



Seattle Chapter IPMS/USA
January 2013

PREZNOTES



A Time for Renewal and Overcoming the Fear of Failure

Well, here we go, another New Year: out with the old, wipe the slate clean, start over, make yet more resolutions etc. 2012 was an average modeling year for me. By my count, I completed ten models during the year, eight of them started and finished during the same year, two left over from a previous year. And it was these two from a previous year that had me the most excited. They were not especially interesting subjects, or brilliant kits, nor were they my best finished models to date. What got me excited was that they had remained unfinished from a previous year due to my persistent “fear of failure”. With their completion, I feel I have now overcome this fear, and I can now move forward. You see, these two were only a small percentage of my “unfinished” stack, which totals nearly 70 kits. Kits that I had started, but then failed to finish: I had run into a brick wall of doubt with them. Do you have such a pile?

Over the past many years, I have happily started many a kit, only to come to a grinding halt when I ran into “a problem”. Rarely did this problem have anything to do with the construction of the kit. I am quite adept at gluing parts together. And if the parts don’t fit together well, I am usually pretty good at figuring out why, and altering the offending parts, so that the fit is improved.

No, the problem usually has involved painting my models, or weathering them. Initially it was a fear of using an airbrush. Way back when, you see, my initial airbrushing attempt ended in disaster. The paint just wouldn’t come out of the airbrush and settle upon the plastic correctly. The resulting mess had me putting the airbrush away for a decade or more. But the resulting brush painted

models just didn’t look anywhere near as nice as the airbrushed models I was seeing in the magazines, so I would build my models to the point that they needed to be painted, and then I would stop. “When I get proficient with using the airbrush, I will get back to finishing these models, but in the interim, I will just build them until it comes time to paint them, and then stop”.

Eventually, and with the help of a few local modelers, I overcame the problem of airbrushing, at least when the model was to be only one color. An all-gray tank, an overall green aircraft, I could handle those. However, if the tank was a multi colored scheme, say a WW2 German tank with a dark yellow base coat, followed by the application of red/brown and green? Yikes, better stop working on that one, for when I improve my airbrushing techniques. Add another one to that “not quite finished” pile. Or perhaps it was a rally car model, which required numerous decals over raised details? That required a modeler to take some risks. You might get part way through, say applying 20 of the required 30 decals to the car’s body, only to risk screwing something up. Best put that one aside, until your decal application techniques improve.

continued on page 15

In This Issue

Fixing up the Italeri 1/35th Scale M6 Anti Tank Dodge	3
Guest Editorial: Why?	8
2013 Meeting Dates	8
A Little Trip Back In Time – A Vintage Kit History	9
Kinetic 1/48th Scale T-45 Goshawk Built Up	10
Intrepid Aviators	12
MENG Fiat G.91	12
Academy F-4B Phantom II	14
Calling All Small Air Forces!	15
2013 IPMS Seattle Renewal Form	16

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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. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. 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 2013 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.

January 12
March 9

February 9
April 13

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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Fixing up the Italeri 1/35th Scale M6 Anti Tank Dodge

by George Stray

I want to start with a couple things about the kit and why I chose it. The old Italeri kits hold a lot of nostalgia simply because these were the kits that I grew up with. When I was young, these were the only kits available. There were not a lot of aftermarket parts, resin or photo-etch. Aftermarket overkill is not the point of this article. It's to show that this older kit (which is probably twenty-five to thirty years old), can still turn into a really nice model. You can make it attractive with styrene, putty, sanding, a minimum of photo-etch and patience.

Chassis

The chassis is pretty rough. This kit, (Italeri Kit no. 245), as many of the older offerings, suffers from antiquated molding techniques and milling processes. By today's CAD standards, these 'oldies' fall short in detail and finesse. There are a lot of ejector pin marks, and slide molding marks, some flash, clunky parts, bad



This is the improved winch. I added a wine foil cover, ship rigging as the cable, cable clamps, chain and a Tamiya hook. I mounted it on this contraption to paint it.



seams, etc... Of course, all of those have to be filled, removed and/or sanded or replaced.

I decided to start with the chassis. The front of the chassis holds a winch assembly. There is a butt joint where the winch attaches to the chassis that needs to be filled and sanded smooth. I also drilled all the way through the winch wheel with a .030 and drilled through the winch holding assembly and made a styrene rod .025 that would hold the winch in place. This would allow me to paint, weather, and assemble it and make it look proper instead of worrying about missing spots during painting



This is the unpainted chassis. I left off the gun, shield, seats and tools as sub-assemblies for painting.

and weathering. I added nuts, bolts, and rivets that would attach the winch assembly to not only the chassis, but the bumper. I also added .010 styrene bolts from my Historex hex punch-and-die set to the towing hooks that are on front of the bumper. On the rear of the chassis, I added a new towing clevis which was scavenged from a Skybow kit. The one in the kit was woefully inaccurate and poorly

molded.

The muffler received a thorough cleaning and sanding, as well as a hole in the exhaust pipe. I added a very thin wine foil strap around the muffler and a .005 styrene punch to the holder representing a nut that would hold it on and support it.

Wheels

The wheels may be the most accurate part of the kit. They only need a valve stem. I drilled a .020 hole in the notched area of the wheel to accept and help keep the valve stem glued. I added valve stems to

the wheels with .015 Plastruct rod. I used two wheels from the Dodge kit and two wheels from the Italeri Water Tank and Cargo Trailer set (Kit No. 229). These two wheels became the front wheels and I used the kit wheels on the rear. The reference books I used show a very minor difference in the center hub and the Italeri trailer kit had these wheels.

of the grill and I used .020 Evergreen rod as replacements and .025 styrene blocks as spacers for the rods to keep them square and equal. I started by gluing the center rod and worked outward toward each side. There are eleven rods in the grill and I used a piece of tape to hold the grill steady while I lined up the rods and glued them one by one using the styrene block

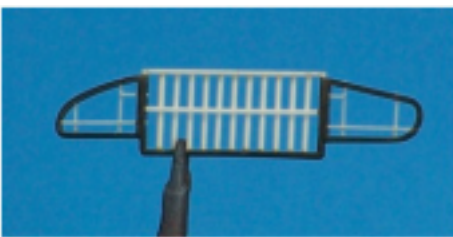
extinguisher which contained seven pieces, and a small writing desk. All of the aforementioned items were made from Plastruct and Evergreen items. Moving backward to the driver's compartment, I also scavenged a steering wheel from a Skybow kit and made a new steering column from Evergreen rod. The holder for the steering wheel is a piece of wine foil that was bent to turn into a support for the steering column. I kept the kit seats, but they needed to be upgraded. I was inspired by an article I saw in another magazine to make them armored seats and to make them more accurate. I made a template from fifteenth thousandths styrene, and made four identical armored seat side panels.



