Seattle Chapter News

Seattle Chapter IPMS/USA
July 2009

PREZNOTES

Another airline Preznotes - and me with nothing to complain about. For the first time in ages I got an exit row seat. Leg room aplenty! And the guy next to me was just as happy as he was three inches taller than me. I'm jetting my way back from a trade show (which was a disappointment) in New Orleans. I had an opportunity to see a bit of the French Quarter, sampled some gen-you-ine New Orleans food and took a boat ride on a steam powered paddle-wheel boat up the Mississippi river. Unfortunately I missed the D-Day museum which was only a few blocks from my hotel. Next time...

That being said, I wish I had something interesting to comment on. The hot weather we've seen for the last month has really put a crimp in my bench time. I've done more non-modeling stuff at my bench than the "important things" that I should be doing there. As a matter of fact, my eldest son has used my bench for model building more than I have, mostly to finish a diorama for his college graduation project. He passed. And graduated. And needs a good job.

I really need to get my hind end in gear as I have a couple of models that I REALLY need to finish for forthcoming shows. My Kingfisher for the December Pearl Harbor contest just needs decals and finishing, my Merkava project for the 2010 Modelfy contest needs to be started. I also have a model I'm trying to finish for the Galaxy Sci- Fi club contest this fall. Here's hoping for a bit of precip later this week.

I'll bring the sign up sheets for IPMS Seattle shirts to the July meeting, then I'll be sending in the order. I'm hoping to have the shirts by the August meeting. For those that have sent me an order by e-mail, I have those noted already.

We'll see you at the meeting,

Terry

Dale Moes

Dale Moes, longtime member of IPMS Seattle, passed away suddenly on July 3rd.

A memorial service is being held at 2 PM, Saturday, July 11, at St. Elizabeth Episcopal Church, 1005 SW 152nd Street, in Burien.

Dale Moes, left, seen with fellow modeler George Stray at the latter's recent wedding

In This Issue

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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.

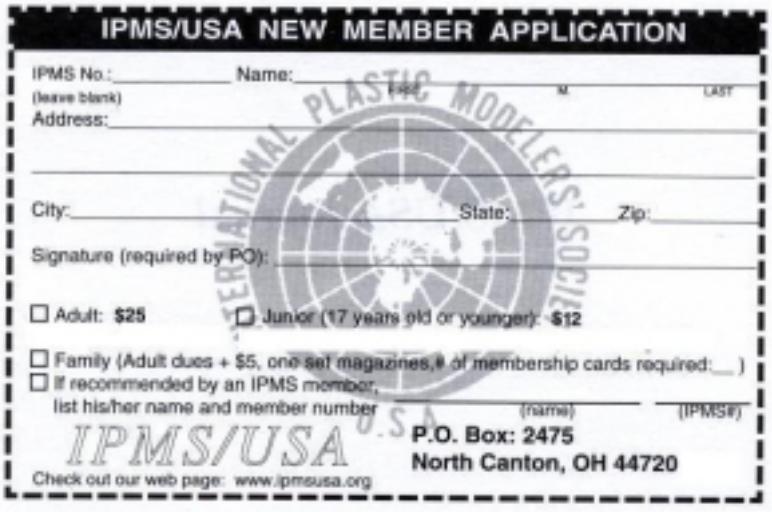
The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put 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 accessable place.

July 11
August 8
September 12
October 10



Eduard 1/48th Scale F6F-3 Hellcat 'Weekend Edition'

by Scott Kruize

I'm confident all readers of this newsletter know what the Eduard Weekend Editions are all about. The normal Eduard boxings include lots of very finely detailed photo-etched parts, and large decal sheets with multiple color and marking schemes, well illustrated in a large instruction pamphlet. Frequently, different versions of the same basic aircraft can be built.

Weekend Editions are simplified, having no extra sprues for alternate versions, nor any photo-etched frets. The small decal sheet will be for the single color scheme shown on the box top art and on an abbreviated instruction sheet.

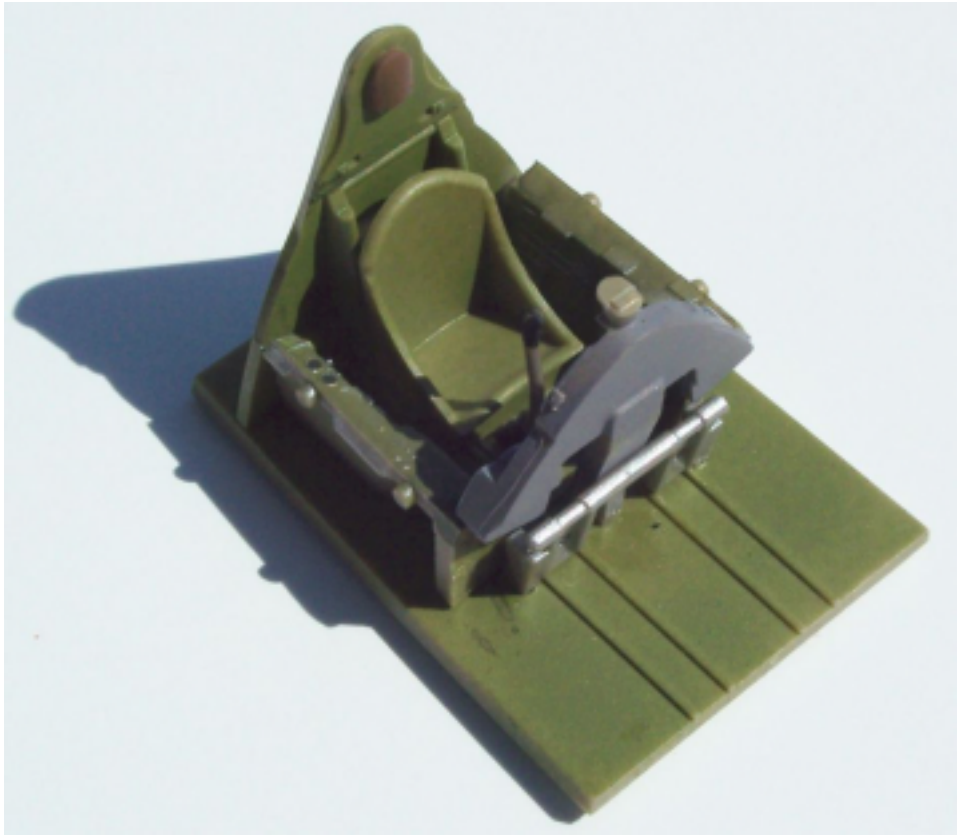
In theory, therefore, such a 'simple' build can be done in a weekend. I personally have never heard of such, and at Show-and-Tells at meetings of the IPMS Seattle Chapter, or the NorthWest Scale Modelers, a member can always provoke a flurry of cynical laughter by naming how many months it's been since he first started in on his Weekend Edition. But make no mistake. The reason these kits take a while to build properly is that they're so good. They're nothing like kits from way back Then, when you might have nine or nineteen pieces to put together. This Eduard Hellcat has more like ninety.

