

# Seattle Chapter News



Seattle Chapter IPMS/USA  
December 2015

## PREZNOTES



### Huge Door Prize Drawing at the December Meeting!!

In order to celebrate in some style, and in the spirit of "Peace on Earth and Goodwill to all Men, and Women, etc", please bring some appropriate (non-alcoholic) drinks and food to share with your fellow IPMS Seattle members at our meeting on Saturday, December 12. ALSO, we are having a HUGE door prize drawing at the meeting. We have received a number of generous donations, including a full starter airbrush set up (small compressor, air hose, and airbrush), some great model kits, tools, books, and we will also have a \$100 gift certificate to a well known local hobby shop. So if you only come to one meeting a year, make sure it is THIS ONE! Let's also make it the one with the largest Show and Tell collection for 2015, and see out the year in style!

See you in a few days' time! Cheers, and thanks to you all for helping to make 2015 a great year to be a modeler in the Pacific Northwest!

Cheers,

*Andrew*

### 2016 IPMS Seattle Meeting Schedule

Here are the dates for the 2016 IPMS Seattle meetings at North Bellevue Community/Senior Center. The Spring Show will be on April 23, at Renton Community Center.

1/9/16  
2/13/16  
3/12/16  
4/9/16  
5/14/16  
6/11/16  
7/9/16  
8/13/16  
9/10/16  
October - date TBA  
11/12/16  
12/10/16

### IPMS Seattle Election Results

Andrew Birkbeck has been re-elected as President, and Eric Christianson as Vice-President, of IPMS Seattle. Each received 71 votes.

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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 2015/2016 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.

**December 12**  
**February 13**

**January 9**  
**March 12**

**IPMS/USA MEMBERSHIP FORM**

IPMS No. \_\_\_\_\_ Name: \_\_\_\_\_  
(if Renewing) First Middle Last  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Type of Membership:  Adult, 1 Year: \$30  Adult, 2 Years: \$58  Adult, 3 Years: \$86  
 Junior (Under 18 Years) \$17  Family, 1 Year: \$35 (Adult + \$1.00 for 1st Junior) How Many Cards? \_\_\_\_\_  
 Canada & Mexico: \$35  Other / Foreign: \$38 (airmail) Checks must be drawn on a US bank or international money order

Payment Method:  Check  Money Order  Credit Card (MC/VISA/EO)

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Chapter Affiliation, (if any): \_\_\_\_\_

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:  
 Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

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## MiniArt 1/35th Scale Panzer III Ausf. C

by Andrew Birkbeck

The Panzer III was one of the two work horses of the German Wehrmacht, together with the Panzer IV, serving on all fronts during the Second World War. And while the modeler has been well provided for when it comes to the later models (Ausf. E onwards) of the Panzer III, the earlier versions have been sorely neglected. Until now: MiniArt of Kiev, Ukraine has announced that they will be doing the Panzer III Ausf. B, C, and D in 1/35th scale. If the Panzer III Ausf. C kit under discussion today is anything to go by, we are all in for a real treat.

The kit comes packaged in a sturdy box with a beautifully rendered painting of the tank on the box top. The first thing one notices is that unlike the Panzer III Ausf. E onwards with their six main road wheels, the earlier versions of the Panzer III all had eight road wheels. The kit parts in MiniArt's Panzer III Ausf. C are all contained in one large plastic bag, rather than what I am used to these days which is each sprue being individually wrapped. However, on close examination of the parts only one may have been damaged by the MiniArt method of packaging. All the parts are exquisitely well detailed, with the on board tools (axe, etc) for example having wonderfully petite molded-on tool clasps, while other items have PE clasps from the small PE fret contained in the kit. The hull interior is devoid of any detail, but the turret has commendable interior details, such as a very nice 11-part commander's cupola, extremely well detailed turret machine gun detail, main gun breach detail, etc. The kit tracks are individual link, beautifully detailed, minus ejection pin marks, and assembled using a simple pin system.



The kit instructions are nicely rendered, with a four-sided color cover depicting the six color and markings options. A full sprue chart is included, and each assembly stage is nicely depicted and not too "busy".

Construction starts, as seems to be the norm with armor models, with the lower hull and running gear: shock absorbers, road wheel arms, road wheels, drive sprockets, idler wheels etc. And after spending a lot of time looking the instructions over and carefully starting construction, I have decided this kit is only for "the experienced modeler". Why? Well, firstly, MiniArt have incorporated a lot of very fine detail into the kit's suspension: so lots of small, fiddly parts. But this normally wouldn't be a problem, if all the parts had easily identifiable attachments points, one to another. Well, they don't. Either the attachment points aren't well defined at all or they offer up a LOT of wiggle room. In the case of the road wheels, in assembly section 9 and 10, each part comes with either an extremely tiny pin, or an extremely tiny pin hole. It is up to the modeler to carefully align the tiny pin, and the tiny pin hole, and frankly put, this isn't easy, and is very tedious. It is extremely easy to misalign the pin and the hole. In the end and in frustration, I sliced off the pin, and eye balled the alignment of the road wheels.



Then there is the issue of wiggle room. The road wheel arms, parts Ad16 and Ad17, are attached to the hull by a pin that is glued into a hole. A second part, Ad3 and Ad4, also glue onto the road wheel arms, but looking at the parts concerned, there isn't a clear spot for gluing the parts together. So the modeler has to use the instructions as a guide (they aren't very clear either on this point), and then move things about as the glue sets in the hope that you get things in the correct alignment. Stating the obvious: if you don't get things correctly aligned at this stage, then in later construction stages, other parts that fit around the road wheel arms will not fit properly.

