

# Seattle Chapter News



Seattle Chapter IPMS-USA  
January 2000

## PREZNOTES



January 1 has come and gone and I'm glad to report that Y2K didn't effect us in any  
FEEBLEFELTZER - ++ \*and%\$?!  
SQUINGE AMPOEWRHT  
ABLANALPWERS8 AXOLOTL IN  
4J\_)and%\$FH \*and\*\$@?} EIRU  
OHTHEHUMANITY 57679 \*\*^—  
:!!BLIXTO%\*%)(IN THE WILDS OF NEW YORK.....!!?  
ZAPPP

Well at least my models, paints and airbrushes were Y2K compliant. One of my heirs apparent read parts of my Christmas list (the bottom part-with the less expensive stuff-they do have college books to pay for) and blessed me with a kit I didn't have (!) I had some time to work on a few current projects over the holidays and I actually finished my four ongoing projects that have been at the last few meetings - Buffaloes, Wildcat, and Kingfisher, plus I built and finished a *Star Wars* Trade Federation tank of all things. I got to push around quite a bit of putty and paint. Hope you did too. The spring meet is coming up in a few months and I would like to challenge everyone in the group to see if you can complete one or more models and bring them to the spring show. More than one would be better! You don't even need to enter them in the contest. We will have a large area set aside for display only. Show off your work. Let other people see what you build. Here's a chance for everyone to see what you've been doing all winter whilst watching the Seahawks, Sonics, or Judge Judy. Just bring your models. It does not matter what you perceive your skill level to be. Just the fact you enjoy this hobby as much as everyone else should be enough for you to display your works. My philosophy is to show all the models I've done, whether at a display or a contest; good, bad, or eh. I derive a great satisfaction just showing off what I'm working on. If a model of mine happens to place at a contest, that's just icing on the cake. I'm even becoming interested in planning shows that are display only - no

serious contest involved, especially those that attract a large segment of the general public. Definitely a good way to show off your hobby. Oh yes, if you ARE building for the contest, don't forget your pentathlon entry: one each car boat, tank, airplane, figure. There is still time. What an ideal opportunity to learn what a glaxis plate is or what Modelmaster color is best to replicate teak decks!

A final note about contests. This will be the last year our head judges, Jim Schubert and Ted Holowchuk will be serving in that capacity. They have both decided to step away from judging for a while so they can actually see more of the models (and build more) than they currently are able to. I would like to sincerely thank them for their years of sterling service on behalf of IPMS Seattle for the magnificent job they have done to make our show one of the most organized, judging-wise, anywhere. The judging system they created is a model that has been followed by numerous other chapters in the region and country, to the benefit of everyone concerned. Thank you Jim and Ted. Help wanted: Head contest judges. No experience necessary. Judging system in place. four shoes to fill. Call today.

OPTIVISORS MAY BE DANGEROUS TO YOUR HEALTH! Recently, I had left my

*continued on page 15*

### In This Issue

<b>We Need Your Help!</b>	<b>3</b>
<b>A Word of Thanks</b>	<b>3</b>
<b>1999 SCN Index</b>	<b>4</b>
<b>Beauties or the Beasts?</b>	<b>5</b>
<b>Flocking</b>	<b>5</b>
<b>Emhar Mk. IV Male Tank</b>	<b>6</b>
<b>Airfix Book</b>	<b>8</b>
<b>Zlinek Avia S-99/ Bf 109G</b>	<b>10</b>
<b>Tamiya 2-1/2 Ton Truck</b>	<b>11</b>
<b>Lost In Space Robot</b>	<b>12</b>
<b>Club Financial Report</b>	<b>14</b>

**SEATTLE CHAPTER CONTACTS****President:**

Terry Moore  
3612 - 201st Pl. S.W.  
Lynnwood, WA 98036  
Ph: 425-774-6343  
moorethan4@worldnet.att.net

**Vice President:**

Keith Laird  
528 South 2nd Ave.  
Kent, WA 98032  
Ph: 253-854-9148

**Treasurer:**

Norm Filer  
16510 N.E. 99th  
Redmond, WA 98052  
Ph: 425-885-7213  
nfiler@wport.com

**Editor:**

Robert Allen  
12534 NE 128th Way #E3  
Kirkland, WA 98034  
Ph: 425-823-4658  
baclightning@yahoo.com

IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <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 each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic 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 \$24 a year, (or \$18 a year for Internet newsletter only) and may be paid to Norm Filer, 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 or WordPerfect document for the PC would be suitable for publication. 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. 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 1999/2000 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

**February 12, 2000 (2nd Saturday)**  
**April 8, 2000 (2nd Saturday)**

**March 11, 2000 (2nd Saturday) SPRING MEET!**  
**May 13, 2000 (2nd Saturday)**

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.: _____	Name: _____		
(leave blank)	FIRST	M.	LAST
Address: _____			
City: _____ State: _____ Zip: _____			
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$19	<input type="checkbox"/> Junior (17 years old or younger): \$9		
<input type="checkbox"/> Trade Member: \$19	<input type="checkbox"/> Canada & Mexico: \$25		<input type="checkbox"/> Other Foreign: \$28
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)			
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)			
IPMS/USA		P.O. Box: 6138	
Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>		Warner Robins, GA 31095-6138	

## We Need Your Help: Looking for a Few Good Kits

by Andrew Birkbeck  
Spring Show 2000 Committee

You will recall from discussions at a previous chapter meeting that the Spring Show 2000 Organizing Committee is asking for chapter members to help out in a kit drive to assist with our Door Prize Drawings for the March 11 Spring Show. The Committee has decided to have a huge door prize drawing, open to all those entering models at the Spring Show. This goes for both models entered in the contest or the "display only" sections. We believe that the heart of a successful show is the models brought to display for the viewing pleasure of all Show participants. As an attempt to increase the numbers of models being entered by both junior and adult modelers, we wish to have a giant pool of door prizes. Each model entered by a participant will entitle them to one door prize ticket, up to a maximum of ten tickets for ten entries. Once entries close at Noon, tickets will start being drawn up until 3:30pm. At that time, all tickets, either already previously drawn or not, will be returned to the ticket box, and two Grand Prize tickets will be drawn from all the available tickets. These will be for two airbrushes, one Paasche and one Iwata. The winners of these two prizes will be announced along with the "Best in Show" awards.

We are out "beating the bushes" with local model shops, as well as various sources around the country and around the world for prizes. However, in an effort to collect as wide a variety as possible, we would like to solicit additional door prize donations from IPMS Seattle members. We ask that you look through your collections, and pick out one or two quality kits that you feel you can part with. If possible, we are looking for Tamiya, Hasegawa etc., rather than 1950s Airfix or 1960s Monogram. Some of these donations will go to junior modelers, and the older kits are simply too difficult for them to assemble, whereas the more modern toolings have

better quality parts, as well as better instructions. Look for donations that you yourself would enjoy receiving if you won a prize.

Do not worry whether or not your donated kits are still shrink-wrapped. All we ask is that the kits be complete, and preferably have the parts still on the sprues. Emil Minerich of Skyway Model Shop has generously agreed to allow us to use his firm's shrink-wrapping machine to shrink wrap these kits. Please bring your donations to the February 12 Chapter meeting. I will be collecting your kits so that they can be logged into our master listings to assure you receive credit for your generous donations.

Thanks in advance for your strong support of this door prize drive.

---

## Guest Editorial – A Word of Thanks

by Andrew Birkbeck

I would like to offer special thanks to certain members of the Chapter who helped make my modeling experience enjoyable in 1999.

Firstly, I would like to thank Robert Allen, our hard working newsletter editor, for all his efforts in producing one of IPMS/USA's finest monthly chapter newsletters. Each and every month in 1999, my newsletter arrived on time, and was a great pleasure to read. And thanks to all those IPMS Seattle members who contributed articles for Robert to publish. Whether a simple kit review, or a detailed historical treatise, Robert's job is made much easier if he receives quality input from others.

