



# MONTHLY

The Newsletter of IPMS Boise October 2010



USS Carl Vinson (Left), USS Ronald Reagan, San Diego



USS New Orleans (Left), ? (Right), San Diego

He-111 Review

The Scuttlebutt

It Figures

November Theme

“Natural Finish”

**MEETING MINUTES**

Technology is truly an amazing thing. I'm writing this month's newsletter in San Diego. My Sister-in-Law is getting married here on a boat. Don't ask, her thing. There's a couple cool things to do here, but unfortunately I won't have time to do them. There's an Air and Space Museum and the U.S.S Midway is a museum. The meeting last month was indeed very informal, but a suggestion was made that we have our meeting at the same time as the church's community get together and we become part of it. Display our models for the people and maybe get some take and make kits for kids in attendance. An interesting idea and a thank you to the folks that let us meet there. Again, one more month until the "Natural Finish" theme.

Your Executive Board members are-  
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Chapter Contact - Kent Eckhart

2010 Theme Builds-  
November - Natural Finish



## Battle of Britain He111 H4 of KG26

I really enjoyed the theme of “The Battle of Britain.” As with many modelers, part of my enjoyment in the hobby is the investigation and research work that goes along with doing a specific topic. For me, this goes well beyond just finding out the details of the look of a specific subject but also the who, what, and whys of the subject. So it was with the BoB theme. I have always liked the He111 and have had the 1/48 Monogram kit for a long time. The He111 was one of the best known and most widely used German bombers of World War II. From its bulbous greenhouse nose to its distinct bottom silhouette against the English sky, my opinion has always been this is one beautiful bird. So the BoB theme at both our meeting and the coming OHMS McMinnville show gave me the opportunity to break it out and get down to it. The Bomber groups that the Luftwaffe started the battle with were comprised mostly of He111 and at the time they comprised more than 2/3 of all bombing aircraft.

Here is a brief historical background. After pushing through Western Europe with ease, and the British and French evacuation at Dunkirk in June of 1940, Hitler was hoping the British would quickly decide to come to terms with Germany



and capitulate so he could turn his eyes east to the Soviet Union. He did not count on new Prime Minister Winston Churchill’s ability to galvanize his country against signing an armistice and preparing the English people for a long and draw out war. But that is exactly what he got. On 16 July, Hitler ordered the preparation of a plan to invade Britain and gave “Directive No. 16; On the Preparation of a Landing Operation against England” part of it stated “*The English air force must have been beaten down to such an extent morally and in fact that it can no longer muster any power of attack worth mentioning against the German crossing.*” All preparations were to be made by mid-August. And thus began the Battle of Britain.



Since I did not want to do any major modifications, especially to the engines, on the kit I had to find a Kampeshchwader that was flying the He111-H4 during this time. I also wanted to have some kind of vested interest in the subject. Ah! My wife might be able to help. Her roots are from Middlesbrough, England (in the Northeast). I finally came down to KG26 who flew out of Stavanger and Sola Norway because: 1) they used a lot of He111 H4s at this time, and 2) The lion “Löwen” crest is really cool. ©

I was lucky enough to find a lot of information about this group and how they really got mauled on August 15, 1940. The 3<sup>rd</sup> group of this wing got hit particularly hard that day losing many AC with the 8 squadron reportedly losing 6 alone. See that was easy, I got my subject. Not so fast my friend! (*ala Lee Corso*) There is great confusion and debate over III/KG26 markings. Are the shields red, yellow or white? Which group had what color? I want to be as accurate as possible. Somebody HELP me! I have started my build and finished the interior and glued and base coated. I am running out of time and need to make my decals! Luckily I joined the Luftwaffe AC forum and received a wealth of information to make my decision, even if it did take me a few weeks to decide. AH...relief. So there it was, I would do an AC from the 8<sup>th</sup> Staffel (squadron), 3<sup>rd</sup> Gruppe (group) of KG26. Now, “to outline or not to outline that is the question.” You do know I am talking about the aircraft code letter right? Ian to the rescue, he made a copy of a page of an III/KG26 He111 from summer of 1940 that has an outline and shows the spinner cone being a different color. Fabulous!



Now to the build and pictures. Get out the old squadron He111 "In Action" and the Aero Detail He111 plus some images from the web and off we go. I did pick up the Eduard detail set for this kit awhile back. (Yes, it was on sale.) I am by no means an eminent modeler but for me this Monogram kit has excellent exterior detail with finely engraved panel lines. The wheel and wells look good to me and I found no need to mess with them. The interior is nice and with the addition of the Eduard detail set looks rather sharp if I do say so myself.

