

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2009

PREZNOTES



A “plethora of plastic” seems to be showing up at all the local hobby emporiums lately. Everything from the TSR.2 to a Martian war machine, a new Fletcher class destroyer, a flying sub, and a bunch more too numerous to list. I’ve made some comments on a few of the new ones elsewhere in this issue, but here, I’d like to comment on the TSR.2.

It’s the newest from Airfix and appears to be typical of their latest releases. The kit comes in a monster size box, actually large enough to hold four Dynavector TSR.2 vac kits. The Dynavector kit, until now, has been the only 1/48th scale rendition of this beautiful flying machine and Airfix appears to have carried it off quite nicely. The model is molded in white plastic with engraved panel lines, nice weapons bay and gear well details, and more. Some would say that the cockpit details are a little sparse, but you won’t see that much anyway if you leave the canopies closed. I’ve been told that parts fit is quite good and requires minimal putty work if care is taken during assembly. One point I’ve read about is that the main gear is splayed too wide, but have read other reports have said that it is OK. I’ll let you know when I get that far.

The decal sheet is complete with markings for three aircraft, all the stencils and everything one will need to build the aircraft. The only issue I have with the kit is that color callouts are given using Humbrol paints but all the instructions give are the Humbrol color numbers - not the colors, so I had to search on-line to find out what colors the numbers referred to. Other than that it looks to be a top seller for Airfix and if you’re interested in getting one, I don’t think I’d wait too long. As with their 1/72nd TSR.2, this one is a limited edition kit so I would suspect it’ll be out of stock soon and the only way to get one in the future is to pay too much on eBay for one. I highly recommend this one and even though only one aircraft flew,

there are numerous aftermarket decal sets for this one, all due to the vivid imagination of modelers that feel that overall white is not the only color scheme for the aircraft. There are two separate sets of decals for “what-if” versions of the aircraft. I’m leaning towards the NASA version myself, but that’s a whole different adventure...

One more thing about the TSR.2 is that we have a local connection to the real thing. The father of our esteemed editor, Robert Allen, actually worked on the aircraft. I hope he finds the interest in the TSR.2 in the modeling world as much fun as we modelers are having with it.

Our Spring Show is only a month away and our meeting this week will be to make sure everything is taken care of. We’ll need volunteers for all areas of the show, from registration, raffle, hosting, and judging. This year, we also have a number of seminars which is a new area for us and we’ll need help in that area as well, so be ready to sign up.

That’s it (for now).

We’ll see you at the meeting,

Terry

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IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held 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.

March 14

April 18 (Spring Show at Renton)

April 11

May 9

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M LAST

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$25 Junior (17 years old or younger): \$12

Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
 North Canton, OH 44720

Check out our web page: www.ipmsusa.org

Northwest Scale Modelers Annual Winter Show at the Museum of Flight

article by **Jim Schubert**

photos by **Tim Nelson
and Jim Schubert**

The standing order, “Maximum Effort!” for this year’s big show started coming down from General Frank Savage, aka Tim Nelson, in December. “Bring all your models.” Was the exhortation we heard from the General at every meeting, kaffeeklatsch and casual encounter. He’s a real slave driver but if you’ve ever been to an IPMS-USA National, you’ll know that organizing independent-minded modelers is akin to herding cats. This job gets done well and on time because of the good leadership provided by the General. Good on ya, Tim.

Every year over the Presidents’ Day weekend (this year, on February 14 and 15) the Northwest Scale Modelers put on a two-day model show for Seattle’s Museum of Flight in the Museum’s Great Gallery. This is a superb venue for a model show. The show is our quid pro quo to the Museum for the free use of a meeting room each month.

A show goal each year is to have more models, and especially more modelers, than the year before. This year the model count was 1,959 from 65 modelers; the second highest and highest ever, respectively. A lot of modelers won’t participate in this event because of the exposure of their models to the breakage that is the inevitable part of having to pack and unpack them twice and having to transport them to the MOF and back home. I reckon this risk is our payback, or dues, to the hobby that gives us all so much enjoyment. I personally slightly damaged six of my 161 models during unpacking and set up. These were quickly repaired and on the display tables by Saturday noon. I then slightly damaged three packing up Sunday evening. I’ve been too busy, as of this

writing, to unpack so I don’t know yet if any damage occurred in transit home.

Each year the 8th Air Force Association has a large display section at our show and this year they presented a round-table discussion in the MOF’s Allen Theatre on the history of the 8th Air Force. Chris Bucholz, Editor of the IPMS-USA *Modelers’ Journal*, presented his new book *4th Fighter Group, Debden Eagles*, No 30 in Osprey’s Aviation Elite Units series. Our modelers supplemented the Association’s display with models from our collections and with a special presentation of faux WWII Recognition Models. The MOF staff also set up a display of some of their genuine WWII recognition models that were cast in one piece from a brittle, hard, rubber-like plastic.

This year, as the past two, the show was laid out “By Modeler”. Next year we will return to a themed presentation. It’s beginning to look like this will be a “Time

Line of History” presentation” but that’s not set yet. Although this show is held in an air museum, models of all subjects in all media are welcome. Mike Morrow, owner of Aero Aces, for example, brought several of his rubber-powered flying scale models and several No-Cals. We had tables full of cars, armor, figures, ships, Sci-Fi, etc.; the more the merrier.

Those of us who are members of the Wings of Peace internet forum received a pleasant surprise Saturday morning when WOPer Alex Bigey, from Tahiti, showed up. He was in the US for A340 recurrent training.

Skyway Model Shop, and Galaxy Hobby Shop, again presented make-and-take programs for kids on both days of the show. These were, as always, very popular. NWSMers and IPMSers helped the kids during these programs.



Do it Yourself Decals: Eduard's 1/48th Scale Albatros D.III in Turkish Markings

by Ken Murphy

Each December, IPMS Seattle holds a group build contest. The subject for this year was the WWI Albatros. A great choice I thought, since the colors and schemes are endless.

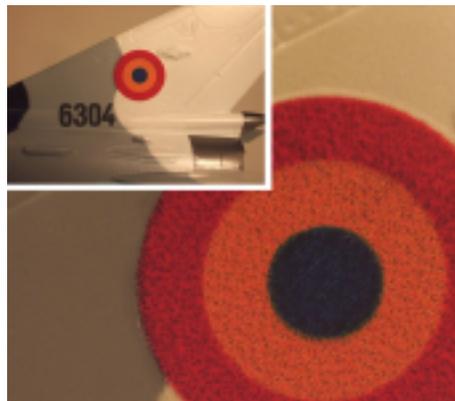
I started working on the Eduard Weekend Edition D.III, planning on doing one of those flashy schemes, when I received my copy of "Small Air Forces Observer." This excellent black and white newsletter covers interesting aircraft and histories of small air forces worldwide (if you're interested in this sort of thing, contact the publisher, Jim Sanders at: safo@redshift.com). I was enjoying an article focusing on the air war in the little known conflict between Turkey and Greece just after WWI, when to my surprise the author mentioned the role played by a few Albatros D.III's! How cool is that? An Albatros in bright red Turkish crescent and star markings would certainly stand out on a table full of black crosses. There was just one problem – where could I find decals of such an obscure subject? The only real choice was to make the decals myself.

