

# Seattle Chapter News



Seattle Chapter IPMS/USA  
February 2014

## PREZNOTES



### I Saw the News Today, Oh Boy...

About an awesome team that made the grade. And though (if you were a Denver fan) the news was rather sad... (apologies to The Beatles). Anyway, now that I said that, I can move along to modeling!

When first running for "office", I was publically asked by one member what I would be doing to promote the hobby locally? Well, having been out shaking the trees for the past couple of years since then, I have finally managed to have some fruit fall to the ground suitable to share with the members. We appear to have made good contact with The Flying Heritage Museum up in Everett, owned by Paul Allen (coincidentally Seattle Seahawks owner), through the Museum's Education Coordinator, Justin A. Spielmann. We have already been involved in one small event at the Museum late last year, so I would like to take this opportunity to fill you in on upcoming events that we have agreed to participate in as a Chapter, and the help I need in "staffing" the signed up for events.

Firstly, on February 22 this year, the Flying Heritage Museum is having a Mitsubishi Zero day, showcasing their Zero restoration. For this, IPMS Seattle has agreed to provide a series of built Mitsubishi Zero models, 1/72nd scale, 1/48th scale, and 1/32nd scale, together with a display of unbuilt Zero models, reference material etc., together with members to discuss the various aspects of the modeling hobby with the Public. The Museum is also thinking about doing a Make and Take for the kids.

Monday, May 26, is Tankfest at the FHM, and IPMS Seattle has been invited to put on a display of Armored Vehicle models

and references as part of the day's festivities. June 14 is Doolittle Day at the Museum, and we have been asked to put on a display of B-25 models, especially ones in Doolittle Raid markings, both 1/72nd scale and 1/48th scale. The Collings Foundation will also take part on this day, with their B-25, and one of the surviving Doolittle Raiders crewmen will be on hand.

Finally, it is planned that August 16 or 23 will be Luftwaffe Day at the Museum, and again, IPMS Seattle has been asked to put on a display of WW2 Luftwaffe models in the popular scales, together with other relevant material, and provide volunteers to staff the display tables to answer questions for the Public.

So there you have it, four different opportunities for the Club to promote our hobby to the General Public, and for you to be involved in helping the Museum enhance four important events by contributing your models, reference material, and enthusiasm for the hobby. If you would like to join me in participating in any of these events, please contact me directly at my email address [acbirkbeck@comcast.net](mailto:acbirkbeck@comcast.net) OR see me at the

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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 2013/2014 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**February 8**  
**April 5**

**March 8**  
**April 12 (Spring Show)**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_ M \_\_\_\_\_ LAST \_\_\_\_\_  
 (leave blank)  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Signature (required by PO): \_\_\_\_\_  
 Adult: \$25       Junior (17 years old or younger): \$12  
 Family (Adult dues + \$5, one set magazines, 4 membership cards required: \_\_\_\_\_)  
 If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)  
**IPMS/USA** P.O. Box: 2475  
 North Canton, OH 44720  
 Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

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## Hasegawa 1/48th Scale Republic P-47D Thunderbolt “American Aces”: Easy and Accurate Juggernaut

by Scott Kruize

Hasegawa's formula for success, as I've written before, includes a policy of reboxing excellent moldings into different boxes from time to time. Each new release is made around one or more different versions of the same basic airframe, or of different livery. This will be either for various countries that flew the aircraft, different theaters of operation, or specific mounts of certain pilots.

This kit under review is a variation of their basic P-47D 'bubbletop' Thunderbolt. It's excellent in every way. Way back Then, the only P-47 I built was a small Comet 1/72nd scale or 'box scale' thereabouts. It had few parts and precious little detail. In 'modern times', pretty much as nostalgia exercises, I built Hawk and Monogram 1/48th scale kits, first molded back in the mid-60s.

They're not bad for their time, but Hasegawa's offering is far better in every way: in fit, in accuracy, and most especially in detail.

The moldings have next-to-no flash. I can't identify any 'sink' dimpling. Such few ejector-pin marks as I could recognize were few, subtle, and away from surfaces that show. Layout among the sprues makes for easy parts access. A map of these sprues shows in the instruction sheet, with each part clearly numbered. Even if you were to clip everything off the sprues in advance, to prepare them before starting assembly, you could still get their part numbers by consulting this map. Lastly, the sprue map shows a few parts shaded in gray, labeled 'parts not for use'. These will be for a slightly different version in another boxing.

Surface detail is very fine, with very thin recessed engraving. Panel line fans can go to town popping them out with undershading, countershading, washes, etc. Sorry if my pictures don't show them much, but after studying lots of pictures and having been to many airshows, I believe panel lines shouldn't be deliberately made conspicuous on models.

Partly this is based on a 'portrait' of this very airplane. The 'American Aces' boxing includes superfine, complete decal sets for two very distinctive Thunderbolts from the European Theater of Operations in June 1944. One is Capt. Frederick Christiansen's, the other Col. David Schilling's. I modeled the latter, with its gray and green camouflage scheme. Christiansen's plane was mostly unpainted aluminum with only some trim colors. I like painting camouflage schemes, and am not particularly good at so-called 'metal' finishes - although as I practice with Alclad lacquers, I'm getting better.

Every little decal element is clearly numbered on the sheet, as you can see, and these numbers are then used to pinpoint exact locations on the airframes, illustrated in four-views (left and right sides, top and bottom).



