

# Seattle Chapter News



Seattle Chapter IPMS/USA  
January 2008

## PREZNOTES



Happy New Year to you all! Perhaps (while the year is still young) I should make a new years resolution: Maybe I should buy some new decals. The majority of the current inventory in my collection is quite dated. For my current project (a Japanese DB-7C) I had to use a 20+ year old Hinomaru sheet produced by IPMS USA. When I screwed a few of those up I had to resort to a 30+ year old decal sheet from a Tamiya Raiden, which had the appropriate size marking. And for the tail codes I actually used letters from a 40+ year old His-Air-Dec sheet! I think I've saved every leftover decal sheet from every kit that I've ever bought. It makes for an interesting collection and every once in a while I'll find a use of a decal from a 30 year old Aurora kit. It's surprising how well some of those old decals work.

Even my method of applying decals hasn't changed in my 50 years of modeling - cut them off the sheet, plonk them in water and stick them on the model, using fingers and spit to get them in the right place. That's probably why I complain so much about decals - I've been doing it the wrong way for five decades (or so some people have told me). Then again, I'm still happy with the way my models turn out.

Did I miss the memos? I just found out a short time ago that Special Hobby just issued a new 1/48th scale kit of the H-21 helicopter. No advance warning - just a comment on one of the online boards. It totally took me by surprise. I've got to have it, except I have two Fonderie kits. And then there is the new Hasegawa BMW 327. I bought one about a month or so ago packaged with an Fw 190. That bothered me a bit, as I don't need an Fw 190. Now it's packaged as a separate entity (expletive deleted). Perhaps if I stayed current on current model magazines this might not be an issue with me, but... Anyone want a Fonderie Miniatures H-21 helicopter? It's still in the shrink wrap and I'll sell it for any reasonable offer. Oh, and an Fw 190, in the box, minus a BMW.

One of our members, Richard Urban, passed away last fall. Richard was one of our quiet ones. He was always at the meetings and our spring show, often in attendance with his grandchildren. Keith was contacted by Mrs. Urban, offering to donate his hobby stuff to IPMS Seattle, to do anything to benefit the club, as it was the only outside group that Richard belonged to. After the last meeting, Keith and I picked up his books, magazines, and modeling tools. All his kits and build-ups went to family members. He even had numerous photo albums of model contests, dating back quite a number of years. Both of us are currently sifting through what we received and we'll talk about what we'll do with it at the next meeting.

That's it (for now).

We'll see you at the meeting,

*Terry*

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### Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, 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 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 - 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 2008 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.

**January 12**  
**March 8**

**February 9**  
**April 12**

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: \$25	<input type="checkbox"/> Junior (17 years old or younger): \$12
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, 4 of membership cards required: _____)	
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) (IPMS#)	
<b>IPMS/USA</b> Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>	
<b>P.O. Box: 2475</b> <b>North Canton, OH 44720</b>	

## ***The Day of Battle: The War in Sicily and Italy, 1943-44,*** **by Rick Atkinson**

**reviewed by Wesley Moore**

This book is Volume 2 of the author's "Liberation Trilogy," the story of the US Army in the Liberation of Europe in World War II. The first volume, *An Army at Dawn*, tells the story of the Army in North Africa (and I reviewed it here some time ago). Hopefully the last volume, on Normandy and so forth, will be out before too long.



If you only read one book about the campaign in Sicily and Italy, it should be this one. And it probably WILL be the only one, because this campaign was overshadowed by things happening elsewhere. The popular consciousness is only dimly aware that the race between Patton and Montgomery in the George C. Scott movie took place in Sicily (and it pretty much happened that way!), and knows little of the rest of the effort, in spite

of the fact that Ernie Pyle and Bill Mauldin did their best work in Italy.

If truth be told, it was almost meant to be overshadowed. The invasion of Sicily was the last part of the drive to open the Mediterranean to reasonably safe shipping. That left about half a million men who could not all be returned to Britain for the invasion of NW Europe (although most of the landing craft to carry them anywhere were). What to do?

Capturing Rome seemed like a good idea, so the invasion at Salerno took place, while the British crossed at "the Toe." After an almost successful German counter-attack at Salerno, things bogged down, with a front line across the "Boot," leaving the Germans with most of it (including Rome). The Italians did join the Allies, but that was definitely a mixed blessing.

Italy turned out to be a wretched place to have a war. Rome is at the same latitude as Chicago, and that famous "Mediterranean climate" does not apply in the winter in the mountains. There was little terrain suitable for tanks, so it was the closest thing to WWI on the Western Front: "We were always attacking up hill, and when we got to the top, the Krauts were shooting down at us from the next, higher mountain!"

I was left with two strong impressions: One, the quality of the Allied generalship was lacking. They never had a clear goal for the entire effort. They never got the knack of simultaneous attacks across the whole front. They achieved total surprise at Anzio, but with a force too small to do anything besides dig in. And worst of all, they repeatedly let German units escape that should have been "in the bag."

Which leads to the second impression: the German Army was brilliant at retreating. I do NOT mean that to be sarcastic. They dug in, in the most expert way. If you pushed them out of their positions (always at great cost), they would counter-attack before you could consolidate. And when

they HAD to retreat, they would scoot so fast you hardly saw their dust (think of Montgomery chasing Rommel post El Alamein).