It's not as though I hadn't done it before. I had just recently made decals for a Romanian MiG-21 with Testors Custom Decal System using decal paper for ink jet printers. They turned out okay, but I was less than thrilled with the sharpness and density – as in basically there isn't any. Ink jet inks are transparent and they are just that on the decal. In order to get the kind of density I needed, I printed up the roundels on white decal paper first, and then placed two more copies printed on transparent over them to finally get a "solid" color. They look okay at a normal distance, but close up, they look a bit soft and you can see the dithering pattern (dithering being the dot pattern created by the printer to blend and overlap the



primary colors to create other shades and tones. The coarser the resolution of the printer, the more pronounced the dither).

If you have tried the Testors system yourself, you've probably had mixed reactions as well. It seems to be fine for basic colors, solid red, blue, yellow, and black, in other words, colors that can be made up of 100% cyan, magenta, yellow or black. The trouble comes when you have a color such as orange that's composed of say, 100% yellow and 50% magenta. The printer "dithers" a dot pattern of 50% magenta in the yellow, which at most printer resolutions is plainly visible. I



found that overlapping copies such as I did for the MiG will blur the dithering a bit and deepen the color, but it also makes for a more blurry edge to the image.

I certainly considered these issues when I contemplated creating the decals for the Albatros. Since I was going to be doing something in solid red (100% magenta, 100% yellow), I thought I might just get away with using the Testors system, but just as I was about to take a deep breath and give it a go, my modeling buddy Scott Kruize turned me on to a new product: BEL INC laser print decal paper. <http://www.decalpaper.com:80/>

Wow! Something you could run through a laser printer! I was excited for two reasons: much higher printer resolutions and much denser, more opaque print.

As the site declares:

"Create your own water slide model decals for planes, trains & automobiles! Develop your own water mount model decals for detailed model projects like model railroads, die-cast cars, ships, vehicles, rockets, airplanes, etc. Water slip decals

can help to customize your models with signature stripes, logos, initials, and signs to make each creation an original.”

The paper works with ALPS printers, laser printers, and color copiers and comes in:

* Clear Paper: White backing paper with clear lacquer film.

* Blue Paper: Blue backing paper with clear lacquer film.

* White Paper: White paper with white film.

They are sold in packs of 25, 50, and 75 at about a dollar a sheet, less for the larger packs and you can select any combination of papers in your order.

You can use clear decal paper for most lettering. However, most printers or copiers do NOT print white except for the ALPS 5000 printer. If you are using an ALPS and printing white they suggest their blue decal laser paper (with clear coat) so that the white print will be easier to see on the blue background. The ALPS MD-5000 printer utilizes dry ink to print single colors or multiple combinations of white, gold, silver and many other colors. However, if you do not have an ALPS printer, you can use their “white” paper for graphics that have a white color background.

Note: the paper is slightly thicker than normal copier paper, so be sure to feed it into the printer one sheet at a time. Be sure to mention this fact if you go to Kinko’s or some other print shop. Also I recommend that you test a couple of sheets with your printer or copier to ensure compatibility prior to producing multiple copies, and make sure you’re printing on the correct side of the paper! After the prints are made, I use a light coating of clear lacquer or acrylic clear to seal and protect the decals. The manufacturer suggests Krylon Crystal Clear finishing spray. Further instructions on how to use the paper are on the website.

Before I could try it out of course, I would have to create the artwork. Not a problem

in my case. I’m a professional graphic designer by trade and I have the kind of tools I would need. But how do you do it? Well, there are a number of ways to get started in the Do It Yourself Decal industry. In fact, you don’t even need a computer. If you can find an image of the graphic you want to use, you could take it to Kinko’s and make a copy. Of course, you’d want to size it correctly. My method for this is to measure the model as accurately as possible, then copy the image in several sizes, going about 5-10% larger and smaller than my measurement. I then make a copy on plain paper, cut out the image and place it on the model. I often find that it’s one of the other sizes that fit best. Once I’ve identified the winners, I make a copy of them on the decal paper and I’m on my way. The advantage of this method is that it is cheap and fast. The downside is that the images are copies of copies and quality suffers accordingly. For that reason alone, I prefer to do my own artwork. So how do you do it?

First of all, be aware that **you do not need to be an artist** to do this! Building roundels, crosses, numbers, or stencils requires no artistic skills or ability. All you need is access to some tools.

First of course, you need a computer. It doesn’t have to be super hot, most of this stuff is not memory intensive. It helps if you have a scanner, or access to one. I have one of those combo scanner/printers: an Epson Stylus CX4800. It’s an ink jet printer so I can do the Testors stuff here at home and the scanner does a very nice job up to letter size. We’ll see why that’s handy in a moment. Again, you don’t have to own these things, your library has computers available and maybe you have a relative (say your hyper-computer savvy son or granddaughter) who can help you out.

Next, you’ll need a graphics program to draw with. I use Adobe Illustrator, which is a very capable professional tool. Unless you plan on going into the business, I don’t recommend it, as it is quite expensive at \$600! Corel Draw is another great program with tons of features, but it too is

pricey at nearly \$400. But what if you’d rather spend that kind of money on models rather than software? Well there are a lot of alternatives from cheap to down right free. Many computers these days come with some sort of drawing program in their software package. Check to see if you have one and if it’s easy to use. But if you want to get a program more powerful than the Etch-o-Sketch that came with your computer, you can take a look at what’s available out there. Wikipedia gives a nice list of programs. http://en.wikipedia.org/wiki/List_of_vector_graphics_editors

Of the Vector Graphic Editors, the one that seemed to me to be the easiest to use and most capable is Inkscape. It is an open source program and best of all it’s FREE! Just go to this site to download it. <http://www.inkscape.org/>

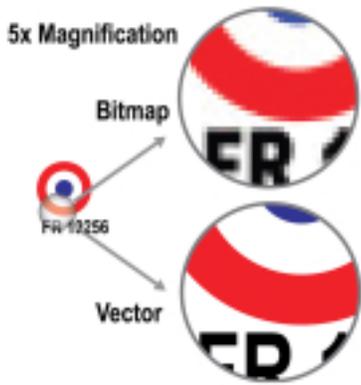
I was able to draw the roundel, cross and serial number in just a few minutes of fiddling around with it. It helps to be familiar with these types of programs, but even if you aren’t, I’m sure you will be able to figure it out with the Help feature and some trial and error.



Another recent “find” of mine is a FREE web application call Sumo Paint. You don’t download it, but use it right off the web, so it doesn’t take up space on your computer. You can find it at their website. <http://www.sumopaint.com/web/>

This is a bitmap editor program much like Photoshop. If you prefer to “paint” rather than “draw,” this might be a better choice.

If you don't know the difference between bitmaps (paint) and vectors (draw), perhaps a short explanation will help.

