

Seattle Chapter News



Seattle Chapter IPMS/USA
June 2015

SHOW NOTES



2015 NOPMS Show Details

10th Annual Peninsula Scale Model Show and Contest
Theme – “The Great War: First World War 1914-1918”.

Saturday, June 27
President’s Hall
Kitsap County Fairgrounds
1200 NW Fairgrounds Road
Bremerton, WA

Hours: 9AM-4:30PM
Registration: 9AM-1PM
Judging: 1:30-3:30PM
Awards: 4:15PM
Show close: 4:30PM

Fees:
General Admission
Adult (Age 16 and over): \$5
Junior (Under 16): \$3
Model entry fee:
Adult (Age 16 and over): \$5 for all
Junior (Under 16): \$1 for all

Categories with trophy awards:
Masters
Aircraft
Ships
Military Vehicles
Automotive – non-military
Railroad
Figures
Dioramas
Space and Science Fiction
Miscellaneous
Juniors

Special Awards
Theme Award – “The Great War: First World War 1914-1918”. Models depicting objects, events, or people of this period.
WWII Eastern Front: Equipment or figures related to the European Eastern Front.
Best Italian Military Subject
Best Naval Aircraft
Best US Marine Subject
Best Automotive Non-Military Subject
Best Non-Military Subject

Art Romero Memorial Award for Best War Game Subject Under 54mm
Best Canadian Subject
Best Natural Metal Finish
Judges Choice Award
Masters Best of Show

For more information (and a map), see the NOPMS web site at www.nopms.net or e-mail info@nopms.net

2015 Show Calendar

Thanks to Chellie Lynn

6/27/2015	Chehalis Billetproof
6/27/2015	Kitsap Fair NOPMS
7/24-26/2015	Puyallup Good Guys
7/22-25/2015	Columbus OH IPMS Nationals
9/19/2015	McMinnville OHMS
10/10/2015	Burnaby IPMS Vancouver

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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 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 13
August 8

July 11
September 12

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
 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 Juvenile) 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/Amex)
 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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Gallery Models 1/48th Scale Sikorsky H-34 U.S. Marines

by Gary Meinert
photos by Will Riepl

The Sikorsky model S-58 was one of the iconic helicopters of the 1950s. The S-58 had a long production run and was utilized by all of the U.S. armed forces, including the Coast Guard. License-built versions were also manufactured in France and Britain. (The British version evolved into the Wessex.) Military and civilian S-58s served in dozens of countries for more than two decades.

Over the past two years, Gallery has released several new-tool kits of the military S-58 in different variants. My model was built from kit no. 64101, H-34 U.S. Marines.

The date is April, 1962. The place is Soc Trang airfield, the Mekong Delta, South Vietnam. The helicopters of HMM-362 lifted off from the *U.S.S. Princeton* and deployed to Soc Trang along with a headquarters unit and a base support unit. HMM-362 was the first USMC helicopter squadron assigned to South Vietnam. The mission, Operation SHUFLY, was to provide air mobility to the South Vietnamese troops.

The helicopters were designated HUS-1 (later changed to UH-34D) and nicknamed "Hus" by the Marines. HMM-362 was called "Archie's Angels" after the squadron commander, Lt. Col. Archie Clapp. It should be noted that the helicopters arrived at Soc Trang clean, unarmed, and unarmored. My model required some modifications to reflect that fact, as well as the early Hus configuration.

This is a complicated kit with many more parts than usual because it has a full cockpit interior, full passenger cabin interior, and a complete engine. It also features a separate tail rotor pylon section that can be built either folded or extended. Additionally, there are numerous photo-etched (PE) parts for both the interior and exterior.

Although the real helicopter has raised rivets, the model has smooth surfaces with engraved panel lines; this is not a big issue for me. However, I do have two major gripes about the kit design. First, the engine cannot be shown because there is no option for posing the clamshell doors in the open position. Second, there is no way to position the separate side cockpit windows open since they lack the proper window frames and tracks to slide back on.

I took a chance and made two plastic tabs to represent hinges--these were used to attach the left door in the open position. As a result, part of the engine is visible.