The Allies DID get to Rome- but on June 4, 1944, so their moment of glory was brief. Post Rome, the battle slowed down even more: troops were siphoned off to invade Southern France, and there was, of course, another damn German line. But the book stops there, so I'll just have wait for Volume III.

Henry Holt & Co., 791 pp.

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## **2008 IPMS Seattle Meeting Dates**

We will have meetings on the second Saturday of the month for all of this year. The two craft room days will be in September and November instead of April and May.

The specific dates are as follows:

1/12/08  
2/9/08  
3/8/08  
4/12/08  
4/19/08 (Spring show at Renton Community Center)  
5/10/08  
6/14/08  
7/12/08  
8/9/08  
9/13/08 (Craft Room)  
10/11/08  
11/8/08 (Craft Room)  
12/13/08

All of the dates except for the Spring Show will be at our usual location of North Bellevue Community/Senior Center, 4063-148th Ave NE, Bellevue.



## IPMS Seattle Spitfire Contest

by Robert Allen

photos by Dan Carey, Norm Filer,  
and Tim Nelson

At the December IPMS Seattle Meeting, modelers filled the tables with two dozen 1/72<sup>nd</sup> scale Spitfires. In our April newsletter, Jacob Russell announced the rules for the contest – any 1/72<sup>nd</sup> scale Spitfire, in any markings, with any accessories, would be eligible, with the proviso that the model had to be built in 2007. To sweeten the pot, Jacob arranged for prizes from *Model Aircraft Monthly* and Skyway Model Shop, to go to the winners elected by their peers.

Among the 24 entries were not only aircraft in the more familiar British and American markings, but also from Egypt, Yugoslavia, and Belgium. There were even one or two “what ifs?”. It wouldn’t have been IPMS Seattle any other way...

The Grand Prize winner, and recipient of a year’s subscription from *Model Aircraft Monthly*, was John Frazier’s immaculate USAAF Spit Mk. V. First Place went to Djordje Nikolic’s Yugoslavian Spit, with its finely detailed engine. Second Place was earned by Charlie Sorensen’s imaginative rendering of a damaged Egyptian Spitfire being ferried to a repair depot. Third Place went to Jon Fincher’s Spitfire F.22 racer. The First, Second, and Third Place finishers received prizes from Skyway Model Shop.

Thanks to all those who participated, and especially to Jacob for organizing the event, and to the sponsors for providing the prizes. We hope to make this an annual event, with a different subject each year. This year’s winner, John Frazier, has earned the right to choose next year’s subject, and will be announcing his decision in the near future.





*Opposite page: John Frazier's Grand Prize winner; an overall view of the entries.*

*This page, clockwise from top left: Spitfires from Djordje Nikolic; Jon Fincher; Jacob Russell; Jim Schubert; and Charlie Sorensen.*





## Trumpeter 1/72<sup>nd</sup> Scale BTR-80

by Will Perry

The BTR-80 is a contemporary Russian armored personnel carrier. It can carry up to ten equipped soldiers and provide some light fire support along the way, thanks to its turreted 14.5mm and 7.62mm machine guns. With eight powered wheels and amphibious capabilities, this is a most capable and flexible way to transport troops to and around the battlefield. The vehicle has been in Russian service since the late '80s and has been exported to 28 countries around the globe: in total, over five hundred BTR-80s have been produced.



For such a prolific vehicle, there doesn't seem to be that much reference material around. Wikipedia references one old Concord title and there are a couple of Russian language monographs. There are a few short articles scattered about the web for example [http://www.armyrecognition.com/Russian/vehicules\\_a\\_roues/BTR-80/BTR\\_80\\_russie\\_description.htm](http://www.armyrecognition.com/Russian/vehicules_a_roues/BTR-80/BTR_80_russie_description.htm) has several jumps to useful photos, and [http://www.armyrecognition.com/europe/Roumanie/vehicules\\_a\\_roues/BTR-80/TAB\\_Zimbru\\_Roumanie\\_diaporama.htm](http://www.armyrecognition.com/europe/Roumanie/vehicules_a_roues/BTR-80/TAB_Zimbru_Roumanie_diaporama.htm) contains nice photos of a Romanian example used in the KFOR peace-keeping force. A Google image search will produce more interesting images, including a couple of the Macedonian vehicle that I modeled. Further, some excellent detail

shots can be found at <http://serkoff.narod.ru/photoalbum122.html>

Trumpeter's small scale armor offerings have continually played second fiddle to Dragon's. Trumpeter kits typically have fewer parts, less and softer detail, and a higher price tag. While Dragon boxes feature excellent artwork, Trumpeter's usually show a photo of mediocre model. The BTR-80 kit stays with the Trumpeter formula, though there is no Dragon competition for this subject.

The kit contains 67 parts, well molded in medium gray plastic. The kit had a few ejection pin marks—inside the wheels (hardly visible) and on the back of the turret grenade rack (gotta' deal with this one). All hatches are molded closed and pioneer tools are molded onto the hull in low relief. The vehicle's large splash shield is also molded on the top of the hull – this would look much better had it been molded as a separate piece. The tires are supplied in a black rubbery material. The kit's instructions use crisp line art for the assembly section and toned illustrations for the finishing section. Color callouts refer to Gunze Sangyo paint numbers. The kit's small decal sheet provides for one Russian vehicle.

