

# Seattle Chapter News



**Seattle Chapter IPMS/USA**  
**January 2010**

## PREZNOTES



Happy new year to you all! Once again, I've set no personal resolutions for 2010 and the only thing that I've been concerned about in the new year is how to pronounce it - two thousand ten; twenty ten; or one I heard the other day, 2K10. I dunno...



My modeling average of 11.38 models took a hit (again) in 2009. I only completed four models, plus a rebuild project for a non-modeler. Not what I like to see. That being said I started off the new year with both feet and dived right into a Wingnut Wings Junkers J.1. Even though it has a ton of parts (15 for the pilot's seat alone!) I find that in three or so evenings work, I've nearly finished the fuselage, done the wing assemblies and can envision having a completed kit to display sometime before our Spring Show. The lack of major rigging on the J.1 is a very big point with me and is making the project all that more enjoyable. Even with the plethora of parts the kit is exceedingly well engineered, goes together very nicely, and it looks like I won't have to use any filler putty at all. The wing outer panels fit into the center sections with nearly an interference fit, and align quite nicely. There are optional parts for the fin and rudder and a few surplus parts not used at all. Markings are provided for five different aircraft. The instruction book is just that - a book. The assembly drawings are very easy to follow, they are in full color, and also include color photos of the surviving aircraft (two of them) along with a history and a number of vintage photos.

With their releases last year and a number of new releases scheduled for 2010, Wingnut Wings has certainly hit the ground running. With some of the announced subjects, I can certainly see more Wingnut kits ending up on my bench. Kudos to them.

Well, if you'll excuse me, I'm going to get back to my Junkers kit.

We'll see you at the meeting,

*Terry*



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

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$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, WordPerfect, or text 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 2010 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**January 16 (Third Saturday)  
March 13**

**February 13  
April 10**

**IPMS/USA NEW MEMBER APPLICATION**

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IPMS No.:  (Leave blank)	Name: _____	First: _____	Middle: _____	Last: _____
Address: _____ _____				
City: _____		State: _____	Zip: _____	
Signature (required by PO): _____				
<input type="checkbox"/> Adult: \$25		<input type="checkbox"/> Junior (17 years old or younger): \$12		
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)				
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number (name) _____ (IPMS#) _____				

**INTERNATIONAL PLASTIC MODELERS' SOCIETY**  
**IPMS/USA**

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

## Trumpeter 1/48th Scale JF-17

by Steve Gallacci

This is another kit of an aviation subject of which I have no previous knowledge. The FC-1 [*The aircraft is known as the FC-1 in China, and the JF-17 in Pakistan – ED*] is one of these new fighter types that have caught me by surprise, a fairly unique design that is not simply a rehash of a license-built NATO/Warsaw Pact jet, yet has features inspired by them.

The basic kit is 106 parts on five trees in typical Trumpeter gray, an additional 14 in clear, and a nine-piece photo-etch brass sheet. Three additional trees carry missiles, drop tanks, and their carry pylons. The first of two decal sheets includes markings for an operational Pakistani machine, extra numbers for others, a simple demonstration bird, and a very colorful red and green Chinese/Pakistani demo unit. The second sheet includes the decals needed for the missiles and drop tanks.

The kit parts are fairly well detailed and crisply molded, though the major wing and fuselage areas have some tool marks and



other rough bits that will take some attention to clean up. Panel lines and some fastener details might be a little heavy for some, but are consistent and cross few assembly joints that might risk being obscured by sanding or putty. The kit has separate control surfaces. Rudder, flaps, ailerons, and leading edge flaps, fit well, but the speed brakes, not separate, are not really differentiated from the basic panel lines.

The bubble canopy has a mold line that will have to be polished out. It also has an inside seam that appears to belong there.