Now in the end, the instructions were good enough, and my (I hope well reasoned) guesses accurate enough that I managed to

get through the assembly of the lower hull running gear without any major “surprises”. There was a bit of flash on the road wheel arms, parts Ad17 and Ad16, which was a bit of a surprise given this was a brand new kit, but this was easily taken care of with a sharp hobby knife and some sand paper. I am sure the alignment issues would have led to extreme frustration and ultimate failure for anyone trying to build this kit without a fair few kits already under their belt, so to speak?

In Assembly sequence 11 one starts the construction of the upper hull, of which there are three primary sections: part Ca3 at the front is the glacis plate, with separate two-part driver and co-driver hatches. Then there is the middle section containing the turret ring, followed by the rear engine deck with separate engine access doors. All three of these primary parts fit together very well and without any gaps requiring filling. Once the main upper hull parts are assembled, the modeler moves on to dealing with the vehicle’s mud guards/fenders. It was here that I discovered the one “defective” part in my kit, the left guard/fender, part E21. It had somehow become badly twisted either immediately after being ejected from the molding machine, or while being packed. I did my best to straighten this part back to its correct position, but didn’t quite make it. As a result my tank has some damage to its fender due to hitting something while on maneuvers! At the front of each guard/fender, there are some tricky assembly sequences involving the hinged front section on each side of the vehicle guard/fender. Tiny, and I mean tiny (and fragile) PE parts are involved, which are extremely difficult to cut off the PE fret and hold in your tweezers without losing them to the carpet monster, let alone position properly onto the plastic parts. Another example of why I state this kit is for “experienced modelers only”.

As for the various parts that are then attached to the guards/fenders, these are very nicely detailed: fire extinguishers, axe, a five-part jack etc. Parts Ca23/22/20 appear to be some sort of crew vehicle mounting foothold, but whatever they represent, they were so fragile that despite my very best efforts to safely remove them from the sprues, I failed, and shattered them into unusable wrecks. My model is thus devoid of this device, sadly.

Next comes the turret interior parts and their assembly. There are lots of them, including seats, turret traverse mechanisms, lots of main gun breach detail, interior machine gun detail, etc. The commander’s cupola consists of 11 parts as mentioned earlier, including five clear parts for the periscope glass, and the hatches have nice interior padding and latch details. The turret exterior’s detail is very nice, with the armored front turret visors being three parts each (two being the PE hinges), and these can be positioned either open or closed.

The tracks are single link-by-link injection molded parts, with hollow guide horns, which is very impressive. They come on 18 sprues (Sprue K), each sprue containing 12 individual links. Unfortunately each link is attached to the sprue by FIVE attachment points, each of which needs careful cutting with a set of hobby snips, and then the burr cleaned up with a sharp hobby knife and sand paper. I say “unfortunately” not because it is difficult, but simply because it is very time consuming. Once the individual links are cleaned up, they are put on a kit supplied vinyl jig for assembly eight at a time, and pinned together with handed track pins. I would advise readers to do this in stages, three or maximum four pins at a time to avoid misalignment. Slip the pins into the holes at the outer edge of the track links, carefully slide them into place, then use a very small amount of glue to stick them in place, then cut off the excess sprue runners attached to the pins. If you are careful to avoid excessive glue, you get fully articulating track links. While this is as I say tedious, the tracks are one of the true delights of this kit.

Last to be assembled is the two-part vehicle exterior radio antenna. In the first instance, the aerial part, Ca1, shattered upon removal from its main sprue. In the second instance, I felt the antenna was too chunky so was going to replace it anyway with an aftermarket brass antenna. This was extremely fine, and delicate. And when my back was turned it fell off the piece of tape it was attached to for painting purposes, and disappeared. So I will have to figure out a plan B for its replacement...

In the meantime, with construction completed, we now move on to the painting of and markings for this model. The kit comes with decals for six vehicles, five of them overall Panzer Dark Gray, one of them overall Panzer Dark Yellow. Two of the Dark Gray vehicles are from combat units, being from the 1st Panzer Division, Poland, September 1939, including white “241”, the vehicle I chose to model. The other Panzer Gray vehicles are from Panzer training schools in the period 1940-41, while the Dark Yellow vehicle is likewise listed as a Panzer training school machine, but from the period 1943. WHICH Panzer training schools are not mentioned in the instructions. The decals themselves are fine for the flat surfaces, but took a LOT of work to get them to stick and conform to any raised details, so I would rate them below average in quality compared with those say that have come in Dragon Models or Tamiya kits I have reviewed recently.

I painted my model overall Panzer Grey utilizing Tamiya’s XF-63 German Grey, mixed with some XF-8 Flat Blue and XF-2 Flat White, and thinned with Mr Self Leveling Thinner (lacquer). For the panel post shading, more white was added to the base color. I then incorporated a couple of dark washes to highlight the details, consisting of Mona Lisa thinner and Mig’s Abteilung oil paint range: Shadow

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Brown, and Black. The onboard tools were airbrushed Panzer Grey, then painted utilizing Vallejo "New Wood". Once everything was painted, decalled, glued in place, and weathered, the entire model was sealed with a couple of coats of Model Master Dullcote.

Once all the work with this kit is completed, you are left with a really great looking model. And at this point in time, the only injection molded plastic early Mark Panzer III models available in 1/35th scale are MiniArt. If you are up for a bit of a challenge, then I can highly recommend this kit being added to your Panzer collection. My thanks to DragonModelsUSA for providing IPMS USA with the review sample.



## 2016 NorthWest Scale Modelers Show: Save the Dates!

by **Tim Nelson**

Mark your calendars now for the NorthWest Scale Modelers Show at the Museum of Flight, a spectacular exhibition of modeling in a world class venue. Show dates are Presidents Day weekend, February 13-14, 2016. You can take your honey out on the town after takedown on Sunday night.

