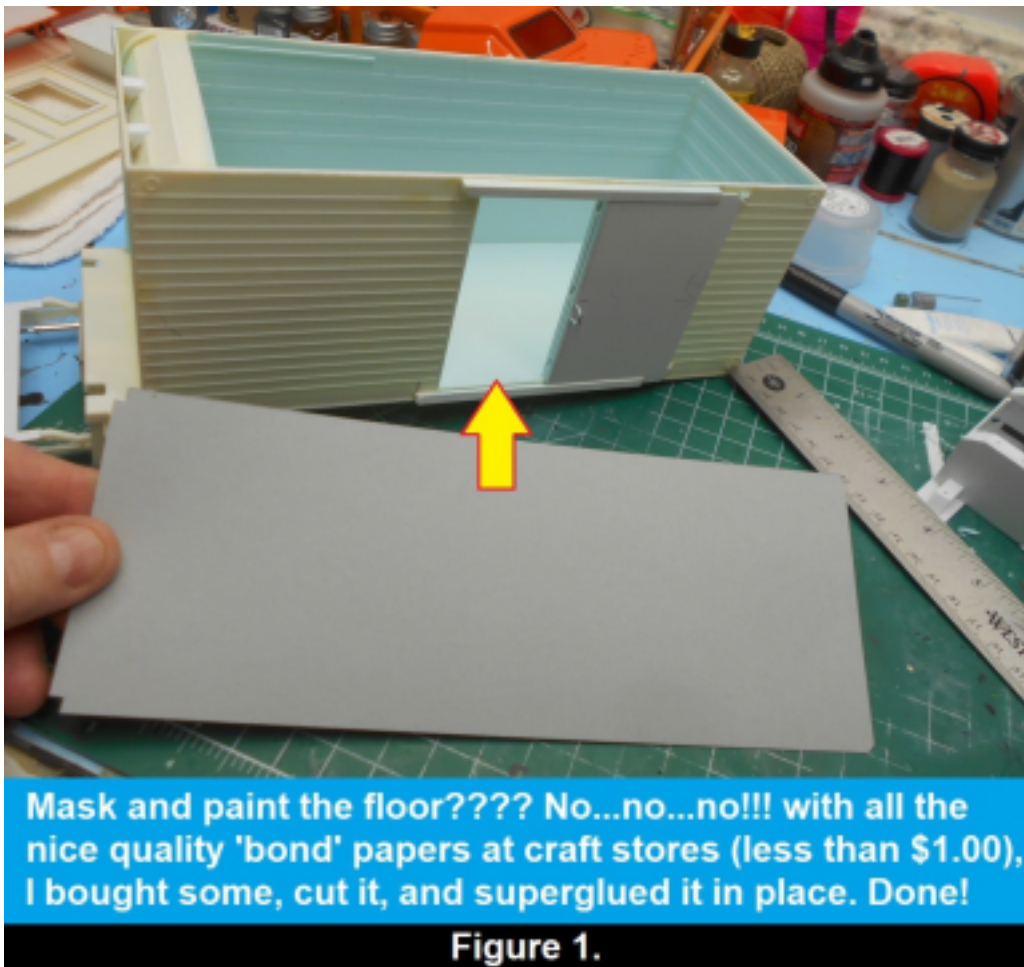
A lot of you know me as 'Mr. Orange'...wonder why? As space permits in our future IPMS Seattle Newsletter, you will see more truck tips in the future. My goal on these tips is to **keep them short and very do-able**.

For the first short tip, let me talk about painting things. Our hobby has come a long way in how we used to 'paint' things from 30+ years ago. How about NOT PAINTING everything. Say what? What I am referring to is this simple example.

I recently made a 1/25th scale Kenworth with a machine shop box on the back. Spraying the walls was easy. There is a lot to paint inside the box since I wanted it open. But why paint everything (such as the floor) if there are now so many great quality type bond papers, colors, textures etc.? Almost any hobby store or Jo-Ann's/Michael's-type store sells these sheets. Most are under \$1.00. We like cheap! Colored poster boards also work. Yeah!