Mostly as a nostalgic exercise, I recently built the mid-60s Monogram 1/48th scale F6F kit. At the time, their World War II series, particularly those representing the major U.S. Navy types, were far and away the finest I've ever seen. Monogram claimed their models were engineered not just from factory drawings, but measurements of real aircraft in museums, giving great accuracy to their dimensions and details. In consequence, even nowadays their F6F doesn't look too bad. But it consists of about 30 parts, not counting ordnance, and this new Eduard release is orders of magnitude better in every way.

My bookshelf contains many references to the Grumman Hellcat, so important to our winning WWII, especially in the Pacific. One such reference is from the "In Detail and Scale" series. The Hellcat volume, by Bert Kinzey, concludes with a 'Modeler's Section/Kit Reviews', and besides the Monogram kit, describes the other 1/48th scale offerings from Fujimi and Otake (ARII). I'd acquired both but hadn't got around to building either before this opportunity came up. The Fujimi kit is pretty severely criticized for both fit and accuracy, although the Otaki rates highly. But this book was written in 1987, and I've no doubt that any revisions must acknowledge that the Eduard kit is leagues ahead.

The kit parts are in the same gray-brown plastic I'd encountered in my prior Eduard build, the Polikarpov I-16. The plastic seems just the right density, hard enough to hold fine detail perfectly, but soft enough to be easily worked, when necessary, with X-Acto knife and fine files.

Of course the cockpit assembly is first, and the difference between the modern Eduard offering and Monogram's oldie is unbridgeable. Monogram just put a slotted back plate at the aft end of the bay, and a slightly-detailed instrument panel in front. Into the slot a seated pilot figure is glued; that's all. By contrast, the Eduard kit has 14 parts, although no pilot figure at all. You



guys who really like super-detailing your cockpit interiors will find an excellent basis here, even without the regular boxing's photo-etch fret.

I wish my camera had better close-up capability, because my picture here of its main subassembly does not do the cockpit justice. I spent about two hours assembling and painting it, to make it at least presentable.

After this cockpit detailing, the next step allows a substantial amount of the physical kit build. The fuselage halves go together around the cockpit assembly, aft cockpit windows, tail wheel molding, and a small exhaust plate underneath the cowl. To the assembled fuselage, the engine and cowling subassemblies are attached, then the tail feathers and the wing subassemblies. There isn't much to the engine and wing subassemblies, and if you're working with super glue, as I did, the major portion of the build can be done about an hour. Say: there might really be some justification for calling this a weekend edition, eh wot?

Earlier, I said earlier different versions can't be done but that was oversimplification. During F6F-3 production, a minor change was made to the lower cowl, where two gills were found to be unnecessary. This kit has moldings for both. Also, there was some revision (simplification?) to the wind screen structure, and this choice is also available.

The wing panel subassemblies fit into sockets molded into the fuselage sides. I don't recall seeing such an arrangement in modern times, but Eduard has certainly got the technique right. The assembly was easy, the fit was snug, and just by making sure the parts were fully together, the dihedral angle was perfectly set.

A side note: this build article is supposed be about how well the kit's been engineered, not about how clever and skillful I am at surgery and cosmetics. So I used no filler whatsoever. The fuselage center seams and the wing edges were given

some very light scraping and sanding, mostly to remove slight super-glue squeeze-out. I thought the results are very good just as they are, but expect that anyone trying to do a contest-winning job will have to do at least some of filling of the fuselage center seams, to make them disappear altogether. But that still shouldn't be much.

Besides the different versions of the F6F-3's windshield, there are two canopies. They look alike, but allow the builder to pick between a closed canopy or one that's open on its mounting rails.

The landing gear main members are quite strong, with the fragile minor components easily glued on afterwards. This is way better than on, say, the I-16, where everything was wobbly and fragile till all the pieces were glued together and set. Here's something I hadn't seen before: each wheel is in four pieces: two hub halves, two tire halves. They fit well together and the hub detailing is beyond reproach.

A single color scheme is illustrated, and provided with the necessary decals, in keeping with the Weekend Edition theme. The choice they made was for a Yorktown plane whose pilot scored a couple of victories but was then lost in action on the Fourth of July 1944. I didn't feel like exactly duplicating this scheme on my build, partly because of its grimness, but also from my reluctance to do any 'straight out of the box' scheme nowadays. It opens the possibility that someone might put an absolutely identically-marked model next to mine at a contest or show.

This is not to criticize the supplied scheme, or the decals to make it up. I did use most of the kit decals. They're in two groups. The first is a remarkably numerous set of very tiny stencil markings, giving loading information, fuel indicators, tire pressure inflation information, and the like. I did find that following the locations scheme in the illustrations did not always put appropriate markings in the right place. Incredibly, the printing is just beyond my ability to read with my unaided eyes, but perfectly legible under a magnifying glass. I recommend you read each before deciding where it ought to go. Having worked once in a silk-screen printing shop, where we never did work remotely this detailed, I very much

admire the skill of the Czech silkscreen firm that Eduard contracted.

There is one major warning I must give about these tiny stencils. If you soak one free of its backing paper, then attempt to pick it up with a toothpick or tweezers, you'll find it so thin and supple that it will immediately roll or fold in on itself. I found the only sane way to work with them was to cut each tiny one-decal section of backing paper entirely off the sheet, dip it briefly in water, then place the paper on the model right next to the desired location, and slide the tiny decal into place with a toothpick, blotting it down right away. This gives the decal no chance to misbehave.

The second group of decals is of course for the major markings, including the national insignia. I found these reasonably easy to work with, but with not-quite adequate opacity. The white is not quite opaque enough over a blue-painted background. There are two great peculiarities in the national insignia. On the two for either side of the fuselage, the circular surrounds, and the horizontal bar outlines, are in deep navy blue. The disks around the Central American star, however, is a slightly lighter shade. And the top wing's star and bar are in silver-gray, not white. No pictures in any of my documentation, even in "In Detail and Scale", show markings like this. I don't whether these are mistakes on Eduard's part, or the result of truly careful detailed scholarship. (I used a conventional star decal from my spares box on the upper wing of my build, as you can see in the pictures.)

The lack of photo-etched parts doesn't mean there aren't fine final details. To the contrary, there are lots of them, all very nicely molded on the regular injection-molded sprues. Some are so small they are difficult to manipulate even with tweezers. One very strong recommendation I must make: to detach these exceedingly tiny parts from the sprues, only Micro Mark's cutting tweezers worked. Hacking at these tiny moldings with a regular razor knife, cutters or clippers, however sharp, messes them up.

I still have a little work to do on these tiny details, which our English modeling cousins refer to as 'fiddly-bits'. No doubt about it: this kit is a challenge, and I'd be skeptical of anybody who claimed to put one together in a weekend. But it's so nice in its overall quality, the ease of fitting its component parts, and the impressively well-made fine details to finish it, that I unreservedly recommend this kit to anyone who wants to model this famous and worthy American warplane. I hope my pictures and review encourage you readers. This kit is worth all the weekends you can spare.

