Seattle Chapter News

Seattle Chapter IPMS/USA
October 2012

PREZNOTES

Part of the Problem, or Part of the Solution?

Suppose they had a model contest, and nobody entered any models? This is what popped into my head the other day when a good friend of mine e-mailed me complaining that a model contest he went to had a very poor turnout of models. To which I replied, "how many models did you bring to help the show succeed?" "None", was the reply. Why not? "Mine aren't good enough to win". How about in the show just concluded? "Well, okay, I might have placed in this show…", etc, etc, etc.

Model shows serve a number of purposes, but to succeed they MUST have models for people to look at. And it must be conceded that at any large model show (such as our Spring Show), over half the models won't win an award. At the Spring Show, there were around 65 award categories, four awards each (First, Second, Third and Best OTB). And about 600 entries. Do the math.

But there is more to a show than awards, surely? We have "Show and Tell" at each Chapter meeting, and we don't give out awards, yet people bring in plenty of models to display. They do so to show off their latest work, proud one assumes of what they have achieved, and happy to share it with fellow enthusiasts. Why not arrive at a contest with the same thought in mind: sharing your work with fellow enthusiasts?

Many of those attending model shows don't even participate in the hobby as such. People with an interest in cars, ships, planes, military vehicles, but who don't attempt to replicate them in miniature such as we modelers do. Veterans, active military personnel, families with young children, people who work at Boeing etc., all come to our show in large numbers. They aren't particularly interested in who wins the awards, but are very much interested in seeing a great variety of different subjects depicted in miniature. And rest assured, whatever level you take your model building to, it is of great interest to these non-modeling viewers.

And also to your fellow enthusiasts, such as myself. If you build something that no one else brought to the show, such as a Seafire Mk.47 in a sea of Mk.1's and Mk.V's, a Bv 141 among a flock of Fw 190s and Me 109s, or an M60 in a forest of Shermans, you will have caught my attention, and appreciation. It's not all about winning awards: it's about the pleasure of participation, and the knowledge that everyone who came through the door owes you a debt of gratitude whether they know it or not, for making the show a success.

See you at the Chapter meeting!

Cheers,

Andrew

In This Issue

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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.

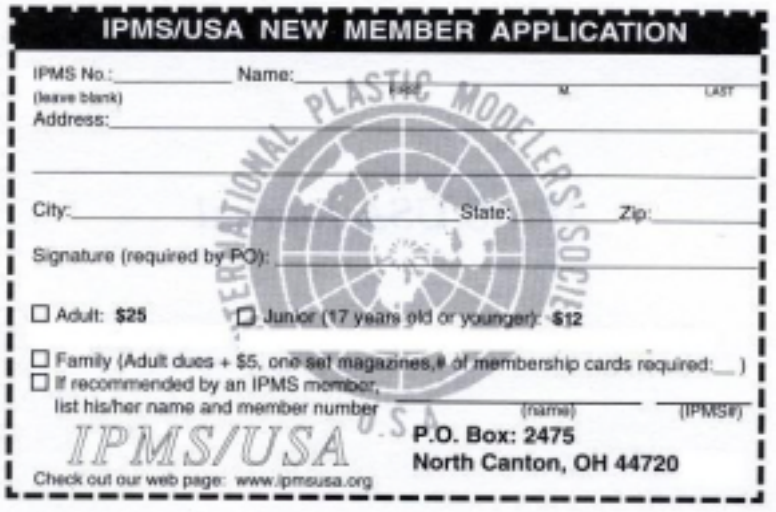
The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put 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 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 accessable place.

October 13
November 10
December 8



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Hobby Boss 1/35th Scale German Sd.Kfz.254 Tracked Armored Scout Car

by Eric Christianson

This new Hobby Boss offering represents the final version of an armored observation vehicle used mainly for scouting and communications. It was designed to operate efficiently both on-road and off-road, riding on conventional tires as well as tracks. At least that was the premise. Of 140 ordered early in the war, 129 were produced and fielded, seeing service in North Africa, France, and on the Eastern Front.

Opening the sturdy box, I was presented with what I've come to expect from Hobby Boss – a lot of parts, exquisitely detailed. The top and bottom halves of the hull come separately packaged in a protected section of the box, and delicate parts are wrapped in a protective foam sheet. There are twenty plastic sprues in all, twelve of which sport the individual track links. The plastic is soft but not too soft – the wheels for example, stand up well to sanding without 'deforming'. The molding is excellent with no noticeable flash or sink marks. The detail is crisp and the number of attachment points and nodes, while many, are located in areas that are easily addressed.

The contents of the box include:
196 parts in sand-yellow plastic
324 individual track links in brown plastic
60 etched brass parts including 28 rivet heads
4 vinyl tires
1 decal sheet
1 16 page instruction booklet
1 two-sided, four-view full-color painting and decal guide
Markings for Three Vehicles, German Army WWII

A word of caution regarding Hobby Boss kits – there are many parts that look very similar but are not, more so than with other manufacturers in my opinion. And many times the illustrations are not always provided from the right angle to lend assistance. I found I had to mark many parts with a fine-point Sharpie to make sure I kept things straight before removing them from the sprue.

For example, right off the bat (in step one) there are no less than five different assemblies for the bogies. Go slow and follow the directions. I glued the wheels because I didn't want them to be able to turn during painting and weathering, but I left the shock absorbers free to move so I could swing them into position correctly later in step three.

Before you go on, I would recommend that you skip to the paragraph regarding step eleven below in this review, and read the section on removing the molded-on mounting stubs for the pioneer tools and exhaust assembly. If you want to remove these stubs, now is the time to do it. If you wait you run the risk of damaging many delicate parts that are already attached by the time you get there (like I did). You also might consider drilling one or two holes in the bottom of the hull to use for holding the vehicle during painting. When the build is finished the model looks more like a porcupine than anything else, and drilling holes at that point might vibrate everything back to pieces.

In step two, the way the sides (Parts A21 and A3) attach to the main lower-hull is not intuitively obvious. Considering the importance of these parts (they hold the bogies, exhaust manifold, etc.), the connections along the common edges are tenuous at best. I found it better to attach the sides to the front (Part A2), allowing that to dry thoroughly before attaching the resulting assembly to the lower hull.