The kit's plastic was a bit on the soft side, sometimes requiring a bit more attention when cutting or scraping. The hull of the kit is just two parts, and it assembled with no surprises. There is a noticeable seam where the back of the hull joins the sides and top; I chose to ignore it – the strictly accurate folks will fill it. The kit includes five fragile grab rails for the hull. I broke



the one on the top of the hull and it took only a couple of minutes to fabricate a substitute from copper wire. All of the finicky details that attach to the hull use triangular attachment plates that fit into slots on the hull. As I discovered, it's easy to glue on a handrail upside down. The clumsy attachment points leave seams that are quite noticeable, and I decided to fill them all in—a finicky and tiresome chore that was the least fun part of the project.

Trumpeter's attachment design resulted in a sturdy join but I prefer the traditional peg and hole for a cleaner appearance. Trumpeter ignored a number of small handrails scattered around the vehicle and so did I. Those seeking this detail should find it with some copper wire and a drill. The kit's small turret assembled easily and the machine guns elevate smoothly. The top of the hull also received the only extra bit of detail added by this modeler—an antenna mount scrounged from an ancient Airfix Churchill.

The suspension features reasonable detail and it assembles easily into a sturdy structure. The only complaint here is that the diameter of the front four axles is a bit too big and the back four are a bit too small. There are many quibbles about the wheels, however. I found the tires to be fragile—one of mine split when mounted, so I removed a bit of "rubber" from all the wheels' inside diameters. Other issues

concern the wheels' appearance. Compared to photos and drawings, the wheels just ain't right—specifically, the tires are much too skinny; poorly proportioned (wheels too big, tires too small); they have hubcaps (many vehicles in service don't); and, there is no detail on the inside of the wheels.

sealed the decals, followed by a brown/gray wash and some light olive drab highlighting. Some Dullcote dulled it all down and sealed it all up. A little dust and mud, and the model was done.

For the most part, this is a well designed and well produced kit. Even with the funky

wheels it looks like the hulking beast it is supposed to depict. Other than a few finicky details, the assembly of the kit was easy, quick and fun. The colorful Bison decals were icing on the cake. These factors added up to a fast, easy and very fun project.



The Tankograd company has noticed these deficiencies as well, and they offer resin wheel sets (with hubcaps or not) that address all of the problems. This upgrade costs more than the kit itself, and I could not locate any source in the US. The Internet will provide.

Russian armor is often painted some flavor of olive green, though there is a wide range of variation in the color. I chose a Floquil lacquer - Soviet Khaki (#303361-FS 595 #34088) and it looks right. A layer of Glosscote made a nice surface for decals. I chose a Macedonian vehicle from Bison Decals magnificent Balkan Armour sheet #72008. This sheet provides markings for 34 vehicles, many of which are far more colorful than a typical armor scheme. The decals were well printed, thin, tough, and a joy to use. Another layer of Glosscote





## Hurricane Bookshelf: *Lentolaivue* ("Squadron") 24

by Scott Kruize

Just after Thanksgiving, I entertained some of the 'Irregulars'. My wife was out of town, caring for her #3 daughter—the Irish one—and new granddaughter. Nevertheless, we didn't have dancing girls come over. I hear they're expensive, and what with my guests known to be constantly squandering their disposable income buying kits, paint, glue, resin and photoetched aftermarket parts, and third-party decal sheets, it seemed best just to ask them to bring drinkables. A similar calculation for myself showed I had just enough left to buy pizza. So our entertainment consisted of model-kit Show-and-Tell, a video presentation, and a hard-fought battle of Squadron Leader Darts. (Copyright 1992 by Greg Sneed and Scott Kruize; all rights reserved.)

Dan Carey, Don Conrad, and Jon Fincher stayed at the pizza table as Eric Christianson strung multitudes of itsy bitsy metal track pieces together for his current AFV project. All kept watch on the dart game. With good reason: as Jim Schubert, Ken Murphy, Neil Makar, and me got into desperate dogfights, darts strayed at times from the 'sky'. All plastic-tipped though, so there were no major casualties. My Wildcats, Ken's Zeros, and Jim's Vals fell in 'flames' till Neil won with a holed, barely flyable, P-40.

We quieted down with a viewing of *Air War Over Finland* before everyone went home. A good time was had by all... except of course for my lord and master (i.e.: cat) Jeremy, who hates company and demands I be in bed, quietly reading, by just after nine.

The video presentation was especially timely...because Dan Carey brought me a gift!

You think it's cold around here? Have trouble making ends meet? Feel overwhelmed by formidable forces in the Outside World? Really? Perhaps you'd prefer to be Finnish in 1940-45?

My column here from September 2004 was about Finnish Aces of WW2, and Dan gave me this new book by the same authors, Kari Stenman and Kalevi Keskinen. *Lentolaivue* ("Squadron") 24 figured prominently in the earlier book, which the latter covers in more detail. Each is 128 pages long, with copyrights of 1998 and 2001, respectively, by Osprey Publishing Ltd.



Although this is specifically a squadron history, the first several pages are devoted to a fairly detailed description of a somewhat complex string of hostilities that occupied Finland. The small country confronted the territorial demands of Stalin's U.S.S.R. with a wide variety, but very small numbers, of fighters from all over Europe and the U.S. Here are questions from my prior column. Can you answer them now?