The cabin interior has nice seats, but the kit provides only eight of them. (The normal layout for the Hus was twelve seats.) In fairness, the kit is designed for the later UH-34D with some seats removed to allow room for the machine guns.

I had to deal with several vexing fit problems, but I won't go into the weeds and list them all. The worst ones were the join of the front fuselage halves to the engine compartment and the fit of the canopy. (Some of the canopy frames also have mold imperfections). I found that some of the PE screens did not fit well into their corresponding recessed areas. (The PE parts themselves were easy to shape and work with--I did not have to anneal them first).

Another annoying item was the rotor hub assembly, because the rotor shaft is too short to properly engage the interior. I omitted

part K33 to get a better fit. The rotor blades themselves are molded already drooped (I can't decide if the droop is exaggerated or not). I didn't glue the rotor assembly in place so that it could be removed for transport of the model.

To model an accurate HMM-362 Hus, I accomplished the following steps:

- omitted the guns and PE armor plate
- omitted the "elephant ears" (parts K25 & K26) and replaced them with flush-mounted navigation lights
- inserted MV lenses for the large landing light on the left clamshell door and the small ventral position light
- omitted the oversized grab handles on the tail (J15 & J19)
- added scratch-built collectives (the kit provides none) to the cockpit
- improved the cockpit seat-back cushions by adding plastic sheet and tape to make them thicker
- added a wire whip antenna to the top of the tail
- installed my scratch-built ventral antenna and wire array
- replaced the kit's cabin boarding step (K29) with a longer and lower scratch-built step
- omitted the rescue hoist, but I did install the support platform for it
- omitted left side cable ducting (K34)
- added scratch-built detail to the engine and left clamshell door



--cut and removed the plastic under the upper engine screened intakes (This is the single most important improvement the modeler can make on this kit, as it permits a realistic see-through effect when looking through the upper PE screens 37,38,45,46.)

There are two items I chose not to make:

--antenna and wire array on the left fuselage side (it would be in the way when I pick up the model)

--ventral cargo hook and strap array (I had insufficient references for this)

Anyway, a sane modeler knows when to shout "enough!" and get on with the task of completing the model.

I substituted Eduard PE pieces for the kit PE seat belts and several other parts. I used the Eduard mask set, which worked very well. I also used the metal tail wheel unit from Scale Aircraft Conversions, as it is stronger than the corresponding kit parts.

The model was airbrushed mostly with Testors Model Master enamels. By the way, the correct airframe color is Testors MM1712, Field Green FS34097. (The kit painting and marking guide lists MM1713)

There was no single source of decals for this project. Some are from Caracal sheet CD48039, but many are from other decal sheets in my stash. I used none of the kit decals.

Since I wanted a clean appearance, I did no significant exterior weathering other than some light fading on the upper surfaces. I employed a modest wash and dry-brush in the cabin interior. More important is the dirty look of the engine bay and engine clamshell door with wash and weathering powder effects.

The Gallery H-34 offers a mixed bag of great detail and features on the one hand, but many challenges and frustrations on the other. It is appropriate for modelers with advanced skills who are willing to devote a substantial effort and time commitment to get a good result.

REFERENCES

--*H-34 Choctaw in Action* by Lennart Lundt - Squadron/Signal

--*National Geographic Magazine*, November 1962

--various Internet sites

--my color slide collection



Hobby and Volunteer Expo Trip Report

by Jon Fincher

On Saturday, May 30, new members Mark Schultz and Chris Martin joined me at the Pickering Barn in Issaquah to represent IPMS Seattle at the 2015 Hobby and Volunteer Expo. This event takes place every year, and provides area organizations a chance to reach out to the community. The event opened to public at 9am, and closed at 2pm.

We arrived early to setup our tables and provided chairs in our area in preparation for a Make and Take event. A ledge on the wall behind was used to show off the remaining kits from our Spring Show, and draw in potential builders. The day started slowly, and we were able to talk to a few people leisurely and work on our own models. That all changed around 11:30am.

