

Seattle Chapter News



Seattle Chapter IPMS/USA
June 2014

PREZNOTES



Nirvana: An Armor Modeler's Day in Heaven?

On Monday, May 26, I joined a small group of about a half-dozen IPMS Seattle members at the Flying Heritage Collection's TankFest event. IPMS Seattle had been invited to set up a small display to show off the art of scale modeling as part of the day's events. The FHC people provided us with five tables measuring 6' by 2.5', and we modelers turned up with various built tank models, a few tank busting aircraft models, our modeling tools, and some kits to work on. Throughout the day we were visited by over 400 FHC visitors who stopped by to see what we were up to, discuss the hobby, etc.

About 50 yards from where we were set up and clearly visible from our seats where we worked on our models, FHC had constructed a tank driving demonstration course. At various times we were serenaded by the hum (roar?) of 1/1 tank engines, as a Sherman M4A1, an M3 Stuart, Soviet T-34/85, Hetzer WW2 German tank destroyer, and a British Abbot SPG all ran the course. Occasionally they would fire a blank round, causing small children to burst into tears, and we adults to uncontrollably jump a number of inches off the ground. Also firing rounds next to the tank driving course were two WW2 German 88mm Flak guns.

Could anything be cooler for the tank modeler: Building models, being asked questions by an admiring public, all to the sound and sights of real tanks parading about not 50 yards from where you sit?? I am hard pressed to figure out what could be better? Did I mention the FHC provided us with free lunch...

This is the second event that IPMS Seattle has teamed with FHC to present our hobby to the public, and it won't be the last. The first involved us sitting around 1/1 Japanese Zeros while displaying

Mitsubishi Zero models in various scales, and helping kids build Make N Take Zero models. Again, how cool is that?

Saturday August 16 is Luftwaffe Day at the FHC, and IPMS Seattle has been asked to put on a display of suitable Luftwaffe aircraft models, work on Luftwaffe model kits, answer questions, while the Collection's Messerschmitt Bf 109, Focke Wulf Fw 190, and Fiesler Storch take to the air nearby. Why not join some of your fellow modelers as we share our love of the hobby at such an event?

See you at the June meeting.

Cheers

Andrew

Skyway Model Shop Sale

Skyway Model Shop will be having a sale the weekend of June 14/15. There will be 20% off everything in the store, with selected 50% off items and a sidewalk sale if the weather cooperates. For more information or directions visit the web site at www.skywaymodel.com, or call 206-772-1211

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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. 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 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.

June 14
August 9

July 12
September 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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Check out our web page: www.ipmsusa.org

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2014 IPMS Seattle Spring Show Category Winners

<u>Place</u>	<u>Model</u>	<u>Modeler</u>			
Junior-Aircraft			Aircraft-1/48 Single Prop-Allied		
1st	Hurricane	Joseph Minerich	1st	P-47D Razorback	Terry Schuler
2nd	P-47N	Joseph Minerich	2nd	P-51D Mustang	Bob Windus
3rd	Zero	Joseph Minerich	3rd	L-19 Birdog	Terry Davis
HM	Fw 190	Joseph Minerich	HM	P-40N	Alan Gates
			HM	MQ-1 Predator	Mike Oberholtzer
			OoB	Ilyushin Il-2	Brian Birk
Junior-Armor			Aircraft-1/72 Multi Prop		
1st	Komatsu Dozer	Bradley Highsmith	1st	E-2C Hawkeye	Robert Latimer
2nd	Jagdtiger	Trevor Gaffney	2nd	Ju 52	David Hemdel
3rd	E-100	Dom Holmstrom	3rd	He 115	Dan Smith
HM	German Tank	Joseph Minerich	HM	SM 81	Larry Baldwin
OoB	Tiger 1	Nolan Gaffney	OoB	E-2C Hawkeye	Robert Latimer
Junior-Auto			Aircraft-1/48 Multi Prop		
1st	Kenworth 900	Unknown	1st	Mitsubishi Ki-46 III	Scott Buffett
Junior-Space Fact/ Future Tech.			2nd	Mitsubishi Ki-46	Joe Brown
1st	F91 Gundam	Hayden Qi	3rd	V-173	Terry Davis
2nd	ZZKU Gundam	Hayden Qi	HM	Bf 110E	Bob Windus
Junior-Miscellaneous			Aircraft-1/32 & Larger-Prop		
1st	Knight	Joseph Minerich	1st	Supermarine Spitfire	Wolf Buddee
2nd	Knight	Joseph Minerich	2nd	Hawker Tempest Mk.V	Chris Morris
3rd	Civil War dude	Joseph Minerich	3rd	P-40E	Brian Medina
Aircraft-1/73 & Smaller			HM	Caudron C.714C.1 Cyclone	Chris Morris
1st	F-18E	David Hemdel	HM	Kittyhawk Mk.III RNZAF	Chris Morris
2nd	CF-18	Robert Latimer	OoB	SBD Dauntless	Brian Birk
3rd	Su-27 Flanker B	Robert Latimer			
HM	Gloster Meteor	James McCowen			
OoB	C-17 Globemaster	Brian Birk			
Aircraft-1/72 Single Prop					
1st	Ilyushin Il-2	Robert Latimer			
2nd	P-47D	Terry Schuler			
3rd	F4U-1D	David Hansen			
HM	Spitfire Mk.XIX	David Hansen			
OoB	Ilyushin Il-2	Robert Latimer			
Aircraft-1/48 Single Prop-Axis					
1st	Kawanishi N1K2	Bob Windus			
2nd	Fw 190A-8	Bob Windus			
3rd	Mitsubishi A6M5 Zero	Terry Schuler			
HM	Fiat G.55	Chris Cowx			
HM	Fi 156C Storch	Brian Birk			
OoB	Ki-44 Shoki	Gary Jackson			



