

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2009

PREZNOTES



Again this year, we are going to have two meetings this month. Our regular monthly meeting this Saturday, and then the following Saturday is our annual Spring Show at the Renton Community Center. We'll use the meeting to make sure all of our "i"s are dotted and our "t"s are crossed for the Spring Show the week following. We'll also be asking for some more member support at the show. I am not asking for the sun, the moon, and the stars, but we need just a little bit of your time to help in these areas. All we need is an hour or so of your time. I would like to see more of our membership work to make this a successful show.

A year ago in this column I was carrying on uncontrollably about the birth of our first grandchild, Chevelle. She's still the greatest thing on the planet (in gramma and grampa's eyes), She's positively gorgeous, now highly mobile, and looks like she might have gotten the Moore height genes. However, she can't say airplane yet. She's been to the Flying Heritage Collection where I showed her the evil Messerschmitt and Focke-Wulf and what a beautiful airplane the Hurricane is (even though she hasn't HEARD it yet). Some day I'll see if she wants to sit at the work bench to build her first B-17 model but that's probably a few years down the road. As I said in last year's column: "This grandparenting thing is 'totally cool'. The years ahead will be a real adventure..." And it still is.

Last issue I commented about the new Martian War Machine kit by Pegasus. Along with that one I picked up the Pegasus Apollo 27 kit as well. Like the war machine it's a simple little kit with only around 20 parts or so and includes a small decal sheet. I've spent about 90 minutes working on the model. Fifteen minutes of that was painting the minimal cockpit details and tinting the clear canopy, another five minutes to assemble the entire model, 20 minutes to fill and sand seams,

and about 50 minutes painting and decaling. Ninety minutes total time and it's done. The model looks quite accurate compared to the only known reference sources (the box art and the instruction sheet). If you want a quick, easy, fun, and different project that will take up an evening or so of modeling time, then this is the one for you. And you won't even have to worry about anyone telling you that the colors you eventually paint it in will be wrong. Because they won't be. For less than \$20, it's a screamin' deal.

Planning ahead for the 2010 Spring Show, the winner of the Modelfy contest at the 2008 show, Tim Nelson, has chosen as the subject matter for 2010 Modelfy, the Merkava tank. The only rule for Modelfy is that at least one recognizable part of a Merkava tank must be used for your Modelfy project. And in a slight modification to the category - ANY scale Merkava kit can be used. There will be no scale restriction for 2010 Modelfy. Time to get started. You only have a year.

That's it (for now). We'll see you at the meeting,

Grampa Terry

In This Issue

Spring Show Preview	3
Seminar Information	3
Spring Show Categories	4
Special Awards	5
Out of the Box Rules	5
Upcoming Shows	5
The Pogo Experiment	6
Hurricane Bookshelf: Spain	8
2010 Modelfy	9
Deutsche Soldaten	10
Valom K5Y1/K5Y2	11
LVTP7A1 w/EAAs	12
Revell Neoplan Cityliner	15
Movies/Tank Overhaul	16

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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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word 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 2009 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.

April 11

April 18 (Spring Show at Renton)

May 9

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#)			
		P.O. Box: 2475 North Canton, OH 44720	
Check out our web page: www.ipmsusa.org			

2009 IPMS Seattle Spring Show at a Glance

Saturday, April 18

Registration - 9 AM until 12 noon
Public Viewing - 10 AM until 3 PM
Judging - 12 noon until 3 PM
Awards Ceremony - 3:30 PM
Show Close - 4 PM

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Additional parking will be available at a location close to the site. Directions can be found at <http://www.ipms-seattle.org/Springshow/addedparking.pdf>

Entry Fees:

\$10 for Adults (unlimited entries)
\$5 for Juniors
\$5 for Spectators
\$5 for Seminars

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have created both a Microsoft Word and an Adobe PDF form for people to fill out ahead of time. Please feel free to either print and fill it out or fill it out in Word and print for maximum readability. The forms can be downloaded at:

<http://www.ipms-seattle.org/Springshow/2009registration.htm>

Please note; there will be two separate lines for registration;

1. For pre-filled out forms.
2. For forms obtained at show registration, that needed to be filled out at the show.

Do not fill in the number! This will be assigned to you when you pay your entry fee at the door. Please note: Any model without a registered number will not be eligible for judging or awards.

Seminar Information

IPMS Seattle is pleased to add Seminars to our 2009 Spring Show. We have obtained another room in the Renton Community Center and will be having several seminars on modeling and modeling related subjects.

These seminars will be held away from the contest room and should be both interesting and informative.

Most will be held after judging starts at 12 PM and usually will last about an hour.

Seminar Admission is \$5. One admission ticket will admit you to ALL the seminars.

Below is a list of subjects and presenters:

- Ground Work for Dioramas - Mike Medrano
- Rigging for Biplanes - Stephen Tontoni
- Buying, Building and Finishing Armor - Eric Christiansen
- Painting Figures - Steve Hilby
- Working With VacuForm Models - Terry Moore
- Pearl Harbor, the Aircraft - Tracy White

Spring Show Raffle

As in years past, we will have a raffle this year. Entrants receive one ticket per model (limited to five).

You will be able to buy tickets, so the raffle will not just be limited to people entering the contest.

Ticket Prices:

1 ticket: \$1

6 tickets: \$5

15 tickets: \$10

2009 Spring Show Categories

Note: * Indicates categories eligible for Out of Box award

JUNIOR:

(Ages through 15. At their discretion juniors may enter senior classes)

001. Aircraft *

002. Armor *

003. Automotive *

004. Space Fact/Experimental/Future Technologies *

005. Prefinished (any subject, must have some modification from out of the box)

006. Miscellaneous (incl. figures, dinosaurs, naval) *

BEST JUNIOR AWARD

AIRCRAFT:

101. 1/73rd & smaller; all subjects *

102. 1/72nd single prop, turbo prop and gliders *

103. 1/48th single prop, turbo prop and gliders *

A. Axis *

B. Allied *

104. 1/72nd multi prop, turbo prop *

105. 1/48th multi prop, turbo prop *

106. 1/32nd & larger prop, turbo prop and gliders *

107. 1/72nd single jet *

108. 1/48th single jet *

109. 1/72nd multi jet *

110. 1/48th multi jet *

111. 1/32nd & larger jet *

112. Civil, sport, racing, airships; all scales *

113. Airliners; all scales *

114. Rotary wing; all scales *

115. Biplanes/Vintage Types; all scales *

116. Miscellaneous; scratchbuilt, vacs & conversion.

BEST AIRCRAFT AWARD

MILITARY VEHICLES & WEAPONS:

201. 1/35th & larger, closed top through 1945 *

A. Axis *

B. Allied *

202. 1/35th & larger, closed top after 1945 *

203. 1/35th & larger open top AFV, half-tracks & self-propelled guns *

204. 1/36th & smaller, all eras & subjects *

A. 1/36th & smaller (except 1/48th), all eras & subjects *

B. 1/48th all eras & subjects *

205. Soft-skinned, all eras & scales *

206. Towed artillery & missiles, all eras & scales *

207. Miscellaneous; scratchbuilt, & conversions

BEST MILITARY VEHICLE/WEAPONS AWARD

FIGURES:

(Horse & rider, mounted or dismounted are a single figure. Two figures on base are a diorama.)

