



Seattle Chapter IPMS/USA
February 2011

PREZNOTES



A few weeks ago, I picked up my copy of Wingnut Wings' latest kit, the Gotha G.IV. The thing that surprised me the most was that the box wasn't as large as I thought it would be. And the box is certainly full of parts - approximately 436 injection molded parts in grey plastic, with a small clear sprue, a small photo etch fret, decals for five aircraft, plus an instruction book that fills 38 pages. The plastic is very cleanly molded, with no flash. On my first examination through the multitude of sprues I saw no ejector pin marks on visible surfaces. The wings are molded as one piece (no upper and lower halves) and are split down the centerline to fit into the box. Holes for rigging are in place but I'll probably drill them a bit deeper into the plastic. About the only thing the kit doesn't provide is rigging material. The instructions are the usual highly detailed style that we've come to expect from Wingnut kits, and I would highly recommend studying them very closely before starting (which is what I didn't do on my Wingnut Junkers J.1 and caused a few anxious moments), since there are several options you can build. Assembly looks like it will be very straightforward, but somewhat complicated. Decals for five aircraft are provided, printed in perfect register, and if they are anything close to what I used for the Junkers build should work quite nicely. I'm wrapping up the current project on the bench and will be starting this kit next. But then again...

My commentary about the new Revell B-17G as it more or less appeared on Hyperscale last week:

I bought the kit at the local hobby emporium the other night. You can take my opinion and do whatever you want with it but in my mind's eye it's probably the best 1/72nd scale B-17 kit out there. Yes there are

a few issues but nothing that anyone can't handle. First of all I did a side-by-side comparison of fuselage halves with the Hasegawa and Academy kits. The ancient Revell and Airfix kits are so far off that comparison is useless with those kits. All three (Revell, Hasegawa, Academy) are nearly identical in size and shape. Some have commented that the nose appears too small on the Revell kit. If so it's wrong on all three as they are all identical in diameter. The fuselage halves are nearly identical in shape. The main difference on all three kits

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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 10:00 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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, 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, WordPerfect, or text 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 2011 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 12

April 9 (Spring Show at Renton)

March 12

May 14

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

IPMS Seattle Officers' Election

by Spencer Tom

As we mentioned at the January club meeting, this year we would like to do a formal election for officers. Although we have done informal votes in the past, I have advised that we need to periodically do a more formal process, especially since the club is now registered as a 501-c7 entity.

Here's how we have set up for this:

February 2011 meeting (i.e., this Saturday):

- Introduce the schedule, guidelines, etc.,
- Find an individual (not a current officer) who will be responsible for collecting and tabulating the results of a private vote of the membership.
- Formally start a nomination process (open as well as private) for President and Vice-President. The last day for accepting nominations will be February 28, 2011.
- Discuss whether the Secretary/Treasurer position needs to be added to the election process (Currently, this position is appointed by the President subject to the approval of the club membership.)
- Once the nominees have been contacted and accept their nominations, we will publish their names in the March newsletter.

March meeting

- The people who have been nominated will have an opportunity to talk about their thoughts on the club's future direction and the involvement they would like to have in that process.
- Ballot collection begins.

May meeting (Note that there is no meeting in April due to the Spring Show)

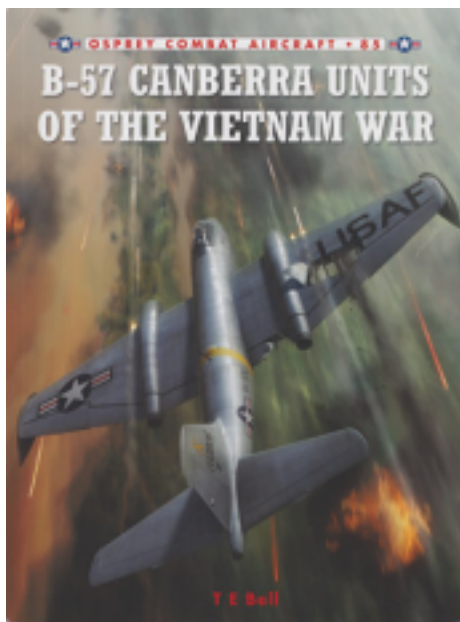
- New/returning officers begin their duties.
- Set up guidelines for the next formal (versus informal) election.

B-57 Canberra Units of the Vietnam War, by T. E. Bell

reviewed by Chris Banyai-Riepl

One of the lesser known aircraft of the Vietnam War, the Martin B-57 Canberra was in Southeast Asia almost from the beginning. This newest title in Osprey's Combat Aircraft series sheds some light on this unsung hero of that conflict. The author follows the deployment of the Canberra, from their PACAF existence to their wartime bases in Vietnam to their operations over Laos.

The first shift in B-57 operations in Southeast Asia took place in 1964, when units moved from Japan to the Philippines. By the end of that year, the B-57s were in



Vietnam, located at Bien Hoa. On November 1, 1964, the B-57s got their first taste of combat, albeit on the receiving end, as mortars rained down and destroyed many of the closely parked aircraft. The B-57 units had to wait another couple of months before they could take the fight to the enemy, with their first military mission taking place on February 19, 1965. From that point on, the B-57 became a big player in the war, often operating at night.

This book follows the B-57 through the war in a roughly chronological fashion, with the sole exception being the discussion of Australian Canberras in Vietnam. Separate chapters discuss the specialized B-57G, and overall the text is a very good read. Complementing the text are the

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PrezNotes*from page 1*

is size/location of the turrets, radio compartment hatch, and bomb bays.

Revell vs. Academy the top turret lines up, but the radio compartment hatch is slightly different and the lower turret/bomb bay doors are in different locations. On the Revell/Hasegawa comparison, the top and lower turrets are slightly different, but the bomb bays are in alignment. I'll get to the wings later. The primary advantage to the Revell kit is all the extra details provided: interior, engines, landing gear wells, cowl flap options, both types of tail turret, pilot's windscreen options, and so much more. I think the scribed panel lines are a "bit" heavy handed, they are much finer on the Academy kit and the Hasegawa has raised panel lines. The only disappointment to me is that no provision was provided for the staggered waist gun position that many -Gs flew with. That being said, it's not that big a deal to dig out a sharp X-acto blade and cut out the window in its new location if that's what you have to do to build your -G. I've done it on more than one occasion and it'll add a few more minutes to a build. As a final note, yes, I did compare it to at least three sets of published drawings to scale and for the most part they matched all three sets rather well. But, comparing kit parts to drawings should be taken with a grain of salt. Even factory drawings are suspect in some cases. There you have it. I like the Revell kit and it'll look good in my display case when I squeeze it in with the other two dozen B-17s or so I've built over the decades. So there.

Our Spring Show is rapidly approaching and we'll have this meeting and the March meeting to get everything lined up. Volunteers are needed for all the usual tasks (registration, hosts, raffle, seminars, contest judging and so forth). Good donations are also needed for the raffle – whatever you can donate, that would be most appreciated.

Also, we'll have more information on the election of new officers, which is detailed in Spencer's article on page 3 of the newsletter.