Aircraft-1/32 & Larger-Prop

1st	Nakajima Ki-44	Joe Brown
2nd	Nakajima Ki-44 Prototype	James Mustarde
3rd	Mistubishi J2M3 Raiden	Brian Willett
HM	Fw 190C-O V18/U-1	James Mustarde

Aircraft-1/72 Single Jet

1st	Mitsubishi F-2A	Jackson Wai
2nd	U-2	Tim Bradley
3rd	T-45	Daniel Carey
HM	F-21 Kfir	Daniel Carey
OoB	Nesher S	Robert Latimer

Aircraft-1/48 Single Jet

1st	F-16	Scott Carpenter
2nd	A-4	Joe Brown
3rd	F-105	Gary Meinert

Aircraft-1/72 Multi Jet

1st	F-5F Tiger II	Daniel Carey
2nd	S-3A Viking	Gary Meinert
3rd	EF-18G	Daniel Carey
HM	He 162	David Hemdel
OoB	Eurofighter	Robert Latimer

Aircraft-1/48 Multi Jet

1st	YP-59	Walt Babst
2nd	F-4B	Brian Birk
3rd	F-4B	Robert Latimer
OoB	F-4B	Brian Birk

Aircraft-1/32 & Larger- Jet-Single Engine

1st	A-6A	Rory Pennington
2nd	Sabre 5	Brian Birk
3rd	F-15E	Joe Zvara



Aircraft-Airliners/Civil/Sport/ Racing

1st	P-51B	Tim Bradey
2nd	NASA MQ-9 Reaper	Tim Nelson
3rd	Vultee V-1A	Tim Nelson
HM	Boeing 40B-4	Eric Hagedorn
OoB	Disney 747	George Ruscoff

Aircraft-Rotary Wing

1st	Westland Whirlwind	Bob Chenoweth
2nd	OH-136	Bob Chenoweth
3rd	AH-60L	Alan Streeter

Aircraft-Biplanes, Vintage 1/72 & smaller

1st	Monoplane (Blue Max Movie)	Tim Nelson
2nd	Fokker D.VII	Tim Nelson
3rd	Bristol M.1C Bullet	Will Perry
HM	Albatros D.I	Bob Chenoweth

Aircraft-Biplanes, Vintage 1/71 & larger

1st	Fokker D.VII	Harry Avis
2nd	Fokker D.VII	Gary Meinert
3rd	DH.9a	Brian Birk
OoB	Hanriot HD-1	Ken Murphy

Aircraft-Misc/Scratchbuilt/ vac/conversions

1st	Fokker D.VII	Harry Avis
2nd	Rogallo	Morgan Girling
3rd	Castaibert	Morgan Girling
HM	P-12	Harry Avis
HM	Breda BA-65	Dan Smith

Armor-1/35<Closed Top to '45-Axis

1st	Vickers Crossley A.C.	Mike Tsoumpas
2nd	Semovente M-40 75/18	George Bacon
3rd	Captured KV-2	Justin Deng
HM	Tiger IE	Ross Hillman
OoB	Tiger IE	Ross Hillman

Armor-1/35<Closed Top to '45-Allied

1st	Ford Tf-c	George Stray
2nd	Vickers Mk.1B	Mark Ford
3rd	Soviet BT-7	George Bacon
HM	Locust	Bruce McKinney
HM	Renault D.1	David Hansen
OoB	M26 Pershing	Elbert Lin

Armor-1/35<Closed Top after '45

1st	M4A3 Dozer Tank	Peter Hickey
2nd	Challenger I	Brian Lockwood
3rd	Chinese 2LC 2000	George Bacon
HM	Merkava ARV	Mark Algrich
HM	M26 Pershing	Peter Hickey
OoB	Soviet IT-1	Morgan Girling

Armor-1/35<Open Top

1st	Land Wasserschlepper	George Stray
2nd	SdKfz 234/4	Brian Wadsworth
3rd	LAV-25	George Bacon
HM	PzJag I	Gary Weeks
HM	M16 Halfftrack	Chris Morris
OoB	SdKfz 234/3 Howitzer	Doug Reed

Armor-1/36 & Smaller, All Types (except 1/48)

1st	T34/85	Doug Woy
2nd	Steyr Armored Railcar	Djordje Nikolic
3rd	T-62 MBT	Ken Murphy

Armor-1/48, All Types

1st	Stug IIIG	Gary Weeks
2nd	Stug IIIB	Peter Hickey
3rd	King Tiger	Joe Brown
OoB	Stug IIIB	Peter Hickey

Armor-Soft-skinned

1st	British Ford MMGS	George Bacon
2nd	Kubelwagen	Steve McNaughton
3rd	Humber Utility Car	Bob Chenoweth
OoB	DKW Motorcycle	Shawn Gehling

Armor-Towed Artillery & Missiles

1st	Versuchsflakwagen 8.8cm Flak 41	Mark Ford
2nd	NATO SA3 GOA SAM	Morgan Girling
3rd	120mm German Mortar	Gary Weeks
OoB	NATO SA3 GOA SAM	Morgan Girling

Armor-Misc, Conversions & Scratchbuilt

1st	T32	Dan Rowbottom
2nd	Jadgpanzer I	Justin Deng
3rd	Merkava Mk.2	Damon Burke

Figure-Less than 54mm

1st	French Napoleonic Trumpeter	Gordon Enquist
2nd	Imperial Army Standard Bearer	Gordon Enquist
3rd	Syrian Soldier w/missile	Morgan Girling

Figures-54mm & 1/35

1st	El Jugular	Mike Cramer
2nd	Prussian Infantry	Gordon Enquist
3rd	Werner Voss	Scott Carpenter
HM	Fusiller Private	Mike Cramer

