

**FEBRUARY
2004**



2004 Contest Update: **By Scott McTavish**

We're just three months away from our annual contest. Have you got your entries ready? Personally I've only just started putting glue to plastic, and paint on some of the previously shelved projects.

As this year's show will be number 10, plans are to make it more than just Calgary's contest. To that end, every hobby shop and Model Club within Alberta will be approached and requested to offer their support. Already a number of sponsor's have signed on.. If you are able to assist us in delivering letters, please let either myself or Gavin know.

Updates will be made soon to the Contest Section of the web page. Entry forms, Rules and Judging guidelines will also be posted for your perusal.

Due to the success of our Judging sessions last year, we will be running them again soon. Count on the first one being held towards the end of the month.

Swap room tables are now being booked. Each table will cost \$30.00. Confirm with Randy.

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**CONTEST ANNOUNCEMENTS WILL
BE ONLINE SOON!**

Club News and Tidbits:

Just a little reminder from the Membership guy on the 2004 renewals. Remember that March is the renewal month.

Membership is still a bargain at \$25

April Meeting will be held at the Aero Space Museum. The Meeting time will change to **Saturday April 3 1-4 pm** in the Lancaster Room. Bring your RCAF/CAF group build projects.

Www.RockyMountainModelClub.com



Under New Management: Italeri Ju-87 B2

By Massimo Santarossa

I'm not big on German aircraft, I guess I just don't have the same bug as some people, but my eye was caught by a picture I once saw. I have the Time-Life series of books on aviation called the Epic of Flight, and in the volume on the RAF at war is a photo of a captured Ju-87 wearing British markings. That picture stayed with me for some reason and it just would not let go until I did something about it. So here is what I built, an 1/72 Italeri Ju-87 B2 Stuka. For those of you who are comparing notes, Scott McTavish also built a 1/72 Stuka using the Academy kit. You can find his review in the January 2003 newsletter.

The kit comes in the standard Italeri envelope type box with the parts not bagged (I wish they would address this). The parts are molded in light grey plastic, they have recessed panel lines, and there is only a small amount of flash. The clear parts are nicely molded with the window frames produced in a frosted finish which I like since it makes them easy to see and gives the frames a contrast from the rest of the glass. The decals provided allow you to make one of 3 different aircraft though they are missing the swastikas for the tail. To jazz up the model a bit, I also used the Eduard photo etched set for this kit (set number SS133). This is a Zoom set and contains details for the interior only, which is where the kit benefits most from some extra detail. Don't get me wrong, the cockpit is not as sparse as a Hobbycraft kit, but it is somewhat bare.



I built the kit as per the instructions, substituting the appropriate kit parts with PE. I also did a bit of scratchbuilding in the cockpit detailing the side walls some ribs and adding bits and pieces from my spares box to create control levers, boxes, regulators, and generally cluttering up the area somewhat. The down side of this exercise is that because the cockpit is black, it is a small area, and is surrounded by a greenhouse canopy, you can't see much of my work unless you get right in close. I know it's there, and trust me, it looks good. The only other areas where I did

some scratchbuilding are the addition of a wire antenna, and the tailplane struts which I replaced with some lengths of stretched sprue as I did not like the kit parts.

The rest of the kit went together fairly easily. I found just a couple of fit issues that needed dealing with. There is a bit of step between the underside of the fuselage and the wing which needed the attention of some putty, as did the joint between the engine cowl and the forward fuselage. Some of the locating holes are a bit larger than necessary, like the holes into which you are to place the flight control mass balances.

Since this was a captured aircraft, I did not put any armament on it. I thought it rather unlikely that they would arm a squadron hack, maybe while it was newly captured and undergoing trials, but not later on. If you're interested, the kit comes with a single machine gun for the rear gunner's position, a center line bomb and bomb rack, and choice of underwing bombs or fuel tanks.



Once assembled I used a combination of Model Master and Xtra Colour enamels to paint the kit. I based my paint scheme on a drawing I have in another book that shows a plane that flew in the Mediterranean theater from the island of Sicily. Just a note about the Xtra Colour paint to keep in mind if you plan to use this brand. Much to my surprise it went on glossy. Call in naivete, but I figured it would go on flat like other military colours. It does cut out the need to gloss coat it in order to apply the decals, so there is one advantage, though I still think I prefer to have the paint go on flat.

