



PREZNOTES



Where Will It All End?

“Back in the Day” Italeri produced (for the time) a halfway decent 1/35th scale model of the M24 Chaffee medium tank. So being an armor guy, I of course bought myself a copy of the kit. As the years rolled by, I added a series of aftermarket products to the basic kit: a resin and photo etched “update” set to enhance the kit’s detail. A turned brass barrel. A set of cast metal individual link tanks, etc. (I passed on an additional “update” set from Formations Resin for \$60 more). All of which I then let sit on a shelf in the basement, collecting dust until I found the time to get around to working on this particular “project”.

So fast forward to January 2012, and we get the release of a state of the art injection molded plastic of the World War Two version of the M24 kit from Bronco Models that replaces everything in my dusty Italeri box, and then some. Despite the great expense of my various aftermarket sets, the new Bronco kit surpasses in detail and quality basically everything that I have on my shelf.

The new Bronco “all singing, all dancing” M24 Chaffee kit retails in the US for \$60. The Italeri kit cost me \$20, the resin and PE set was \$28, the metal barrel, \$12, and the metal tracks \$26. Had I purchased the Formations resin “replacement” set that would of course have been an additional \$60.

So now what? Even having spent \$86 on my Italeri M24 Chaffee and “bits”, I still don’t have a WW2 Chaffee, which is what I want. To get a WW2 Chaffee requires me to cut up the Italeri kit’s parts, and scratch build replacement parts to replace the post-WW2 features that come with the kit. And having done that, I will have an inferior model compared to the Bronco kit.

This isn’t the first kit I have had on my shelves gathering dust that has been “replaced” by something vastly superior before I could build it. My Otaki 1/48th scale P-47 (itself a replacement for my Monogram P-47) was “replaced” by the Academy and Hasegawa P-47 kits, before they in turn were “replaced” by the exquisite Tamiya P-47. My Monogram Do 335 was “replaced” by the vastly superior Tamiya kit. And my vacuform BAC Lightning in 1/48th scale from Aeroclub was replaced by the lovely Airfix injection molded kits. How many of my dust-gathering kits will be replaced by vastly superior ones before I get round to building them? Where, as I say, will it all end?

Andrew

In This Issue

NWSM Model Show	3
One Day Challenge!	4
Spring Show Update	7
2012 Meeting Dates	7
Aoshima Lamborghini Countach LP400	8
MiG-3 Aces of World War 2	9
The Few	10
Trumpeter USS Freedom	10
Spring Show Raffle	12
Burn-Out at 670 Going Onto 1,600	12
Trumpeter PzKpfw 38(t) Ausf.E/F	14
2012 Renewal Form	16

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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 \$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 2012 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 11
April 7 (Spring Show at Renton)

March 10
April 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#)

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NorthWest Scale Modelers presents Model Show 2012

February 18-19, 2012 ■ 10 a.m. - 4:30 p.m.
The Museum of Flight



● **MODEL SHOW:** NorthWest Scale Modelers (NWSM) will push the envelope with a massive show of modeling force, attempting to stage the largest model show in Pacific Northwest history. See hundreds upon hundreds of model aircraft, cars, tanks, ships, spacecraft, and more as NWSM members display their collections. Meet expert modelers and learn about the fascinating hobby of scale modeling. (Note: this event is a spectacular exhibition, not a contest.) The show also will feature special displays of models representing famous aircraft produced by the Mikoyan-and-Gurevich Design Bureau and creatures and hardware from the Star Wars series.

● **MODEL SEMINARS:** Learn the skills of modeling during a series of seminars on Saturday and Sunday afternoon. Members of NorthWest Scale Modelers will share expert tips on building and painting plastic model aircraft, armor, automobiles and more.

● **SPECIAL PRESENTATION:** Bob Jacobsen will demonstrate the life-size working model of R2-D2 he designed and built from scratch. The fictional droid, who appears as a major character throughout all six Star Wars films, was a major hit with adults and children alike at last year's model show. Day and time to be announced.

● **"MAKE AND TAKE":** Children age 6 and up are invited to learn the art of modeling during free "Make & Take" model building workshops sponsored by Galaxy Hobby and The Skyway Model Shop. Experts from NorthWest Scale Modelers will be on hand from 10 a.m. to 2 p.m. Saturday and Sunday to help children build a scale aircraft model to take home. Workshops are first-come, first-serve. Each child should have an adult helper.



Events free with museum admission

Skyway Model Shop

12615 Renton Ave S Seattle WA 98178 (206) 772-1211

www.skywaymodel.com

GALAXY HOBBY

We Take Your Fun Seriously!

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For information about the show and Northwest Scale Modelers
visit <http://groups.yahoo.com/groups/northwestscalemodelers>.

Questions? Contact Tim Nelson (timndebn@comcast.net) or Stephen Tontoni (tontoni@comcast.net)

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One Day Challenge! Hobby Boss 1/72nd Scale D.520

by Stephen Tontoni

When this winter's snowstorm hit Seattle, I found myself snowed in with more on the way. I decided that a one-day build of a 1/72nd Hobby Boss kit would be pretty cool, and a challenge. I chose the Dewoitine D.520 as it's got a very colorful camouflage scheme, and its sparse interior cried out to be jazzed up.

First thing I did was write-up a sequence of the build; I do that frequently when on a time-line. It keeps you on track in the sequence, but more importantly (much more as will be demonstrated here) you put things in logical order, and don't repeat tasks. And don't repeat tasks. And don't repeat tasks. My one-day build started at 8:00 am, and I figured it would be done around 5:00 pm.