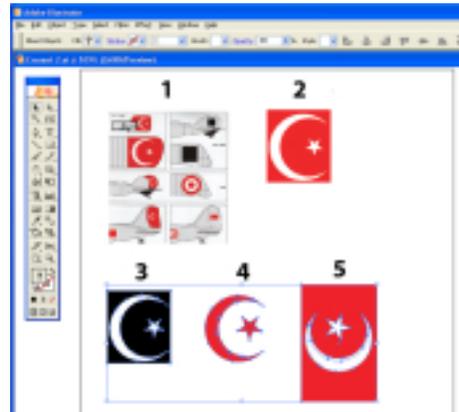


Vector graphics use geometrical forms such as lines, curves and shapes, which are all based upon mathematical equations, to represent images on your computer. Vector graphic formats differ from raster graphics (often referred to as bit maps), in which the images are an array of pixels, as is typically used for the representation of photographic images. The advantage of using vector tools is that you can create using shapes and forms that remain sharp and clear at any size. Type manipulation is also sharp and flexible. Raster or bitmap editing tools can be more intuitive, but output is severely degraded if the image is enlarged. You may have noticed how images degrade when you print them out from the web. A comparison between the two might be this: vectors are like cutting out shapes with a scissors and placing them on top of one another like a collage. Raster images are like finger painting; you smear the pixels around 'til you get what you want. But the best thing is to use them together, as we shall see. In the meantime, for more detailed information about this hot topic, visit the Wikipedia article. http://en.wikipedia.org/wiki/Vector_graphics

Now that you have the equipment, the software and materials, what's next?

Here are the steps I took to create my decals:

As you can see in this screen shot from Illustrator,



1.) I did my research – finding this illustration in “Military Aircraft Insignia of the World” by John Cochrane & Stuart Elliot, which I scanned, then

2.) cropped the part of the insignia I wanted and placed it in Illustrator.

3.) I was able to use Illustrator's tracing function to trace the crescent and star creating a vector graphic (as indicated by the blue lines and squares that represent the curves and lines of the vector).

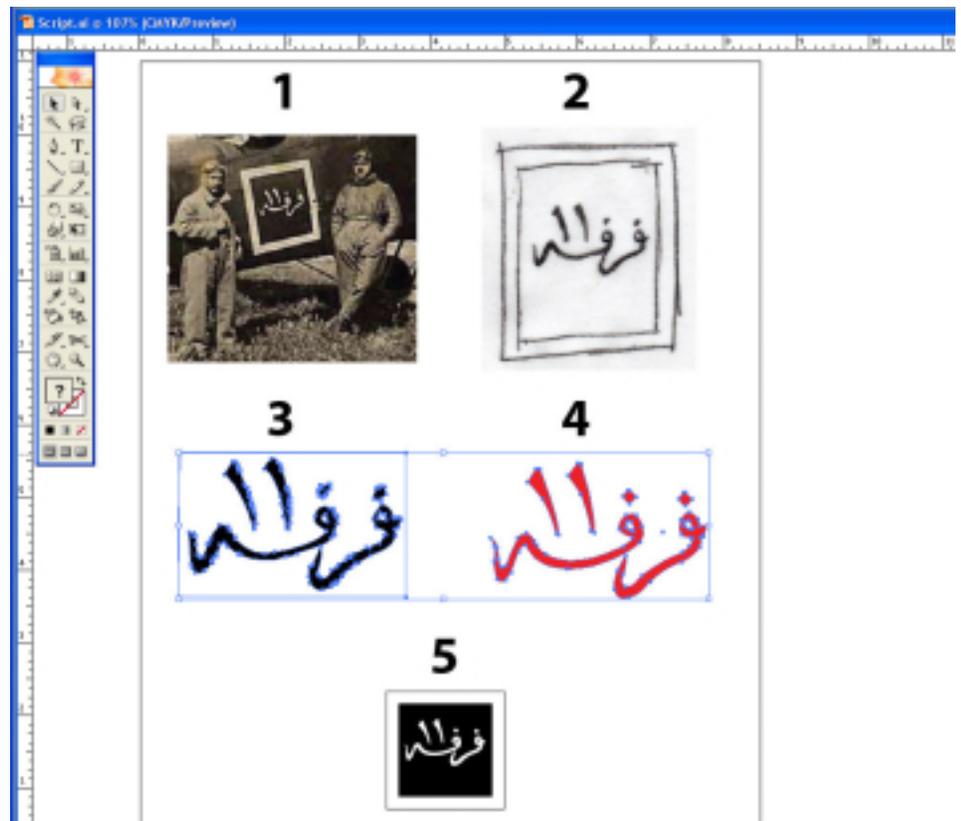
4.) I removed the background square and changed the fill color to red (just to check that I had what I was looking for, I could have used any color), after which I

5.) rotated the image, drew a box around it, colored it red and changed the red crescent to white to complete the image.

I used a similar approach for the black square and script for the fuselage sides. In this case however, I needed to find some way to recreate the Arabic script. I decided to do it the old fashioned way, as you can see in the second screen shot:

1.) I enlarged the photo,

2.) made a print and traced it with tracing paper and pencil and scanned the results



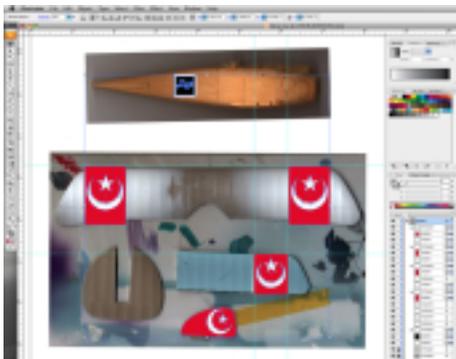
3.) which I then traced using the tracing function.

4.) I cleaned up the image to smooth the lines using a smoothing tool, then

5.) drew a square and placed the script inside.

If you were using a raster or bit map editor instead of a vector program, you can use the scanned image to "paint" over it, creating your graphic. If you already have a scanned image, why can't you just use that? Of course, you can – if the image is of acceptable quality. Most images you may want to use may be of poor quality, due to printing dot patterns, lack of color (black and white pictures such as I was working from) or just generally not a crisp copy. The whole point of doing this process outlined above is to give you a clean, sharp image.

With the insignia now made, I needed to size them. In this case, rather than guesstimate, I just taped the wing, tail and fuselage on a piece of scrap plastic and scanned them. I then took the scan and placed it in the file with my insignia and used it to size the decals.



Then it was just a matter of making the copies on the laser decal paper. I used clear film, so I had to paint the areas under the decals white, which created one last problem. The decals were just a hair wider than the white areas on the wing, leaving a dark edge. I solved this by aligning the decal exactly on one edge of the white, then took a X-acto knife and gently rocked

it along the other edge to cut off the excess.

The new laser decal film is excellent. The laser printer gives a nice, bright, dense copy. Using a vector program allows you to create crisp, sharp graphics. The great news here is that these tools will allow us to create any images, any insignia, any flashy graphics we can think of. We are no longer restricted to whatever we can find in the piles of decal sets at the hobby shop. Not that I have anything against the great decals they provide. In most every case, buying a special decal set for something you want to build is the easiest



and fastest way to decal-up. But when there's a subject that you just have to do and there's nothing out there, you're not out of luck anymore.



DML/Dragon 1/35th Scale PzKpfw IV Ausf G

by Bob LaBouy

Initial Comments and Caveats

For those who are keeping notes and track of such things, this is the 3rd Pz Kpfw IV I've built, and follows close on the heels of my just completed Ausf E, also by DML/Dragon. In a 'nutshell' it's another great kit. Scaled correctly (to the dimensions shown on several web sources), lots of surface detail and from my references looks like the Ausführung G in every respect. As you have probably seen in earlier reviews, this is the third version of a PzKpfw IV that I've built (sadly my first being an older Tamiya version built about eight years ago) and I think there's probably one more 'IV in my near future. Why so many of the same tank you probably asking (while thinking that I should see some professional help with what you are beginning to surmise is a serious mental illness or at least a serious vitamin deficiency)? As I mentioned a couple of years ago, this entire craziness began when I read one of the scholarly articles by Stephen Ambrose in which he surmised about which pieces of military equipment had the greatest impact on the outcome of WW II.