Col. Schilling's most distinctive marking element is 'Hairless Joe', an Al Capp cartoon character who looms large on the port side of the Thunderbolt's big engine cowl. He's big and burly, with thickly overgrown blonde hair and beard, a sort of leopard-patterned vest, ragged black pants, and bare feet. He's got a rock tucked under his left arm and a huge spiked club on his right shoulder: hinting, perhaps, that the plane he's riding on also slings large, mean weaponry. As decal art, it's impressive!

I had the feeling I'd seen this livery before. Sure enough, my bookshelf, about a year ago, acquired a copy of *World War II War Eagles - Global Air War in Original Color*, by Jeffrey Ethell and Warren Bodie. There on page 171 is Col. Schilling's mount,

reproduced from a Kodachrome slide. You sophisticated readers must have to explain to your fans, from time to time, that your models are colorful because World War II was NOT fought in black-and-white! The late Mr. Ethell and his collaborators "mined" old movies and slides from the attics and closets where they've been gathering dust all these decades. Kodachrome went on sale in 1935, first in the amateur 16mm movie size, and then in 35mm for the new 'miniature' cameras coming into use. In the hands of Americans - not just Kilroy - that film went all over the world! Anyway, whoever took this picture got a clear view of Col. Schilling's distinct livery...but not of prominent panel lines!

You may notice that I didn't apply all the decals for this set. I left off the 'invasion stripes'. Like everything else in this kit, the decals for them are perfect: stark black-and-white, perfectly straight and aligned. I think they're too good. I read the ground crews had to paint all the airplanes in England within a day...how careful can they have been? Now, the picture in *War Eagles* shows them pretty good, under the circumstances, but not perfect and certainly not clean and bright. So I figured I'd do the livery as just before that hasty order to paint the stripes was given...

Back to the build, the basics of which could not have been easier. The parts are well-engineered, and fit together nearly perfectly. My model needed not a bit of filler anywhere.



The fuselage has the typical left/right half split, with the rudder molded integrally with the fin. There is a separate two-piece cowl, with oval front and rear oblong sections to sandwich the four-piece engine in between. That is, the cowl isn't split left and right, and there's no need to futz with lining things up accurately.

A common variation is in the ways manufacturers engineer attachment of the main wing. On this kit, the entire bottom of the wing, all the way across its full span, plus the underside of the fuselage, is molded in one piece. Top left and right panels are glued to this bottom section, with separate wheel-well moldings sandwiched inside. I had no difficulty putting this all together, and the fit between the wing assembly and the fuselage was as good as I've ever seen it. I emphasize again that I needed to use no putty whatsoever.

Modeling way back Then, in the 60s, I used to break propeller blades off all the time. This was only partly due to playing with my models more than I do Now, but such breakage is still a problem. Especially if - as I do - you belong to a club where you bring your builds to Show-and-Tell tables. Also, I belong to the NorthWest Scale Modelers, which yearly gathers vast numbers of our models and puts them all on tables in the Great Gallery at the Museum of Flight in Seattle for the benefit of the viewing public. Breakage of small parts is always a concern. That's why I stopped fixing my props permanently in place, preferring to leave them detachable. Hasegawa is the only company I've ever dealt with that shares this idea. Their approach is to sandwich a small flexible plastic washer (polypropylene?) into the engine assembly. The propeller's rigid plastic shaft can then be plugged into this, where it holds nicely but is always easily removable. Would that all manufacturers did this!

As I said, the basic build could not have been easier. This isn't to say there aren't challenges. There are quite a few of what our English cousins refer to as 'fiddly-bits'. Such as the single-seat cockpit assembly, made from a dozen pieces, all delicately detailed. (I suppose modelers with AMS [Advanced Modeling Syndrome] can obtain some aftermarket resin and photo-etched parts to substitute for these, but I thought the cockpit, just as it is, ought to pass the most finicky inspection...)

Other fiddly-bits include the machine gun blast tubes, the eight of which are molded separately to be fitted, all lined up perfectly, into recesses molded into the wing. The landing gear main legs have separate shock absorbing 'scissors'. The underside of the wing has been holed for a pair of bomb racks, with four-piece bombs and pairs of anti-sway braces. The humungous long-range fuel tank needs no fewer than six braces/mounts/plumbing fixtures, besides two main mounting pins molded into the shell of the tank itself. (I've assembled but haven't finished painting and fitting these pieces of ordnance, as I have to finish writing this to meet a deadline...)

Finally, there's a radio aerial mast aft of the cockpit. The kit instructions show no more than the mast, so I went to some of my bookshelf documentation and finally decided on an aerial arrangement that was common, clearly shown, and within my abilities. This consisted of a wire from partway down from the top of the fin, over to the mast, with an additional short cable from the mast top down into the fuselage, just a short distance aft of it. I rigged this with 1-1/2-pound-test monofilament fishline, darkened with a marking pen, then super-glued. I trust this appears reasonably appropriate in my pictures.

I envy those reviewers so well-organized that they log their build times and tell readers how much time they took. I build 'catch as, catch can', a few minutes here and there on evenings and weekends, plus maybe a bonus hour or so on holidays. I can't accurately say how many hours this took, but will toss out a number of about 20. That is: with a little care and concentration, it should classify as an easy build for any moderately experienced modeler, which is absolutely the highest rating I dare give myself. In short, I recommend this kit unreservedly.

Thank you, Hasegawa, for this sample kit, and thank you, Chris, Editor of *Internet Modeler*, for the privilege of building it.



## 2014 NorthWest Scale Modelers Show

by **Tim Nelson**

It's almost time for the awesome NorthWest Scale Modelers Show at the Museum of Flight, a huge exhibition of modeling in a spectacular venue. Show dates for 2014 are February 8-9; this is NOT the traditional Presidents Day Weekend due to personnel turnover at the MOF. (For 2015 and beyond, we will slide back to the usual weekend.)