My thanks to Eduard for the review kit.

Zvezda 1/35th Scale Mercedes L4500S 4.5T Heavy Cargo Truck

by Andrew Birkbeck

Injection molded models of WW2 cargo trucks have over the years been few and far between. From memory Italeri produced an Opel Blitz kit way back in the 1970s, which is still available today. Tamiya then did their version of the Opel Blitz last year. Tamiya also did a Steyr 1500 a while back. Other than these three kits, I can't think of any others. So I was very glad to hear that Zvezda was to do a kit of the large (4.5 tonne) (Mercedes) L4500A. Having never built a Zvezda kit, I was keen to see what the quality was like. I am very heartened to say: excellent!

The kit comprises seven sprues of injection molded plastic parts, six in tan, one in clear for the windows. There are no photo-etched parts in the kit, and besides the plastic parts, the modeler also receives a small well-printed decal sheet covering two vehicles, one in plain dunkelgelb of the 62nd Infantry Division, Kharkov 1942, the other a later war three color scheme for the 24th Infantry Division, "Western Front" 1944.

The tan plastic parts are extremely well molded and flash free, with one exception. The bench seat parts for the rear cargo bed (Section 9 in the instructions, parts F2 x4) had some heavy sink marks in my kit. Other than this, there were no other molding flaws, and no visible ejection pin marks once the kit was assembled. Detail on all the parts is very crisp, the wood sections of the rear cargo bed being particularly well-produced.

The kit is very well detailed, with a full engine built up from 21 separate parts, with the truck chassis being equally well detailed, with even the exhaust pipe and muffler having a combined nine parts. Each of the seven wheel/tire units has three parts, though I have never seen tires with such a tread pattern, and I don't have any good reference photos to confirm or deny what Zvezda provides. If you too aren't happy with this feature of the kit, a little judicious application of "mud" should sort things out.

Construction is fairly straight forward, and if one follows the well laid-out instruction sheets, the builder shouldn't have any major difficulties. Construction starts with the extremely well detailed engine, Sections 1 through 6. This is then followed by the construction of the chassis and rear cargo bed, Sections 7 through 15. Lots of parts, lots of excellent detail, but be careful to make sure everything is aligned correctly so that upon completion the model sits well upon its wheels/tires.

Assembly sequence 20 and its sub-sections detail the construction of the driver's cab. I would carefully assemble and paint the interior of the two doors, and the front and rear of the cab, sub-sections

20d and 20e, MINUS the windows. Once you have test fit the four sections of this cab (assembly section 20), to where you are happy with the fit, glue them together and let them set up thoroughly. Note that one absent item missing from the cab is decals for the instruments, part B4. Once the cab has thoroughly dried, mask off the interior, and then paint the exterior, including the roof, part B12. Then carefully prep and test fit the clear "glass" windows, and glue them into the appropriate spaces with your favorite clear part glue. When set up, attach the roof part, B12, and carefully mask the cab and paint the B12 area.

The decal sheet is simple, providing unit markings for the front fenders, license plates, and a vehicle loading stencil for the driver's door. These went on without fault to my model.

My model is missing the following: a wing mirror, and the two wipers. Why? Because I taped them to a Popsicle stick and carefully painted them, and then for the life of me I can't remember what happened to them after that. Sorry!

To conclude: simply put, this has been the most enjoyable build I have experienced in a good many years. The kit is extremely well detailed, and from what I can work out, very accurate. And the parts fit like a glove. What more can you ask for!

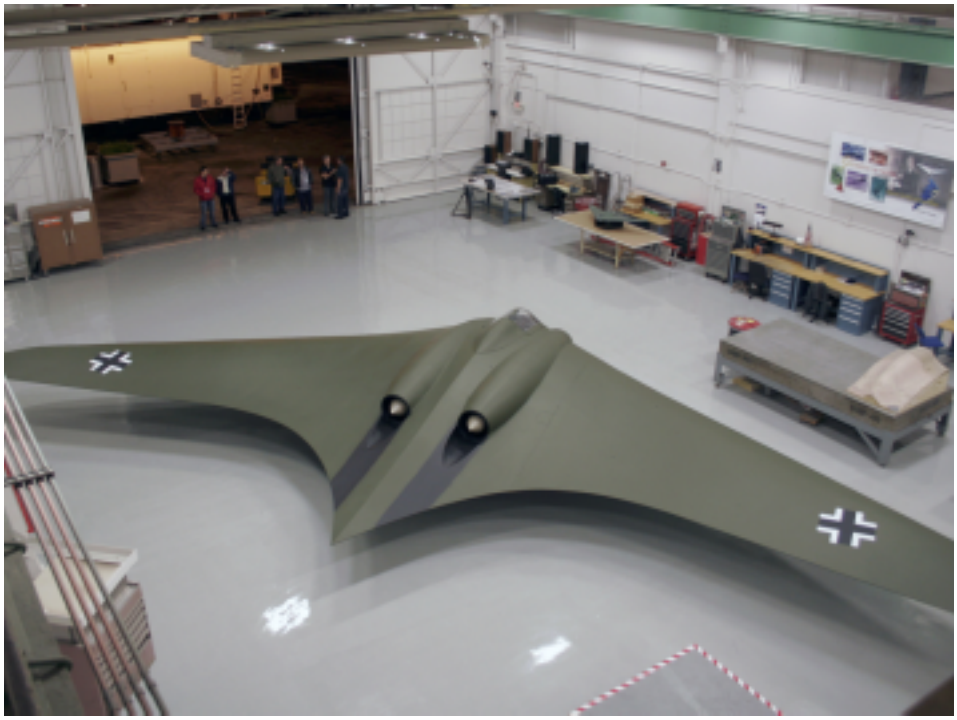
My sincere thanks to Dragon Models USA for supplying IPMS/USA with this review kit, and allowing me such a great time.

Check out their web site, **http://www.dragonmodelsusa.com/**, for lots more kits, books and accessories.

Kit Number: 3596
MSRP: $41.95

Hitler's Stealth Fighter

by Paul Ludwig



The one-hour televised program about the Horten 9/229, *Hitler's Stealth Fighter*, shown on the National Geographic channel 673 in HD was extremely interesting to me because the Northrop/Grumman corporation wanted to build a full-scale model of the plane! No one outside the privileged few has seen the real Ho 229! N/G built the model to have it tested for stealth capability using N/G's facility in the desert using modern radars. The Ho 9, conceived early in the 1940s, did not receive the official designation Ho 229 until March 1945. When I first learned that this program was going to be televised I had visions of the model being donated to a museum! The fact that N/G used its secret model-making staff and building to build the model was alone an interesting matter. That was taxpayer money going into model-making! Who needed to know that the Ho 229 was stealthy or not? But the staff had their fun. N/G certainly was the right corporation to do it, owing to its background in building flying wings.