While there are many similarities, there are also several differences, notably that this is one of Dragon's Ausf E version (kit # 6264), which is one of their '3 in 1' kits; aside from the fact that several variations of that tank may be built, there are also a lot of parts, many of which you will probably never need or use. That short-barreled version, as you may have deduced from my prior notes, was a real gem and builds into a great model, albeit a slow build since it comprised of many more parts.

This current Ausf G version is notable in several respects. It is clearly labeled as a 'Smart Kit,' which I believe means that it is



a simple, less demanding version to build for the modeler. This should not be construed to mean that it is simple or less demanding. There are often subassemblies which have only 3, 4 or 5 parts as opposed to the prior kit's 8-12 parts for the same area on the kit. It has a much smaller number of parts — meaning only about 600+ parts as opposed to the almost 1,000 parts in the Ausf E kit. There are many parts which outwardly resemble the earlier kit, though to their great credit, Dragon has totally retooled and injection molded almost every part I can compare. They must have figured out how to clone the portions of a kit and its details and incorporate those parts into another kit and its sprue assemblies.

It is also important to note that (by my count at least) this kit is now one of eleven Pz Kpfw IV kits produced by Dragon. There may be more that I haven't listed or located, but in any case someone feels there is a significance to the IV and its numerous versions.

I understand there is still some confusion 'out there' as to 'what' to call these tanks and some of the more commonplace German 'panzer speak.' If you can just add a few terms or words to your working

vocabulary, I suspect the larger discussion will begin to make a bit more sense.....at least I hope so. Here are what I think of as some of the basic common groundwork or —words, as the case may be.

Panzer - appears to be a very generalized term, meaning both the tank in general (regardless of the type or version) and often interchanged by many writers and historians alike to mean just that — a tank. In movies and some books, any piece of armor is called a 'panzer' and in many other instances a 'panther' when they are not really talking about the specific type called a Panzer (or Panther).

The discussion then becomes a bit more muddled when we throw the most common abbreviations into the mix. At this point the English commonly used names, and those which appear to come primarily from the Commonwealth or our British allies take a major 'y' in the discussion.

Armor Types or Names - In the basic English speaking terminology, we start to refer to German tanks by their major types (e.g. III, IV or V) with the version (Ausf. or Ausführung and yes, that pesky little 'double dot' over the 'u' is an umlaut and its use denotes a specific pronunciation in

the German language and it also is often omitted or overlooked). The other, less obvious type names include both the abbreviated Sd.Kfz. and Pz.Kpfw. terms. Where did they come from?

The Germans assigned a very orderly, but long name to every piece of armor. These are known as Sonderkraftfahrzeug, abbreviated often with just Sd.Kfz (and most often without the periods shown). In the west and certainly among many modelers, you'll hear someone (obviously not in the know) saying a 'skidfizz' this or that. Shame. This list is lengthy, though a very small and abbreviated list includes these very basic types:

SdKfz 101 or 111 Panzer I (Ausf A or B) or utility versions
 SdKfz 121, 122 or 123 Panzer II and its several major version
 SdKfz 124, 131, 132 - 139 Wespe or Marder self-propelled guns
 SdKfz 140 Flakpanzer and Panzer 38(t)
 SdKfz 141/142/143 Panzer III and some of the StuG assault guns
 SdKfz 161/162/163 Panzer IV
 SdKfz 164 Nashorn tank destroyer
 SdKfz 165/166 Hummel and Brummbär tank destroyers
 SdKfz 171/172/179 Panther main battle tank (or PzKpfw V) family
 SdKfz 181 Tiger I heavy tank (or PzKpfw VI Ausf E and H)
 SdKfz 182 Tiger II heavy tank (or PzKpfw VI Ausf B)

As best I can determine, the full name is the Panzerkampfwagen, which is most often abbreviated PzKpfw, though it is also referred to at the Panzer or Panther (which seems to be the 'Americanized' version of that word). This is also where the plot really thickens. The word itself translates into 'armored fighting vehicle.' Lastly, for the more 'British' (or Commonwealth) of you, I hear them referred to as just the 'mark' this or 'mark' that.

While on basic information, I should also mention, I have noticed some confusion about the meaning of the normal abbrevia-

tion 'Ausf' that sometimes causes confusion. This is just that an abbreviation for the Germanic 'Ausführung' meaning variant or version; it is most often shown as 'Ausf.' There are often many versions of each German armor pieces. For example this is the 'Ausf G' variant for the PzKpfw IV tank.

It was interesting for me to construct (or attempt it at least) this kit, as my original foray into German armor was also a much earlier PzKpfw III tank built by the DML company, probably about 7-8 years ago. Boy, has this kit undergone some dramatic changes and improvements. Once again, the surface detail is beautiful, including such small detail as the hull welding and smallest surface details.

The surface detail and texture is great and a "Smart Kit" has only a reduced number of parts – only about 600! This accounts for the dramatic reduction of the smallest parts and subparts that marked my prior Ausf E version (with approximately 1,000 parts) review earlier. Much quicker in the 'building phase.' This kit contains a similar amount of detail shown on the inside of all the hatches or doors, facilitating painting and weathering of the interior surfaces and a smaller amount of interior gun compartment details. The tracks are once again highly detailed individual plastic links, DML calls 'Magic Tracks.' I should also mention, by way of an apology, that Andrew Birkbeck finally introduced me to the smallest amount of 'nut' and 'both with pins' that appear on these tracks, meaning that DML has actually provided the tracks in two versions -- one for each side of the tank. It's still crystal clear to me which track section goes on which side and it is difficult to see in existing black and white photos of these tanks.

There are the (by now) usual foul-ups and missing 'links' on the DML instruction sheets, though this is becoming less of a bother for me as I progress through these builds. I also still find that a meticulous 'checking off' of each part and piece really helps reduce the apparent errors during construction of the kit. There are also, as

with most DML kits approximately 50-70 extra or unneeded kit parts for your 'parts box' as I completed this model.

Detail Observations

I am not whether it's a good idea to get into the 'details' of this kit, but decided that it might help me explain some what I experienced as I attempted to build this kit. As in the case of most recent DML kits, this PzKpfw IV is a 'gem.' The amount of detail is outstanding. While this aspect of this kit is a wonderful, rewarding experience for the most part, it also brings with it a lot of very detailed, sometimes repetitious work. If you want, 'quick or easy builds,' don't even think about this kit.

Why do I mention this? When I embarked on the assembly of the suspension for this tank, which is by its very nature, one of the first areas one builds on this kit, beginning with the step #1 part of the kits instruction sheet. As in most DML/Dragon kits, it is clearly wise to both very carefully look at the instruction sheet's detail drawings, lay out all the parts for each of the suspension pieces, attempt to hold them or place them together and check their orientation with what you see in the detailed drawing and on the kit itself. There are eight major parts for each of the suspension arms, including the housing, the forks, shock absorbers, springs and trunions. And this does not include any of the related bogie wheels. You will have eight of these assemblies, four of which are unique to each side of the tanks hull. These differences on the surface may not seem like there's much of a difference, but as one progresses, you will quickly learn that a misstep or mistake early on will cause one a lot of grief and possibly blow this build out of the water. These differences became critical as I attempted to dry-fit the two parts (which I believe are the housings for the suspension arms: parts A25 and A11). The A11 (or A12) parts are very close in shape and size, but when compared side-by-side, you will see just the slightest alignment of the small holes (onto which the rest of the suspension parts are later mounted). Further descrip-

tion will even confuse me. Suffice to say, the ‘devil is in the details’ (as we have all probably heard before). Advice: be very cautious and careful. Once you put ‘glue’ to these parts, it’s ‘a done deal’ and you may not be able to alter your course. I also suggest that you consider placing these housings (nos mentioned above) onto the hull in their respective places before you put the entire suspension sections together and glue them. Even though this step is ‘called out’ step #5 drawings, waiting till that point makes it a bit more difficult, since these assemblies are a bit on the fragile side (in my opinion).