January 18

I started off well enough; the kit has a minimal number of pieces and they clean up very quickly. The kit is nicely molded and fits like a dream. Many parts would work on friction fit alone. After doing that, I rifled through my resin stash to find an interior for the D.520. I couldn't find a one; did anyone produce a resin interior set for the 1/72nd D.520? I settled for an Eduard Zoom interior PE set. Just as well really. If you're familiar with the Hobbyboss kits, several of their WWII planes have a one-piece fuselage with a rudimentary interior made up of a seat and a stick, with no place for the pilot to put his feet.

I've included a picture of the kit interior (at right) in case you're not familiar with it. With my trusty Dremel tool and an aggressive router bit on it, I hogged out the interior very quickly, working from underneath. Now, you know that if the RPMs are too high, it will melt the plastic. In this case, I was fine with melting it. Why, you may ask? So there's less of a mess; styrene flakes from the router go all



over the place, and they're full of static. By going at high RPM and letting it melt a bit (without deforming anything), there's less styrene dust.

I then worked on the PE fuselage sides. I attached them to low tack tape to hold them down while working on them, and attached the fiddly bits. The Zoom sets have the right amount of stuff in there to busy up the cockpit, but even they include





junk that you can't really see. The big deal is the instrument panel. There were also a couple of bits to add detail to the seat that were very nice. These were seat harnesses, a seat adjustment lever (that's hard to see really) and seat braces (that are also hard to see). As for the seat itself, there was none in the Zoom set; it's for the Hasegawa kit, and Eduard assumes that you'll use that seat and floor. I fabricated each.

After the interior was in place, I proceeded normally with the kit build. I attached the wing and horizontal stabilizers before the glue was dry on the cockpit interior. In fact, the paint on the interior was barely dry. (I use Floquil enamels, and it dries very quickly... enough to handle the part anyway). Neither the stabilizers nor the wing required any filler. I use Ambroid Pro-Weld, and it pushes out a little bead when it's doing its thing. When you see that bead, it means no filler; you just knock off the bead with a sanding stick and you're good to go.

Now I dipped my canopy in Future, and went back to construction of the kit. I had to take a break both for lunch and to find a

vac canopy. I realized that to put the cockpit under the canopy would make my morning work a waste of time. No vac to be found. So I tried squashing a canopy with thermoform plastic over a candle, and just wasn't happy with the results. In the end, I separated the windscreen from the hood and that from the side windows using a razor saw. Now I had to re-dip in Future. BUT wait! The canopy had a very obvious green cast to it now since I used green clay to hold it when squashing a canopy for it. I tried wiping it out, washing etc, and there were spots inside that were just inaccessible. I ended up using toothpaste and toothbrush to get at it, then re-dipped in Future for a third time. When attaching the windscreen and masking it, I discovered that the Future wasn't cured, and I managed to goober it up. I used a still paintbrush to scrub the windscreen (attached by now) with Future. That will remove the old Future, and leave fresh Future; that's how it works on floors too.

My point? I hadn't formulated a clear plan in the first place, and I hadn't pulled together all my resources at the beginning. The whole canopy debacle wasted time, and it was frustrating. I should have razor

sawed the canopy the first thing in the morning, and dipped it in Future then. Had I done that, I wouldn't have diddled around with squashing attempts, and the canopy would have been good to handle by the afternoon. By missing that crucial task, I lost a lot of time, and repeated the task a couple of times.

So, I decided that it was actually a good time to call it a day, and let that Future cure overnight. When I got back the next morning, the windscreen looked great; scrubbing the outside of it and leaving it overnight did the trick.

January 19

I got the underside color (used light blue-gray) on it, starting off pretty well. Then the ice storm hit Seattle, knocking out the power. It was out for a couple hours, and when power came back on, I managed to get down there to apply the topside dark blue-gray (don't tell anyone, but I used USN Intermediate blue-gray). Power went out again. When that came back on, I free-handed the French khaki camouflage on the top, followed by chestnut-like brown camouflage. I think I used US red-brown. After that I decided to call it a day; lights had been flickering and I didn't want to lose power with a full color-cup.

January 20

I realized that the underside color was actually more blue than blue-gray, plus the border between the topside and underside was pretty ragged. So I re-shot the underside color, this time using a Luftwaffe 78, I think. I just sort of eye-balled it. I also made a soft mask for that border using rolled up masking tape. Removed some of its tack by rolling it in my hand a bunch first. BUT again, I re-did the steps; I should have chosen the correct color in the first place, and either masked it off, or decided to apply it last. I ended up wasting time and inviting disaster by screwing up that sequence.

After that it was pretty standard. In fact, I would have had it completed it much

earlier today than I did, but started late (had some yard work to attend to) and I watched movies, played with the cat, etc.

I used kit decals and they went down very nicely using Solvaset and Micro SuperSol at the very end. I always mask/paint rudder stripes but decided to use the decals for this model. As usual, the kit rudder stripe decal is not large enough. With Solvaset though, as the decal started to wrinkle, I teased it out to cover the edges using a paintbrush. It worked; I managed to stretch the decal out.



It's a fun little exercise to challenge yourself like this. Don't get absorbed by details, and build more like we did when we were kids. Now you've got more skill, better tools, and more resources than we had then. Planning – in writing-- the sequence of tasks keeps you on track, minimizes the repetition of tasks, and it makes it easier to find where you are if you leave for a while. That helps so much if you've left off the project for a month or even a year; you know right where to pick it up again.

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



Spring Show 2012 – February Update

by Jon Fincher

Howdy all! I just wanted to give you an update on our planning for the Spring Show. For the executives in the audience, here's the short version: Everything's on track.