Thanks also to the three IPMS Seattle Executive members, Terry Moore, Keith Laird, and Norm Filer. These are the gentlemen who make our lives easier, by insuring that the chapter functions like a well-oiled machine. They insure we have a place to meet, and that the room is set up nicely and cleaned up at the end of each

gathering. And to John Chilenski, who provides us with updates on what's happening in the region so that we can enjoy those events put on by other chapters and clubs in the area.

And a special thanks to all those modelers who brought models to the chapter meetings, either under construction or completed. This is the highlight for me each meeting, looking at the work of others, talking to the builders about their various techniques. I go away inspired to complete my own modeling projects, armed with new ideas on how to better improve my own work.

---

## Oops!

As you may have noticed, the newsletter is a bit late this month. Unfortunately, the dreaded "circumstances beyond our control" made it impossible to get the newsletter to members prior to the January meeting. My apologies. One other piece of info: The deadline for articles for each issue is **twelve** days before the next meeting. Thanks.

---

## John McCarty Auction In February - Reminder

by Jim Schubert

As announced in the December issue of this newsletter we will auction the late John McCarty's collection of kits, books and magazines at the February meeting. The inventorying is about 75% complete at this time. There will be between 80 and 95 complete kits, about 80 books and about two dozen lots of magazines. Additionally there will be a number of started, or partial kits, and kits with missing parts. Many of these include expensive after market resin and photo-etched brass elements. We plan to have a list of the lots to accompany the February newsletter for your review prior to the auction. As this collection is much smaller than the Matt Hargreaves collection auctioned last July, the auction will be held in our usual meeting room as part of the regular meeting.

## 1999 Seattle Chapter News Index

<u>Article</u>	<u>Author</u>	<u>Issue</u>			
			On the Camaraderie of Modeling	Russell	Aug
			Open Letter to IPMS Seattle, An	Quan	May
			Ramblin' on My Mind	Allen	May
			Reflections	Osborn	Jun
			Ryan PT-20 and Red Knight CT-33 notes	Laird	Jun
			Sakura Con 2000	Alexander	Nov
			So You Want to Enter Your Model In a Contest?	Wise	May
			<i>Spirit of St. Louis II</i> (F-100F)	Reynolds	Oct
			Spoken Alphabets	Schubert	Aug
			Ta 183 and the MiG-15, The	Allen	Apr
			Thanks to Our Sponsors	Birkbeck	Apr
			Vancouver BC Car Show	Douglass	Feb
			Web Site of the Month (Blackhawk Comics)	Allen	Jul
			Web Sites of the Month	Allen	Jun
			Web Sites of the Month	Clements	Jan
			What Was the P-322?	Reynolds	Feb
			Williams Brothers Update	Laird	Dec
<b><u>Book Reviews</u></b>					
Aces and Wingmen II (Vol. 2)	Filer	Aug			
American Spitfire Camouflage... (1)	Schubert	Feb			
American Spitfire Camouflage... (2)	LaBouy	Apr			
B-24 Liberator Units of the Pacific War	Allen	Aug			
Cockpit	Reynolds	Dec			
Death Traps	W. Moore	Apr			
Eagle Official Luftwaffe Color Chart	LaBouy	Apr			
English Electric	Allen	Dec			
Halifax Squadrons of WW2	Allen	Dec			
Imperial Japanese Navy Aces	Clements	May			
Israeli Military Vehicles	Ashley	Oct			
Italian Aviators Rome to Tokyo in 1920	Schubert	Dec			
JaPo Bf 109K monograph	Russell	Mar			
Master Scratch Builders, The	Schubert	Jul			
Midget Submarines of the Second World War	Reynolds	Nov			
Mustangs Over Korea	Filer	Mar			
Naval Fighters #47: Curtiss SO3C Seamew	Filer	Jul			
P-40 Warhawk	Clements	May			
PC&F TR-1 M25 Tank Transporter	Birkbeck	Jun			
Percivals Aircraft	Allen	Dec			
Soviet Combat Aircraft of the Second World War, Vol. 1	Clements	Jan			
Stalin's Eagles	Clements	Jan			
US Self-Propelled Guns In Action	Sewell	Sep			
Wings of Italy	Clements	Jan			
<b><u>General Interest &amp; Historical Articles</u></b>					
\$10,000 Renault Dauphine, The	Russell	May			
1998 Seattle Chapter News index		Jan			
1999 IPMS Nationals Report (1)	LaBouy	Aug			
1999 IPMS Nationals Report (2)	Schubert	Aug			
1999 IPMS Nationals Winners	Allen	Oct			
Advanced Weaponry of the Stars - Hedy Lamarr	Braun	Dec			
Auction List		Jul			
Battling On - The Airfix Battle	Allen	Jan			
Brass Model Cars	Ludwig	Mar			
Critical Mass!	Russell	Oct			
Details, Damned Details	Schubert	Nov			
Explain It to Me	Allen	Sep			
Fresh Blood!	Russell	Nov			
Getting It All Wrong	Osborn	Jan			
Golden Age Starlets of IPMS - Heather Angel	Allen	Sep			
Golden Age Stars of IPMS - Barbara Stanwyck	Allen	Nov			
Hurry Up and Take Your Time!	Russell	Jan			
Image of Modelers In the Real World, The	Kolosna	Dec			
IPMS Aces Wild (Spokane) show photos	Clark	Jun			
IPMS Aces Wild (Spokane) show report	Schubert	May			
IPMS Region 7 RECON preview		Sep			
IPMS Seattle 1999 Roster		Mar			
IPMS Seattle 1999/2000 meeting dates		Oct			
IPMS Vancouver Fall show report	Schubert	Nov			
IPMS-USA 2001 National Convention Bid	LaBouy	Jun			
John McCarty Auction	Schubert	Dec			
Leading Edge Update	Laird	Apr			
Letter From Bosnia, A	Werner	Oct			
Lockheed Consolation, The	Bludworth	Jan			
Miscellaneous Ramblings	Laird	Nov			
Miscellaneous Update	Laird	May			
More on Brass Model Cars	Ludwig	Sep			
NWSM Contest Report	Schubert	Jul			
<b><u>Kit, Decal, &amp; Accessory Reviews, Builds, &amp; Conversions</u></b>					
			Academy Hawker Typhoon Ib	Osborn	May
			Academy M48A5K Patton	Jacquemont	Sep
			Academy NA OV-10A Bronco	Filer	May
			Academy NA P-51B Mustang	Bunyan	Nov
			Academy NA T-6G Texan	Filer	May
			Academy P-47D Thunderbolt Razorback	Osborn	Aug
			Aeromaster RNZAF in WW2 decal	Bates	Sep
			Aeromaster Yak-1 decal	Clements	May
			AML NA O-47A	Reynolds	Apr
			Amodel Polikarpov I-17	Osborn	Nov
			AMT '67 Camaro Z-28	Fincher	Mar
			AMT/ERTL Yellow Submarine	Allen	Aug
			Belcher Bits Sikorsky S-51/H-5	T. Moore	Mar
			Black Box A-6E Intruder cockpit set	Benolkin	Nov
			Casper Miss Exide hydroplane	T. Moore	Nov
			Condor NA A-36A Apache	Osborn	Feb
			Converting the AMT A-20 to a DB-7	Greer	Feb
			Dr. Microtools Supreme Model Putty	Osborn	Aug
			Dynavector Douglas A2D-1 Skyshark	T. Moore	Feb
			Eduard Nieuport Ni-17	Leggo	Jan
			Eduard Yakovlev Yak-1 detail set	Clements	May
			Eduard Yakovlev Yak-3 Profipack	Clements	May
			Fort Duquesne Cy Young figure	Ricks	Sep
			Hasegawa Aichi B7A2	T. Moore	Jan
			Hasegawa de Havilland Mosquito B.IV	Gloekle	Sep
			Hasegawa Hawker Typhoon Ib	Smith	Mar
			Hasegawa P-47D Thunderbolt Razorback	Tontoni	Jun
			Hasegawa S-3B Viking	Filer	May
			Hasegawa SH-60B Seahawk	Filer	May
			Hobbycraft DHC-4 Caribou	Bowes	Jan
			HPM Blohm & Voss Bv 141	T. Moore	May
			ICM Polikarpov I-1 (IL-400b)	Osborn	Sep
			Interavia Piasecki HUP-2 (CH-25B)	Filer	Jul
			Italeri Spitfire IX	Tate	Aug
			Japanese Rocket Fighter Program	Schubert	Apr
			JB Models Vickers Mk VI	Broman	Mar
			Mach 2 Piasecki H-25/ HUP-2	Filer	Jul
			MAI Payen Pa.22	Sanders	Nov
			Making Waves (RMS Titanic kit survey)	Briggs	Oct
			Maquette Boeing 307 Stratoliner	T. Moore	Dec
			Marivox SAAB 17	Kelly	Jun
			Minicraft Boeing 377/C-97/KC-97	Cope	Sep
			Minicraft Grumman XF5F-1 Skyrocket	Osborn	Jun
			Modelcraft Avro Shackleton MR.3	Hill	Feb
			Modelcraft Noorduynd UC-64A Norseman	Brown	Sep
			MPM Grumman FF-1/G-23 Goblin	Coffman	Oct
			Muddle of MiGs, A (MiG-3 kit survey)	Reynolds	Feb