The Pickering Barn is the site of a regular Farmer's Market, and as families woke up and started their weekend, they began coming to the market and investigating the Expo. From 11:30 until 2pm, families with kids began coming through the Expo, seeing our booth, and asking questions. Our booth was constantly busy with families coming to build the kits we had on hand – at one point, we had to clear part of our main attractor table to allow another young builder some space to build his kit! As other booths were beginning to break down leading to 2pm, we were still helping young modelers finish their kits.

We started the day with two overfull boxes of Make and Take kits, and ended the day with a single half-full box, having given away dozens of kits to young people over a few short hours. Many families were surprised that we were providing the kits for free, and we handed out numerous IPMS Seattle cards to interested folks. All in all, it was a very successful day, a great way to spend a wonderfully sunny Saturday, and generated some great publicity for the club.





Hurricane Bookshelf Cartoon Short: BB vs. Our Mighty Military

by Scott Kruize



Among Warner Brothers characters, Bugs Bunny is by no means the most ill-tempered. Just think how easy it is to set off Daffy Duck. Yosemite Sam's 'fuse' is too short to measure. Tasmanian Devil doesn't even have a fuse: his whole mode of existence is to constantly tear around in a whirlwind of ravenous fury.

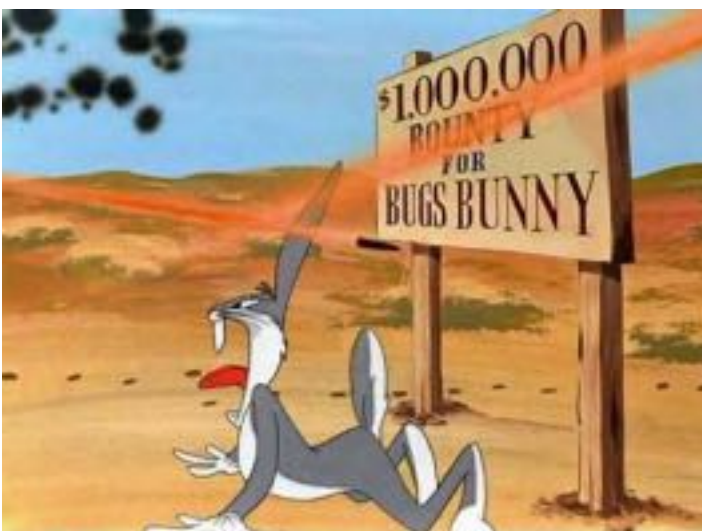
By contrast, Bugs normally requires quite a bit of provocation. Folk-singing along one morning to his simple musical instruments, he tolerated a lot of abuse from the Great Giovanni, rehearsing for an operatic recital that evening. And think of the time he took a wrong turn at Albuquerque to wind up in the Seville bullfight ring. Only when the bull blasted Bugs high into the air, pain stars radiating from his tail, did he turn to the camera and say, "Of course you realize: dis means war!"

One day in 1949, though, Bugs was ambling through the woods when he began to read bounty signs posted by the United States Game Commission. Bounty for many old wolves was \$75...for a surly bear, \$100. Then he saw the bounty poster for rabbits: a quarter! What an insult!

The Game Commissioner in D.C. was completely unreasonable about this, lecturing Bugs about how inoffensive and harmless cute little bunny rabbits were. The next thing: Bugs was forced to prove how much damage a rabbit can do. He commits a string of daring daylight crimes almost too much for the animators to draw: filling in the Grand Canyon...painting the Washington Monument like a barber pole...stealing the locks off the Panama Canal...tying the nation's railroad system into a literal knot...a lot more, concluding with sawing off Florida with a cheerful "Take it away, South America!"

WHAT in the world does this have to do with MODELING?!

That's a legitimate question, although it seems to me that Bugs Bunny should always loom large in our national consciousness. He's way more influential, intellectually, culturally, and philosophically, as we search for Meaning In life, than - say - the Kardashian clan. I'd be happy to see enough Bugs Bunny figurines and dioramas at IPMS contests to justify a separate category.