We'll see you at the meeting,

Terry

2011 NorthWest Scale Modelers Show February 19-20: Be There

by Tim Nelson

The big NorthWest Scale Modelers (NWSM) Show is approaching at the Museum of Flight (MoF), Saturday and Sunday, February 19-20. No IPMS meeting, Valentine's Day, or Winter Olympics conflicts! You are free to enjoy an uninterrupted orgy of modeling all weekend!

MoF admission is free to all exhibitors (see me for your wristband each day), and you'll get an extra 10% exhibitor discount in the MoF Gift Shop, courtesy of shop manager Jeff Frignoca.

Table set-up and initial load-in will occur after 5 PM on Friday, February 18. Additional load-in will begin at 7 AM on Saturday, February 19, to be completed prior to MoF opening at 10. We'll be up and running all weekend until takedown around 4 PM on Sunday, February 20. Plan to arrive early to avoid the rush.

Most of you are familiar with the various logistical aspects of the show, so we'll skip that here. I will send out a final, detailed show briefing email the weekend before the show. If you are not sure you're on my giant distribution list, please contact me at timndebn@comcast.net or 425-941-4429.

The overall show will be organized loosely by country. Every model must find a

country, so give some advance thought to where each of yours would make the most sense. Some will be obvious, some will require some pondering; we're not going to be huge sticklers about it. Note that we'll have some special categories for subjects such as sci-fi and fantasy that don't necessarily lend themselves to country placement. Table signage and three highly capable section leaders will help you find the right spot. See the layout diagram to get a feel for the general location of things.

The exceptions to by country placement will be two special displays: T-6/SNJ Texans/Harvards etc. and "50 Years of Human Spaceflight". The latter is a companion to the current NWSM lobby display.

Bring projects for the working tables if you like, but we ask that you share time as needed if there are more interested modelers than working spaces.

Emil Minerich of Skyway Model Shop and Mike Shaw of Galaxy Hobby in Lynnwood and are again kindly sponsoring "Make & Take" programs for kids on Saturday and Sunday, respectively. Please help out when you can and help introduce a new generation to this great hobby. Thanks to Mike and Emil for continuing this terrific tradition.

We expect Bob Jacobsen (founder of Galaxy Hobby) to have his full size, fully operating R2-D2 model there all weekend.

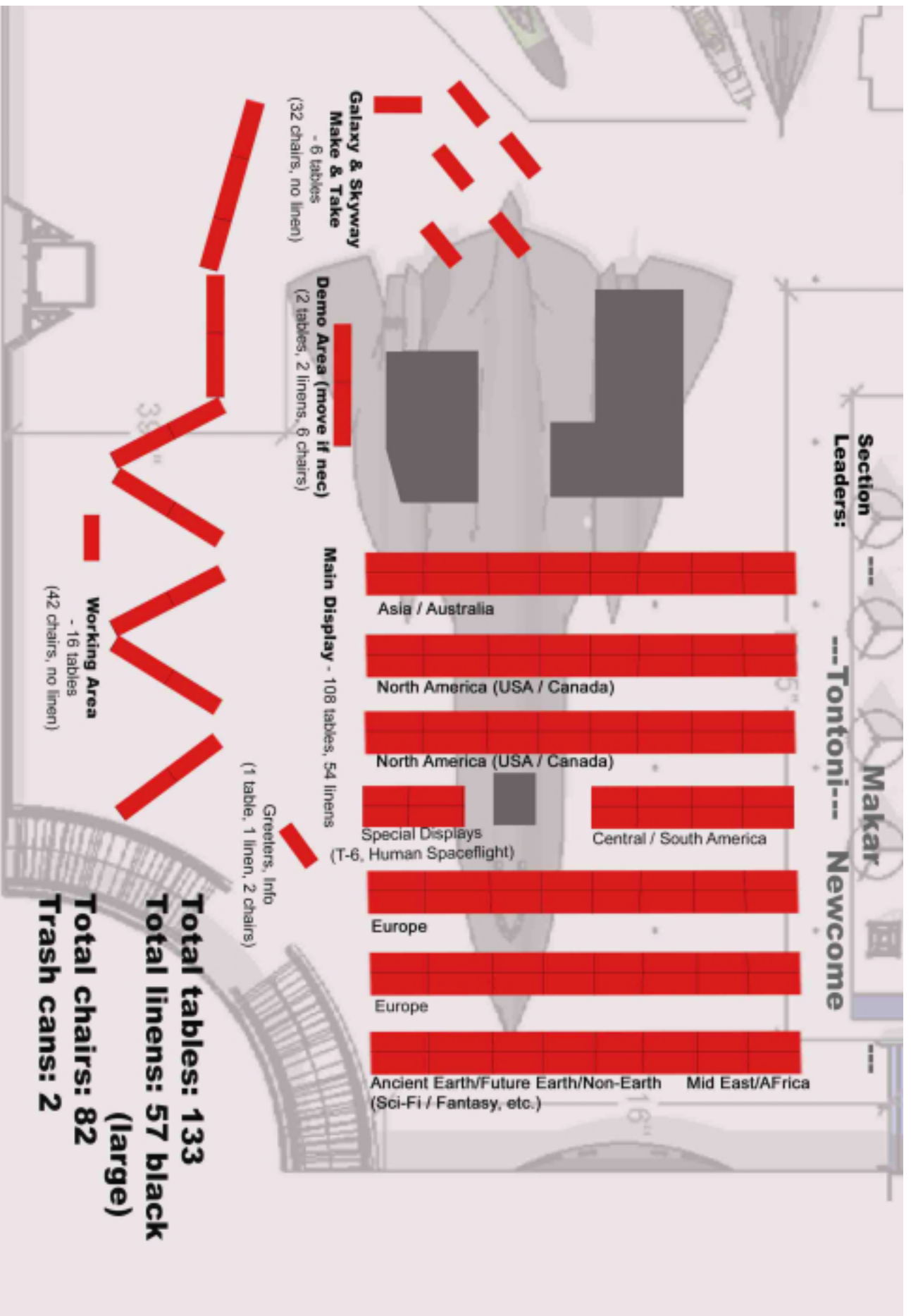
Remember the show is an exhibition, not a contest. However, Dan Hagedorn, Senior Curator of the Museum of Flight and great friend of the local modeling community, has graciously offered to present a special "Curator's Choice" award to a model he selects as most deserving. It is entirely his discretion, based strictly on his own criteria. We tentatively plan for this presentation to occur near the end of the day on Saturday, Feb 19.

We hope to see you and all your models at the MoF on Presidents Day Weekend.

2011 Northwest Scale Modelers Show Layout

"Small Worlds" (By Country) Theme

Rev 1 - 1/14/2011



Trumpeter 1/35th Scale German Kanonen und Flakwagen

by Eric Christianson

As far back as World War One, Germany employed armored trains to protect rail shipments of war materiel across enemy-held territory. Many times these trains contained cars that were nothing more than crude combinations of open stock cars and/or armored tank turrets fixed to flatcars. Near the end of World War Two these trains began to contain more sophisticated, purpose-built cars that boasted impressive armor and an array of anti-tank and anti-aircraft weapons. The German Kanonen und Flakwagen was such a car, heavily armored, fitted with numerous light-weapon gun slits, an armored turret mounting a 10cm l.e.F.H. 14/19(p) field artillery gun and an shielded platform containing the Flakvierling 38 which combined four FlaK 38 20cm anti-aircraft guns in a single carriage.