This is another view before painting. It's mostly 'kit' with some rivets and putty.



Close-up of the seat. Note the detail pressed into the seat cushion arm. This was done with a piece of rod with a hole drilled in it. I dipped it in water so it wouldn't stick to the soft putty.



This is the completed grille. I kept the outer portion by carefully removing the inner bars with a fine razor saw. I replaced them with Evergreen .020 rod. I kept them spaced evenly by placing a .025 styrene block in between each bar. The headlight guards are Plastruct .010 square rod.

Grille

I kept the basic shape of the grille. However, I cut out all the rods in the center

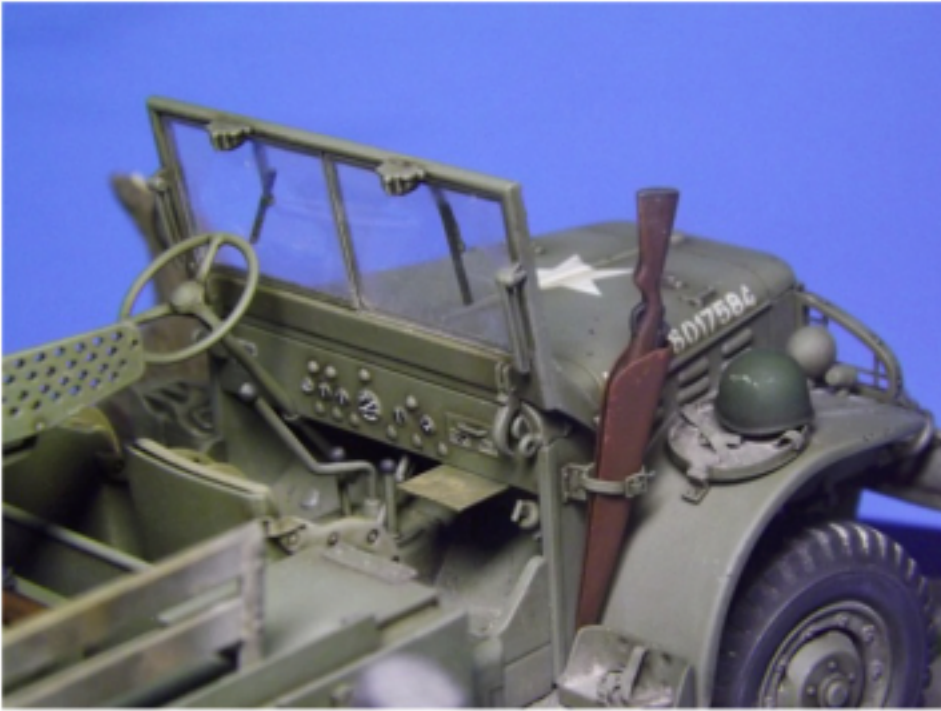
spacers to keep them square as I went along. I also added new fine light guards on the grille made from Plastruct .010 square rod. This gave a more scale appearance to the grille which again was very thick and unrealistic. I added MV lenses (part no. 193) to the headlights.

Hood/Driving Compartment

I added a new side mirror which I made from .015 Plastruct rod and a photo-etch side mirror from the scraps box. Fender supports were also added underneath using Plastruct U-channel and I added Grandt Line (item no. 127) nuts and bolts to the inside and punch-and-die rivets and a .005 supporting styrene strap on the fender on the outside. I also added a handle on the glove box, scratch built fire

I added the new sides to the seats and blended them with Mr. Surfacer putty. The cushion on the outside of the seat was made from ApoxieSculpt. While it was still soft, I embossed the 'snap' detail with a small styrene rod I had drilled a hole in. This would create a center button or snap and then a little bit of a tufted impression around it. This replicated the look of fabric. I also added wine foil seat belts and photo etched buckles from Resicast.

Reference books show that there were leather scabbards on each side of the vehicle, just outside of the driver's and passenger's compartments. These each



The driver's compartment. I used a punch set to custom size the instrument panel. The writing desk is made from Evergreen styrene. Note the subtle nicks on the scabbard.

held a weapon. I put one on my vehicle, on the passenger side. I made this item from, (you guessed it!) wine foil. Once cut, I wrapped it around a toothpick and trimmed it to fit inside the retaining strap I made from more foil. For shadow, I painted the inside of the scabbard black and I paired it with an Italeri rifle.

I kept the kit windshield frame. I detailed it with wiper motors and blades from the Skybow Dodge Staff Car kit. However, I put new blades on the wipers made from .015 styrene strip. Bolts for the detailing where the windshield wipers attach were added to the front of the windshield. I also made new supports for the windshield by placing a styrene rod underneath the hood. This went from the left side all the way through to the right side as one continuous rod. This allowed me to attach the windshield in a more realistic fashion closer to the real vehicle. The kit version is more toy-like where you slide in one of the pins and then you slide the windshield over and insert the other and then it locks

in place. It didn't look realistic at all, so I decided to fix it.

Tools

The tools on the kit are also a bit rough, so I fixed them up starting with the shovel. I kept the shovel head and added a .005 Evergreen strap along the top as the retaining band. I applied .005 rivets made with a Brach Models punch set. I fash-

ioned a 'D' shaped piece made from wine foil wrapped around an Evergreen half-circle for the shovel handle to slide over. I also added wine foil straps with a photo etched buckle from spares box to give the impression that they are not only held in by in the steel tie-down points but also a leather strap.

The axe was also detailed in the same fashion as the shovel. I used a Masters Productions pick-axe head and Skybow handle, which will be put behind the seats.