But back to the question: all modelers should be interested in what happens when Bugs' crime wave lights up the telegraph lines emanating from Washington, D.C. As bugles sound, headlines read "ARMED FORCES GO AFTER BUGS BUNNY". We then see a series of absolutely drop-dead-gorgeous 'knock your eyes out' Technicolor movie clips of our military preparing for war. The U.S. Cavalry rides out in numbers, carrying their shiny banners and sharp lances with spit-and-polish style you never see any more. Our artillery and M3 Stuart-equipped tank corps sally forth with dreadful purpose, if not full armament fits. Overhead, the Army Air Corps shows its newfound sophistication, with North American O-47 observation planes providing long-range eyes for the ground forces.

I remember seeing this cartoon but once, ever, way back as a child watching the *Bugs Bunny/Road Runner Hour*. "Rebel Rabbit" is



its title, and now it's part of the *Looney Tunes Golden Collection #3*, which I've just finished working through.

That color movie footage must be from the late 1930s, certainly before our entry into the Second World War. We'll never again see such mass cavalry maneuvers. Never, at any time or anywhere else, have I seen footage of O-47s. This cartoon probably showed a sizable fraction of our total armed forces strength at the time, before the war drove its huge - if nowhere near so colorful - expansion.

All this armed might does succeed. Bugs turns from satisfaction that his posted bounty is now a million dollars, to desperately diving into a sudden shell hole. As neatly-falling artillery shells completely surround him,

he asks, "Could it be that I've carried dis thing too far?" (And as viewer, I ask "Must I model all those vintage vehicles and riders?") After a gigantic explosion, Bugs looks out through the bars of Alcatraz prison...and says with meditative understanding: "Eh, could be!"



My First Ever PE Rails on a Ship - Lindberg's 1/390th Scale Q-Ship

by John DeRosia

Finally! - I have 'officially' now completed my first ever try at Photo-Etched (PE) railings/ladders on any model ship I have ever built. But let's go back in time a little...

I'm into this phase of building ships right now. A lot of them believe it or not happen to be Lindberg kits. The number one reason is they are CHEAP by today's model cost standards. Okay, another main reason – they are interesting CHEAP subjects you can't easily find from other manufacturers.

Up until the purchase of the Q-Ship (less than \$20), the other ships I have built I decided to add what rails I could using the true and tried straight jacket method. Chop chop chop make each and every stanchion/rail with Evergreen round stock/flat stock. The first few ships I cut them all by hand to the same length. Ha-what a joke. No two were the same length.

By the way, in confusing military speak – I never learned what the Q really stood for. But Q-ships, also known as Q-boats, decoy vessels, special service ships, or mystery ships, were heavily armed merchant ships with concealed weaponry, designed to lure submarines into making surface attacks. This gave Q-ships the chance to open fire and sink them.

What got me really started doing them by hand was one of our master modelers in the club (who I won't name: Jeff!) brings in stuff (ships) he did many years ago every now and then. As I am drooling over his use of PE on ships down to like 1/1200th scale - he then announces at show and tell - "oh yeah – the rails and ladders are all stretched sprue"...GGGGgggggggggrrrrrrrrrrrrrrrrrrrr!

Then to boot, the incredible awesome ship models at the 2015 Renton Spring show was the icing on the cake. If they can do PE – then so can I.



Okay, they say after 1,000 of anything – you'll become better. So here is my first PE ship ever- I'm still on the up, up, up, up and did I say up learning curve. Sometimes you just have to bite the bullet as they say and go for it. PE here I come.

Well - what a convenient scale the Q ship is: 1/390th. LOL! The box even says a "Giant Big 12 inches". That sold me right there. Sort of close to 1/350th and 1/400th. But the deciding factor was the availability of a PE rail set for around \$15 even though it was in 1/350th.

I should have known what the Q really stood for. Quit (Q) while you are ahead. The model shape was sort of whacky anyway. But my self drive to make it look like a ship had me continue the task to get it built. I did mentally change the ship title to T-ship. T for Training that is. Forget anything to scale etc. This is now a training project. When you see my "20 foot loops" to tie down the rigging – you'll laugh. Don't blame you. But remember - this is

John's T-ship. Scale no longer applies. Hey, now you have me laughing!