Nomega Buccaneer cockpit set	Brandt	Jan
Occidental Spitfire IX	Tate	Aug
PM Focke-Wulf Ta 183 Huckerbein	Russell	Apr
Polar Lights Lost In Space Cyclops Scene	Johnson	Oct
Revell Germany Challenger 1 Battle Tank	Birkbeck	Nov
Revell Germany Ferrari 412T1	Brown	May
Revell Germany Hawker Hurricane/Sea Hurricane	Pignataro	Nov
Revell USS Olympia	Wieczorek	Oct
Revell-Monogram Babylon 5 Starfury	Hall	Mar
Revell-Monogram Star Trek Kazon Torpedo	Jones	Dec
RVHP AD-4W resin conversion set	Filer	Mar
SMT Lotus 29 Indy Car	Moyer	Sep
Sword Curtiss SO3C Seamew	Filer	Jul
Sword Vultee P-66 Vanguard	Moyer	Oct
Tamiya de Havilland Mosquito	Ashley	Jan
Tamiya Douglas F4D-1 Skyray	Filer	Mar
Tamiya Fairey Swordfish	Birkbeck	Dec
Tamiya Gloster Meteor	MacNamara	Jan
Tamiya M25 Dragon Wagon	Birkbeck	Jun
Tamiya M4A3E2 Jumbo	Jacquemont	Jan
Tamiya Republic F-84G Thunderjet	Filer	Aug
Toko Sopwith Snipe and Salamander	Allen	Feb
Verlinden Sea Mosquito conversion	Ashley	Oct

### Tips & Techniques

Artist's Oil Paints - The Color White	Birkbeck	Aug
Auto Interiors	IPMS/SMA	Aug
Best Acrylic Paint Stripper	Tula	Oct
Chipped Paint	IPMS Phoenix	Sep
Do-It-Yourself Photo Etching	Birkbeck	May
Fine Points of Making Your Own Decals, The	Ingrim	Oct
Modeling Tips and Ideas	IPMS Buzz Beurling	Feb
Painting White	Downen	Jan
Using Blacken-It	Tula	Sep

## Tips and Techniques: Flocking

by Jon Fincher

Flocking comes in all sorts of colors - pick one that's right for your project. For example, I'm doing a black '67 Z-28 with black interior, so I picked black flocking. Using it is fairly easy. Get yourself a sifter of some sort - I've got a hand held spoon with a screen in the bowl instead of solid material. Put the piece to be flocked on a paper plate (make sure it's paper, not Styrofoam - you use it to catch the excess and return to the storage container). Now, prep the piece....

Prepping it means putting some sort of adhesive on the parts you want the flocking on. You can use thinned white glue, thick paint of the same or similar color as the flocking and interior, clear gloss or flat, or any number of special adhesives for this sort of thing. Whatever you do, put it on quickly but carefully - you don't want it all over everything, but you don't want it to dry before you get the flocking on. Before you put flocking on, make sure you are wearing a) latex gloves and b) a respirator of some sort. Flocking is extremely fine cloth, lot like lint, and you don't want it in your lungs if you can help it. The latex gloves keep it off your fingers - you'll see why later.

Now that the piece is ready for the flocking, dump some of it into your sifter. Sprinkle the flocking over the piece - don't worry if gets on the whole piece. The adhesive will make sure it only sticks where you want it. Sprinkle a good amount on, so it looks like a bowl of pudding left in the fridge too long - nice and fuzzy. Now, with your gloved finger, press the flocking down into the adhesive. This makes sure it adheres well, and makes it look more like scale carpeting. When you've adhered it well, let the adhesive dry - time depends on the adhesive, but an hour or so should be OK. When the adhesive is dry, turn the piece over the paper plate you're working on and lightly tap the underside of the piece to knock off the excess. Turn it over and Viola! It's done.

## The Beauties or the Beasts

by Bill Osborn

Of late (the past couple of years), friends have been telling me to build something that at least looks like the real thing when you open the box. I know this is a radical idea for me, but I thought "what the heck, I'll give it a try."

OK, I've given it a try. With most of the kits I've turned out this year, I haven't had high hopes for something that would be a worthy effort. If you screw up a bad kit, you don't expect it to look like a silk purse anyway!

In the past month I have built, or have a real good start, on two models that should be good kits to begin with. One is from Hasegawa, and the other is from Revell. The Hasegawa kit is a newer release. The Revell kit is touted as a "new" release.

We have come to expect perfection from the leading Japanese manufacturer. It doesn't always happen. With this Hasegawa kit, the forward fuselage halves are spread so you must fair in the nose cone and lose all the surface detail. This is also somewhat of a problem at the aft body. These are not big things, but they are irritating. Next, the canopy is too narrow for the body. Again, not a big problem, but with a quality kit you tend to expect parts to match. The main wheels are so wide that they would look right at home on a dragster.

The Revell kit proclaims itself to be the latest variant of the type. They give you some new parts, and new markings, which are on the intended version. However, this "new" model is the same as the old mark, with no mention of the modifications needed to make it into the advertised variant.

*continued on page 7*



## Emhar 1/72nd Scale British Mk. IV Male Tank

by Jim Schubert

Each March a highlight event of our IPMS-Seattle Spring Show is the Pentathlon. This requires five models of each entrant; an aircraft, a tracked armored vehicle, a marine vehicle, a four wheel civilian automobile and a human figure. Two of the models must have been completed since the last contest and each must have, or have had, a prototype in reality. Not being an armor builder, and thus having no armor in my collection, I must build a new tank each year to participate. This model, my third tank, finished in late April 1999, is my tank for the year 2000 Pentathlon.

To save time and be done with the stupid tank my intent was to build out-of-the-box, with no references. Fortunately, however, when Andrew Birkbeck learned I was building this model, he virtually forced many good references upon me. Good thing he did; I would really have screwed up without them.

Some British reviewers noted poor parts fit so I was not surprised to find that the run of the tracks at the top rear was really bad. Not until I'd carved away over a 1/16th of an inch (about six scale inches!) atop the inner track guide panels did I realize I'd installed these panels upside down and backwards. No wonder the tracks didn't fit! Well, I did say I don't build armor. I split the defaced panels off the hull with a butcher knife, turned them the right way round and re-glued them in place properly. A lot of shimming, filling and filing later I was back to square-one. So much for saving time. Apart from this screw up, the basic construction was simple and straightforward with decent parts fit.