The jerry cans are from Tasca (kit no 35-L14) and they are magnificent. I used one gas and one water can. They were detailed with wine foil straps and Resicast etch buckles. The holders for the cans were made from .010 Evergreen strip that I carefully wrapped around the completed cans. I sanded any joints smooth.

Gun and Shield

The gun in the kit is poorly molded and 'jogged'. That is, the two parts of the mold do not mate well creating an elliptical looking gun. I decided to tackle this anyway, using putty and sanding as my cure.

I started by applying a thinned solution of Tamiya Putty down the length of the barrel. Once this had dried, I sanded out the seam and attempted to make a rounder representation of the gun. I also drilled 27 holes (.022 dia.) in the protecting plate. There were also two round and one oval



The gun is ready for paint. The muzzle cover is ApoxieSculpt. The stitching is embossed with a toothpick.

hole I drilled in the support. Once I was satisfied with the gun, I added a muzzle cover fashioned from ApoxieSculpt. I embossed thread detail with a sharpened toothpick to represent a canvas cover.

The trunion is chunky and has poor accompanying details. I made a new hand crank from a spare On the Mark etch set and styrene rod. I made a support for this from wine foil (wrapped around a drill bit to create a small tube) and styrene rod. I then slid the hand crank rod through the wine foil support. I also added .005 punches to the elevating and traversing mechanisms. I drilled through the trunion where the gun mounts and made a rod from .015 rod to hold it in place. This would allow me to paint and weather everything then assemble them so there were no missed spots. I detailed the trunion with a Grandt Line bolt where the other side of the holding pin would be.



The front of the shield was sanded smooth to accept the bolts and attaching rivets for the tool box. These were made with the punch set from Historex. I kept the rivet and bolt lines straight by using tape as a 'flexible ruler'. I used the kit tool box.

Painting

I prefer to use enamels and lacquers when I paint. They



View of the rear of the gun shield. Note the large ejector-pin marks and large pits for the kit shield supports.

The shield's shape is good. However, the shield has two large ejector pin marks and two overscale pits, which are to accept the trunion support rods. I filled the shallow ejector pin marks with thick black paint.

rivet to the flattened ends. I glued these to the shield and made them angle inwards. I did this to ensure a tight fit on the completed model once the trunion was attached to the shield.

Once dried, I wet-sanded smooth. I use paint for shallow pin marks because paint is a true material. It is what it is; it does not shrink like putty and it sands glass-smooth. You will notice the black paint marks in the photo. I filled the larger holes with styrene and super glue.

The support rods were fashioned from .015 Plastruct rod. I flattened each end and attached a .005

go on very 'wet' and are easy to work with. I've had good luck with Testors, Floquil, Model Master, and Humbrol, though I am not brand-particular.

I chose to paint the M6 Model Master Faded Olive Drab. It has an attractive grayish hue which I thought would be lighter in appearance than traditional olive drab.

After priming, I gave all appropriate parts two to three fine coats of thinned Faded OD. I used the ratio 1.5 parts thinner to 1 part paint. This can be viewed as tinted thinner rather than thinned paint. This allowed me to build the color concentration slowly and preserve detail.

Once I had everything painted, I clear-coated the model with Duracryl brand clear coat. It comes as a resin (No. 468) and it takes a very specific thinner (No. 16). I mix this ratio of 2 parts thinner to 1 part resin. Once this dries, it acts as a very durable barrier between your weathering medium and the paint. I have never had a 'rub-through' in 16 years of using this product.

This can be found at most auto-body supply shops.

Another benefit to Duracryl is that once you have weathered an area (a fuel stain for example) you can 'save' it by spraying Duracryl over the top of it so succeeding layers of washes will not affect your work. I often do this with tools, tires, and figures.

I use Winsor & Newton oils thinned with odorless mineral spirits to weather. The mineral spirits will not attack the Duracryl. Lacquer thinner will, so be careful not to mix them up! I used the kit decals which went down beautifully. I 'buried' them under two to three coats of clear and wet-sanded the edges smooth.

Once weathered, I flat coated everything with Testors Dullcote and I added a small amount of House of Kolor flattening additive as 'insurance'.

To finish off the model, I put it on a base painted with about 20 coats of Krylon Gloss Black and a figure from Helo. A fun and challenging project!



A lot of detail can be seen here. The wine foil scabbard, seats, water can, bucket holder, tie-down hooks and more!



Guest Editorial: Why?

by Jim Schubert

Early in 1970 Bob LaBouy asked me to write a "Guest Editorial" for the first issue of the new IPMS-Seattle Quarterly Newsletter *. I thought a suitable subject was the question, "Why do we build models?". With the benefit of hindsight I can see that my conclusions of 42 years ago were shallow, subjective and ill-presented. We learn from experience. President Emeritus Terry Moore recently suggested I revisit that question.

The question has as many answers as there are modelers. Obviously, anything we spend so much time, money, and other resources on must gratify us in return; as, for example, drugs and alcohol do for addicts. Are we addicts? To a degree we certainly are, else we wouldn't keep coming back for more of the same in ever increasing doses and making our "connections", Emil and Mike rich (?) in the process. If you doubt me, look at your own stash of unbuilt kits, your paint-locker, your collection of tools, your shelves of reference books and your drawers of reference files. So, as with those addicted to other sources of satisfaction, our gratification with modeling fades with time and we must continually increase the size and frequency of the doses we take of it. We can see ourselves, and our peers, doing this as we get ever more deeply into modeling to maintain the same high level of gratification. No longer are a kit, some glue, some paint, a few brushes, some thinner, a modeling knife, the instruction sheet, and an afternoon of slam-bang modeling enough for us. We acquire ever more arcane and esoteric tools, an airbrush - or several, after-market PE and resin bits and pieces, shelves and drawers full of reference material and spend more and more time on our hobby. Nowadays it takes some of us more than a year to complete a model. We even form clubs and gather for mutual encouragement and reinforcement of our unusual behavior.