As always, the centerpiece of the show is the large model display in the MoF Great Gallery. You don't have to bring ALL your models, but bring lots of interesting stuff to show off.

There will be the usual plethora of working tables, and a variety of seminars in the small Murdock Theater. Emil Minerich of Skyway Models and Mike Shaw of Galaxy Hobby will continue their great sponsorship of Make & Take programs for kids on both days. Bob Jacobsen will return with his 1:1 scale working R2-D2. We expect MoF Senior Curator Dan Hagedorn – a great friend of the local modeling community – to continue with his Curator's Choice award for his favorite model. Other than Dan's award, this is a pure exhibition, not a contest.

Although the main model show is organized by modeler, we will have two special group displays for 2014: "The Great War" and "Aviatrix: Women in Aviation".

If you have any questions, please let me know (email [timndebn@comcast.net](mailto:timndebn@comcast.net) or mobile **425-941-4429**). See you under the Blackbird!

### **Seminar Schedule**

#### **Saturday, February 8th**

12 PM - 1 PM

Research for Modeling - Tools and Procedures for Researching your next Model Subject - Doug Reed and Ron Wolford

1PM - 2 PM

Panel Discussion: Building and Finishing Wingnut Wings WW1 Kits

2 PM - 3 PM

How to Produce High-Gloss Finishes – Jon Fincher

#### **Sunday, February 9th**

12 pm - 1 PM

Researching the Real Thing – Will Perry

1 pm - 2 PM

FAQ: Building, Painting, and Weathering Plastic Models – Eric Christianson

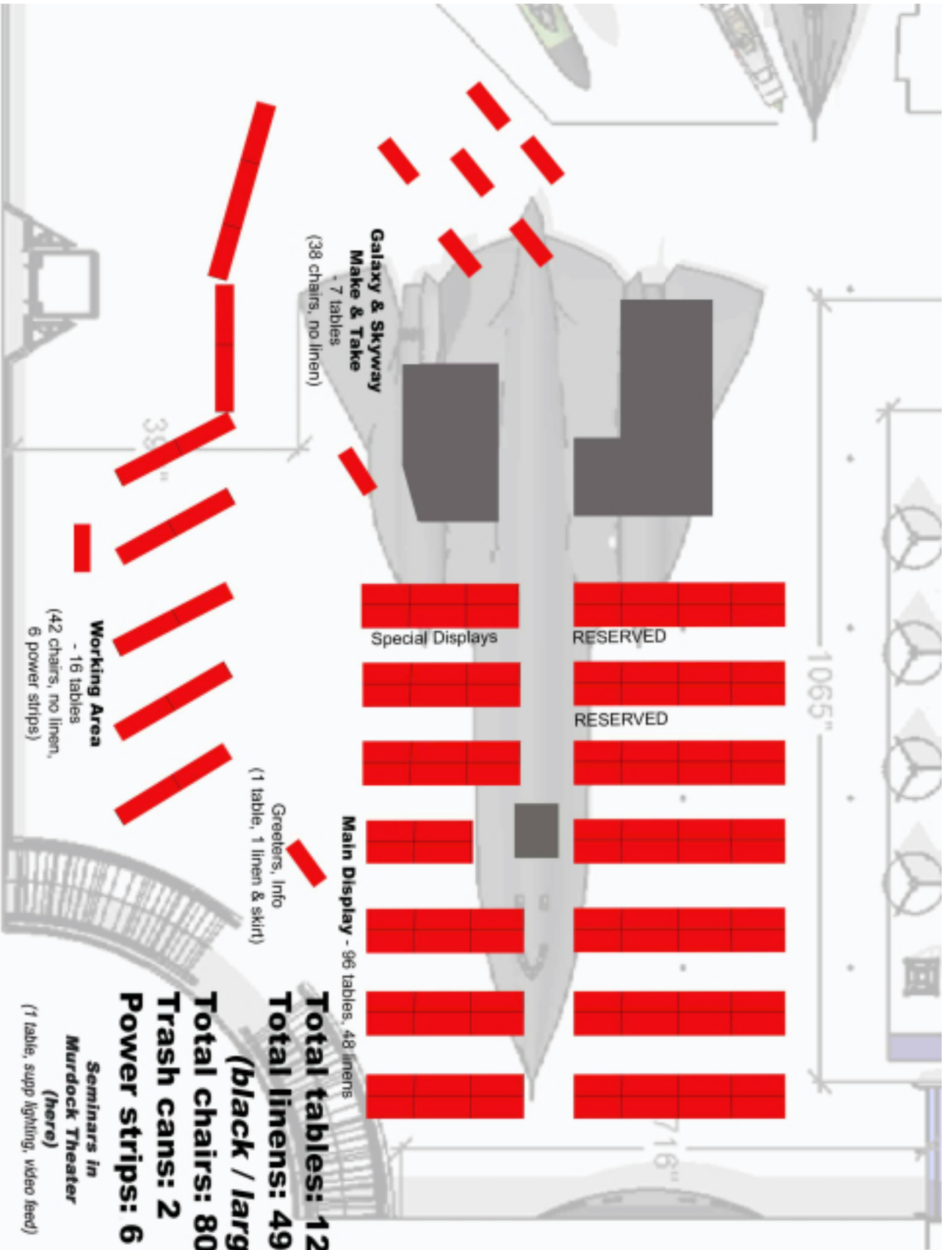
2 pm - 2:30 PM

Modeling Tools and Knick Knacks – Charlie McLaren

2:30 PM - 4 PM

R2D2 - Bob Jacobson

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**Galaxy & Skyway  
Make & Take**  
- 7 tables  
(38 chairs, no linen)