The plot thickens. Each of the eight pieces fits together well, though they require from three to four cut-off points each (from both the sprue tree and from the extra small ‘overrun’ pieces which seem to be molded onto each part), each has to be carefully trimmed and sanded and then again checked for fit and location. The good news is that all the parts fit together very well, tight and look great together. Another hurdle is that even though these parts are small and fit well, they won’t ‘stick together’ without some type of adhesive and repeatedly fall apart, making the overall task of dry-fitting them a real chore. I worked this aspect of the build, but assembling the parts into ‘sub-groups’ and then putting each of these groups together into the suspension part itself, then onto the tank hull.

There are also several small parts, easily seen on the sprue trees, which I was never able to find on the detail drawings and a few others shown but only in a ‘distant view’ which is not shown on the detail drawings and you have to use some judgment as to their actual placement on the model. Examples of this are the main running lights (on each front fender top): they are shown only in a vague manner on the drawings (though the small view of the left light installed on a larger drawing [#13] provides my only real clue as to its placement). Then I made the ‘leap’ and removed two small rivet heads on each fender in the place shown in #13 drawing, drilled two #66 holes into the fender tops and then mounted the lights. These

necessary steps seem to be just forgotten in the detail drawings. One last ‘rant’ about the maddening habit of showing a part (on the overview sprue top view drawing) to be used and then not shown anywhere else in the instructions. It’s because of habits and ‘flaws’ like this that cause me to warn my close-by neighbors of when I’m working on detailing a tank kit – everyone should keep their window drawn tightly closed and their radio’s or TV’s volume turned up. It helps them to avoid hearing my comments, shouting and sometimes (yes, only sometimes, quietly) swearing and comments about various family members and their descent.

At our last meeting, someone asked if they could follow the practice many of us did previously when we could remove all the parts from the sprue tree as we began a project or kit. If you do this with any of the newer Dragon kits, you must be a much better modeler than I am, or at the very least have one heck of a memory! With several hundred parts, some of which you don’t use in all of the various versions, I suspect you’ll find that locating the appropriate part from the 600 - 900 parts in these kits is an impossible task. This appears to be even more daunting, when one considers the sometimes hard to decipher drawings and/or misnumbered parts.

And once again, the ugly topic of Dragon’s instructions. As always, it is also critical that you very carefully check the detail instructions against the ‘kit reality.’ There are the usual instances of where the kit’s instructional drawings are either very vague or incomplete. I have found a few examples of where detail parts are called out in one drawing and then not shown later, leaving one to put them where one feels needed. In this instance, building an earlier kit of this same basic tank provided me with the insight to accurately ‘guess’ where the parts might be placed. In more than one instance, stop, visualize the assemble process or pieces shown on a drawing section and then envision what will happen (or not more often than not) if you assemble it in one manner or the other. Sometimes a sequence must be established

and followed if you are to have any chance later to bring it together properly. I also located at least two misnumbered items on the drawings, which weren’t difficult to locate, using the schematic drawings to find the part and its correct number. At least for me, I find this ‘missing information and detail’ a bit daunting at times.

As you have probably seen previously, Dragon’s engineering expertise does not extend to the kit’s instruction sheets in many instances. Like I say, it really pays to periodically perform a reality check when the ‘extra parts’ appear to be piling up; the kit instructions may not always be as accurate as we might wish for. In more than one instance a detail is added on only one side in the instructions while the tank actually has two sides and you have to make the leap of faith and add it in a similar place on both sides.

My departure from the ‘straight-out-of-the-box’ approach differs with this model as I added one of the Voyager Model photo etch sets (#PEA090) to provide for the turret skirts. I did this, because there are so many pictures of these skirts (both turret and hull sides) and I thought they looked ‘neat’ and wanted to try to expand my use of PE pieces on a grander scale beyond the normal small parts included with the kits. I no sooner purchased this PE set (about \$15) and started to study how to install it, when as all modelers knew would happen, you betcha, Dragon has announced a kit with this same turret skirt addition. It happens often and I wasn’t surprised, though a little disappointed. I began this model by purchasing both the Tamiya and Staler kits (#3554 and #218 respectively). Neither kit even approaches the Dragon kit in overall detail, fit or appearance in my opinion and I quickly came to the decision that I would have to use brass PE to replicate the often employed turret skirts. I encountered the usual fit and apply issues I have with other PE parts. While the two-page instruction sheet look good, when I began to cut out the brass details, trim and sand the edges and then fold them to place and assemble the skirts, I started to run into the usual problems. I broke several of the brass

support arms (they are thin and folding and refolding them more than once or twice results in separated pieces. Fortunately, I was able to replicate those broken with pieces from my PE scraps and once painted, they look OK. I articulated the side door panels and opened them to illustrate both the small details and to illustrate how they worked. One might conclude that I had learned my lesson, but I am already planning to build at least one more model, probably an Ausf. H, with the hull skirts as well (in a Russian campaign 'white-washed' finish). Overall, I enjoyed the Voyager aftermarket set and feel it adds to the PzKpfw IV overall appearance.

And all along, you thought I was a 'shallow, slam-bam, thank you maam,' type of builder right?

Overall Evaluation and Summary:

Overall, I like this kit quite well and would give it a 9 on the 10 point scale. I would recommend it anyone who is interested in replicating more of the German WW II armor and provides a much needed part to the many German tanks I've seen while looking over WW II pictures. I thoroughly enjoyed it and would estimate about 75-80 hours time spent on this project. I think this kit is a winner, another worthwhile addition to my growing armor collection and provides the modeler with a very accurate model of one of the Germany's most significant pieces of WW II armor.

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 Marilyn 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.

Trumpeter 1/72nd Scale BAC Lightning F.1A/F.2

by Chris Banyai-Riepl

The progression of British jet fighters was a gradual one, moving from the Vampire and Meteor into the Hunter, learning at each step, until arriving at Britain's first supersonic fighter, the Lightning. In terms of performance, the Lightning was an incredible aircraft for its day, being the first aircraft capable of supercruise, and even today could give many aircraft a run for their money in terms of maneuverability. Electronically, though, the Lightning was less than optimal, proving inferior in that aspect to the F-102, which was developed at roughly the same time. Still, the Lightning was an impressive fighter and formed the backbone of the RAF for decades.



Given its impressive performance and popularity on the air show circuit, it is surprising that we have not seen more 1/72nd Lightning kits. All of the previous 1/72nd kits have had their various problems, which makes the Trumpeter kit all the more welcome. Molded in light gray and clear plastic, this kit features finely recessed panel lines, a decent cockpit, open airbrakes and dropped flaps, and a nice decal sheet with three options.