Figures-Larger than 54mm

1st	King Jan Sobieski	Mike Cramer
2nd	Zulu Comander	Paul Dunham
3rd	Medic, US Army WWII	William Zhang
HM	Wrath of God	Talino Bruno

Figures-Sci-Fi, All

1st	Mars Attacks! Martian Warrior	George Tufnail
2nd	Vampire	Talino Bruno
3rd	ArJac RockFirst	Mark Algrich
OoB	Mars Attacks! Martian Warrior	George Tufnail

Ships-Powered 1/700 & smaller

1st	HMCS Magnificent	Neil Ramage
2nd	HMS Renown	Rob Brown
3rd	USS Rhode Island	Rick Heinbaugh
HM	HMS Repulse	Rob Brown
HM	USS Bronstein	Rick Heinbaugh
OoB	USS Maryland	J.T. Tami

Ships-Powered 1/699 to 1/350

1st	Prinze Eugen	Les Knerr
2nd	1945 USS Chevalier	Peter Hickey
3rd	USS Wichita	Roger Torgeson
HM	USS Chavale	Gordon Bjorklund



Ships-Powered 1/349 & larger

1st	African Queen	Harry Avis
2nd	Vosper PT 177	Wes Parker
3rd	1979 Atlas Hydroplane	Jerry Nilles

Ships-Submarines, 1/73 & smaller

1st	Type 21 & 23 U-Boats	Rob Brown
2nd	U-107	Rob Brown
3rd	Chinese Type 39 Song	Roy Schlicht
OoB	Chinese Type 39 Song	Roy Schlicht

Ship-Submarines, 1/72 & larger

1st	U Boat Type XXVII B	Ron Wolford
2nd	USS Trout	Bob Chenoweth
3rd	X-Craft Midget Submarine	Djordje Nikolic

Auto-Factory Stock

1st	1959 Cadillac Eldorado	Isao Tokeuchi
2nd	Camaro ZL1	Paul Stedman
3rd	Porche 911 Turbo Cabriolet	Isao Tokeuchi
HM	1966 Mustang GT-350H	Isao Tokeuchi
HM	1958 Edsel Pacer	Gordon Enquist
OoB	1964 Pontiac GTO	Tom Krajicek

Auto-Hot Rods

1st	1959 Chevrolet Impala	Isao Tokeuchi
2nd	Jack Daniels Whisky Wagon	Gordon Enquist
3rd	1957 Chevrolet Street Racer	Gary Davis
HM	Forderari F40 Sedan Delivery	Eyner T
OoB	1958 Chevrolet Impala	Laurie Tower

Auto-Custom

1st	Custom 1948 Ford	Tom Krajicek
2nd	52 Chevy Truck Custom	Ken Meyer
3rd	48 Ford	Dave Lawniczak
HM	49 Mercury Custom	Jameston Kroon
HM	1951 Chevy Bel Air	Ed Gilbert

Auto-Pick-ups

1st	1959 Chevrolet El Camino	Isao Tokeuchi
2nd	1941 Chevy Gasser	Dave Lawniczak
3rd	1951 Chevrolet Pickup	David Hemdel
HM	1951 Chevrolet Pickup	Laurie Tower

Auto - Commercial, Truck, Van, Fire, Rescue

1st	"Geek Squad" Beetle	Gordon Enquist
2nd	TIF 24/50 Hauler	Wes Parker
3rd	CMC Tow Truck	Dale Schmitt

Competition - Closed Wheel

1st	1964 GS Corvette	Paul Stedman
2nd	Porche 935 "Jagermeister"	Rob Glowinkowski
3rd	69 Dodge Dart	Robert Alescio
OoB	Dale Earnhardt "Goodwrench"	Randy Klein

Competition - Open Wheel

1st	Lotus 79 JPS	Rob Glowinkowski
2nd	McLaren MP4/13	Rob Glowinkowski
3rd	Leyton House 901CG	Rob Glowinkowski
HM	Lotus 99T	Rob Glowinkowski
HM	Brabham BT-44B	Rob Glowinkowski
OoB	34 Ford Slammer	Gordon Enquist

Large Scale Autos/Trucks

1st	Porche Carrera	Ron Deswoyers
2nd	Enzo Ferrari	Ron Deswoyers
3rd	Porche 935	Rob Glowinkowski

Motorcycles

1st	Yamaha YZR	Mark Stearney
2nd	Honda RC211V	Mark Stearney
3rd	Suzuki RGV-T	David Hemdel
OoB	MPC Trike	Laurie Tower

Space Fact

1st	Space Cowboy	Dun-Vu Hsiao
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Science Fiction-Vehicles

1st	Great Syber	Steve Santos
2nd	Aliens Power Loader	Steve McNaughton
3rd	Star Wars Slave 1	Joe Zvara

Science Fiction-Figures

1st	AFS Mk.II	Doug Woy
2nd	Vaderette	Steve Hilby
3rd	Robby & Planetary Claire	Steve Hilby

Gundam 1/144 & smaller

1st	Takeda Shinsen Gundam	Isao Tokeuchi
2nd	Gashpon Hygoog	Randy Klein
3rd	Bawoo Scarlet TinkerBell	Jason Wu
HM	Gabthley	Randy Klein
HM	GM	Michael Robinson

Gundam 1/100 & larger

1st	2 years in Space	Derick Siu
2nd	Gundam	Derick Siu
3rd	Zaku II	Isao Tokeuchi
HM	Galgoog	Isao Tokeuchi
HM	Kamper	Isao Tokeuchi





Collections

- 1st Farnborough Nov 1945 Terry Moore
- 2nd 88 Collection of PAK & FLAK Steve Faxon
- 3rd Eastern Front German Armor Doug Woy
- HM Fictitious Felines Steven Russo