**Working Area**  
- 16 tables  
(42 chairs, no linen,  
6 power strips)

Special Displays

RESERVED

RESERVED

Greeters, Info  
(1 table, 1 linen & skirt)

**Main Display** - 96 tables, 48 linens

**Total tables: 121**  
**Total linens: 49**  
**(black / large)**  
**Total chairs: 80**  
**Trash cans: 2**  
**Power strips: 6**

**Seminars in  
Murdock Theater  
(there)**  
(1 table, supp lighting, video feed)

# 2014 Northwest Scale Modelers Show Layout

By Modeler, Great War Centennial & Women in Aviation

## Wolfpack 1/48 Northrop T-38A Talon 'USAF'

by Gary Meinert

Northrop's N-156 lightweight fighter concept of the 1950s proved to be a great success. This design was the genesis of the F-5 family of fighters and the T-38 trainer. Since entering service in 1961, the T-38 has trained generations of pilots. The T-38 provides the supersonic, high-performance training experience, yet is economical to operate and maintain.

The USAF Air Training Command (now Air Education and Training Command) is the principal T-38 operator, but other USAF commands have also used the aircraft. The T-38 has served with the U.S. Navy, NASA, Portugal, Turkey, Taiwan, and South Korea. German-owned T-38s based in the U.S. (along with USAF T-38s) have trained many NATO pilots over the years.

A series of upgrades including the Pacer Classic structural modification programs, avionics update program, propulsion modernization program, and others have kept the T-38 at the top of its game. Many years of service are still ahead for the T-38, because budget pressures and other higher priority programs have delayed any plans for a successor.

Wolfpack, known for resin aircraft accessories, has now produced its first airplane kit.

The kit is conventional in design, with left and right fuselage halves that enclose the cockpit tub and nose wheel well. Two more large pieces attach to the bottom of the fuselage. Side air intakes, wings, tail, and engine nozzle sub-assemblies all complete the basic airframe.

The parts are molded in gray plastic with a few minor sink marks noted on the intake lips and the outer surface of the speed brakes. The inner surfaces of the speed brakes and air intakes have ejector pin marks that will have to be filled. The recessed surface detail is well done and is typical of the kind of detail we expect to see in current aircraft kits. No photo-etched parts are in the kit, but a masking sheet for canopy and wheels is provided.

The clear parts look good with no obvious blemishes or other flaws. However, the small windscreen between the front and rear cockpits is omitted. The frame for this windscreen (part A22) is present.

The cockpit has all the necessary components and features raised console and instrument panel detail. The seats lack any belts or harnesses. There are alternate hinge parts for the canopies in the raised or lowered position. Speaking of the cockpit, note that this kit is the T-38A only; it cannot be built as the T-38C with the newer "glass cockpit" instrument panels and head-up display.

An interesting option is the travel pod for cross-country flights. This pod can be mounted on the bottom of the fuselage.

The kit contains some parts labeled "not for use," such as alternate wheels, and these clearly indicate other variants to come. In fact, the Wolfpack website has already listed a NASA T-38A and a RoKAF T-38A.

The excellent instructions have a parts map and exploded diagrams. There are several small color photos of details of the real aircraft--sort of a mini walk-around. Color callouts are in Federal Standard paint numbers and for Mr. Color hobby paints. The painting and decal marking guides are in full color for each of the three color schemes.

The high-quality decal sheet is printed by Cartograf. It includes instrument panel decals as well as all the external markings.





Choices include:

- Two gloss white aircraft from Edwards AFB, 412th Test Wing
- One dark gray aircraft from Whiteman AFB, 509th Bomb Wing
- Two gloss black aircraft from Beale AFB, 9th Reconnaissance Wing

My initial reaction is that I like what I see in the box, and I think that this is an impressive first aircraft kit from Wolfpack. I look forward to more model subjects from this company. Thanks to Model Rectifier Corporation and *Internet Modeler* for the review sample.

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

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## ***WWI Modeling Special 3: Building the Wingnut Wings Fokker D.VII, by Ray Rimell***

**reviewed by Chris Banyai-Riepl**

When it comes to First World War aircraft kits, there is no one better than Wingnut Wings and their growing 1/32nd scale line of models. One of the most anticipated releases was their Fokker D.VII family, which is a popular subject due to its straightforward construction and colorful markings. Wingnut Wings released four kits covering the different manufacturers, with each kit having five marking options in the box. In addition to those, Wingnut Wings released five separate decal sheets, with each of those providing at least five options each. So if you want to build all of the marking options, you'll need to build over 45 kits. With that big a project, you'll need help, and this is where this latest title from Albatros Publications comes in.

All right, perhaps not everyone is going to build nearly 50 Wingnut Fokker D.VII kits, but even if you only build one or two, this is a great book to have. It follows the build of each of the four Wingnut Wing Fokker kits, documenting the various differences between the kits as well as the process of building and detailing the models. Interestingly, only one of the four builds uses the Wingnut Wings decals as presented in the box, with a second representing a captured example of a kit scheme and the remaining two being completely different schemes. This just goes to show that even with such a copious marking selection presented by Wingnut Wings, there are plenty of other marking choices out there should you want your Fokker D.VII to be unique.