The N/G staff was allowed access to the real Ho 229 and took measurements. The center section was shown as it is, without the outer wing panels, in the Silver Hill facility of the NASM and I was amazed to see how small the center section is. Photos in books of the real Ho 229 show it towering over American troops because the nose gear was so high. There was no mention of when the real Ho 229 will be restored. The close-ups of wood paneling showed marked deterioration.

The well-known scale engineering artist Arthur Bentley had drawn the Ho 229 thoroughly years ago but though there were scenes showing his plans laid out on desks, all were "Nazi" plans and Arthur did not receive credit in the film. Well-known author Dave Myhra was pictured and used as an authority on the jet flying wing.

Most interesting to modelers would have been the vacuforming of the real-size canopy using nearly the same methods John Alcorn uses with the exception that when the large pieces of plastic (two of them) were removed one at a time from the heater and held down over each side of the full-size cockpit form, five men using gloves molded the plastic to the form with their hands. There was no use of John's method of ramming a softened piece down over the form in a one-time-only method. The canopy on the N/G model had to be re-done several times before they got it right. The large piece of plastic (just one piece on the first try) was not attached to any holder and the man retrieving the heated piece simply held it in his hands and brought it to the form where other men waited with gloves on. The plastic was of course much thicker than John uses. The model was built of wood as was the real Ho 229 but things such as the inlets and exhausts and compressor blades and canopy fixtures were created using a compound over wood which simulated metal in a radar return and there was metal in the wing-fuselage joint fittings and perhaps the pilot's seat and instrument panel too.

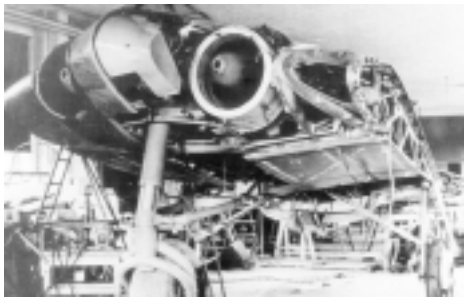
The model was built without landing gear since the model's only purpose was to be suspended on a plinth five stories high and be fastened to a moveable turntable to allow the model to be turned then hit with radar from all angles. The entire cockpit was made including the instrument panel and pilot's seat. The first stages of the compressor for both twin jet engines were made with some form of material which was molded and allowed individual compressor blades to be modeled and were treated to give a radar return similar to what metal would do.

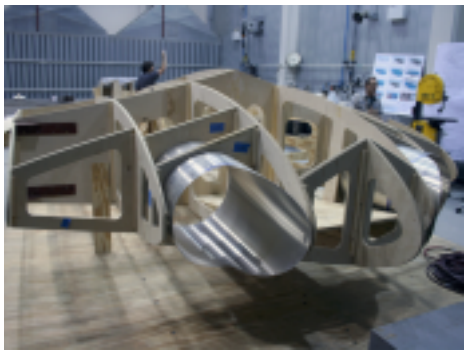
According to the testing, the Ho 229 would have had a 20% reduced radar signature compared to then-contemporary aircraft but it would have been fast and would have caused devastation. Until seeing the show, I did not know a cockpit gives a radar return. Myhra stated that the Horten brothers were designing a six-engine jet flying wing bomber called the Ho 18 at the very end of the war and that Goring wanted it to carry an atomic bomb to New York in 1946. As with all historians who attempt to convey that Germany's wonder weapons came within an eyelash of changing the outcome of the war, some who spoke on the film of course wondered out loud about what would have happened if thousands of Ho 229s had fought the air war.

Use of computer-generated images portrayed the Ho 9/229 taxiing and in flight and even dogfighting Spitfires and shooting down B-17s. Computer-generated images got the landing gear and tires wrong!

There was a series of scenes concocted to simulate an Ho 229 in a hangar draped with Nazi flags and with Luftwaffe personnel in vintage uniforms loitering about and there was a scene in that same "hangar" when simulated American troops found the plane in a big, empty hangar but as we know, the capture of the plane showed it to be in a very small very confined room filled with junk, so to speak. The "hangar" was of course the N/G modeling building and the Ho 229 in it looked tiny.

The reason I really wanted to watch the show was to hear news of what will be done with the model. In the beginning of the show an employee of Northrop/ Grumman said all previous secretly built models were scrapped after testing to prevent them from falling into enemy hands but since no one really cares whether or not the Ho 229 was stealthy, I am hoping there may be discussions regarding a museum asking for the model since its secrecy ended in 1945. All it would need to look real would be some landing gear!

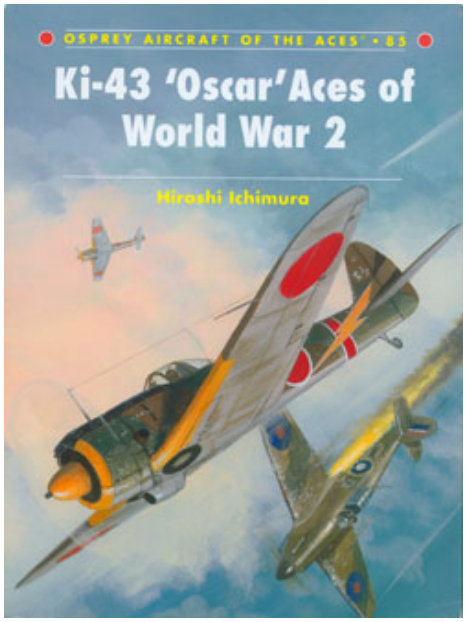




Aircraft of the Aces 85: Ki-43 'Oscar' Aces of World War 2, by Hiroshi Ichimura

reviewed by Chris Banyai-Riepl

The newest in the Osprey Aces series examines one of the most attractive Japanese fighters, the Nakajima Ki-43 Hayabusa. More Ki-43 aircraft were produced than any other land-based Japanese fighter, and the large numbers meant that more Japanese pilots obtained ace status in this plane. In fact, the list at the end of the book has more than 60 pilots scoring anywhere from seven victories up to Satoshi Anabuki's 39.



The author is particularly well suited to describing a history of the Ki-43, as he is the son of an Imperial Japanese Army Air Force pilot. Building on that heritage, Ichimura established the publishing house Dai Nippon Kaiga and has specialized in producing quality publications on Japanese Army aircraft.

The book jumps into the combat operations right away, with the Ki-43 taking on

Continued on page 16

Bronco 1/350th Scale Type IX U-Boat

by Chris Banyai-Riepl

The history of the U-boat is well documented, both in print and on the web. The Type IX was the long-range submarine of the Kriegsmarine, and the Type IXB has the distinction of being the most victorious of all the U-boats. Bronco's model, therefore, holds a special place in submarine modeling. For those interested in knowing the histories of the individual boats, I highly recommend the website uboat.net: The U-boat War 1939-1945, at **http://www.uboat.net/**. This site has an incredible amount of information on the U-boats of the Second World War, including histories, photos, and technical information.