And speaking of decals, I used a combination of kit and spare decals. The kit supplied the individual aircraft numbers and letters, while I raided my spares and came up with some RAF roundels and tail flashes. Before putting on the latter, however, I painted crosses using RAF Midstone Tan on the wings and tail to simulate the painted out German markings. For weathering I used a mix of panel line washes and pastel chalk. I have yet to master the skill of getting my washes to flow nicely in the panel lines so in the end I actually ended up brush painting the panel lines. The end result is the same. I applied the chalk to simulate various stains, such as exhaust, mud, oil, and the general grunge that comes from normal wear.



So now I've managed to get that picture of the captured Stuka out my system. The kit is a highly buildable kit though not a shake and bake one. But then again, where would the fun be if it were too easy.



Tamiya s Spitfire Mk1

By Trevor McTavish

Spitfire; one name that typifies the British people's resistance to the might of Nazi Germany. This resistance came to a head in late 1940 when Hitler, Goering and the Luftwaffe began the air assault on England preceding the invasion of England through Operation Sea Lion.

While the German airforce droned overhead day after day the Royal Airforce became the prime target for the German bombers. If the RAF could be destroyed the invasion could take place. Hitler knew it. Churchill knew it. The British people knew it. This was a turning point. This was the Battle of Britain.

For months bases around southern England received a tremendous pounding. By day the German bombers damaged airfields, destroyed hangars, blew up aircraft and killed their crews. Yet each night the runways were repaired, the planes serviced and the crews rested. There was no rest; there was no relaxation, just a war to fight and an enemy to kill. Then, one day the air raid sirens stayed quite. A nervous calm that made all England uneasy settled over the countryside, broken that night by more explosions. This time however the bombs fell not on the airfields but on London. Hitler's attempt to break the British people's spirits gave critical relief to the overworked RAF crews, relief that allowed them to regroup and rebuild. Operation Sea Lion was cancelled. The Battle of Britain ended not in a decisive air battle, with hundreds of planes but with a silence from the air raid sirens.

I've always liked the Battle of Britain; a story of strength and determination, resistance against all odds. After watching the British movie, 'The Battle of Britain,' and a Czechoslovakian movie, 'Dark Blue World,' I decided to build a Spitfire, not in a standard, static display but in a dynamic diorama.

I purchased Tamiya's Spitfire Mk.I fully knowing what to expect – another Tamiya kit. Medium grey plastic, fine engraved lines and excellent fit. Since assembly was quite simple I won't get into detail here, except that I found nothing that would prevent even a beginner from making an excellent model. I did however use some of my Aeromaster 'Battle of Britain' decal set in place of the kit's markings.

I started my diorama by purchasing a wooden cutting board from a local grocery store. I started by laying out some plans, first on paper then on the board. I chose to have my Spitfire lifting off the grass with its landing gear still retracting as it crossed a farmer's fence. A thin coating of drywall plaster was applied to the base to replicate some small rolls in the grass airfield. There's nothing worse than perfectly flat groundwork on a large base. When the plaster had dried, I used some old acrylic paints (really cheap ones) to cover everything in a layer of dark green; this was to keep any white spots from showing through. I then sprinkled a layer of ground foam 'grass' over the section, leaving a large 'V' below and behind the propeller. This area was covered in another foam, coloured slightly more brown. A small fence was made from strips of wood and invisible thread, normally used for aerial wires. Finally the farmer's crop of wheat was planted, using a decorative broom, bought at a local Michael's craft store.

I like my diorama. It shows movement and it tells the story of a RAF pilot taking off on a scramble. Was it his first, his last? What happened? That's up to the viewer to decide.



Fortress in the Sky: The story of Boeing's B-17

By Derwin Emro

Fortress in the Sky: The Story of Boeing's B-17:
by Peter M. Bowers
ISBN 0-913194-04-2
Sentry Books Inc.
First Edition 1976
8.75 x 11.25 HB



This is THE book on the B-17. It opens with a short Foreword by Edward C. Wells, designer of the B-17. Fourteen chapters, six appendices, and over a thousand photos later, the book closes.