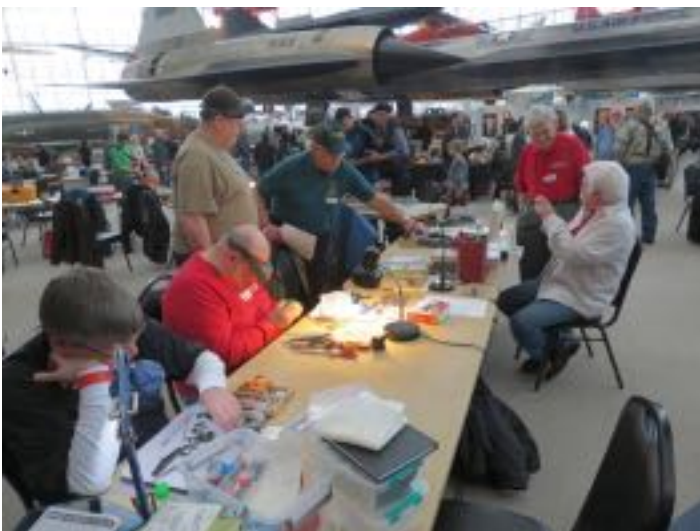
As always, the centerpiece of the show is the massive model display in the MoF Great Gallery. Bring lots of your most interesting models to show off. Longtime, stalwart exhibitors and first-timers all welcome. MoF admission is free for exhibiting modelers.

There will be mass quantities of working tables, and a variety of seminars in the small Murdock Theater (see Eric Christianson about volunteering for one!) Mike Shaw of Galaxy Hobby and Emil Minerich of Skyway Models will continue their great Make & Take programs for kids on both days. We expect MoF Senior Curator Dan Hagedorn and Assistant Curator John Little – great friends of the local modeling community – to continue with their Curator’s Choice award for their favorite model. (Other than this award, this show is a pure exhibition, not a contest).

Although the main model show is organized by modeler, we will have two special group displays for 2016: “Boeing Centennial” and “Fire Bombers”.

More details to follow. If any questions at this early stage, please let me know (e-mail [timndebn@comcast.net](mailto:timndebn@comcast.net) or mobile **425-941-4429**).

See you under the Blackbird in February!



## Revell 1/32nd Scale Snap-Tite Ford AeroMax

by Jacob Russell

The Ford AeroMax L9000 was one of the most aerodynamic trucks on the market upon its introduction in 1988. The AeroMax was quite popular with both fleets and owner-operators and it was built in Ford's Kentucky Plant near Louisville. Ford built the AeroMax for about eight years, until they sold their heavy truck business to Freightliner in 1996. Freightliner continued production of the AeroMax under the Sterling brand until ending production of the latter nameplate in 2009.

The kit consists of 54 injection molded parts. 12 of these are white, 17 are black, 24 are chrome plated, and there's a single clear piece, the windshield. There is no flash on any of the parts. The cab and sleeper are a single, well detailed piece. The windshield wipers are part of this piece, which is no surprise in a snap-together kit. The hood latches are integrally molded as well, and there is very fine "AeroMax" script on either side of the hood.



The cab roof and air dam are another single piece, and so is the rear cab wall. The front bumper (which includes a pair of fog lights) and side skirts are nicely done. Depending on how far you want to take a snap-together kit, you might opt to use your punch set to make the fuel tank caps, because the kit's detail is rudimentary.

Repeat after me, "It's a snap kit..." The chassis is a long molding with a lower engine and transmission molded into it. Some careful detail painting, along with a hose or two, would go a long way towards adding some useful detail. The interior detail is sparse. The instrument panel is blank and you apply an instrument panel sticker to it. That's okay if you want a gray interior because the panel face is gray. But to be fair, if you go with gray you might not notice the absence of detail. The only other interior pieces to add are the shifter and steering wheel.

The chrome pieces include the wheels, one-piece grill and headlights, roof marker lights, horns, mirrors and CB antennae, cab grab handles, and the exhaust stacks. The chrome is pretty good. The pieces molded in black include the mud flaps, front and rear suspension, and the "Union" radial tires.

The sticker sheet includes side stripes for the hood and cab, "A-Z Transport" logo stickers for the sleeper, "Ford" logos for the mud flaps, front and rear license plates, and operating authority data for the lower sides of the sleeper.

I like this kit. It's a good depiction of the last heavy truck produced by Ford. The level of detail is acceptable for both the price and the intended audience, and the kit lends itself to adding realistic touches such as air and brake lines, fuel tank crossover lines, etc. And Revell also produces 40 ft reefer and tanker trailers that will complement this kit quite nicely. I recommend this kit and I would like to thank Revell for providing the review sample.

### References:

Wikipedia: [https://en.wikipedia.org/wiki/Ford\\_L-Series#Aeromax](https://en.wikipedia.org/wiki/Ford_L-Series#Aeromax)

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

## Hasegawa 1/72nd Scale P-51B/C Mustang "Air Racer"

by Chris Banyai-Riepl

In the post-war era, the North American P-51 found a new reign of life in the hands of civilians taking part in the growing air racing community. One individual within that community was Jackie Cochran, who picked up several Mustangs after the war. The first was a P-51B-15-NA, 43-24760, that was later registered NX28388 and painted green. This plane crashed in September 1948. The second was a P-51C-5-NT, 43-103757, which was highly modified into the 'Beguine'. Extremely fast, this plane won the 1949 Soho race but crashed during the Thompson Trophy Race at Cleveland.