This model is almost entirely a painter's model, as the assembly is quite simple. However, there is one area of contention in assembly that needs a careful hand, and that's in attaching the upper hull to the lower hull. The resultant seam is a challenge to fill, as it comes very close to raised and recessed hull details. And there is no avoiding the seam, as the moldings are slightly rounded at the edges, creating a shallow trench. The best solution was to mask off the detailing and apply layers of Mr. Surfacer until the seam was filled. In looking at my finished model, I can see that I should have done a couple more layers. Ahh, well, something for the next one (and I hope Bronco does a Type IXC with the cut-down deck and enlarged wintergarten).

Aside from the main hull, the other fiddly assembly comes with the arrangement for the shafts, rudders, and rear dive planes. This is a fairly complex assembly, made all the more tricky by the small size of all the parts. Just removing some of these finer details from the sprues was challenging, not to mention adding them to the hull. Still, slow going and careful fitting will pay off. I rushed a bit on these, and as a result one side is just a bit out of alignment. I thought about fixing it, but was afraid of completely breaking the parts. Not wanting to attempt to scratch replacements, I'll live with it (and just not photograph it from that angle).

While on the subject of fine details, one of the most challenging pieces to put together was the bow cutter. This is made up of three pieces: the main cutter and two separate V struts. Those V struts are extremely petite, so to remove those from the sprue gates I used my JLC saw (available from UMM-USA; if you don't have one of these yet, get one, it's worth every penny and then some). That allowed me to remove the parts without damaging them at all. After gluing them in place, I filled in the attachment points with Mr. Surfacer and then touched it up with some light sanding with fine grit paper. The remaining parts, such as the deck guns, conning tower, and periscope masts, were cleaned up and set aside for painting. All in all, basic assembly was really only a couple days' worth of work.

When I had started this model, my initial thoughts as to colors was a gray hull and conning tower, hull red below the waterline, black boot top, and probably a teak deck. That would actually be pretty colorful, and looking at the color work in the Squadron *In Action* on U-Boats, it seemed to be a valid assumption. However, knowing that sometimes those *In Action* books are sometimes not quite right with regards to color information, I poked around a bit online to see what the prevailing color theory was on U-boats (the Squadron book dates back to 1977, after all).

After a bit of searching I came across this document: *Kriegsmarine U-Boat Colours & Markings* (downloadable at **http://www.rokket.biz/models/modelsweb/rokket/u557/images/uboat_colours.pdf**, in PDF format, a PDF reader like Adobe Acrobat is required). The author has done an incredible amount of research on the colors and markings of U-boats, with the result being that my Type IX would basically be two colors: light gray and dark gray/black. So much for a colorful boat. In addition to detailed information on the colors used, this document also covered another big area of interest: that of weathering. Knowing how the ship looked in basic colors was only the first part in finishing this model, and the information on the weathering was highly welcome.

So, with that information in hand, the first step was to paint the basic colors. I left the

conning tower off to aid in finishing (indeed, the fit is so snug that it is not even glued down on the finished model). I used Floquil railroad colors, with Grimy Black for the dark gray and Milwaukee Road Gray for the light gray. These two shades gave a very close representation to the colors outlined in the *Colours & Markings* document. The deck is dark gray because it was not teak, which was in scarce supply. Since they used local wood for the deck, they painted it to protect it from damage.

With the basic colors on, the next step was the initial weathering. I started with the deck. Now, while I said that the deck was painted, it also wore down in the high traffic areas, revealing the underlying wood. My initial thoughts on how to replicate this was to use oil paints and apply a wash of brown, thicker than my usual wash I use for accenting recessed details but still thin enough to be somewhat translucent. After accompanying the spouse to the local scrapbook store (you'd be amazed at what you can find there!), I came home with something that showed promise: Copic pens. These are alcohol-based ink pens that have two tips on one pen (at least in the version I picked up). In addition to the ink pen, I also picked up a blender pen.

So, how do these pens work? Well, it couldn't be simpler. I just used the fine tip of the Burnt Umber pen (there's something like 200+ colors available in the Copic line) and drew some lines on the top of the deck. The ink dried instantly; by the time I took the pen off and moved my finger to see if it would smear, it was already dry. So my thoughts of smearing it after application were dashed. Enter the blender pen. With the blender pen, I started rubbing over the lines. The ink immediately reconstituted and I was able to blend it around, taking a solid ink line and turning it into a translucent wash. The more I used the blender, the thinner the wash became. After a bit of practice, I was able to exert precise control over the amount of blending, and as soon as I took the blender pen away, the ink once again dried instantly.

The deck looked great, but that was a dark brown on a dark gray surface. I thought I would try this next on some rust on the side of the hull, on the light gray portion. Here the fine tip really paid off. I drew a fine line with the Burnt Umber, then used the blender pen to run that down from the vent hole. On the finished model, some of the rust is from the Copic marker, and some is from my bottle of RustAll. After using these markers, I don't think I'll be using the RustAll on my ships any more, as the level of control given by these markers is significantly greater than anything else I've tried.

There are some other benefits to these markers. Firstly, they are refillable. So, while they are a bit pricey, being able to refill them means that you can use the same marker for years and years. As a secondary benefit along the same line, you can buy empty markers and mix the inks to get custom colors. So if one of the 200+ colors doesn't match what you need, start mixing and matching until you get that exact shade you need. There is a downside, though: the lighter colors are translucent. I picked up a light green that I had hoped to use on the scumline on this sub, but it all but disappeared on the dark gray, even before trying to blend it in. For the darker colors like Burnt Umber or any one of the dark grays/blacks, it should be no problem, and if you're using the lighter colors on a light-colored model, you will get some great effects. Just stay away from using light colors on dark models.

Oh, and another bit of warning: it doesn't take long for these pens to become rather fun to use. So be forewarned, you might end up pulling down a bunch of your finished models and adding more weathering to them.