The major assembly sequence has the forward fuselage split vertically, containing the cockpit and nose landing gear tubs. The cockpit is fairly well detailed and the bulk of the photo-etch goes into it. Decals are provided for the instrument panel and side consoles. With some Solveset, these decals will settle down very nicely over the raised details on the panels. This is a level of elasticity that has become a welcome feature for Trumpeter decals for conforming to complicated surfaces. The air intake trunk and nose cone cap it all off.

The canopy can be built open or closed, and it is important to make sure the seat is fully set down into the cockpit tub, or the canopy won't close, because the fit is really tight. Similarly, the Heads-up display, optionally in photo-etch, is a close fit to the photo-etch sun shade over the instrument panel. The windscreens can fit fairly well into the forward fuselage, with care so well that the part could be painted separately if you prefer.

The main fuselage and wings split horizontally, a bit awkwardly at the air intakes, and



the joint on the underside of the leading edge extensions is bit gappy. The joint and fit along the rear fuselage is even less good, but can easily be fixed. The rear fuselage exhaust transition can be fitted so that it does not need filling or sanding, if you are particularly careful. The main wheel wells seem nicely done and all the tires are lightly flattened.

The fit of the forward to main fuselage sections is not bad, needing only a touch of filling and sanding to clean up. There are a bunch of little vents and antennas and such to finish up the details. A couple of the antennas are molded onto the fuselage halves and particular care should be had to not bend or break them off while handling the build.

The weapon and tank mounting options are diagrammed, two each of six missiles, Chinese type PL-5, PL-7, PL8, PL-9, PL11, PL-12, and three drop tanks and their mounting pylons. A nice touch is the clear sensor noses and decals for the missiles.

While the color scheme sheets for the overall model includes color paint codes for Mr. Hobby, Vallejo, Model Master, Tamiya, and Humbrol, the assembly instructions only have Mr. Hobby color codes. Otherwise, the instructions do have somewhat more thorough color details than previous Trumpeter kits, a welcome improvement over sometimes over-simplified and/or vague notations.

Overall, the kit builds up nicely and is well within the abilities of any average modeler who has a touch of photo-etch experience. Thanks to Stevens International for the review sample.

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



## Amodel 1/72<sup>nd</sup> Scale Yakovlev Yak-55M

by Will Perry

The Yak-55 is a contemporary aerobatic plane that can trace its lineage back to an aerobatic version of the Yak-18, way back to the early post-WW II era. The plane was designed in 1980, with structural problems delaying its production for a couple of years. Once sorted out, the plane was a contender; adopted by the Russian aerobatic team in 1984, the women's team flew it to Gold that year. The "M" version has a noticeably shorter wing, lopped off in the interest of a faster roll rate. The plane is a conventional metal design, with a 360 hp Vedeneyev M14P radial providing the power.

Though the diminutive plane is no longer on the cutting edge of aerobatic performance, it remains a popular mount for a number of teams. Its popularity stems from its affordability, reliability, and low operating cost. The cutting edge, all composite Sukhoi-31 is said to cost 2-1/2 times more than the Yak. Production of the little Yak tapered off the early 90s; at least 106 of the short winged 'M's have been produced.

The Internet is a rich source of reference material on the plane. A search for "Yak-55" on **Airliners.net** will produce many nice photos, including cockpit shots and the subject depicted in this kit. A YouTube search will produce video.

The kit consists of four small sprues of light blue plastic. The plastic quality seems acceptable, though a bit greasy and a bath with dishwashing liquid is probably a good idea. The molding quality is acceptable by short-run standards, though some quality time with surfacer, sandpaper, and files will reward the modeler with easier assembly and a crisper final appearance. Typical for short-run kits, there are no locating pins. Recessed panel lines are sparse, as befitting the subject, and are reasonably straight, but the depth of the



lines is inconsistent - some fade out completely. Rescribing should be a brief chore. The sprue connectors are reasonably petite.

The small detail parts will require some clean-up, but most appear useable. The small auxiliary controls suspended from the ailerons are much too gross, though it won't take long to fabricate a properly petite set from wire and thin plastic. The plane's huge ailerons are molded separately, with inset hinges. This area looks like it'll take some finicky attention to produce a neat final appearance. The thick wing looks right, but the vertical stabilizer looks much too thick - files and sanding sticks to the rescue.

