

# Seattle Chapter News



Seattle Chapter IPMS/USA  
February 2008

## PREZNOTES



Isn't it amazing how your perception of how you thought things really were, weren't at all. You get this thought in your mind's eye, for reasons I don't know how to explain, that certain things are the way they are. Then someone throws you a high inside fastball that knocks you on your butt (yes, you can tell that baseball is just around the corner at my house). Earlier this week a friend of mine posed the question: Did anyone notice the painted out war games crosses on a few of the Doolittle raid B-25s on *Hornet* as they were heading towards Tokyo? Huh? What? After I picked myself up and dusted the metaphorical baseball dirt off my hind end, my attention certainly was grabbed.

The Doolittle raid is one of my favorite subjects and it has always been my perception that the aircraft were relatively new. Well, apparently not. Examining some of the images available taken on *Hornet*, it would appear that a number of the aircraft participated in the summer 1941 war games and had crosses painted on at least the upper right wing. In one case the overpainting of a white cross wasn't well done and it's clearly visible. I found an image of plane #1 (Doolittle's) where the entire right wing tip has been repainted. I'm assuming a lot here, but it seems logical that his aircraft was a participant in the war games, too. Upon further study many of the aircraft appear to be quite worn looking as well. It is well documented that the crews of the Doolittle Raiders were very serious in their efforts to keep their aircraft, especially the engines, well maintained but obviously the camouflage was not an issue.

As a modeler I find this tremendously exciting as I have that penchant for colors and markings that are somewhat "different" and the opportunity to do something with my Doolittle Raider models will make my B-25 project all that much more fun. My

plans have always been to do planes #6 and #16, the crews of which were captured and three were executed. I've found one image that plane #6 had a white cross painted out on the top wing. I haven't found any images of plane #16 to show anything like that so that model will probably be painted as relatively "normal". To say the least, my Accurate Miniatures B-25s have been moved up in the queue!

Next weekend is the display at the Museum of Flight, both Saturday and Sunday. Doors will be open early for us to set up our models. If you bring models to display, there is no entry charge either day. So, bring all your models! There will be table space for you to work on something as well, just short of airbrushing. Remember that this is only a display, a chance to show off your work, and to talk to people about how fun your hobby is, especially to non-modelers. There is no contest atmosphere to worry about and no one to comment that the yellow tips of your propeller blades are the wrong shade!

*Continued on page 15*

### In This Issue

<b>Ted's Story Board</b>	<b>3</b>
<b>Why We Are Here</b>	<b>5</b>
<b>No Model Left Behind: NWSM</b>	
<b>Show Preview</b>	<b>6</b>
<b>A Bunch O'Bananas</b>	<b>8</b>
<b>Piaggio-Pegna Pc.7</b>	<b>8</b>
<b>Speed Building Armor</b>	<b>10</b>
<b>2008 Model Shows</b>	
<b>and Contests</b>	<b>11</b>
<b>Trumpeter P-47Ds</b>	<b>12</b>
<b>2008 IPMS Seattle Dues</b>	
<b>Renewal Form</b>	<b>16</b>

**SEATTLE CHAPTER CONTACTS**

<b>President:</b> Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 tall11@verizon.net	<b>Vice President:</b> M. Keith Laird 1825 South 330th St. F-201 Federal Way, WA 98003 Ph: 206-491-0096 airboss78@comcast.net	<b>Treasurer:</b> Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	<b>Editor:</b> Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
---	--	--	--

IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <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 \$24 a year, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

**Upcoming Meeting Dates**

The IPMS Seattle 2008 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.

**February 9**  
**April 12**

**March 8**  
**April 19 (Spring Show at Renton)**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M LAST

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)

If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA** P.O. Box: 2475  
 North Canton, OH 44720

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

## Ted's Story Board: Painting Model Interiors

by Bob LaBouy

For a growing number of our local modelers, the name Ted Holowchuk is a mere name reference. Ted was far more than that. He was truly an artist in every sense of the word. Some of you may have seen a poster board display Ted completed several years ago on which he demonstrated the various stages of building a scale model. For many of us who were denied that opportunity, allow me to share another example of his artistic approach to scale modeling. This exhibit covers the painting and finishing of aircraft interiors.

If you are anything like me and need help (lots in my case), I often find a good deal more help in a few photographic images than in the written word. I am also unable to look at a photo of a prize-winning model and see how it got to that state. Don't misunderstand me; I'll never be in the league of Jim, John, John, or Ted (you know who I mean, those evil builders who are able to capture the smallest of detail and leave me just shaking my head in wonderment). However, I may be able to assist you in at least getting part of the way there. Beyond that the sheer artistic talent needed to arrive at wonderfully detailed, painted, and artistic models is still an unattainable goal for me. I will have to keep drooling and shake my head — it isn't going to happen here.

I should also point out that this isn't original stuff and you may find similar notes elsewhere (the Internet has many such useful articles these days as does the IPMS-USA website). However another benefit of watching Ted Holowchuk build his masterpieces over the last few years of his life, convinced me that he was not only a true 'master modeler' but that he might be able to assist some of us. In addition to the series of articles I was able to literally drag from Ted before he left us is the following about how to paint and finish an aircraft interior. This same technique, combined with the overall finishing techniques Ted discussed in his earlier notes, will (I hope) provide you with both the inspiration and guidance to build more and dramatically improve your kits. While I know I build to my own level of satisfaction, this concept and process has assisted me greatly over the last few short years.

I realize someone will ask 'where has this information been all this time?' It's been on my desk with all of other modeling 'stuff' waiting for the right time to share it with you. I should also thank Mike Medrano for his contribution of these images.