1. What Dutch fighter went down to bloody defeat in May 1940, but Finland did quite well with?

2. What French fighter went down to bloody defeat in May 1940, but Finland did quite well with?

3. What Italian fighter went down to bloody defeat over North Africa, but Finland did quite well with?

4. What American army fighter went down to bloody defeat at Pearl Harbor, the Philippines, and elsewhere, but Finland did quite well with?

5. What American naval fighter went down to bloody defeat at Midway and elsewhere, but Finland did quite well with?

There were others: handfuls of Gloster Gauntlets and Gladiators, and ten Hawker Hurricanes. (You knew I'd mention that airplane, sooner or later, eh whot?) There was another French fighter: the Caudron 714, but the six of them were next to useless and even the thrifty, desperate Finns declined to employ them, and refused the rest of their allocation of fifty. Only late in the Continuation War, when Finland became a co-belligerent with Nazi Germany (don't call them 'allies'!) did the Ilmailuvoimat (Finnish Air Force) begin to get reasonable numbers of reasonably competent 'modern' fighters. About 150 Messerschmitt 109G-series were transferred, but even these were a problem: being of several sub-variants, they must have driven the poor mechanics crazy!

Still, they were industrious and competent, and were backed up by the small State Aircraft Factory, which built useful numbers of Fokkers, re-engined the Morane-Saulniers with Russian Klimov engines, and overhauled and improved all the planes in the force. Adequate numbers of Finnish fighters stayed over the battlegrounds from the first to the last.

LLv.24's history is tied up with these various fighters. Just before the war, they re-equipped from Gloster Gamecocks to Fokker D.21s. They fought the entire Winter War with them, losing eleven while claiming 120 victories.



By the Continuation War in mid-1941, LLv.24 had just re-equipped with the Brewster 239, the plane we call the 'Buffalo'. They lost 15 in shooting down an astonishing 459 Soviet aircraft: a better than 30-to-1 kill ratio!

Only in May 1944 did LLv.24 fully re-equip with Bf 109Gs. These were also successful against the Soviets, till an armistice made the Finns turn on the Germans to end the war.

I have several excuses for putting this book on the Hurricane Bookshelf. Here's one:

"On August 1941 Lend-Lease shipments of ex-RAF Hurricanes from the U.K. started to arrive in significant numbers at the Soviet arctic ports of Murmansk and Arkhangelsk...As more aircraft arrived in the USSR, regular air force units along the Finnish border...started to re-equip with Hurricane IIAs and IIBs."

But LLv.24 was shifted north to meet them, after they had re-equipped with the Brewster 239. In a series of combats thereafter, a few Brewsters were lost to Hurricanes, but overall they gave better than they got, on all their mounts. This is from the book's conclusion:

"Pilots from [LLV.24] had been credited with shooting down 883 opponents... In return, the unit had lost 55 fighters to all causes, 38 of which were shot down in combat. 29 pilots had either been killed or posted missing in action, and further 3 were captured..."

This is a great record, and this is a fine reference book, to complement the prior one. Both have useful text and a lot of sharp black-and-white photographs, plus several pages of well done color profiles. The cover art on the newer book is by Jim Laurier. The whole effect makes an irresistible demand to dig out foreign fighter kits and start decking them out in Finnish livery and markings. (If you don't know already, that blue crooked cross predates Nazi Germany's black one by a



*Ex-RAF...Hurricane IIB...was shot down 6 April 1942...when eight Brewsters of 2/LLv.24 attacked 14 bombers and 18 fighters. The Finns claimed 12 Hurricanes...this particular fighter displays damage caused by both flak and Brewster machine gun fire.*

wide margin: since 1918. That's when Swedish Count Eric von Rosen donated the first plane; it's his 'good luck' symbol.)

The only unsatisfactory things about these books are likely unique to me: having to read of the many victories Finnish Buffalos scored over Soviet Hawker Hurricanes. And NOT being able to read—in this new book, or anywhere else—if Finnish and Soviet Hurricanes ever shot it out with each other!

Oh, well...there's a lot to admire about how well tiny Finland defended itself, especially with this most-decorated and successful fighter squadron. There will be more to write about on the subject for 'Hurricane Bookshelf'. Meanwhile, thank you very much, Dan. To my other guests: we'll have to get together again and party, and especially to have a rematch of Squadron Leader Darts. You'll be facing formidable opposition. I need to make some new

paper markers for my next squadron: Hurricanes...in Finnish markings!

Here are the answers to the other questions:

1. Fokker D.XXI (many Finnish-made, under license by the State Aircraft Factory)
2. Morane-Saulnier MS.406
3. Fiat G.50
4. Curtiss Hawk 75 (USAAF P-36)
5. Brewster 239 (USN F2A Buffalo)

(These two American-made fighters would also engage other American Lend-Lease planes, such as P-39s, P-40s, and B-25s.)

## Lindberg 1/24<sup>th</sup> Scale Dodge Charger SRT8 Super Bee

by Jacob Russell

The 2007 Dodge Charger SRT8 Super Bee revived a familiar name for muscle car fans. It features components and engineering from Chrysler Group's Street and Racing Technology (SRT). The SRT-engineered 6.1 litre Hemi V-8 produces 425 horsepower and 420 pound-feet of torque. The Super Bee is capable of 0-60 times in the low 5 second range, 0-100-0 in under 17 seconds, and 60-0 mph braking in approximately 110 feet, impressive figures for a large sedan.