Step three comes together very nicely, and, as with everywhere else, the parts fit for the most part is excellent. There is a return roller drive shaft (B54) and its four-piece housing that attempts to address a tricky three-dimentional design as it attaches to the rear hull (easier to see than to explain). I recommend that you leave parts C13 off until the other parts are cemented in place before putting those on.

In step four there is a gap in the lower front hull that is supposed to be covered with Part B1. How that part fits across the gap is a mystery at this point in the build – no matter which way you attach it, a large, protruding edge is created that is not apparent in any of the illustrations

provided. Careful examination of the instructions, however, show part A16 in step 7 mating nicely to form a smooth transition around the transmission housing. Go ahead and attach these two parts (B1 and A16) at the same time – doing so will not interfere with any other part or parts and will solve the mystery.

Step five is where you get to decide whether to put the wheels down, or have the vehicle run on its track with the wheels retracted (I chose to extend the wheels down). Either way, the assembly of the articulated wheel mechanism is the same and it is tricky without an extra set of hands. After studying the plastic and the instructions I decided to glue (four) parts D10 and D11 using Testors (black bottle) cement, which would guarantee me some working time yet produce a solid connection once cured. About 20 minutes after gluing these pieces I bent them slightly out of the way so I could slip the assemblies (J and K) in before bending them back into place. This approach worked quite well.

In step six there is a photo-etched footstep (PE-26) that is shown upside down in the instructions. It is displayed properly installed in step twelve. It should drop down when viewed on the finished vehicle. I left the axle and drive shaft off; planning to attach these when I knew the proper placement of the wheels after the track had been attached.

Step seven is when we attach a lot of nice detail up front – detail that will, unfortunately, be covered with armor plating on the finished vehicle. I started to assemble the PE in this step then decided that my time could be better spent elsewhere.

Since there is no apparent sag in the track, Hobby Boss could have provided us with a nice set of rubber-band tracks and I wouldn't have complained. But that didn't happen.

Here's the math:12 sprues x 27 links each x 3 attachment points per link = a lot of work. Fortunately, according to the instructions, you will need only 138 links per side (I ended up using only 132 per side). That left me with 54 extra links that I didn't have to clip and clean. So set aside four sprues and 24 loose links per side and toss the rest into the spare parts box. All of the links are identical (not 'sided').

Once cleaned up, the links fit together pretty well but are just too small to stay in one place when aligning them into a run prior to gluing. After spending five minutes trying to line up only eight links, I stopped. Time for Plan B.

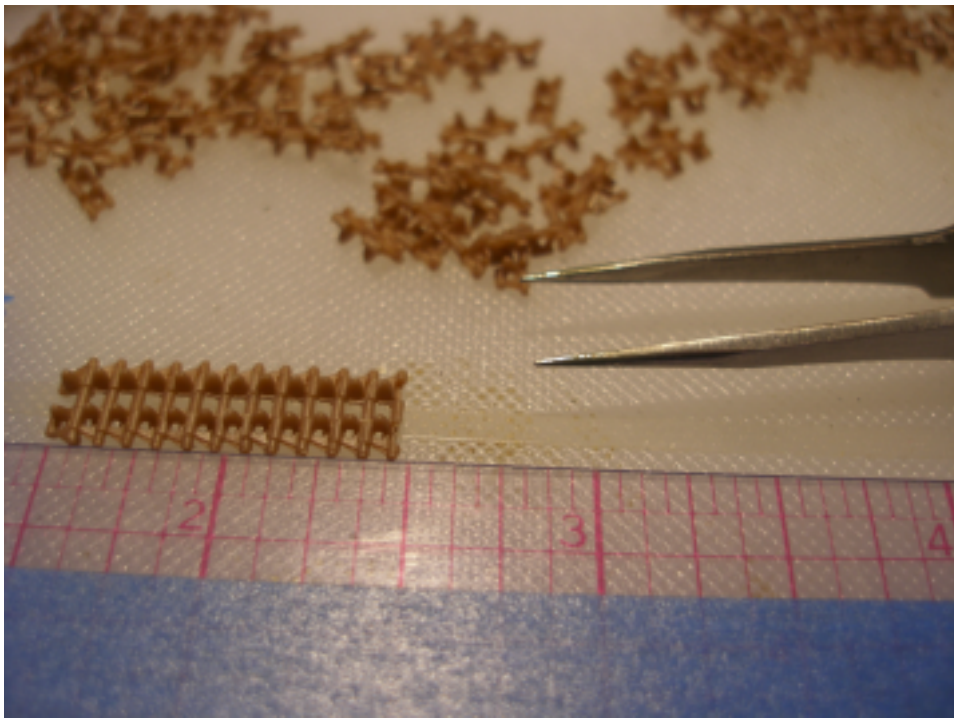
A quick trip to the local craft shop resulted in yet another scrap-booking solution to a modeling problem. They sell a gummy strip called 'Wonder Tape' that has just enough 'spongy-ness' and tack to hold the roughly shaped links until glue has had time to set up.