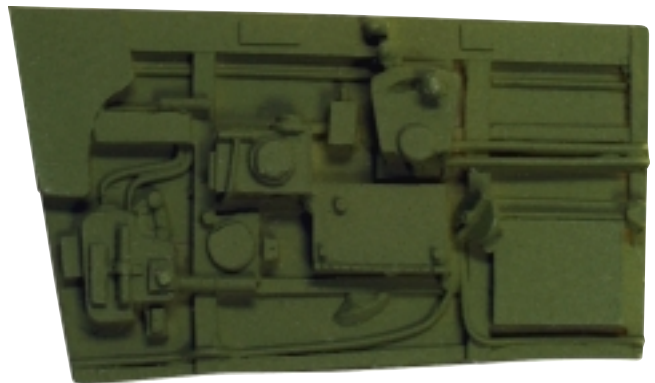
Give these techniques a try. You will quickly see where this outline needs to be revised to fit other subjects, time periods, colors, etc. But they do work. I think you will quickly see that not only do they work, but also with added practice and the small

improvements you will likely add, they may dramatically improve the quality of your model interiors. You may also soon learn to modify these suggestions, due to subject matter, colors involved, or just plain personal preference. It's your model and you'll learn what works and doesn't and what you like as you work along on your model. Don't forget to ask the others, whose work you see, 'how did you do that' or 'achieve that effect?' This is hardly a static art form. Enjoy, and as you employ these techniques, please remember Ted Holowchuk — I know he's watching. If I can help, give me a call.

Step 1 - inspect and clean up or add any details needed to your interior parts. I also encourage you to prime the base parts, especially if they are resin pieces and allow them to dry fully. I have been experimenting a lot recently with the Tamiya and Vallejo brand acrylics and find they provide an excellent primed (or undercoated) surface and once thoroughly dry, these appear to be impervious to any further painting or solvents.



Step 2 - Spray paint the interior (in this instance, like most U.S. WW II aircraft, using a green zinc chromate color). Allow it to thoroughly dry





Step 3 - Dry-brush the interior with the lightened base color (again, the same color, e.g. zinc chromate). You will begin to see a 'depth' to the painted area and details.



Step 4 - Brush paint all 'black boxes' with lightened black. This will further 'heighten' the details.

Step 5 - Dry-brush the blacks with the lightened color (lightened again); this may be gray or even a lighter shade contrasting color.

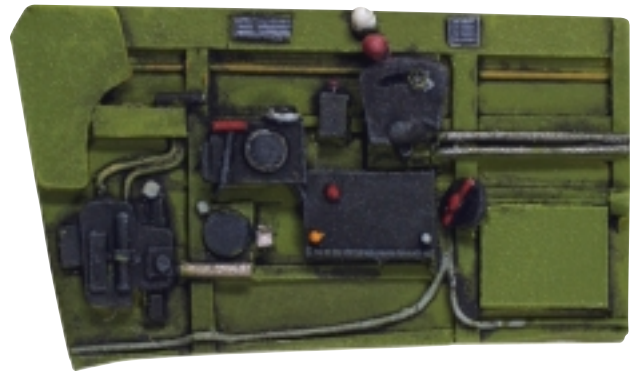
Step 6 - Brush paint small details (e.g. seat belts, cords, dials, knobs). Because they dry quickly (and very permanently) I am using mostly water-based acrylics.



Step 7 - Spray clear gloss lacquer over entire area. From my earlier notes and Ted's guidance, I use Ditzler's Duracryl Clear Gloss, which is thinned greatly. My initial coat is always a very light 'dusting' of the surface, then followed by a heavier application. This is one of many aspects of Ted's outstanding article on 'getting paint onto the model' you should be aware of - if you've not already read those notes.



Step 8 - 'Wash' interior with diluted oil wash. Allow wash to set-up and dry thoroughly, use dry cloth to wipe off excess (it may take up to 24 hours for wash to fully dry, prior to wipe). I often do quite a bit of my wiping by using a Q-Tip or one of the microtip brushes rather than a soft cloth, especially where there is surface detail, which will be harmed in this effort.



Step 9 - Spray dull coat over entire surface. Again, I dilute the dull coat until it is very thin. Once it is dry, further edge highlighting, dry brushing, or weathering can be affected to suit your individual taste.

Step 10 - Dry-brush with silver or aluminum paints to provide a bit of further 'metallic' wear and tear. As you quickly see, folks getting into and out of aircraft interiors is not a pretty sight and lots of wear is often evident.



Step 11 - Touch-up individual lights and instruments with 5-minute epoxy or crystal cote (giving the impression of glass dial faces).

---



---

## Why Are We Here: A Bit of History

by Bob LaBouy

As I sit in our Chapter meetings listening to modelers talking about their kits or discussing kit-building techniques with others I am often amazed at the many different reasons we are all here and what we hope to gain by our participation. At best we seem to be a loosely organized group who basically share one central area of interest – building scale models.

Don't get me wrong, model building (and all it entails) is what has driven me to be a contributing member of the Seattle Chapter and IPMS-USA for over 40 years. But why are we here? Here's what I hope has motivated at least some of us: to assist and serve our fellow modelers. Don't misunderstand, I am hopeful that more of us will pitch in, prepare notes and articles for the newsletter, and assist our fellow modelers in their quest. Someone might ask 'how can I help?' Sharing information is critical to our common bond and probably the easiest way to help others.

I often take an extra minute to thank those who have really provided the basic information I am sharing with you. Why? I feel I have a debt to others for their help and guidance. Allow me to linger for a few minutes if you will and share my insight into the 'why' we're here. When I first started trading notes with Bob Jones, who was the founding person behind the IPMS movement in England in about 1962-63, I was impressed that his motivation was helping others with similar modelling interests. As I started to correspond with and know Jim Sage (the major force and founder

of IPMS-USA from Dallas) I quickly learned that he shared a like interest in helping others. Their spirit and guidance quickly became a major force in my life and in scale modeling efforts and the driving force behind almost everything I did in both the Seattle Chapter of IPMS-USA and the Society in general.