The one issue I did have was the on the clear parts. Although they were nicely cast, not overly thick and with good transparency, the main 2 pieces had what I found out to be heat seams through a section that would not be masked and painted. No amount of buffing or dipping or anything would make them go away. Revell customer support to the rescue! I was able to obtain the replacement parts and continue on.

After assembling and painting the basic internal parts with RLM02, I added some extra scratch built detail including seat coshing, map case, and files, as well as cutting open Bombardier floor and adding handles and levers. I also added some detail to the Bomb sight. I then installed most of the Photo etch pieces and completed the assembly of the cockpit section.



Without putting in any of the windows, I attached the two halves of the airframe together. I did not want to mask all those little windows and figured I could go in through the top gun hatch after painting. I put in the wheel tubs on the wings and glued both sets together. After snugly rubber banding these, I let them sit over night. I was lucky to find only one small seam on the bottom of the fuselage that needed filling. Attaching the wings and engines was a totally different story. Both needed filling, sanding, and some panel line scribing touch up.

The landing gears are very detailed, with "flattened" wheels, even the tail wheel. I decided to leave these off until after painting and the wedge them in through the gear doors. Once all exterior parts were in place, the "greenhouse" nose was masked with bits of Tamiya tape. (Nope, no easy mask for me.) Yes, time consuming and tedious at times, but the parts had very good panel lines which made it a bit easier. I sprayed with primer gray, and pre-shaded with black. The bottom is RLM 65 blue and RLM 70/71 upper scheme with a splinter pattern. I made my art work to scale and printed multiple copies so I could use it as a masking outline to make it easier for me. Once it was all painted, I completely masked off the canopy and sprayed several coats of clear to prepare for



decaling. The kit decals that were used went on fine with no real issues. Of course there was no tail swastika provided so off to the decal bin for some. The home made decals went on good as well except that I went through 6 shield decals to get ones on that looked good and positioned correctly. I then gave the entire airframe a coating of clear matte I cut off the exhaust and added small brass tube (the one in the kit was only half round). The H-4 versions should all have two MGs mounted in the side windows on the fuselage. These MGs were not supplied in the kit and I did not want to make my own or try and find ones to purchase so I left them off.

The final thing to do was to add some pastels for weathering on the top and the bottom for the very prominent exhaust staining that the He-111 often showed, at least in most of the pictures I saw. Finally, I then shoved on the props and added the few small details left: gun sites, antenna, sensors, and pitot tube. When that was finished, I was done!



Well, another summer has come and gone. Where does the time go? Last week was an informal meeting as it turns out. We didn't do a model of the month because of the low turn of kit, but that was all right. With the McMinnville show the same week as the normal meeting, I hope there were a couple of members that were able to attend the show. Will someone step up and tell us about the attendance? Bill still has a large selection of kits. I didn't ask if the collection would be back again before the lot goes on ebay.

You know, I have discovered a few things about this hobby I don't like. No doubt some of you have experienced the same feelings. I go to a show and find a kit I don't have only to discover that I actually bought one two years earlier. I have yet to understand why one of the newest commissioned US navy ships --USS Independence-- is in model form from Bronco (a Chinese company) while a model I am building manufactured 40 years ago didn't even have aftermarket parts until 2 years ago. Why, then when I finally decide to tackle the project does a new kit come out? I could have saved money, time, effort, and gray hairs by purchasing the new complete kit. Many of the subjects I want to do are made by lower quality manufacturers. After re-shaping, re-contouring, or correcting inaccuracies some high quality kit comes out. Where is my crystal ball? I remember when the F-16 came out in 1/48. Everyone scrambled to buy a conversion for the two-seater when the injected version arrived to make all the conversions obsolete and worthless. Of course, just as I scratch build a wheel well or cockpit, someone comes out with a resin set that is head and shoulders above my talent. Just as soon as I glue a fuselage together, someone markets a detailed interior part far better than the plastic kit. Why does a decal company make only 500 sheets of a popular scheme and I end up being the 501st person to order and can't buy it? Then there is the expensive lesson when I buy a rare out of production kit for gobs of money only to have the company re-release for a reasonable price a month later. More hairs pulled out of my head. Oh well, onto the next super cool project with out finishing the previous one.

Remember November's theme is Natural finish. I hope to see a wide variety of kits.

Bill Speece

New releases in 1/350.

Cruiser Tone by Tamyia.

Tamyia is awakening to the challenge from other manufacturers and releasing some interesting naval subjects in 1/350.