301. Smaller than 54mm (excluding 1/35th)

302. 54mm (including 1/35th)

303. Larger than 54mm

304. Sci-fi, Fantasy Figures and Creatures

BEST FIGURE AWARD

SHIPS:

401. Powered - 1/700th and smaller *

402. Powered - 1/699th to 1/350th *

403. Powered - 1/349th and larger *

404. Unpowered, all scales *

405. Submarines *

A. 1/73rd and smaller *

B. 1/72nd and larger *

BEST SHIP AWARD

AUTOMOTIVE:

(All scales; non-military)

501. Factory Stock *

502. Hot Rods *

503. Custom *

504. Pick-up trucks *

505. Commercial Truck, Van, Fire & Rescue, Misc *

506. Competition - Closed Wheel *

507. Competition - Open Wheel *

508. Large scale autos/trucks, all subjects, 1/19th and larger *

509. Motorcycle *

BEST AUTOMOTIVE AWARD

SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES:

(all scales)

601. Space Fact *

602. Aerospace Testbeds & Record Breakers *

603. Sci-fi Vehicles *

BEST SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES AWARD

DIORAMA/VIGNETTE:

(all scales) A diorama is two or more models relating to tell a story.

701. Aircraft

702. Automotive

703. Armor

704. Space fact/Future Technologies/Fantasy (Including dinosaurs)

705. Naval

706. Figure Diorama

BEST DIORAMA / VIGNETTE AWARD

OTHER CLASSES:

801. Collections (Five or more related models)

802. Flights of Fancy/Hypotheticals (all scales)

803. Animals/Dinosaurs

804. Group Builds

805. Miscellaneous (anything not covered above)

806. Mentored (Built by one adult and one Junior)

NOTES

a. Prior IPMS-Seattle First Place winning models are not eligible (except in Collections Category).

b. IPMS-USA National Contest Rules generally apply.

c. Head judges' decisions are final! If you have a question please contact them.

d. Only one category per model.

e. Where classes are subject to interpretation, the entrant may choose the category. Judges may reassign models to a more appropriate classes at their discretion.

f. If your diorama is overly large, or has special requirements, please contact the show chairman prior to the show.

g. At the judges' discretion "HIGHLY COMMENDED" ribbons may also be awarded.

h. At the judges discretion categories may be split.

i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

j. There will be One "Best Out of the Box" award per designated (*) category.

k. Models in display cases during judging will NOT be judged. No exceptions.

2009 Special Awards

These are the 2009 Special Awards sponsored by an individual or company. Some, like "Best Finish" are presented by IPMS-Seattle.

Best Finish / Ted Holowchuk Award sponsored by IPMS Seattle

Best British/Commonwealth Subject sponsored by Robert Allen, Andrew Birkbeck, and Marilynn Laird

Best Canadian Subject sponsored by IPMS Vancouver BC

Best Civil Auto/Motorcycle sponsored by Jon Fincher

Best Airliner sponsored by IPMS Yakima

Best Submarine sponsored by Oregon Historical Modelers's Society

Best Bare Metal Finish sponsored by IPMS/Tacoma Green Dragon/Les Sundt Memorial Chapter

Best Small Air Forces sponsored by Stephen Tontoni and Will Perry

Best Pacific Theater sponsored by Tracy White

Best U. S. Military Aircraft sponsored by Norm Filer

Best What if? sponsored by Jon Carr Farely

Best French Subject sponsored by Djordje Nikolic and Jacob Russell

Best German Subject sponsored by Mike Millette and Charlie Sorensen

Best Italian Subject sponsored by Doug Girling and Mike Medrano

Best Fire/Life Safety Vehicle, Land or Sea Based sponsored by Seaside Fire Service

Best 1/32nd Scale Aircraft sponsored by Shawn McEvoy

Best Street Rod/Custom sponsored by IPMS/PSAMA

Prettiest Airplane sponsored by Taryn Nikolic

Double Take Award sponsored by Eric Christianson

Best WW II Artillery sponsored by George Stray and Dale Moes

Powder Puff Trophy

A new Special Award added to this year's IPMS Seattle Spring Show is the Powder Puff Trophy. This award is being sponsored by Jill Moore and Marilynn Laird. It will be awarded to the best model built by a female modeler. It can be any subject and any scale. Your entry will still be eligible to be entered and win in whatever category you are building for. At registration your entry form will be identified as being eligible for the Powder Puff Trophy.

Out of the Box

Out of the Box is intended to provide a forum to modelers who do not wish to make alterations or add additional details to a model.

Out of the Box means that you have built the kit using only parts in the box, without alteration or addition, following the assembly instructions provided by the kit manufacturer.

Out of the Box entries will be judged by the following rules:

Kits. Any commercially available kit may be used.

Finish. All finishing techniques are allowed. Decals other than those included with the kit may be used. Insignia, markings and instrument panels may be hand-painted instead of decal. Weathering is permitted.

Construction. The modeler **may**:
Fill seams, gaps, sink holes or injection pin holes. Scribing lost during this process may be restored.

Sand off rivets and imperfections in the moldings.

Drill out gun ports, gun barrels, air intakes, vents, exhaust pipes or other appropriate openings.

Thin to scale such parts as trailing edges, flaps, hatches, doors, etc;

Add rigging and antennas;

Add simple tape, foil or decal seat belts in the cockpit or the interior of a vehicle. (No commercial or manufactured hardware – e.g., buckles, etc.)

It is **not** permitted to:

Vacuform, scratch-build or replace any part.

Substitute parts from another kit.

Cut or separate canopies, surfaces, hatches, doors, etc. (no surgery).

Combine a standard kit with a conversion kit.