For everyone else, here's the skinny:

Volunteers: I've said it before, and will say it again – the club and the show both run on volunteer effort, and the success of both is directly related to the generous volunteer effort of our members. We are extremely grateful to everyone who volunteers to help at the Spring Show, but are always nervous that this will be the year we don't have enough people to pull it off. Therefore, I urge you to find the area where you feel most fulfilled, and commit an hour or so of your time on show day. The following areas are looking for volunteers – please contact the given area lead for more info:

- Registration
 - o Needs: 6-8 people for the morning
 - o Contact: The lovely Morgan
- Girling
- Room monitors for Seminars
 - o Needs: 2-3 people
 - o Contact: The perspicacious John Newcombe
- Hosts
 - o Needs: 4-5 people for the morning
 - o Contact: The extremely vertical Robert Allen
- Judging
 - o Needs: Many and varied for the afternoon
 - o Contact: The tenacious Mike Millette and John Chilenski
- Setup and Teardown
 - o Needs: As many as we can get for Friday and Saturday afternoon

o Contact: The thesaurus owning Jon Fincher

Seminars: Our seminars are 99% complete and ready to go. All presenters are confirmed and have their topics ready to deliver. We will be using the same computer/projector combo as last year, but we're looking at getting some curtains to black out the light streaming in the south windows.

Raffle: Our count of donated models is down from this point last year by 50% (149 last year against only 73 this year), so we're asking for your help in gathering more donations. If you don't think you'll get to that kit in the back of your stash, making a raffle donation is a neat way to see it built. Remember, the raffle is a big part of our income on the day of the show, and the more variety and quality we have on the table, the more raffle ticket sales we generate. See page 12 for more information.

Vendors: All but one vendor table is spoken for, and roughly 90% are repeats from previous years. At this point, I'll start setting up a waitlist for anyone else wanting a vendor table. I'll have the show floor layout out on the website by the time of the February meeting.

Make and Take: John Newcombe, our Seminar Czar, and Gary Webster will be running a Make and Take again this year. From John's experience last year with the Spitfire build, he's setting his sights on better models, and will be ordering a set of Pegasus models to prep for kids to build – these kits are higher quality than any we can get from IPMS/USA, and have varied subjects as well. Like last year, the event will run from the start of the show until noon – however, unlike last year, we won't be charging kids any money to participate. To make this happen, John and Gary are funding the kit purchases (the Pegasus kits cost more than the Spitfires from last year, and much more than kits we can get from IPMS/USA). To help, we're also asking for donations from the membership to help fund the new kits and ensure kids have access to models.

Community Outreach: In January, Mike Millette visited the North Olympic Plastic Modeling Society (NOPMS) in Port Townsend. He was very warmly received, and was able to spread some goodwill on behalf of the club and the show. In February, Andrew and Jon will be driving down to Portland to visit the Oregon Historical Modeling Society (OHMS) to do the same thing, and Jon plans to head to Tacoma to visit the Green Dragons. A similar trip planned for January to visit IPMS Vancouver was cancelled due to Snowpocalypse 2012, but is rescheduled for March. All of these efforts not only let us find judging volunteers, but also help us engender goodwill towards the club.

Summary: Everything is go for April 7. If you see anything that the Show Committee may have missed, or something which needs to be done, please let me know as soon as possible.

2012 Meeting Dates

Here are the 2012 meeting dates for IPMS Seattle. All meetings, except for the Spring Show at Renton on April 7, will be held on the second Saturday of each month at North Bellevue Community Center.

February 11
 March 10
 April 7 (Spring Show at Renton)
 April 14
 May 12
 June 9
 July 14
 August 11
 September 8
 October 13
 November 10
 December 8

Aoshima 1/24th Scale Lamborghini Countach LP400 w/Optional Parts

by Chris Banyai-Riepl

Joining the Gruppo Bertone company under Nuccio Bertone in the mid-1960s, Marcello Gandini had his hand in quite a few automotive designs, including the stunning Lamborghini Muira, Lancia Stratos, and the De Tomaso Pantera. The most iconic design of Gandini, perhaps, would be the Lamborghini Countach, which combined concepts and shapes from many of Gandini's designs. The wedge-shaped body and scissor doors made it stand out from a range of Italian supercars, and the soundtrack from the Lamborghini V12 was immortalized for millions by the opening credits of the movie *Cannonball Run*.

While that movie Countach was a later LP400S, with the wide fender flares and front and rear wings, the original LP400 was a much cleaner design. Powered by a 4-liter V12 engine, the first LP400 was delivered in 1974. Production continued through 1977, and over 150 of this first version were produced. While the narrow tires gave the Countach little drag and thus the highest speed of the family, they also reduced stability. While the addition of the wings and fender flares detracted from Gandini's original design, they did improve handling, especially at high speed. Today, it is still possible to find an LP400 on the road, although the later LP400S and LP500S are more common.

When I saw some test shots of this kit at the iHobby Expo, I wondered why Aoshima would be tackling a subject that has already been done by both Tamiya and Fujimi. However, the Tamiya kit is quite old and not very accurate, and the Fujimi kit, while nicely detailed, suffers from some fit issues as well as minor accuracy problems as well. So there is definitely room for an accurate, modern tooling of the famous Lamborghini Countach. A quick look at this kit suggests that Aoshima has done just that.

The Aoshima LP400 Countach has been released in two forms: a basic kit and one with added optional parts. This review covers the latter, and if you want to build a highly detailed Countach, I recommend spending the extra cash on this boxing. In addition to the plastic parts (molded in white, black, gray, chrome, clear, clear orange, and clear red), you also get photoetch details, turned aluminum exhaust tips, embossed die cut paper floor mats, pre-cut masks, and wire mesh. A decal sheet provides all sorts of finer details, as well as some license plates.

Goodyear, if you want the same tires as a LP400 Countach, just go get some Goodyears. Okay, yes, the LP400 actually ran on Michelin XWX tires, but without the name printed on the tires, it takes extra research to figure that out, to the detriment of modelers and tire manufacturers alike. When will they learn that letting model kit manufacturers use their name on the kit tires is not an evil to be crushed at every step?