The kit fails in regards to details. I had to add several hundred rivets, especially on the sponsons. I used a draftsman's dividers to mark the spacing along penciled straight lines. The rivets themselves are Elmer's white glue applied with a sharpened round toothpick. Several

applications are required to tease and coax the Elmer's into the right height and diameter. The kit's de-ditching beam rails are not even close to accurate. Replacements were made from the smallest available Evergreen brand styrene angle stock sanded to the cross section dimensions of the kit's rails. The angled end brackets were sawn off the Emhar rails and attached to the new rails. The exhaust system was completely replaced. The tricky bit here was getting a smoothly bent tail pipe with scale wall thickness at the end. After collapsing several pieces of both aluminum and brass tubing, I finally used brass rod bent into the required "S"



*Coming at you; showing separation of track plates and Hotchkiss gun in starboard sponson. This model was 3rd in class at the 1999 IPMS-USA National in Orlando*

and fitted at the end with a short length of straight brass tubing reduced to scale wall thickness. As the kit's water-cooled Lewis machine guns looked like tree stumps, I chose to replace them with Hotchkiss guns made of three different diameters of Monel stainless steel tubing. These were fitted to the "eyeball" swivels cut from the kit's Lewis guns. The de-ditching beam is made of bass wood and is secured to the rails with N-Gauge (1/160th scale) railroad brake chain. The chains used to attach the beam to the tracks during de-ditching are HO-Gauge (1/87th scale) railroad brake chain. The shackles at each end of each chain are made of lead wire and brass rod with bolt heads made of Elmer's white glue. Grandt Line brand nut/bolt/washer castings were

used on the beam and elsewhere as appropriate for added detail. The tow fitting on the bow was removed and replaced with a more accurate fitting with a shackle and drop bolt. The kit's "rubber-band" style vinyl tracks are only fair. As I did not want to spend the time to make individual link replacement tracks I made angled cuts into the edges of the tracks to suggest the plates were individual. Where the tracks run round the sharp radii at the front and rear of the tank I cut laterally across the tracks for still more apparent plate separation. The photos here show these effects.

Humbrol HM-7 Khaki Drab is the basic color. This was washed, dry brushed and pastelled as required, Tony Greenwood style, to get a believably grubby look. Floquil Dust and Testor's Dullcoat topped it all off. There are no markings on this particular tank, so I didn't have to fool with decals.

Believing the presentation of a model to be extremely important, I put a lot of thought and effort into the

base and ground work. I wanted to do at least as well as last year's tank, an Italeri Crusader. The Crusader and its presentation are shown in Paul Bowyer's photo on page 70 of *FineScale Modeler's Great Scale Modeling - 1999*. I actually designed the Mk.IV's presentation, with the aid of a small clay model, before building the tank. The "floating" base, pedestal and base plaque are oak. The base was gouged out a bit to get the ground surface below the plane of the base in places and built up with balsa wood in other places. The ground contours were blended with drywall joint compound and heavily brush painted with Floquil Mud. Three shades of Woodland Scenics ground cover were sprinkled heavily on top of the wet Floquil.

The excess ground cover was shaken off after the paint had dried for awhile. The ground was shaded by lightly airbrushing several Floquil greens, browns and grays, more or less randomly over it. The tank was offered up to the base and cuts made in the terrain to let the weight of the tank settle convincingly into the earth. Track footprints were cut into the ground behind the tank and clumps of mud/grass were applied liberally along the tracks and the top of the tank where the clumps would have fallen off the moving tracks. To finish off the presentation with a professional



*De-ditching beam, exhaust pipe and clumps of mud/grass on tracks.*

look, a polished brass name plate and a small lacquered Union Jack were affixed to a solid black plastic plate at the front of the base plaque.

It now remains to be seen how the model will do in the 2000 Pentathlon.

#### References\*:

- a. *Armour in Profile - Number 1, Tank Mark IV* by J. Foley, Profile Pubs., Ltd., Surrey, UK, 1967.
- b. *AFV-3, Tanks Marks I to V* by C. Ellis & P. Chamberlain, Profile Pubs., Ltd., Surrey, UK
- c. *Shire Album - 172, First World War Tanks* by E. Bartholomew, Shire Pubs.,

Ltd., Aylesbury, UK, 1986, ISBN 0-85263-799-3

- d. *Landships - British Tanks in the First World War* by D. Fletcher, HM Stationery Office, London, 1984, ISBN 0-11-290409-2
- e. *A Pictorial History - Royal Tank Regiment* by G. Forty, Spellmont, Ltd., Tunbridge Wells, 1988, ISBN 0-9946771-14-6
- f. *Scale Models International Magazine*, June & October 1993

g. *Museum Ordinance Magazine*, July 1993

h. *Military in Scale Magazine*, January 1995

\* All courtesy of Andrew Birkbeck; my indispensable armor guru.

*[Note: This article was originally written for the proposed Squadron magazine, and may yet show up on its website - ED]*

## *The Beauties or the Beasts?*

*from page 5*

To be fair, this is a good kit. The parts are clean and crisp. The panel lines are a little heavy, but they're not bad. Parts fit well, and there is a wide variety of stores. The problem is the difference between variants. I did not have a good reference, so I relied on the reputation of the kit manufacturer to get things right. I should know better by now.

The model was painted and ready for decals when the needed reference came to hand. Again, the differences are not large, and are easily fixed. But the thing is, if the errors are so obvious to me, why did Revell miss them, or at least fail to mention the modifications on the instruction sheet?

See, just because they are big name kits, it doesn't mean that they are perfect. I know, I know, they are much better than what I normally build, but with the ugly ones, I don't expect too much!





## ***Airfix: Celebrating 50 Years of the Greatest Plastic Kits in the World* by Arthur Ward**

**review by Andrew Birkbeck**

I have always had a soft spot for Airfix kits, ever since I built my first back in 1969, a 1/72<sup>nd</sup> scale B-17. I remember sitting at my best friend's kitchen table with three other friends, as we each worked away at producing a miniature masterpiece with the aid of kit, glue and gloss paint. Upon my arrival in Dundee, Scotland in 1972, I discovered that almost every store in town seemed to sell Airfix kits. In fact, all I can ever remember seeing were Airfix kits, although I am sure others existed somewhere. At the time, my pocket money consisted of receiving 50 "New Pence" every week, a veritable fortune. I could purchase an Airfix Series 1 kit for 15 Pence, and a tin of Humbrol paint for 5 Pence. I would usually buy two kits per week, along with some paint and glue. The kits were assembled, painted and on my display table by the close of each week. Upon moving to New Zealand in 1973, Airfix was again the dominant kit brand, although by this time I began to see the likes of Tamiya, Italaerei, ESCI, and Hasegawa. Upon discovering these other manufacturers, I almost immediately dumped the idea of building any more Airfix kits (at least until Airfix's latest entries onto the market, such as the 1/48<sup>th</sup> scale BAC Lightning and late mark Spitfire/Seafires appeared on the market).

It was with great interest, then, that I opened one of my Christmas presents this year from my wife, the above-mentioned "history" of the Airfix line of hobby kits. Having quickly read much of this book, I do recommend it to anyone interested in the history of Airfix. This said, the book is quite disappointing in many ways.

Firstly, the author, Arthur Ward, seems to be quite impressed with his own self importance. He describes his previous book, *The Model World of Airfix*, published in 1984, as "an epic". Given that this was a rather slim tome, one wonders what he thinks of this new, larger, work? The

new book consists of just over 190 pages filled with color pictures of many aspects of the Airfix model product line: box art, built up models, old Airfix magazine covers etc. To me, this makes the book worth having. The pictures are well reproduced, on decent quality paper.

The written history also offers up some very interesting historical information on the history of Airfix, but unfortunately getting to the gems requires the reader to sift through tons of dirt. The written



sections are filled with typographical errors, and often consist of quotes from former and current employees that seem designed to meet a need to fill pages, rather than inform. And all done in a "they are all my friends" form of story telling. Mr. Ward is no writer of quality historical prose. He clearly loves Airfix kits, and his "history" is very much what one might call an "authorized" version; all good news, nothing approaching "hard nosed reporting." And the author jumps all over the place, historically, and in some cases repeats himself. Again, Mr. Ward is not a writer. He is a collector of Airfix kits who has decided to write a book.