Starting with the cockpit, this will build up to a very decent office out of the box, more than adequate for those building their kit with the canopy closed. The seat is made up from three pieces, while the tub itself has sidewall detailing and rear bulkhead detailing. The instrument panel, control

column, and coaming are separate. For those wanting an open canopy, a simple resin seat with seatbelts would be about all you would need (although those wanting more detail can get that with full resin replacements). Also fitting into the fuselage is the nose intake assembly, which incorporates ducting, the shock cone, and the nose wheel well.

With the fuselage together, the assembly becomes very straightforward. The wings have a very good fit, and with care one could paint the model with the wings off. That could make finishing quite a bit simpler, as you would not have to mask around the wing. The stabilizers are likewise a piece that could be left off, pegged at the natural pivot point. The vertical fin is separate, logically, to allow the other variants to be made from as few molds as possible. A separate nose ring helps avoid those difficult seams on the inside of the intake. The exhausts are suitably deep, with a separate piece for the rear fuselage.

For markings, all three options are overall natural metal (as indeed nearly all of the early F.1A/F.2 Lightnings were). The full-color marking instruction sheet illustrates the three options, which include 226 OCU, 56 Squadron, and 19 Squadron. The decals are decent, although some of the smaller details are soft. The markings for the 56 Squadron aircraft are not complete, as the instructions do not show the red wing leading edges found on the Firebird Lightnings.

Overall, this is an outstanding kit of the Lightning, and one that will become quite popular with the 1/72nd crowd. Here's hoping that Trumpeter will come out with a two-seater variant down the road. My thanks to Stevens International for the review sample.

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

Czech Master Resin 1/72nd Scale De Havilland DH-9A

by John Alcorn

The AIRCO/De Havilland DH-9A was an evolutionary development of that company's DH-4 and DH-9 single-engine, two-seat biplane general-purpose bombers. The DH-4 had proven to be a very successful type since its service introduction in October 1916. Powered primarily by the exemplary Rolls-Royce Eagle engine of 250/275 hp, it was, without doubt, the RFC's best airplane in this role.

However, its primary weakness was placement of the main petrol tank between the pilot and observer/gunner, which seriously hindered in-flight communication between them. It also placed the pilot at severe risk of immolation/crushing in the event of a hard crash landing.

This flaw was rectified in the follow-on DH-9, for which the pilot was located aft of the main petrol tank and just ahead of the observer/gunner. However the DH-9 proved to be a retrograde development, due to the unreliability and insufficient power of its Siddeley Puma engine, which developed only some 230 of its intended 300 hp rating.

Therefore, in order to fulfill the urgent need for a DH-4 and DH-9 replacement with improved and reliable performance, AIRCO decided to adapt the DH-9 airframe to accommodate the 400 hp Liberty 12 that was approaching quantity production status in the USA. However, since AIRCO's design and production facilities were then fully committed to the DH-9 and twin-engine DH-10 programs, responsibility for the new design was assigned to Westland of Yeovil, Somerset.

In order to accommodate the increased horsepower and weight of the Liberty 12, and to ensure adequate range, payload (bomb) and altitude performance, the fuselage structure was strengthened and the wings marginally increased in area relative to the DH-9. However, as the result



of this redesign effort and limited availability of the Liberty, the DH-9A was not available for operational service until late August 1918.

The DH-9A began operations with No. 110 Squadron, which arrived in France on 31 August 1918 as part of the Independent (strategic) Force, RAF. All the airplanes of 110 Squadron were "subscribed" (paid for) by the then richest man in the World: "His Serene Highness, the Nizam of Hyderabad" (India) - and were prominently marked accordingly on the forward fuselage. As a consequence, 110 was commonly referred to as "The Hyderabad Squadron".

110's first mission was flown on 14 September by a dozen airplanes that attempted to bomb Boulay-Moselle aerodrome near Metz. Although only six found the target, all returned safely to their base at Bethincourt. However, 110's fortunes changed on 25 September when five of their twelve machines were lost during a mission to Frankfurt.

On 5 October, while bombing Kaiserslautern, the squadron lost four of their number to anti-aircraft fire and defending fighters. One of these was F1010, which came down almost intact. It was later displayed in the Berlin Air Museum. Hastily stored in a Berlin warehouse when RAF bombs threatened the museum in 1943, its remains were moved to Poland at War's end. There it languished until acquired by the RAF Museum in 1977 to become the only surviving DH-9A.

By War's end, 110 Squadron had lost 17 DH-9As to enemy action, while 28 more had been written-off from various other causes.

The only other Independent Force DH-9A unit was No. 99 Squadron, which flew a mixed bag of 9s and 9As until the Armistice, although two other RAF squadrons took the 9A into action: Nos. 18 and 205.

Also, 53 DH-9As were used operationally by the US Marine Corps Northern Bombing Group, which began operations in September.

By War's end the RAF had acquired 405 DH-9As, 149 of which were in France.

After the Armistice on November 11, 1918, DH-9As served in Germany as part of the occupation forces. During this time they performed peaceful and mundane services - as personnel transports, on communication duties, and delivering mail to British servicemen. As demobilization progressed, most of the DH-9A squadrons were disbanded: 110 Squadron in August 1919, 18 Squadron in December 1919 and 205 Squadron in January 1920.

It is my understanding that Czech Master Resin will reissue this kit in the near future with decals and additional details depicting it in as used in its post war mission of "Policing the Empire".

As a lifelong airplane enthusiast and builder of static scale models, I have a special interest in and affection for the "Ninak" - as the DH-9A came to be known in the 1920s.

It all began with a set of multi-view line drawings sent to me by my friend Doug Carrick of Stockholm (but really a displaced Scot) in about 1988. This soon led to an uncontrolled desire to render a "scratchbuilt" static scale model of the type in polystyrene plastic. Although thus armed with an accurate and detailed set of multi-view exterior drawings (Doug creates

no other kind) I yet required, and began to prepare a complementary set of structure/interior drawings, based upon several good sources that I soon acquired. However, as some aspects yet eluded me, I contrived a special trip to England, and specifically to the RAF Museum at Hendon, wherein resides the only surviving example of this type.



Then, over the next eight years (1990-1998) I constructed my modelling magnum opus - a 1/24th scale DH-9A, completed in the livery and configuration of H3510, "L" of No. 8 Squadron, based at Baghdad, 1924/5. During this time I maintained a daily construction log, which ultimately revealed that I had squandered 6,400 hours of my life on this obsession over a period of eight years.

It garnered "Best Aircraft" at the 1998 IPMS/USA Convention in Santa Clara, California.

Then, against all good judgment due to its fragile nature, I took it to the 2000 IPMS/UK Convention, billed that year as the first ever IPMS/INTERNATIONAL, in Telford. There, to my utter delight and amazement, it was awarded "Best of Show". It was the high point, to date, of my 60-year modelling career!

This 1/72nd scale cast resin kit of the De Havilland DH-9A comes packaged in a 26 x 16.5 x 3.5 cm white box, on the top of which is printed a very pleasing color profile of F1019 from No. 205 Squadron by Michael Fletcher of Canada.

Instruction Sheets: Three sheets/six sides of line drawings:

Each group of resin cast parts is drawn and numbered, mostly on page one. This "Parts Map", although a common feature of most Czech kits, is a new feature for CMR. The following pages contain isometric line drawings of components and subassemblies that pictorially describe assembly of the model. These are excellent, well-drawn, thorough visual instructions, with very few words - except for color notes for wing struts, propeller, cockpit interior, etc.