Fortuitously I also happened to stop by the Seattle Museum of History and Industry one Saturday in 1963 and met a strange group of guys who were also interested in modeling airplanes. I say "strange" because this small group of about a dozen or so met in the kids' play room in the Museum's basement. They actually put out their recently built models of planes on the little green wooden tables where everyone looked down, gawked and talked about the models. I had built models since the early '50s, but it was largely a solitary hobby, done in my own room and based largely on personal observations and watching *Victory At Sea*. I had never really thought about getting together with others at a "meeting" or discussing what I was doing or our mutual areas of interest. However strange it may have seemed, from this local group, which became one of the first "chartered chapters" in the IPMS-USA organization, my last 45 years of scale modeling interest and activities has grown into what I now know as "my addiction." Years ago before I recognized the seriousness of this hobby, its costs, my involvement or what lengths it would drive my life and activities, I actually told my wife, friends, and family that "modelling was a safe, sane, inexpensive hobby" and that I was sure a lot better off than those I saw going out, sitting around in bars just drinking away their life... In fact, this would be a lot cheaper than any of the other "addictions" many other young folks were getting into, right? I now know that while the some other addictions would have probably ruined my life or even killed me by now, the actual cost of my hobby is probably far less than if I had become a drug addict!

I went onto a reasonably active life as a member of both the Seattle Chapter of IPMS and the IPMS-USA Society. I helped cobble together our Seattle Chapter Newsletter in the early '70s and resurrected it in 1998. I count as my closest friends, many of those I have had the pleasure to know, work with and along side and share our mutual interests. I can't tell you how proud I am of my friendships with such great guys as George, Walt, Wayne, Ed, Jim, Bill, Norm, John, W.B., Terry, Mike, Greg, Andrew, Ted, Ralph, Gerry, Johnny, Bob and countless others around the country and in Europe. What a great group of friends and a great hobby! I suspect I could have been financially wealthy, had I invested wisely instead of putting my time and energy into plastic modeling

Approximately fifteen years ago, I was fortunate to meet a 'new guy' in our local midst, Ted Holowchuk. He was a bit 'off', like some of us had a weird sense of humor (which I was able to fully

*Continued on page 15*

## No Model Left Behind!

by **Tim Nelson**

The 2008 NorthWest Scale Modelers Show is upon us! February 16-17 is the weekend to show your stuff to adoring crowds (over 2,000 models and over 3,500 visitors last year) at the Museum of Flight in Seattle.

Final logistical items will be discussed at the February IPMS meeting, but here is the basic timeline:

- Fri, Feb 15: We are hoping to set up tables this night at about 5 PM (volunteers needed!), followed by initial model deployment around 6 PM. This is TENTATIVE until confirmed by the MoF in early February.

- Sat, Feb 16: Model deployment can begin at 7 AM. (If Friday night setup is not available, then table setup will occur Saturday at 6 AM, otherwise known as "0-dark-thirty".) We will again have access at the south loading dock (please, no more than two vehicles at a time). Please arrive early and finish setting up before MoF doors open at 10 AM. Plan to stay the day if you can and catch Jim Goodall's talk on the SR-71 Blackbird at 2 PM. The Galaxy Hobby Make & Take will run from about 10 AM to 2 PM, and Mike Shaw will appreciate our volunteer help. Plan to join the gang for dinner at Billy McHale's in Renton.

- Sun, Feb 17: MoF doors open again at 10 AM. The Skyway Model Make & Take will run from about noon to 2 PM, and Emil Minerich will appreciate our volunteer help. We'll start takedown sometime after 4 PM. Same drill with the south loading dock.

The accompanying diagram will give you an idea of the table layout (subject to last minute change). Models will be displayed mostly by modeler, same as last year - find an open spot and set 'em up. Please be efficient with space. A few of you with

large collections (you know who you are) will be assigned specific tables. There will be a special table island devoted to "Model Madness" - special projects, group builds, crazy stuff. Bring your old and current Modelerfy creations, December 2007 Spitfire contest entries, Jasta Schweinhimmels, '49 Schneiders, and any kind of "What If?" projects you've ever done.

Our friends from IPMS Vancouver will again be coming down in force. We'll have a special table island, which I like to call "Vancouver Island", reserved for them.

Jon Carr Farrelly is creating a new name sign for each participating modeler. If you attended last year, you're probably on the list. If you'll be a first timer, or made a hand-written sign last year, or just not sure, please let Jon and me know. If you've thought about participating in this show in the past but haven't, two words of advice: Do it!

Speaking of signs, show visitors always appreciate at least a small label explaining what each model is. Your efforts here will add a lot to the effectiveness of our show and maybe help a few folks learn something.

The event is free if you are exhibiting models; see me early Saturday and Sunday for a wristband. Model exhibitors will also receive a 10% discount in the MoF gift shop during the show (25% if you are a MoF member).

As always, bring projects to work on, bring your enthusiasm, and bring all your models! (While you're packing, please dust all your models...)