This said, as I say, you do find out some very interesting tidbits of history on the British kit industry in general, and Airfix in

particular, and the book is lavishly illustrated. If you are interested in such history, and are trying to decide whether or not to fork over \$30 for another kit you will never build, you might think instead about getting hold of this book. It will provide hours of pleasure as you reminisce about days gone by.

My book came from Amazon.com, although I am reliably informed that Skyway Models recently had copies available.

---

## **Small Air Forces Observer**

**by Robert Allen**

Two issues ago, the *Seattle Chapter News* reprinted a kit review by Jim Sanders taken from *Small Air Forces Observer*, the magazine of the Small Air Forces Clearing House. I promised him that I'd run a short piece detailing the SAFO, in case some of the IPMS-Seattle members were not familiar with it, and promptly forgot to include it in the last issue! SAFO is a quarterly magazine devoted to Small Air Forces of both the past and present. The self-defined purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries," and to that end they have run many articles that would never find a place in more mainstream aviation publications, often from writers who live in the countries they write about, and who have access to primary, not second-hand, information. SAFO generally runs about 32 pages an issue, and includes historical articles (often illustrated with detailed drawings), and extensive kit, decal, and accessory reviews, in addition to book reviews. Because Sanders is himself a modeler, the kit review section is authoritative and often covers obscure models that are bypassed by larger publications. SAFCH also has a mail-order service that specializes in hard-to-find Eastern European kits and decals.



I can't recommend this publication highly enough. I've been a subscriber for years, and there is always something in every issue that I've never seen before, whether a Brazilian J4F Widgeon, or 1/48<sup>th</sup> Scale profiles of ambulance Shavrov Sh-2s. The following info is taken from the magazine:

Subscription to the current volume of the SAFO is US \$12 for four issues per year in the USA and elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$22 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a US bank made payable to "Jim Sanders". New subscriptions begin with the next issue published after payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

## Northwest Scale Modelers' Show

Northwest Scale Modelers are presenting a two-day model show, Saturday and Sunday, February 5 and 6, in the Side Gallery at the Seattle Museum of Flight, on Boeing Field. The show runs from 10 am to 5 pm each day. This is a model show, not a contest; no trophies or awards will be presented. The model show is open to all modelers, and to all scales and subjects of plastic models. Everyone is invited to bring any and all models to display, whether for one day or two; security will be provided for the models that are left overnight.

In addition, a selection of historic models from The Boeing Company's archives, along with several rare examples from the Museum of Flight's collection, will be on

display. There will also be an area for modelers to work on their projects during the show, and a section for junior modelers to build kits.

Two presentations will take place on Saturday in the adjoining William M. Allen Theater. At 1 pm, senior Boeing model makers will provide insight on the profession of model building. At 2 pm, IPMS Seattle member John Alcorn will discuss research as it applies to scratchbuilding models. John will also be autographing copies of his book, *The Master Scratchbuilders*.

For more information, contact Will Perry at (206) 781-2615 or by e-mail at willkath@wolffenet.com

*[Some of this information was taken from the Museum of Flight News - ED]*

## Rome to Tokyo Followup: Two Photos of Arturo Ferrarin

by Greg Reynolds

*[Following Jim Schubert's article in last month's newsletter detailing the Italy to Japan flight of 1920, Greg Reynolds sent this additional information, with two photos, regarding one of the pilots. - ED]*

Lt. Arturo Ferrarin was on the Italian race team of the 1926 Schnieder Cup Race at Hampton Roads. He flew Macchi M.39 #3 for three record-breaking laps before retiring with a broken oil line. Now a Captain, Ferrarin was back at the 1927 Venice Schnieder and flew M.52 #7, but this time only completed one lap before engine failure. In 1928 he set both a closed circuit record and a record 4464-mile flight from Italy to Brazil. At the 1970 Osaka World Exposition, the Italian pavilion included a full-scale model of the SVA-9 in honor of the 50th anniversary of his historic flight.



*Ferrarin on the float of his M.39 at Hampton Roads.*



*Ferrarin welcomed by a crowd in Tokyo.*

## Zlinek 1/72<sup>nd</sup> Scale Avia S-99/Messerschmitt Bf109G-10 (Part One)

by Jacob Russell

This kit review had its genesis in the article I wrote in 1998 reviewing *Zlinek* magazine's Bf 109G-10 article. I was very pleased with their article and further delighted to discover that Zlinek produced a 1/72nd scale kit of the Avia S-99. The S-99 was identical to the G-10 and 21 planes were assembled from leftover G-10 components at the Avia works in Prague, Czechoslovakia in 1946. I wrote Zlinek to inquire about obtaining the kit but never received a reply. So one can imagine my surprise when a package containing the kit - free of charge - arrived from the Czech Republic last November. In a very nice letter enclosed with the kit Mr. Jaromir Stepan apologized for the delay in responding to my inquiry and explained that Zlinek had experienced problems with their Russian mold maker and that new molds were being tooled. He further felt that despite the limitations of the existing molds the Zlinek kit was superior in the main details to the recent Revell/Monogram Pro Modeller G-10 kit. I thought I'd show my appreciation for his sending me the kit by building and reviewing it. In my thank-you letter I enclosed a copy of my previous IPMS article and promised him a copy of the next one. Fans of *Scale Aviation Modeller International* (SAMI) can read a review of this kit in the August '98 issue.

### The Kit

The kit consists of 46 parts, 40 of which are molded in a medium grey plastic and there are six clear parts including canopy, instrument panel, gun sight reflector and wingtip lights. As is typical of limited run kits one encounters sprues with very thick gates. Zlinek were quite candid - and accurate - about the problems with their Russian mold maker. There are prominent sink marks on the exterior, a fair amount of flash and some mold shrinkage along the wing trailing edges. Builders of old Airfix

kits would feel quite at home with the heavy rivet detail on the fuselage and wings, which is just on the edge of overdone. The enthusiasm and detailing of the mold designer was somewhat defeated by the limitations of the molding process. An acknowledgement of these limitations makes some of the inherent flaws and problems understandable, but frustration increases when the mold designer has overreached in so many areas of the kit.

Nothing in modeling is more frustrating than a poor or otherwise inadequate representation of one's favorite subject - unless of course no model is available at all. This is unfortunate because in the aggregate the details of this kit **are** better than the Monogram kit, and if the molds were of the same quality as Monogram's the kit would be superior. There is very good sidewall detail on the fuselage halves, better than one encounters on the majority of 1/72nd scale kits. The spinner has a separate backing plate unlike the Monogram kit, which is important because the backing plate was often a different color than the spinner. The supercharger intake is molded in two halves unlike the solid intake on the Monogram G-10 which must be drilled out. There is a separate rudder, trim wheel, under wing radiators, radiator fronts, and oil cooler. The detail on the landing gear covers and wheel wells is excellent. The prominent oil return line fairings under the nose are accurately depicted and integrally molded unlike the Monogram kit. This is not necessarily a bonus, because by using the Monogram kit the ambitious modeler can build the G-10/AS variant by deleting these fairings, making the oil cooler shallower, shaving down the supercharger intake and straightening the rear line of the port side fairing aft of the cowl. The AS variant used the Daimler-Benz DB 605AS inverted V-12 engine which had a smaller supercharger and did not need either the larger engine bearers or asymmetrical cowling required with the DB 605D installation in other G-10s.

On the other hand, the canopy is thick and useless; to paraphrase the review from SAMI it's better suited for Rammjager

operations! The wheels are equally useless and should be replaced by either the Monogram wheels or aftermarket wheels from True Details or Hawkeye.

The instructions are excellent and have a brief history of the plane, a numbered parts layout, a clear and logical build sequence and painting instructions with RLM reference numbers.

### Accuracy

Laying the fuselage halves and wings over the Zlinek plans the kit appears to be spot on, with none of the "Stuka nose" problems cited by *Military Model Preview* (volume 4.1) in their review of the Monogram G-10.