The final Mustang owned by Jackie Cochran was a P-51C, serial number 2925. The odd serial number is because this plane was actually built from components of several aircraft and was not a factory-built Mustang. Painted blue and given the name

"Thunderbird", this plane had an interesting history. In 1949, while owned by Jimmy Stewart and Joe De Bona, it won the Bendix Trophy Race. In December of that year, Jimmy Stewart sold the plane to Jackie Cochran for a dollar, and Cochran went on to set several records in this plane before selling it back to Stewart for, yes, one dollar.



The kits included in this boxing are identical to the last dual combo P-51B release from Hasegawa, which we did both an initial review (<http://www.internetmodeler.com/scalemodels/aviation/Hasegawa-1-72-P-51B-Mustang-D-Day-Marking-Combo.php>) and a dual build article (<http://www.internetmodeler.com/scalemodels/aviation/Hasegawa-1-72-P-51B-Mustang-D-Day-Marking-Combo-Dual-Build.php>). I'll recommend reading both of those articles for those interested in how these kits go together, and I'll just touch on a couple of the differences and the decals in this review.

First up, there is one noticeable addition to this box: some resin goodies. The resin parts provide the fin fillet that is absent in the stock P-51B kit, as well as a small antenna cover found on the underside of the fuselage of 'Thunderbird'. These are typical of Hasegawa resin, cast in a gray resin and featuring a slight bit of flash. Cleanup will be simple, though, and the fit should be excellent.

For the decals, you get a couple of colorful schemes in this box, that's for sure. Starting with #13, this is Jackie Cochran's first Mustang, the Lucky Strike Green P-51. There's not much to this scheme, you get orange registration markings and large white 13s for the fuselage and wings. For the nose, there's the phrase "Air Power Is Peace Power", and the decal sheet thoughtfully included the other slogan worn by this plane, "WANTED A Strong Coequal Air Force". Unfortunately they misspelled coequal (spelling it 'coequal'), so if you want to use that slogan you'll have to recreate it yourself.

The second option is 'Thunderbird', and this scheme gets a bit more in the way of decals. There's the registration markings for the tail and wings, and the large #90 for the fuselage sides and lower wing. The rudder gets some yellow checkers, while the nose has the Thunderbird name. A thin cheatline wraps around the rear window and runs forward to end in a Thunderbird logo, and under the cockpit on the fuselage side are a pair of red horses and a nameplate containing the names of the pilot Joe De Bona, owner Jimmy Stewart, and others. When Jackie Cochran set her first records, that name list was on the side of the plane.

The decals overall are nicely printed, and include a handful of prop logos and other small markings. The only possible question will be with the density, as the color of these aircraft are dark enough to potentially cause color shift in the white and yellow decals. The yellow of #90 will be particularly challenging, as it looks like some of it is backed in white and some of the smaller parts are not.

While the Hasegawa P-51B kit may not be the most accurate one out there, it builds up easily enough and when finished will look like a Mustang. Add in some colorful markings and you can have a fun couple of weeks building these out of the box. My thanks to Hasegawa USA for the review sample.



## Freedom Model Kits 1/48th Scale Northrop F-20A Tigershark

by Jacob Russell

Northrop Aircraft developed the F-20A Tigershark, a so-called "light fighter", as a private venture. It was a further development of Northrop's F-5E Tiger II. The F-20A featured a more advanced avionics suite with enhanced radar and a new engine which greatly improved performance. It outperformed its predecessor, it was capable of firing most contemporary US weaponry and it boasted beyond-visual-range air-to-air capability. It was competitive with other modern aircraft such as the General Dynamics F-16 Fighting Falcon but it was much cheaper to operate.



Northrop carried out F-20 development under the auspices of a US Department of Defense project named "FX". The FX project was the brainchild of the Carter administration. It was part of an export policy that sought to provide its allies with advanced aircraft capable of meeting Soviet aircraft on equal terms, without the risk of sensitive hardware falling into enemy hands. Northrop had high hopes for success on the export fighter market, but these ambitions were thwarted by the policies of the Reagan administration. The F-20 now had to contend with the F-16 for sales. Northrop abandoned the development program in 1986 after building three prototypes and starting construction of a fourth.

The F-20A is the second aircraft kit from newcomer Freedom Model Kits. My overall impression of this kit is positive, starting with cool box top artwork depicting a pair of F-20s in flight. The kit consists of 240 parts. 200 of these are molded in grey plastic, 8 are clear, 20 are black, and 12 are photo-etched. The fuselage is a multi-piece assembly, split behind the cockpit. The forward fuselage is divided into halves as is customary with most aircraft kits.

The cockpit is enclosed into the forward fuselage. The cockpit is nicely detailed. The sidewall detail is somewhat sparse but so was the real thing, especially in comparison with the F-16. The decal sheet has decals for the instrument panel and the sidewall consoles. It's up to the builder to decide which will be more effective, using the decals or going the oil wash and drybrush route, or a combination of both techniques. The canopy can be posed open or closed. I would opt for the former option. Although the plane looks more sleek with a closed canopy, the hinge mechanism parts are some of the only kit parts with visible sink marks. You will lose a fair amount of raised detail if you fill them.

The clear parts are very well done with minimal distortion on the windscreen and canopy. The clear sprue also includes navigation and landing lights. The latter parts can be depicted raised or lowered, and that is a nice touch.

There are two noses, long and short. The instructions don't specify which nose to use, but a photograph in the instructions implies that the shorter nose is for the first development prototype. It attaches to the forward fuselage. The gun cowl fits between the nose and the forward fuselage. The rear fuselage is divided into upper and lower halves; the lower fuselage incorporates the lower wing. The upper fuselage is divided in halves like the cockpit area. The air intakes and upper wings attach to the lower wing before adding the upper fuselage.