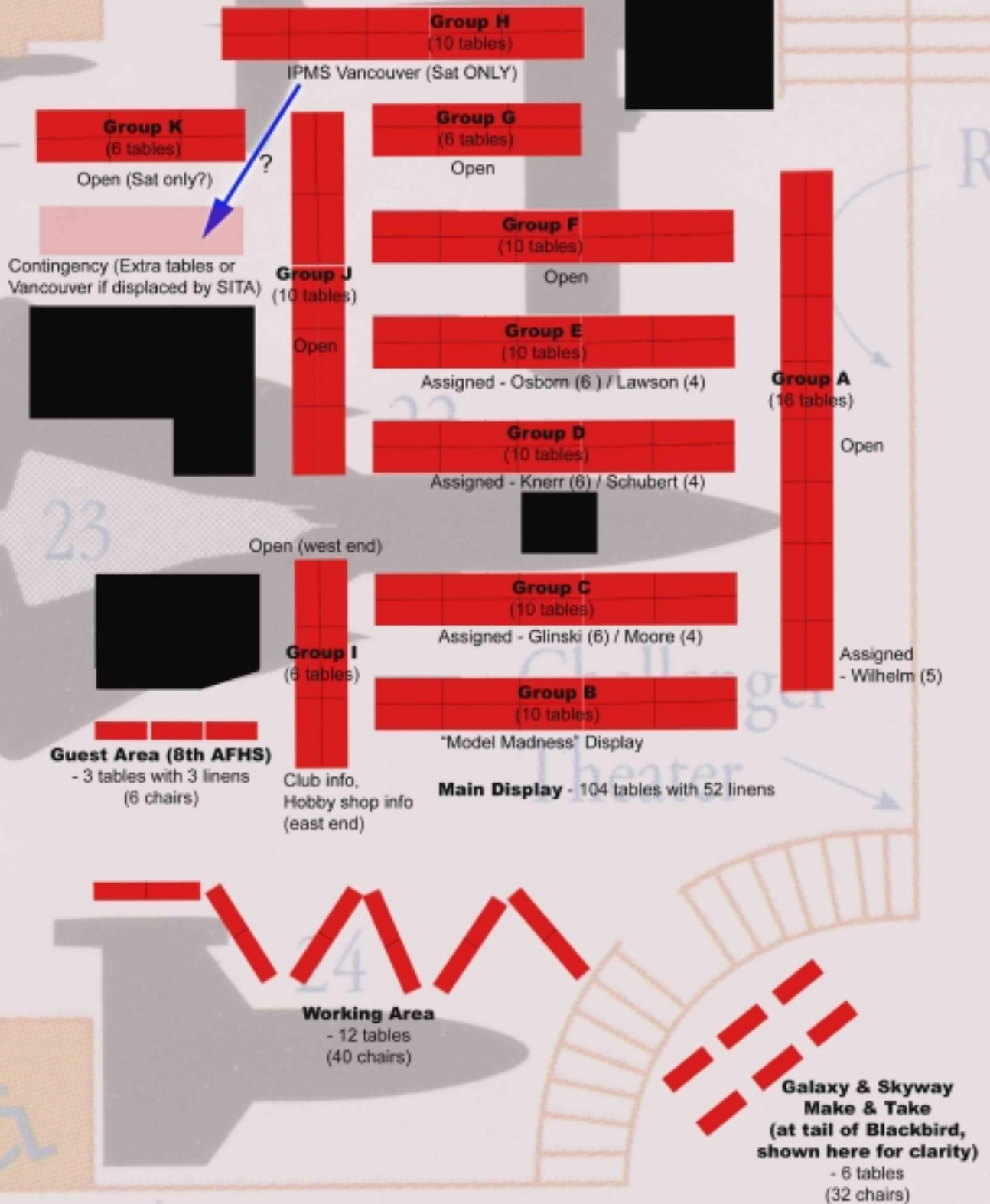
If any questions, please catch me at the February meeting, give me a call (425-823-5227), or send me an email ([timndebn@comcast.net](mailto:timndebn@comcast.net)).

No model left behind!





# 2008 Northwest Scale Modelers Show Layout "Model Madness" Theme



**Total table count: 125**  
**Total linen count: 55**  
**Total chair count: 78**

## A Bunch o' Bananas

by Terry D. Moore

I was certainly taken aback last month when I discovered that Special Hobby had released a 1/48th scale kit of the Piasecki H-21 "Flying Banana". After all, it hadn't been that long ago that I picked up the Fonderie kit (two of them, actually), and disposed of my vintage Aurora kits. So, before I dive into building one or two of these beasts, perhaps a side by side comparison is in order.

Since I no longer have the Aurora kits, I won't add that one to the mix. Suffice to say, it is a product of the '50s, being quite crude in comparison to these new ones. Heavy handed detailing, crude parts fit, a humongous mold release pin mark on the inside of the windscreen, and other delightful details.

The Fonderie Miniatures and the Special Hobby kits are injection molded kits, both in grey plastic. Both kits contain resin and photoetch parts as well as white metal castings for a number of parts. The windscreen on the Fonderie Miniatures kit is vacform with two copies provided, whilst the Special Hobby kit is injection molded. The Fonderie kit is somewhat more crudely molded than the Special Hobby kit. The surface finish is rougher; on my example there is some flash that will need to be removed, and mating surfaces will need some attention. The Special Hobby kit is cleaner and less clean-up of parts will be required. There are no locating pins on either kit. Interior details are rather extensive on both kits as the option of open hatches is provided. The Fonderie kit provides the webbed seat backs but the Special Hobby kit does not. Neither kit provides an engine, nor are there any external tanks included.

When doing a direct comparison, there are some interesting differences between the two kits. There are some differences between the two hulls. The shapes are

slightly different, the aft hull on the Special Hobby kit is slightly deeper as you get closer to the tail and the position and spacing of the side windows do not match. The portside hatches are not the same width. The chord on the rotor blades is wider on the Fonderie kit.

Instructions for the Special Hobby kit are much easier to follow than the Fonderie instructions. Markings are provided for three aircraft in the Fonderie kit, two French and one US Army helicopters. The Special Hobby kit provides for five US Army color schemes and the instructions include a full color rendering of one of the Army aircraft.

At this point in time, I don't have a lot of references, only a handful of photos of the aircraft that's about five miles down the road at the Museum of Flight Restoration facility, and an old issue of *Random Thoughts*, the publication of IPMS Canada. As I get deeper into a side-by-side build project, I'll try to clarify which kit is the more accurate (or if either of them are).