Trumpeter's latest addition to its catalog of 1/35th train stock comes in a large, sturdy box containing eight separately bagged trees of light-gray plastic parts and a

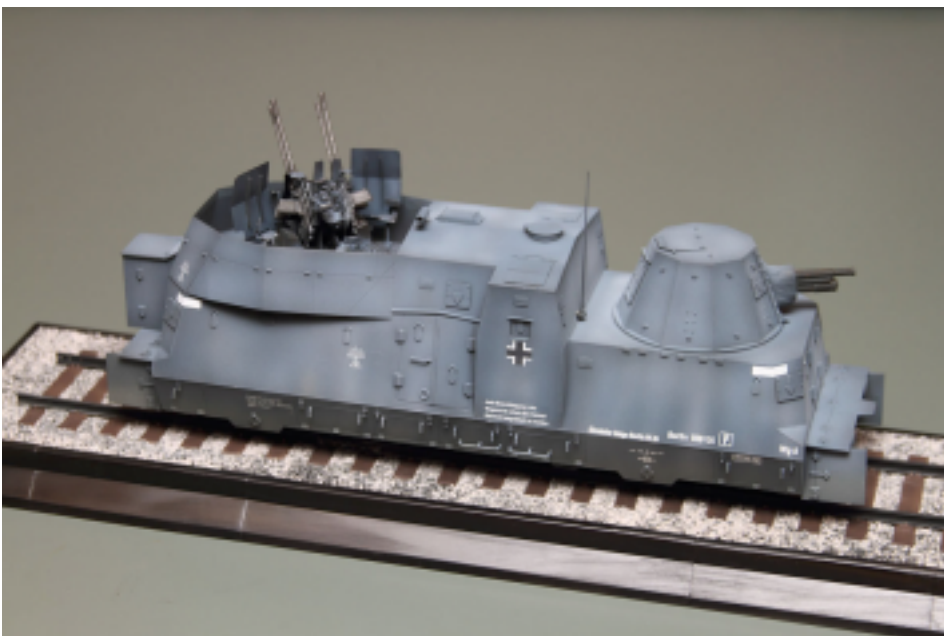


separate compartment for the single-piece upper section of the rolling stock. The parts are crisp and flash-free, and effort has been made to restrict the many ejector pin marks to areas that are not visible from the outside. The flak gun platform and the protective armor around the car-coupling hardware are the only areas that will need these marks cleaned up. The plastic is soft and sands easily.

Also included is a decent set of decals and white stencils for a single version of the car and three sheets of photo-etch. The 16-page instruction booklet is well illustrated and easy to follow for the most part. A separate glossy color Painting and Marking Guide is included and provides a late-war standard color scheme of Dark Yellow base under Red-Brown and Dark Green camouflage, as shown on the box-top.

There is no interior provided, but there is a lot of wide-open-space to scratch-build one – the car is basically a hollow show-box! Three sets of double doors can be assembled in the open position to expose the interior if desired.

As with previous Trumpeter offerings, there is considerable effort put into the railroad roadbed, railroad ties, track, and base. These are manufactured in such a way as to be able to be added to other tracks for possible additional rolling stock released in the future - a real potential for diorama enthusiasts. (The car can already be mated with Trumpeter's excellent 1/35th BR86 Armored Steam Locomotive.) The wood-texture of the 26 ties is beautiful, and comes wrapped in a separate sheet of soft-foam packaging material. The ties them-



selves are ingeniously molded and connected in such a way that they are removed from the sprue and attached as a single piece. This aids considerably during assembly and painting – everything lines up tidy. The rails themselves are so delicately molded that they slide effortlessly into the tiny brackets molded into each tie along the entire length of the roadbed. The ejector pin marks run along the inside of each rail – out of view. Nice!

One downside of the kit, at least with my box, is that there was a considerable amount of mold-release agent that was pretty stubborn in coming off, even with 409 and soap. I even tried using tire-cleaner on it to no avail. I ended up spraying a coat of Future acrylic on the model prior to painting – that did the trick.

I started with the road bed. This is a multi-step (yet separate) process so I kept coming back to it as I built up the rest of the kit. Trumpeter gives you an option to add this track to another set of track so the first thing I had to do was to remove a section of one of the end pieces so the base would be the right length for just this kit. There are deep scribed marks on the inside of each side for doing this and after 20 seconds with my razor saw I was done. The rest of the base is snapped together and then glued. These parts are very large and I found I had to glue and clamp each section individually to minimize the seams – which are significant when viewed up close. With more time I would have sanded and filled the seams on the base, but I felt they looked ok after painting them black. The seams on the roadbed itself disappeared after painting and weathering.

The four wheel trucks went together without a problem. There isn't much detail provided here, but 99% of it is out of sight anyway.

Trumpeter kits seem to always have a peculiar fit issue, at least in my experience. The parts fit together – that's not the problem. The problem is that they have wiggle-room after being attached – just enough so that things may not line up if

you just let them be after gluing. You have to fiddle with everything until the glue has had a chance to set up a little. I clean and bag all the parts of a model (by step) before I start assembly, and that approach really pays off for kits like this. A prime example of the problem is encountered in Step 3, when the two wheel trucks are assembled. There are 44 parts in all, 22 for each truck. If any one of those 22 parts is glued fast before you have all them together, you may end up with a crooked set of wheels, or a set of wheels that do not sit properly on the track. I encountered this with the previous Geschutzwagen build so I was ready for it this time. If you use slow-drying glue, such as Testors Liquid Cement, you should be fine.

In Steps 4 and 5, the double doors do not have any locator pins or other mechanism to insure they line up and fit (and stay!) in the doorways – the hinges are glued on after the doors are in place. I recommend that you glue each pair of doors together on your workbench before attaching the assemblies to the upper portion of the car. I tried setting an assembly in the doorway where it was supposed to go, taping it from behind and then applying liquid glue to attach it. But when I went to attach the hinges, it popped off into the interior of

the car. The only way I could insure that the doors stayed where they were supposed to was to glue a piece of plastic styrene across the opening for each set of doors, and then glue the doors to the styrene. It isn't pretty (from the interior) but it works. I feel this could have been designed better.

The hinges are also molded to have a 'wide' side and a 'narrow' side – they can easily be installed upside down. Easily I say! A little pre-fitting will help to insure the actual hinge falls along the edge of the door and the superstructure correctly.

The platform for the Flakvierling 38 consists of six parts, a base and five wall sections. These wall sections have prominent ejector pin marks that will have to be filled and sanded if you wish to make your build competitive.

The fit is surprisingly good considering there are no connecting aids or pins/holes or anything to use – disheartening since this will be the main visual focus of the kit. Luckily, I found that if I departed from the instructions and attached the floor of the platform to the upper part of the train superstructure I gained two tiny spots that could anchor one of the long side panels.



After letting that first piece dry, I glued each panel to the one next to it around the base and everything came together just fine – whew!