The first thing that one notices is the side opening box, something I associate with Italeri or Revell of Germany aircraft or armor models. The box is quite large, and it needs to be, since it contains 195 parts, 24 of which are not used. There are seven sprues of parts, two of which are clear. There is a single sprue of chrome parts. The decals are bagged separately with the four vinyl tires. This bag and the chrome and clear sprues are carried in a cardboard holder for additional protection. This is a nice touch, and the overall impression is that much care was taken in the presentation and packaging of this kit. The instructions are well laid out, have photos of the individual parts sprues, and feature a logical build sequence. The assembly drawings are very well executed, adding to my initial positive impression of this kit.

The body is crisply molded, and there are very small sink marks above the front fenders. The detail of the doors is well done. The chassis is well depicted. The chrome looks good, and so do the clear parts. Their layout on the sprues will enable these items to be easily removed from the sprues without damage. The engine, drivetrain, and interior components are somewhat complex in assembly. Lindberg has gone to some effort to separate individual components for greater detail. They are to be commended for this,



because although detail in areas such as the fanbelts and hoses is soft, most of the molding is very crisp indeed. Well done, Lindberg!

I think that this is a very well executed kit, and it will reward patient assembly and detail painting. The drivetrain, engine and interior have enough detail to satisfy most builders, and those who like to add detail

to their models have a good starting point with this kit. This kit is highly recommended, and our thanks go to Lindberg for providing the review sample.

### Reference:

<http://www.conceptcarz.com/vehicle/z10869/default.aspx>





## Trumpeter 1/48th Scale Hawker Seahawk Mk. 100/ 101

by Chris Banyai-Riepl

The Hawker Seahawk was an attractive aircraft, but like the biplane fighters at the beginning of World War Two, its straight-winged design doomed it to obsolescence in the face of better-performing swept wing fighters. Still, the Seahawk did manage several years of active service, and even saw combat in the Suez Crisis in 1956 and in both Indo-Pakistan wars in 1965 and 1971. In addition to the Fleet Air Arm, the Seahawk saw service with the Royal Netherlands Navy, the German Bundesmarine, and the Indian Navy, the latter retiring their Seahawks in the mid-1980s, long after they were considered outdated. Several examples survive today in museums, including one in flying condition.



This is the second release by Trumpeter of their Seahawk kit, and this one is the export variant with all its appropriate changes. The most noticeable difference with the Mk. 100/101 variant is with the tail, which is taller than the original fin. Trumpeter captures this through an entirely new rear fuselage/fin assembly. The rest of the kit is identical to the FGA.6 release (well, aside from the decals, that is), so any notes regarding fit and assembly on that kit would apply here as well.

Starting with the interior, this is rather well done, and out of the box it should do quite well for most modelers. The seat is made up of no less than nine pieces, with the last being a set of photoetch seat belts. Also in photoetch is the instrument panel, with the expected film instruments. This, coupled with the multi-part gunsight, separate rudder pedals, control stick, and that nice seat, will make for a detailed cockpit without the need for expensive resin.

Moving on to other interior bits, the main gear well, a wide-open space on this plane, is well represented, as is the nose gear and intakes. The latter have inserts that provide all the interior vanes and are properly curved on the back side, but they do open up into an empty fuselage. By painting the inside of the fuselage black, though, it is highly unlikely that much would be visible anyway. The rest of the fuselage assembly is straightforward, with the forward pieces split horizontally and the rear fuselage split vertically. Some careful dry fitting will likely result in minimal filler required, even with the complexity of a four-piece fuselage.

The wings are quite simple, even with the included option of separate flaps and the choice of folded or unfolded. These extra features are well done and will make for some great variations in the Seahawks we will see on the contest floors. The landing gear, both main and nose, are robust and nicely detailed as well, and will require little more than some cleanup and detail painting. For external stores, you get eight rockets and two fuel tanks, with the latter being the more common sight during peacetime.

For marking options, the choices are either Bundesmarine or Indian Navy. There are two options for the

Bundesmarine, with the differences being only in the placement of emblems and the serial number. These aircraft are camouflaged in similar schemes, with Dark Sea Grey upper surfaces separated by a sharp demarcation from the lower surfaces. The painting instructions indicate that the Bundesmarine Seahawks should have a lighter gray than the Indian Navy on the undersurface, but my references indicated that both should have Sky undersides. The decals look to be nicely printed and should have no problems in application.

This is a great kit of the Hawker Seahawk, and it will undoubtedly find its way onto the shelves of quite a few modelers. My thanks to Stevens International for the review sample.

*[Note: The aircraft was actually named the Sea Hawk, but since Trumpeter calls it "Seahawk" on the box, that name is used in the kit review.]*

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





## Use It or Lose It

by Robert Allen

The model case in my apartment has about 50 built models displayed in it, but there's no getting around the fact that most of them were built in the last century. For whatever reason, my rate of finished models has dropped dramatically over the past few years. I'm not sure why. If I want to relax, perhaps it's easier these days to fire up the PC for a game of Strat-O-Matic baseball, or to find a program on one of the gazillion TV networks now available. Or just read a book. I read as much as I ever did, but I don't model as often. Or perhaps I should say that I don't finish models. There's always a model in progress on my table, but they never seem to get completed. In fact, I can count the models I've completed this decade on the fingers of one hand.