A model that has raised panel lines may NOT be totally rescribed.

Add anything other than as specified on the instruction sheet, except as shown above.

Instruction Sheets: Modelers must attach the kit instruction sheet to the entry form. Models entered without the ability of the Judges to refer to the instruction sheet may not be considered for an award.

2009 Show Schedule

4/18 Renton IPMS Seattle

5/10 Puyallup MCS 20

6/20 Ft Worden NOPMS

7/24 Puyallup Good Guys#

8/19 Columbus OH IPMS Nats#

9/19 McMinnville OHMS

10/3 Moscow ID Bring out Good Stuff

10/10 Burnaby BC IPMS Vancouver

10/27 Silvana 5th Annual

11/8 Clackamas OSSM

indicates multiple day event, only first day listed. Thanks again to Carl Kietzke.

The Pogo Experiment: Lindberg 1/48th Scale Convair XFY-1 Pogo

by Terry Moore

History

In 1966, as the U.S. Military was being drawn deeper into the Vietnam War, it was found that the Riverine forces, patrolling the Mekong and other rivers were being fired upon by enemy forces well concealed in the dense jungle next to the rivers. It was thought that close air support for the Riverine forces would be effective against the well hidden Viet Cong. Unfortunately, UH-1 Hueys were in short supply and



generally unavailable to the Navy at that time of the conflict. A proposal was put forth to resurrect the Convair XFY-1 vertical takeoff aircraft until Hueys could be secured for the Navy. The “Pogo” was in storage, but without engines (they had been used on the Hiller X-18) and the aircraft was available.

Two Allison T-56 engines were procured and installed, requiring only minimal modification to the airframe, since the T-56 was a derivative of the XFY-1's T-40 engine. A new gearbox was constructed from T-40 spares provided by Allison, and with some modifications was made to fit the T-56 engines (the joined T-56s did not receive a new engine designation). The aircraft was also fitted with an M61 Vulcan cannon in each wing pod. The original ground test tethered rig was also rebuilt and the Navy pilot chosen to fly the Pogo was Lt. I.B. Fulinya. The major concern (as it was with the original program), was getting the aircraft on the ground. It was exceedingly difficult to judge altitude and descent rate, all while trying to maintain control of the aircraft and look over your shoulder at the ground from a reclining position. After numerous tethered flights, Fulinya felt confident enough for free flight of which he made 10 flights before the aircraft was deployed to southeast Asia.

The aircraft was sent to Tan Son Nhut airbase outside of Saigon where Fulinya made 10 more free flights. Fortunately, he had the vast expanse of the air base on which to land, and not the helicopter pad on the LST to which the aircraft was to be assigned. Pinpoint landings were still exceedingly difficult. On April 1st a Navy crew applied camouflage and the aircraft was prepared for its first mission. Its base of operation was to be the LST *USS Snohomish County* (LST 1126). At 07:30 Fulinya lifted off for the *Snohomish County* and en route to the LST he received a call from a river patrol boat under fire 10 miles upstream from the LST. The Pogo was very fast in level flight and reached the river patrol boat in short order. He laid down suppressing fire with his two Vulcan cannons which allowed the river patrol boat to escape without any damage.

After the attack, Fulinya headed for the LST to land and refuel. Unfortunately, the issue of landing on a small deck raised its ugly head and Fulinya could not get the Pogo on the landing pad of the LST. The fuel warning lights came on and Fulinya abandoned his attempt to land on the LST and headed for the largest piece of open ground he could find. As he touched down the engines shut down as the Pogo was completely out of fuel, the aircraft receiving minor damage in the process. It was a rather ignominious end to the first and only operational flight of the Pogo. Shortly thereafter, the Navy received their Hueys. As for the Pogo, due to the damage it incurred, it had to be lifted out with a heavy lift helicopter. The Pogo was stripped (again) of its engines, the camouflage paint was removed, and the Pogo was sent to the National Air & Space Museum, where it resides today in the Silver Hill storage facility.

The Photo

The photo is the only known photo to exist of the Pogo in action, shown on its initial attack run. If anyone has any other images of the Convair Pogo in SE Asia, please let me know.



The Model

The Lindberg Pogo was first released about the time I started modeling (!). When the kit was reissued for the umpteenth time a few months ago I just had to buy one. I already had one in the stash but it being an original issue, I was reluctant to start it. The latest release is moulded in white plastic with a minimal amount of parts. For the most part I built it OOB, but added a cockpit from a Hobbycraft F-94 that I had sacrificed for another project (ask me about that one sometime).

The only other thing I added was the larger air intake on the underside for the nose for the different engines the Vietnam mission aircraft flew with. I also added longer exhausts. The model was basically assembled and painted over three or four evenings. I used the kit decals which laid down over the rivets (with a bit of setting solution) quite nicely. As the paint was applied shortly before its one and only mission, I did not attempt to do any aging, other than a bit of gun smoke residue.

Hurricane Bookshelf: Timely Time-Life Info About Spain

by Scott Kruize

When Stephen Tontonti of the NorthWest Scale Modelers announced that we were next going to fill the Museum of Flight display cases with replicas of the Spanish Civil War, I looked around for material to study, and on my own Hurricane Bookshelf found several sources from Time-Life. Two were from the "Epic of Flight" series, which I'm sure many of you also have on your bookshelves.



Architects of Air Power has on its cover a small segment of a larger illustration from the frontispiece, showing three German Condor Legion Heinkel 111s, marked with the Spanish Nationalist cross of St. Andrew, bombing an ancient, undefended Spanish town. The concluding chapter of the book is all about the intervention in this "dress rehearsal" for World War Two by the major Fascist powers, Italy and Germany, and the Communist state, the Soviet Union.

Left to themselves, the Spanish probably would have warred among themselves

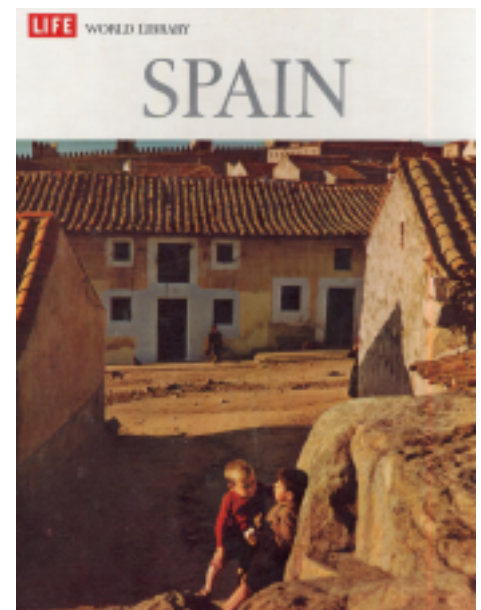
during the late 1930s anyway, as a popularly-elected Socialist government tried to grapple with long entrenched Spanish social and economic problems, and encountered ferocious resistance from the ruling class, the church, and the military. But the intervention by large foreign powers, bringing with them some of the sharp new weapons of advancing technology, particularly air power, greatly increased the bloodshed and devastation.