The canopy is clear, a bit thick, and nicely molded on the outside surface. The mold makers should have spent more time cleaning up the inside, though - there are visible scratches and striations that will distort views of the cockpit. Perhaps fine sanding and polishing will help - perhaps heat smashing a replacement would be just as quick and look nicer. The cockpit is a simplified affair with just five parts total. Since the canopy allows (hopefully) a good view of the cockpit, modelers will want to add seat belts and some control panel detail.

The decal sheet provides markings for a single aircraft from Fortis Flight Team/Yakitalia - the sheet in the review example was crisply printed with dense colors. The extensive red trim is printed as a dark, dull

carmine, which looks too drab compared to the planes captured on YouTube videos. Amodel has used the one dull shade for all of the red on the plane, though some of the logos should have bright red elements - some deft repainting with a fine brush will be

required to correct this. The overall color of the plane I described as "silver." In photos available on the web, the skin of the plane doesn't have a bright polished metal appearance. I'd guess anodized aluminum, though it could be paint. Overall, it's not a particularly exciting finish for a modern aerobatic subject.

Amodel seems to be in its groove these days, kitting a large number of exotic subjects that seem to be selling, at least around the Seattle modeling community. Modelers around here like to bitch and joke, and there's no denying that Amodel's short-run approach requires extra skill and time, but "those crappy Amodel kits" can be turned into nice models.

The Yak 55M follows the formula, and should be popular with modelers looking for modern subjects. Considering the size of the subject, 1/48th might have been a better choice of scale, but those details that are barely acceptable in this kit might be pretty ugly if they were 50% larger. This boxing suffers from a somewhat drab color scheme, though Amodel offers the 55 in more colorful liveries, including the "M" in a faux WW II Russian fighter scheme. It's a simple, attractive subject and modelers that don't flinch at putty and sandpaper should find it a simple pleasure.

Thanks to Scale Model Kits for the review sample.

## Tamiya 1/35<sup>th</sup> Scale Matilda Mk.III/IV British Infantry Tank

by Andrew Birkbeck

Wow, has it really been over 35 years since I first built a Tamiya kit? Apparently it has, since it was way back in 1973 that I had the great good fortune to come across my very first “Made in Japan” model kit, Tamiya’s “British Infantry Tank Mk.II Matilda”, kit 35024. At the time, I thought I had died and gone to heaven: superb parts fit, excellent detail, the world’s finest assembly instructions. Everything a kid born to Frog and Airfix kits lacked.



Fast forward to 2009, and low and behold Tamiya, to mark the release of the 300th kit in their 1/35th Military Miniature series, has released an all-new tooled kit of the Matilda! And guess what, NOTHING has changed! Superb parts fit, excellent detail, and still the world’s finest assembly instructions. Well, not quite true: the improvement in detail available in 2009 compared to 1973 has been immense, and Tamiya’s new Matilda is a gem of an example of these detail improvements.

One problem with the original Tamiya Matilda kit is that it apparently suffered from scale inaccuracies in the hull dimensions, due to Tamiya’s insistence at the time of “motorizing” all their kits in this range. No such problems with kit #35300, which appears spot on in terms of overall dimensions. The level of detail has also dramatically improved since 1973, with this latest Matilda kit’s instructions detailing 33



assembly sequences while the 1973 kit had only 12. The parts count matches this change, kit 35300 having double the number of parts of the earlier kit, and these parts are much more delicately detailed as well. Of particular note is the superb cast texture of the main frontal armored parts, along with the main turret parts. The rear engine deck parts, where appropriate, exhibit this same lovely cast texture. The 1973 version is devoid of any such detail.