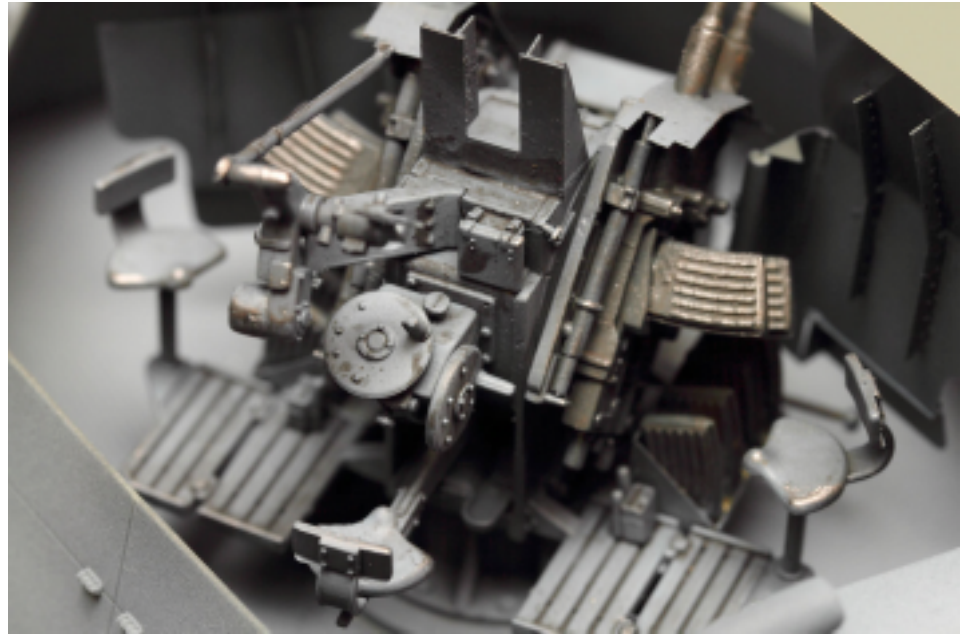
The assembly of the quad 2cm gun consists of 79 plastic and 48 photo-etch parts. I easily spent more time on this assembly than the whole rest of the kit combined. While most of the parts came together well, there were several exceptions.

First: Parts K15 and F9 should be test fitted before doing anything. I had to file the connection stub on Part F9 to seat the final assembly correctly. Discovering and fixing this AFTER attaching all the delicate parts and photo-etch was a real challenge.

Second: The main guns (the very first step in the instructions!) had no positive attachment points – in fact, there are two posts that stick out preventing even a sloppy blob of glue to suffice. I did not want to remove the posts as they look like they were deliberate and removing them might have caused some other fit problem down the line. Consequently, it seemed like every time I applied any pressure to the assembly whatsoever, one or more of the guns popped off and had to be re-attached. Much later, after putting together the entire assembly, did I learn that I should have just filed these posts off to begin with. I'm not sure where Trumpeter was going with this design.

Third: The drawings for attaching many of the photo-etch pieces that made up the four main parts of the gun shield were ambiguous at best. I ended up attaching some parts simply based on where I thought they looked best.

Fourth: There are two vertical posts (Parts L15) that the instructions would have you attach long before you use them as the sole attachment points for the main photo-etch gun shields. The problem is that the slots that receive the photo-etch must line up perfectly so the shields will look right. Do not glue these two (L15) parts until the shields are assembled. Then, instead of



gluing those to the base of the platform as directed, glue them to the shields themselves, and then insert them into the holes provided on the platform. This approach will also provide you with a way to hold the delicate photo-etch shields for painting.

Fifth: There are twelve cases that hold the 20mm ammunition – eight of which go into two PE racks and four get attached to the sides of the main weapon. All of these cases have a tiny tab on each side and a small post purposely molded on them for reasons I could not understand. These protrusions must be cut and sanded off in order for any of the cases to fit where they are supposed to go. In addition, I had to sand off some of the ridged detail on one side of each of the eight cases that are inserted into the two PE racks to make them fit. The beautifully designed seven-piece photo-etch racks literally split apart without doing this minor surgery first.

Finally: The three-piece seats (three of them) must be reworked in order to fit properly. They are engineered about 75% of the way; the rest is up to the builder I guess. There's not even a 'wobble-fit' here.

Fortunately, with a little effort, I think the final result looks pretty good when sitting proud on the top of the model where all eyes will be focused.

In Step 9, as with the Flakvierling, the keyword is patience. Go slowly here – the 10-sided cupola is built up using a base containing five sides, with five additional sides attached to fill the gaps. The final assembly needs to be relatively strong because there are many items that need to be attached to it. A little filling and sanding cleaned up the rough edges left behind. The main 10cm armament is attached via a single three-sided slot – a very weak arrangement as the gun (in my kit) kept slipping out of the slot as soon as I set it in. I decided to guess at which elevation would look the best and used a whole lot of Testors (black bottle) liquid glue to secure it to the base. I did not want that gun coming loose and rattling around after I glued the cupola to the base. I had to carefully fiddle with the gun elevation and horizontal angle for 15 minutes before it stayed where I wanted it to. Super glue would not have been practical here due to the ubiquitous wiggle-fit described above.

The main assembly of the 10cm cannon is, unfortunately, constructed of two halves

which creates a stubborn seam line that will need to be filled before attaching the (hollowed out) end nub. The photo-etched bracket that slides onto the main gun assembly has a very tight fit. I had a lot of trouble with this PE on the Geschutzwagen build, and since you cannot see it when the gun shroud is added, I left it off of this kit. The problem I encountered on the previous build is that I had to remove the bottom molded-on bolts from the gun assembly in order to slide the bracket on. I then had to whittle a little plastic away from the inside of the shroud to make it fit around the photo-etch bracket and still mate with the gun housing - unnerving with the knowledge of how precariously the cannon is attached to the base!

I decided to assemble and attach both bumper panel assemblies on the lower car base before attempting to mate the upper and lower halves of the train car. I did this to give the two halves more surface area to use for gluing. After the panels were dry I put the whole base on a lazy susan so I could apply liquid cement around the entire car without handling it too much.

After the upper and lower halves were completely dry I tackled the armored covers to the train couplings in Steps 12 and 13. I ran into trouble with these in the Geschutzwagen build and the design hasn't changed with this kit. Ignore the part number call-outs and use the images instead. How the small tabs on the vertical plates are supposed to line up with the horizontal plate, and how all three are supposed to fit to the bumper plates, is ambiguous. I decided to glue the horizontal plate on the train car first, let it dry, and then glue the vertical plates on, one at a time. One side of the train car is slightly beveled so make sure to test each vertical plate before gluing. As with everything else, there is no 'positive fit' anywhere. You have to nurse each piece to make sure it lines up true. This could also have been better designed.