Diorama-Aircraft

- 1st Corsair Terry Davis
- 2nd Rogozarski Djordje Nikolic
- 3rd Devastator Gary Weeks

Diorama-Auto

- 1st Bulldozer John Geigle
- 2nd Jeep in mud Gordon Enquist
- 3rd Railroad Diorama Steve Buchanan
- HM Rusty Pickups Dale Schmitt

Diorama-Armor

- 1st Katiushka Truck Bruce McKinney
- 2nd Desert Jeep Ed Schnabel
- 3rd Su-100 Bruce McKinney
- HM Long Range Truck Ed Schnabel
- HM Marder III Mark Ford

Diorama-Sci-Fi, Space Fact

- 1st Zombie Destroyer Bruce McKinney
- 2nd Letter From Home Steve Hilby
- 3rd The Chase Miguel Bastarrchea

Diorama-Naval

- 1st HMCS Rainbow Eric Hagedorn
- 2nd Monitor vs. Virginia Rob Brown
- 3rd LCM & M4 Ernie O'Brien

Diorama-More than 5 Figures

- 1st US Special Forces James Gates
- 2nd Sniper Talino Bruno
- 3rd Trench Scene James Gates

Flights of Fancy

- 1st Avro Arrow CF-105 Scott Kruize
- 2nd Gripen CF-189 Brian Birk
- 3rd Penguin Armored Car Shawn Gehling

Animals/Dinos

- 1st T-Rex Brandon Chutich
- 2nd T-Rex Brandon Chutich
- 3rd Triceratops Brandon Chutich
- HM Gigantosaurus Brandon Chutich

Group Builds

- 1st M4 Shermans Ron Wolford

Miscellaneous

- 1st The "Frantics" Band Gordon Enquist
- 2nd Steampunk Submarine David Goudie
- 3rd Curse You Red Baron Gordon Enquist
- HM M19-3 Grenade Launcher Charles Phillips
- HM Home Made Go-Cart Terry Davis
- OoB M19-3 Grenade Launcher Charles Phillips

Mentored Models

- 1st El Chupacabra Plane Brian Hennessey

Special Award Winners

<u>Award</u>	<u>Model</u>	<u>Winner</u>
Best Finish	1/32nd F4U Corsair	Brian Birk
Best British	DH.9A	Brian Birk
Best Canadian	HMCS Rainbow	Eric Hagedorn
Best Submarine	USS-202 "Trout"	Bob Chenoweth
Best Bare Metal Finish	F-86	Brian Birk
Best Small Air forces	F-5F	Daniel Carey
Best Pacific War	M6A1 Seiran	Mike Oberholtzer
Best US Subject	Rare Finds	Dale Schmitt
Best Fire/Life Safety Vehicle	1959 Ambulance	Dale Schmitt
Best 1/32 Aircraft	Tempest Mk.V	Chris Morris
Best Street Rod	Porche Carrera	Ron Deswoyers
Best Sci-Fi	Slave 1	Joe Zvara
Best Finish of a Military Vehicle	Vickers Crossley	Mike Tsoumpas
Best French Subject	FT-17	George Bacon
Best German Subject	Prince Eugen	Les Knerr
Best Japanese Subject	Yamaha YZR-M1	Mark Stearney
Best Middle East Subject	M-51	Steve Faxon
Best Kaylormad - Kit Bash	Letters from Home	Steve Hilby
Best Italian Subject	Ferrari F60	Rob Glowinkowski
People's Choice	Edwardian Aerial House Car	Steve Hilby



“Best of” Winners

Best Junior	Komatsu Dozer	Bradley Highsmith
Best Aircraft	Supermarine Spitfire	Wolf Buddee
Best Armor	Land Wasserschlepper	George Stray
Best Figure	King Jan Sobieski	Mike Cramer
Best Ship	Prinze Eugen	Les Knerr
Best Auto	Porche Carrera	Ron Deswoyers
Best Sci-Fi	Great Syber	Steve Santos
Best Diorama	Zombie Destroyer	Bruce McKinney

Hasegawa 1/48th Scale Junkers Ju 87R-2 Stuka "Desert Snake" Limited Edition

by Ken Murphy

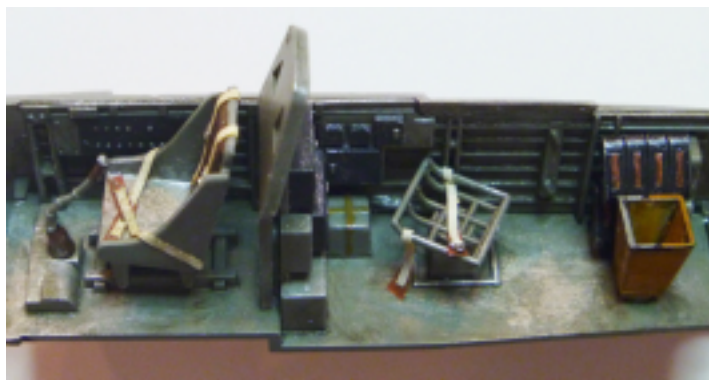
This kit is one of a long line of Hasegawa Stukas. The moldings have been engineered to adapt to virtually every Stuka version. The R-2 is basically a B with the only discernible difference being the external long range tanks. They come on a separate sprue, along with the special "snake" decals. Otherwise, along with the eleven unused parts, you could model any number of B or C versions.

So now we'll just go into the build (with a few exceptions regarding the color scheme and markings which I will touch on later).

Since I was given this kit with the express purpose of writing a review, I decided from the start to build the kit out of the box and by the directions – two things I seldom do and probably won't do again for reasons which will soon become apparent.