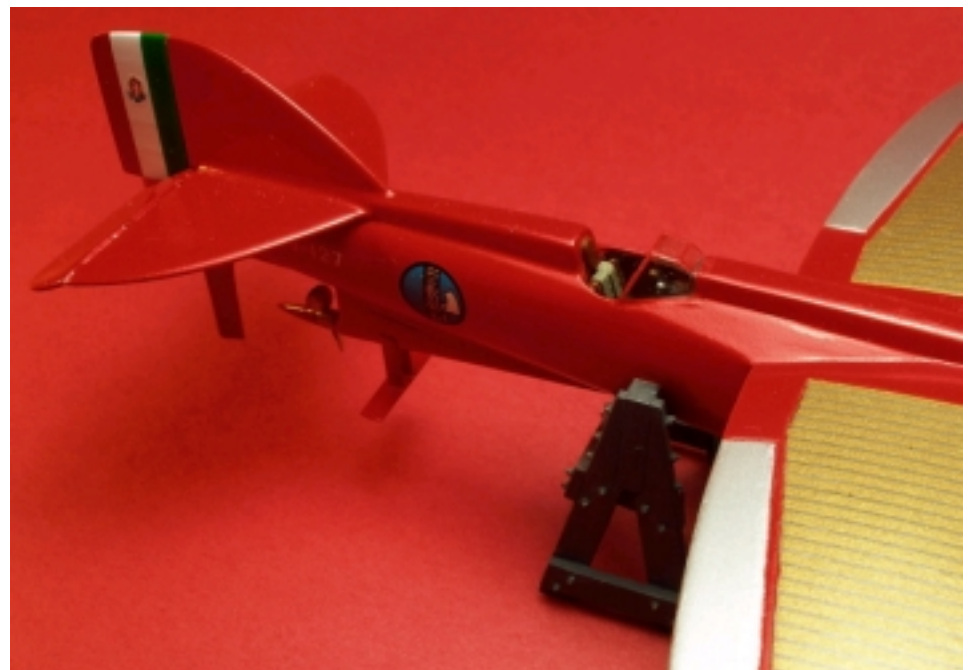
To be continued...

## Piaggio-Pegna Pc.7

by Jim Schubert

I'm just so damned pleased with this thing I want to show it off and share my satisfaction with it with you all. Oh yes, it's got problems, most of which the photos I took tonight revealed so it's back to the work bench tomorrow but overall – I like it.

It's the Piaggio-Pegna Pc.7, designed and built for the 1929 Schneider Contest. Unfortunately Messrs, Piaggio and Pegna didn't start detail design until nine months before the event and although they got two airplanes built they ran out of development time and the plane never flew. The idea was to reduce weight and drag by eliminating the floats. It floated, rather clumsily, like a flying boat. When the pilot engaged the clutch to the hydro screw the airplane accelerated up onto the three hydro-skis in a nose high attitude that got the air screw clear of the water. At that point the pilot engaged the clutch to the air screw, accelerated to flying speed and took off. The problem was that they did no bench testing of the air screw clutch before putting all the machinery into the airframe. Every time the pilot engaged the







air screw clutch it either slipped uselessly or disintegrated. The team simply could not design/build a clutch that would take the 970 hp of the Isotta-Fraschini V-12 engine all at once. They missed the

contest, said “to hell with it”, scrapped the airplanes and are still in business today building very pretty light executive transports for rich guys.



## Military Armor - The Speed Building Method, or "Midnight Modeling - Brushing 101"

by John DeRosia

The dilemma: How to 'speed' model a project in a few hours to final completion and "sign off". Okay - let's slow down a bit. Is there anyone else besides me going 45 directions, have tons of projects to do (other than models), go to work, home commitments, and other ventures that absolutely make your free time so thin - you wish there really were a clone machine for rent.

I'm big on military models - love the 1/72nd scale ones best. Why? They are usually always dirty, there are as many variations as there are letters of the alphabet in this article, they make fantastic- 'what if's, they take up usually small amounts of space, and the average model only takes me three to ten hours to complete. I'm talking start to finish to display.

My disclaimer is easy. I'm not 18 anymore. Period. I don't live with mom and dad - and somewhere along the way I inherited my own life, my family, work responsibilities and the like. Can you relate? Priorities have shifted - as they all do with each and every one of you as you go through this journey of life. I look at models I've done years ago - and almost can't believe I put wires, all the nuts and bolts and spent "4000 hours" on that 1/24th scale auto I built back then. Even got the airbrush to deliver 467 shades of the right colors. These days it comes down to some basic understanding of the mind with me about the fun and intention of building. I applaud each and every one of you that still gets down to thinning the door thickness of that 1/144th scale F-14 and putting the hydraulics in, and making the canopy raise and lower with the working start cart. I just don't have that kind of time. Retirement is still in the future so somewhere I have to do the

old mental "what do I do with my limited time available?"

Many modelers talk of frustration and never being able to complete a model. This may be a result of many sources. What I have found is some of the reasons stem from

1. No time 'i.e. very little time',
2. Comparing yours against the 'masters', seeing incredible ones in magazines etc...
3. Not having the latest and greatest equipment (air brushes, paints etc...),
4. Not having all the accessories (resin, photo etched parts etc...)
5. Resources (books, visits to see real item as in a museum etc...), and of course
6. Lack of money for kits...but mostly
7. No time!!

There are lots more reasons, but these are the ones I hear the most.

Okay - let's go back to the beginning. First of all, I enjoy the time I spend building and creating. A lot of my friends know I always talk about "midnight modeling". That's in reference to the time it seems I can finally sit down at the end of the day to build.

Okay - not really at midnight - but close!

I'm the glue king of the Northwest at night. I can glue a 1/72nd together in a blink of an eye. And so let me share with you how my modeling goes in a typical setting.

First thing I do is glue, glue, and glue. Sub-assemblies - are you kidding? I glue as much as humanly possible on the model as I can. Sometimes I even get into the 'assembly' mode' and glue various 1/72nds together at once since they are all usually armor models. I'm talking everything including wheels, tracks, clear windshields. If a vehicle has an interior that can be seen - before I glue the roof on - it will get a dose of OD Green or Gray. I don't do dials and all the frillies that are likely never to be seen anyway. The model always has the impression given that there is an interior - just like a real vehicle. Why spend time on the things you'll NEVER see?

I figured out a long time ago - especially for 1/72nd scale military subjects - I don't need to crank up the 500 HP compressor and get out in my shop at 11:20 PM and crank up the air brush in the cold Northwest in November with my bathrobe. I also asked myself - where have I been trained to never brush a model? Without an answer - years ago I decided to thin my standard favorite OD Green color with lots of thinner - drop BBs in the bottle - shake it up well and start painting. I found my favorite SOFT brush and went to town. I will add up to a third (1/3) thinner to 2/3 paint color.