While on the subject of suspension, the rear end is nicely done as well, with the



Following the instruction booklet through from the beginning, we start with the front suspension. This is designed to have the front wheels moveable, allowing the modeler to turn them one way or the other. This means lots of separate pieces, which increases the detail. While that's nice, once complete much of it will be hidden by the wheels, but it's nice to have all that there, if just for that little spot of color in an otherwise dark area on the car (the shock struts, for example, are painted red, with black coils). The wheels are nice, with separate chrome center caps.

The tires, molded in black vinyl, have the tire size (205/70 VR14) molded in place, but no manufacturer name. Since all tires are

transmission housing and rear frame provided as separate pieces. While both of these could have been molded in place on the lower body piece, doing it in this method provides greater depth and as a result, greater realism. The rear suspension is well done also, and the kit accurately captures the slightly wider rear wheels.

Moving on to the interior, be ready for some real fun here. The seats are separate and look the part, with their rectangular upholstery. The one-piece tub has quite a bit of molded-on detailing, but there are plenty of additional bits to add as well. The embossed paper floor mats are really quite interesting, and it will take a bit of experimenting to figure out how to best

finish these. The instrument cluster is provided as a decal to fit behind a clear dash piece, while the steering wheel is accurate for the type and features a decal for the center. Interestingly, one thing that is missing from the interior is seat belts. A cursory examination online suggests that the LP400 had shoulder belts, although some examples I looked at seemed to have none. I am not sure if that is true, or if they were simply tucked out of the way for the photos, though.

The other half of this car's 'interior' deals with that impressive V12 powerplant. While not a complete standalone engine, the engine provided in this kit is really quite good. It has separate carburetors and air filters, and when all put together and fitted into the one-piece tray, it will provide a very good representation of the big 4-liter V12, especially with the two small Lamborghini script decals for the cylinder heads.

Moving on to the body, this is one spot that is definitely far better than the competition. Aoshima has managed to capture all of the subtle details that were missed on the Tamiya and Fujimi kits, with every crease and angle accurately represented. The one-piece body has several sprues inside the various openings that will need to be trimmed away. Once the windscreen and door sprues are removed, though, the A pillars will be placed in danger, as they are quite thin all around. Aoshima anticipated this, and they have included a plastic insert for the windscreen, along with pieces of tape to secure it with, whose sole purpose is to protect those A pillar pieces. This attention to construction is to be highly commended.

Body details come next, and here you can choose between open or closed headlights (again, attention to detail here reveals that Aoshima has accurately represented the different headlamp pattern in the clear parts; the instructions show the correct orientation). The doors are also provided in such a way as to be open or closed. Both of these are non-functional, so you will have to decide whether to have them

open or closed. The rear tail lights are nicely done, and the inclusion of both clear orange and clear red means that there is no need to tint any clear parts in this kit. The engine hood gets mesh sides, with the instructions providing the templates to cut the separate mesh piece. Final assembly pulls all the subassemblies into place and fits the body over everything. Add on the exhausts with the turned aluminum pieces, and your LP400 Countach is finished.

For colors, I am still trying to determine just what colors were offered on the LP400, but you can be assured of black, orange, red, and yellow. Green and blue are also potential options, although for both of those colors I am not sure if they were solid or metallic, or both. Interior color could vary as well, and I have seen tan, red-brown, white, and black interiors. The decals provide European, Japanese, and simple Countach license plates.

Overall, this is an excellent model that accurately captures the look and feel of the Lamborghini LP400 Countach. It manages to provide an excellent balance between detail and ease of assembly, even in this one with all the optional parts. It should build up quite nicely, and will look great parked next to other iconic 1970s supercars. My thanks to Dragon Models USA for the review sample.

MiG-3 Aces of World War 2, **by Dmitriy Khazanov &** **Aleksander Medved**

reviewed by Chris Banyai-Riepl

While low- to medium-altitude fighters were well covered in the Soviet Air Force, the need for a fast high-altitude fighter led to the development of the MiG-1 and MiG-3 fighters. Entering service in 1941, the problems of the MiG-1 were corrected and the MiG-3 soon became an important part of the VVS. Nearly a thousand MiG-3s were available when the Germans invaded

on June 22, 1941, and although many were destroyed on the ground, enough survived to put up an admirable defense. While the pilots of other aircraft such as the Yak-1 and the Lend Lease P-39 tend to get more coverage in terms of aces, quite a few Soviet pilots got their start in the MiG-3, and this book brings that to life.

This latest title from Osprey examines the Mikoyan MiG-3 from the perspective of the pilots that flew it. While there have been other books that tackled the construction and performance, this focus on the pilots makes this title a great addition to a VVS library. That said, there is a short introduction into the development of the MiG-1 and MiG-3 before diving into the operational record. The book follows the story of the MiG-3 aces somewhat chronologically, from the initial sorties during Barbarossa through to the defense of Moscow and Leningrad. A separate chapter details the lesser-known operations by the Soviet Navy, which also flew the MiG-3.

In addition to the well researched and nicely written text, the book is filled with photos. Many of these have been seen before, as there is a limit to photos of MiG-3s, but there are some new ones in here that I haven't seen before. Also, as is the norm for these Osprey titles, there are several pages of color profile illustrations that highlight the varied camouflage schemes worn by the MiG-3 during its short wartime career. A couple of appendices summarize the ace tallies and the book finishes up with some scale drawings.

This is a nice addition to the Osprey Aircraft of the Aces series, and further expands their Soviet coverage in that series. My thanks to Osprey Publishing for the review copy.