Chapter One is an introduction to The Bomber Business, 1918-1934. It is a brief history of aerial bombing prior to the B-17 and WW2. It covers the bi-plane bombers and the early mono-plane designs, all American

Chapter Two is the Boeing Ancestors.. It covers Boeing's early designs, civil and military including coverage of the giant B-15.

Chapter Three, Designing and Building the B-17. This is mostly the history that led to the design of the B-17. Quite frankly, I found this chapter to be the driest reading in the whole book. It is only four pages long, but is mostly text.

Chapter Four: The First Fortresses. Here is where it starts getting good. It covers the Model 299 thru to the B-17D. This chapter is heavily illustrated and includes the whole story of the crash that almost resulted with the end of the B-17, and, indeed, the company itself. We see excellent photo coverage of the design and changes to the design from the 299 to the B-17D. Lots of interior and detail shots!

Chapters Five, Six and Seven cover the B-17E, F, and G, respectively. There are lots of photos, mostly factory shots, of all the design changes in these three models. The text is minimal, and photographic coverage is superb. If you are seeking combat coverage of the B-17, that is yet to come.

Chapter Eight: B-17 Art Gallery. This just a selection of color photos and paintings of the B-17. Most of the models are covered, and there is even a three page 'centerfold' cutaway painting.

Chapter Nine: The B-17 in Combat. This chapter covers all three combat models, in all Theatres' of War. Again, coverage is heavily photographic. There are several pictures of battle damaged Forts. The text is pretty much limited to photo captions.

Chapter Ten: Re-designated B-17s. This chapter covers some pretty interesting and lesser known facts about the post-war B-17s. Coverage includes the XB-38, YB-40 and C-108. Also covered here are the PB-1G, the British Fortresses, and the BQ-7. There is a ton of information in the chapter on these and other lesser known versions of the B-17. Coverage is pretty much an even split between text and photos.



Chapter Eleven: Testing the B-17. This chapter covers the flight test program of the B-17. Included here are some of the bizarre field modifications to try to make the B-17 a more effective weapon. Lots of never before seen pictures of some interesting modifications. Also included is a section on ditching characteristics. And, if you have not heard of the five engined B-17s, there is some pretty good coverage of the turbo-prop conversions.

Chapter Twelve: Markings. There is lots of information here. Different camo schemes, colors, day markings are covered, for both British and American B-17s. Variations on 'nose art' and 'tail art' are also covered.

Chapter Thirteen and Fourteen: Postwar Military and Postwar Civilian B-17s, respectively. There is coverage here of postwar adaptations to the B-17 by the CIA, weather forecasting agencies and water bombers.. There is even information on the B-17s used by the Israel Air Force.. Also included is a section on 'Movie Forts' and a Swedish transport conversion.

The book winds up with the appendices. Covered are: B-17 Serial Numbers, The Wright Cyclone Engine, Performance and Characteristics, Manufacturer's name plates, General arrangement drawings B-17E and B-17G, and , Individual Block Number Characteristics. There is a ton of information in these last ten pages, and while it is self explanatory, some of it is real boring.

Fortress in the Sky is a richly illustrated biography of the B-17. Sometimes interesting, sometimes boring, but totally factual. It is the 'everything you wanted to know about the B-17 but were afraid to ask' This paragraph, taken from a pre-publication promotional puts it best, I think: 'From the ill-fated prototype to today's borate bombers, the complete story of the B-17 unfolds, painstakingly researched, brilliantly written and lavishly illustrated. Over 1000 photos, all beautifully printed on heavy coated stock. More than half of these photos have never been seen before, and they depict every aspect of the B-17s long and proud history.'

Fortress in the Sky is now a collectors item. It is a very rare book, difficult to find, and depending on condition can fetch up to \$250.00, should someone be willing to part with it. It is my understanding that less than 10,000 copies were printed for worldwide distribution in 1976. As far as this reviewer knows it has not been reprinted. I give this book a rating of nine out of ten. Very well done and very well worth it. If you can find it.

Rocky Mountain Model Club

MODEL CONTEST

SATURDAY MAY 22, 2004

Hundreds of models participating. Wide variety of categories, great prizes & special awards.

Entries accepted between 9:00am & 12:00pm. Contest area open for viewing all day.

Award Presentations around 4:30pm. Swap room and display areas open all day.

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