There was foreign participation by more than those three great powers. Chapter 2 of *Soldiers of Fortune* is entitled "To Spain for Glory, Money, and a Cause". I don't identify with mercenaries. I'm such a stay-at-home domestic (i.e., wimp) that I can't possibly imagine how anyone could be other than relieved and glad that the slaughter and depravity of World War One finally came to an end. But some men became so bored with the outbreak of peace that they were willing to chase around the planet for littler wars, in Russia between Whites and Reds, in fighting between Greece and Turkey, in South America, and eventually when trouble boiled over in Spain.

They seem to have enjoyed the excitement of armed conflict, but it must also be noted that there are often quite substantial

rewards for mercenary soldiers. This chapter tells of a few Americans paid by the Spanish Republican Government to fight for them, since they were so short of pilots... most of the country's military talent had defected to Franco and the Nationalists. The most active and successful of these Americans seems to have been Frank G. Tinker, who eventually got the Russian 'volunteers' to let him fly a Polikarpov I-15 'Chaco', in which he scored three of his eight aerial victories. He survived the war to return to America, but apparently still couldn't stand peace. One of his comrades from Spain, Al Baumler, told him of the new mercenary opportunity (to be described in the next chapter): "an international outfit [was] being organized to fight in China. That sounded good to Tinker, but for the moment his heart was really set on Spain. Then the Republicans surrendered. A few weeks later... Frank Tinker... only 29 years old... shot himself in the chest."



The larger context of this bloody and confused prelude to world war is well described in the Life World Library volume *Spain*. Chapter 4 is "Decline and Disaster", and in its dozen pages of text, with several photographs and some good maps, tries to explain the complex causes and flow of the war which so devastated this poor and



series on the American Civil War was, and realized that even after nearly 150 years, we still aren't "over" that war. How much more must the recent conflict affect

tiny country. The chapter following is called "The Strong Man", describing General Franco and his leadership of the country since then. At the time the book was written, no one could predict what would happen to Spain when he died, but there are hints in this book that bloodshed could recur. In the event, Spain seems to have slowly pulled itself out of the rubble and fury of the Civil War, and Franco's death was followed by a fairly low-key, orderly transition to a moderate government much more centrist than the extremes of the political factions that had fought so hard for nearly four years. It must be a relief to everybody that Franco's death is largely remembered only as a Chevy Chase joke on *Saturday Night Live* television.

That's not to say that Spain has had an easy time of it since the war. I remember how popular and moving Ken Burns'

the collective psyche and memory of modern Spaniards, even as their people who actually fought it die off. The best that can be hoped for is that such civil wars may never be fought again. For myself, I have a model in the Spanish Civil War exhibit, a Fokker D.XXI in Republican colors. Unlike mercenaries like Tinker, that's close enough to the "excitement" of armed conflict for me!

Series "The Epic of Flight", Copyright 1981, by Time-Life Books, 176 pages each volume:

Architects of Air Power, by David Nevin

Soldiers of Fortune, by Sterling Seagrave

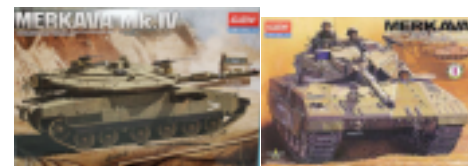
Series "Life World Library", copyright 1966, *Spain*, by Hugh Thomas and the Editors of Life, 160 pages



2010 Modelfy!

by Tim Nelson

After agonizing consideration, debate, and consultation, the momentous decision of 2010 Modelfy kit selection has been made. Some of the candidates were the Boeing-Vertol Chinook, Fairchild A-10, Lockheed F-117 Stealth fighter, and Alouette helicopter. Each had its pros and cons. I was listing dramatically toward the A-10 at one point but several factors nudged me in a different direction: maybe something non-aircraft, maybe a modeling genre not yet selected for this exercise, maybe something suggested but stillborn back at the end of the first "Modelfy Era" (back in 2000). Finally the Modeling Gods intervened a couple of Saturdays ago when I found myself driving on I-405 behind a car with the vanity license plate text - I'm not making this up - MERKAVA.



So there you have it, the 2010 Modelfy subject is the very strange, simultaneously futuristic, robotic, and reptilian Israeli Merkava main battle tank. It is available in 1/72nd, 1/48th, and 1/35th, and Merkava parts in ANY or ALL of these scales are OK.



FYI - Merkava is Hebrew for "chariot".

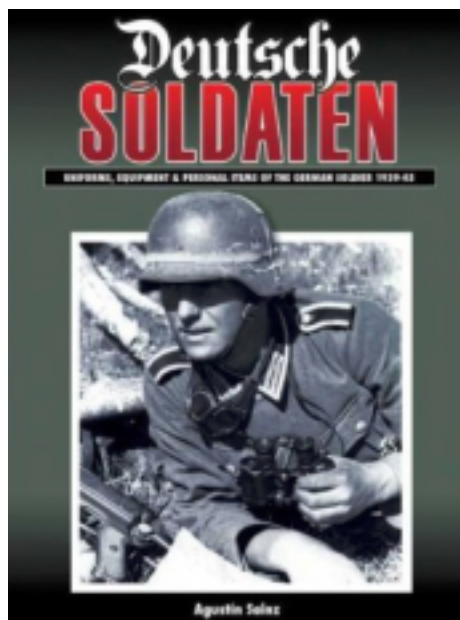
Deutsche Soldaten: Uniforms, Equipment & Personal Items of the German Soldier, 1939-45

reviewed by Hal Marshman Sr

This new book is published by Casemate, UK. The author, Agustin Sainz, is Spanish, and a long time collector of WWII German uniforms and equipment. He is also very knowledgeable as regards the usage and appearance of that equipment. The book consists of 311 pages, with profuse color illustrations, plus a goodly smattering of black and white period photographs, many of which I've not seen before. It is my feeling that this book should be of great use to the WWII diorama, armor, and figure builder. Here's the stuff the German soldier had at hand on a daily basis, how he used it, and all in glorious color.