I did my usual to paint the primary ship and structures, leading up to the railings and ladders and rigging left to do.

Ladders first. I painted the PE per great club member advice. I was going to do it backwards for sure but those ahead of me 'highly suggested' painting first as they walked away laughing...I thought...maybe I had a sesame seed stuck between my teeth perhaps?

The ladders, although out of scale and leading to places no doors exist etc. went on fine. OMG – this is so easy. Oh wait, that was just the first three. Then the superglue stuck to my tweezers, the ladder and the ship deck. Gal dernit! Amazing to pull a PE ladder off the deck and it comes out automatically looking battle damaged. Mind you- there were 26 ladders total on the T-ship. Now the super glue stuck to my fingers and the afore mentioned items. Dad blast it! Finally - I got everything sort of cleaned up to continue the process when the very next one fell behind a space on the ship no scale human can even access. And it has super glue - and will never come back again!

Black holes on ships. I know it has something to do with the Bermuda Triangle. My theory. After about ladder 20 – 15 were battle damaged, 10 had no access they went to and what the!...now my fingers were squishing a few I already I had as near perfect as I could get glued in place. Keee-Righsst!

Calm down John! Let's just start a few of the PE rails for fun. What demented demon heathen made the first PE anyway? Sure would like to meet them in some dark alley somewhere. Oh, I'm not a fighter. Just want to take some PE rails and ladders, coat them with superglue and throw the whole lot at the inventor! .GGGGGGggggrrrrrr!

For my rails - the same happened sort of as the ladders above. Actually, I ended up not even placing all the PE railings I could have. I think I have 12,044 scale feet left of the PE rails I bought. For all the ship areas I did not place rails - if the scale sailors fall off the edges of structures or the sides of the ship – tough. My rails won't be there to save them.

I tell and re-tell and re-re-tell other model members to always have fun. Oh, I had fun alright. You'll see the smile on my lips permanently glued that way with superglue. Yes - what do you think? Those are rails sticking on the top lips. Rubbed my mouth at the wrong time. Some people pierce every part of their bodies for earrings and stuff. Me - I like the PE rail on the lips look.

Ah- models are so much fun! Never forget that. My philosophy. From a distance - the T-ship looks "okay". But rest assured - I'm done with PE for life! Oh wait...already started my next one. Only 999 to go to get better! GGGGGrrrrrr!

A few pictures included for your 30 seconds of laughter!



Tamiya 1/35th Scale Somua S35 French Medium Tank

by Andrew Birkbeck

Those who have studied the collapse of the mighty French military machine in May 1940 at the hands of Germany's armed forces know that it wasn't a lack of quality fighting equipment as much as an inability to utilize it effectively that sunk the French cause. In a number of large and small battles between the two sides, effective French leadership together with the proper tactical use of the equipment at hand had the French blunting if not outright defeating their German counterparts. And when it came to tanks in particular, the French had some pretty formidable weaponry. One of the finest tanks of the day was the French Somua S35, weighing in at 20 tons, and carrying a 47mm main gun plus a coaxial machine gun. With frontal armor at 40mm, this was equal to anything the Germans had on hand at the time. It also had mobility, able to reach speeds of 29 mph on improved roads. The three man crew had excellent all round visibility thanks to the commander's rotating cupola atop the turret, plus a series of episcopes and telescopic sights available to the crew members. The crew was also linked together for fighting purposes by voice tubes and telephones, thus increasing a well drilled crew's ability to work together. The French fielded around 450 of these excellent tanks in May 1940.



MANY years ago Heller of France issued a series of 1/35th scale injection molded 1930s French tanks, including the Somua S35. The Somua kit had a number of issues, including poor turret shape, and stiff vinyl tracks that took MAJOR work to have them "sit" right. However, the English firm of Airedale Castings came onto the scene with a full resin kit of the Somua, but at over US\$100 not a cheap alternative to the Heller kit. Airedale Castings did offer a separately available resin replacement turret for the Heller kit, while On The Mark Models offered up a nice PE set, and Fruilmodelismo offered excellent replacement tracks, all at a price.