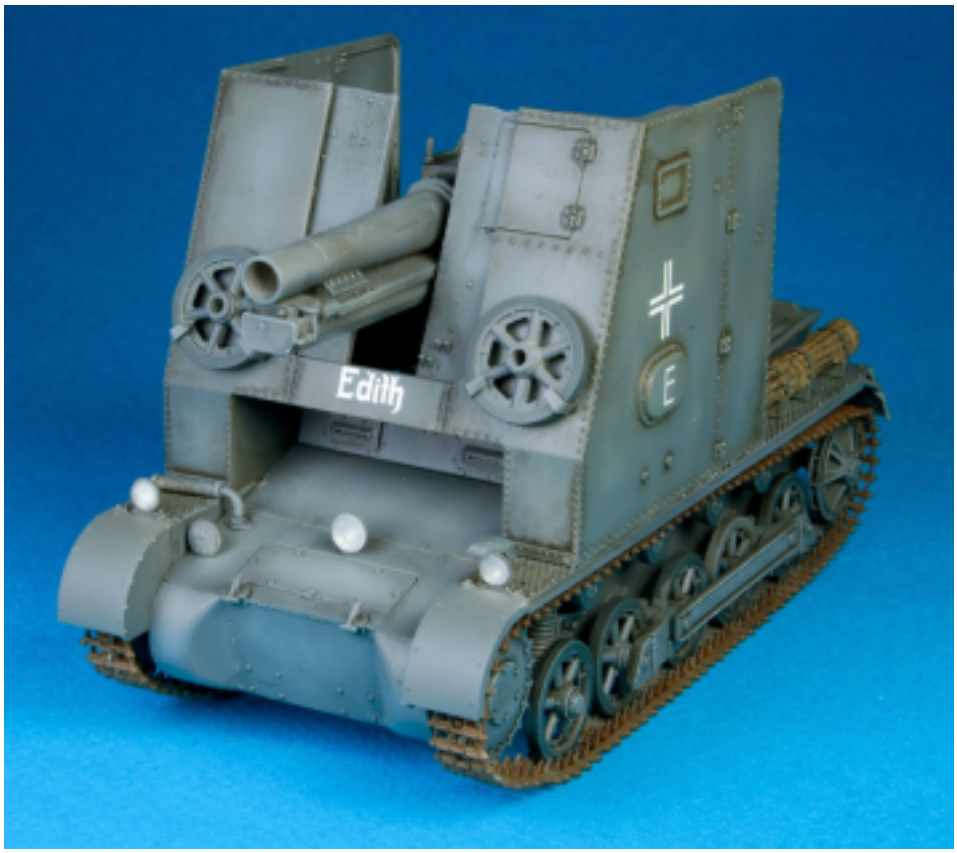
With the main assemblies painted, stained, inked, and drybrushed, the next step was the finer details. The deck guns were painted up, with the fore gun having the top half painted dark gray as some U-boats had (that was a challenge to do!). All the guns received some drybrushing to bring out the detail, then attached in their respective locations. The main hull railings (two styles are included in the kit; I chose the full railings) were attached, with some additional hull rust stains running from the stanchion attachment points.

For the conning tower, I returned to the *U-boat Colours & Markings* document and started adding details. Well, painted

continued on page 16

Dragon 1/35th Scale 15cm s.IG.33 (Sf) auf Pz.Kpfw.I Ausf. B

by Andrew Birkbeck



15cm s.IG.33 (Sf) auf Pz.Kpw.I Ausf. B, indeed! Apparently, the vehicle behind this long name turns out to be Germany's first self-propelled artillery piece. It utilized a surplus Panzer I Ausf. B chassis and a 150mm s.IG 33 wheeled artillery piece (with one on top of the other) partially enclosed in a rudimentary steel plate "box." Like the original vehicle, DML's new kit consists of parts from their Pz.Kpfw. 1 Ausf. B kit, #6186, together with many of the parts from the Cyber-hobby Models' s.IG 33 #CHC 6473 (Cyber-hobby Models is a DML sister brand).

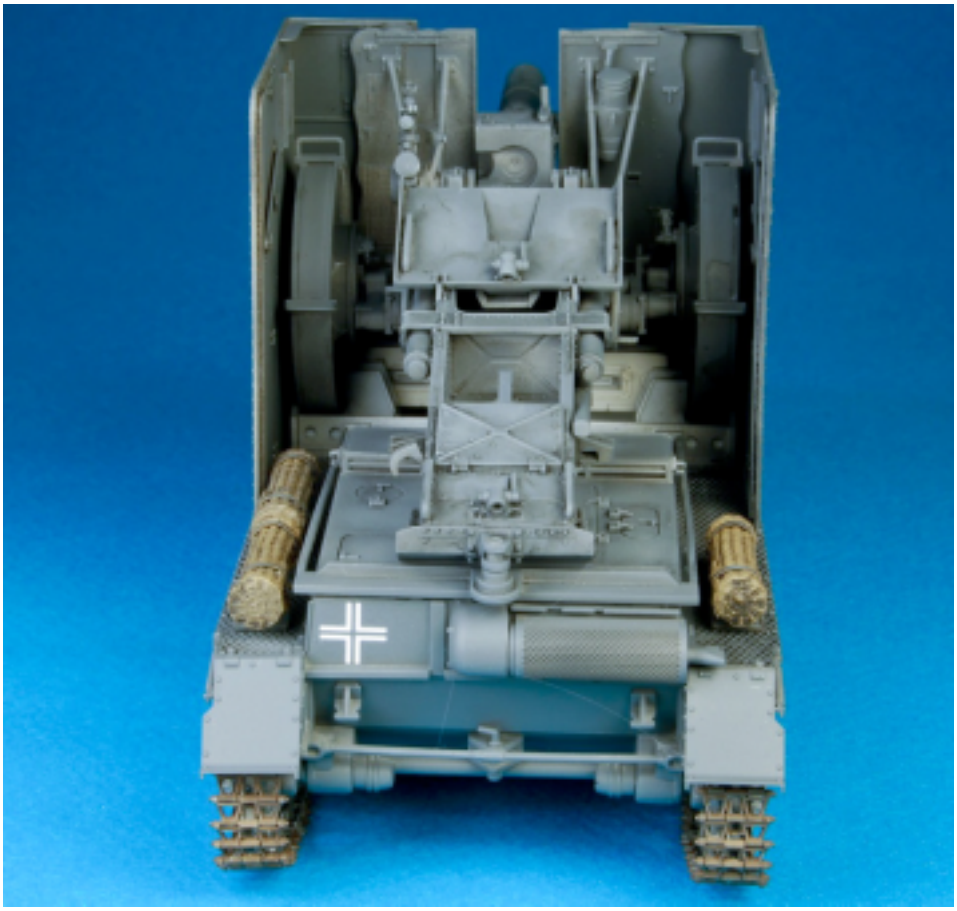
Upon opening the box, the modeler is greeted by a great assortment of injection molded sprues for the tank chassis and gun, the new upper superstructure, a bag of "Magic Track" individual link tracks, photo-etched detail parts, a turned-aluminum gun barrel for the howitzer and a lovely, albeit small, sheet of Cartograf (of Italy) decals. Despite the fact that only 38 of these vehicles were ever produced, DML manages to provide the modeler with five different paint schemes, two from France 1940, one from the Balkans (1941), and two from Russia (1941-42 and 1943).

The parts, as we have come to expect from DML, are extremely well molded, with no ejection pin marks visible on any of the parts once assembled. Detail is extremely crisp, and the fit of the parts is excellent in all areas. Construction begins with the Panzer 1 lower chassis, including all the road wheels. It is here that one finds the one major fault with this kit: the instructions. First, there are parts that are mislabeled and second, there are parts that suddenly appear on the instruction drawings without showing you what they are or how they were installed. They just appear, poof!