If the subject was larger - I painted in sections. With the right SOFT brush - you can paint up a model in no time. I do the tops, sides, bottom, and fronts this way. Amazingly - you just about never see the brush strokes. Of course - even if you do - don't worry - the model isn't done yet. I typically paint EVERYTHING - even the wheels, tires, and tracks. Around the clear glass areas, I use a finer brush for the windshield posts.

After it dries overnight - next come the decals. Yup - no Future or Gloss beforehand. Come on - what are you thinking? My goal is to get the model done. I typically NEVER have any decal issues. I cut them close - and usually use Solvaset or what ever you like to make them lay down better.

When the decals are dry - next comes my favorite. Black wash. Not grey, brown - but black. I use water based black. I have a small jar of water next to me for this. I dip a soft brush into the black, then dip that into the water and then cover the entire model with the black wash. Yes - everything! When it comes to the tires or tracks - I usually don't dip the black in the water as much. I outline the black around the tires and typically the black water based color flows really well. Use the water on your brush to thin the black to your desire. Remember - it will all dry lighter than when it is wet. Okay...I'm almost done....

My last step then is to do a little weathering - dry brushing, with a light earth color. I use a stiffer brush and usually highlight all features of the model. This brings out the final eye catching depth and so on. The dry earth really brings out the tire and tank treads. If antennas are needed - I'll add those last. That's it. Like the song says - "Signed, Sealed, Delivered...It's done"...okay so the lyrics were close.

I go through this mental little game called - "It's Signed Off"...meaning - just sit back and enjoy.

To summarize - let me give you the easy to follow steps:

1. Glue, glue, glue - EVERYTHING
2. Paint entire model with soft brush and thinned paint.
3. Decal
4. Black wash with water based paint
5. Weather - highlight - dry brush with earth tone
6. Add antennas if needed
7. Sign-Off - enjoy the model!

Please folks - if you're doing that nice car or civilian airliner - these methods don't apply (although I've done numerous military choppers, submarines - even 1/35th scale military models etc...). For the real shiny stuff - I have to get my compressor kick started too.

Some of you have seen my models at the meetings and I'll be bringing more to share. Remember - it's a hobby and enjoy it to whatever level you do. I never once stress over models. I build for me, for fun, and to share or give others inspirations and ideas. I never build just to try to win competitions. Not me. If time is not on your side - give it a try - you might like this. Then next holiday season - repeat the saying that goes something like this..."not a creature was stirring - not even a compressor"...get it - good old quiet evenings at midnight!

## Known Model Contests and Shows for 2008

by Carl Kieztke

February 16 and 17	NWSM Display	Museum of Flight, Seattle, WA
February 24	Performance Modelers	Mount Vernon WA
February 29 thru March 2	Seattle Roadster Show	Qwest Exhibition Center
March 15	Joy of Modeling	Vancouver WA
March 22	Model Car Mecca	Surrey BC
April 5	Galaxy Model Shop	Lynnwood WA
April 19	IPMS Seattle Spring	Renton WA
May 4	Model Car Sunday 19	Puyallup WA
June 21	N Olympic Peninsula	Fort Worden WA
July 25-27	Good Guys Rod & Custom	Puyallup WA
September 13	Evergreen	McMinnville OR
October 4	IPMS Vancouver	Burnaby BC
October 26	Old Country Store	Silvanna WA
November 2	OSSM	Clackamas OR





## Trumpeter 1/32nd Scale P-47D Razorback and Bubbletop

by Steve Gallacci

Terry Moore wrote the in-box review of the Razorback in the November newsletter, and then passed the model on to me to build. First, I have to admit, I don't know anything about the Republic P-47, so this will not be much of an assessment of kit accuracy, only one of buildability. That being said, this kit certainly looks like it would be a Jug fan's dream, with all kinds of extensive details and part options inside and out.

A small bug in the kit common to many other Trumpeter kits is that the edges of many of the molded parts are rather less than perpendicular, needing some attention with a knife or file to square up for assembly. While something less than 90 degrees are necessary for molding relief to insure that the parts can come out of the molds freely, Trumpeter kits have a disproportionate number of parts that need attention for proper fit.

The kit assembly sequence is pretty standard, starting with a fairly simple yet well detailed cockpit. This is an assembly that will need the aforementioned attentions on the joining edges. The instrument panel, a clear face with film backing, looks particularly nice with the face painted and a few touches of white to imply labels and notes really makes it. A careful paint job will also make the well-molded cockpit side features really jump out. However, the instructions have very few color notes for any part of the kit, the cockpit is simply "interior green", so supplemental research will be necessary for almost every detail.

The engine is a huge collection of bits, with alternate reduction gear cases and valve rocker covers. However, there is nothing in the instructions to indicate which option goes together and to what propeller (four versions) and decals for



two machines. That being said, the engine goes together fairly easily, especially if the cylinder halves are glued individually with liquid cement, the assembly can be done almost without any visible seam. While a spark plug harness is included, no spark plug wires, nor indication where to do it yourself are included.

Next step is the turbo-supercharger and related air vents and intercoolers and stuff. The fit on the parts that make up the intercoolers are only so-so, but the audacity of molding those shapes to begin with is impressive. A little lookout, one of the locator pins on the assembly Q9 + Q18 to Q10 + Q19 should be an inny rather than an outy. None of these parts are visible once the fuselage is assembled however. Similarly, the next step of tying together the cockpit, supercharger group, firewall and engine support, and accessories compartment includes lots of parts that are entirely hidden. While the instructions tell you to attach the cockpit assembly to the engine air feed tubes, it would be better to have the cockpit kept loose so that when the fuselage is closed up, you can position the cockpit rear bulkhead to the razorback properly. Amazingly, all that stuff actually fits together inside the fuselage when

assembled. Some of the scribing on the lower right fuselage is rather faint and could use rescribing to match the rest.

There is a small fret of photo-etch brass for the kit, with seat belt and harness, screens for coolers and intakes, and the turbine wheel looks particularly neat. There are bits for under the wing, but these are tricky, as the very thin metal will likely bend or even kink before you can get it glued down, though with a firm base of CA glue, the bits will be supported enough to stand up to handling.