As usual, cockpit assembly is step 1. The cockpit floor and seats, etc., comprise seven parts and represent some nice detail. After basic painting and weathering with oil wash and dry brushing, I highlighted the dials and controls on the radio equipment and made Tamiya tape seat belts and harnesses with wire buckles (tediously wrapped around the end of an X-acto knife to bend them into a more or less buckle-like shape). So far, that's the only non-out-of-the-box addition, but an important one to say the least. Of course, for the really picky modeler, there are plenty of aftermarket alternatives.

The next rather unusual step involves the instrument panel, gun sight and rudder pedals that form a unit, which then is suspended from the upper deck which sits atop the forward fuselage. I know, sounds confusing. At first I couldn't figure out what the things were hanging from the instrument panel, but when they were inserted it became clear: rudder pedals that leave the space below them open to the floor and the target-finding window.



The insides of the fuselage halves have been scored and cut out in a rather crude way to accept the side consoles, in a way not unlike you might do yourself if you were installing resin inserts. Hasegawa came out with a new tool of the Stuka in 1996 and this may be a recent alteration to upgrade the kit. At any rate, the consoles are nicely done with the kind of detail you would expect from more modern mold making technology. The fit is good and as you can see, the office looks pretty good.

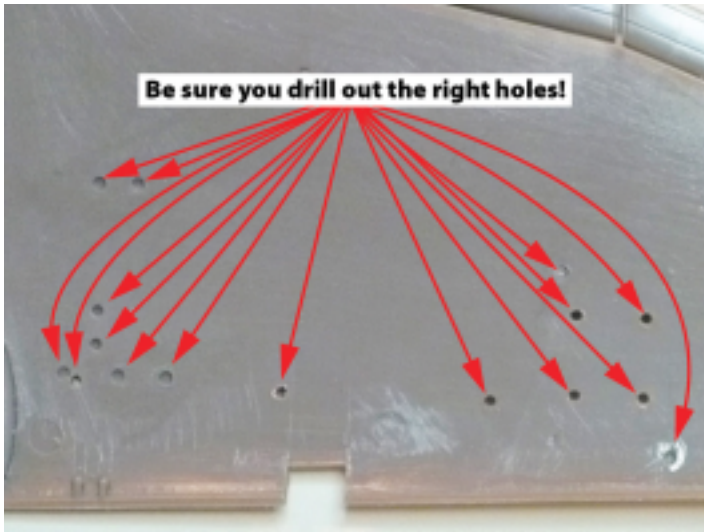
The engine cowling is another separate assembly designed to be swapped out for later versions. The odd bit with this assembly is that the bomb cradle attaches to it. Normally I would leave such a delicate thing off until last, knowing my proclivity for snapping,

bending, breaking, destroying or otherwise losing fragile parts like that, but in keeping with the directions I did as instructed and sweated bullets for the rest of the build.

Next came the propeller. Six parts: spinner, base, three blades, and a cap. The base includes a shaft that inserts through a hole in the engine cowling face to be held in place by the cap. This is another thing I would never do. Usually I would create some arrangement that would let me attach the propeller last like the way Tamiya includes a polypropylene washer so the prop can be inserted and pulled off again at any time. That keeps it out of the way and gives me a nice 'finishing touch' at the end of the build. Unfortunately in this case, the shaft is loose enough that just fitting it through the whole will not keep it in place, requiring the glued on cap to secure it. Not my druthers, but again, I stuck to the instructions.



After the fuselage has been buttoned up, the upper decking with instrument panel, etc. is dropped on top and the lower section of the forward fuselage attached. This lower half houses the cockpit floor window which is a triangular glazing that fits into that assembly – or at least it's supposed to. I tried putting it together as shown, but could not get it to fit. I tried doing it upside down, right side left, inside out, nothing fit! I checked other build reviews but no one mentioned this problem. Either they had no problem, they're keeping it a secret or I'm an idiot. Wait – don't answer that. In the end I just said "screw it" and left it off. It's in about the least visible place it could be. I don't think it will be noticed, so don't tell anyone. (By the way, the profile of the fuselage without the canopy, wing or tail feathers, bears a striking resemblance to nothing less than a menacing serpent.)



The wing assembly is straightforward. The lower wing and ailerons/flaps (the signature engineering hallmark of Prof. Hugo Junkers' aircraft of the period) are molded as one piece with the right and left upper wings glued on top. But before gluing them together, be sure to drill out the correct holes for whatever stores you plan to attach. Since the picture of the front of the actual plane shows it without bombs or fuel tanks, I decided to build mine that way, so no need to drill.

One concern I had with the wing: on dry fitting it seemed that there would be a gap on either side along the top. Nothing unusual, but it would take some filling. I considered a technique I have heard of but never tried: gluing the top wings to the fuselage then gluing that assembly to the lower wing. That would insure a tight upper wing-fuselage fit, but again I opted to follow directions and glue the wings separately. Turns out I needn't have worried: the wing fuselage joint was hardly noticeable. A tiny bit of putty and we're good.

The engine unit glued on front, the tail feathers attached and the big work is done. A deck panel on the rear fuselage behind the gunner's seat completes that construction step. Unfortunately it covers up half the rear compartment burying my work there for all eternity.

Next comes the landing gear. Two simple wheel pants halves enclose the two wheel halves. I did paint the wheels before installing them, but this is where following instructions left me with a real headache which I'll explain later. Even so, at the next part of this step, I had to depart from the instructions: I was not about to attach all the fiddly bits such as tail plane braces, dive brakes, aileron balances, etc. - too much handling yet to be done!

The last step in the instruction (step 15) is the canopy. This was a real challenge: not just because it's a typical 30's style 'greenhouse'. The framing is unique. Several of the frames are actually inside the canopy.