So instead of painting the floor, doing all the masking and so forth, I used a nice gray color bond. Cut it out to match the dimensions on the inside of the box, use some super glue...all done! Time saved: lots and lots of time!

See Figure No.1. Until next time...keep having fun!



Colors & Markings of the F-14 Tomcat Part 2: Pacific Fleet and Reserve Squadrons, **by Bert Kinzey and Rock Roszak**

reviewed by Bob LaBouy

Publisher and authors' notes:

"The Grumman F-14 Tomcat was one of the most iconic naval fighter aircraft of the latter half of the twentieth century. *Colors & Markings of the F-14 Tomcat, Part 2: Pacific Fleet and Reserve Squadrons* is a comprehensive look at the paint schemes and unit markings used by operational F-14 squadrons assigned to the Pacific Fleet from 1972 through 2004.

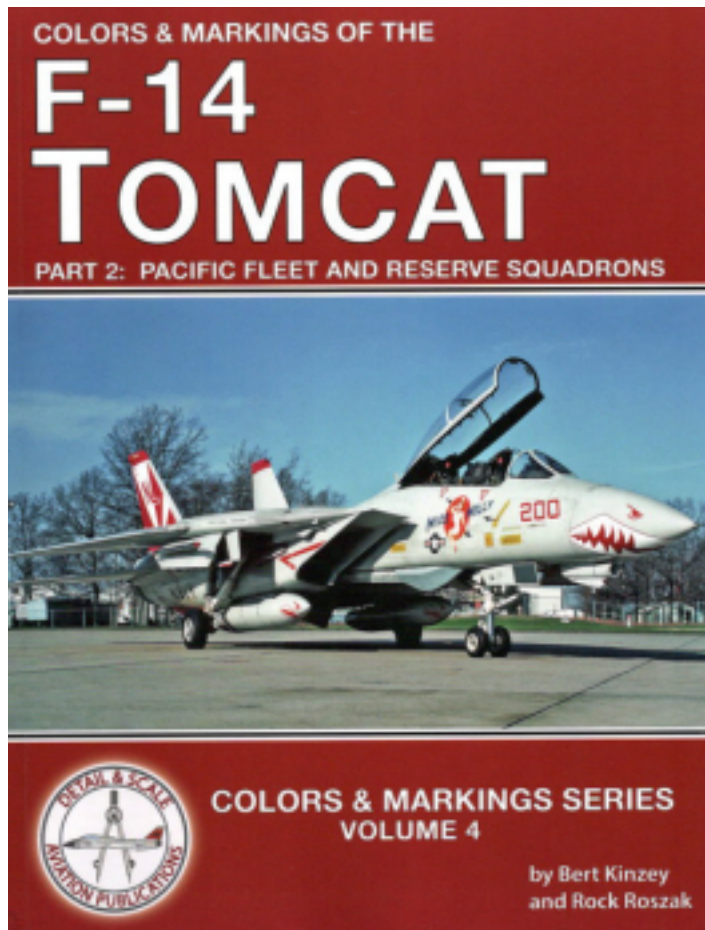
The book covers the fifteen active Pacific Fleet fighter squadrons and the two Naval Reserve units that flew the Tomcat for over thirty years. Beginning in 1972 when the F-14 entered service with VF-124 "Gunfighters," the Tomcat distinguished itself, first as an outstanding fighter and fleet defense aircraft, and later as a strike aircraft.