Speaking of which, this book is not just about the models, as in between each detailed build article are reference sections. These include representative color profiles and matching period photos, as well as general photo albums and a nice walkaround selection for detail references. All of that combines to make this an excellent addition to the Wingnut Wings instructions. For those who want more detailed information on the Fokker D.VII, though, I would recommend picking up the excellent three-volume Fokker D.VII Anthologies.

For those who have collected one or all four Wingnut Wings Fokker D.VII kits, this is a great title to add to the box. The photos of the build are excellent, the text well written, and the additional references for markings and details are quite useful. My thanks to Albatros Publications for the review copy.

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ISBN: 978-1-906798-26-0

Binding: Softcover

Pages: 64



## Academy 1/72nd Scale USAF F-35A Lightning II

by Chris Banyai-Riepl

The F-35 is supposed to be the best all-around multi-service fighter aircraft out there, being stealthy, maneuverable, and powerful. The reality has fallen short, though, and the program has been plagued by setbacks. By late 2011, a Pentagon study team found over a dozen areas of concern with the F-35, including the fuel dump subsystem posing a fire hazard, multiple thermal management issues, and classified survivability issues, most likely involving stealth (the aircraft was downgraded from very low observable to low observable in 2006). By 2013, the program still had major issues, including maintenance problems such as the engine replacement taking around 52 hours instead of the two hours originally specified. Still in its testing phase, the hope is to get the F-35 operational in the next few years, although the roadmap for development goes out to 2021.



When everything works, though, the F-35 has the potential of being an excellent fighter. The internal weapon bays contain a total of four weapon stations, and can carry AMRAAMs, ASRAAMs, JDAMs, JSOWs, and lots of other acronyms. The Block 5 upgrade will increase the internal load from four stations to six, and other upgrades are planned to allow for up to eight GBU-39 SDBs. The aircraft incorporates extensive stealth technology, making it difficult to find, while the helmet-mounted sight allows for target engagement outside of line of flight. All of these features combine to make for a potent aircraft, and once the bugs are worked out it will make up a major part of US armed forces.

Academy is the most recent of F-35 kits to show up in 1/72nd, and on initial examination appears to be the best option out there. We still haven't seen a Hasegawa kit, though, so whether Academy will stay as the go-to kit for the F-35 remains to be seen. The kit comes molded in the new style of Academy, reminiscent of Matchbox kits of ages ago, with plastic in dark gray, light gray, white, and black, as well as the clear bits. The kit features recessed panel lines throughout, with plenty of interesting options. The decal sheet provides quite a few marking options, including stenciling.

Diving into the construction, this kit is split into two main halves, an upper piece and a lower piece. In between these will go lots of bits, and it is here that the instructions start you out. The large weapon bay/main gear bay piece is molded in white, and fits into the lower fuselage. This piece incorporates part of the intake trunking, while the rest is made up from three additional inserts. While this completes the trunk, there is no engine face provided. I have not taped things together to check, but I am thinking that the engine face will not be visible anyway. There are a couple extra inserts to complete the main gear wells. Given the shape of all of those parts, it might be easier to pre-paint those white before assembly.

Moving on to the other inside bits, the cockpit is rather well done for an out of the box injection plastic assembly. The cockpit tub has raised detailing, and has separate control sticks for both side consoles. The seat is made up from eight pieces, and aside from seat belts, appears to be complete. Seat belts might not be needed, though, as the kit comes with a nicely detailed pilot figure. The completed seat and the instrument panel fit into the tub, and with the addition of decal instrument details, the finished tub can be attached to the top of the nose wheel well and inserted in the fuselage.

Once the interior bits are done, the upper and lower fuselage halves go together. This is split along some pretty logical seams, and it looks like the only place filler could be used is along the nose seam. If the kit fits well, though, you'll probably need little more than a bit of sanding and you're done. On the back side, the vertical fins and horizontal stabilizers are separate. The horizontal stabilizers have very large and positive attachment points, while the vertical fins are an interesting two-part assembly. These have a small bottom piece with a tab that fits into a slot in the upper fuselage, with the rest of the fin going on top of that. At first glance, it looks like this could be a very easy way to paint and detail the fins separately, thus avoiding some complex masking around some difficult corners.

With all of that together, the rest of the assembly is all the fiddly bits. The exhaust pipe comes in two pieces, and does a good job of capturing the look of the faceted burner can. The landing gear is well detailed and features some sturdy attachment points, so the finished model should sit well on the shelf. A nice addition in this kit is the underwing pylons, all six of them. These are nice, as the kit comes with stores for all of them, plus the internal bay. You get two AIM-9Xs, two AIM-120Cs, four GBU-38s, and two GBU-31(V)3s. For those who want a clean F-35, you'll have lots of fun stuff to toss in the spares box with this one.

Kicking it over to the paint booth, painting your F-35 is both simple and challenging. Simple, in that there's no random camouflage pattern to deal with. It's just solid colors. Challenging, because the solid colors have a metallic hint to them, and there's lighter colored panels all over this thing. The instructions suggest adding 10% silver to the paint in order to get that metallic sheen, and I'll give that a try. They offer no assistance on the lighter colored panels, though, and several of these have sawtoothed edges. Be ready for some fun masking on this one. Or, perhaps wait a bit and maybe Eduard will come out with a mask set for this plane.

Once you have the paint on, it's time to look at the decals (and there's another idea, why didn't they provide some of those more complicated panels as decals?). There are three options provided on the sheet. First up is AF-06, 07-0744, from the 461st Flight Test Squadron, 412th Test Wing, at Edwards AFB. This aircraft has the tail code of ED, with 461 FLTS on the tail. Second is AF-14, 09-5001, 58th Fighter Squadron, 33rd Fighter Wing, at Eglin AFB. This plane carries EG tail codes. Finally, we have AF-21, 10-5009, from the 422nd Test and Evaluation Squadron, 53rd Wing, at Nellis AFB. This plane has OT tail codes and 422 TES on the tail. The decals include stenciling and data plates for both the aircraft and the weapons.