The track parts also have come in for a big improvement. The 1973 tracks were of the “rubber band” type, moderately detailed, but were made of a tough vinyl plastic, impervious to any glue I could ever find. I

would “weld” mine with heated screwdriver tip, reinforced with staples. The 2009 version has two sets of tracks, one “rubber band” but with nicer detail than the earlier kit’s, but also link-and-length injection plastic tracks. Both sets of tracks on the new kit are glue-able using standard Tamiya liquid cement (my favorite, the green topped bottle), and the detail on both is superior to the 1973 version.

The fit of the parts on Kit 35300 is outstanding. I can state quite unequivocally: this is the best fitting armor kit I have ever had the pleasure to build. Together with the superb instructions, the quality of this kit gave me night after night of great





modeling pleasure. There were only a couple of minor issues that could, if you weren't careful, cause the builder some difficulties: in Section 7 of the instructions, make sure you have parts A24 installed properly. Check Section 9's diagram to see these parts installed correctly. Also, in Section 12 and 24, the modeler is instructed to drill holes in certain spots for the various optional parts in the kit. Make sure you study which paint scheme you

wish to apply to the model, and chose carefully which holes you need to drill for your chosen option.

**Painting and Markings:** the kit gives you three options, options A & B being tanks from the North African campaign, 1941, in the so called "Caunter" three-tone scheme, while option C is a two-tone scheme for a tank stationed in England, 1942. I chose option B, a tank named "Defiance", from

the 32nd Army Tank Brigade, based in Libya. Tamiya supplies instructions to use their colors XF-23 Light Blue, XF-26 Deep Green and XF-59 Desert Yellow for the Caunter colors. I deviated slightly, by employing ARB 12 Portland Stone from the excellent White Ensign Models range of enamel paints, as a substitute for XF-59 Desert Yellow. The colors were applied out of the bottle/tin, with the exception of XF-26 Deep Green. For the green, I applied a coat of the paint straight from the bottle, then mixed the base color with various amounts of XF-59 Desert Yellow to lighten it, and then over-sprayed the original green color with this in various patches to "weather" it. The only time consuming part of all this was the careful masking required for this scheme. Tamiya has supplied very good diagrams to assist the modeler with this matter, and I feel it all worked out very well on my kit.

Once the paint had thoroughly dried, I applied a number of light coats of Tamiya Clear Gloss, in preparation for the decals. Decals are as always with Tamiya kits these days: well printed, good color saturation, though a little thicker than say Cartograph decals. However, I never have issues with them, and they snuggled down well over the fine rivet and cast detail using the two part Mr Color decaling system: Mr Mark Setter, applied to the surface of the model, followed by the laying down of the decal over this. Once the decal has sat for about ten minutes, I then apply Mr Mark Softer, which as the name implies, softens the decal so it conforms well to the surface detail. Once the decals have dried for a day or two, apply some more Tamiya Gloss Clear over them to seal them in. Then I applied a basic "wash" of thinned artists' oils to accent the detail. The usual suspects: burnt umber, and lesser amounts of lamp black. Once this had partially dried the excess was removed with Q-tips soaked in thinner, and I then let the model sit for a number of days to make sure the wash was fully cured. I then topped things off with three or four thin coats of my favorite Matt Clear, from PollyScale. When I have some



*Continued on page 15*

## Grand History, Great Details...Particularly of a Certain Fighter Plane

by Scott Kruize



Back in sixth grade, I didn't one day decide to commence serious scholarship into the Second World War. No, when Miss Durkee put together our Tab Book Club order, all I was after in Paul Gallico's *The Hurricane Story* was some exciting shoot-'em-up action.

This was at a time when my school history lessons were becoming more complex and detailed, and finally starting to reach into modern times. Earlier grades' lessons left me mostly with impressions of Greek and Roman Empire stuff, and perhaps a little about the explorers, Pilgrims, and pioneers.

Now I learned how critical this newly-favorite plane of mine, the Hawker Hurricane, was to the defense of the Allied cause, especially at the beginning of the war. I began to take an interest in the history section of the Custer School Library, and in other books from Tab. Not long after I devoured Gallico's book, I got another written by a far more important and knowledgeable World War II historian: *The Valiant Years* by Winston Churchill.