Fortunately, our "addiction" is legal and does not, usually, harm us, our friends, loved ones or society. For many of us, the community of friends and acquaintances we make in the course of feeding our obsession becomes the bulk of our social lives outside of our families and employment circles. Here in Pugetopia we are fortunate in having several chapters of IPMS and the NorthWest Scale Modelers at The Museum of Flight. We also have two really good shops catering to our peculiar needs. Modelers from all over the world tell me they envy us this environment that is so supportive, if not fully understanding, of us.

A large part of our satisfaction with the hobby comes from helping others, similarly obsessed, to continually increase their satisfaction by sharing our insights, research and experience freely. There are no secrets amongst us as to the materials, sources, tools, techniques or references we use. Modelers here are, I believe, more open and generous in these respects than they are in most other places. Being asked for, and giving, help is very gratifying. Other manifestations of satisfaction with this hobby come from fulfilling the need to create something that is our own work, from improving the quality of our work, from expanding our knowledge of the subjects we model, their history, their *raison d'être*, how they function, and what colors they were ad infinitum. And of, perhaps, greater value is the friend we make along the way. The deeper we go into the hobby the more we get back from it; so keep digging.

There's more to it than that of course. Some of us are unthinking addicts, others are obsessives, some of us are compulsive collectors, some of us are engineers keen to know how and why things work so we can model them more accurately, some of us are problem solvers loving the challenge of figuring out how to do something to achieve an effect we want, some of us are artists who find our satisfaction in the perfectly executed finish, some of us are historians who dig into the who, what,

when, and where of our subjects and some of us are all of these things. I personally believe we are each all of these things to a degree with especial emphasis on some of them from time to time as required to obtain the comfort we seek from our hobby.

That's why we build models – for our own gratification and we obtain that by whatever means we can including all of the above plus many I can't even imagine.

Are we selfish, self indulgent or just big kids playing with our ever more complicated and expensive toys?

What do you think?

What does your significant other think!

* That first IPMS-Seattle Newsletter was published in June 1970.

2013 Meeting Dates

Here are the remaining 2013 meeting dates for IPMS Seattle. All meetings, except for the Spring Show at Renton on April 27, will be held on the second Saturday of each month at North Bellevue Community Center.

January 12
 February 9
 March 9
 April 13
 April 27 (Spring Show at Renton)
 May 11
 June 8
 July 13
 August 10
 September 14
 October 12
 November 9
 December 14

A Little Trip Back In Time – A Vintage Kit History

by Terry D. Moore

A few days ago whilst perusing the always well stocked shelves of our local hobby emporium in scenic Skyway, I came across a rather rare kit – one of my own – the 299 Models SB-17/PB-1W conversion kit. I paid considerably more for it than what I sold them for 30 years ago. But I couldn't leave the shop without it!

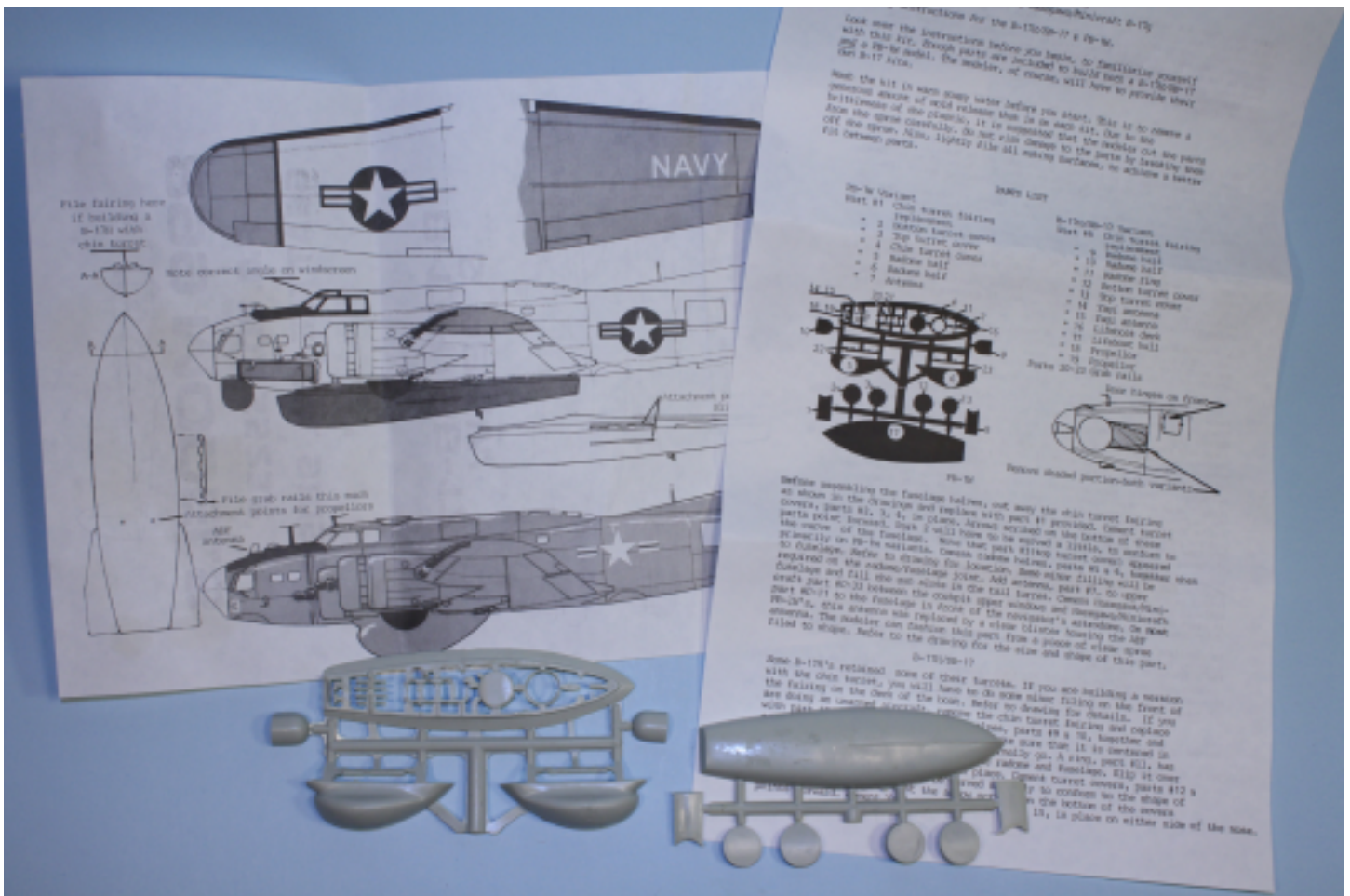
The kit was one of four kits I produced for a few years before the arrival of children and other things took away most of the time I could devote to the activity of producing and selling kits. The idea for this particular kit was actually suggested by Al Lloyd as a subject that could be reviewed for his forthcoming Volume 2 of the *B-17 in Detail & Scale*. He had