Multi-View Drawings: These, presented on page eight, are quite accurate line/toned drawings, of detail appropriate for this 1/72nd scale kit. Page

seven features line/toned profiles - left and right sides of the three subjects for which decals are provided.

Resin cast components: With caveats noted below, the resin cast components are of the highest quality as regards shape and crispness, in a color approximating clear-doped linen. The wing panels, however, leave something to be desired. In plan the top wing leading edge has a slight curvature forward, and is marginally narrow in chord at the center section. The chord narrows progressively toward the tips. This leading edge curvature could be eliminated by separating the outer wing panels from the centre-section. This is a surgical operation that should be performed in any case in order to impart the proper dihedral to the outboard panels; leaving the center section flat. The primary weakness, however, of the wing panels is the poor representation of ribs and inter-rib catenary sag. Spanwise, these features are only vaguely indicated by shallow undulations sans sharp representation of the ribs and no hint of rib-tapes. This condition could be corrected by very careful fore and aft abrasion using a rolled length of fine sandpaper and/or adding thin paper or plastic strip at each rib location, followed by airbrushing of filler and subsequent light fore and aft sanding

with a roll of fine emery paper. An additional challenge would be restoration of the barely indicated leading edge partial ribs between each full rib. These comments apply also to the tail.

Decal sheet: These decals are of outstanding quality as to sharpness, registry and color.

Photo etched plate: This small plate, produced by Eduard, is also of the highest quality. Noteworthy is the fine surface detail on the simulated wicker seat, and colouring of the instrument panel and certain other elements.

Overall assessment: On balance I consider this kit to be of excellent quality, from which a competent modeller can fashion a worthy facsimile of this fine aeroplane.

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Model Hobby Definitions

by John DeRosia

(Real definitions we have heard, shared, and come to know first hand building models)

Box Art: The best selling point of most kits. The box art always causes the unconscious mind to fork over the money set aside for food for a month. When you open the kit - you go into shock that there really are only 18 parts and there's enough room in the box for at least 12 kits.

Budear: The expression used by model builders that are married or living with a significant other. The starting word when you tell your significant other that you absolutely can not live without the new model, book or accessory. Example: "Budear - I have to buy that \$3,000 photo-etch for my latest project. Can't we postpone eating until the year 2012?"

Channel Locks: those very helpful types of pliers where you have the ability to adjust the opening for different sized paint bottles tops where you can't open them by hand. Invented by paint bottle engineers. Keeps income going to the factory since they are guaranteed to mess up the paint bottle lid up so bad it will cause the paint to dry anyway when stored. You'll have to buy more paint the next time you need it.

Cheap Kit: Always the subject matter you are never ever interested in. Unfortunately the cheap kits are really the only ones you can afford though. Your favorite model and subject only comes in the newly released very expensive version that takes a small 12-month loan to buy.

Contest Entry: It's the one model you've been working on forever- finally getting it done and believing it'll be the only one of its kind at the next contest. It never fails though, 52 of the same Modern German Army MAN6x6 Troop Transports show up the year you display your pride and joy.

Cottage Industry Stuff: These are the never ending ads and pictures in model magazines that convince you to buy those 45 extra things for your new model. Why use all the good decals and parts that come with the kit when you can buy nearly all the duplicate extra parts from the mom and pop stores? You end up spending four times as much for pretty much the same stuff that came in the kit anyway.

Directions: As in instructions. Looking for words that describe each part - forget it. It's almost guaranteed that the way they show the steps have not been tried at the factory. Their company motto is: Let's see if this model builder is smart enough to actually do step 12 before step 8. The only words you actually found on that new and improved kit were: Copyright 1947. The paint codes called out were banned by the EPA back in 1983. Printed history about your model in the directions? - Funny. They know you're going to go buy that seven-volume \$143.99 book series anyway for reference. Saves on their printing and research. The pictorial symbols in each step were intended for a country where they speak only fluent Swahili.

Expensive kit: Related to 'Cheap Kit', usually the one model you've waited for all your life. It finally comes out but takes a small fortune to buy. Usually goes hand in hand with the state of the economy. This time, you have to decide - eat for a week and buy gas, or buy expensive model and starve. Dedicated modelers typically decide the heck with food and gas.

Extra Parts: The many extra parts you get with your kit. Although not needed for your current model, when you do need them months later for another subject, you will never find them again.

Injection Molded: The kit you've bought where they accidentally put the test molds into your model box. The ones where big sections are warped and only some parts are molded completely.

Kit Sale: Absolutely everything on sale at your local hobby shop except the one and

only one item you want to buy! If trying to buy it on the Internet - their stock ran out two minutes before you put in your credit card number. They don't take back orders either!

Liquid Glue: The new space age glue that never leaves a trace of glue joints. When painted, your model looks like it has never been glued together. However - this glue loves gravity. It will always spill on your family's dining room table and it is guaranteed to take off that 100 years old Stradivarius varnish in 34 seconds.

Paint bottle: The little bottles you can buy to paint your subject just the right shade. However, the very small fine print on the side says, "If you don't use the paint all at once - it will be dry the next time you need it, sucker" - that is if you own a \$10 million dollar electron microscope to be able to read that part of it.

Photo-Etch (PE) Parts: The thing that keeps you from building a perfectly good model. You are determined to follow the new model law passed in 1998 that says buy photo-etch whether you really need it or not. You are determined to use the 639 PE detail parts for your 1/700th Scale P-51 Mustang. Once you see the quantity of PE parts to bend and mess-up, you rebox your kit and put it in the 'someday I'm gonna finish it' pile. (see Plastic Storage)

Plastic Storage: The many sized foggy clear boxy shapes with lids that you will put your prized models - both built and the unbuilt 'someday I'm gonna finish it' model. Also, why don't they make the storage box you need to store that large model with the 18-inch antennas, 24-inch height and 67-inch wings? Last but not least - can't they make square bottoms? What's with these 12-inch round radius bottoms?

Reference Book: The book you had to buy since the directions didn't print any history on your model. The book that just made your cheap model really cost three times as much. All for the one picture on page 456. Makes it so much cooler to tell

everyone at the next model meeting...
 "yeah – I bought that 47 volume on the airplane and let me tell you the facts in there blew my mind". No - your wife almost blew your brain out for spending three months of grocery money on another (not really) need-to-have item...

Re-Released Kit: The same \$2.16 kit you bought 19 years ago- but because it is re-released with the same everything - it now costs \$345.89. This makes you reflect back to the 'good old days' reminding you, "I should have bought one 19 years ago – especially when I had more money...in the bank...and a job..."

Resin Kit: The kit you buy is not like the reviews you read about - you know: excellent quality, easy instructions and the like. Your model has every surface covered with bubbles and sink-holes, or has parts so fragile they break from you just looking at them. The small parts are best assembled in micro-gravity. This is typically why good friends who suggested this kit will not be getting anymore birthday cards from you...for the rest of their lives!

Spray Booth: The one thing you probably will never have. It's more original to have the little bug tracks in the paint or use the dust as pre-weathered rust like features on your model. If ever analyzed, your painted model will keep DNA scientists busy for four years identifying all the traces of different animal hair on the wings....