When Jacob Russell announced his Spitfire contest earlier this year, I realized that it was an absolute necessity for me to participate. After all, it's one of my favorite aircraft, it's in my scale, and if I couldn't complete a 1/72<sup>nd</sup> scale single-engined fighter in nine months, I'd have no-one to blame but myself. I already owned all of the kits, aftermarket decals, and paints that I would need. Frankly, if I didn't participate, I'd feel embarrassed. So I made a promise to myself – come December 8, I would have a finished Spitfire on that table, no matter the quality of the build.

Early on, I had already picked a subject – the story of the Spitfires used by US Navy squadron VCS-7 for gun spotting during the Normandy invasion has always fascinated me, and while there were no decals available specifically for any of those aircraft, the markings could be cobbled together from sources I had. *American Spitfire Camouflage and Markings*, the excellent book by IPMS Seattle member Paul Ludwig and Malcolm Laird, contained several photos of VCS-7 Spitfires, and gave me the reference material I needed.



So, of course, I waited until October to get started. Since the Spit I was modeling was a Vb, I had three choices from my stash of kits – Tamiya, Revell, and Airfix. I can't tell you why I didn't build the Tamiya, which is undoubtedly a better kit to build. Perhaps I didn't want to screw up a really good kit. Anyway, I had the Revell kit, and despite some misgivings about the lack of the gull wing effect on the underside, decided to go with that one. My kit was an original issue from 1996, molded in a hideous brown. At the IPMS Vancouver show in October, I picked up a spare for \$5 (I always have at least two of a kit before I start it, because invariably I lose a part, or otherwise have to replace one, and it's good to have a backup handy). This was a later release of the kit, and was molded in light grey, which I thought would make painting easier. It did, but...

Once I started in earnest, I quickly realized just how out of practice I was. I've never considered myself as anything but a very average modeler, but I was making mistakes that I really shouldn't have. The carpet monster probably had to join Valerie

Bertinelli at Jenny Craig after all the parts I threw him. I dropped a cannon barrel, which upset me because I thought I had done a pretty good job of painting it. After being unable to find it, I used the corresponding part from my backup kit. After painting it (not as well as the first one), I promptly dropped it, but while searching for it, I found the better one I had originally dropped.

The point is that, as with any other activity of this type, you need to remain active to keep your skills. As much as I felt my skills had eroded when I started the kit, I slowly felt them reappearing as I continued. And despite everything, I was enjoying myself, watching the model emerge. Of course, I had started many kits in the last few years, and then not finished them. With this one, I had a deadline.

The biggest problem was that the kit I built had a short shot on the lower starboard fuselage, leaving a huge hole just behind where the wing and fuselage joined. My old, brown plastic kit didn't have this problem, but by the time I realized how bad

the join was, it was too late to do anything but continue. I hate puttying and sanding. It's my least favorite thing to do in modeling, but I persevered, and if you squint, in a bad light, the finished result looks acceptable. And since I didn't fix the lack of a gull wing, I was modeling it inaccurately, anyway!

With two weeks to go, I realized I wasn't going to get the Spitfire done if I didn't put myself into high gear, so I mapped out a plan, specifically stating exactly what I had to do each day to get the model finished, with a couple of days to spare, for the inevitable delays. There were times when I thought I wasn't going to get there, but I did. I wish I had worked to a less cramped schedule – on the night before the meeting, I noticed that the undercarriage legs were out of alignment. That wouldn't do, so I carefully removed one of them, built a simple jig, re-glued it, checked it was OK, and went to bed. When I woke up in the morning, it was even more out of alignment than it was before, but by then I didn't have time to redo it. So off it went to the meeting, undercarriage crooked.

But it was on the table. Regardless of the quality of the build, I finished it, and displayed it, and I'm immensely pleased about that. I learnt some things. First, it is possible to get over your fears of screwing up, and finish a model. Secondly, I had fun. And while I know that the Spitfire could have been better, I'm fully confident that I have it in me to do better. I've started work again on a Fleet Air Arm Hellcat that I got 75% done a couple of years ago, and then stopped work on, for no logical reason. Expect to see that at a meeting within the next couple of months. And after that I want to do a jet – the Revell Hunter, or a Trumpeter Lightning or Airfix Canberra, when they appear. (In case you haven't heard, Trumpeter has announced Lightnings in both 1/72<sup>nd</sup> and 1/32<sup>nd</sup> scale for 2008, and Airfix will be issuing new mold Canberras in both 1/72<sup>nd</sup> and 1/48<sup>th</sup>).

So if you feel that your enthusiasm for the hobby is slipping, try one last thing – finish something!

## Aoshima 1/32<sup>nd</sup> Scale 2007 Isuzu Elf and 2007 Mitsubishi Canter

by Carl Kieztke

The Elf is the first part of Aoshima's response to Fujimi's release of the '70s vintage Mitsubishi Canter kit. Isuzu's Elf has been around as long as the Canter and the two regularly swap best seller honors in the light/medium duty sector of the Asian truck market. This kit represents the current production, sixth generation of the Elf. This kit is the first in Aoshima's 2t Custom truck series.