Starting in Section 1, note that sub-section "A" lists the road wheel as L1, when it is, in fact, L2. The large nut that is listed in this sub-section as J6 is, in fact, J8. Section 1, sub-section "C" lists the road wheels as L2, when they should be L1. In Section 3, I would advise the modeler not to install the front and rear fender parts B24/25 and D17/18 until after the tracks have been installed. Note that it is in Section 3 that parts mysteriously appear in the drawings: check the rear end of the lower hull, and you will see that something has appeared attached to the cross piece A10, which was installed in Section 2. The mystery parts then disappear in the drawings that show the rear lower hull in Section 4!? Sections 5, 6 and 7 have the modeler assembling and installing the driver's area, including a nicely-detailed transmission unit. This area will need painting and weathering prior to moving on in the assembly sequence, otherwise it will be impossible to do later.

Section 9, and the modeler needs to decide which of the two "versions" of the armored "box" they wish to install. The drawings in this section indicate the difference between parts N1 and N2, although they are so subtle as to almost be indistinguishable. Note, however, that whichever of the two parts you do decide to use, you will then need to install the correct parts from among N4/5/6 and N7. Note also in Section 11, assembly of the jack, that the part listed as B32 should be part B31.

Moving right along, we progress to the assembly of the s.IG 33 field howitzer, wheels and all! Things move along nicely for the most part, but it is CRITICAL to carefully study the drawings. Section 21, check BOTH drawings for the proper



placement of part A42, and in Section 20, make sure you don't get part A66 upside down. Section 22, make sure you know exactly how parts A20/22/19/31 fit together and where they are to be attached to the two wheel units "G" and "H".

The instructions call for attaching the tracks in Section 26, at the end of all the construction sequences. Personally, I think this is a big mistake, as the model is very unwieldy by that time, with lots of parts that can easily be knocked off as you maneuver the model to install the tracks. I installed my tracks way back in Section 3, once the road wheel units were installed. The model is very compact at that point, with very few fragile parts installed that could be knocked off during handling. The tracks are very easy to glue together, and fit near perfectly. Once installed, they are firmly in place and painting them on the vehicle is easy.

I painted my model with using Gunze Sangyo's Mr. Color acrylic lacquer paint, thinned with Mr. Color "self-leveling" lacquer thinner. The results were superb, as the paint flowed extremely well out of my Iwata airbrush, and per the thinner's promise, self-leveled beautifully for a superbly smooth finish. My one regret is that I didn't lighten up the Panzer Gray with more white, as I feel my model is a tad on the "dark" side.

This is a first-rate model, that with the exception of the instructions, makes for a trouble-free build. It is highly detailed, utilizing state-of-the-art injection-molded parts together with a small number of PE parts and a turned-aluminum barrel. It comes highly recommended to any modeler with moderate modeling skills. My sincere thanks to Dragon Models USA for providing IPMS USA with the review kit.

Kit Number: 6259
MSRP: $59.95
Website: **http://www.dragonmodelsusa.com/**

IPMS Seattle Meeting Dates for the Rest of the Year

Here are the IPMS Seattle meeting dates for the rest of 2009. All will be in the banquet room at North Bellevue Community/Senior Center, and all will be on the second Saturday of each month, with the exception of the November meeting, which will occur on the third Saturday.

July 11
August 8
September 12
October 10
November 21 (third Saturday)
December 12

2009 Show Schedule

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 Silvanna 5th Annual
11/8 Clackamas OSSM

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

Skyway Model Shop Sale

Skyway Model Shop will be having a special sale on Saturday and Sunday, July 11 and 12. Everything in the store will be 20% off, with selected items 50% off. There will also be sale items in the parking lot, weather permitting. For more information, see the Skyway Model Shop web site at:

http://www.skywaymodel.com/

Trumpeter 1/32nd Scale Fairey Swordfish Mk. I

by Steve Gallacci

A big box full of plastic. Twelve sprues, one a duplicate of the fuselage in clear, a big sheet of photo-etch, and "rubber" tires fills the big kit box I got thrust at me to review. All kinds of fiddly-bits, major parts covered in details, wow, where to start?

Eleven different sprues, like I said. The fuselage halves and smaller fuselage panels on sprue "A", duplicated in clear plastic for an alternate see-though build, has all kinds of surface and interior details. And looking at the kit instructions sprue diagrams, it looks like half the other parts in the kit will fill the fuselage up nicely.

The cockpit is made up at least 37 parts, including all kinds of fuselage structure and a gun and radio for the third seater. There is also a fairly complete looking engine and fuel tank to help fill out the interior and front end.

The wing center section looks like it can be done as a separate sub-assembly, and the wing outer sections added there after. That ought to make painting all these sections easier. The outer wing sections are Big Slabs of Plastic, and to my taste, have somewhat over-stated rib details. But what do I know?

The kit also provides you with extra parts to allow the wings to be built in the folded position. And decals for two machines, a 1941 "Sink the *Bismarck*!" scheme and a 1942 scheme. Looking good so far. The photo-etched rigging for this biplane looks a bit daunting but with a little luck, shouldn't be too bad.

And a torpedo, don't forget the torpedo! (though to get the kit done in time, I didn't build the weapon, though it does look pretty good.)

However, even though I don't know that much about this machine, I did notice a problem, or rather a lapse, in all the details. The kit has molded in the exit guides for the elevator and rudder control cables in the fuselage sides, and the control horns on the elevator and rudder, but make no mention of adding the control cables themselves. The radio aerial is also not noted, but visible, along with the controls on the box art (unfortunately, part of the aerial run is not shown, and I don't have any references for this machine, so don't know where the line leads). Adding lines with your favorite rigging material is awfully easily done, but it is an odd little missing bit for a kit that otherwise appears to be trying to cover the subject rather completely.

The overall impression is that this will be Some Kit to build.

This is, by and large, a simple, "follow the instructions and you'll stay out of trouble" build, due to all the bits in the fuselage. Having review built several Trumpeter kits now, I can say they are getting better with each new release that I've worked on so far. Fit is mostly almost shake and bake easy, flash is limited more to slight mold mis-alignment edges that are easily cleaned off with the draw of a knife. A little filling was needed along the main fuselage joints and wing leading edges, but nothing a little dash of filler couldn't fix.

The instrument panel (part K) installation seems incorrect and ought to be fitted further aft, attached to the cockpit front combing, and there is a mystery strut (part E7) in the second crewman's 'pit that starts on the floor and goes - somewhere.

The struts between the wings simply don't fit very well; the faired ends of the struts don't seat down well into the wings, and while trimming them a bit around the edges will help them get into their location holes, trimming the bases to seat them deeper for a better looking installation will throw off the photo-etch rigging. The only real fix in this case, would be to dry fit and rework the faired ends of the struts to better match up to the wing surfaces.

The photo-etch rigging, though a bit heavy and possibly out-of-scale, does stiffen the assembly and can help align everything. But only if you follow the instructions and don't alter anything. However, if you want to clean up the strut mounts and such, the rigging can be modified for alternate assembly, though expect a lot of test fitting and tweaking. And a little warning, the lower wing has sections of photo-etch along the surface that plug into mounting holes that also have to accommodate the flying and landing wires, so don't be too quick to flood those mount holes. Finally, the photo-etch was hard for me to cut off the sheet, and I had to buzz off the burrs with a Dremel with a fine grinding wheel.