That supreme identifying item that set the German soldier aside was his helmet. The German helmet is dealt with thoroughly, with pictures of the various models, the interiors, markings, and accessories. The next section deals with the uniform, starting with the ubiquitous M-43 field cap. After dealing with this item, the author delves into the uniform tunic and all its variations, the trousers, the underwear, shirts, boots, and other various accoutrements. Inexplicably, he ignores the schirmutze, or visored hat, as he also doesn't deal with the parade dress uniforms. Nor does he cover the special uniforms worn by the panzer troops, the mountain troops, or the tropical uniforms. He does cover the various camouflage outfits. The German field boot is thoroughly covered, along with the lesser footwear that followed. Let me say here, Mr. Sainz is very complete with his descriptions of how the quality and appearance of the Landser (slang for German soldier) deteriorated as the war progressed, following the failing fortunes of the Wehrmacht. There is a section dealing with the insignia applied to the German uniform, explaining the various breast eagles, shoulder straps, and collar

patches. The author does not, however, delve into the various branch of service colors (waffenfarben), nor does he go into much detail as to the various rank insignia. There is a section dealing with decorations, such as the Iron Cross, War Service Cross, and a few others, but the author omits a great many, such as the Panzer Assault, General Assault, etc badges. Along with the uniform section, we are treated to information as regards the sewing equipment, shoe polish, buttons, and other small items that contributed to the completeness and smartness of the uniform.



The next section deals with the field equipment. The belt and "Gott Mitt Uns" (God is with us) buckle are covered in some detail, as are the mess kit, field pack, field telephone, just about everything the average soldier carried to perform his duties, provide protection from the weather, and feed himself. Almost unbelievably, the German gas mask and its carrying canister have 18 pages devoted to it. The entrenching tool, cartridge pouches, and observation equipment are covered quite well, with three pages devoted to binoculars. Did you know that black was dispensed with on field glasses midway through the war, and all new production glasses were painted in vehicle

tan? Something to remember when you're putting that commander figure into the main hatch of a late panzer.

"Bewaffnung" is the title of the next section, and it deals with the weapons a ground pounder might be expected to be using. The first part covers the Mauser 98K rifle, and does so very completely, along with its ammunition. Next we are treated to the p-08 (Luger), p-38, p-35 (Browning Hi-Power), and Astra pistols. The MP-40 is well covered (Schmeisser), as is the Stg-44 (Sturmgewehr, and predecessor of the infamous AK-47), and MG-34.

This is to include the various carrying cases, holsters, and cleaning equipment. The MG-42 is mentioned, but not pictured, nor are the semi auto rifles developed by Walther or Mauser. Here you'll find the famous "potato masher" hand grenade, as well as its smaller handier brother, the "egg grenade". A few anti personnel mines are illustrated, but not the heavier mines that were installed by the engineers (Pioniere). As an interesting aside, the Russian PPsh-4 machine pistol is pictured, as its use was much favored by any German troops who could acquire one.

From this point, we delve into actual personal items carried by troops for their own comfort and ease. Various pens, inks, postage stamps, combs, soap, issue eyeglasses, goggles, cameras, lanterns, and currency are all pictured and discussed. Then comes the various ID documents, such as dog tags, Soldbuchs, and Wehrpasses. Good coverage is given to these documents. The next chapter is devoted to health care items, and first aid products, all the way from bandages to condoms, to hospital pajamas. Tooth brushes, shaving equipment, and lice powders are also included here. The next chapter covers eating utensils, small stoves, rations, and unbelievably, Coca Cola!

The next item covered, is propaganda media, such as radios, booklets, newspapers, and pamphlets. Then comes entertainment, varying from harmonicas and

accordions to sheet music. The German military and Nazi party all loved to sing, and it was a favored method of the soldier to while away lonely hours, or keep going while marching. Tobacco, cigarette lighters, pipes and cigars have their own small chapter, as does leave and leisure time. Yes, there's a small blurb about model building, movies, and something that might rate this book as "R", were it a movie. We are treated to three postcards illustrating nude females. (Don't let the book fall into the hands of your 10-year-old!)

I spent \$39.99 for this almost coffee table sized book through the Military Book Club. I understand it goes for over \$50 in the bookstores. As a person who is very interested in the subject. I think it's a very worthwhile purchase. As I said above, the dioramist, figure painter, and armor modeler should find much within its covers to aid them in their hobby pursuits. One thing I might mention, the author doubtless had the book translated from his native Spanish into English, and there are a few somewhat awkward phraseology situations, but nowhere nearly as bad as we're used to seeing in foreign-made plastic kits nowadays. Bottom line? I enjoyed it, and recommend it.

Valom 1/72nd Scale Yokosuka K5Y1 and K5Y2 Willow

by Chris Banyai-Riepl

The Yokosuka K5Y Type 93 Trainer entered service with the Imperial Japanese Navy as an intermediate trainer in 1934. Based on the Type 91 Trainer, the K5Y evolved from a redesign by Kawanishi to improve stability. Like all Japanese trainers, the K5Y was painted overall orange, from which it earned its nickname, *akatombo*, which translates as "red dragonfly." Initially entering service as a fixed wheel trainer, the K5Y was modified into a floatplane and designated K5Y2. Nearly

6,000 K5Y aircraft were produced at no less than eight manufacturers, and remained the main trainer for the IJN throughout the war.

The attractive lines of the K5Y have been captured in 1/72nd before by LS, but that kit can be difficult to find and dates from the 1970s. These new Valom kits, therefore, are a nice sight for Japanese aviation modelers. The only difference between the two releases is the decals, so we'll review both kits together. There is a single sprue of gray plastic parts, another sprue of clear, a small fret of photoetch, and a single resin control column. Each kit has two options on the small decal sheet, all of which are finished in differing forms of orange and green camouflage.



Construction is fairly straightforward, with quite a bit of attention given to the interior. The two-place cockpit is a nice mix of plastic and photoetch, along with the one resin control column. The rudder pedals are photoetch, as are the seat belts. Also provided in photoetch are the throttle quadrants and trim wheels for the sidewalls. The more detailed resin control column is for the more visible rear cockpit, although the injection one is pretty good as well. Also for the rear cockpit is a machine gun, interestingly molded in clear.