The kit comes molded on 11 sprues plus the cab and a bag with tires and bushings. The truck itself is on four sprues, one each black, aqua, clear, and chrome. The other six sprues are for the optional load, three each for milk cartons and 55 gallon drums. There is also a sheet of thin rubber for fabricating the mud flaps. The interior is rather spartan and does not have a back wall. A quick dry fit indicates no fit or alignment problems. The decal sheet includes all relevant logos and Japanese tax and inspection stickers.

This kit scales perfectly with published dimensions from Isuzu Trucks. It looks right and appears to sit right, so I'll call it right. The cab and body are molded in an aqua shade that is close to one of Mitsubishi's standard truck colors from the '70s.

Looks great, fits great, dead on measurements, are the pluses. The only negatives I

see are really minor. There is no engine (it is a curbside) and no interior walls. Find it, buy it, it's 1/32<sup>nd</sup> scale and can be bodied with a variety of service bodies for aircraft. The JASDF uses a bunch of them for modern support vehicles.



The Canter is the second half of Aoshima's return volley to Fujimi's entering the Japanese truck kit market. This kit represents the 7th generation Canter in its 2 ton guise.

The kit comes molded on 11 sprues, and also includes a bag of tires and bushings. The truck itself is on four sprues, one each black, aqua, clear, and chrome, plus the one piece cab. As with the Elf, the interior is rather spartan and does not have separate interior walls. The van body is molded in two parts with a high level of molded-in detail. There is a lot of parts commonality with the Elf kit for the frame and running gear. A quick dry fit indicates no fit or alignment problems. The decal sheet includes all relevant logos and Japanese tax and inspection stickers.

This kit scales perfectly with published dimensions from Fuso Trucks. Like the Elf, it looks right and appears to sit right, so I'll call it right. Likewise, the cab and body are molded in an aqua shade that is close to one of Mitsubishi's standard truck colors from the '70s.

The kit looks great, fits great, and is dead on the published measurements. The only negatives are really minor: no engine, since this is a curbside kit, and no interior cab

*Continued on page 15*

## The Joy of Modeling 3

by **IPMS Lieutenant Alexander Pearson Modeleers**

The IPMS Lieutenant Alexander Pearson Modeleers present the 2008 Invitational "The Joy of Modeling 3", **Saturday, March 15, 2008** at the Pearson Air Museum in Vancouver, Washington.

Our club motto is, "This is our hobby and we do it for fun!" So in keeping with that theme, we again present the "Joy of Modeling". The focus of the show is the enjoyment of our hobby and to share the fruits of such labor.

### Categories:

Best of Show: People's Choice  
 Best Junior Model Subject (14 and below)  
 Best Armor Subject  
 Best Aircraft Subject  
 Best Single Figure  
 Best Automotive, non-military subject  
 Best Ship Subject  
 Best Space/ Sci-Fi Subject  
 Best Diorama Subject

### Times:

8:00 AM Vendor Setup

9:00 AM IPMS Member Only early entry to Vendor Room (Not an IPMS member? Sign Up inside!)

10:00 AM Show Opens. Entrants may start placing their fruits of labor

11:00 AM Raffle Begins

12:00 PM Last entry taken. Judging begins

3:00 PM Awards Presented

### Contest Fees:

Contest Entry: Adult: \$5 for 3 models/dioramas, \$1 each for each additional model/diorama

Juniors 11 -17: \$1 model/diorama entry

Juniors 10 and Under: Free

### Vendor information:

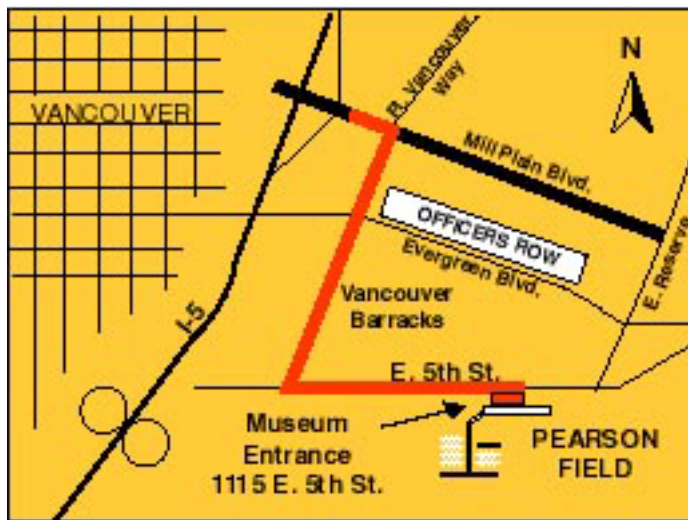
Tables: \$35.00 each + 1 Raffle prizes per table.

### Museum Admission:

\$5 adults, \$4 seniors, \$3 ages 13-18, \$2 ages 6-12, children under 6 free. If you are just coming to see the show, there is no charge for the contest.

### Contact Info:

Pascal Valadier  
 2804 NE Hancock, Portland, Oregon, USA 97212  
 Phone: (503) 806-5477  
 Fax: 503.249.7276  
 Email: [pearson\\_modeleers@comcast.net](mailto:pearson_modeleers@comcast.net)



Pearson Air Museum is located in the heart of the Vancouver National Historic Reserve at 1115 E 5th, Vancouver, WA 98661. From I-5 take the Mill Plain Blvd exit and follow aviation museum signs through Vancouver Barracks to 5th Street.