The war only predated my arrival by a few years, and my father was in it. He's not what you call garrulous, and after all these years, I'm still prying loose information about his time serving in the China-Burma-India theater. Mr. Churchill, however, told all. Of the great World War Two leaders, he alone took the time to go over his notes and official government papers, and write a

'blow by blow' account of how he and his government got through the war. *The Valiant Years* is a fine compilation, and his six-volume History of the Second World War describes in detail his thoughts and actions, as the various crises unfolded. He doesn't practice 20/20 hindsight deception. To the contrary, by liberally quoting official documents, telegrams, news releases, and even correspondence eventually obtained from the enemy, he shows how his thinking and decision-making went at each moment in the struggle, even if it later turned out that this or that action or decision was a mistake. While reading, I constantly say, "Oh, well...but who could've done better, under the circumstances, and with what was known at the time?"



You may recall that I wrote in a prior column about the second volume in the series, *Their Finest Hour*. Now, I'm working my way through *The Grand Alliance*. I'm only a third of the way through the book, but I'm finding much more satisfying detail. Now, in adulthood, reading the full story, than I did back then, reading the 'summary' book. See if you can tell what I mean, as I quote a few passages, selected entirely at random:

From the chapter "The Desert and the Balkans", from a document he drew up for his Chiefs of Staff, and 'appreciation upon the war as a whole':

*Furious has reached Tokadori with 40 Hurricanes. We are on track to soon raise Air Marshal Longmore's strength to well over a hundred Hurricane fighters. His losses in the offensive have been singularly small. Tobruk may soon be in our hands, and therefore it would seem that a strong reinforcement of air power for Greece should be provided. This should include Hurricane squadrons.*

From the chapter "The Mediterranean War", concerning Malta and the first attacks there by the German air force:

*...By this time no fewer than 250 German aircraft were working from Sicily. Malta was attacked 58 times in January, and thereafter till the end of May three or four times daily, with only brief respites. But our resources mounted. Between April*





and June 1941, Admiral Somerville's 'Force H' ferried six considerable flights to within flying distance of Malta, and 224 Hurricanes, together with a few other kinds, reached the battle scene from the West...

From the chapter "Conquest of the Italian Empire", where he comments on the campaign in Abyssinia:

*The air forces, including those from Aden, now played an invaluable part. In the first phase of this campaign, Italian pilots had shown considerable initiative, but after the arrival of Hurricanes for the South African fighter squadron, superiority was soon achieved...*

From the chapter "The Battle of the Atlantic: American Intervention":

*...Against the Focke-Wulf assailant, however; the air weapon could be quickly turned to good account. By the use of fighter aircraft discharged from catapults mounted in ordinary merchant ships, as well as in converted ships manned by the Royal Navy, we assumed the offensive at this threat. A [Hurricane] fighter pilot, having been tossed like a falcon against his prey, had at first to fend for his life on being retrieved from the sea by one of the*

*escorts. The Focke-Wulf, being challenged itself in the air, was no longer able to give the same assistance to the U-boats, and gradually became the hunted rather than the hunter.*

From the chapter "The Greek Campaign":

*...The German Air Force came out in strength and harassed continually the stream of troops making for Thermopylae. They were not unresisted, for in a raid near Athens, twenty-two of the enemy*

*machines were brought down for a loss of five Hurricanes. The stubborn and skillful rear guard actions checked the impetuous German advance at all points, inflicting severe losses.*