Never run across that before. The decal sheet provides thin black strips for that purpose which is great, but putting them on is a nightmare. After dipping the canopies in Future and allowing several days to dry, I stuck each canopy section on a lump of modeling clay (the kind of plasticine clay you can find in any kids section of the store). It has just enough density and stickiness to hold onto the piece and keep it in one place while I clumsily attempted to lay the decal strips into the canopies in more or less the correct paces. I flooded the insides with setting solution and prayed they would not stick before I could nudge them into place.

After a great deal of fussing, I succeeded. Mostly. I had one frame that fell apart in the middle canopy but I was able to touch it up with a fine point marking pen and luckily, the open pilot's canopy will hide that. Since I was at it, I decided to use decal film to do the framing on the outsides as well. I figured this would be the easy way to address the faint framing lines scribed in the canopies that would make my usual routine of masking the sections with Tamiya tape and carefully slicing away the excess along the raised frames. There literally are no raised frames here. I sprayed a strip of clear decal film with inside RLM 02 with a topcoat of lightened RLM sand yellow then cut very thin strips with a fresh blade. Making sure I had plenty of length to work with, I then laid the strips into position and lightly pressed them down with a cotton swab.

For the most part this technique worked fine. Tedious, but fine, with just one problem...

At this point I realized that some of the splinter camouflage would be visible on the rather wide lower frames. If the camouflage is all one color, I usually do the canopy separately and install it at the end, such as the instructions indicated and as I was intending to do here, but now I would have to match the patterns on the frames after the fact meaning more masking. Almost certainly any tape – even Tamiya tape – would pull off the decals. Great, just great – I decided to put it off until the end. (Hmmm, just another example of how I manage to model myself into a corner. Actually, I find it interesting to see how many mistakes I will make in a given build. And how, I hope, I will overcome them. Modeling is nothing if not challenging!)



I began by painting the undersides RLM 65 (Luftwaffe blue gray), for which I owe fellow club member Scott Kruize. He made an emergency run to Emil's for me, as my local hobby shop has sadly closed. It was during this step I ran into mistake number two: I had glued on the landing gear – which is not blue gray. Not fatal, but now I had to mask off the gear when I should have just left them off.



Mistake number three (a close relative of number two) was even worse, for now I had to paint the landing gear along with the upper surfaces – so now I had to mask off the entire underside!

Somehow I can't help but think a little thoughtful planning may have come in handy...

That completed, I painted the upper surfaces a lightened RLM 71 medium green overall. Minor mistake four: I had to mask the already painted dark gray propeller - if I had let it off, no problem. That *\$@'<!*+!!! prop was just in the way the whole build!

Next I painted the standard Luftwaffe splinter scheme with RLM 70 dark green, also slightly lightened with Model Master Navy White, which is a slightly beige off-white. I feel it gives a warmer tone to the color. (One thing I found helpful when trying to interpret the complex camouflage scheme in the gray-on-gray instructions was to color the various areas with highlighter pens).

The desert camouflage scheme of 1941 consisted of a quick overspray of sand yellow over the standard European splinter pattern. My original clever plan was to simply accomplish this with some deft free hand airbrushing, but after practicing on an old model, I realized I was not getting the consistent results I had hoped for. Time for Plan B. Out came the modeling clay. I rolled out thin ropes and laid them over the model then covered the space in between with flattened sheets of the same stuff.

Many of my fellow modelers use something like Silly Putty for this because it does not leave any residue. I find that it doesn't stay put either. The modeling clay will stay put (just don't press too hard) and whatever residue it leaves is easily removed with a little diluted alcohol. Maybe the fact that I use acrylics is why this works, I'm not sure, all I can say is it works for me. The results are a consistent fine-feathered edge.

After a coat of gloss lacquer, it's time for the decals. They are very nice, in register and lay down very well. The only challenge was the snake. The decal is divided into three parts, one of which is just the tongue above the exhaust stubs (the left side has an extra decal to cover the carburetor air intake). The dividing line is cleverly placed to fall behind the fuselage cross. However, this means that three quarters of the snake from the head back is one long piece! Needless to say, it was another sweating bullets moment. But with a lot of solution, a soft brush and patience it went on fairly easily.

Of course if you made a mistake at this point, you could always do the alternative markings, which don't involve a snake. In my previous in-the-box review, I mentioned several anomalies with the markings. Here's one more: the "snake" version includes fuselage crosses that have the top missing. The painting instructions indicate painting out the missing area in RLM 70 dark gray. This is based on the only photo that shows the rear fuselage.



Clearly this is repaired battle damage, yet the decals are for both sides in the same place as if a shell or splinter had gone straight through perpendicularly. Seems unlikely to me, but I decided to depict my version the day before the damage. I just used the crosses from the alternate marking set. One last point (also shown in the picture), the instructions show the back half of the rudder as being painted in the underside blue gray, as depicted in the box top art. That seemed very odd to me. You can clearly see the area in question in the picture, but to me it looks like the rudder is slightly canted to the left and what we are seeing is the light striking that area. Trying to interpret color from a black and white image is a dicey business to say the least, but in this case I disagree with their conclusion, so I just continued the camo scheme across the rudder.

For the weathering, I decided to really do it up. In fact, I wanted to weather it like a tank. After all, it was operating in the harshest environment imaginable and in the two pictures I found of that particular plane, it looked pretty worn. A large part of my inspiration for following the build instructions so religiously was to use the tank approach: build, build, build, paint, paint, paint (instead of the aircraft approach: build, paint, build, paint, build, paint). I attempted to use some of the techniques Eric Christensen outlines in his armor builds but I quickly realized that I didn't have the proper materials to do it, so it was back to the drawing board. In the end I used a combination of pencils for panel lines, silver pencil for scuffing, overspray of off white and oil washes. I used very fine sandpaper to remove some of the overspray where I thought appropriate to avoid too even a coating of "dust."