Aircraft of the Aces 102
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***The Few*, by Alex Kershaw**

reviewed by Hal Marshman Sr

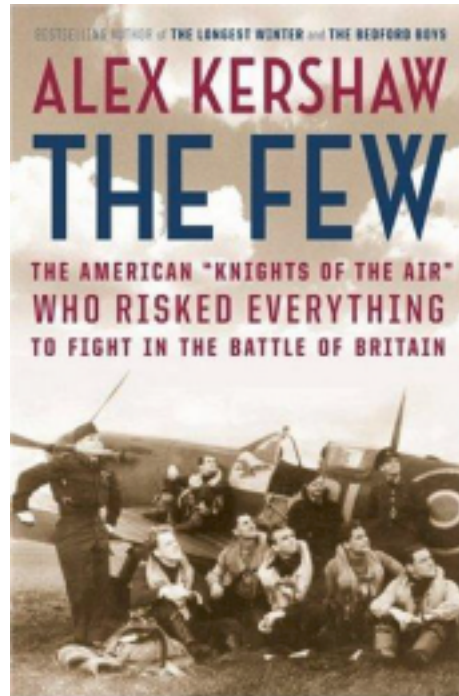
I received *The Few* as a Christmas gift from a friend, and it didn't take me long to get into it.

The story begins in the United States at the very beginning of World War II. We look at the lives of three young men, all very much enthused with aviation. There's a war on, and all want to fly in it, not just to defeat the Germans, but for the love of flying itself. Quite a few pages are devoted to the wherewithal of these young men getting out of the US, and going through Canada to get to England. After much to do, they finally get into France, but due to the chaotic conditions there, do not get to fly, but have to high tail it out before France falls to the invading Germans. Eventually, they get to England again, and finally get into Hurricanes just in time to fight in the Battle of Britain. It must be remembered that at that time, it was illegal for Americans to join up with any belligerent due to our neutrality laws, and these men gave up their US citizenship to do so.

A further young man, William Fiske, a champion bobsledder, joins them, as they are assigned to different RAF squadrons. The author does a good job of placing the reader into the cockpit of the Hurris and Spitfires. He also tells us quite a bit about the Luftwaffe pilots that the RAF is fighting daily aerial duels with. He goes to some length to describe the competition between Werner Molders, Adolf Galland, Helmut Wick, and Hans-Karl Mayer.

He also has his Luftwaffe Jagdgeschwaderen straight, assigning each of the above named Experten to the units to which they belonged. Hermann Goering is also prominently mentioned, as well as his opulent country home, Karinhall. Various other Luftwaffe personages get mentioned in their own turn. Don't think that only the enemy gets mention, as you meet Sholto Douglas, Johnny Johnson, and Sailor Malan to mention a few. Winston Churchill receives

attention, and several well known phrases from his most notable wartime speeches are covered.



Toward the end of the BoB, the Eagle squadron of American fliers in the RAF was formed, and most of the Americans transferred to it. Remember, once we were in the war, these same fellows formed the nucleus of the USAAF's 4th Fighter Group. (The only well known American 4th FG pilot named is Chesley Peterson) Eventually, 244 US citizens flew in the Eagle squadrons, but only seven took part in the Battle of Britain. Of those 244 Americans, one-fourth of them lost their lives.

Alex Kershaw's writing is somewhat florid with such comments as "Hermann Goering sat in his personal train, Asia, relaxing after being injected by a Luftwaffe flunky, Herr Doktor Onzara" and "Goering stepped out of Asia to be greeted by a sycophantic Kesselring and lackeys carrying picnic baskets". Such commentary brought me back to my youth, when I used to read the wartime novels about Dave Dawson in Europe, and Red Randall in the Pacific, all penned by R. Sydney Bowen, and calculated to excite the teenaged boy's mind about military aviation, and a not so subtle

hatred of the enemy. In any case, *The Few* is a well-researched book, and easy to read through. I can heartily recommend it.

Trumpeter 1/350th Scale *USS Freedom* LCS-1

by Tracy White

The US Navy's Littoral Combat Ship program has been mired in controversy and cost-overruns from the beginning, yet no one can argue that the two designs that have been put forth haven't been distinct looking designs.

Trumpeter was first to market with the LCS-2 *Independence*, and now has released the competing LCS-1 *USS Freedom* in 1/350th scale. LCS-1 *Freedom* has changed a bit since her initial trials as any prototype does, and Trumpeter has provided pieces for the different phases of her life so far.