Enter Tamiya with a simply wonderful all injection plastic kit of the Somua that blasts the Heller kit back to the 20th Century, and is half the price of the Airedale resin kit. Tamiya's kit comes molded in their standard tan-colored injection plastic, with the parts contained on five main sprues. There is a sixth sprue of clear parts, plus poly caps and metal tow chain. There is a set of black and white instructions, together with a large glossy fold out two-sided color and markings guide/vehicle history. A small decal sheet provides markings for three different French Army vehicles. The plastic parts are sink mark free, very well detailed, and there are no ejection pin marks anywhere to be seen except very tiny ones on some of the track links, which are prepackaged individual links. The Somua S35 was constructed with a cast metal turret and upper hull, and Tamiya reproduces the cast texture in a very convincing way on the relevant parts of this kit.

Construction starts, as it tends to with armor models, with the lower hull. Make sure you drill out the appropriately listed flashed over openings on part B7, lower hull, for later installation of various external hull attachments. The lower hull consists of four main parts, and then a tiny clear part, G2, which attaches to the inside floor of the lower hull part B7. What the purpose of this part is I haven't a clue, as being on the INSIDE of the hull, on the bottom, it simply can't be seen once the model is completed and resting on its tracks. Next comes construction of the road wheel bogies, and Tamiya indicates that you should avoid getting glue on the road wheels, presumably so they will rotate freely once assembled. I frankly don't see the purpose of this, as the model is after all a static model? There is a reasonable amount of detail to the bogie and wheel parts, but frankly this is all for next to naught as the bogies are pretty much hidden once the side skirting, parts C10/C7 and C8/C9, are installed. Do however note that the bogies are listed as "A" or "B", so make sure you clearly mark them as such to get them installed in their correct positions. There is nice casting detail on the two part drive sprockets, and this can be seen as they aren't hidden by the skirting. Sandwiched between these two parts are the traditional Tamiya black vinyl poly caps. The idler wheels, also two parts, lack a poly cap, and the modeler should probably avoid getting glue on these as by remaining freewheeling, this will make adjustments to the track assembly later a bit easier.

Once the lower hull and its various external attachments are assembled, it is time to move onto the tracks, which as mentioned earlier are individual links and are already prepped for assembly. Each has a tiny ejection dimple mark which needs sanding down, and the tiny "hole" filling, at least on the few links whose outside track face can be seen once the model is fully assembled. The plastic used for

these tracks is different from that of the rest of the kit, appearing to be a bit more ‘vinyl-y’ than for most of the kit. This doesn’t appear however to detract from its ability to be glued with regular plastic model glues such as Tamiya’s own “Green Cap” liquid glue, or Testor’s liquid glue that comes in the black plastic container with the needle applicator. I mention glue because while the instructions indicate that the tracks simply snap together, I have found in the past that the snap type tracks simply don’t hold together well. So I have a tendency to glue them together once assembled and in place on the vehicle. Also make sure, as Tamiya states in the instructions, to make sure you note the direction of the tracks, making sure they face the correct direction on both sides of the model. Tamiya provides a color photo of the correct track alignment on their glossy fold out which includes the color and marking diagrams.

Next we move onto the construction of the upper hull, starting with assembly instructions Section 13. Tamiya provides separate engine access doors on both sides of the rear upper hull, parts C5/6 and C15/16. There is also a separately molded crew access door part C32/37. However, the kit itself provides no hull interior detailing whatsoever. The rear upper hull engine grates are separately molded parts, and are very nicely detailed.

On the right side of the Somua S35 are a series of four tool storage boxes. Period photos show that not all vehicles carried all four boxes. What period photos also seem to indicate is that these storage boxes were attached to the tank by a couple of straps, which attach to the horizontal bars that run along the tank’s right side. Tamiya supplies the tool boxes, and they have the straps molded on. They also supply the bars. But the tool boxes aren’t shown being attached to the bars. So I sanded off the straps, and will replace them with straps made from very thin card stock, and some PE buckles I found in the spares box.