This book follows the first book in the trilogy, *Colors & Markings of the F-14 Tomcat, Part 1: Atlantic Fleet and Reserve Squadrons*, which covers the fifteen active Atlantic Fleet fighter squadrons and the two Naval Reserve units that flew the Tomcat while assigned to the Atlantic Fleet. The third and final book in the series, *Colors & Markings of the F-14 Tomcat, Part 3: Prototypes, Test, Evaluation, and Adversary Aircraft*, will follow and it will cover the Grumman prototypes, the test and evaluation squadrons, and the facilities that flew the Tomcat. Also included will be Tomcats that flew in the ACM adversary role and those flown by NASA. Part 3 will also include an appendix that covers the official paint schemes used on Navy Tomcats during there (sic) operational service, and an additional appendix that will go into considerable detail to illustrate the markings and standard stenciling used on the F-14.

Book Features

This compilation of squadrons includes eleven units that were assigned to the Pacific Fleet for the entire time they flew the F-14. Four of the Pacific Fleet squadrons covered in this book also served with the Atlantic Fleet during part of the time they were operational with Tomcats. The "Red Rippers" of VF-11 and the "Tomcatters" of VF-31 were originally Atlantic Fleet squadrons that were transferred to the Pacific Fleet in 1992, at which time they upgraded to the F-14D version of the Tomcat. VF-11 would serve with the Pacific Fleet until 1997, when it was reassigned to the Atlantic Fleet. VF-31 would serve in the Pacific until 2004 before returning to the Atlantic Fleet. The other two squadrons to serve with both fleets while flying Tomcats were the "Fighting Checkmates" of VF-211 and the "Fighting Blacklions" of VF-213. Both of these squadrons spent almost their entire time in Tomcats with the Pacific Fleet, and the colors and markings used on their F-14s during their Pacific Fleet service are included in this publication. VF-211 transferred to the Atlantic Fleet in 2002 and only flew Tomcats two more years before transitioning to the Super Hornet. VF-213 also transferred to the Atlantic Fleet in 2002, and it continued to fly Tomcats until 2006.

Each of the seventeen fighter squadrons are covered by a short history of their years flying the Tomcat, including both operational highlights and a good look at the squadron markings with which each unit adorned their aircraft. How those markings evolved over time as the Navy moved from the Light Gull Gray over Insignia White paint scheme, to the overall Light Gull Gray scheme, and finally to



the group of very low visibility exteriors that were classified as tactical schemes, is illustrated for each squadron with color photographs and art profiles.

The move from the gray over white scheme, which featured some of the most colorful aircraft markings ever displayed on U. S. Navy aircraft, to the lower visibility schemes led to a much more drab and understated look for the F-14. Yet even throughout the latter stages of its career, special aircraft in each unit, including the X00-coded Tomcat assigned to the Carrier Air Wing Commander (CAG) or the X01-coded aircraft assigned to the squadron commander (CO), allowed the display of colorful squadron markings to continue. Each unit section has a selection of photographs that chronicle the unit marking evolution throughout the years it flew the F-14.”

My Observations

This is another ‘have to have’ book from Bert Kinzey. I now have over 28 of Bert’s books, going back to number 1 and including two original Colors & Markings books on the F-14 Tomcat (C&M Vols 2 & 8). Those early books included only 64 pages each, with about half in black and white and half in color, and notes about the aircraft color schemes in 1984 and 1987 respectively. This latest book is 125 pages and includes nothing but color photographs and line drawings by Rock Roszak. This is a must have for those of us attempting to document West coast active duty and reserve squadrons, including the mythical ‘VFA-213’ markings from the movie *Top Gun* and several color images of the seldom seen bicentennial markings from VF-124.

My review in this instance was even more interesting as I was asked to review both the print and digital version of these two publications. While often am looking at the images in the printed book (with 125 pages) there is another advantage with the digital version (which is 211 pages, due as far as I can tell because some of the images in the digital version with are limited to only one or two images per page—I couldn’t find any differences in the descriptive text). I enjoyed the ability to download the individual images in the digital version which in turn permits me to make any number of enlargements or adjustments in such applications as Lightroom, Photoshop or Luminar AI. This is a great opportunity for amateurish photographers like me and those who are more interested in having books like these in digital format and viewable on their many different mobile devices. While I sense the growing environmental, printing and size advantage of having such valuable references in one’s hand or phone, I love owning and looking at printed pages (as my library and wife will sadly mention).