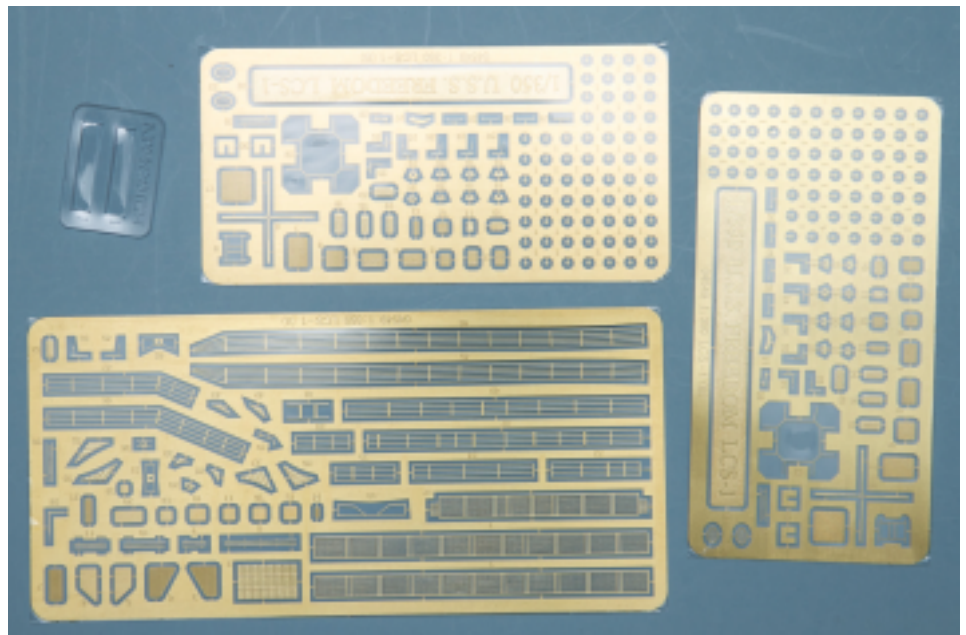
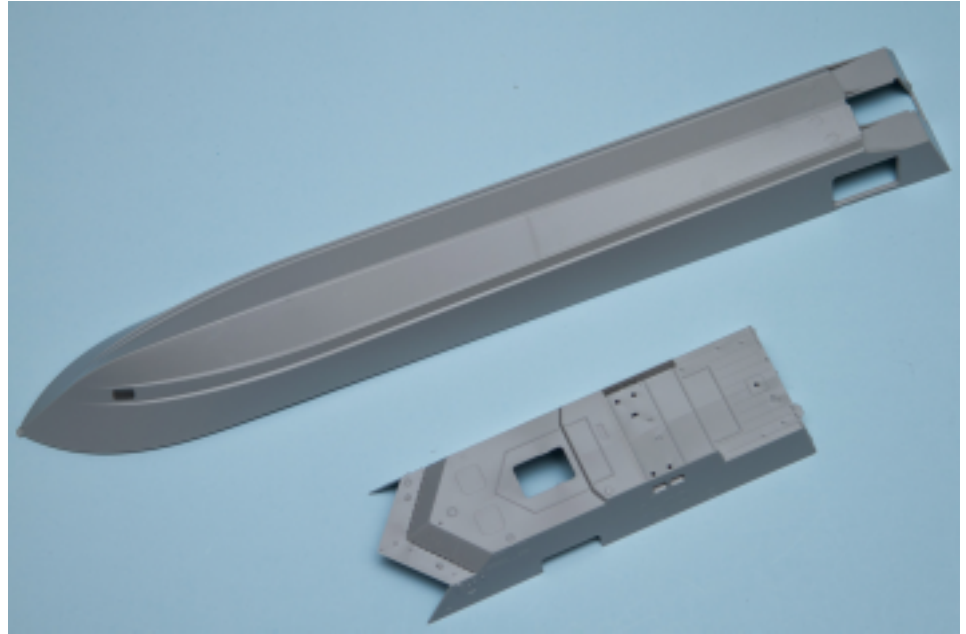
The kit is comprised of over 500 parts; a solid (non-waterline) hull, main deck, and mostly complete superstructure make up the most recognizable parts. The high part count for a medium sized hull is due in part to how they decided to handle detail. There are, for example, 120 tie-downs on the aft deck for helicopters, and Trumpeter provides a separate photo-etch piece for each one instead of molding them as part of the deck. They could have easily molded the detail into the deck, but chose to add the pieces as separate tie-downs.

Parts breakdown is otherwise fine and logical, with a good split of slide-molded pieces and simpler flat pieces. The superstructure shell, for example, is largely one piece, with some smaller pieces for the front slope and hangar interior. Part edges mostly have a 45 degree mating surface, which can be a positive or a negative, and it works well in this case. Detail is crisp and not too fiddly, unless one is a hater of photo-etch and the aforementioned tie-downs.

The shape is generally good - it certainly looks like the *USS Freedom*. However, the shape of the bow is not quite correct - the hull stays parallel too far forward, making the bow look a bit fatter than it should. Trumpeter's railings are also a bit hit or miss. There's an area of the superstructure that is missing the option of railings (they were installed after initial trials and the kit purports to give details for both versions) and the top level railings do not lean in as they should. There is still room for aftermarket railings, but those provided will probably satisfy 90% of the builders out there. I really wish a manufacturer would do a good, accurate set of RHIBs for modern warships out of the box.

Instructions are included in a 12-page booklet that is well laid out and easy to understand. Views of each tree or photo-etch fret are provided for reference and the exploded views clearly show parts placement. I would suggest not following the build order too closely as it would have the builder put detail parts on before fit and finish problems (filling and sanding) are finished. One complaint I have is that reference is made to "State II" with some options without actually explaining that this means later details that have been added since her trials that the stock instructions represent.

The Trumpeter 1/350th LCS-1 *USS Freedom* is a relatively safe build and would be a good first-time ship build. There are some issues that some may want to fix, but by and large the ship can be built out of the box without much trouble. With its interior pieces, there is potential for lots of extra work to bring the ship to life in a dockside or at sea diorama. My thanks to Stevens International for the review sample.



Spring Show Raffle

by Eric Christianson

Hello everyone!

It's that time again – our annual IPMS Spring Show is coming up, and with it is our annual plea for raffle donations. The success of our thriving Seattle club is due to the enthusiastic participation of our members in our various events and meetings, including the raffle that takes place during our annual show and contest. We've been very fortunate in the last few years to be able to offer some really good kits to the people attending the show – and subsequently have sold a pile of raffle tickets in the process. Our hope is that we can achieve similar success this year. Or maybe even surpass it!

But we can't do it without your help. So take another look through your stash for those kits that you are willing to part with – or anything else that you would like to donate (books, tapes, modeling-related tools or toys, etc).

What we are not able to raffle off we can sell via a Silent Auction, or at the end of the show, so we can use anything you have. Our goal, however, is to spur ticket sales – so the higher quality kits are the real means to this end.

For those of you that are currently holding on to any kits and materials you intend to donate, please bring them to Eric Christianson - bring them to any of the places listed below and he will take them off your hands.