definitive information on the Higgins boat as well as a wealth of detail photos of both the SB-17 and PB-1W. Armed with that, I was able to create the master. The kit itself was designed for the then brand new Hasegawa 1/72nd B-17G kit, which was a considerably superior B-17 kit compared with the ancient Revell and Airfix kits. The master was created using acrylic plastic and styrene plastic. The mold was a two-part aluminum/epoxy composite. The injection molding machine was a home built affair and was used by four other northwest modelers to produce injection molded kits and accessories (Guano Aeroplane & Zeppelin Works, Daedelus Engineering, and Projekts Models were the other users).

The “Guano Machine” as it was called, was created by Wes Moore (no relation). Greg Reynolds made the molds for my kits. I was able to produce around 200 or so kits before the molds started to deteriorate,

especially around the smaller parts in the mold. There were enough parts to build one of each type of airplane. The SB-17 consisted of the Higgins boat, the various turret plugs, radome, and antennae. The PB-1W included the big ventral radome, and the various turret plugs and antennae. The instructions were very comprehensive, to the point of correcting minor errors in the Hasegawa kit, but no decals were included.

As compared to the aftermarket kits of today, this one may seem rather primitive, but I rather think all of us that produced these kits back in the day were pioneers for all those that followed. It was a lot of fun, a lot of work, and opened up a lot of modeling contacts around the world. And it took Academy about 15 years to follow up with their own SB-17 kit. Theirs might be better (because it included decals) but mine was first. So there.



Kinetic 1/48th Scale T-45 Goshawk Built Up

by Gerry Nilles

The Kinetic 1/48th T-45 Goshawk kit is a straightforward build with the option of doing either an initial USMC T-45A or an upgraded USN T-45C. The differences in the two consist of several unique parts including the instrument panels, (the "A" version having the more traditional type layout where as the "C" is of the all glass cockpit variety). The forward instrument hoods are also different for the "A" and "C" versions, as is the small flat panel that goes directly above the exhaust nozzle at the base of the rudder. I should note here that the rear panel part numbers are not called out in the instruction, and that part B26 is for the "A" with B27 along with B29 for the "C" version.

As long as I am on the subject of the assembly instruction being a little vague in places I should also mention the placement of part C14 as shown on page 19. This part has no locating pins or any other guide as to how to position it correctly to the underside of the fuselage adjacent to the arresting hook housing. However, you can reference the last page of the instruction booklet, (the markings guide for the bottom of the aircraft), which shows its location very clearly. Other options of note are the choice of having the flaps and leading edge slats either retracted or extended individual landing gear doors for the down position plus a one-piece part for the completely closed canopy option and an attachment arm to pose the canopy in the open position.

However, the most interesting choice of parts is two separate nose gear struts with one being in the compressed parked/taxi position and the other in the ready for catapult launch with the oleo completely extended. This option along with the poseable flaps definitely suggests diorama potential. Another nice touch Kinetic has added is a number detail photos on the side of the box alone with a complete



painting guide in color on the back. As for my choice, and after having seen a number of photos of T-45 parked in various configurations, I decided to do this build in the completely clean look with both the main inboard and forward nose gear doors closed and the flaps retracted.

As mentioned above the construction of this kit is very straightforward; however, I did occasionally vary from the instruction sequence to avoid the potential of breaking off smaller parts while masking, painting, and the application of markings. In fact, I wish I had waited until very last to attach the horizontal stabilizers, because I managed to break both of them off during the above process. Their attachment point to the fuselage is a rather small tab, and the plastic used in this kit is a bit on the soft side, as such, it does not take much pressure for them to snap off at that particular joint. Also, and as long as I am on the subject of the horizontal stabilizers, I should mention that the instruction do not provide a guide as to the correct angle to position them. To solve this omission I simply went online, located a standard three view drawing of the T-45, and then made an angle template from the front view.

Fit wise I would give this kit a seven on a scale of 1 to 10. The areas that presented some fit challenges were the cockpit assembly attachment inside the fuselage, the bottom of the fuselage, at the wing to fuselage joint, and the intake assemblies with the latter of these two areas requiring both filler, and some re-contouring. I should also mention that to get the flaps correctly in the retracted position some trimming is need but no filler. A word of caution regarding the cockpit assembly, as I noted above there is a fit problem in that the assembly is a bit too wide and as such, if not trimmed down, it is easy, because of the soft plastic, to cause the fuselage to bulge out along the canopy attachment location. So make sure you do a good dry fit in this area using the canopy as your guide. As for the rest of the kit assembly, it went together very well. Actually, the only real nit I have, which is typical for the whole industry these days, is that there are no seat belts.

Regardless of which version you chose to do, either the USMC T-45A or the Navy "C" the paint scheme is identical as are over 95% of the markings. The only difference at all is the aircraft numbers and the choice of NAVY or MARINES. The decals provided with the kit are by Two Bobs and are of excellent quality. Probably

the most unusual thing about this entire kit is the layout of the decal sheet, in that it is done by section such as "Left front fuselage", "Bottom fuselage" etc with no number callouts. Likewise, the instruction booklet has its last four pages dedicated to marking placement, using a full page drawing for each view right and left, top and bottom. Coupled with this are oversize drawings of every individual marking surrounding the particular view with a line leading to the marking placement location. This technique is very similar to the standard drawing practice of providing a detail enlargement in a circled with an arrow leading from the circle to the location of the particular detail. Overall, I found this system both easy to follow and easy to use.