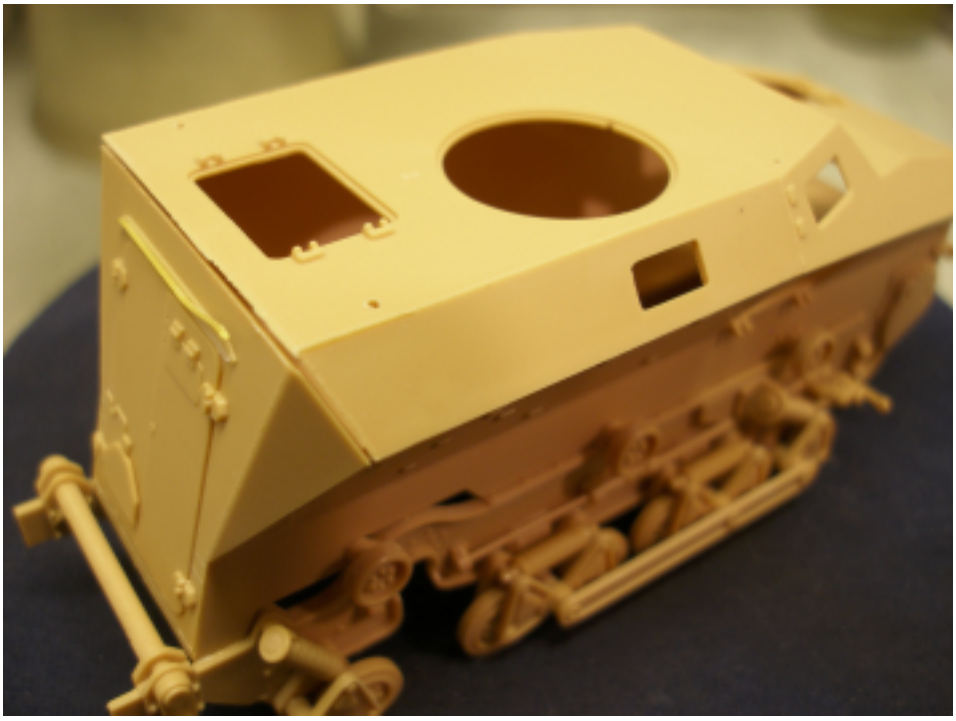
I stuck the 1/8th-inch-wide strip of tape on a glue-proof surface, about ¼-inch above and along a 15-inch ruler. After laying about half of the links for one side out I applied Tamiya Extra Thin Liquid Cement to the run and let that sit for about 10 minutes. I then took a razor blade and slid it under the run to help it off the tape and draped it on the model. Three more sessions of that and I was done. Nice.

The tires are brilliant. While I would have preferred plastic tires that would have taken paint better, the ones provided are flawless and lack that always-hard-to-remove line of rubber 'flash' along the center seam. Even though the tread pattern was very fine, it was not overwhelmed by the pigment I used for weathering. Since they slip onto the wheels very easily, I decided to leave them off until the very end of the build, when I would slip them on and fix the linkage behind each wheel with glue.

In step eight we begin to work on the upper hull. The ingenious (if not a little fiddly) engineering here with the vision ports allows you to model these open or closed. I placed mine a little in-between.

Step nine uncovers the only fit problem I had with the build. There is a sizable gap along the edge of where the upper and lower rear hull assemblies meet – too large for gap-filling CA glue or putty. Checking my work and the instructions verified that this is a flaw in the kit, not an assembly error. Fortunately, the gap is even along all





three sides and after attaching and trimming a thin piece of Evergreen sheet plastic, the gap was filled with a little Tamiya putty thinned with Gunze Mr. Color thinner.

Step eleven uncovers the only design issue I found, and it's a weird one. The pioneer tools have thick (male) mounting blocks on the back side of the molded on buckles. If mounted on a flat surface, the buckles would be hanging out in mid-air. If that weren't enough, the spots on the main hull where these tools are supposed to go **also** have thick (male) mounting blocks protruding from the surface. If the directions were followed, each pioneer tool would be suspended five or six scale inches above the surface of the vehicle. I looked at this situation from several different angles and cannot fathom what the goal was here. Even if you discard the tools that came in the kit and replace them with other ones, you would still have to remove the mounting 'blocks' on the hull.

In addition, I had planned to add the delicate five-part plastic and PE exhaust assembly near the end of the build, after painting. But this assembly also mounts on raised blocks, and if done per the instructions, would be lifted off the hull surface by several scale inches as well. I decided to remove all the blocks from both the hull and the tools. I wish I had done this way back in the beginning of the build, before the delicate tracks and a lot of the PE were attached.

Step twelve adds the circular aerial antenna, perhaps the most prominent feature of the model. Luckily, Hobby Boss engineered this magnificently. I was concerned from the very moment I received the kit that this aspect of the build would be finicky to deal with. But the fit is perfect – so perfect that I decided to glue the stanchions and their PE base plates in place and postpone sliding the antenna through the holes until the very end of the build to keep it out of the way. Nice.

The design for assembling the headlights in step fourteen, on the other hand, could have been a little better. I had to construct a little jig made out of various thicknesses of sticky notes to get things aligned up right for gluing.

Once everything else was attached and dry, I threaded the two U-shaped antenna though the four stanchions and attached the main vertical antenna. This little guy was ready for paint.

I decided to paint my SdKfz 254 in the DAK desert (overall German Yellow) scheme. I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 over the entire surface to cover the oils and glue spots and to prepare it for the subsequent finish. I then airbrushed the entire vehicle Tamiya NATO Black. This provides the dark shadow that I wanted in all the nooks and crannies.

Next, I hand-painted the exhaust pipes and muffler with two shades of rust in a random pattern. Once that was dry I hit them with a shot of hairspray so that I could work off some of the base coat coming up to show some wear. I then gave the entire model a coat of Tamiya Dark Yellow, followed by a post-shading coat of Tamiya Buff mixed with some Tamiya Deck Tan, working from the center of the panels outward, to lighten up the yellow a little. Before letting that cure too much I went over the exhaust pipes and muffler with a brush and water to expose a little of the rust color underneath. I set the vehicle aside to dry overnight.

I hand-brushed Future in all the appropriate places and applied the decals using Red and Blue MicroSol/MicroSet without any problems. The decals are thin and separate from the backing effortlessly. You have to 'complete' the German swastika in

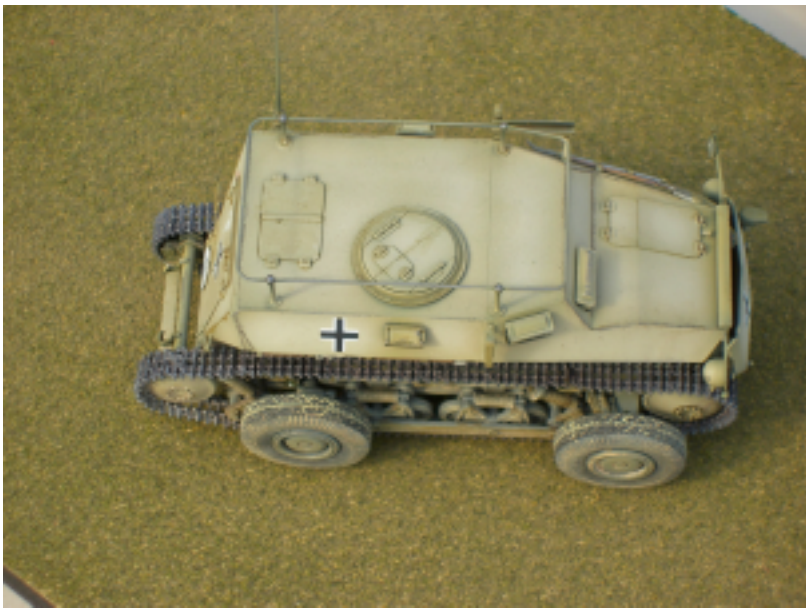
three places, but this was not a problem. Once the decals were dry I applied a light filter coat to the running gear using Mig Shadow Brown oils, and hand-painted the pioneer tools and rear-view mirror using Vallejo acrylics. I shot the whole vehicle with Future to prepare it for a wash.