One of the more interesting aspects are the authors’ notes, including their historical comments about the squadron’s earlier aircraft and markings, including the history behind the ‘Langley stripe’ and why and how some of the squadron’s special markings came about.

Also worth noting: many of the photographs and details about specific markings are not written with modelers and scale models mentioned, they are clearly included in this book. While there appear to be a never ending number of the F-14 models produced, the recent release of the Tamiya F-14A is an indication of potentially more to come, even though beautiful naval aircraft have been gone from the fleet for generations now. This book provides a treasure trove of beautiful color photographs which will probably drive some modelers crazy or to drink...or both!

This book should not be confused with *Colors & Markings Series Digital Volume 3*. This book is much more detailed and is a whopping 442 pages in length. It covers much of what I suspect will be covered in *Colors & Markings of the F-14 Tomcat, Part 3: Prototypes, Test, Evaluation, and Adversary Aircraft*.

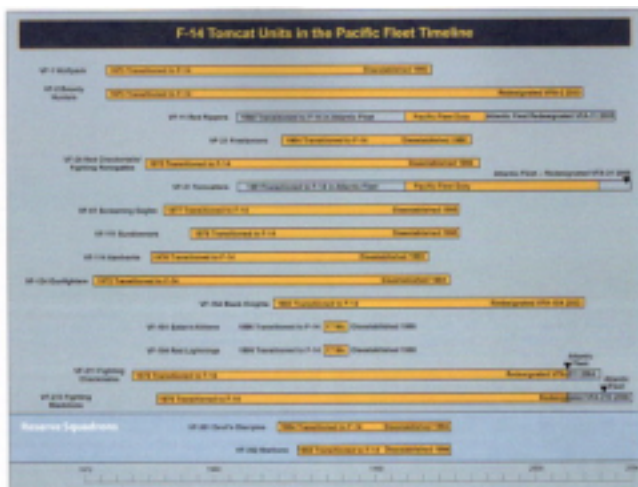
I have attached several JPG images to help illustrate some of the great illustrations and photos found throughout this book.

My thanks for this review book to Detail & Scale Publications and IPMS/USA for my opportunity to review, read and thoroughly enjoy this book and the digital versions. I thoroughly recommend this book for all scale modelers as well as those interested in modern jets, specifically the F-14 and their markings and modelers of all ages.

ISBN: 9798457065741

Print: 127 pages, 330 color photos, 9 color profiles, with the digital versions: 211 pages (2021 Digital Edition) and 442 pages (in the Digital Vol 3 2018 Edition)

MSRP: \$23.99



This timeline provides a visual summary of the years each of the fifteen active-duty Navy squadrons flew Tomcats as part of the Pacific Fleet. Timelines are also provided for the two Pacific Fleet Reserve Squadrons. (Rozant)



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VF-1 "WOLFPACK"



Breast new F-14A Tomcats, each freshly painted with VF-1's first markings, appear to be in mint condition on the flight line at NAS Miramar in June 1974. The "Wolfpack" would join its sister squadron, VF-2, and make the first Tomcat deployment a few months later in September of that year. That deployment was made aboard USS ENTERPRISE, CVN-65, and it took the F-14A to the waters off Vietnam where the American evacuation of that country was underway. (Sullivan)



Although the VF-1 designation had been used previously by four different fighter squadrons, the VF-1 that would fly the Tomcat was established at NAS Miramar, California, on October 14, 1972. It adopted the name "Wolfpack," and it did not continue the name, history, or history of any of the previous VF-1 squadrons. Initially, the unit's personnel

trained with VF-124, the Fleet Replacement Squadron (FRS) for the Tomcat. On July 1, 1973, VF-1 received its first F-14A, and the transition would continue until March 1974, when the "Wolfpack" was at full strength with twelve new Tomcats.