The base and road bed: I airbrushed the railroad ties using Model Master Enamel Burnt Umber. The ties are linked together

so they were easy to paint as one piece. I then painted the base using Gunze Mr. Color Black, a lacquer, which produced the satin finish I was looking for. I painted the rails a base coat of Tamiya NATO Black and then highlighted them with some Rub&Buff Silver to bring out the worn areas. Once the base was dry, I masked off the edges to leave just the road bed exposed. I painted the road bed Tamiya NATO Black. Once that was dry, I used a spray bottle to wet the surface with a mixture of white glue, diluted dishwashing soap and warm water. I then sprinkled on a coat of ash from my fireplace and let it dry. A quick brush off and blast from some compressed air and the base was complete. Then I slipped the ties up into the base from below so that just the wooden upper surfaces were exposed when viewed from above - very handy. Finally I slid the rails through ties and attached the four rail connectors provided. With more time I would have added several other colors for highlighting and grime, followed by a dusting of various Mig powders.

The rolling stock: I usually assemble armor kits completely before painting, leaving only the machine guns and antenna off until the end. Even though the Geschützwagon appears to be one big box, it has many protruding edges and handles, etc., so in order to wash the completed model I placed it in a small plastic tub and covered it with a heavy layer of 'No Touch Tire Care' product used for cleaning car tires. Once the foam had completely dissolved I thoroughly rinsed the car with warm water and set it aside to dry for a couple days. Still, even after this tried-and-true approach, I noticed a chemical sheen on several areas on the car. I decided to coat the whole thing with a layer of Future acrylic to make sure I had a consistent surface to start with.

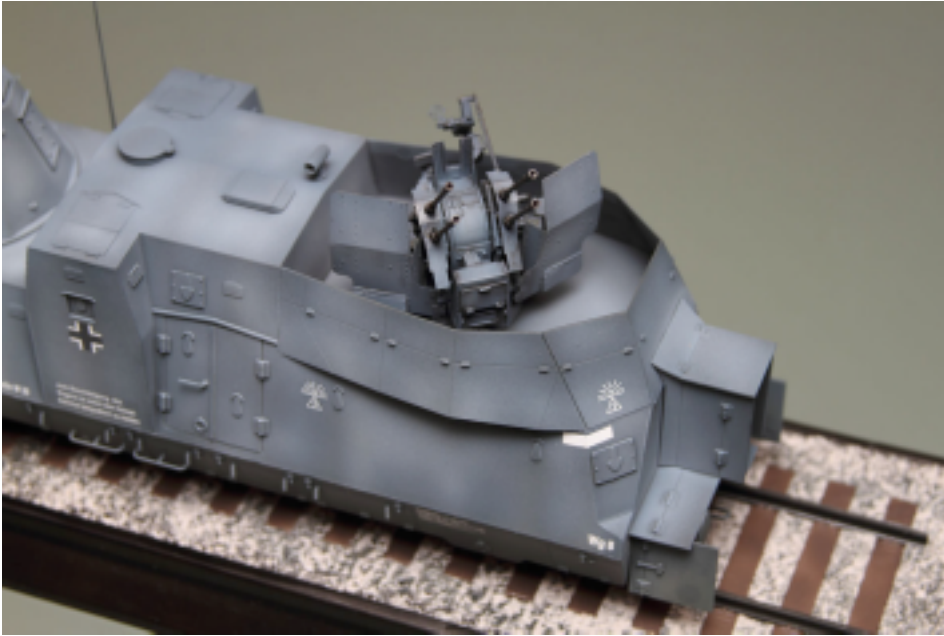
I gave the whole model a base coat of Tamiya NATO Black, thinned 50/50 with Gunze Self Leveling Thinner. I like using this as a base coat for armor because it gives me the color of Floquil Grimy Black but is less fussy to use and feels a little more 'grimy and grainy' to me.

I was in a quandary regarding the camouflage of the main car itself. The instructions would have me paint the car using late war colors (Panzer Yellow, red-brown and dark green). I wondered, however, how often whole trains were actually camouflaged in such a manner. In the movie *The Train*, starring Burt Lancaster, the Geschutzwagen I built prior to this kit was prominently featured - and it wore a dull, war-like beaten-up gray scheme. Doing a little research I found that these trains were sometimes camouflaged, sometimes left in plain Panzer yellow, sometimes left as bare metal with some sort of primer on it. There are also pictures of whitewashed trains used during winter campaigns. When I think of trains, especially late-war trains, I think gray and dirty, so that's the scheme I decided to use on this kit as well.

After the Tamiya acrylic dried, I applied a coat of Model Master Intermediate Blue Enamel following the vertical pattern that would be created over time by rain on steel. I worked up the paint until I felt just enough black was showing through along the seams and lower areas. I followed this with a number of light passes using Model Master Light Grey to lighten up the blue to produce the worn color I was looking for. Finally I gave the entire car a heavily-thinned dusting of Vallejo Model Air 1027 Light Brown, working from the bottom up until I could just barely distinguish the dirt from the dark background grey. If I had more time I would have really gone to town adding additional Mig Powders, oil stains and grimy streaks - there is nothing clean about a working train during wartime.

The Flakvierling 38: I painted the two larger photo-etch shields and the remaining gun assembly separately. I first gave everything a primer coat of Gunze Mr. Surfacer 1200. I followed this with a base coat of Tamiya NATO Black. I used a primer coat to give the photo-etch a bite for the Tamiya paint to hold on to. Both of these layers are very thin and (I feel) did not detract from the look of all the delicate parts making up the gun.

I followed this by carefully airbrushing the Model Master Intermediate Blue, following



it with a dusting of Model Master Light Grey, just like the train car. I tried my best to avoid the actual guns and ammunition cases – leaving them NATO Black. I then gave everything a coat of Future to prepare the surface for washes and filters.

Once the Future acrylic dried for two days, I applied (first) a very thin filter of Mig Dark Brown. I use Mona Lisa White Spirits to thin my oil paints. Mona Lisa is about as mellow as paint thinner can get while still actually thinning the paint. Once that was thoroughly dry, I applied a pin wash, mixing Winsor Newton Burnt Umber and Ivory Black oils with Mona Lisa. The last step was to (very carefully) touch up everything with Mig P231 Metallic Gun Metal pigment using my finger to give these parts a proper metallic ‘glint’.

The decals supplied with the kit were thin and in-register. There are 30 markings altogether, two Balkan crosses and 28 white stencils. Even though the decals are thin they are strong, which is good thing because the glue is also strong – make sure you get the decals pretty well where they need to go the first time because they are difficult to move once they are down. I coated the areas to receive decals with Future before and after applying the decals. I used the Microscale system

(Micro Sol and Micro Set) without any problems.

Once the decals were dry, I gave the model a thorough coat of Testors Dullcoat to even everything out.