I let the Future dry for two days and then gave the vehicle a pin wash using Mig Wash Brown oils, and added some oil stains using Tensocrom Oil and paint chipping using Vallejo SS Camouflage Black Brown. I followed this with a 'road-dusting' coat of Vallejo Model Air Light Brown and then shot the whole vehicle with Vallejo Flat Varnish to kill the shine. I finished the vehicle with various Mig pigments, light earth tones for the body and wheels, dark rust and black for the track, and rust where appropriate.

Building this kit was interesting. The fit for the most part was excellent except for the large gap in the upper-rear hull. Fortunately, this was an 'even' gap and addressed easily with a thin piece of sheet plastic and a little putty. In some fiddly areas, such the four vision ports in the upper hull, I was thankful that this was a Hobby Boss kit; I only had to deal with the fiddly parts, not the fit of the fiddly parts (as with some other manufacturers). Again and again, what could have been a real challenge turned out to be just another step thanks to superior engineering and documentation.

Near the end of the build the vehicle is so studded with tiny bits and parts made up of PE, antenna, headlights, etc, etc. that it becomes difficult to find anywhere to hold the thing while you are working in it. Some forethought is needed to decide how you will manipulate the model without snapping off bits along the way, and what order your work should go – and this process has to be adjusted as each new part is added. Near the end I felt I was fixing more broken pieces than attaching new ones. For these reasons, and because of the complexity of some of the PE (which have no plastic alternative), the track and various sub-assemblies, I would recommend this kit for experienced modelers only. Most modelers, however, should be able to produce a decent replica of the real vehicle if they go slowly and follow directions. This is an unusual vehicle and will no doubt attract a lot of attention on the showroom tables or in your glass case.

I would like to thank Hobby Boss and Squadron Products for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.



Hobby Boss 1/72nd Scale MiG-15bis Fagot and MiG-15UTI Midget Easy Assembly Kits

by Jim Schubert

The MiG-15 became world famous in the Korean theater of the "Cold War" in the early 1950s. It was fast, nimble and hard hitting but spin recovery was a problem. The Soviets built over 12,000 of the type and another 6,000 were built abroad under license. Every Communist bloc and most "Non-Aligned" nations had them. This makes the choice of markings extremely wide.

In 1973, when IPMS-Seattle published its *Quarterly Newsletter* special issue devoted to Russian jets, 24 nations had MiG-15s; more acquired them later.

Back in 1972/73 when that special Newsletter was prepared there were only three MiG-15 kits available; the execrable Airfix kit in 1/72nd, the better-executed but less accurate Hawk kit in 1/48th and the beautiful, gem-like Tamiya kit in 1/100th. It wasn't until the '80s that we got better kits in the major scales. The current Hobby Boss kits are, on all points of consideration, the best MiG-15s that I've seen. They do suffer from skimping on cockpit details but their quality and accuracy are first rate. And, they are cheap; retailing in the US for $9.99.

The packaging and presentation is imaginative and attractive. I had already destroyed the packaging because one plane was finished and the other nearly so when Internet Modeler publisher Chris Banyai-Riepl persuaded me to write this article by bartering for it. Being an absolute computer dunce, I was having trouble trying to make the Libyan decals on my inkjet printer so Chris gave me a set of decals to write the article. You can, nonetheless, see the parts trees and the choice of markings in the instructions printed here. Most, if not all, Hobby Boss Easy Assembly Kits provide two sets of markings; the decals work well if you choose to use them.

Nitpicks:

Both kits are determined tail-sitters. To reduce long-term strain on plastic landing gear I use as little weight, as far forward, as possible and reduce weight aft of the main landing gear contact point as much as possible. I used various size ball-head grinders to thin the fuselage shell aft and remove as much plastic as possible, wherever possible in the tail, in underwing stores and wingtips of swept wing planes. Lengths of coreless solder are my preferred weight material; it is easy to cut and bend to fit the spaces available. CA glue secures the weight.

Neither kit has the gunsight or its glass.

Neither kit has much of a cockpit interior; not even seat belts or instrument panel decals.

The UTI lacks the fixed-frame windscreen for the rear cockpit.

As these are "Easy Build" kits I build them in compliance with current IPMS-USA rules for Out-Of-The-Box (OOB). That is an interesting challenge similar to writing Haiku in compliance with the 5-7-5-syllable rule. It is a truly interesting and absorbing challenge for a modeler otherwise obsessed with detail and accuracy. Try it; you'll find it more challenging than you imagined. See the current rules at **http://www.ipms2012.org/Contest/Rules/rules.html**. Compliance with these is much easier than with the old, original OOB rules.

Fit is generally good. There's some unevenness in fuselage surface development in the MiGs due to the use of slide-molds; a little filing and sanding fairs the surface. A pointless engineering difference in the two kits introduced indexing-pin posts in the nose of the UTI behind the intake ring; they will be painfully evident in the finished model if not removed.

Both models were painted with Gunze-Sangyo Mr. Color No. 8 Silver lacquer on Tamiya Grey lacquer primer. The Cambodian decals are from an old Micro Scale sheet. The Libyan decals were, as noted, given to me by Chris The silver finish and decals were oversprayed with Model Master Metalizer Sealer. I am not a painting artist and did not attempt any panel differencing in the silver finish.

These were challenging, due to OOB rules, but fun builds. Try it; you'll like it. Both kits came from Emil Minerich's Skyway Model Shop in Seattle.