Super Glue: The great universal instant bonding glue- the one that works on most surfaces except the two you are trying to glue together. Used the mornings of many model contests. It's been six hours and there are still no signs of it drying. It's the glue that challenges you to find drastic ways to unglue your fingers. The glue that finds the micro micro micro crack in your model you thought you sealed up and runs right to that super clear canopy and 'frosts' it up.

Tape: Usually the kind that always sticks to surfaces you don't want it to and/or lifts paint from your best air-brush paint job to date.

Tweezers: A tool used to place small objects on your models – and designed to fling off to places in your home where you will never find those parts again. They also have ends on them where small amounts of glue will accumulate, where the parts never come off the tweezers when you open the jaws to let those little tiny parts stay where they are supposed to.

Unbuilt Kits: This reference usually reflects your current state of depression. You go around in a slump thinking to yourself "why can't I ever just start and finish one kit? Am I the only one with 47 started kits all over the house and in clear plastic storage boxes?" The little-known fact is by age 40 – every modeler has at least 23.67 kits in various stages.

Weathering: The art of making your model subject look worn, used, old, etc. The one time you tried it, you accidentally dropped it...in the wet cement in front of your house, then a bird overhead dropped some gooey cargo on it, it fell into the cat litter bin, and you threw it into the air where it came to rest on that old pile of leaves out back. Your 14-year-old son retrieved it, then months later, took it to a contest - and it won the best weathered subject ever seen.

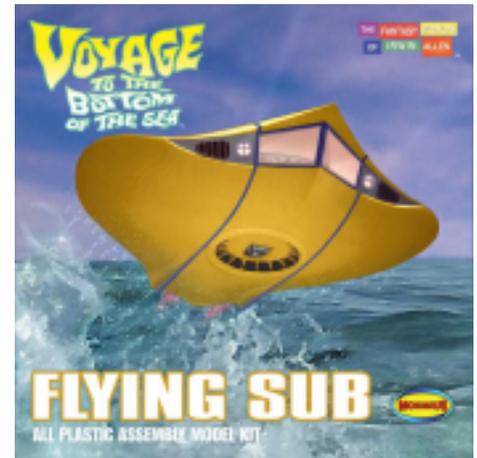
X-Acto Knife: Guaranteed to be your first introduction to the possibility of going to medical school. You'll get very good at cutting open things other than the intended item. It will also cut and scratch parts on your models you would have never though possible. "Not to worry dear - I'm using my own blood to make this military model look more realistic..."

Flying Subs and Spaceships

by Terry D. Moore

Moebius Models 1/32nd Scale Flying Sub

Growing up in the 1960s as a young male teenager, I was enthralled with the TV shows produced by Irwin Allen. *Lost in Space*, *Land of the Giants*, and *Voyage to the Bottom of the Sea*, among others. Looking back, I think my favorite aspect of all of his shows was the really cool hardware that was designed by his art director. The *Jupiter 2*, the *Seaview*, the *Spindrift* were all neat ships. The biggest issue that put me off all the shows was the lack of quality stories, and it seemed that every one of his shows ended up with rubber suited aliens, monsters, werewolves, and even a talking carrot (yes, it's true).



Fortunately, the interest in the hardware used in his shows has only increased over the decades and recently we've seen quite a number of new kits issued. Last year we saw a new space pod from *Lost in Space*, a new *Seaview* kit from Moebius Models and now the latest release, the Flying Sub, from *Voyage to the Bottom of the Sea*, also from Moebius Models. The newest flying sub is 1/32nd scale with a wing span of 13.5". It is molded in yellow, gray and clear parts, and comes complete with a very Aurora-like stand. There is not a large

quantity of parts, but those that are included are well detailed. The parts all have oversize alignment pins, which don't detract from the model and surprisingly don't leave any sink marks, especially in the hull. The folks at Moebius have designed the kit to be super detailed by the modeler. The gear doors have some interior detail, although no gear wells or even landing gear are provided. The landing gear was only used in one episode when the flying sub landed on a carrier, even though it was never physically shown. The way the interior is designed, using many clear parts, indicates that the interior could be lit to resemble the real thing and as a matter of fact, I'm aware that an interior lighting set is currently in design for this model. I can hardly wait. The six-page, four-color instruction sheet is of the exploded view type, with a page devoted to color photos of a model in progress to explain certain aspects of the assembly. Color callouts are based on screen grabs from DVDs of the show and where they are not sure of the exact colors, give an alternate color. The model was designed from studio plans and a 3D scan of a filming model from the production. It's probably the best kit released of this iconic subject from the Fantasy World of Irwin Allen.

Pegasus Models 1/48th Scale Martian War Machine



"...and when you wave a white flag it means you want to be friends..."

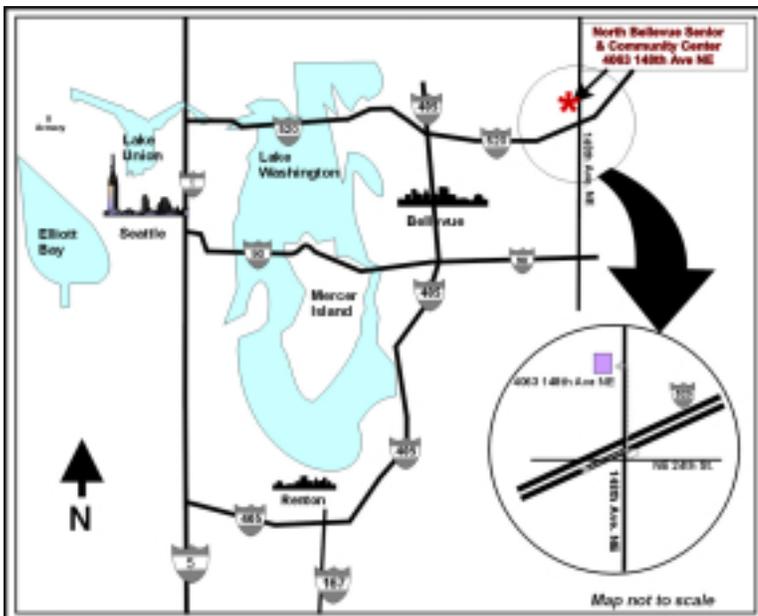
ZAAAPPP!!!!!!!!!!!!

Thus began the attack on greater Los Angeles and the rest of the world in the 1953 production of *War of the Worlds*. It has everything one would expect in a classic science fiction movie - space ships from Mars, Martians, Los Angeles blasted to smithereens, the B-49, and in the end "humanity was saved by the littlest things, which God, in His wisdom, had put upon the earth." The first plastic model of the classic Martian War Machine has finally

been released, only 56 years after the original movie was released. There have been resin kits and vac kits released over the years (I've built two resin kits) but now we have an injection molded kit in 1/48th scale produced by Pegasus Models. The kit is the essence of simplicity with only 16 parts, molded in gray, clear green, clear red, and clear plastic. Two of the parts are for a stand. If you were to build the model out of the box, you could have it assembled in an evening and painted the next. It's that easy. Parts fit is excellent and the only attention to any seam would be the hull upper and lower halves. The halves of the ray gun neck might need a bit of attention with filler, too. The fit of the clear parts is also excellent and no filler putty is required anywhere with the clear parts. Probably the most difficult part of the model would be to put an even coat of copper paint on it. This model also screams be lit and the kit design is such that no modification would have to be made to light it up. And if you want to cheat, an assembled version of the kit, complete with a shiny copper finish, has also been issued.

Both review samples supplied by my wallet.

Meeting Reminder



March 14

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.