All that spraying buried most of the panel lines I had accented with a mechanical pencil, so I had to redo most of it. The fineness of those lines which I was concerned would be lost under all that paint turned out to not be such a concern. The only line I lost was the rudder tab which I redrew using tape and a ruler as guides. The final touch was trying another thing I hadn't before: sanding soft pencil lead into dust and applying it with a stiff brush. Previously I had always airbrushed exhaust stains, but this method gave me much better control and far less headache! Lastly, I attached the canopy sections and did my best to match the colors, tearing off a couple of the frame decals in the process necessitating more masking and repainting.

In retrospect, a much better approach would have been to use the fine Eduard masks.

The last step was to attach the fiddly bits. The aileron counterbalances, tail struts, fuselage steps, etc. All of these parts have hardly anything in the way of attachment points. Each has barely a suggestion of a nub and the attachment points were little more than a slight dimple. Some scrapping, sanding and drilling help create a bondable surface and with patience and fussing all were attached. The last part was the antenna.

I was concerned that the small attachment point on top of the canopy would not be strong enough to resist any pull from the antenna wire. But here again, I tried something new - Wonder Wire ceramic rigging fiber (or so the label calls it). It comes wound up in a packet but springs into a stiff straight length when cut. The big advantage in this case is that the stiff wire actually supports the antenna. Cut to length, attached with a tiny drop of white glue, and it's done.

This is a fine model of the R-2 and will certainly be an attention grabber on your shelf. You can certainly do much more with this kit if you are so inclined, but even out of the box it gives a great representation of the Ju 87. Having the ailerons so firmly molded to the wings is a drawback for accuracy, but a real advantage in doing a more or less quick build. I think this is a kit one could reasonably complete in a few weeks, even though in my case I started it some seven months ago (Ok, I'm a slow builder, but like many of you, I'm finding build time hard to come by what with a new house, grandkids, dogs, etc.).

At any rate, I think if you avoid my mistakes and try some of the more successful techniques, you'll have a much better time and probably better results.

My thanks to *Internet Modeler* and Hasegawa USA for the review sample.



Revell/Monogram 1/48th Scale TBF Avenger 'Presidential' Re-release

by Scott Kruize

Way back Then, I built several Aurora World War II "Famous Fighters": Spitfire, Fw 190, Messerschmitt Me 109, and Zero. In my innocent ignorance, I didn't realize there was anything better—until I got the Monogram SBD Dauntless as a Christmas gift.

Wow! What a difference! The Monogram model had far more parts than the Auroras. There was an actual cockpit interior with separate crewmen, as opposed to Aurora's flat top with the pilot molded integrally with the fuselage halves. The surfaces all had panel lines, tiny close-spaced riveting, and other fine details. Best of all: working features!

Once it was assembled, I flew the Dauntless on vital-but-dangerous dive-bombing missions: spin the prop, retract the landing gear, extend the dive brakes, raise and swivel the rear gunner's machine gun to defend against Zeros, dive onto target...touch the latch under the fuselage, back of the wing. The big 500-pound bomb swings forward and down on its trapeze, clearing the prop...A hit! Right on target!

What then didn't happen, back Then: my building the rest of Monogram's 1/4"-scale kits. I got sidetracked by the arrival at Thunderbird Drugs of the Airfix-72 constant-scale series. These could be gotten one per weekly allowance, at thirty-nine cents each. The Monograms were ninety-eight cents, two weekly allowances...or in the case of the P-38 Lightning, \$1.49; THREE!

But I hadn't forgotten them through all the intervening years of my "Dark Ages". When I resumed our hobby a dozen years ago - in my wealthy maturity (!) - I planned to eventually build every one of those kits Monogram had back in the mid-'60s, plus whatever new ones had been introduced since.

How fortuitous, therefore, that Internet Modeler editor Chris Banyai-Reipl handed me this kit. Revell and Monogram merged awhile back and kept all their old moldings. Re-releases in recent times have new boxings, with new box art and new decals. This is one such. I also had acquired an old boxing, and was able to do comparisons while doing the build for this review.

Everybody knows former President Bush (senior) was an Avenger pilot during the Second World War, and this re-release is specific for his airplane. The new box artwork and decal set make it so; no changes were made to the ancient plastic moldings.

These hold 58 pieces. Fifty-one make up the plane. There are four figures: pilot, turret gunner, running radioman, and Landing Signal Officer. With the latter's freestanding screen and a pair of chocks, a mini-diorama can be arranged.

I read that Monogram's engineers were instructed - from the earliest days - to put a lot of detail into as few parts as possible, so it wouldn't be too hard for young modelers to build a good replica. The engine, for example, is molded in deep relief into the cowl. These moldings are an astonishing achievement for 1958, and still assemble well and look good.

Seven of the moldings are 'glass': the greenhouse, turret top bowl, ventral observer's station, and the four small windows low on the aft fuselage. Only two pieces make the cockpit: a continuous floor from the pilot's cockpit through to the turret mount, plus a separate pilot's head rest. The instrument panel is molded into the fuselage sides and is finished with a single decal.

Eight tiny pieces still on these new moldings have no reference in the new instructions! They're hinge parts to permit the wing outer panels to fold. The new instructions only say to glue the wing panels together. The old instructions have six additional illustrated steps...

Out of nostalgic curiosity - could I have made wing folds work, way back Then? I tried the old instructions, elaborate and exacting in those six steps. And I was able to make it all work...sort of!



With everything properly aligned and assembled with super glue, to the best of my abilities Now, the wings can be carefully folded. But when extended, there are large gaps between the wing stubs and the outer panels, and the latter sag. There's no way I could have made this work at all, back Then.