References:

IPMS-Seattle Quarterly Newsletter, Vol. 3, Nos. 3 & 4 (combined special issue on Russian Jets), April 1973.

Warbird History MiG-15; Yefim Gordon & Vladimir Rigmant, Motorbooks International, USA, 1993, ISBN 0-87938-793-9.

Aerofax - Mikoyan Gurevich MiG-15: Yefim Gordon, Midland Publishers, UK, 2001, ISBN 1-85780-105-8.

MiG-15 In Action: Hans-Heiri Stapfer, Squadron Signal Publications, USA, 1991, ISBN 0-89747-264-0.

Tamiya 1/48th Scale Russian Heavy Tank JS-2 Model 1944

by Andrew Birkbeck

The yearly new releases in Tamiya's 1/48th scale Military Vehicle range are getting fewer and fewer in number compared to when the range was launched seven or eight years ago, but when they do turn up, they are well worth the wait. The latest in the range is the massive Soviet JS-2 Heavy Tank, produced as a counter to the German military's Tiger 1 heavy tank. Heavily armored and with a potent 122mm main gun, this beast proved very effective both in battling the heavier German armored vehicles as well as being used in the "breakthrough" role in the mid- to late-war battles on the Eastern Front.

The kit is well molded in green plastic, with lots of crisply detailed parts which fit together brilliantly as we have come to expect from the Tamiya brand. Gone is the (to my mind poorly detailed) metal hull of earlier releases in this range; the hull on the JS-2 consists of a lower hull floor with separate side and front/rear plates. The suspension arms for the road wheels are separate parts, and care must be taken in ensuring they all line up correctly. The road wheels themselves are two-part affairs, as is the idler wheel, while the drive sprockets are three-piece units with a polly cap sandwiched inside to allow movement for correct track alignment.

The tracks are the standard link and length injection molded parts that have been one of the finest features of this range of kits. The tracks do have shallow ejection pin marks on all the parts, but these can easily be removed by a little filler or by covering in "mud," and most can't be seen on the completed model anyway. If one follows the Tamiya instructions carefully, the builder should have nothing but success in correctly assembling the tracks. I assembled the lower hull, Sections 1 through 6, then carefully painted the sub assembly Russian Tank Green 4B0 (see paint mix further below). The tracks were then separately painted Tamiya Red Brown XF-64, then attached to the lower hull.

The JS-2, like many Soviet WW2 tanks, carried auxiliary external fuel tanks. The four on the JS-2 kit come in four parts. The weak point of this four-piece unit is the two end caps, which have the handles molded as flat lumps. I ground off the lumps and replaced them with some photo etched parts I had left over from an earlier project, and they look **much** better than the kit representation. Moving on with the upper hull construction, I took the hull horn (part C13) and the hull headlight (part C9) and drilled them out to make them look more realistic. The headlight was painted silver in the area where I drilled it out, and a drop of two-part 5-Minute Epoxy was used to provide the "glass" effect. The two tow cables were constructed from the injection plastic parts and nylon "string" provided in the kit, and looks acceptable when assembled per the instructions and carefully painted.

Turning to the turret, the 122mm gun is provided in two parts, split down the middle. As with all such arrangements, the parts must be very carefully assembled, and when the glue sets up, the resulting seam must be carefully sanded to avoid any flat spots. The turret cupola can be set up to have the commander's split hatch open or closed, and the kit comes with a four-part commander figure, which has good detail for the scale.

The decals in the kit offer the modeler four choices – two Russian, one Czech, and one Polish. All are very late war, April/May 1945, and all in Russian Tank Green 4B0. They are standard Tamiya fare: well printed, a bit on the thick side, but respond very well to the Mr Color two-part decal setting solution that I use. I chose the Czech version. My mixture for 4B0 is as follows: 6 parts Tamiya XF-73 Dark Green, 3 parts XF-49 Khaki, 1 part XF-4 Yellow Green. This produced for me a very nice looking 4B0, which I thinned as always with Mr Color Self Leveling thinner for airbrushing.

Once the model had been painted, gloss coated, decals applied, then sealed, a couple of washes of suitably colored artist's oil paint were applied to pick out the details. Then I sprayed on a little Tamiya XF-57 Buff to dull things down a bit, followed by some Dullcote.

All in all, this is a very workmanlike kit of an important WW2 Russian tank. It was a breeze to build, and the detail was for the most part perfectly acceptable for the scale. It provided me with a number of very entertaining evenings-worth of modeling, and I can unreservedly recommend it to anyone with even basic modeling skills. It is, after all, a Tamiya kit!

My thanks to TamiyaUSA and IPMS USA for the opportunity to review this model kit.

Hasegawa 1/48th Scale Unmanned Space Probe Voyager

by Chris Banyai-Riepl

In 1977, NASA launched Voyager 1 and Voyager 2, a pair of unmanned space probes designed to explore our solar system and beyond. Their primary mission was the exploration of Jupiter and Saturn, and after making many discoveries there, their mission was extended to explore further, with Voyager 2 checking out Neptune and Uranus. Now, 35 years after their launch, the two probes are still healthy and sending data back to NASA as they prepare to push beyond the heliosheath and into interstellar space. The NASA site on the Voyager mission is full of useful information as well as current news about the two probes.

This is the first plastic kit of the Voyager space probe, and will probably remain the only one, as it definitely is an esoteric subject. Still, it is a very historically significant craft, so I applaud Hasegawa for tackling the subject. Done to the standard scale of 1/48th, this kit comes molded in several colors and includes a globe stand with a wire support. The golden record is even provided, plated gold. There are no decals, but none are needed as there are no markings visible on the finished model.

Moving on to the actual construction, this is a fairly complicated kit due to the exposed nature of all the struts and supports. The instructions are very clear, though, so following these closely should ensure a smooth assembly. Another nice feature about the instructions are the step titles, which identify exactly what you're building. So the first two steps are on the high-gain antenna, which is made up from eleven individual pieces. This large dish makes up a major part of the finished model, hence the large part count.