This is a very good looking kit, and it will be challenging for Hasegawa to surpass this one as **the** F-35A kit to get. Hopefully Academy will do the other variants as well, so we can see some Navy or foreign options in the near future. For those who want an F-35 now, though, this is definitely one to look closely at. My thanks to MRC for the review sample.

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## **Raffle Donations Needed**

**by Eric Christianson**

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

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

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

Andrew Birkbeck will be able to receive your donations in my absence this Saturday, and I will be back at next month's meeting to receive them as well. We really appreciate your help!

Thanks!

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## HobbyBoss 1/72nd Scale Grumman F9F-2 Panther

by John Court, IPMS Avon, UK

There's been talk as to whether or not this 1/72nd HobbyBoss F9F-2 is a scaled down version of the 1/48th Trumpeter F9F-2; well I've compared it with the Trumpeter kit and I must say that there are similarities but there are also differences.

The box art is very similar, both companies showing a Panther on finals with undercarriage, full flaps and arrester hooks deployed with canopies open. Both aircraft are portrayed from the port, nose angle and looking up at the aircraft as it's on approach, in possibly an evening setting, certainly not a Koike Shigeo, but still quite dramatic.

Inside the box the breakdown of the kits are quite similar, the Trumpeter kit however has full riveting, the HobbyBoss kit has restrained riveting, the Trumpeter Panther has deployable airbrakes the HobbyBoss has closed fixed airbrakes. The Trumpeter kit has a nose gun bay that can be displayed open, the HobbyBoss kit doesn't and the Trumpeter Panther has folding wings whereas the HobbyBoss kit hasn't.

So there we have it, I leave it to your good selves to make your own minds up about whether the HobbyBoss kit is a scaled down Trumpeter kit or not but at the end of the day does it really matter?

Inside the box there are three grey plastic sprues of 90 pieces, the panel lines are crisp and consistent with restrained riveting, each housed in its own plastic bag, the clear sprue of five pieces, also housed in a plastic bag but and this is really neat, the canopy is further protected in a close covering of a thin foam material. Other kit producers please note. The canopy is very clear and really quite thin, also on the sprue are windows that betray a recon version, making the F9F-2P (now released), a great possibility. You are offered two color choices, one a USN machine of VF-123, "The Blue Racers" and an Argentinean Naval aircraft, both very attractive. One thing to mention is that the sprue attaches the fuselage and wings on the mating edges, this caused me some problems eliminating a gap on the leading edge of one of the wings, probably my lack of skill, so the jury's out on this issue.

Before construction starts, a bit of filling has to ensue. On both fuselage halves, just in front of the vertical stabilizer, there is a NACA duct and a blow in-panel, these are applicable to the F9F-5 and have to be filled and sanded, no great shakes. The four cannon in the nose look a bit anemic, so I drilled them out and replaced them with fine brass tubing.

The construction starts in the normal way with the cockpit, which is very well detailed, I added a throttle to the port console and an undercarriage selection lever to the instrument panel, which incidentally has the instruments represented as indentations to which you can either paint or use the decal provided. I punched out all the individual instrument decals and inserted them onto the panel. I also added extra detail to the rear cockpit bulkhead. The ejector seat is a simple affair, as was the original Grumman seat, I just added Tamiya tape for the straps and fine lead wire for the buckles. As a point of interest, the pilots had such faith in these new fangled ejector seats that the majority, when they found themselves in trouble, preferred to stay with the aircraft and ditch it rather than eject to safety.

Before the fuselage can be closed up, the nose wheel well, with undercarriage leg attached, must be included, making it somewhat fragile during the build. Guess what? I managed to complete the build without snapping it off, right until the end when, as I attached the nose wheel I snapped the undercarriage leg, sods law. The leg has the spring suspension unit molded on the starboard side; this should be on the port side, I shaved it off and scratch built it on the port side. I also added two towing eyes to the top of the leg and added some extra detail into the nose wheel well. The jet exhaust and arrester hook have to be fitted. A word of caution here with regards the color callouts for the undercarriage bays, the instructions state that white should be used, this is probably correct for the Argentinean aircraft but not for USN aircraft, this should be interior green as the US didn't start painting the undercarriage bays of their aircraft white until I believe 1954 and only when the aircraft went to a shore base for a major overhaul. Also the undercarriage legs on the Panther were painted either dark sea blue or aluminum. As a result of enquiries, I found that VF-123 were painted aluminum. Don't



forget to add weight to the nose as it's not mentioned in the instructions, there is however, shown in step 4, a mysterious pole (part A11), that is just aft of the main undercarriage, I haven't seen it in any photos of Panthers at rest or for that matter airborne and can only surmise that this is supposed to represent some kind of trestle. I disregarded it.

A retractable foot step is supplied (part B11), it's located just forward and below the port air intake, however its closed position is marked with a recessed line in the shape of a rectangular box and nothing else. So it was out with the Micro Chisel (marvelous bit of kit) and a trench was chiseled into the location that equated to the bottom of the step, I also had to drill a hole to the right hand side of this newly formed trench to accept the end of the step, job done. After the fuselage was joined, with the minimum amount of filler, we turn to the wings. The wings are composed of three pieces, two upper halves and a complete lower section, so the correct dihedral is guaranteed. The jet intakes are glued onto the lower section at this time. This isn't clearly shown in the instructions; don't commit to glue until you are absolutely sure how the intakes fit. They do however fit very well and the join between the wing and the front of the intake can be filled to leave a seamless join. I blanked off the rear of the intake so no light can be seen at the end of the tunnel, I don't think that this was really necessary.