The fuselage is split into right and left halves, and the only real issue with the detailing that I can see is the recessed 'stitching' on the sides. This should really be raised, and correcting that will be challenging. Once the fuselage is together, the next challenge comes with the wings. The lower wings are tabbed, which is very nice, but the upper wing, in three pieces, is not. Some pinning here would be quite

beneficial, especially since the outer wing sections have three degrees of dihedral. The tailplanes are simpler, with a one-piece stabilizer and vertical fin. The rudder and ailerons are separate (interestingly, though, the elevators are not).

The wheeled K5Y1 version is a bit simpler to get on its legs, with two strut pieces, a spreader bar, and two wheels. The K5Y2 on floats is a bit more involved, with the floats split into right and left halves. The completed floats then fit onto two strut pieces, both of which need to be set with fifteen degrees of sweep. No beaching gear is provided, though, so either plant this one in some water, or research that beaching gear and scratchbuild it.

For decals, the sheets are simple, as befitting the markings on the original aircraft. These consist of hinomaru in all the usual spots, plus tail and fuselage numbers. The hinomaru options are all different for the four aircraft portrayed, with differing outline thicknesses, all of which are accurately captured in the decals. For the wheeled variant, the first option has a disruptive pattern of green over the original trainer orange. This aircraft has white codes on the fuselage and tail. The second option has a thorough covering of green over the original orange, with rough clear patches around the black codes on the fuselage and tail. The float options are somewhat simpler, with the first having green upper surfaces following a high demarcation on the fuselage side. The second has a more traditional low demarcation. Both have white tail codes, with black fuselage codes on the first option and white on the second. The decals are nicely printed and should have no problem in application.

This is a nice addition to the 1/72nd Japanese aviation lineup, and it should build up quite nicely straight out of the box. My thanks to Valom for the review samples.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his, Carl's, and Terry's articles - ED.]

LVTP7A1 w/EAAKs **Tamiya 1/35th Scale Kit No.** **35136, (and) Hobby Fan** **AAV7A1 EAAK Conversion** **Kit, No. HF-051**

by Bob LaBouy

For those who may have read earlier reviews, you're sure to quickly notice these notes represent a major departure from my prior WW II vehicles. While it is a 'bridge' into the current century and lays a bit of 'groundwork' for another forthcoming review, it also serves as a further reminder about just how far kit manufacturers have progressed over the last 15-plus years.

Once in a great while, I get the urge to actually finish a kit I started some time earlier and fulfill a long standing kit objective. Almost 15 years ago, I was visiting one of the Navy's amphibious assault carriers during a SeaFair open house and was intrigued with the then 'new and improved' amphibious vehicles. For those wondering 'why in God's name would anyone be interested in these watercraft assault vehicles?' the answer lays rooted in my earlier childhood and development involving several tours (with my Naval officer father) in such garden spots as the Little Creek and Coronado 'amphib' bases. I just get a bang from these strange critters and their missions. As I toured the *USS Saipan* that day, I was intrigued with the very strange looking 'add-on' armor plating being attached to the then called LVTP7s. You can also read into the title of these vehicles that they were designed, built and intended for the Navy and Marine Corps primary military mission - that of using our sea forces to project and protect our national interests around the world from the decks of our Ships using Marine Corps rifleman. The nomenclature literally means 'landing vehicle tracked personnel' and was designed to get the basic Marine combat ready squad to the beach and engage with the enemy. Since most of the world (and



certainly much of our military history) for well over a hundred years demonstrates that we are both surrounded by water and that the best way to quickly deploy our military strength is by deploying our Marines from the water onto contested or enemy held shores. World War II, the Korean, and Viet Nam conflicts all point to the prompt need to deploy such Marine forces. Since the late '30s our Navy has developed a series of 'landing craft' and other vehicles to actually get those Marines to the beachhead. Since the early '60s, the Marine Corps has worked to field newer and improved vehicles to meet this and then perceived future amphibious warfare needs. This vehicle (in its current configuration) represents that effort. It is and has almost from its entry into the fleet and Corp units in the early '70s been evolving steadily. I won't attempt to summarize its development or history aside from saying that it was used in the Middle East and

Gulf War in 1991. I also have long guessed that the LVTP7 overall design and appearance was the basis for the very similar armor piece used by the troops in the movie *Alien*. Take a close look when you see that film again, I think you'll agree. I digress.

The Future...and the plot thickens. The nomenclature continues to change as well. What was initially known as the Advanced Amphibious Assault Vehicle (AAAV) was renamed as the Expeditionary Fighting Vehicle (EFV). As the Marine Corps commitment expanded and continues in the Middle East, the modern array of weapons and munitions deployed against



the AAVP have created significant hurdles. To meet today's needs (and hopefully those in the future), the Marine Corps has invested heavily in research and planning culminating in what is known as the Expeditionary Fighting Vehicle (EFV). It's very modern physical appearance and continually climbing costs are its most significant hurdles today. Whether it will ever fully be fielded is an open question after many millions of development costs and from an outside observer, it's a story sounding very much like the Corps history with the V-22 Osprey. There are many hours of interesting reading available about the EFV including the USMC official site about the EFV at:

<http://www.efv.usmc.mil/faq.asp>

One of the more confusing aspects of this critter is just what to call it or how to refer to it or even look it up on the Internet. From my experiences, any amphibious vehicle around the Marine Corps has been called an Amtrak (meaning amphibious tractor) and then you encounter this 400 horse powered behemoth weighing in at over 29 tons (with 24-25 'owners/operators') and then start reading about throughout its 30 years of service life and one can start to become dizzy just following the equipment titles. These include the AMTRAKs, 'hogs, Amphib, LVT, Amphib APC, AAV, AAVP7A1 (and at least four sub-types), it's EAAK armor, RAMS/RS upgrades (for those non-English speaking modelers or me, that's 'Assault Amphibious Vehicle Reliability, Availability, Maintainability/Rebuild to Standard' in Marine Corps speak), various SLEPs and PIPs (we don't want to get into defining all of this 'crawler speak), upgrades, rebuilds and eventually the AAV! Like I said 'dizzy' is an apt description. What seems to be a baseline name is the LVTP7 (Landing Vehicle, Tracked) and in the mid-'80s its renamed title, the AAV7 (Assault Amphibian Vehicle Personnel). If we can keep these two basic titles in our sights we'll do OK. One other exception is the Enhanced Applique Armor Kit (EAAK) since I was determined to 'up-armor' my AAV with the EAAK exterior armor.