The surface detail on the wings and fuselage is well depicted with very delicate panel lines. There are very few ejector pin marks in visible areas, and the parts are virtually flash free. There are also some very fine raised bolts around the rear fuselage between the fuselage and tail cone. The lower fuselage and wheel wells are similarly well detailed, with both raised bolts and brake lines, etc. I think that the wheel wells will look quite good with dry brushing and an oil wash. The armament load is comprehensive. You have your choice of LAU-115C/A and LAU-127 single-rocket launchers (for the AIM-7 and AIM-9/120 rockets respectively) or LAU-115B/A and LAU-127 dual launchers. You naturally get a full complement of rockets for those rails: two each of the AIM-7, -9L, -9M and -120 rockets. Their detail is quite good, but the fins are slightly over scale, which is perhaps to be expected with injected molded plastic.

*continued on page 15*

## Hurricane Book/Video Review: Space Speculation: Then and Now

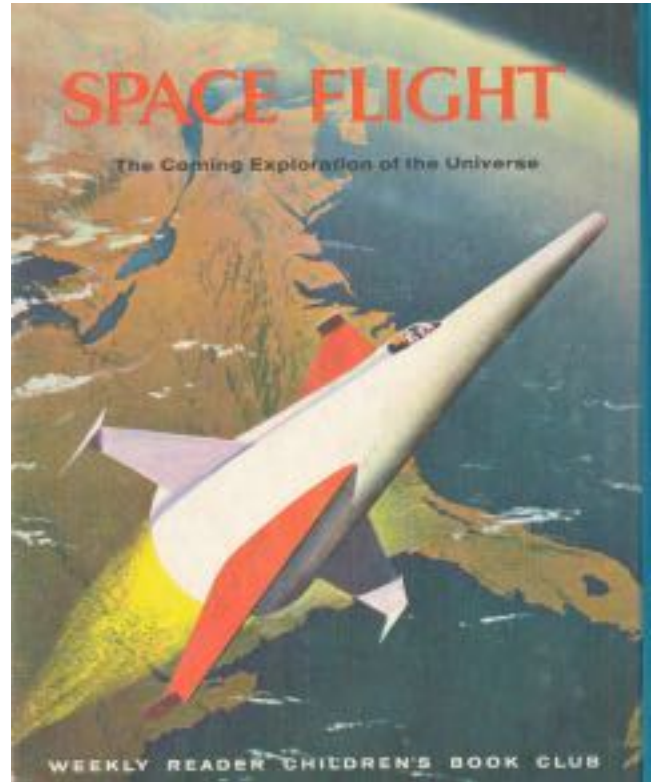
by Scott Kruize

Have scientific surveys been taken among modelers about their specific areas of interest, and how much we deviate from them? Looking over our Show-and-Tell tables, it's obvious that each of us models mainly one thing. 'Rocket Man' Tim Nelson concentrates on modeling factual space vehicles; Terry Moore's Hollywood proclivity shows in frequent space-fantasy and -fiction models. Still, we're all over the place, as a group...and many of us 'stray' into other areas of interest. I'll bet most of us have built at least a little space stuff...

Recently, while garage-sale-ing and thrift store raiding, I was startled by a book cover from my past. It's titled *Space Flight: The Coming Exploration of the Universe*. From The Golden Press, copyright 1959 (I was 8). Its bright cover excited me back then, and still does now. When I flipped the book over, I saw it had another cover: *Planets: Other Worlds of Our Solar System*. This particular edition is two books in one, both from the "Weekly Reader Children's Book Club". I did not own *Planets* back then, though I did learn about them from other sources. In any case, paging through *Space Flight* resurrected memories of how cool I thought all that future space hardware would be. The text turns out to have been written by Lester Del Ray, whose science fiction novels I would start reading later, along about age 11.

Given the state-of-the-art in 1959 and the fact that this book is written for young readers, the information is on target and accurate. No single piece of hardware that would emerge in the real space program, culminating in the Apollo Moon landings, looked exactly like anything in this volume, but all the principles are there and have been realized in slightly different forms.

*Planets* was written by Otto Binder. There is a great deal of information in it, still true and relevant, though our observations and robot probes have revealed much more. I confess to still thinking of Pluto as the 'last planet', even after following recent discoveries in the outer solar system and the resulting debate about downgrading Pluto's status to mere 'planetoid', only one among many...



If I try to share interest in space exploration with my grandchildren, of course I'll get them much more recent books and maybe videos. I'll keep this volume for myself, and if I get more into scratch building, the illustrated 'construction globes' and 'space taxis' would make great subjects. But mainly the really cool rocket ship on the cover!

Fast-forward a bit: I'd bet all us IPMS members have seen *2001: A Space Odyssey*. Notice by looking around our meeting room, you can tell that nearly all of us could have seen the movie when it came out in 1968. I saw it during school hours. Mr. Pommer decided his chemistry class students had to see it and took us all on a field trip from Kent-Meridian High School to downtown Seattle's Cinerama Theater. I admit the movie left us going 'Huh?!', but later our confusion was cleared up by *MAD Magazine's* satire "201 Minutes of A Space Idiocy". At the end, the astronaut begs the monolith: "Exactly what ARE you, any-