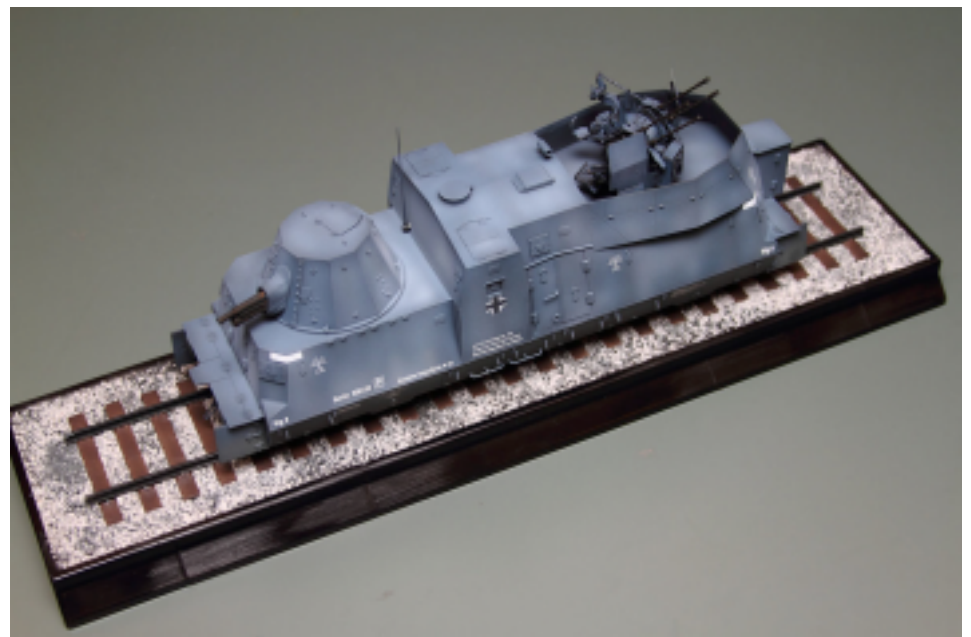
The build took me about 15 hours to complete, most of the time spent on the Flakvierling 38.

This was an unusual project, no doubt. I grew up with an HO-scale train set, so the train-guy in me provided the motivation to do a full-build article rather than just an in-the-box write up. When I attend model shows I always like the big, bold dioramas in 1/35th scale encompassing many kits and figures, and trains fit into such a scenario like a hand in a glove. I applaud Trumpeter for coming out with this kit and I hope to see some similar releases in the future.

I felt that the problems encountered when building the Flakvierling 38, attaching the doors, and other parts such as the walkway housings, were minor annoyances and offset by the brilliant design of the roadbed and track. Overall, this kit provided me with an opportunity to knock out something quick and enjoyable.

I would recommend this kit to modelers with some experience in solving problems due to the fit issues. That said, however, the kit builds into a very nice and unique representation. I'd like to thank Steven's International for providing the review sample.

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



Lone Survivor, by Marcus Luttrell and Patrick Robinson

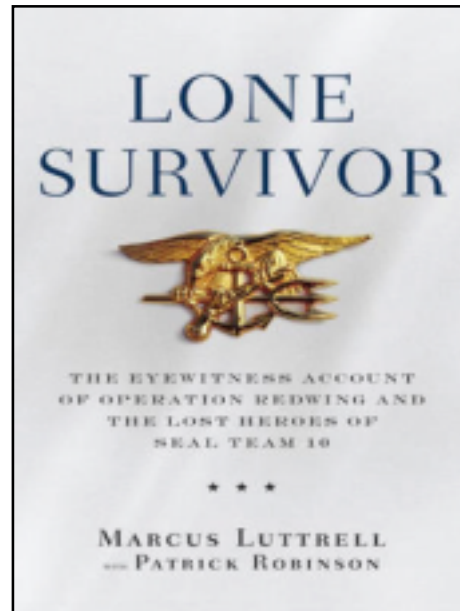
reviewed by Hal Marshman, Sr

I received this book as a Christmas gift, and just could not put it down; my attention was riveted from cover to cover. This is a first person account of a U.S. Navy SEAL's life, and the mission that brought him into prominence. Prior to reading this book, I knew the SEALs were a tough outfit, feeling they were probably the Navy's answer to the U.S. Army's Special Forces. Well, that's not too far from the truth, but in addition, they're well trained in all sorts of aquatic excellence.

Marcus Luttrell and his twin brother Morgan were born Texans. As you get into the book, you are brought to realize exactly what a special relationship twins enjoy, that none of us who are not such, can ever truly appreciate.

Young Marcus wanted to be a SEAL from about age 12, and with his brother was put under the tutelage of a local former Green Beret. This gentleman initiated their physical and mental training, working with them daily. Luttrell eventually joined the Navy, and relates his training from enlistment to combat deployment. I'll not go into real detail here, but I'm no stranger to military training, having been in the U.S. Army myself, and having read many books concerning both American, and foreign training regimens. I have a good friend who went through both U.S. Ranger, and Special Forces training, serving three tours in Vietnam as a Green Beret officer. In any event, the training Marcus received was the most brutal, grueling, intensive physical and mental training I've ever heard of. The dropout rate during this training is unbelievable, and I ended up wondering how anyone could survive such intense physical strain. Because the SEALs are naval personnel first and foremost, a great deal of this training took

place under, over, and through the water. You quickly learn what "Get wet and sandy!" means.



The main story of the book takes place in Afghanistan, on a mission to take out a Taliban leader in charge of some 80 to 200 men. Luttrell and his team of three others, including his best friend, are inserted into place, and proceed to put their training into action. Most unfortunately, they are discovered, and the battle begins. You never really find out how many men they are opposed by, but they do eliminate a goodly number of the bad guys. I'm not revealing too much when I tell you that eventually the other three team members are killed, but certainly not until they'd made heavy inroads into the amount of people trying to kill them. The rest of this part of the book details how Marcus eludes his pursuers, and is eventually taken in by Afghan tribesmen. These tribesmen put him under the protection of their own ancient brand of hospitality, and protect him until his eventual rescue. You learn a good deal about these tribespeople, their history, and their relationship with the Taliban.

Marcus Luttrell and his co-writer Patrick Robinson are an excellent storytelling team, and although I've breezed through the book in this narration, believe me, they'll keep you on the edge of your seat. Throughout most of the book, you are kept aware of Luttrell's burning patriotism, his pride of being a Texan, his devotion to duty, and to his outfit and comrades. He makes no bones about his admiration of his Commander-in-Chief, George W. Bush, nor does he show any attempt to temper his contempt for America's "Liberal Press". He also makes no bones about his belief in God, and credits Him for much of his survival. Whatever your own political tendencies, I do recommend this book highly as a very informative contemporary account of the career and actions of one of America's toughest and bravest young men.

Upcoming Shows

Here are the known shows and events for 2011:

2/19-20 Museum of Flight Small Worlds
 2/27 Mt. Vernon 16th Annual
 3/12 Vancouver WA Pearson
 3/12 Coburg LAMA
 4/2 Lynnwood Galaxy
 4/9 Renton IPMS Seattle
 4/10 NNL Portland
 5/1 Puyallup MCS 22
 6/11 Fort Worden NOPMS 6
 7/22-24 Puyallup Good Guys
 8/3-6 Omaha IPMS Nationals
 9/17 McMinnville OHMS
 9/24 Lynnwood Galaxy Sci-Fan
 ??????? Silvana 5th Annual
 10/1 Moscow ID Bring out Good Stuff
 10/8 Burnaby IPMS Vancouver

Thanks to Chellie Lynn.

Solar Panels From Out of This World

by John DeRosia

I volunteered to build the International Space Station (ISS) for the Seattle Museum of Flight display beginning in February 2011. There will be 'tons' of real space models from many outstanding Northwest modelers contributing to this display.