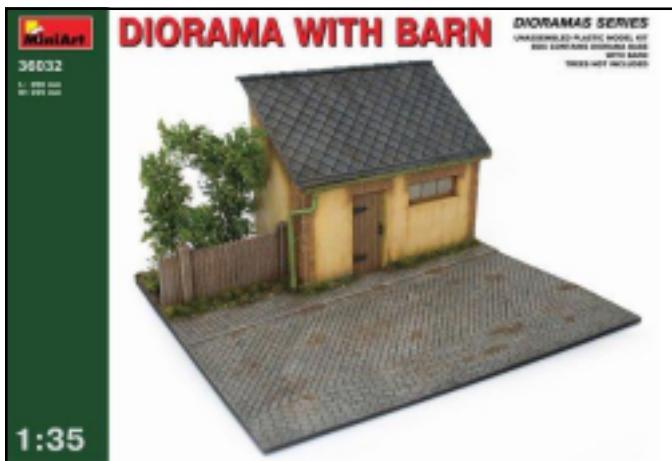
If he could write all this, the least I can do is make a New Year's resolution to continue to build models whenever I can, and read whatever I come across that relates to the history of the models I'm building. Better get back to the workbench now. Speaking of British aviation, my current project is the Eduard re-issue of the Airfix B.A.C. (English Electric) Lightning. It doesn't compare to the Hurricane, of course, nor do I quite think of it as the Coolest Jet Fighter That EVER Was...but it's cool and it's coming along, and you'll be hearing more about it. I've already lost a bit of blood over it, poking at a piece of fine photoetch with my X-Acto knife. Probably shed some sweat and maybe tears before I'm done, but for now, I'm absorbing some really inspiring rhetoric!



## MiniArt 1/35<sup>th</sup> Scale Diorama with Barn

by Andrew Birkbeck

When I first joined a modeling club way back in 1975, it was a club attached to my school. Each Wednesday afternoon, last period was devoted to “clubs”, and each student had to join at least one from the long list provided: drama club, debating club, music club, chess club, model club. And the model club also had among its many members a group known as “war gamers”. These intrepid young souls reenacted historical battles using game pieces consisting of model vehicles and injection molded plastic or cast metal figures, appropriately painted. Using rulers, dice, a large table, and sets of rules, the members did battle with one another. Also included among the “game pieces” were various buildings, bridges etc., some constructed using vacuformed plastic “kits”. It is from these earlier beginnings that we come to 2009, and a firm named MiniArt, from the Ukraine.



MiniArt produces a decent number of these “dioramas in a box”, consisting of both injection molded plastic parts, and vacuformed plastic sheets of parts. Any modeler familiar with vacuformed airplane kits, few of which are produced today, will recognize the parts contained within one of these MiniArt kits. The “Diorama w/ Barn” kit under discussion in this review



consists of three sprues of injection plastic detail parts, together with a number of vacuformed plastic sheets of main parts. The former are of reasonable detail, certainly sufficient for the purposes intended, and cover such items as building door, window frame, guttering, and

downpipe. These parts have some flash which requires removal, but nothing serious. The vacuformed parts consist of the main building parts: roof, walls, the cobblestone base, fence sections. Detail on these parts is quite good, and certainly convincing.

As with any vacuformed kit I have ever seen, the parts have various molding “pimples” that need to be carefully

removed with craft knife and sanding paper. And you treat these vacuformed parts like any other: you carefully “score” around the edge of each part, and flexing the sheet back and forth, “snap” the parts loose from the main sheet. You then carefully sand away the excess plastic from the back of each part, test fitting as you go, so as to know when to stop the

sanding. Remove too much plastic, and you ruin the parts. So patience is a virtue building vac kits. Detail on the vac parts, as mentioned, is good: in particular the brick work on the building, plus the stucco texture on the building walls. Slightly less convincing are the fence parts, but these are by no means poor, just not as nicely rendered as the brick and stucco parts.

Construction took place in various sub assemblies: the roof, the main building structure, the fence, the window frame and door etc. Each sub assembly was then painted, with some parts such as the main building requiring masking for the different colors. The roof and cobblestone base were painted Tamiya XF-63 German Grey, the brick areas on the building XF-64 Red Brown. The stucco areas I decided to color using XF-57 Buff, the door and window frame, XF-10 Brown. The guttering was painted XF-65 Field Grey. The sub assemblies were then all glued together into one “model”, and airbrushed with a couple of coats of Tamiya Gloss Clear. Once this had dried, various “washes” were applied to accentuate the details, such as Burnt Umber, Lamp Black, and other “dirty” colors. Once this had all dried, I sealed everything with PollyScale Matt Clear.