Or, you can bring them directly to the Spring show, If you cannot meet with Eric beforehand, you can bring them to the show yourself, but we need to ask one more favor of you in that case. We need you to e-mail a few details describing what you will be donating so we know what we will have to raffle off, or what to create auction pull-sheets for. Please send your e-mails to ModelerEric@Comcast.Net.

The following examples are the kind of information we need:

Manufacturer	Scale	Type	Description
HobbyBoss	1/72	Aircraft	Bf 109E-4/7
Dragon	1/35	Armor	Su-100 Tank Destroyer 39'-45' Series
Matchbox	1/32	Automobile	'Classique' Aston Martin
N/A	N/A	Book/DVD	'2194 Days of War', Hardback
SkyWave	1/1200	Ship	LMSDF Asakaze Fleet Destroyer

Eric will be at the following places in the coming weeks to accept your donations (or someone will do so in his place).

- Saturday, February 11, at our monthly IPMS meeting in Bellevue.
- Friday night, Saturday or Sunday, February 18/19, at the NWSM Museum of Flight show.
- Saturday, March 10, at our monthly IPMS meeting in Bellevue.
- Thursday, April 5, at the monthly Museum of Flight NWSM meeting.

Thanks again for making this club what it is!

Burn-Out at 670 Going Onto 1,600

by John DeRosia

"Finally! Thank Goodness! Unbelievable! Please-not another part!?"...those were my thoughts after gluing the first 300 parts together on the 1/35th scale Trumpeter Chinese Tank Transporter that I started in November 2011 and completed early in January 2012.

Lately I'm into the 'transporter' mode of models. I've built several 1/72nd and 1/35th scale transporter projects with a minimal number of parts. Somehow, I graduated to the 'big 'boy' scale models - the gazillion parts count category.

I think model marketing departments sit around in meetings for months planning on just how to tell the potential victim there are more parts than days in a calendar year. Then in fine print on the face of the model box, it leisurely states "670 parts", in the case of the Chinese Tank Transporter. Given the price of some

of these kits, I'm drooling at the mouth thinking, "Finally- getting my money's worth in parts". I'm thinking, wow - 670 parts! There will be fantastic details galore on this baby.

Two weeks later after having started the kit, my wife knows not to come close to me, the dogs don't remind me it's time to walk them, and the family cats hide because they know I'm not going to talk nicely to them. What's happened to me?

I'll tell you - it's the dad gum dern sick evil number of parts in this kit. Two weeks and what do I have to show for it? 67 parts - 33 on the engine which you'll never see, 14 on the frame which you'll never see, and a few interior parts which you'll never see. Who in their sick mind decided to mold a heater core under the dash in the truck cab – again - which you will never see?

Please understand. I'm following IPMS Model Building Section Code 34.7, Paragraph 2. "You will under all circumstances glue each and every part that comes in a kit - or you will be expelled from any model activity." Well, something like

that. Come on - haven't you ever faced that dilemma? I know if I leave that one small microscopic part off the model, it will not go together like it should. No way baby - I'm gluing them ALL on the model.

I gave up Christmas Eve, Christmas Day, New Year's and any other celebration at the end of 2011 because I would not come out of our bedroom. I was scared the model would keep calling me from the hobby room, "John, come on - only 544 parts to go! Glue me!, Glue me!, Glue me!"

I confess - I don't know where the last few months have gone. After 13 doctor visits for stress related symptoms (I didn't tell the doctor it was due to plastic sprue fume inhalation), he told me to take up a relaxing hobby. Paint by numbers, stamp collecting, maybe even model building. What?

Didn't take me but one phone call to change and cancel that family doctor from our records.

Seriously though - somehow, somehow, I completed the model. I do have psychiatric sessions starting soon to confess to my guilt and shame of actually leaving off about 28 parts towards the end. I dread the first one to point out the fact I left off two of the spring shackles on the truck frame on the very bottom of the model that you will never see! Have your phone handy and 911 pre-programmed if you ask me where the Photo Etch windshield wipers are.

The tank on the back of the transporter only had 300 parts. 287 for the tracks alone. Where's those pills again?

Ah...modeling! What a relaxing hobby.

And just the other day, my new kit of the Hobby Boss Oshkosh M1070 Tank Transporter and Trailer arrived - with only 1,600 parts...



Trumpeter 1/35th Scale German PzKpfw 38(t) Ausf.E/F

by Eric Christianson

The Panzerkampfwagen 38(t) was originally a Czech tank of pre-World War II design. After Czechoslovakia was taken over by Germany, it was adopted by the German Army, seeing service in the invasions of Poland and Russia. Production ended in 1942, when its armament was deemed inadequate. In all, over 1,400 were manufactured. The chassis continued to be produced for Hetzer and Marder III tank destroyers, turretless assault guns, anti-tank guns, and anti-aircraft guns.

While cleaning the parts before assembly I spent a lot of time with the individual track-links. Each link had four sprue connection points, and each of these were not a quick pass with a sanding stick kind of deal, but rather a careful 'shaping' task since the plastic is soft and the links are so small. Eventually I got through the 115 individual links and eight larger runs. Trumpeter gives you only three extra links in the box so take care when cleaning them.



The rest of the parts cleaned up quickly and looked great.

Step one in the instructions brings the main hull and wheels together. I had no problems with this step; everything fit nicely and held fast. Part T-A1, the front hull plate that extends across the top of the vehicle's hull, was a little tight, but squeezed in with a little coaxing. I must say that the fit of this kit is a marked improvement over some of the other Trumpeter kits

I've built. The parts seem to stay put after being glued. Bravo!

Once cleaned up, the links fit together pretty well, very similar to Dragon's MagicTrack. The 38(t) is a small vehicle and has thin, delicate tracks – and these tracks are completely exposed with no overhanging fenders and such, so caution is the key word here.