The model by Revell (re-released) could not have come at a better time. It was a great model as is usual of their products. Somewhere in my basement- I already have one tucked away in one of the many boxes containing unbuilt models. Did I find it in time to start the ISS project last Thanksgiving? NO! It would have been to convenient to save another \$100 for retirement...laugh, laugh.

In the ISS current configuration, there are the following main solar panels (and radiators): Eight huge power solar panels, two huge radiator panels that are split into three each, four smaller radiators, the smaller three Russian space ships each



have two, and the last of the two permanent space ship modules have a total of two each. Somewhere in the math world, that adds up to 24 major solar panels to build and make believe they shine in the sun's reflection in orbit.

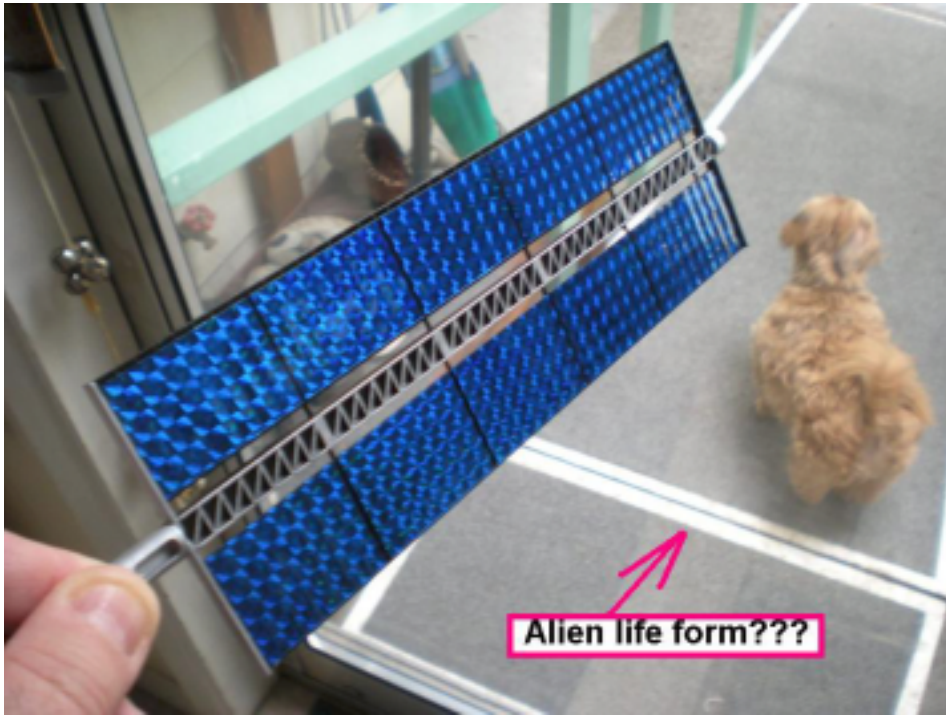
As this is a 1/144th scale ISS, it is nearly impossible to model most of the nuts and bolts that make up this vehicle. My focus was to help the mind 'think and see' that these panels are really reflective. With Christmas just around the corner- I was already salivating with the possibilities the shiny things that Christmas goodies would help me with on this project.



Was I ever wrong!

How to simulate the thousands of tiny real life squares/rectangles that makes up a solar panel? Why with silver and gold and blue Christmas ribbon, of course. Some I swear was made to actually simulate solar panels - but then the ribbon manufacturing marketing department decided to also test it in holiday markets. I tell you - some was made beyond perfect for what I needed. I bought at least 20 'reels' of ribbon. Enough to stretch from here to the moon if you unwound it from each reel. I figured the extra would be used for other space model projects in the future.

Bleed through. Ever used super-glue and forgot that it will bleed through anything? Of course not. Only Christmas ribbon I think. The first trial gluing to one of the major solar panels ended up in disaster.



the duct tape stuck to the scissors, then to me, and finally when I patted it down onto the panel – the tape had distorted enough to lose that solar panel look. Also - what’s with the stringy stuff they imbed in duct tape? I could not get it to trim properly without fraying along several of the sides. Next...

Tried decals, tried printed paper panels off the web, tried paint. The look just wasn’t right. Even tried self adhesive aluminum foil that plumbers/ducting people use? I did buy a roll (with a 15 year loan from the bank) and let me spare you the suspense - it failed. As you peel off a strip of this aluminum foil - it wrinkles to the moon and back.

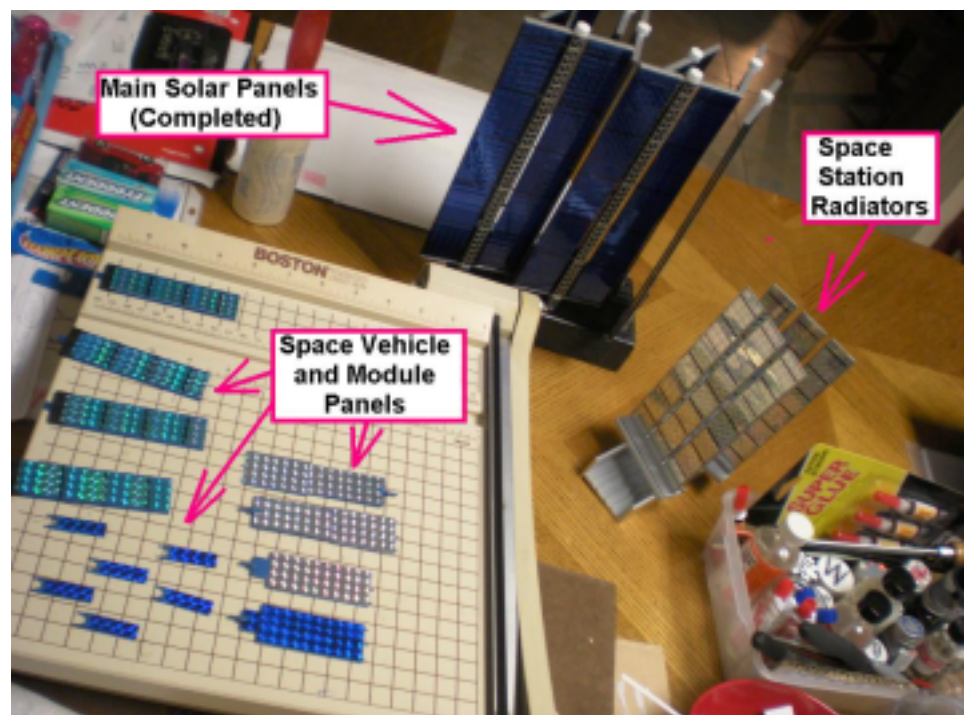
Finally, in desperation, and of course 100% by accident - found this 8 ½ x 11 inch prismatic foil paper. You’ve seen it. It dazzles the eye ball with shininess. I bought some blue, aqua, and chrome color. The paper was easy to cut and glue to the panels. I found out after gluing two of the main solar panels with the blue prismatic papers - the dumb paper was self sticking. Read instructions? Who me? I didn’t know you could peel off the prismatic paper to

While the ribbon looks strong enough on the reel to tow a Patton Tank through the swamps - as you unwind it, it sort of distorts before your very eyes- that should have been clue #1. It got even worse when I tried gluing it down the ‘accordion’ molded solar panels. I tried to keep it in place with my fingers while coaxing it down onto the glue over the other accordion part of the panels.

rectangular solar panel grids. But that stuff was expensive. But far under budget compared to each real Space Shuttle round trip. I should have known the first time I tried to accurately cut a section the precise dimensions for each solar panel. Let’s see -

Had I wanted to attach my hands with the glued on ribbons to simulate the panels, they would have looked the part. With all the dad blasted dern ribbon glued to my fingers, I had to wash off all the glue and ribbon with grade 45 lacquer thinner (industrial grade stuff used to dissolve titanium I think). Well, at least I have enough dern ribbon for the next 76 years worth of Christmas presents. Need some?...just ask...