This kit (Tamiya no. 35136) was originally sold in 1987 and as such suffers and shows its age on several fronts: it is from a period in Tamiya's history when they were just about the only model company producing kits of modern armor and their engineering and production techniques were still at an elementary level. This kit exhibits some ill-fitting parts, simple surface detail, rubber (band) treads and can be built into a very early operational version of the LVTP7, but bears only a superficial resemblance to today's AAVP7. There almost none of the surface detail we commonly find today on our kits. For example the numerous (and very obvious) periscopes and viewing ports are shown only in simple outline on the tank and two of the primary ports are only rectangular openings without anything in the hole. While there is no need to worry about much seam filling that is hardly enough to recommend this kit. One of the few reasons the kit even plausible is that for so many years it 'is the only game in town.'

Other kits: There have been three more, even less accurate kits of the AAVP7 on the market, two of which by Academy and Mini Hobby Models are still often seen on either web or in local hobby shops. While these two kits have very little to recommend them, the latter kit does provide the EAAK armor, though even a brief glance at either kit will prevent you from buying either kit. It's also important to note that there was briefly (for just a few years) an 'upgraded' Tamiya kit of this amtrak which featured the latest fighting turret design. This kit was called the AAVP7A1 w/ UGWS (Tamiya kit number 35159), indicated it contained the newer armored turret or 'upgunned weapons station' designed and built for the Marine Corps by the Cadillac Gage Textron company. Aside from its steep sloping armor sides, the turret added the Mk 19 40mm grenade launcher along with the standard 50 cal. heavy machine gun, eight smoke grenade launchers and a search light; of which there were apparently only about 350 such turrets constructed. Sadly, this kit was discontinued, though it is often seen listed on web site ads from the Far East and

occasionally England. When available, it appears that this kit version will run from \$60 to well over \$80.

Should you be interested in this build, I strongly recommend you pull up and read the excellent reviews of each of these three kits by Pawel Krupowicz (**<http://www.armorama.com/user.php?op=userinfo&uname=Vodnik>**). Pawel is a young, very dedicated and skilled (at least in my opinion) modeler who lives in Warsaw, Poland. You will quickly see what is right, mostly wrong and missing in each of these kits and more importantly gain a quick insight into the many areas necessary to tackle if you are to model this important piece of Marine armor.

My bottom line is not to even attempt this kit, unless you happen to already have it and are anxious to undertake it (a) as an early operational amphibious vehicle (circa early '70s) or a museum piece (as it is displayed at the Marine Corps' Camp Pendleton, (b) want to add the one or more of the Hobby Fan conversion kits, (c) enjoy self-flagellation and mindless efforts or (d) feel this is the 'totally coolest ever kit' you've ever seen. Should one of the latter choices be familiar, you should really make an appointment to talk with the Chapter Chaplain - you really need to either change your dosage or seek divine intervention. I've seen this kit selling in the \$8 to \$10 range (and it's probably worth that much), but also saw at least one 'dealer' listing it on eBay for almost \$50 as he claimed it's a 'collector' kit? One has to wonder about the sanity of both the seller and sellee in such an arrangement, but then again that's why P. T. Barnum came up with all of his witty (and true) sayings.

Hobby Fan EAAK Conversion Observations

I've not specifically 'reviewed' or commented on resin after-market 'kits' previously, but since this is such a major portion of the completed AMTRAC I felt it was germane to the overall review and worth noting.



layout sheet. I was pleasantly surprised to find only one piece missing, which I fabricated by hand. While many of these pieces are similar in basic shape, there is very little that is the same on both sides. Almost every piece is unique and laying out all of the pieces and sanding them

and filling a few very small surface flaws took me a hour or two. Aside from identifying the parts and their respective positions, and a bit of sanding, I very carefully dry-fit each piece and glued them into position with my favorite, Devcon 5-Minute Epoxy. The only other hurdle I encountered was some warpage of several of the flat pieces. I attempted to overcome this hurdle by simply gluing them 'flat' with my epoxy, which resulted in acceptable results.

Though I have worked with some resin parts previously, they have mostly been very well crafted parts (like you expect to find from Ted Holowchuk, Norm Filer or others who parts are often marketed at our Conventions or contests) and in terms of the detail, surface and overall appearance of these Hobby Fan parts, they are up to the best resin castings I have seen. That said, I find that the resin I've worked with has a tendency to split rather than break cleanly and needs to be cut with a 'Dremel-type' of power saw to achieve the best cut edges and then filed and sanded to the finished surface or shape you are after. Both cyanoacrylate (CA) and epoxy glue seem to work well with the resin, though I enjoy the lengthy five-minute working time, rather than the much faster time you get with the CA.

Looking around for this after-market 'kit' is a bit daunting at best. First, it's a bit hard to locate at all, then there's the price. Most Internet sources I located list this kit from approximately \$74 through about \$120. I watched eBay for several months until I located an online source in China and bought mine for about \$80.

My feeling in the balance, is that if you want to get close to the 'rhino-armored' version of the AAVP7 Amtrak, this is just about the only game in town. The cost factor (and approximately 10 or so hours) is where the judgment comes to play. In my opinion, looking at the finished product, it's worth the effort. I am still debating the cost aspect...and don't like the math at all.

I suspect I should also mention that I (at the same time) purchased the Hobby Fan conversion set (# HF-053), which basically provides the myriad of tiny mounting pieces for the basic AAV7 hull (onto which the EAAK armor kit is applied). This modification kit is about the same price and even more difficult to locate as a kit. And the only visible humor is the box label which says it's the "AAV7A1 w/mounting hare." (and I'm giving those folks in China the benefit of the doubt, suspecting they didn't mean either 'hair' and probably 'hardware'?? But who knows....). It's now obsolete anyway, in my opinion, since the recently issued Hobby Boss kit contains this detail and is very nicely done. Can you image taking the not-so-accurate Tamiya kit, adding both the Hobby Fan EAAK Mounting hardware kit and the EAAK armor? This would run you almost \$200. No tanks!

On this same wavelength are the Hobby Fan kits to modify your AAV7 into a full interior kit and into the AAVR-7A1 Recovery Vehicle at about \$160 and \$145, respectively. Again, these are now available in the Hobby Boss kits and for approximately half the price of the conversion kit and you don't have to beat yourself up using the Tamiya kit. So the future (and now present) is much brighter if you enjoy these amphibious critters.