After lining up 52 links (for the top run of the track) on a glue-proof cutting board, I placed a small drop of Testors 'black bottle' liquid cement between each link and let this cure for a full 20 minutes. After 15 minutes I assembled and glued the bottom run of the track on the glue-proof board. This portion consists of three small runs and two groups of two individual links. This approach would give me five minutes to get the top portion fixed on the vehicle before the bottom portion was ready to attach.

While attaching the cured top run I was alarmed when the links did not appear to fit over the teeth on the drive sprocket – they appeared to be too narrow (or the sprocket too wide). Rather than deal with this at the time, I attached the run so the outside (visible) side was lined up smooth against the sprocket. This caused the track to bow up on the inside of the run where it laid



along the sprocket. Thankfully, later, when both runs were attached and had dried a little more, I found I could apply a little more force to the area and the run slipped into place across the teeth on the inside. I guess the fit was just a little tight, and while the runs were in their fragile state, it looked as if they didn't fit. My suggestion is to NOT do what I did – just stay calm and don't panic!



A final note – the instructions called for a top run of 52 links; I found that I had one too many links when attaching the two runs together. Perhaps I miscounted, but I would prepare yourself for the possibility. I simply pulled off one of the links and everything fit fine. The track 'droop' of the 38(t) is captured perfectly – bravo once again Trumpeter!

I decided to paint my PzKpfw 38(t) in the early war (overall German gray) scheme. I have a Lynx reconnaissance tank that I will paint in the multi-color late-war scheme and I didn't want to have two similar tanks with the same finish.

I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 over the entire surface to cover the photo-etch, oils and glue spots and to prepare it for the subsequent finish. I then airbrushed the

entire vehicle Tamiya XF-69 NATO Black. This provides the dark shadow that is needed in all the nooks and crannies.

I followed this with a base coat of Tamiya XF-63 German Grey. I was careful to spray the inner portion of the wheels and try to miss the nearby track. I then mixed a little Tamiya XF-15 Flesh in with the German Grey and sprayed the inner portions of all

the panels to lighten up the grey a little. Finally, I mixed a little Tamiya XF-1 Flat Black with the German Grey and hit the edges with a little post-shading.

With painting finished, I prepared the surface areas that would be receiving decals with a coat of Future floor polish to give the decals a smooth surface to slide on to. I let this dry for three days.

Once the Future was dry I went about applying the decals. The decals included in the kit are beautiful, but also very thin - and once they hit the surface of the model they are very difficult to move, period. I just went very slowly and, using water only, carefully slid the decals off the backing paper to exactly where they should go. Some responded to touches with a toothpick or cotton swab, some didn't. Once the decals were dry I gave the

entire surface area another coat of Future to seal the decals and let that dry for another three days.

I mixed some MIG Wash Brown with Mona Lisa Thinner and gave the entire vehicle a pin wash to accentuate the wonderful rivets and other surface detail of the vehicle. Once that was dry I dry-brushed everything with MIG Faded Grey Oil Paint, which really made the detail pop out. I used a little MIG Standard Rust pigment on several areas, including the exhaust manifolds. The final step was to spray the whole vehicle with Testor's Dullcoat to blend everything together, followed by silver pencil and MIG Gun Metal pigment to bring out a metallic sheen where appropriate.

Building this kit was a most enjoyable experience for me. The fit was perfect, if not a little tight; the detail excellent. All those rivets and sharp angles – the finished vehicle is really a lot of fun to look at. Trumpeter seemed to really get this kit right. If I had the time, I'd build another ten of these for every paint scheme there is.



I recommend this kit to anyone who likes to build and finish German AFVs. The build went very smoothly and the result keenly represents the 'little tank that could' from Czechoslovakia.

I would like to thank Stevens International for providing this kit for review, and to Internet Modeler for giving me the opportunity to build it.

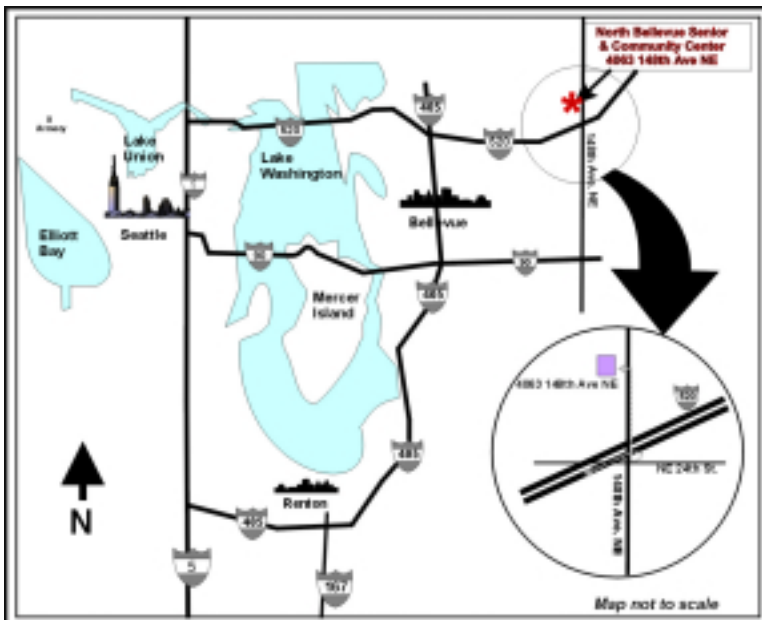
IPMS Seattle Renewal Form

Your 2012 IPMS Seattle renewal form is included below. If you have not renewed by the release of this 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 e-mail. 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 2012 Dues Form</i>		Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115
Full Name _____		
Mailing Address _____		
City _____	State _____	Zip Code _____
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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 11



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.