### Painting and Decal Options

There are two. One can build either an S-99 of the Czechoslovakian Air Force circa 1946 or a G-10 in the markings of the 101st Regiment of the Hungarian Air Force in Austria circa 1945. The S-99 is overall Natural Metal on the upper surfaces with a darker version of the same color on the lower surfaces. The spinner, cowl and wing leading edges are Scarlet. The original fuselage codes are overpainted with light grey and new codes were applied with black paint and the use of a stencil. The G-10 is RLM 83/75/76 with a yellow ID band on the cowl aft of the spinner with the spinner itself two-thirds RLM 70 and one-third white. A profile of this plane accompanies the *Zlinek* article. A photograph of this plane minus its cowl is on page 77 of the Aero Detail G-series book.

All in all, two very attractive planes and for this review I opted for the Hungarian G-10. The decals are printed by Extratech, are thin and of good quality. No stenciling is supplied and there's an errata sheet containing Czech insignia for the rudder to replace the oversized ones on the main sheet. Reviewing the decals for the Hungarian option reveal that the left hand doesn't know what the right hand is up to, because the decals don't agree with the Zlinek profile. The decals have a white

cross on a black background and the profile shows the crosses with a clear center so that the fuselage and underside colors show through. The decal sheet also provides a grey 12 for the plane's number whereas the magazine profile depicts a red 12. Interestingly, the Squadron book on the Hungarian Air Force has a profile of this book depicting it as blue 12. Hmmm...

*End of Part One*

## Tamiya 1/35th Scale U.S. 2-1/2Ton 6x6 Cargo Truck

by Terry Ashley, IPMS Perth  
Military Modeling Society

This kit represents the open cab wood bodied version of the GMC, the most widely produced variant.

On opening the box, the initial impressions are very good. The quality of the molding and detail is all we have come to expect from Tamiya today. Consisting of 179 parts on five sprues in olive drab plastic, four parts in clear for the windscreen and headlights, plus poly caps for the wheels and a length of string for the front winch cable.

Construction begins with the chassis, drive train and wheels, a logical place to start with a truck. The chassis is molded in one piece as is the drive train, initially this looks over simplified but it makes assembly very easy and precise. Everything fitted perfectly and by following the instructions alignment of axles and springs is no problem at all, as it can be with other truck kits where you build up the chassis from numerous pieces. A complete engine block is provided, which is very detailed and an excellent basis for extra detailing, I added a couple of the larger pieces of plumbing, but you could go to town if you wanted. I found it easier to finish the engine completely, painting and all before fitting it to the chassis along with your choice of front winch or standard bumper bar. The wheels are well detailed with

separate brake drums which trap the poly caps used to attach the wheels, this actually works very well allowing the wheels to be left off until all painting is finished. I detailed the wheels by adding air valves from thin wire.

Separate brake drum assemblies are also provided for the rear axles if you choose to show the truck undergoing maintenance, a nice touch. You must make a choice of wheels or brake drums as these are permanently attached, unlike the wheels.



The cabin interior is next and is well detailed with all gearlevers provided, a well-detailed dash is finished off with fine painting and stencil decals provided. The seats have good texture molded in and come up well with a little drybrushing. The only additions in the cabin were foot pedals added from thin sprue and card

The rest of the front cab is then added around this assembly (it's best to finish painting the interior before proceeding). The two side panels trap the dash and radiator between them, again everything fitted brilliantly. The fenders are then attached as well as the headlights and bonnet top, again no fit problems. I did spend some time on the front grill, firstly thinning down the grill bars using a sharp X-Acto knife to carefully reduce them in thickness. The guards in front of the headlights were replaced with thin sprue for a more realistic appearance.

I left the grill off until painting was finished to allow masking of the radiator and

headlight lenses. The side panels can be left off the engine compartment to allow the engine to be seen, many drivers did leave these off for better engine cooling during hot weather. Lastly the windscreen is added, I again left the clear parts off until painting was completed, the open cab made it easy to fit these afterwards.

Assembly of the rear cargo area was so precise that it literally fell together. The rear gate is trapped between the two side panels and can be lowered or raised. The design of the hinges is very well done and

is virtually unnoticeable. I added small attachment points along the sides with thin wire and thinned down the mudguards quite a bit by sanding with wet and dry paper on a flat surface, and finally added the retaining strap between the side panels at the rear from masking tape.

This strap is fitted to all trucks and is most noticeable when the top cover is not

fitted, it is also removable, so may not be on all vehicles. The five bows for supporting the canvas cover can be fitted either stowed or in place, the choice is up to you. The completed rear cargo tray and front cab assembly are then fitted to the chassis, although I left the front cab off until all painting was finished for ease of handling and to allow the engine to be masked while airbrushing. The fit of both these assemblies to the chassis is like the rest of the kit, excellent. In fact the top of my filler tube remained firmly attached during the whole building process, such is the excellent fit of this kit. Also in the kit is a nice driver figure with good animation to his face (a change from the bland figures usually provided) although I did not use the figure.

After masking off the engine and cab interior the whole vehicle was airbrushed using the new Humbrol Super Enamel Olive Drab (155), which gave an excellent smooth finish. The markings are a combi-

*continued on page 14*



## Polar Lights *Lost In Space* Robot

by Terry D. Moore

I will say one thing that Irwin Allen had going for him: The hardware in his movies and TV shows was **cool**! Some of the scripts for his shows were just a little bit left-of-center (talking carrots?), but at least the machines were a good reason to watch. One of my favorites was the *Lost in Space* robot, and when Polar Lights announced their release I just had to have one.

I don't remember ever seeing the original Aurora kit in the local hobby shops when I was growing up so this was my first time seeing the kit. Polar Lights took an original Aurora release and basically reverse-engineered the model as the original molds were no longer available. The model appears to be a reasonably accurate replica of the B-9 robot. Parts fit on my sample was OK and only a minimal amount of putty was required on the main body and legs. Careful filing and sanding was required on the legs to remove the seam line. A triangular file worked well on the arms. On my example, I chose to portray the arms in a retracted position so I cut off most of the arm behind the claws then attached them to the body.

The detail on the inside of his bubble head was a little heavy and just screams to be done as a photoetched aftermarket product. The bubble itself was quite clear but required careful application with cement to keep it from clouding up. The most amount of work was removing a large seam down the middle of the foot treads

but the extra work was worth it. My only complaint, and a minor one at that, is that the detail on the body is a little soft. I replaced his lift hooks, molded as a solid piece, with wire, and I took a file to some of the "softer" portions of the body detail to sharpen them up a bit.



I chose to paint the robot as it appeared during the first season. As the show was filmed in black and white, the robot didn't have a lot of color. The neck sensors were silver, as were the claws. The only colors other than silver and black were the multi-colored control buttons on his front. I used Floquil Old Silver for the metallic portions and a charcoal black for his legs and arms. Not too colorful, but it is **the** robot. I also purchased the re-release with Dr Smith and it appears that Polar Lights have made some minor detail additions to the kit. When I get around to building this one, I think I'll add lights - there is plenty of room inside to hold a battery pack and wiring. DANGER WILL ROBINSON!

## Trumpeter 1/32<sup>nd</sup> Scale MiG-15bis

by Dave Williams, courtesy RMS

One look comparing this kit to the Tamiya 1/48th kit makes it clear that this is a direct scale-up of that kit. The sprue with the engine and trolley for the rear fuselage is identical (except for size) to the Tamiya sprue, even to the point of being molded in the same color plastic while the rest of the Trumpeter kit is molded in a lighter gray plastic. The rest of the parts are almost identical to the corresponding Tamiya parts, although they are arranged differently on the sprues. The instructions are also almost identical and even use the same Tamiya paint codes, but they aren't identified as being Tamiya.