The Tone is an excellent subject, a powerful and impressive heavy cruiser in the IJN. Those elegant ships have been well represented in 1/700 but ignored in the larger scale ( they were offered in resin by various companies). Both Minekaze and Yankee Modelworks did release resin versions. Both were fairly pricey, of course do not expect a low price after all this is a Tamyia kit!

The Tone and its sister ship the Chikuma were originally conceived as light cruisers with 6.1 in, guns (as the early Mogami class) but were completed as heavy scout cruisers with 8 in, guns. The Tone was designed to act as scout for the fleet and the original design allowed to carry a large complement of floatplanes. For that reason all the gun turrets were concentrated forward of the superstructure. There was a large aircraft deck aft. We will remember that at the Battle of Midway a scout plane from the Tone (the plane launch had been delayed) found the American fleet but failed to report the presence of aircraft carriers. Earlier in 1942 one the Tone scout plane had found the British cruisers Dorsetshire and Cornwall , both were sunk. At Santa Cruze her planes located the USS Hornet which was also sunk.

The Chikuma had a less glorious career and was sunk at the Battle of Leyte Gulf.

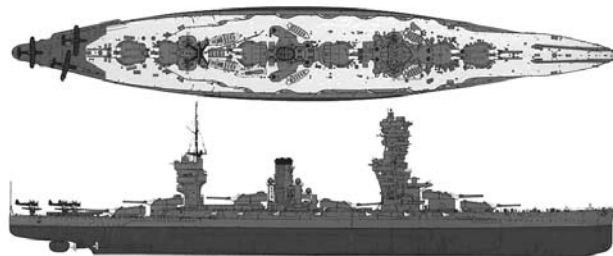
The Tone skipper was labeled as a war criminal after the infamous raid in the Indian Ocean where the Tone intercepted and sank a British freighter but not before the crew could send a radio SOS, all 72 crew members were executed as retaliation. The Tone was sunk during a raid on the Kure naval station. It interesting that the Tone had a welded hull while the Chikuma 's hull was riveted. There were no hangars to store the planes, instead there was a complicated arrangement of rails and turntables to bring the aircrafts in launching position.



Battleship Fuso by Fujimi.

This is another exiting release of a WWII era battleship from the IJN. The Fuso and her sistership the Yamashiro were build at the Kure shipyards. They had a very unusual gun turrets arrangement. Starting forward they had two turrets, then the forward superstructure, one more gun turret, the double funnels truncated into one (as rebuild), one more gun turret, aft superstructure followed by two more turrets for a total of twelve 14 in, guns. At the time of their construction (1912) they outgunned the Texas and Oklahoma but matched the Pennsylvania. They were less heavily armored and the gun arrangement was awkward. The gun were based on the excellent British design but were the first guns of this size to be build in Japan. As mentioned earlier the original Fuso had two funnels, during the 1930 and 1935 rebuild the funnels were truncated into one. Also a massive pagoda was build, this was a series of light platforms build around the tripod mast. The deck and underwater protection was improved, new boilers were installed, and the ship length was increased by about 25 feet. The weight increased by 8600 tons but speed and endurance were greatly improved. Both ships were sunk at the battle of Surigao Bay.

John P Thirion



New figure release

Pegaso 90mm Knight Hospitaler XIII Century



I am very partial to this manufacturer, their latest releases have been of a quality rarely equaled by any other manufacturers and they have done so with consistency.

For single and equestrian figure I like the 90mm size (91/20 scale). Because of the skyrocketing price 90mm releases have substantially decreased and have been mostly replaced with the 75mm. Therefore it is always with some anticipation when a new 90mm figure is released, and Pegaso has been more prolific than anyone else.

As with most of the figures in the “crusader line” it is sculpted by Andrea Jula. The XIII century in the Holy Lands mark the end of the Crusades and the inexorable loss of the main cities and strong points to the Mamelukes of Egypt and the other various Moslem forces. This figure represents a Hospitaler Knight but could be painted as any other religious order in the Holy Land. The figure is white metal and is made of 16 parts. My only critic is the size of the axe which is more in line with an “execution” axe rather than a battle axe. The figure also comes with the option to have it open faced or having the more enclosed style of helm. Both are historically correct, when you paint such a figure remember that some of the order such as the templar were disbanded after a certain date while order such as the Knight Hospitaler later became the Knight of St John then of Malta. Also, the various orders also used “sergeants” which were fully armored like a knight but did not have the knight status. The tunic could be of a different color but the cross was always of the same design. I would not be appropriate to represent this figure as a knight in Northern Europe because of the design of the headgear. Anyway happy modeling this one would set you back another \$135.

John P Thirion