On September 17, 1973, VF-1, along with its sister squadron, VF-2, embarked in USS ENTERPRISE, CVN-65, as part of Carrier Air Wing FOURTEEN to begin the Navy's first carrier deployment with the Tomcat. The cruise would take CVW-14 to the waters of Vietnam where it took part in Operation Frequent Wind. This was the final evacuation of American personnel from Vietnam. The squadron returned to NAS Miramar in May 1975.

The usual turnaround between deployments began in the summer of 1975 with training exercises and then workups before the "Wolfpack" again embarked in the "Big E" for its second Tomcat deployment. During the time between deployments, VF-1 repaired its CAG aircraft in a splinter camouflage scheme to evaluate its effectiveness. It would remain in this unusual paint scheme through the second cruise, but it was discontinued during the second half of 1977. Complete photo coverage of this Tomcat in its splinter scheme is provided in this section.

The second cruise aboard ENTERPRISE began on July 30, 1975, and the carrier and CVW-14 returned to the Western Pacific. Near the end of the cruise, the president of Uganda, Idi Amin, condemned the United States, and American citizens were taken hostage. The carrier's deployment was extended, and preparations were made for a mission to rescue the

hostages, but this became unnecessary when Amin released them. VF-1 returned to NAS Miramar in March 1977.

A third deployment, mostly uneventful, was made aboard ENTERPRISE as part of CVW-14 beginning in April 1978. The deployment was completed in October 1978, and the carrier went into an extended yard period. VF-1, along with its sister squadron, VF-2, was transferred to Carrier Air Wing THIRTY.

As part of CVW-2, VF-1 made two deployments aboard USS RANGER, CV-61. During the second cruise in RANGER, the "Wolfpack" logged its 17,000th accident-free flight hour. They earned the Safety "S" Award and the Clifton Award, which goes to the best fighter squadron in the Navy.

CVW-2 was then transferred to USS KITTY HAWK, CV-63. Two cruises were made in KITTY HAWK, with VF-1 returning home to NAS Miramar in August 1984. The cruises aboard RANGER and KITTY HAWK were uneventful with VF-1 participating in scheduled exercises and routine operations.

VF-1 and VF-2 then transferred back to RANGER, along with the rest of CVW-2. Five cruises would follow over the next several years. The first began in 1987, and things were heading up in the Middle East. In October 1987, Iran launched a missile attack on the re-flagged Kuwaiti oil tanker, STABLE CITY. Three days later, on October 18, RANGER took part in Operation Nimble Archer, which was an attack on two Iranian oil platforms in the Persian Gulf. This was part of the continuing Operation Earnest Will, which was an effort by the U. S. Navy to protect Kuwaiti shipping during the war between Iraq and Iran.

On January 14, 1992, VF-1's streak of hours without an accident came to an end when F-14A, BuNo. 160867, crashed during an exercise at NAS Fallon, Nevada. Both the pilot and the RIO were killed.

The next cruise aboard RANGER, lasting from February to August 1988, was as eventful. But things would change during the next deployment. RANGER and CVW-2 were in the Persian Gulf when Operation Desert Storm began on January 16, 1991. VF-1 flew numerous sorties during the Gulf War.

VF-124 "GUNFIGHTERS"



Over the years, VF-124 had several "Shoe Birds" that were used to perform flight demonstrations with the Tomcat, and F-14A, BuNo. 162589 was one of those. It is seen here creating a slash wave during an airshow in 1989. Additional photographs of this aircraft can be found later in this section. (Vaseque)



VF-124 was originally established as August 16, 1945, as VF-63, a unit that made two combat deployments during the Korean War flying the F4U Corsair. After Korea, the squadron was tasked with training Navy and Marine personnel on the F4U-C Corsair, but the aircraft was soon eliminated from the inventory. The unit then turned its attention to training pilots and ground crew personnel on the F4U Corsair, and it became known as "Corsair College." On August 16, 1958, the squadron was redesignated VF-124, and it moved from NAS Moffett Field to NAS Miramar, California, on June 30, 1961. VF-124's responsibility to conduct training on the Corsair would continue until August 1972, at which time it became the F-14A Tomcat Fleet Replacement Squadron (FRS) for the Pacific Fleet.