You still get the detailed engine and the metal nose weight, although for some reason this is one part that Trumpeter didn't scale up. It is the same size as the Tamiya weight, but they cunningly moved the pins used to position the weight on the underside of the cockpit floor so it still fits. The question is whether the weight is enough for the larger kit. Fortunately, the back of the intake splitter is hollow if you need to add more weight. Still, there are a couple of differences from the Tamiya kit. The tires are rubber and all the control surfaces, not just the flaps, are separate. There are also some unused parts on the sprues for their F-5 (MiG-17) based kits. The clear parts are fairly clear, although the canopy framing is a bit heavy. The clear gunsight is pretty crude in this scale.

In summary, the kit is a good scaled-up copy of a kit that was good to begin with. If you want a 1/32 MiG-15bis, and don't want to pay for, or can't find, the TAC Scale multimedia kit, this may be the way to go.



## Cooperativa 1/72nd Scale Studebaker 2½ Ton Truck

by Kenneth L. Hagerup, IPMS Fort Crook

The United States supplied several thousand Studebaker 2½ ton trucks to the USSR as Lend Lease equipment during the Great Patriotic War. The Studebaker was highly regarded by the Russians and was the favorite vehicle for the BM-13 Katyusha rocket launcher. The word Studebaker became synonymous in Russian with truck. Cooperativa has released a 1/72 kit of this famous truck.

The Studebaker comes in the now familiar Cooperativa box. All the parts were enclosed in a plastic bag, and a small separate sleeve protects the decals. Despite this, several of the railings on the sides of the truck bed were broken. There are about 65 parts on two trees molded in a soft, uneven mixture of dark and light gray plastic. There is flash on nearly every part. The muffler and winch are flawed as a result of a mild mismatch. Many details are omitted including the headlights, instrument panel, steering wheel, and windshield and windows. There are a pair of parts on the trees which are not mentioned in the construction sequence.

Assembly begins with the chassis and suspension. It took considerable sanding and filing to get the parts to fit together. The various drive shafts were a challenge to install, requiring careful adjustment of their lengths. The wheels are simply butt-joined to the axles. Care is needed to ensure the wheels are level and straight while the glue dries. After the glue had fully set, I used a sanding block to slightly flatten the bottom of each wheel.

I used a Flexi-File to remove the flash between the truck bed railings. More sanding was necessary to get the truck bed sides to match up well. It would have been much less work to use a truck bed from the Hasegawa 1/72nd GMC truck - it's

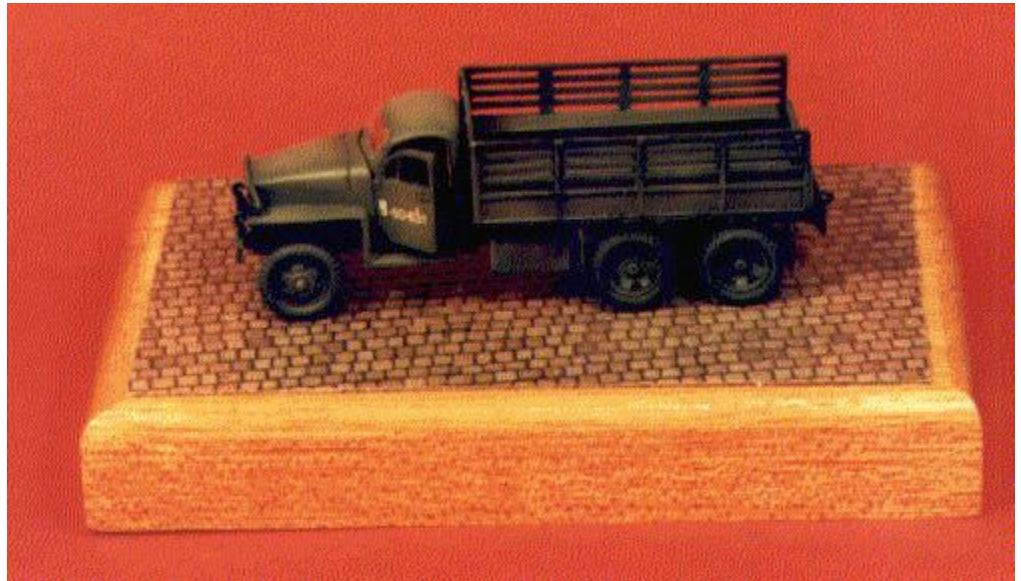
a perfect fit, but lacks the planked floor of the Studebaker.

A little putty was used to hide the seam between the roof and the rear of the cab. Because the kit's headlight guards were incompletely molded, I replaced them with a pair from an ESCI M6. Headlights came from the same source. As long as you are raiding the spare parts box, you may also want to find a steering wheel. The interior comes with only a bench seat and a set back. If you add a windshield, don't forget the small triangular windows in each door.

The front bumper was much shorter than shown in the drawings in Zaloga's *Soviet Tanks and Combat Vehicles of World War*

Olive Drab. The Olive Drab was concentrated on the center of each large area and only lightly misted in the crevices. I then drybrushed Olive Drab lightened with flat white over the entire vehicle. A few areas of rust were added. The tires are flat black drybrushed with Testors Model Master II Panzer Gray. The doors were given a thin coat of Future to prepare them for the decals. After the decals had dried, the entire truck was airbrushed with Dullcote followed by a light spraying of brown on the lower part of the truck to simulate dust.

If you want a 1/72nd Studebaker in styrene, this is the only game in town, but be prepared for lots of extra work to



Two, so I replaced it with a length of Plastruct C beam. The winch was too badly mismatched to salvage, so it was discarded. Neither the drawing in the kit's instructions nor the one in Zaloga's book shows a winch. If the kit's bumper is attached to the frame, there isn't enough room for the winch.

After all the effort getting the kit assembled, it was a relief to move onto the painting stage. The instructions call for either US Olive Drab or Russian Dark Green. I painted the Studebaker with a base coat of Testors Model Master flat black, followed by Testors Model Master

produce an acceptable replica. The flash clean up and poor fit of many of the parts makes this a difficult kit to assemble. Soft details and lack of many smaller details force the modeler to raid the spare parts box. However, while not up to modern kit standards, it does look like a Studebaker when completed and fans of small scale armor will want to add one to their collection.

### REFERENCE:

Zaloga, Steven J., and Grandsen, James. *Soviet Tanks and Combat Vehicles of World War Two*, Arms & Armour Press, London: 1984.

**Tamiya GMC Cargo Truck***from page 11*

nation of kit decals for the serial and unit markings and rub-on stars.

When dry I gave it an overall coat of clear Matt. (I use Wattyl Estapol Matt, this is designed for flooring and to be walked on, give it at least two days to dry and it's rock hard). Next I added a wash using black artist oils thinned with Humbrol thinner and when dry, finished off by dry brushing with various earth colors for the desired effect. The finished kit was photographed on an old diorama base for a more realistic appearance. The kit was a joy to build and as mentioned fitted together like a dream (as we have come to expect from Tamiya). I would recommend this kit to anyone who wants something different from the standard tank kit or just to build it for what it is, a model of a very important vehicle from WWII and beyond. It should now be available from all good hobby shops.

The three figures in the cab are Warrior's #35178 "U.S. 2 1/2 Ton GMC Crew". These are excellent figures, well detailed and posed, they fit snugly into the seats. Care should be taken with the angle of the arms on the fender rider as it will affect the fit. The passenger figures are from Tamiya kit #35080 "U.S. Combat Group"; this set is no longer available. The figures are fairly basic, but are useful in that there aren't many seated figures around. With careful painting they can be made respectable. All figures were painted with Oils for the skin tones and Humbrol Enamels for the uniforms. The equipment and gear in the truck is from various Verlinden and Tamiya kits.

The base is a piece of board with Verlinden's Trophy Series #T20046 "Bridge System" added (being slightly modified to fit). It is painted with Humbrol Enamels, finished with various washes and drybrushing. The water is airbrushed with a number of coats of gloss varnish over the top to give the effect of dirty water.

**1999 IPMS Seattle Financial Report****by Norm Filer**

As the year comes to an end, it seems appropriate that I tell you how we have spent your IPMS Seattle funds.