Despite my apprehensions about building my very first “Vacuformed” kit, MiniArt’s

"diorama in a box" proved to be a very rewarding experience. While being a challenge, it was a very pleasant and rewarding one, and I feel the results show this method of producing dioramas has a lot of merit. For the purposes of this review, my example was built straight from the box, and thus needs a few additional details added at a later date once I track them down: the kit supplied window lacks any "glass", and as with the example shown on the MiniArt boxtop, the diorama probably could do with some vegetation: grass around the fence area, perhaps a couple of small trees.

My sincere thanks to DragonModelsUSA for providing IPMS/USA with this review sample. I strongly encourage anyone reading this review to check out the full range of MiniArt dioramas at the website I have provided, together with this firm's excellent 1/35th scale figure range. They also have a small but growing range of very interesting vehicle kits.

MSRP: \$40.95

Review sample provided by Dragon Models USA:

<http://www.dragonmodelsusa.com/>



## Hasegawa 1/24<sup>th</sup> Scale YHP Nissan R89C

by Jeff Leiby, IPMS# 30249

*History of the R89C (Courtesy of Wikipedia).*

The Nissan R89C was a Group C race car developed by Nissan to participate in the World Sportscar Championship and All Japan Sports Prototype Championship, as well as the 1989 24 Hours of Le Mans. Developed in conjunction with the Lola firm, the R89 featured a Kevlar and carbon-fiber based monocoque chassis (named T89/10 by Lola). Nissan's new twin-turbo VRH35Z 3.5L V8 DOHC engine was mounted in a stressed installation for better chassis rigidity and produced up to 950bhp. The VRH35Z was an improvement on the 3.0L VRH30 used in previous years. In the 1989 World Sportscar Championship season, Nissan struggled to find not only reliability, but also pace from the new chassis and engine. With this, the R89C was only able to score points in three races, but was able to finish the season fifth in the team championship. In the All Japan Sports Prototype Championship, the R89C suffered the same fate, unable to compete with its developed Porsche and Toyota opponents, leaving Nissan to finish the season third in the championship. Meanwhile, at the 24 Hours of Le Mans, three R89Cs were entered into the race. However, all three failed to finish the race due to mechanical problems. For 1990, the R89C was campaigned by Nissan for the first race of the World Sportscar Championship until it was replaced by both the R90CK and the R90CP. R89Cs would be passed on to privateer teams, with Courage Competition managing to finish 22nd in the 1990 24 Hours of Le Mans with an ex-factory R89C.

### The Kit

The kit comes in a typical Hasegawa top opening box with the parts packed in two

cellophane bags. The two part car body was packed separately while the remainder of the parts was in the second bag, including the sprue of clear parts. The decals were also packed in a separate cellophane bag.

The kit is a curbside model so it has no engine and a limited interior. There are four sprues, two in black, one in white plastic, and one clear sprue. There is a fifth sprue with four plastic spacers but they were not used. There was some flash on the two side windows and on the car body, otherwise the parts were clean. The decals are by Cartograf, are fairly thick and appear quite opaque - more on these later. There are two decal sheets, one for the tire markings and a second large sheet for the car. Overall there are more than 70 decals. The instructions are on a two-sided three-fold sheet with the construction process on one side and a five-view drawing showing most of the decal locations, and history, parts map, and decal and paint instructions on the other. The instructions are vague when it comes to locations of some parts and combines painting and decaling on both sides of the sheet. Finally, you also get four rubber racing slicks which all had nasty seam flash down the center of the tread.