The kit provides five onboard tools, including a shovel and an axe. Tamiya does not depict any way of securing these tools, so I again fashioned some simple attachment straps, this time with foil and spare PE buckles. I am sure they aren’t strictly accurate, but they “make sense”. I relocated the shovel from the side of the hull, to the rear, just to be different. For the rear of the vehicle Tamiya supplies the modeler with a three-part rolled up tarp. This looks quite effective for an injection molded tarp, though some may wish to replace it with a suitable aftermarket item for finer detail. I left it off my vehicle. Also for the rear hull, Tamiya very thoughtfully supplies the modeler with a length of metal towing chain. What they don’t supply, which is a great pity, is a PE part for the headlight protection screen, as this can clearly be seen in photos of both period and museum examples of the Somua S35. It also appears in Tamiya’s own box art for the kit!

On to construction of the turret, and note that being a cast item on the real vehicle, when you join the upper and lower main turret halves (split horizontally), parts D10 and D11, there should be a casting seam line at the joint line of these parts. Check carefully photos of the real vehicle. Don’t forget to drill out the coaxial machine gun barrel for the turret. The kit comes with a fairly well done seven-part tank commander figure, with separate head, arms, helmet and revolver case. He is shown in the instructions sitting on the rear turret hatch, part D12. The problem with this is that the turret has basically no interior detail whatsoever, so if anyone was to look past the figure into the turret rear, it would be bare. That said, the entry opening into the back of the turret is pretty tight, and the figure might just cover up enough of the entry space to make this a moot point, but that is up to the individual modeler.

It is then on to the color and markings stage. As mentioned earlier, the kit comes with a small decal sheet covering markings for three different vehicles. Option A: vehicle “56”, 28th Dragoon Regiment; Option B: vehicle “42”, 13th Dragoon Regiment; Option C: vehicle “20”, 4th Cuirassier Regiment. The French did not organize their tanks into armored divisions at this stage, unlike the Germans. However, Tamiya does not indicate what specific year these markings depict in each case. The decals are very well printed, being in register, and opaque. Not as thin as one might like, but as usual with Tamiya’s decals, perfectly serviceable.



Regarding the painting of the camouflage on French Somua S35 tanks during the immediate pre war period: this consisted of a series of horizontal “bands” of color wrapping around the hull and turret. There was often a narrow band of black separating the colored bands. On the kit options, the black bands appear on the turrets only, though there is a different turret scheme on Option B compared to Options A and C. I didn’t find depicting the scheme I chose, Option C, particularly difficult, just time consuming. Firstly, I painted the model in three separate sub units: lower hull, upper hull, and turret. An initial primer coat of Mr. Surfacer 1500 Black mixed with Mr. Surfacer 1500 Gray (allowing for an extremely dark gray color) was first applied. I then got some Tamiya yellow masking tape, and cut some wavy narrow bands to mask off the black demarcation lines on the turret. I then spray painted the turret cupola Tamiya XF-23 Light Blue per the instructions, and this area when dry (24 hours) was then carefully masked off. Next I applied XF-21 Sky to the top of the turret, the top areas of the upper hull, and the appropriate areas on the lower hull side skirts. This was then carefully masked off once dry. Next came XF-58 Olive Green to the appropriate areas per the kit instructions. Again, this was carefully masked off when dry. I then deviated from the kit instructions when it came to the final paint color. Tamiya recommends XF-64 Red Brown, but I instead used Tamiya XF-10 Flat Brown, lightened with XF-2 Flat White. This to me gave a more Chestnut Brown, which is what I was looking for compared to Tamiya’s XF-64. When everything had dried, I peeled off the tape, and I was very pleased with the results. I next applied a protective layer of Tamiya X-22 Gloss Clear onto which to apply the decals. I used lots of decal softener to get the cupola air recognition roundel to lie down properly, as well as the “20” over the hatch detail on the left side of the turret. One small problem was the vehicle license plate for the rear of the model. It was too large for the license plate part, so needed trimming, and even then it was still a tad bit large. No big deal, just something worth checking before you go to apply this decal. Once the decals had thoroughly dried (48 hours), I applied a couple of thin coats of Tamiya X-22 Clear Gloss over the decaled areas. This “hid” any signs of the decal film very well.