After receiving its first Tomcats, a crew from VF-124 took an F-14A to the Paris Air Show in 1973 where the Tomcat was first shown to the world in a series of impressive flight demon-

strations. The first carrier qualifications for replacement pilots began in December 1974 aboard USS KITTY HAWK, CV-63. Training with the Tactical Air Reconnaissance Support Squadron (TARSS) began in 1980. The F-14D was first assigned to the "Gunfighters" in November 1980, and carrier qualifications began aboard USS NIMITZ, CVN-68, in October 1987. It should be noted that VF-124 did not operate the F-14B version of the Tomcat. All F-14B training took place at NAS Oceana with VF-101.

In September 1984, with the Navy reducing the number of Tomcat squadrons, VF-124 was deactivated, and all Tomcat training was conducted by the "Cone Recaps" of VF-101 at NAS Oceana. This action was also taken as preparations were made to move all Tomcat squadrons to Oceana and turn over Miramar to the Marine Corps.

Unlike other fleet squadrons, a fleet replacement squadron does not make carrier deployments. Accordingly, the squadron is not assigned to a carrier air wing. Fleet replacement squadrons have a significantly greater number of aircraft than deployable squadrons, and they often have aircraft painted



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The markings on the other Tomcats assigned to VF-121 also changed in 1990 and into 1991. The diving eagle and the star remained on the vertical tails, but the three stripes were applied horizontally, stretching the entire chord of the vertical tails, rather than being short and diagonal behind the star and eagle. F-14A, BuNo. 160868, was photographed in July 1991, and it shows that by this date, VF-121 had changed carrier assignments as evidenced by USS KITTY HAWK being lettered on the leading edge of each wing glove section. (Deak)



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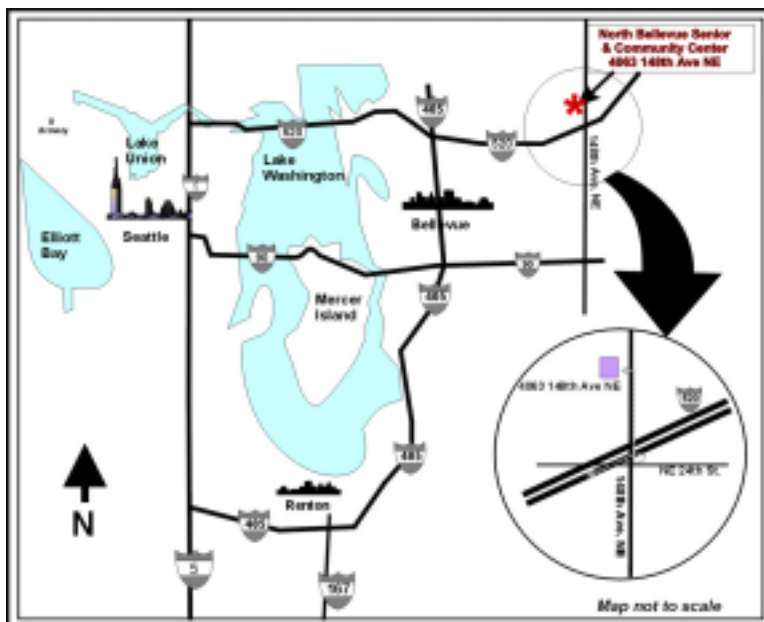
Photo of the Month

*No. 75 Squadron de Havilland
Mosquito NZ2324 at RNZAF
Station Wigram, 1951.*

*Source: Air Force of New Zealand
Photograph Collection
(WgG2044-51)*



Next Meeting: March 12 **10:30 AM to 1:30 PM**



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.