This is a good kit that is easy to build with only a few areas requiring a little extra modeling effort. The decals are of top quality and the assembly guide is well done with only a few exceptions. Realizing that no kit is perfect, I feel that if this Kinetic kit is the only 1/48th scale T-45 ever produced it definitely meets the acceptability threshold, but again that is just my opinion.



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



Book Review, *Intrepid Aviators*. by Gregory G. Fletcher

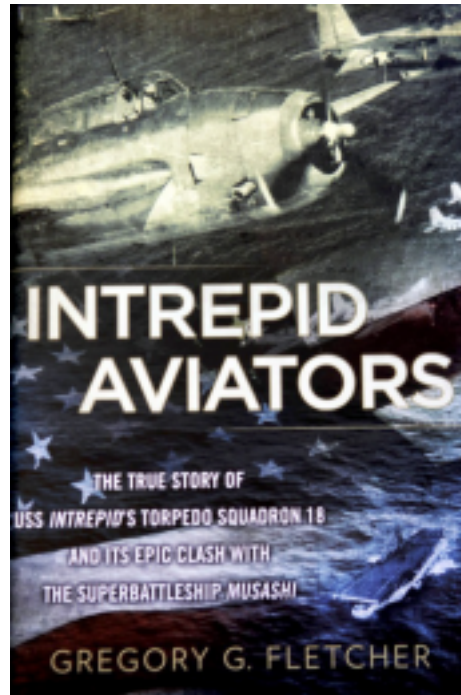
by Hal Marshman Sr

I purchased this book from Amazon.com, after reading a small blurb a friend had written about it. In my opinion, this book tells two stories, running concurrently. The first story being that of VT-18 operating from the *USS Intrepid* - training, and deployment with VT-18 on the *Intrepid*, through the attack on the *Musashi*. The second is that of author Gregory Fletcher's father, Will Fletcher - his shooting down, eventual days with Philippine Guerillas, and return to the U.S. In so doing, it also discusses the combat record of Air Group 18, and particularly VT-18, the torpedo bombers.

In the telling of the two stories, the author delves into great detail on such things as the start up procedure of a TBM, through both the take-off and return to carrier operations. That might sound very technical, but the author carries you through these machinations smoothly, and almost conversationally. He even makes mention of one of my favorite subjects, the Great Lakes training carriers. His descriptions of operating an Avenger even carry through an actual torpedo attack, and the ditching of a badly damaged torpedo bomber.

Fletcher introduces you to his father's squadron mates, and their commanding officers. You meet these people not only in their operational capacity, but in their relaxed party time modes, thus providing a well-rounded appraisal of these individuals. You are guided through the entire wartime deployment of VT-18, to include all their battles, and all their losses. In this telling, you are brought in on the total grand strategy of the U.S. war in the Pacific, why things were as they were, and the effect these strategies had on the unwinding of the war against Japan.

Greg Fletcher's narrative doesn't fall short as regards Japan's strategic procedures and objectives. You are informed of the strategies of the Imperial Japanese Naval authorities, the reasoning behind their decisions, and the eventual results of their thinking. You are in on the naval battles around the Invasion of the Philippines, the commanders who planned and fought them, and how each battle worked out. As



a vital part of the story, the super battleship *Musashi*, and to a lesser extent her sister, the *Yamato*, are discussed at length, as befits these behemoths, the world's largest battlewagons ever. Of course, as part of the telling, you find out just what it took to sink what the Japanese called the "Unsinkable".

One of the big treats for me in reading this book, was the survival of Will Fletcher, and how he made it from the middle of the Sibuyan Sea to the island of Panay, and his link up with the Guerillas on that island. Since my teen years, I've taken an interest in stories of how the Guerillas in the Philippines formed, existed, and took part in the war against the Japanese. *Intrepid*

Aviators filled me in with a little more information to add to what else I've read over the years.

I must stress that the author tells a very readable story here, and doesn't bore you with dry statistics. From his first hand knowledge of his Dad's participation, through the grand strategies, and battles both land and sea, he manages to rivet your attention. In addition to the narrative, there's a decent photographic section, to include several rare pictures onboard the *IJN Musashi*. I most whole heartedly recommend this book.

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Meng 1/72nd Scale Fiat G.91R Gina Light Fighter Bomber

by Chris Banyai-Riepl

The Fiat G.91 derived from a NATO need for a small, inexpensive fighter bomber aircraft that could be built in great numbers and thus dispersed throughout Europe. That greater dispersal gave a greater chance to survival following an initial nuclear attack, and after a short competition, the G.91 was selected for the air forces of Germany, Italy, and Portugal. The G.91 entered service in 1961 with Italy, and production continued until 1977, with the lines closing after producing well over 700 aircraft. The G.91 remained in Italian service until 1995, while in West German service it was replaced by the Alpha Jet in the early 1980s. Portugal's G.91s were the only ones to see combat, engaging in several conflicts in Africa. The Portuguese G.91s were phased out by 1993.

Following so quickly on the heels of their superb 1/72nd F-102, the Meng 1/72nd G.91 caught a lot of modelers by surprise. Many



thought they would follow up the F-102 with more US aircraft types, so the little G.91 was a bit of a bombshell, and really makes figuring out what Meng will do next quite challenging (and a bit exciting, given the quality). The kit comes molded in the usual gray plastic, with surface detailing rivaling that of Hasegawa. Recessed panel lines are present throughout, and there are separate pieces to build two variants of the G91.

Like most aircraft, construction begins with the cockpit. This is made up from a one-piece tub that features nice molded-in detailing for the sidewalls. The instrument panel also features raised detailing, although not as prominent as the sidewalls. The seat is separate, and this is really the only big letdown in the kit. It is a very basic shape that barely resembles the Martin Baker ejection seat that should be in there. It has no harness provided, and there is a rather prominent ejector pin mark in the middle of the seat back. This really cries out for replacement with a resin seat.