Some of the other assemblies include the bus housing electronics assembly, the housing mast assembly, the meter unit assembly, and the high-field magnetometer assembly. Many of these have subassemblies as well, so the housing mast assembly also gets the optical calibration target and radiator, for example. Following the instructions will be quite informative, as I now know what the infrared spectrometer and radiometer look like on the Voyager spacecraft.

Many of the parts are small and will require a bit of cleanup to remove the fine seams, but the assembly itself will be straightforward and it is unlikely that any filler will be needed. For those looking for a real challenge, one could scratch a replacement strut assembly, which is molded solid in this kit. Given that it has an odd twist to it, though, scratchbuilding this out of plastic or brass rod would be challenging.

When the model is finished, a display base is going to be required as this model has fine masts and antennae sticking out at all sorts of angles. The included globe stand is nice, although given that it is Voyager, perhaps having it floating over Earth might not be the best representation of its mission. Personally, I'll try to find a way to add Saturn's rings to the globe, for something a bit different and more of a familiar location for the probe.

This is really a great kit that is something everyone could have fun building.

Knowing that the Voyager is about to enter interstellar space makes it all the more exciting. With it being in a standard scale is also nice, as one could have this sitting next to a 1/48th Bleriot or something similar, to highlight how far we have come in so short a time. My thanks to Hasegawa USA for the review sample.

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

Italeri 1/48th Scale Westland Wessex UH.5

by Stephen Tontoni

After building the Wessex from the 1/72nd Italeri kit last year, I've kind of been bitten by the chopper bug. I did an inbox review and have begun the build review of the 1/72nd Cyber-Hobby Sea King, and the quality of this generation of helicopter kits is very impressive. When offered this Italeri Wessex, I figured it would be that level of quality but more detail commensurate with a 1/48th kit. What I've seen has been interesting.

The amount of plastic in the box is very impressive, coming in several sealed bags and all. The big sturdy box it comes in is just plain stuffed. The decal sheet appears to be comprehensive, the modest photo-etch fret and mesh are a nice additions, and the instructions look logically organized and clear.

When I opened the bags and surveyed the plastic using 3.5 reading glasses, I was less impressed. First, the plastic has a noticeable pebble finish reminiscent of old Bilek and DML kits. I really haven't seen that roughness on a modern/mainstream kit for a long time. Most, if not all, of the large parts have some flash as well. It's not flash caused by tired worn-out molds; it's a new kit. This flash is like a ridge on the edge of all the larger parts...that's not good and I was annoyed. I separated and cleaned up some of those parts, and knocked off the ridges with a sanding stick (love those things; they see me coming at the beauty supply store). One saving grace is that most of those ridges are on seam lines that will require some sanding anyway. Based on the dry-fit of some of the parts, there will be some filling to do.

Construction design is pretty simplified; parts that I know should be fairly intricate were simplified in this release. I really like the construction of the interior. Cockpit detailing is pretty good while the use of photo etch in there will really dress it up a lot. The cargo/personnel area and cockpit is built up as one assembly that will drop into the fuselage - a piece of cake. The ceiling of the cargo area has some cool detailing while the top of that part is the pylon that accepts the rotor post. There's also a part that represents some of the engine detailing. The seats are nicely molded with acceptable (if not a little overdone) wrinkles in the fabric. Take a look at the ejector pin depressions in the fuselage; there's a good chance that a couple will be visible. The fuselage comes in two halves with an underside that's inserted last. There is some sort of piping on that insert that's molded in on this kit, but on their 1/72nd kit, it's separate. Usually it would be the other way around, considering the scales; I liked it separate.

The nose will probably be a problem area; it's obvious that they'll provide a different nose to do a Choctaw. That's smart and I'm sure that people will be excited when they release that. The nose assembly in the Wessex kit looks over-engineered to me. It consists of five parts that don't seem to fit very well together. They are: two halves, chin, air intake frame, and air intake grill. For that grill, you can use the styrene part or photo-etch/mesh; that's a nice touch. Still, I can tell already that it's going to be a clumsy build and will take some filler to make it look good. I advise great caution here and many dry-fittings.

There is a brass photo-etch fret with the kit, about 2" x 2" at most. It's used very appropriately; grills, seat harnesses, and other two dimensional bits. I think that is an excellent addition to the kit.

The decal sheet has four marking options and an impressive set of stencils and other standard markings. Decals are very thin and in good register. A couple of them are very colorful, and others are for the 30th Anniversary of the Falklands War. They're all excellent choices. When they get to the Choctaw, the marking options will go through the roof.

This kit will build into a **big**, impressive model on the display table or shelf. It will take a bit of work, but you can definitely get there from here. I am just unimpressed with the styrene. Molding is soft and the detail is fairly sparse by 2012 standards. Flush rivets seem to vary greatly in depth and diameter. Flat surfaces have a definitely rough finish like Bilek and DML. In fact, the level of molding, rough finish, and over-engineering reminds me strongly of early 1990s DML kits such as their MiG-15, MiG-17, their He 219, and so forth. Those kits also looked great in the box, and had cute little photo-etch frets, but were heart-breaking ill-fitting putty-monsters.

There is definitely more detail in this 1/48th Wessex as compared to their 1/72nd Wessex from many years ago, but the molding in their 1/72nd kit is better and cleaner. As is evidenced by the molding and design of the recent 1/72nd Cyber-Hobby Sea King, as technology has surged ahead, modelers' expectations have equally risen. This kit has the sort of detailing that we loved in the early 1990s but the bar is **far** higher than it was back then.

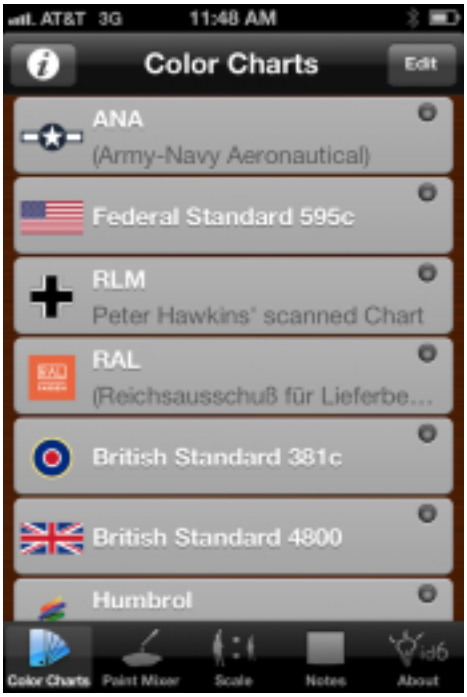
If you really like the Wessex/Choctaw in 1/48th, this is the kit for you. If you're more or less lukewarm to it as I am, I'd wave off on this one. My thanks to MRC for the review copy.

iModelKit v.13.0 for the iPhone/iPad

by Stephen Tontoni

By now, iPhone and iPad users have had access to a dizzying (and growing) number of applications. They range from basic utilities, touch versions of common applications, games, and goofiness. I seem to remember seeing a fart application some time or other in my travels, while Zombie Booth is always good to crack people up. My favorites have been Pandora and IMDB. Games? Words With Friends, although Cut the Rope is very amusing.