Assembling the wings is next. Like with the cockpit, the mating surfaces need work if the wing halves are to have the proper thickness to fit to the fuselage properly. With enough work, the joints will set just right. The gun bays have the option of being open, and there is fair detail with the guns and ammo belts for that. To close the gun bays, you will need some shims inside to help hold the cover sections in place. The leading edge gun ports don't quite fit correctly, being a little undersize and needing shims and putty to fit in properly. To make that part of the build easier, I'd recommend, if you are building the gun bays closed, glue the machine gun bodies

into place but save the gun barrels (the smooth blast tube type, the perforated barrels were not, to my knowledge, used on any version) to be mounted in place afterwards. This will require the barrel base flange to be shaved off in order to fit into the gun port holes. This will allow you to work on the gun ports and wing leading edge without the barrels in the way. And if you intend to have the gun bays open, simply install the guns after the gun port is fitted.

The kit has separate control surfaces, and all of them are too thick. Fortunately, they are all two-piece assemblies, so the centers can be sanded down to thin them overall, and in the case of the ailerons and elevators especially, thin the rather thick trailing edges. The flaps in the down position need no special effort to install, but do need some work along the leading edge to fit into the wing well. The ailerons are a whole other bit of work. Along with the aforementioned thinning, the ailerons are way too wide, chord-wise, to fit into the wing cutouts and retain the proper wing outline. I don't know where the error lies, but the simple fix is to seriously reduce the aileron leading edge so that it does fit into the cutout. The mounting

linkages will need to be butchered to accommodate the effort too. The kit provides only "rubber" tires for the landing gear, and though they look okay, will need the centerline seam sanded down a bit and then pass the tire over a little candle flame to melt back the little fuzzy bits.

The tail plane is simply assembled with a touch of fussing at the joints. There are little pips on the leading edges of the fin and tail plane to represent antenna wire mounts that can be all too easily mistakenly removed as mold flaws. As the real thing has small metal tabs with eyelets for that purpose, replacing the pips with little fragments of scrap photo-etch would better represent the mounts. The forward fillet for the tail assembly will need a little rescribing as the molding fades a bit.

#### **Finishing and some accuracy comments**

While building the kit, I made a quick trip down to the Museum of Flight in Seattle, which has a razorback machine on display and I compared the kit with the original. The general outline and such seems okay, though the kit does not have the relatively sharp crease along the fuselage spine.

There are also some slight differences in the kit's versus original's panel lines and hatch details. Most wouldn't distract from the overall effect. The wing fillet is a bit more off, the fuselage half doesn't extend up quiet enough and the radius isn't as full as it ought to be. The lower foot step wasn't well represented, likely due to the tooling being interpreted from drawings rather than photos or other more direct references. (similar to tooling an ellipse instead of a circular hatch, due to misinterpretation of a drawing). The gun camera in the right wing leading edge was well above the centerline on the original, not so on the kit.

The kit markings are also off, based on on-line research. "Bonnie", 227884, did not appear to have the RDF loop fitted and the fuselage spine was painted black, not olive drab, and was fitted with the smaller Curtiss Electric propeller, part M10 rather than the big HS prop shown in the profile. The lettering and color for "Bonnie" is entirely wrong as well. The second profile, for LM-K, 275242, does not indicate that the lower fuselage was painted in neutral grey and other references note that the rudder should be painted yellow to match the cowl color. The machine should also not have the RDF loop and likely had the Curtiss propeller as well. I'm told that the "Donald Duck" nose art is incorrect in detail.

My build had some primer applied to putty and sanded surfaces, but did not attempt to reduce the panel or rivet detail in general, so many areas had rather exaggerated indentations for rivet effects. The paint I used was fairly plain Jane OD and grey, using Model Master enamels, and artist's acrylics for weathering effects. I use clear lacquer as a smoothing coat to assist in decal placement as it provides a harder and more wear resistant surface than Future. The kit decals are nice and thin and are in fairly good registration, only the kill markings show a microscopically slight slippage between the black and white printing. There are all kinds of tiny stencils, some of which are not clearly indicated in the instructions as to where,



exactly, they are intended to go. Also not indicated is decal placement for the various drop tank options, as the tiny text clearly indicates they are filling and handling instructions for the tanks. The “Donald Duck” nose art was a separate mini-sheet, being half-tone printed, in a visibly coarse screen resolution. I intended to use it as-is for this build, but lost the sheet, so for the moment, it is without. The pilot’s rear view mirror was also not installed, as again, with four options, I didn’t know which one to use. The final finish was a shoot of lacquer dullcoat.

All that being said, building the kit as a pure un-corrected OOB build still looks pretty impressive. Were I to do a full-out accuracy build, the only things that really jump out to me for correction is the wing fillets and lower step, along with a couple simple rescribes of some other details. The engine could use all kinds of detailing, though the basic parts are a very good start, and with not a lot of work, the cowls and engine accessories section could be opened up for serious display. With the canopy closed, the cockpit doesn’t really need any additional details, though any added bits would be easily added. The only real fit problems were simply being careful wasn’t enough was the flaps and ailerons, which need real work to fit correctly.

### Trumpeter P-47D Bubbletop

With many of the kit “trees” in common between the two kits, much of what I said then still applies. Unlike the Razorback version, the surface molding of the fuselage is very clean and consistent, but the upper rear fuselage joint will need some putty and sanding work, even with careful installation.

The low-back upper rear fuselage has a bit of a gap around the tail area and will take some filling and sanding.

The clear parts are very clear and clean and can, for the most part, be added last, though the windscreen and the wing tip lights don’t fit very well. The windscreen

is undersize for its installation and will need lots of filling. The wing tip lights simply don’t match the tip profile very well and need filling and filing to be set in right.

While building the kit, I took some quick looks on-line to check on details. The one thing that stands out is that the canopy, especially the front section, does not match the real thing very well, being a bit low in profile and too round in section. Where on the original, only the top section is rounded and the side posts are angled out but straight, the whole unit is rounded on the kit. There is also a pair of notches where a cross bar is attached that are visible through the bubble hood with no good way to deal with them. This is bad enough that I’d recommend keeping an eye out for an aftermarket replacement or a major rework to vac-u-form your own.