Round 2. I went back trolling the stores for another suitable item that looks like space solar stuff. Well – eureka! I never knew they made so many different colors of Duct Tape. The really good looking chrome colored stuff had the pattern of the imbedded thread looking like small



stick right to the plastic. The danger now was, will the paper come off the two panels because of the 'waxy' backing paper they are attached to? I added a few drops of super glue to those sides in hopes the paper will be secure for at least two millennium.

The rest of all the panels went like clock-work - and I did superglue down all prismatic paper - even when I peeled it off the backing. Extra comfort power with glue. Superglue gave me that security I needed. Thank goodness none of the superglue bled through the huge panels, but on some of the smaller panels it did bleed through and mess up some of the prismatic effects. That's okay- the ISS will be suspended 68 feet above the crowd...What?...Only 68 inches?...

Well, if anyone asks - the damage was from asteroids streaking through space...

B-57 Canberra Units

from page 3

photographs, and here there's some great stuff. While nose art was not uncommon among USAF aircraft in Vietnam, I never thought the Canberra had much of that. This book shows otherwise, as many aircraft had personal names or artwork of some sort. The center section has the usual color profiles, which are done to the usual high quality.

This is a useful addition to my Vietnam library, as few titles have documented the B-57 in that war. With the recent release of several kits of the Canberra, this is also a timely release for modelers. My thanks to Osprey Publishing for the review copy.

Publisher: Osprey Publishing
ISBN: 978-1-84603-971-3
Binding: Softcover
Pages: 96

Government Issue 90mm Thermonuclear Rodeo

by Terry Moore

The first release from Government Issue, distributed by Squadron, is a new resin figure kit, called Thermonuclear Rodeo. It features one of the most iconic movie scenes ever, Major Kong (Slim Pickens) riding a nuclear bomb to the end of the world in the motion picture, *Dr Strangelove, Or How I Learned to Stop Worrying and Love the Bomb*. The kit is 90mm scale, consists of 10 resin and plastic parts, plus decals for the bomb and Major Kong's uniform.



It took a bit of work to remove the pour stubs but once the parts were cleaned up, the parts were assembled without difficulty, requiring minimal filling of the seams - I used Elmer's glue. I did remove resin pins that were provided in the kit to pin the arms, as they did not fit the molded holes. The only flaw in my sample of the figure was a hole in Major Kong's chin, which I filled with putty. The bomb required a bit more work. The major issue on my sample was that some of the holes on the forward casing were broken - the molding in the

area is very thin. I was able to replace the damaged parts with thin styrene cut to shape.

I decided to paint it in black and white, as the movie was a black and white movie, and I had no idea what the real colors would be. The forward end of the bomb was painted with Model Master Interior Black and the aft end was painted with Model Master Neutral Gray, after which I applied the decals.

The figure itself was a bit more of a challenge. I sprayed it overall with Model Master Euro Gray. After that, I hand painted his skin neutral gray, then added a bit of white and painted his hat. For his

parachute and harnesses I added a bit of black to the neutral gray to give a bit of contrast to his uniform color. After the paint dried I sprayed several coats of Testors gloss. When that dried I applied the decals to his uniform. Once they had set I overpainted the colorful patches with a mix of Grumbacher Payne's Gray and Grumbacher Titanium White to change them into gray tones as well.

I used a wash of the Grumbacher Payne's Gray in all the creases and folds to give

them some depth. Once that paint had dried I oversprayed the figure with Testors Dull Cote and then gave the entire figure a light dry brush with the Grumbacher Titanium White, enough to blend everything together. The final step on the figure was to take a silver pencil and touch up the buckles and zippers on the harnesses and uniform.

For the base, I re-drilled the hole so the clear plastic post supporting the model was at a less extreme angle, making the model less susceptible to tipping over. For the base itself, I left the resin in its natural color and brushed with a stiff bristle brush Grumbacher burnt sienna. The brush strokes give the appearance of natural wood.

It was a fun project, didn't take a lot of time and fits well in my collection of "reel" planes. My thanks to Squadron Mail Order for the review sample.



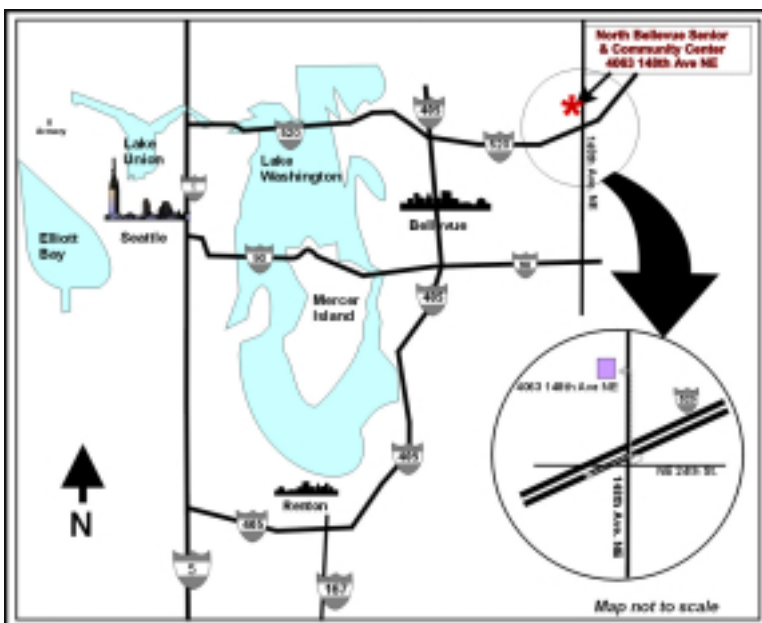
IPMS Seattle Renewal Form

Your 2011 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. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via email. We will review this on an annual basis. You can renew by writing a check 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.

<i>IPMS Seattle 2011 Dues Form</i>		Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115
Full Name _____		
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E-mail address _____		
<input type="checkbox"/> E-mail delivery of the newsletter (\$15). <input type="checkbox"/> Regular mail delivery of the newsletter (\$25).		
<input type="checkbox"/> Please do NOT release my e-mail and phone information for distributed club rosters.		

Meeting Reminder

February 12 **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.