Now, however, there's an app that fills scale modelers' needs that's nowhere else on the web as far as I know, and it's mobile. Both the paid and free versions of iModelKit are powerful. While the free version has all the features (less the ads, I guess) of the paid version, I really want to support the developer so that he'll do more.



Color Charts

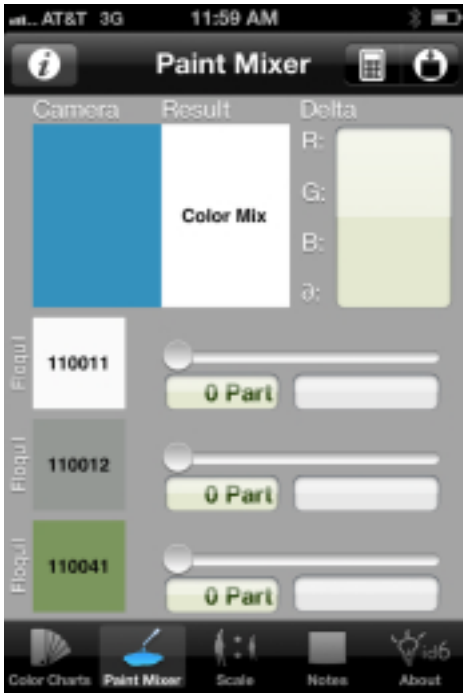
When you open it up, you'll first be directed through the Color Charts. You'll see the color chart as can be seen in this screen shot. It starts with standard colors, and goes down through the manufacturers of modeling paint with their respective color chips. As far as I can tell, the chart of modeling paint chips only has current makes, and I use Floquil Military colors so I'm out of luck. I've been using Floquil Railroad with success though, and that's on the chart.

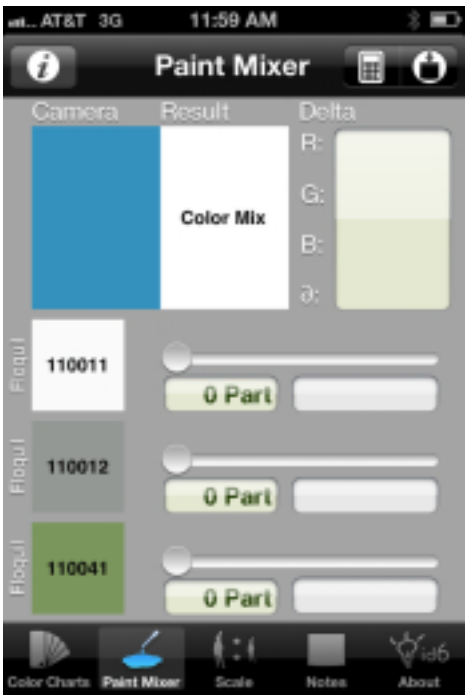
Wait, wait, wait, Stephen! What good is a color chip on an iPhone? That can't be accurate and you can't trust it. Well, yes you can, and here's how:

Paint Mixer

Paint Mixer is so cool! When you click into the Mixer, if activates your camera and it interprets the color it sees into RGB. You'll see that those numbers in the lower left of the screen as you're pointing it at your subject. You can also control the size of the pipper; the smallest size (the default) allows you to grab the color of a smaller subject, while it can get a good average of the subject by making a larger pipper with a slider tab. Kinda cool, but RGB? What good are RGB numbers to a modeler?

Aha here's the first thing that I think is killer. This sequence of screenshots illustrates the progression; you capture the color, you import that color to the paint mixer, then you match the color and get your paint mixing formula. Here's how: in the first screen shot, click the check mark on the upper right and that will freeze the color it's pointing at, and export that to the mixer. The second screen shot shows that color chip in your paint mixer on the left side. Next, you will choose colors from your palette of modeling paint colors and "mix" them in. When you have a good match, you will know how many parts of each to get the color you took that picture of. You can also save all these colors on your iPhone and those can be messaged or emailed.





This is how you employ those color charts! The blue I took was from my coffee cup (yes, I have pin-up art on my coffee cup) and I matched it hastily for example.

Scale Computer

The paint mixer alone is a great little modeling app. But are you also a scratchbuilder? Do you write reviews for any exciting modeling websites? Do you need to compare dimensions of a new kit to the prototype? Do you have modeling references in meters, feet, inches and want the equivalent dimensions in 1/72nd or 1/35th scale? How about taking 1/33rd drawings and computing them to 1/76th? Can do.

This part of the iModelKit is very intuitive. It already has common scales in its default window, but you can enter whatever you like. In the example I have in the screen shot, I entered length=32, scale= 1:1, unit=meters. My target is 1:72 and inches. It immediately shows the answer in the right hand window, showing that 32 meters in 1:1 scale equates to 17.498 inches in 1/72nd scale. It's so flexible.