The wing bays look like they might be sort of iffy in fit for assembly in the extended position, the outer wing sections not matching up well with the center sections. I chose to build the kit with the wings folded in part for that reason. The folded wing assembly was no problem.

To accommodate pre-painting all the complicated parts, a few things can be done to make it all easier.

The cabine struts (parts C27, C23) can be modified to not have to sub-assemble into the top-center fuselage section (part A6) and instead attach to the top wing center-section that can all plug together later. The support struts (parts B15, B17) atop of the lower wing center section can be attached after painting as they fit very well and make it simpler, especially if doing the 1941 scheme.

The tail plane and rudder can be not attached until after painting, the lower support struts (part C22) can be cut off the mounting plate and glued in place easily enough, the rear struts can be threaded through the fuselage, so need not be cut apart from each other.

The engine exhaust collector (L1) can be painted separately from the rest of the cowl, and for that matter, the whole engine can be kept off and out of the way until final assembly.

The upper wing leading edge slats could use additional scribing to enhance their outline.

The tail wheel strut (parts D5, D18) really needs re-enforcement, as this model is a rather heavy bit of plastic. A section of steel wire through the strut should do the trick.

I suspect the connection strut (parts B4, B5) between the upper and lower ailerons should actually connect between the ailerons (?) and not between the upper aileron and the lower wing surface. The correction is easy enough.

There is a little shackle ring on the tail that can be opened up.

The kit instructions do not include any kind of detail painting; the cockpits are simply “interior green over all, brown seats, black radio and instrument panel”. The interior clearly has all kinds of stuff and some creative painting can really enhance the appearance, some referenced details can punch up the ‘pits even more.

The exhaust collector on my build was simply Testor’s small bottle “copper” with a thin wash of acrylic black and then blue for heat discoloration, the acrylic thinned with clear acrylic medium, though acrylic clear “glue” is about the same and will do.

The main colors were Model Master enamels with a coat of clear gloss coat lacquer to put the decals on over. The decals were exceptionally flexible and conformed to the most complicated surfaces with the help of some Solveset.

Weathering was minimal, just a little to break up areas and to add a little texture.

I did a final spray of dull coat after final assembly to hide glossy spots of glue and tone down the photo-etch rigging and to generally make more uniform the look of the whole model.

I may, or may not have, made a mistake in the paint job, in that I painted the wing struts all in “Sky”, while the kit instructions show them to be in wing camo colors. I don’t know which is correct, though I like the look of my version.

Even though this is an OOB kit review, I did add control cables to the tail surfaces and may actually do some research to find out how to rig the radio aerial. With the large open cockpits all kinds of extras could be done, and I’d assume alternate markings and configurations are possible.

While the Swordfish is not a subject I’d choose, the kit was a joy to build, just busy and challenging enough to feel accomplishment and the results, even as a quick build over a couple weeks, off and on, are pretty impressive. How accurate? Dunno, but boy it looks neat!

Ki-43 Aces of World War 2

from page 9

the British over the Malayan Peninsula and Indochina. Against the early British aircraft such as the Buffalo and Blenheim, the Ki-43 performed admirably, and when the Japanese encountered the AVG pilots in their P-40Bs, the aircraft showed its superiority in maneuverability. The Ki-43 was by no means invincible, though, and some losses occurred on the Japanese side as well.

Following the initial beginnings of combat in Southeast Asia, the book follows the Hayabusa through to Burma to China, New Guinea, and finally the Philippines. The author does an excellent job of combining careful research with personal anecdotes, with the result of a page-turner of a book. Interspersed throughout the book are many photographs showing the diverse colors and markings of the Ki-43, and since these photos are in black and white, the center color profile section is also of great use. Drawn by Jim Laurier, these are of high quality and do a great job of detailing the varied camouflages worn by the Ki-43.

This is an excellent book in the Osprey Aces series, and I hope the author continues his work and produces more titles on Japanese Army Air Force aircraft for Osprey in the future. My thanks to Osprey Publishing for the review copy.

Publisher: Osprey Publishing
ISBN: 978-1-84603-408-4
Binding: Softcover
Pages: 96

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

Bronco Type IX U-Boat

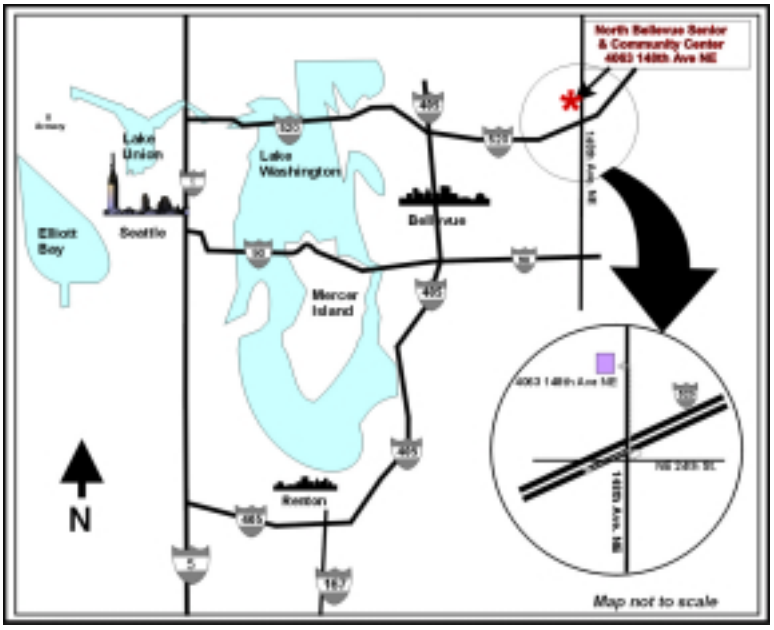
from page 11

details, as I wasn't about to try to add all the various bits and pieces, not in this scale. I painted portions of the inside dark gray to simulate the wood 'padding' applied to the inside edges, which kept the crew from freezing to the metal. The periscopes I gouged trying to remove from the sprue, so those were replaced with plastic rod suitably shaped.

Attaching the photoetch railing around the wintergarten was probably the most challenging photoetch I've had to work with yet. A truncated cone, not only did I have to roll this in a circular shape, but I had to bend the stanchions in at the proper angle to get everything to line up right. The attachment points were nothing more than the ends of the stanchions, which was not easy to work with. On the fourth try I finally got it on, but it's not entirely even and looks quite a bit clunkier than the hull railings. I'll have to rethink how to do that for my next U-boat. The only step left is the rigging, and as I have misplaced my Lycra thread, that is waiting until that spool resurfaces.

Overall, the Bronco Type IX U-boat is a fun build, with just enough challenges to keep it interesting, without being overwhelming. I look forward to seeing future Bronco submarine kits, and I hope they decide to tackle some of the post-war boats as well. I would be really happy to see a line of 1/350th US SSBNs, or some of the last diesel boats. My thanks to Stevens Internationalfor the review kit.

Meeting Reminder



July 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.