With the cockpit tub done, attention turns to all the bits and pieces that get sandwiched between the fuselage halves. There is an intake blanking plug fairly close to the intake opening (no full-length trunking here), and the nose gear well and main gear well are separate inserts. With the cockpit tub in place, the only other bit for the fuselage is the exhaust pipe, and then the fuselage can be closed up. With the

and molded solid. This is a minor issue, as it means that the camera ports are also solid plastic. This part probably would have been better molded in clear, leaving it up to the modeler to either mask the windows or just paint over them. The other main fuselage parts are the side gun panels, which provide the main visual difference for the variants. The G.91R/3 had two 20mm cannons, while the G.91R/1 and R/4 had four 12.7mm machine guns. These panels fit into openings in the fuselage halves. With the fuselage completed, you can add the solid wings and tailplanes, and the rest of the assembly is in the details.

The details include lots of bits and pieces on the underside. The landing gear and air brakes can be displayed up or down. For displaying gear up, be ready to remove some locating tabs, but with the gear up, the clean lines of the G.91R really become apparent. For most of us, though, we'll want to have it on its legs, and the landing gear, while somewhat basic, does a good job of capturing the sturdy look of the G.91 legs. The air brakes come with separate actuator arms, and these often appear down when the plane is on the ground. The wings get separate fences and pylons for the various weapons provided, which are fairly thorough. In addition to the two fuel tanks (a ubiquitous sight on the G.91) the kit comes with two M64 bombs, two LAU-51 rocket launchers, two LAU-32 rocket launchers, and two LAU-3 rocket launchers.

fuselage together, the intake lip can be added and the two scoops on the lower nose.

For the remaining fuselage bits, the nose cone is separate

The marking options offer up a trio of interesting schemes. The first is the colorful aerobatic team Freccie Tricolori, which features a mostly blue aircraft with a silver fuselage belly and the Italian colors of green, white, and red on the lower wings and lower tailplanes. Most of the Freccie Tricolori aircraft were actually pre-production G.91s, which were distinguishable by the non-reconnaissance pointed nose. Aircraft #5, though, was apparently a replacement and was a stock G.91R/1. As an added bonus, the box includes a rubberized Freccie Tricolori patch, ready to Velcro on to your flight suit.

Also a G.91R/1 was one of two US Army aircraft, which were sent to the US for evaluation. This plane is finished in the standard Italian camouflage of green and gray, but featured extensive areas of high visibility orange on the tail, nose, wings, and fuel tanks. The aircraft had large ARMY titles on the fuselage and carried the star and bar in the usual spots.

Finally we have a West German G.91R/3, camouflaged in the standard dark green and dark gray over medium gray. The German G.91s were armed with the 20mm cannons, and to help accentuate that, this scheme has a large sharkmouth that features the cannon barrel running down the open mouth. Where an eye would appear in the scheme, the large LeKG 41 unit emblem is painted instead. This particular aircraft took part in the "Bulls Eye '79" event, and features that emblem on the tail. The fuel tanks have an orange band, a common sight on German G.91s.

This is a great addition to the Meng product line, and a welcome addition to the 1/72nd model range as the prior kits (Airfix, Matchbox, and Revell) left a lot to be desired. Undoubtedly we will see some great aftermarket decals for this one before too long, including some of the dramatic special schemes the G.91 wore over the years. My thanks to Stevens International for the review sample.

Academy 1/48th Scale McDonnell Douglas F-4B Phantom II

by Gerry Nilles

I think I can safely say that a "state of the art" accurate 1/48th scale F-4B Phantom II kit appears on many a model builder's wish list, and now, thanks to Academy, the wait for one fulfilling that criteria is finally over. My initial impressions are that the kit looks very accurate and from what I have heard from numerous other sources, this is the common and accepted opinion. Now, as for my initial impressions of the details, a number of things stood out to me when I opened the box, including the extensive amount of parts, the one piece fuselage and yes, the fact that the kit is molded in multi-colored plastic, which I will talk about a little later.

First off, those who have come to expect highly detailed and beautifully cast parts from Academy certainly will not be disappointed, not to mention the fact that there a lot of them. As a side note, I know that the price of kits these days is a growing concern to many modelers, however I would say that Academy certainly gives you your money's worth with this one. The multitude of ordnance choices alone eliminates the need for any aftermarket purchases. Actually, the extensive amount of parts is a bit misleading in that some of the trees have parts for future F-4 variants including one that uses a gun pod. Therefore, make sure you check the black box in the lower right hand corner of the "Parts Locating Diagram" for what is not used on this version. But, I digress, so back to the F-4B.

This kit is definitely "state of the art", (translation - besides engraved panel lines a lot more assembly is required) that is if you compare it to the only other example of a 1/48th F-4B (the older Hasegawa kit). However, to me this is not a bad thing. Having just recently built that other F-4B I can appreciate the engineering that has gone into the Academy kit, especially



when it comes to painting. For example, having separately molded side console panels along with other such related parts makes them easier to both paint and detail without the extra effort needed to mask off whole cockpit tub.

Speaking of painting, the issue of casting this kit in multi-colored plastic seems to have generated some controversy. I, for one, am all for this feature, especially when it comes to applying gloss white paint, which has a tendency to be a little on the translucent side. Getting good coverage is going to be a heck of lot easier with white over white than over gray. Likewise, I can see where this will hold true when painting other colors such as metallic titanium over black. Obviously being a "First Look" and not a build article, it is little hard to totally appreciate this feature, but I see it as a positive.

Moving on to additional observations, the kit comes with a number of interesting extras. Included in these are three nicely done figures, (two in the sitting position and one standing), the option of having the in-flight refueling probe in the extended position, and likewise the option of having the aircraft's boarding ladder either extended or retracted. The canopy is also multi-piece and can be either open or closed. Another nice touch is the design of the engine intakes and jet exhausts in that getting a seamless look appears to be

relatively easy with very little extra effort needed. Finally yet importantly, the assembly instructions are well-illustrated, and look to be easy to follow. However, the highlight of the instructions has got to the inclusion of an arming guide showing how to properly arrange four different ordnance load configurations.

As for any nits, only two stood out to me, and neither is, in my estimation, that significant. The first and probably most noticeable is the treatment of the titanium shielding on the underside of the rear fuselage just aft of the jet nozzles. According to photos and other references, this shielding overlaps like shingles on a roof and is not butt joined as Academy has it. However, these sheets are thin and the raised edge is not that prominent, so with some simple painting techniques that effect can be replicated. The second is an old problem in that the ejection seats lack seat belts. In addition, I have heard that the seats are too wide; however, that evaluation will have to wait until I actually build the kit.