The financial statement opposite summarizes all of the financial activities for the past year. Both income and expenses are shown. For those of us with a short attention span for this type of stuff, a quick glance at the bottom line will show that we finished the year with a surplus of \$1,036. Not bad at all!! But we do need to understand a few things that were unusual and had some impact on the finances.

First, we had a very successful auction. That raised \$1,868 in unplanned income. And it was most welcome. At the time we decided to set that money aside and use it for special things.

Second, we spent \$487.42 on our unsuccessful national convention bid. The bad news is we did not get that convention. The good news is that we could afford it without having to cut back somewhere.

Third, we paid the startup and rental costs for the new IPMS-Seattle web site ([www.IPMS-Seattle.org](http://www.IPMS-Seattle.org)). The site is up and running. The start-up costs were \$189. As the new year starts, we have some good ideas and are looking for more input on how to use this new tool.

With the above unusual items out of the way, the expenditures that we would normally see are pretty easy to track. Annual dues brought in \$1,996 and the Spring Show showed a profit of \$436.

Dues income was \$1,996, and Newsletter costs were \$1,893. Just about exactly what we planned when we set the dues at \$24.

The other major expenditure was the building rental. We pay about \$684 to use the building for our monthly meetings and

the Spring Show. The good news is that if we don't trash the place we get \$195 of it back at the end of the rental period. That is a real bargain—about \$41 a month for a meeting place!

Financially, I think we have had a very good year. The changes in dues we made last year have worked out almost exactly like we hoped, and the profits from the Spring Show allowed us to absorb the convention bid attempt without hurting too much.

We have a small reserve that we will be able to use as seed money for the Spring Show, and will continue to fully fund the great newsletter that Robert is generating every month. Thanks guys!! It was a great year for us.

**Shanghai Dragon 1/48<sup>th</sup> Scale Long March 2E****by Michael Benolkin, IPMS Albuquerque**

This is the infamous Long March missile that has been in the news lately. The kit represents the commercial version for lifting satellites into orbit and is modeled in a huge 1/48 scale. Assembled, the model stands just over 41 inches (without the base). The stages, strap-on boosters and payload shroud are molded as whole units, not in the traditional longitudinal halves. Seam lines from the molding process are very minimal and clean up quickly with wet sanding. The lower mounts for the strap-on boosters are fragile and several were already cracked off of lower stage ring before it was removed from the parts tree. This should be easily repaired. The more time-consuming detail will be to remove the molded-on detail on the stage sections to add the cable runs to the sides of the stages. While this model is huge, it is beautifully molded and laid out. Assembly time should be minimal. The fun part will be to apply variations of the supplied decals to represent a specific launch as depicted in various photos in *Aviation Week*.

**1999 IPMS Seattle Annual Report****INCOME**

Auction;		
	Auction Sales	2,118.00
	Cash Advance	-250.00
	Total Auction income	1,868.00
Annual Dues		1,996.00
Spring Show;		
	Admission income	1,352.65
	Cash Advance	-300.00
	Table Rentals	-540.28
	Ribbons	-896.46
	Vendor Table Income	820.00
	Total Spring Show income	435.91
	<b>Total Income</b>	<b>4,299.91</b>

**OUTFLOW**

Building;		
	Rent	488.80
	Damage deposit	195.00
	Total Building costs	683.80
Convention bid;		
	Airfare	400.00
	Bid Preparation	87.42
	Total Convention	487.42
National Dues		10.00
Newsletter;		
	Editor's Supplies	75.00
	Newsletter Supplies	78.55
	Postage	586.10
	Printing	1,153.65
	Total Newsletter	1,893.30
Web Site		189.40
	<b>Total Outflow</b>	<b>3263.92</b>

**Year End Balance** **\$1,035.99**

two inches long. Fortunately the youngest heir apparent smelled something burning and was able to prevent any more damage. Like to Jill's dining room chair! I'd be modeling with a limp, or worse, if I had burned the chair. So, consider this a warning where you place your optivisor on those rare sunny days we have around here.

A bit long-winded this time. It's amazing how much pain one can endure from being shoehorned into an overbooked MD-80 from San Francisco to Seattle with no room for legs or feet because the overheads were filled and there is no room anywhere else to put your carry-on but under the seat where my size 12's usually go! It's been quite therapeutic to write. It takes my mind off the fact that my left leg is totally numb. I didn't even react when the drink cart banged into my knee. The guy next to me is snoring. Loudly. At this time I think I could write a review of every Airfix kit I've ever built. I am so uncomfortable that I could start venting on those resin aftermarket guys that do interiors and other parts for models THAT DON'T NEED THEM! WHERE IS THAT DETAIL SET FOR MY FROG WHITLEY? GET ME THE HELL OUTTA HERE! Anyway, the plane landed on time, only 35 minutes behind schedule, and I have written one Preznotes column and a 'few' Airfix kit reviews. Watch for the 87-part series in forthcoming issues of the newsletter...

Oh yes. I've received a few questions regarding comments on future kit releases I talked about in my last Preznotes column that we may see in the next century, specifically, about a possible model of the Capelis XC-12. The primary question is, what is a Capelis XC-12? Well, next time John Wayne's *Flying Tigers* is on the tube watch it and you'll know what it is. It just screams to be kitted. Anyway, I'd build a model of it.

See you at the meeting,

*Terry*

**Preznotes**

from page 1

Optivisor on the dining room table. It was a sunny day and sometime in the afternoon, when the sun was low in the sky, it

must have been at just the right angle and the Optivisor was just at the right distance from my jacket that was hanging over the dining room chair...well, I now have two parallel holes burned into my jacket, about

### 2000 Dues Renewal Reminder:

Well, it is that time again. Seems like it comes around much more often than just every 12 months. As is our usual procedure, we will mail this January newsletter to everyone on the mailing list. Then from the February issue on **only** those who renew will receive the newsletter.

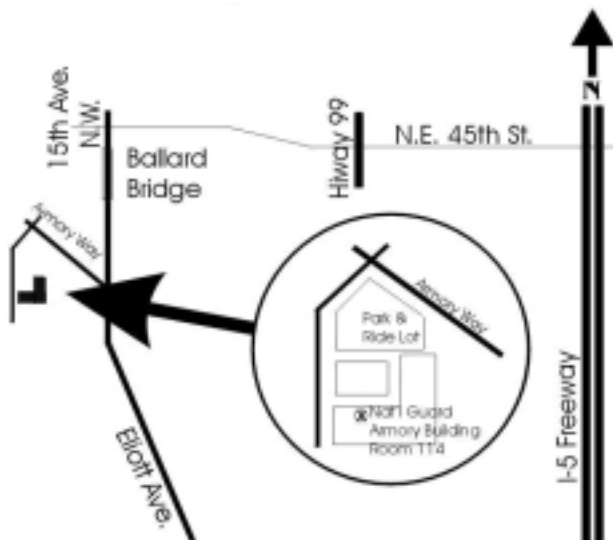
Last year we tried the "e-mail only" option at a reduced rate. The general feeling is that it has not worked real well. Those who took advantage of it found that they had to wait an additional week or so while the e-mail version was formatted and posted. Another disadvantage is that "tying" the two together does not take full advantage of the possibilities of the web site. Thus we are **not** going to continue to offer "e-mail" subscriptions.

You can renew by mailing your address information and \$24 to Norm at the address on the second page of this newsletter. Or just bring it to the February 12 meeting. Please be careful when filling out the information. Most of the returned mailings are due to poor interpretations of the address on the form.

Name \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Phone (Area Code) (     ) \_\_\_\_\_  
 E-mail Address \_\_\_\_\_

### Meeting Reminder

**Saturday, February 12, 10am**



**National Guard Armory, Room 114  
 1601 West Armory Way, Seattle**

**Directions:** From North or Southbound I-5, take the 45th St. exit. Drive west on 45th, crossing under Highway 99 (or Aurora Ave. North) toward N.W. Market Street in Ballard. Continue west on Market St. toward 15th Ave N.W. Turn left (south) onto 15th Ave N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter.) Watch for signs. Park in the Metro Park & Ride lot.

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.