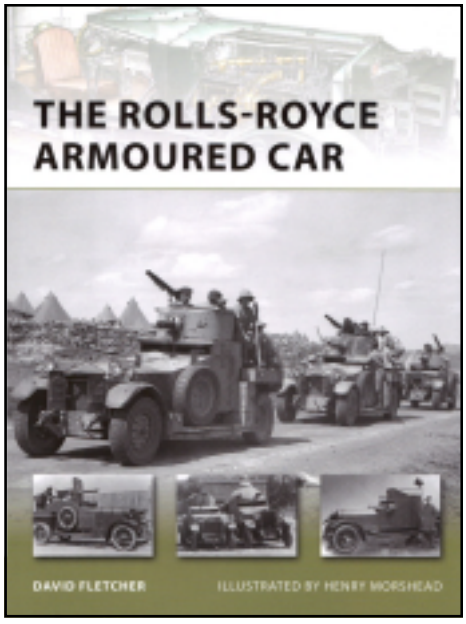
Anyway, I'm sure I've just scratched the surface here and you'll probably find more than me. I just hacked my way through there, figuring it out on the fly, but when you click on the "i", it gives you some information as well as directions. You know how many times I'd been told RTFM?

iModelKit is a fantastic little iPhone/iPad app that any modeler could find useful. It's portable and fast. I hope that you give this a try and I also hope that you'll choose the full version and pay for it. I think the paid version is $6.99 or something, and it's well worth it. I just want to support this developer and hope he continues to create great stuff. There's an About Us section that solicits modelers' input on improvements and ideas.

The Rolls-Royce Armoured Car, by David Fletcher, illustrated by Henry Morshead

reviewed by Andrew Birkbeck

At the outset of the First World War, motorized weaponry was still in its infancy. The machines of today's modern military had not yet been invented: the tank, the armored personnel carrier, self propelled field artillery. Among the very first Allied armored cars, the very best were built atop chassis produced by Rolls-Royce, with the very first Rolls-Royce armored car being a

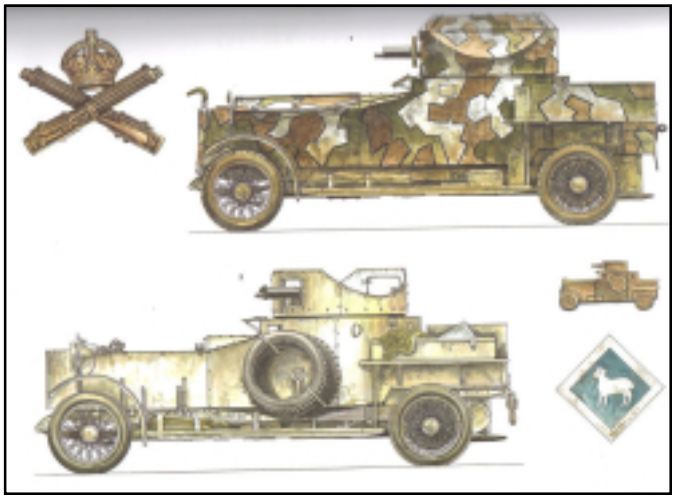


privately owned vehicle fitted with a machine-gun and limited sections of armored plating. It was pressed into service by the Royal Naval Air Service in Flanders, 1914. By 1915, approximately 100 Rolls-Royce chassis had been acquired by the British Army, eventually finding themselves sent to units scattered across the globe: India, the Middle East, Europe, and South Africa. Post WW1, they were to be found from Ireland to Shanghai, making a final if brief appearance in the initial days of the Second World War. The Roll-Royce armored car's most famous proponent was

T.E. Lawrence, aka Lawrence of Arabian, who apparently claimed that "a Rolls in the desert is above rubies."

If the reader of this review is familiar with the Osprey format, this book will not provide any surprises. It is a slim volume at 48 pages, but is very well written and illustrated. There are 41 black and white period photographs to help illustrate the written text, along with 11 color camouflage and markings side profiles, together with a nice color cutaway drawing. I do wish Osprey would put such cutaways on one page, using a landscape format, rather than across two pages with a resulting fold in the middle. But this is a minor criticism.

The book is divided into two main chapters and one minor: World War One, The Interwar Years, and a small third section covering World War Two. For anyone interested in modeling the Rolls-Royce armored cars, this book will make a great read to build up enthusiasm for the modeling project. The kits that I am aware of off the top of my head are in 1/35th scale: Resicast's resin 1914 Pattern World War One kit, and Roden's post war 1920 Pattern kit. Kengi produce a lovely post WW1 resin kit in 1/48th scale, while in 1/72nd scale Retrokit and Milicast produce three resin kits between them.



This is a great book on a scantily covered topic. I would like to thank the publishers, Osprey Publishing, for providing IPMS/USA with the review sample, and Steve Collins for providing it to me for review.

Company: Osprey Publishing

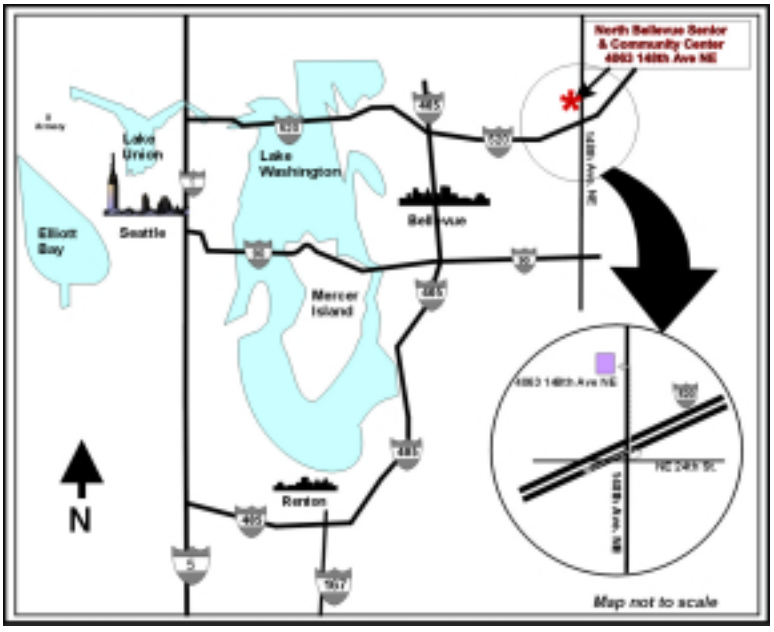
ISBN #: 978 1 84908 580 9

Other Publication Information: Softcover, 48 pages, b&w period photos, color camo and marking profiles, color cutaway drawing

Price: $17.95

Website: **http://www.ospreypublishing.com/store/The-Rolls-Royce-Armoured-Car_9781849085809**

Meeting Reminder October 13



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.