If you wish to display the aircraft carrying ordnance then now's the time to time to open the holes for the pylons. For reasons best known to HobbyBoss, the holes for the HVARs are square, this doesn't really cause a problem, it's just a nuisance, seeing that the inboard pylon for the 500lb. bombs are normal round holes. You also have to open the hole for the pitot under the starboard wing, again it's square. I wasn't originally going to have the model with any ordnance, as I like to show the clean lines of aircraft whenever I can, however I saw a painting of Panthers taking off on a mission carrying 500lb. bombs and HVARs and they looked just right, so the holes were opened up to accommodate the 500lb. bombs and the HVARs.

The lower wing section is then glued to the lower fuselage, the upper wing sections are then glued to the lower wing section, without a hint of filler being required for the fuselage to wing joint, the fit is that good. However I had a gap on the leading edge of the port wing, which as I explained earlier was probably down to me and for some unexplained reason took an age to fill.

Next I fitted the tailplanes, again no filler was required and no problems were encountered. I next glued the wingtip fuel tanks together and used some Mr. Surfacer 500 to get rid of the seam which ran around the circumference of the tanks. Before the tanks were fitted to the wingtips a little re-profiling of the wingtip is required. Originally the Panther was designed without the wingtip tanks and the wingtips were curved, when it was decided to add the tanks the curve to the rear of the wing where it butts up to the tank is still visible, this is not shown on the model, so out with the sanding sticks and a gentle curve is made to the rear of the wingtip, again no great shakes. The wingtip tanks were then attached to the ends of the wings and the Panther is beginning to look like a Panther.

We are now getting close to adding color to the model but before that I added a gun sight to the instrument panel coaming. This is very prominent on the real aircraft but HobbyBoss's rendition of the gun sight is just a platform. I obtained a Quickboost set of K-14 gun sights, which I believe the USN designated the Mk. 8 gun sight, painted it up, fitted it with its reflex glass and attached it to the platform that I previously mentioned. I then attached the windscreen to the fuselage. Using Mr. Surfacer 500 I blended the windscreen into the fuselage to give it that seamless appearance as opposed to something that is just stuck on, which in some cases is correct but with this aircraft wouldn't be.



I masked off the cockpit area with Tamiya tape and using an Eduard mask for the windscreen, sprayed the windscreen matt black for the interior. Then using Alclad grey primer (I just love Alclad products, so easy to use), I sprayed the complete airframe. Next I splayed the leading edges of the wings, tailplanes, vertical fin and front of the wingtip tanks with Alclad Aluminum. These aluminum colored leading edges were then masked off, including the engine air intakes and I sprayed the airframe with Mr. Hobby H55 Midnight Blue. When the blue had cured I removed the masking tape and all was well. I then masked off the main undercarriage wheel wells and sprayed them US Interior Green, using what was left of some of my AeroMaster paints. A couple of coats of Klear were then applied, I put some washes into the wheel wells but before I applied the decals, I had to attend to the airbrakes that are located aft (note the naval term) of the nose wheel. These

airbrakes are of the perforated kind, the interior bay of which is painted red. For this I used Vallejo Red, I used the tip of a cocktail stick and carefully put a tiny drop of red into the holes of the airbrake, any excess I wiped off with Vallejo thinner.

The decals worked really well, they are thin and very opaque, the midnight blue does not show through the white and there was no silvering. Not much to say here really.

I wanted the aircraft to look used. The Midnight Blue is supposed to be a gloss color. However, the harsh conditions in which these aircraft operated in Korea soon removed this gloss appearance. In fact I've seen photos of Panthers coming back for recovery looking more like WWII Japanese aircraft, showing as much bare metal as paint. I didn't want the model to look that bad, so I brushed onto all the panel lines Pro Modeller Sand, after about half an hour I wiped off the excess which left the model looking slightly dirty and used. Then I sprayed the airframe with Alclad Klear Cote Light Sheen, didn't I say that I just love this stuff. This left a finish that was not matt but just had a hint of its previous gloss finish and by varying the amount of Alclad that I sprayed on different panels gave different sheen values, which helped with the overall look of the model.

Now onto the bits and bobs, the undercarriage, weapons and cockpit canopy. The undercarriage struts are molded with the hydraulic brake lines, very commendable but unfortunately due to the limitations of the molding process, this hasn't quite worked out for HobbyBoss. The hydraulic lines are very prominent on the Panther, with three lines coming from the strut into the brake callipers. These three are flexible hoses and extend to the rear of the callipers, in a bowed fashion, quite some way. This slack is necessary for when the aircraft becomes airborne and the oleos become extended. These lines are molded onto the strut but are webbed, so the effect is not what we want. You could try and cut the webbing from inside the brake lines (the hydraulic brake lines would still be over scale though) but I decided to cut them off altogether and reinstate them using fine lead wire, which gives a far more pleasing result

I then fitted the tailskid, HobbyBoss give a choice of either lowered or raised. With the Panther when the undercarriage was lowered, this automatically lowered the tailskid, so undercart down, tailskid down.