Ken Murphy claims he did! I never saw it, and the ravages of time, heavily accelerated by his mother's ruthless housekeeping efficiency, means he can't Now put it on the table to prove his claim. So...do we believe him? Want to try the wing folding yourself? If you get this new boxing, the bits will all be there, and I'll gladly provide a photocopy of the old instructions...

Anyway, I finally gave up, broke out the little hinge pieces, and glued the panels together. Revell is right to steer builders away from trying the old folding bits. If you build this kit Now, you can discard the tiny odd parts that have no reference in the instructions...or save them as a memento of Monogram's engineering efforts back Then.



The rest of the build was fairly easy. There were only two other significant fit problems: The 'glass' molding for the ventral observer gunner position is undersized. Unable to figure out how to neatly fill or shim it, but realizing that the molding had simple curvature, not compound, I made a replacement of thin transparent sheet plastic. Not easy, nor perfect, but it's there. The bomb bay doors sacrifice close fit for function. Gaps are left to accommodate the clever torpedo-dropping action mechanism. For static display, a few protrusions could be trimmed and the closed doors fitted and filled. But consider carefully before you sacrifice the ability to skim the model low over the living room floor, pull on a little stud, and drop a torpedo against the *Musashi*!

The other working features: the spin-able prop and the rear turret, which swivels and whose gun can be elevated, gave no trouble. Nor did the quite ingenious tailwheel/arrestor hook assembly. But the main gear members fit tightly into sockets as they're assembled into the wing panels. They require subtle sculpting and sanding to reach a state where the legs hold position when out, but aren't too difficult to retract. I confess to not devoting enough time and effort to do this right, and now it's easy to break a main strut off its pivoting post.

The markings seen on my build aren't Bush's, nor the alternates from the fine kit decal set. Using some of them - and they're very good - supplemented by my decal stash, I did a scheme is based on photos and color profiles in Osprey Publications' *TBF/TBM Avenger Units of World War 2*, by Barrett Tillman. I have an aversion to using any kit box's decals, as they are. Partly this is because I never did anything else, way back Then, till the great day the mail included my first issue of "HisAirDec News". I drooled over the included decal set, long before I heard the term "aftermarket".

The rest is dread at putting on a contest table, or even our club's monthly Show-and-Tell area, a scheme exactly like somebody else's. What if my version should look worse?

The kit's old instruction sheet promised that "Your Monogram model of the Avenger is a faithful miniature of the big plane, developed from plans, specifications and photographs supplied by the U.S. Navy and Grumman Aircraft Company." I'm happy with how it turned out. It looks like the original as seen on Military Channel documentaries. I added a radioman to the crew actually on board, from my spares. The result IS an accurate miniature. It's just not an Accurate Miniatures!

You worldly readers are perfectly aware of the existence of two other 1/48th scale Avengers. Lindberg Models has been resurrected, and they, too, have taken advantage of President Bush's wartime piloting to re-issue their ancient kit. I've seen the new boxing, with its "Smiling George" portrait, but know nothing more about that kit, Then or Now.

What I do have is Accurate Miniatures' kit #3403, "Battle of the Atlantic", with depth bombs, not a torpedo; one of a couple of slightly different boxings. Revell's re-issued kit is well-made, dimensionally close, and an admirable effort for its time. It's still a fun and satisfying build. I recommend it as a nostalgic exercise, a break from a complex modern model, or an excuse to play with some young potential modeler who will enjoy the working features, just as I did when building the Dauntless so many decades ago.

If you're serious modeler, you'll break the shrinkwrap on your Accurate Miniatures and get right to work on its 108 exquisitely detailed parts. Twenty-five are 'glass', including a gun sight. The engine's separate and made of three components. Its engraving is subtle; little tiny parts make up much of its detailed duplication of the Avenger's structure and fittings. And so on: it's an order of magnitude better than the old kit, in every way.

Except that its wing panels are molded together. You can't fold them. Oh, wait! --You CAN fold them...all you need is to do is a lot of surgery with a bunch of elaborate and expensive resin and photo-etched aftermarket parts. That's how we do things now, eagerly succumbing to AMS. We've come a long way from 1958, huh?

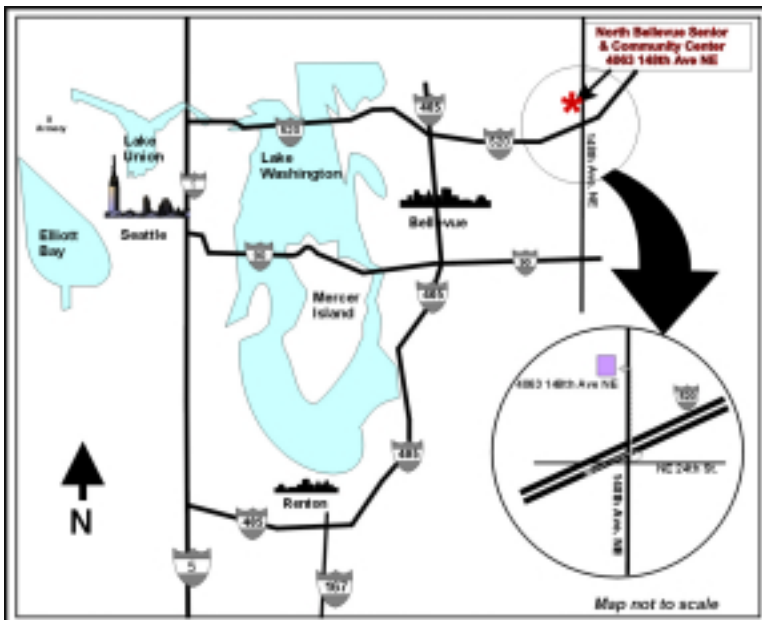
My thanks to Internet Modeler and Revell for this review sample kit.

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



Meeting Reminder

June 14



North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue

Directions to NBCSC: 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.