There are also some slight differences in the kit’s versus original’s panel lines and hatch details. Most wouldn’t distract from the overall effect. The wing fillet is a bit more off, the fuselage half doesn’t extend up quiet enough and the radius isn’t as full as it ought to be.

The kit markings are also off, based on on-line research. Not only are the exact colors and style of the markings in question, the kit decals don’t even match the multi-view profiles in the kit instructions, most notably in the nose art elements that are too big and/or misproportioned and the wing national insignia which are too small. Replacement decals for the major elements

are recommended, though the little stencil details look okay and are nice and thin and are in fairly good registration.

My build had some primer applied to putty and sanded surfaces, but did not attempt to reduce the panel or rivet detail in general. The wings have fairly mild rivets, with the exception of the gun access doors which are rather over-done. The fuselage has somewhat larger rivets, not terrible, but they do contrast with the wings. The kit was sprayed over all with Mr. Surfacer 1000, sanded down a bit, then a coat of clear lacquer to give it all a high gloss. Alclad aluminium tones were used (my first time using these finishes) for the bare metal effect, and Model Master enamels for the other colors. I then passed a knife point through all the panel lines to make them more uniform, making up for some fill in and loss due to sanding, putty, and paint. I used artist’s acrylics for washes and such, and Model Master chrome silver for the prop hub and little bright scuffs and scrapes in the metal surfaces. I used the kit markings for “Rozzie Geth II” LM-C 226628 as is and only strayed from the kit instructions by using the large star-and-bar indicated for the lower wing position for the upper position and the (unintentionally left over) very large star-and-bar from the Razorback P-47 kit in the lower position. The invasion stripes were a bit better positioned than indicated, and not added to the top of the wing.

The only real fit problems were simply being careful wasn’t enough was the







upper rear fuselage, wind screen, and ailerons, which need real work to fit correctly. The kit instructions, especially related to painting and decals, are not always helpful and supplemental references are definitely needed. Otherwise, both of these were busy-fun builds, but between the price and effort needed, not ones for a quick knock together. Some people like the “shake and bake” ease of

some kits, neither are one of those. The kits take care to get right, but have all kinds of potential for the serious super-detailer and I'd recommend them for the modeler who knows what he's doing.

*[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Steve's article. - ED]*



## Why We Are Here

*from page 5*

relate to) and was another guy who readily and fully shared whatever information, skills, and techniques he had with anyone willing to listen. As a person of very limited skills (or maybe even ‘modeling impaired’), I quickly saw that Ted produced some of the finest scale models I had ever seen. As I work at my modeling bench I am constantly reminded of Ted's genius, skill, and impact on many of us lucky enough to have known him and profited by his example. I miss Ted a lot and take solace in my faith that he's ‘up there,’ happy, mixing paints, spraying and amazing those who watch him work.

Several years ago I proposed we change the name of the Seattle Chapter to include Ted's name. Though I thought this a proper way to honor someone whose very existence in our Chapter was to help others, the motion failed. I have yet to abandon either that idea or my respect for Ted and what he exemplified in his participation in our Chapter.

---



---

## PrezNotes

*from page 1*

And April 19 is not that far away. Our Spring Show is just around the corner and it's time to start collecting items for the raffle, and to think about what you are going to do to help out with the show on that day.

That's it (for now), we'll see you at the meeting,

*Terry*

## IPMS Seattle Renewal Form

Your 2008 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with this issue. If you do not renew then, you will not get any more newsletters. You can renew by writing a check for **\$24.00** to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the February meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the Newsletter has been working very well. You get the Newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

**Remit to:**  
**IPMS Seattle**  
**ATTN: Spencer Tom**  
**318 N.E. 81st Street**  
**Seattle, WA 98115**

**IPMS Seattle 2008 Dues Form**

Full Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone (Area Code) ( \_\_\_\_\_ ) \_\_\_\_\_

E-mail address \_\_\_\_\_

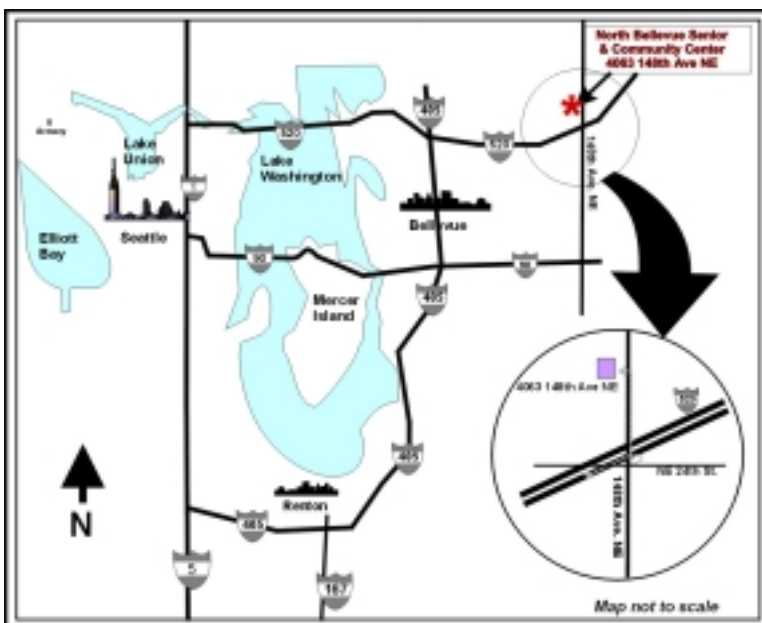
I prefer e-mail delivery of the newsletter.     I prefer regular mail delivery of the newsletter.

Please do NOT release my e-mail and phone information for distributed club rosters.

## Meeting Reminder

## February 9

### 10 AM - 1 PM



**North Bellevue Community/Senior Center**  
**4063-148th Ave NE, Bellevue**

**Directions:** 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.