Next came the weapons, I started off by removing all the flights from the HVARs, they have a scale thickness of about three and a half inches. I replaced them with thin plastic sheet, which looks more acceptable. The 500lb. bombs were replaced by True Detail items as once again the flights on the kits bombs were too thick and I didn't feel that my skill levels would run to building the flights for the bombs. After priming the weapons (that is with paint and not...well you know what I mean), I sprayed the noses a yellow color to indicate live weapons, then masked off a thin ring around the nose and then sprayed the weapons Olive Drab. After attaching the weapons to the underside of the wings and allowing the glue to cure, I attached ignition wires to the rear of the HVARs into the wings and arming wires to the top front of the bombs at the point of the fuses and into the bomb pylons. I used fine copper wire for this.

Finally the canopy. I added extra detail to the area behind the seat; there's a hydraulic ram and some associated wiring and then came the canopy itself, which I wanted to display open. I also at this time scratch built a kidney-shaped rear view mirror. I faced it with Bare-Metal ultra chrome foil for that mirrored look and fitted it inside the wind screen. The canopy in the kit is composed of two parts, the clear canopy itself and a base to the canopy, which moves with the canopy as it is opened or closed. The base of the canopy has a lug on its underside which fits into a hole in the area just behind the pilot's seat, in effect the canopy on the model should be displayed closed, even though there is a separate windscreen and canopy. Because I had decided to model the aircraft with the canopy open I had already filled the hole while I detailed the area behind the seat. I then cut off the lug at the bottom of the canopy base. The canopy and its interior had already been masked and painted and it was just a matter of attaching it to the airframe when I found a photo of the actual aircraft I was modeling. Joy of joys, aren't we always banging on about good reference material, well in this instance, no. The Panther's canopy can come in four varieties, plain as depicted by HobbyBoss (incorrectly as it turned out), or with a white beading between the canopy frame and glass, or with a silver grey bracing frame on the inside of the canopy about two-thirds back from the front or finally a combination of the lot. I'm sure you know which variety of canopy the photo showed, yes the one with them all. I felt that I wasn't up to painting a fine white line around the frame, so I cheated and used fine white decal stripes obtainable from Fantasy

Printshop, a great product with hardly any carrier film, job done. The bracing bar was a little more involved in that it was internal and I had to make sure that it was placed correctly with respect to position and making sure that it was square. I achieved this by using a piece of Dymo tape which had been cut into a thin strip and placed in position on the outside of the canopy in the correct position. Then using this as a guide and cheating again by using Fantasy Printshop stripe set silver, I used the relevant thickness decal stripe and carefully fitted it inside the canopy, lining the decal up against the Dymo tape on the outside. The canopy was then plunged into a bath of Klear (both the windscreen and canopy had already received the Klear treatment), the excess taken off with a paper towel, allowed to dry and then the canopy was fixed in the open position on the airframe. Model finished.

So all in all what do I think of this kit? A really nice kit, a very good model can be produced out of the box by a beginner and an excellent model can be produced if you want to go the extra mile. If HobbyBoss aren't quite knocking on the front door of Mr. and Mrs. Tamigawa at the moment, they most certainly are marching up the front garden path.



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*PrezNotes*

*from page 1*

February meeting this weekend to discuss your participation. In particular we need MODELS, both built and unbuilt, to display on our allotted tables, together with warm, enthusiastic people to share our love of this hobby with the General Public.

Cheers, and See you at the February Meeting!

*Andrew*

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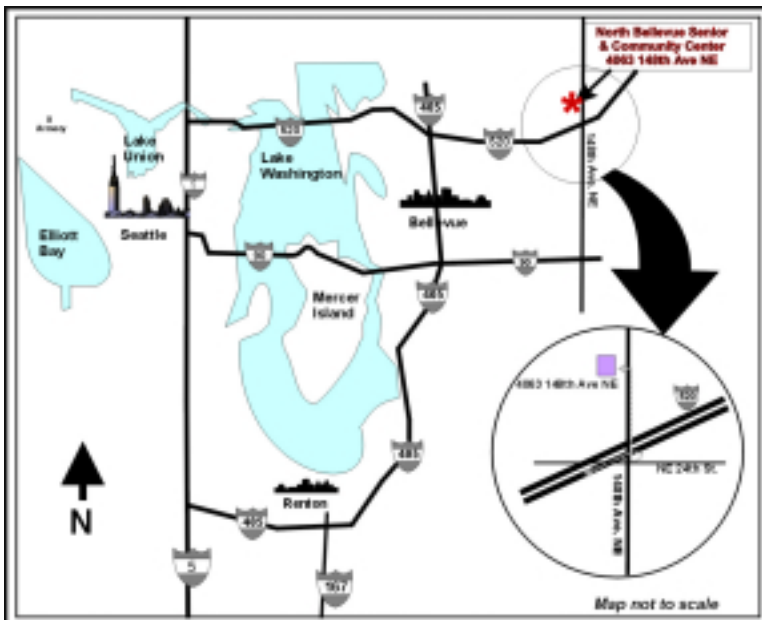
## IPMS Seattle Renewal Form

Your 2014 IPMS Seattle renewal form is included below. If you have not renewed by the release of this newsletter you will get a final reminder with this issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via e-mail. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the February meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

<b><i>IPMS Seattle 2014 Dues Form</i></b>		<b>Remit to:</b> <b>IPMS Seattle</b> <b>ATTN: Spencer Tom</b> <b>318 N.E. 81st Street</b> <b>Seattle, WA 98115</b>
Full Name _____		
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[    ] E-mail delivery of the newsletter (\$15).		[    ] Regular mail delivery of the newsletter (\$25).
[    ] Please do NOT release my e-mail and phone information for distributed club rosters.		

## Meeting Reminder

## February 8



**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.