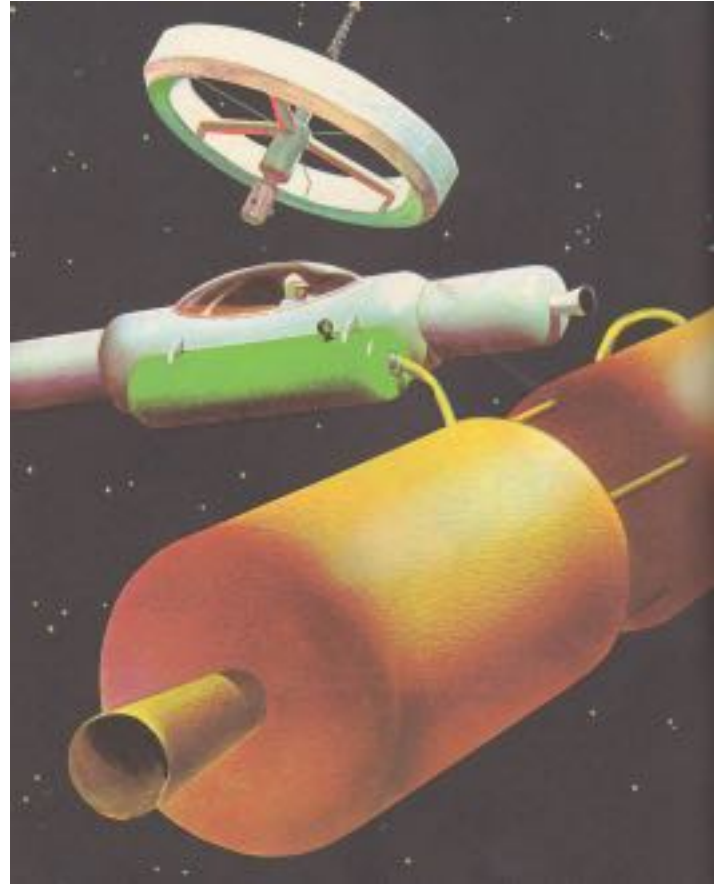


way?" "Gee, I thought you'd never ask... I'm a book!!" *How To Make An Incomprehensible Science-Fiction Movie & Several Million Dollars* By Writer-Producer-Director Stanley Kubrick.

OK, so later, Arthur C. Clarke's novelization, and his original short story 'The Sentinel' explained it all clearly...

Leaving behind this interesting, stimulating, and even fun book on spaceflight, and a truly great s-f movie, we come to modern times, namely last weekend. I got a movie on DVD whose makers obviously saw and admired *2001*: several scenes were clearly put in as homage to Kubrick's ideas and special effects team. But the rest is intrinsically incomprehensible, inscrutably insubstantial, intricately indeterminate, and intolerably INTERMINABLE! It is *Interstellar*.

*Interstellar* has - by my preliminary estimate - approximately 17,461 plot elements, visual clues, and Clever Ideas. I understood perhaps nine of these, and believe that in the case of 14 others, I might make a plausible guess about what the makers of this movie thought they were trying to convey. As for the rest, the 'Huh?'



that *2001* provoked is as nothing compared to this mess. My movie classification system gives this a rating of 'BBB': Bad Beyond Belief!

I'll give exactly one example, which is all I have the moral will left to offer, after wasting 168 minutes of my all-too-finite life. After having an 'eternity' to think about it, a seasoned and experienced spaceman comes up with a method he'll use to kill a fellow spaceman. While delivering a bafflingly boring lecture on our sense of self-preservation, he'll shove him down a mild rocky slope where they can both wrestle around, and finally bash his own fragile space helmet, with its even more fragile faceplate, against the other guy's. Since the other guy is Our Hero, this scheme fails after an unbelievably convoluted and complex sequence of events.

The rocket ships in this movie, and the space station they dock onto, are kind of cool and would be great subjects to model, if only there were sufficiently detailed and varied views of them. Except for that, there's no reason for anyone to ever pay the slightest attention to this nonsense, and if this article succeeds in saving some of you from a similar waste of your lives, you might consider that I've given you a really good Christmas present!

## Revell 1/25th Scale BRE Datsun 240Z

by Doug Cole, IPMS #46605

After dabbling in automotive design at GM, Pete Brock started his own design firm in 1965 known as Brock Racing Enterprises, (BRE). His designs were successfully used in GT, CP, and Trans Am class racers in the sixties and early seventies. This kit replicates the C Production class winning 1969 Datsun 240Z driven by John Morton.

This review covers the BRE Datsun 240Z 1/25th Scale Revell Model Kit #85-1422. This is a Limited Production SSP Series model and a re-released kit from 1972. Produced as a one-time offering kit and rated a skill level 3 build, I think that's about right due to some difficult decals, tutone paint, and some altered build sequences. There are at 105 parts molded in white, clear and chrome parts, along with vinyl tires and engine tubing. This kit features a detailed 6-cylinder racing engine, vinyl oil lines, front and rear spoilers and soft black tires. Finished dimensions are: Length: 6-5/8", Width: 2-5/8", Height: 1-15/16".



Assembly starts with the motor. At 12 pieces plus hoses, it's a pretty detailed engine that begs for some plug wires and detailing. I painted the engine block Gunmetal and the rest aluminum and added some detailing paint to the exhaust headers. It's pretty impressive for a seventies kit engine.

The suspension pieces are fragile and you'll need to take care assembling them but with all the detail in the separate parts (11 pieces in the front and eight in the rear) it makes for a nice looking setup. After painting the chassis, add the front suspension to the post holes. Be careful with the shocks because they can be easily bent or broken. Drop the motor into place and note that there is one mount on the oil pan that glues to the center of the front cross-member. As soon as that's in position add the transmission mount to get everything aligned properly. Adding the radiator and oil cooler I ran into a clearance problem and had to reverse the oil cooler and attached it nearer the radiator. Detail the firewall and drop it into place too.

I painted the interior parts semi-gloss black and added the gauge decals to the dash and set them aside to dry. There weren't any problems adding the driveshaft and rear suspension parts. On the interior tub there is a copyright script molded in so that should be removed before adding the rest of the interior pieces.