## Moebius Models The Voyager

by **Dick Montgomery, IPMS #14003**

Moebius Models is releasing kits formerly released and retailed by Aurora, and I, for one, am very excited about seeing these classic kits from days long gone being issued once again. The Voyager is based on a vehicle found in Saturday cartoons and loosely based on the movie, *Fantastic Voyage*. The box art features a photo of an actual assembled model "flying" through a "science-themed" landscape. Inside the box one finds two "post cards". The first advertises some additional Moebius releases due in the first half of 2008. Those releases are the Seaview Sub, The Chariot from *Lost in Space*, Conan the Barbarian, The Invisible Man, and the Space Pod from *Lost in Space*. The other card features some publications available from CultTVMan. Information on Moebius may be found at [www.moebiusmodels.com](http://www.moebiusmodels.com)

There are 35 pieces, well molded and with no appreciable flash and very few sink marks.

One gets the basic shape of the craft and there is little in the way of molded detail on the fuselage and wings.

There is only one decal for the kit, that item being a name plate which is applied to the model display stand. The display stand is molded in clear plastic as are the "windscreen" and pilot's dome. The clear parts are, well, clear, and everything else is molded in white plastic.

This model is a very easy kit to assemble and lots of fun! If you are an aficionado then there simply aren't any negative aspects of this kit. From start to finish this kit consumed about 120 minutes of actual hands-on modeling time. There is no need to spend much time on the aft cabin of the interior. It will not be visible. The forward cockpit, however, is fully visible through





There is nothing left to do but apply the sole decal to the display stand and attach the Voyager to the stand. And there you have it. A very simple and easy kit to build, this kit is really a great kit for young beginners. For those of us that remember the original Aurora line of products this kit is a real blast from the past. While the price (\$25) may seem to be rather a little high, this kit is highly recommended for its ease of assembly and nostalgia value.

the windscreen and can be painted to bring out the molded detail.

Seams are not much of an issue. The pieces fit well and those few gaps that are present can be filled with minimal effort and only a small amount of seam filler. There are a pair of mold release marks on the horizontal stabilizer that will need to be sanded out. There are also some small mold release marks on the floor of the upper pilot's cockpit. These marks

definitely need to be removed. They will be visible through the canopy bubble.

The only real issue is the vertical support for the flying horizontal stabilizer. The support consists of two pieces and a moderate amount of sanding will hide the seam along which these two pieces are joined. The other area that will require a bit of work is the area along the support where it slips into the "fuselage". No real problem, just a bit of putty and the seam will disappear.




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## Aoshima Trucks

*from page 13*

walls. This is the second release in Aoshima's 2t Custom truck series and it shares most components with the Elf kit. As long as the cabs and dashboards are correct (which they are) I am happy with this, as it's hard to tell the difference in the various manufacturer's units if all you can see is the frame. Now, if they would do the Mazda, I could make a Ford LCF...

## IPMS Seattle Renewal Form

Your 2008 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. You can renew by writing a check for **\$24.00** to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the January meetings. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the Newsletter has been working very well. You get the Newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

### IPMS Seattle 2008 Dues Form

**Remit to:**  
**IPMS Seattle**  
**ATTN: Spencer Tom**  
**318 N.E. 81st Street**  
**Seattle, WA 98115**

**Full Name** \_\_\_\_\_

**Mailing Address** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip Code** \_\_\_\_\_

**Telephone (Area Code) ( \_\_\_\_\_ )** \_\_\_\_\_

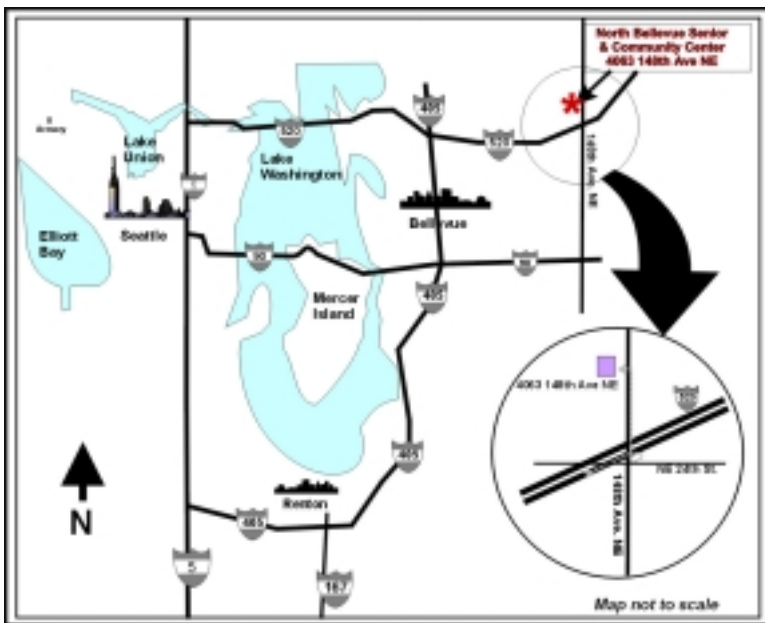
**E-mail address** \_\_\_\_\_

☐ I prefer e-mail delivery of the newsletter. ☐ I prefer regular mail delivery of the newsletter.

☐ Please do NOT release my e-mail and phone information for distributed club rosters.

## Meeting Reminder

## January 12 10 AM - 1 PM



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

**Directions:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.