I then sprayed some Tamiya XF-86 Matt Clear over all three sub assemblies. Then came the dark pin washes utilizing MIG 502 Abteilung oil paints, various dark browns, plus two different rusts, used mainly on the tank’s upper hull exhaust. Once all dried, the model was treated to one more application of XF-86 matt clear with some Tamiya XF-57 Buff to seal the model and add a little road dust.

This model is a gem of a kit, being very well detailed, easy to assemble, and really cool looking. What more can you ask for in a model? I would like to thank Tamiya USA for providing IPMS/USA with the opportunity to review this first rate model.





"Blue Goose" Command Aircraft of the USN, USMC, and USCG 1911 to 1961, by William A. Riley & Thomas E. Doll

reviewed by Chris Banyai-Riepl

It's hard to believe, but the Ginter Naval Fighters series has reached its 100th title, and for the subject of this centennial publication they chose a colorful and fascinating bundle of aircraft: Command Aircraft. These aircraft spanned all types and featured interesting colors and markings. Often relegated to a photo or two in books covering the individual aircraft types, this book presents these Command Aircraft all together, providing what is undoubtedly the most thorough visual history of these planes.



The book follows the progression of these command aircraft chronologically, starting with the early biplanes from before the First World War. From there it goes into the golden age of Command Aircraft, the 1920s and 1930s, where we see the most colorful aircraft. Moving into World War

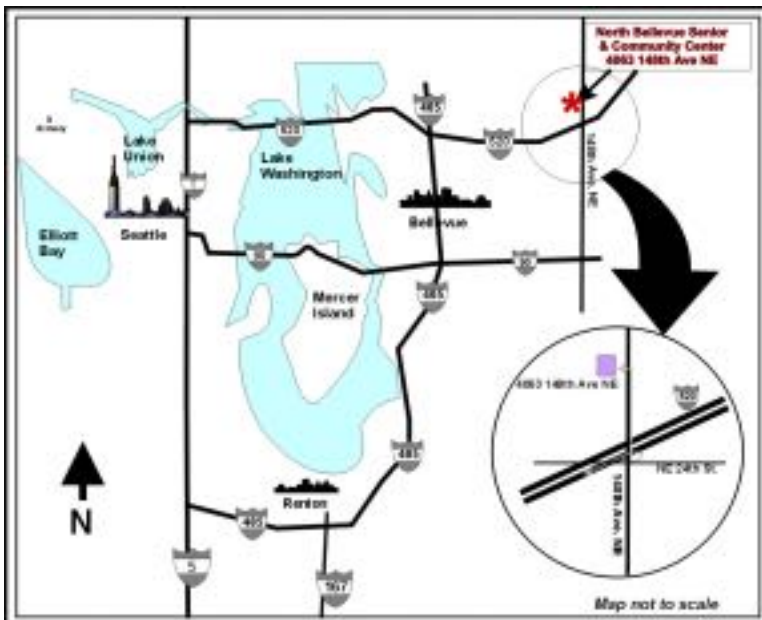
Two, the Command Aircraft adopted camouflage, as did virtually all other aircraft, and post-war continued that trend with aircraft wearing similar colors to standard line aircraft.

The book presents these aircraft through copious photographs, including a handful of color photos. While many of the subject aircraft, especially during the 1930s, were of rare types, the fact that they were Command Aircraft usually meant that high quality photos were taken of them. Many of these photos are in the pages here, making this an excellent reference for the modeler. In addition to that, the book has a handful of color profile illustrations to complement the photos and highlight some of the interesting colors and markings found on these Command Aircraft.

This is a nice way to celebrate the 100th Naval Fighter title, and offers up some colorful options to some common aircraft types. My thanks to Ginter Books for the review copy.

Meeting Reminder

June 13



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.