Once that was done I went to add the oil lines to the engine per the instructions but found that the clearances were very prohibitive. I recommend installing all the hoses to the engine and engine bay prior to putting the engine in place. You may find it beneficial to stretch the hose ends and replace the mounting bosses with pins or wire by drilling out the kit mounting pins and replacing them with your own. I drilled out the distributor and added a coil to the firewall to set this build off. You can install the exhaust now by lining it up the header but I would wait until later to avoid breaking it off in handling during the course of the build. I also broke the gear shifter while removing it from the tree, so also be careful with that part.



The tires and wheels presented no issues nor did the rest of the interior parts.

I primed the body and related parts and found that there were pin marks under the hood to fill. The hatch key lock should be sanded



off as well as the Datsun emblem which isn't mentioned in the instructions. On the front fascia the mounting tab on the right side was a little heavy and need to have some material removed for a good fit. The rear deck can be glued in place now. After a light sanding paint the body a bright white, tape off the upper fender line and lower half then spray the top half a bright red. The back deck gets that seventies flat black paint. Paint the window trims black and add the decals. I recommend you use a setting solution product to get them to lay flat and follow the contours. Add a nice clear coat and your well on the way with this build. Put the window glass into place with some white glue and add the bumpers and you're finished with a piece of racing history to display!



For a kit from the seventies, the molds are in great shape and the proportions are pretty good compared to the real car. The no frills recreation of the 1:1 car also makes this a quick, clean build. There were no part fit issues, light mold lines and the chassis was clean. The suspensions are a little finicky though, and superglue is needed there. The interior is sparsely detailed but this merely mimics the real car. Everything fit together well and the only real issue I had was trying to get the oil lines installed after the engine was in place. A little pre-plumbing work there would go a long way to making this a real joy of a kit to build and the nicely detailed engine makes it a great car to display. There weren't too many kits of this ground breaking import car and this race version is certainly an eye catcher for your collection. It was a clean build and I have to thank Revell for making this kit available again and IPMS for letting me review it.



## AZ Model 1/72nd Scale Messerschmitt Bf 109G-2 "In Romanian Service"

by Jacob Russell

The Messerschmitt Bf 109G-2 (G for Gustav) preceded the earlier G-1 variant into Luftwaffe service. The G-2 had an enlarged SKF/Behr Fo oil cooler with a deeper fairing for its Daimler-Benz DB 601A inverted V-12 engine. The 601A had greater horsepower (approximately 150 bhp more) than the DB 601E of the earlier Bf109F (Friedrich) series. The G-1 had a pressurized cockpit which required heavier windscreen and canopy framing. Although the G-2 lacked the G-1's pressurized cockpit it retained the new windscreen and canopy. The G differed externally from the F series in that the cowling had two small air intakes on both sides to cool the spark plugs and ejector exhausts. Bf 109G-2 production lasted from May to December of 1942. The Bf 109G was also produced by Germany's allies. In Romania the Industria Aeronautica Romana (IAR) produced Bf 109G-a2, G-a4 and G-a6 aircraft.



The kit is packed in a sturdy end opening box with colorful profile artwork featuring the Bf 109G-a2/R6, "Yellow 14", flown by Lt. Av. Stinghe Dragos. The kit consists of 84 parts, two of which are clear, mounted on three sprues. The surface detail is extremely well done. The cockpit is the best of any 1/72nd scale Bf 109 kit that I have seen. AZ plans to produce an entire line of 109G and K kits (indeed they recently introduced a series of G-10 kits) and the large number of surplus parts cater to later variants. These parts include large main wheels and separate upper wing bulges, two different upper cowlings, three different tail wheels, short and tall tails, drop tank, etc. You'll be left with lots of spare parts for the parts box.

The holes in the landing gear bays are opened up (various hoses run through the bays) and the upper wing bulges are molded to the upper wings. These bulges provided clearance for the larger wheels and tires of later 109 variants, so you'll have to remove them for any 109G earlier than the G-3. You will also have to remove a spurious panel line if you opt for the tall tail, and fill panel lines on either side of the upper cowling after you attach it. On the real plane the entire cowling is split in halves and the upper cowl, which includes the gun troughs, is split in halves as well.

There are four decal options in the kit, all of which are in RLM 74/75/76 camouflage:

"Yellow 14", "Monicka", flown by Lt. Av. Stinghe Dragos, Czechoslovakia, Spring 1945. Additional colors include a black spinner, white fuselage band and wing tips, and a blue/yellow/red rudder.

"White A", flown by Capt. Av. Constantin "Bazu" Cantacuzino, Escadrila 57, Grupul 7, Romania, May 1944. The upper surfaces are overpainted with a heavy mottling of RLM 76, the spinner is half black/half white, and the lower cowl and lower wing tips are RLM 04 yellow. There is also a yellow fuselage band.

"White 8", flown by Adj. Av. Maga Ioan, Escadrila 53 of JG 4, Mizil airfield, Romania, July 1943. This plane has a black spinner with a white spiral, white rudder, and RLM 04 lower cowl, lower wing tips and fuselage band.

"White 3", Escadrila 53 Vanatoare, Home Defense, Romania 1943. The entire upper surfaces of this plane are overpainted (including the upper wings) with a heavy RLM 74 overspray with 76 mottles. The plane has a black spinner and a white spiral. There is also an RLM 04 yellow fuselage band, lower wing tips and lower cowl.

The decals are well printed, legible and in-register. There is a separate sheet of stencils and a separate placement sheet for them. The instructions are in clear picture format, a la Eduard, and are well illustrated with a logical construction sequence. The kit comes in a clear plastic bag with a self adhesive flap, which completes the impression of a first class presentation. Well done, AZ!

The AZ Bf 109 kits enter a crowded field. The Hasegawa and Academy Bf 109G kits are widely available but less accurate. The Fine Molds kits are the gold standard in accuracy and fit, but they are expensive and can be hard to find. The AZ kits have a MUCH better interior, and the level of detail is very close to that of the Fine Molds kits.