The kit comes with one set of markings for the VF-111 "Sundowners" CAG aircraft of Carrier Air Wing 3 assigned to the USS Coral Sea (CVA-43) circa 1975. To say the decal sheet is extensive is an understatement. It appears that every stencil ever used on the Phantom is included, as are the markings and striping for the various

missiles and bombs. Accompanying these markings is an 8½ by 11 two-sided colored four-view guide showing the location of each and every individual decal. However, I did find one item missing from this information and that is a Fed Standard number for the red paint needed to match the red used in the kit's decals. According to one source, gloss insignia red (FS11136) is the red used on the actual aircraft, but considering it has to match the decals some color testing will probably be needed to get it perfect.

This is a great-looking kit of the F-4B, with lots of extra goodies. It comes with a very colorful and extensive set of markings as well as excellent instructions and guides. While some might question the multi colored plastic parts, I personally see this feature as a real positive when it comes to painting, especially the gloss white areas. I complement Academy for both their innovation and quality work on this kit. Thanks go out to MRC and Academy for providing the review sample.

PrezNotes

from page 1

But how do you “improve”, without actually “doing” things? Is it possible to score a field goal in a game, without actually attempting one during a game? How do you learn to play the piano, without actually playing the piano? How do you attempt to paint a German tank with three tone camouflage, without actually painting the damned tank? And thus it was, in 2012, that I thought; screw it, just do it. So when it came to the first multi colored camo scheme of the year (“forced” on me by IPMS USA and the model review kit they sent me with the three tone scheme!), I just went for it. And the decals on the Panzer IV Ausf A I am building for *Internet Modeler*, that needed to go very carefully over a huge amount of detail, without screwing up the decals? I just went for it.

The key, however, was not just “going for it”, minus any thought. I PLANNED the various moves. I first read up on what needed to be done, and then re-read the procedures. I talked with someone in the chapter who I noted had already done what it was I wanted to achieve. Picked their brain; asked for tips. Only then did I move forward, carefully, but with determination. And I also went forward knowing this: my first attempts would NOT be as good as the best I had seen. It wouldn't be perfect the first time. But you have to start somewhere. And when it was done, guess what: it turned out better than my fears suggested it would. And I took note of what worked, and where I needed to see some improvement. And then the next time I tried the same procedure, I had notes on where I needed to improve, and by talking to others, I learned HOW I should attempt to improve. And as long as the second or third attempts are better than the first, well then, modest success! One step at a time.

So, do you have a pile of kits that you have abandoned due to some modicum in the fear of failure realm? If so, I humbly suggest that your 2013 New Year's resolution should be to gently move forward towards completion, knowing that it almost certainly will end up better than you thought. And that if you take notes, you can figure out ways to improve your initial steps, and slowly but surely move forward to where you want to be in this hobby. I have a feeling 2013 is going to be a great modeling year!

See you at the meeting!

Cheers,

Andrew

Calling All Small Air Forces!

by Morgan Girling

As you know, our Illustrious Leader(tm) Gen. Savage will soon be calling on us all to bring ALL our models to the February 16-17 NWSM show at the Museum of Flight. As his subaltern, I want you to bring your models of small air (and naval, army, marine, coast guard) forces to the Small Air Forces tables we'll have set up for one of this year's special displays. As this is another Maximum Effort, I will willingly press any small civilian forces into service.

"How can I help?"

I'm glad you asked. You can bring all of your small military and civilian air forces to the Small Air Forces Tables.

"What's a 'small' air force?"

Well, that's a bit like beauty - hard to define but we all know it when we see it. If you eliminate the major air forces (RAF, RCAF, USAAF/USAF/USN, Armée de l'Air, Luftwaffe, and Soviet Air Force/VVS) from WW II onwards, pretty much anything left over would fit the bill. (The present-day RAF and RCAF are now small enough to squeak in if you must.)

"OK, I'll box my small air/sea/land/marsh forces separately to make it easy to bring, what else can I do to help?"

You're very generous. It will help with making the identification sheets if you could e-mail me at raventalk@comcast.net ahead of time with what force(s) are represented.

Thank you all. Dismissed!

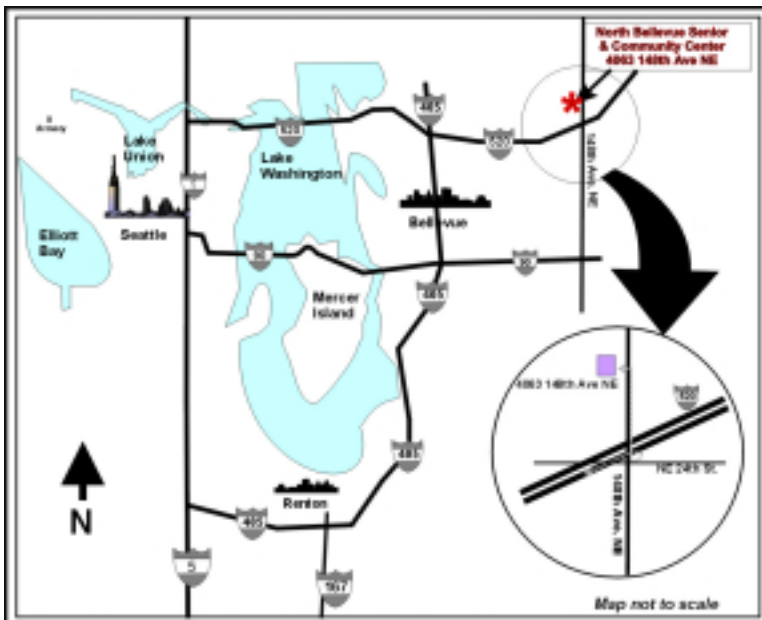
IPMS Seattle Renewal Form

Your 2013 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that 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 January 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.

IPMS Seattle 2013 Dues Form		Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115
Full Name _____		
Mailing Address _____		
City _____	State _____	Zip Code _____
Telephone (Area Code) (_____) _____		
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

January 12



**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.