Several important aspects of this modification are noteworthy in my opinion. The finished appearance is quite good and allows for a contemporary view of this important USMC amphibious vehicle. It really looks 'right' to me and allows you to model this 'rhino'-like vehicle. I looked long and hard to see if I could arrive at this appearance on my own and repeatedly came to a couple of conclusions: no, it can't be done, without going crazy (just interpreting photos of the AAVP7 with its EAAK armor in place), this after-market kit is about the only avenue to this version of this AMTRAC and finally, just after I've purchased both kits (spending way too much), it will be released as a kit by someone like AFV or maybe Tamiya and I'll feel stupid all over again!

This is not a simple conversion and aside from the fact that you have well over a hundred small pieces of resin to remove from their molding bases, just identifying the pieces by number and its position on the hull. The way I undertook this part of the modification was to scan the very poor black and white image on the single page instruction sheet, enlarge it and print it and then to separate the armor pieces (each has a small number molded into its base) and 'tick' off that piece on the printed

Continued on page 16

Revell Germany 1/24th Scale Neoplan Cityliner

by Carl Kietzke

Engine & Transmission

Hiding inside the legally mandated engine cocoon is a simplified, but well detailed engine/transmission assembly. The M.A.N (Machinenfabrik Augsburg-Nürnberg) D 2066 LOH 03 10.5 litre 400 hp is actually very well represented and I almost stole it for another project. The attached transmission represents the ZF TipMatic 12 speed automatic. Since all that can be seen is the engine front and transmission rear, those areas receive the most attention from the mold makers. The engine assembly slots neatly into position and it can be withheld until you are ready for final assembly of the chassis/interior bucket.

Chassis

The chassis, as is the case with modern European buses, lacks noticeable detail. Almost everything is contained within the monocoque shell. The visible suspension components are slightly simplified, but perfectly adequate. Other underside details are molded in relief and could use a little detail paint to bring them out.

Interior

This is where all the detail - and work - lives. First off the passenger compartment underside was shot with Tamiya TS-4 German Gray Lacquer and was then mounted on the chassis bucket. Next the floor and side panels were painted and attached. This is a 55-passenger coach and all the seats are present, waiting to be detailed. 25 seat pairs, plus the 5-seat rear bench equals 56 seats total, including the driver's seat. If you include the two decals each for the upholstery patterns, you have 112 decals just for the basics of the seat assemblies! Detail painting on 50 seat backs consumed several sessions alone.

Once all the detailing was finished, the inside seat arms were attached and then the seats were mounted to the floor and sidewalls. The interior cabinets, rest room, and handrails were all assembled and mounted in their respective locations. An additional 38 decals finished off the interior assembly. Then it was time to get on with the body shell assembly.

Body

The body side panels are some of the largest single chunks of injection molding I have seen in a kit. Only three other kits in my personal experience have larger moldings and all three are marine subjects.

The side ceiling and roof panels are all exquisitely formed and suffered no warpage at all. Revell Germany has a very well thought out system to assure proper alignment of, and a solid attachment to, the chassis assembly. This consists of multiple keys on the side panels that mate with holes in the chassis/interior. There is only one slight downfall, at least on the one I have - the sides are riddled with sink marks at the keys that were not apparent until I had applied the final clearcoat.

Therefore next time round, I will glaze fill the side panels to assure they are gone.

All panels slot together along regular production panel lines, so nothing to hide there. There is a section of the roof that is designed to be removable to show off the interior. However, after studying the view available, I decided to secure the panel and just go with what can be seen through the windows and doors. Now for the last great challenge of this build. Since I had decided to go ahead with the factory demonstrator color scheme as provided on that huge decal sheet, it was time to apply the side logo decals. The left side decal is almost full length and has limited carrier film. Proper alignment to panel lines is absolutely crucial and required much care and finesse. One full day was required for each of the sides and rear and about half that again for the front. OK, decals on, hang mirrors, doors, and the last of the light lenses and the Neoplan is finally finished.

My few haggles with the kit have already been covered. Overall, this is a wonderful kit that fills a gaping hole in my personal commercial vehicle collection. Was it worth \$125? It was worth it to me, yes: I actually have purchased two. The next one I build will be for an actual in-service coach for a carrier yet to be determined. I do have some neat ideas from my trips to Europe. And I might just completely open the engine compartment for the challenge and detail possibilities. This kit is not for beginners, it does require some technical skill just to deal with the sheer size and available detail. Now, if I could just justify the purchase of four more of these kits so I could build the three-axle version AND possibly the articulated prototype that has been proposed...



Movies Movies Movies/ *Tank Overhaul 2009*

by Marilynn Laird

For those of us who were around when they came out, or remember them fondly from our younger days, a number of the really popular war movies have been released in Collectors Anniversary Editions with a two-disc format. The second disc has extra footage, stories about making the movie, movie trailers, shorts, vignettes, documentaries on the same subject, and newsreel footage. A big plus is they are now in digital format, and the images and sounds are much better quality. Costco has the following all for \$9.99: *Battle of Britain*; *Tora Tora Tora*; *A Bridge Too Far*; and *12 O'Clock High*.

I watched the first episode of *Tank Overhaul 2009* tonight on the Military Channel. The subject tonight was the German Ferdinand Assault Gun also known as the Elephant. The subject is one that has been on display at the Aberdeen Proving Ground in Maryland for some time. This example is documented as

having fought at Kursk and at Anzio, where it was knocked out of action and captured. I did a search on the collection as some of our chaps were back there a few years back and reported that there was no effort to preserve or stop deterioration. There exists now the Ordnance Museum Foundation, which is reversing the trend. The restoration crew spent five weeks on this vehicle as that was all that they were allotted. Indications are they are only doing an exterior restoration, and nothing was mentioned about preservation or restoration of the interiors. Their website is <http://www.ordmusfound.org/index.htm>

Tank Overhaul is Wednesday nights on the Military Channel, they are showing one episode of last year's series prior to the new. The lineup I was able to find are these: British Comet; German Ferdinand; German Panther; British Centurion; US Sherman; US M-24 Chaffee; US M18 Hellcat; Russian BMP.

LVTP7A1

from page 14

Overall, I like this Tamiya kit as only a 'good' kit and would give it a 6 on the 10 point scale and the Hobby Fan mode kit as a 'very good – though darn expensive' and an 8 of 10 points. I would recommend it anyone who is interested in replicating this essential USMC armor piece, especially if you're interested in the contemporary conflict in the Middle East. It is just about the only way to get to the Marine AMTRAK we see so often in the news, TV or Internet. I thoroughly enjoy the finished model, though the 'build' was a bit of a chore, isn't still totally accurate and would estimate about 70-80 hours time spent on this project. I think it's a worthwhile addition to my armor collection.

Meeting Reminder

April 11
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.