I like the AZ kits. They are well detailed, reasonably accurate, and I think you will be happy with the finished product. I would like to thank AZ Model for providing the review samples.

## References

*Messerschmitt Bf 109 in action Part 2*, by John Beaman, Squadron/Signal Publications, 1983

*The Last of the Eagles, A Scale Modeler's Guide To The Messerschmitt Bf 109G And K*, by John Beaman, 1976

*Messerschmitt Bf 109G/K Vol.1*, by Jakub Plewka, Kagero Publications, 2005

*Messerschmitt Bf 109G Walkaround*, by Hans-Heiri-Stapfer, Squadron/Signal Publications, 2014

## Freedom F-20A Tigershark

*from page 9*

There are also two different drop tanks to choose from, a single 275 gallon tank or a pair of 150 gallon tanks. The 275 gallon tank mounts on the centerline M1-6 pylon. The smaller tank can also be mounted on the center pylon or the pair can attach to the lower wing M1-6 pylons. These tanks are well detailed with raised seams and recessed panel lines. I recommend that you use a good pair of sprue cutters while removing these parts from the sprues, and go easy on the cement! The photo-etch sprue includes canopy mirrors, replacement oleo scissors for the main landing gear, and a set of very fine shutters for each fuselage intake.

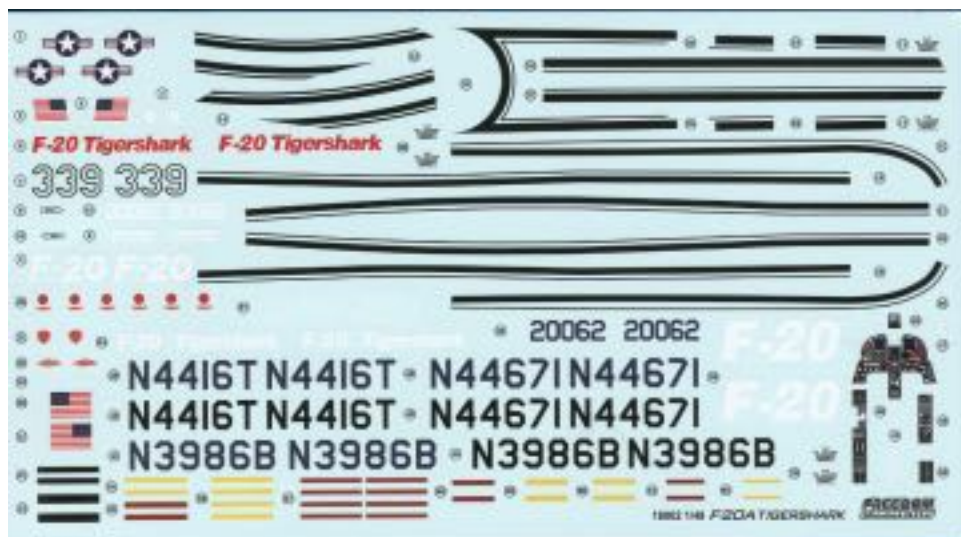
The instructions are well done. They are well illustrated and easy to follow. The build is broken into 16 logical steps. The instructions include a parts map and color callouts for GSI Creos (Gunze) Mr. Color paints. There are three decal options. One is flashy and two are utilitarian by comparison:

1) First prototype, 200162, Paris Airshow, 1983. This plane is gloss white and red with black-edged white stripes.

2) First & Second prototypes, N3986B & N4416T, 1983-1985. Both are FS36375 Gray over FS36495 Light Gray.

3) First, Second & Third prototypes, 1984-1986. All three are FS36076 Navy Gray #2 overall.

This is an impressive kit. It's a very good rendition of a plane that, it could be argued, lost out to the F-16 due to circumstances beyond Northrop's control. It is well detailed and a good value. The only thing you really need to add is a photo-etch seat harness. I like this kit, and I recommend it. I would like to thank Freedom Model Kits for the review sample.





## IPMS Seattle Dues for Calendar Year 2016

Your 2016 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$40** 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 \$40 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 December 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.

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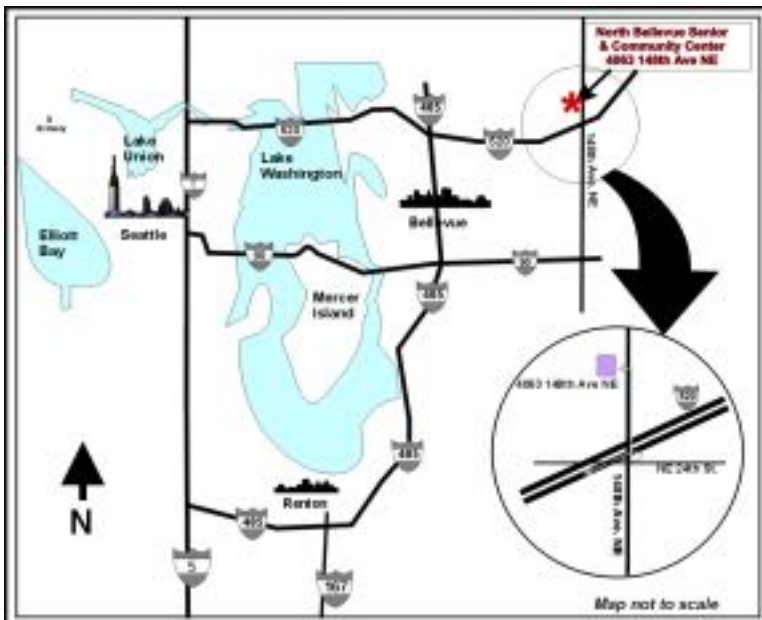
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## Meeting Reminder

## December 12



**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.