I generally followed the instructions during construction with minor changes to

keep some parts from being knocked off during the process. There are numerous knockout marks on the bottom of the wing and on the inside of the wing support structure. They are not readily visible during normal viewing, but will be easily discovered if the kit is entered into a contest. I left the clear parts off until just before decaling; in the case of the windshield I probably should have waited until after decaling. I constructed the cockpit tub first which has only four parts. There is no seat harness with the kit, although the seat has the holes where the harness passes through. I did not add a harness. The tub was added to the body pan which required some care as the alignment pins are very small and do not give a positive indication of proper alignment. At this point I painted the cockpit tub clear flat, as all the plastic was already black. A couple of parts were then painted with steel per the instructions. A number of parts were then attached to the body pan including the front axle stubs, the gearbox with rear axles, exhaust pipes and the structure that supports the rear wing. Small parts were painted on the sprue, and then touched up after gluing in place and the gearbox was painted after it was assembled. The remainder of the parts went on the two body halves. These parts included the front wing, a multitude of air vents, headlight assemblies, mirrors, windshield wiper, side lights, and tail lights. There is



also a very small clear part, about the size of the top of a straight pin that I lost to the carpet monster. It was to be a blue light lens on top of the cab. I had some trouble getting the headlight covers and the windshield to stay in place. I used PVA glue to hold all the clear parts in place. I painted and decaled the body halves and the rear wing before installing onto the body pan. The rear half of the body barely fit over the rear ties and is held in place by two pins at the rear of the body pan. The front half is attached on the edges of the floor pan. The two halves meet at the firewall along a natural joint.

There is only one choice of car for painting and decaling. I taped off the body and painted the blue and numerous areas that are steel or silver. The red markings are all decals. Where red is separated from the blue by a thin white line, Hasegawa included the white line on the red decal, which helped to cover minor errors with the blue paint. I had to extend the red decals at the nose with paint as apparently my guess at the lines of the blue were a little off causing the red/white lines not to meet. The decals are thick, which is a good thing, as they required a lot of moving around to get properly aligned. As you may be able to see in the photo, the decal on the roof misbehaved and wrinkled despite use of Micro Set. This one decal included the front part of the roof and the A and B pillars. It also had to fit around the roof light, an air vent on the roof and the mounting points for the windshield. If you build this kit I recommend you paint the roof. As I stated above, the decals appeared to be very opaque. It turned out as true for all but the solid white background blanks. Luckily the overlaid advertisements cover some of the darker paint that shows through. There are extra decals for the tires and I had to use one of the extras. There is no need to decal the rear tires as they are completely covered by the rear body.

This is not a kit for a first time racecar builder (like me!). The construction is not difficult, although the wing structure takes some patience. The main issue for new



builders is the paint job and the massive number of large decals. However, for anyone that regularly builds racecars, this is a nice kit. The fit, except for the clear parts is excellent, and some extra photos from the Internet can supplement the vague spots in the instructions.

MSRP: \$44.35

Website: [www.dragonmodelsusa.com](http://www.dragonmodelsusa.com)



# History in Miniature

## 2010 NorthWest Scale Modelers Show



February 13-14, 2010 ■ 10 a.m. - 4:30 p.m.  
The Museum of Flight

- MODEL DISPLAY:** See hundreds of detailed scale model aircraft, cars, tanks, trucks, spacecraft and more at the largest model show in the Pacific Northwest.

- HISTORY IN MINIATURE:** This year's show will feature a walk through world history with everything from models of dinosaurs and cavemen to sailing ships, early aircraft, vintage cars, modern tanks and futuristic space vehicles.

- "MAKE AND TAKE":** Children age 6 and up are invited to learn the art of modeling during free "Make & Take" model building workshops sponsored by Galaxy Hobby on Saturday, Feb. 13, and the Skyway Model Shop on Sunday, Feb. 14. Experts from the NorthWest Scale Modelers will be on hand to help children build a scale aircraft model to take home. Workshops are first-come, first-serve. Each child should have an adult helper.

Event free with museum admission



### Skyway Model Shop

12615 Renton Ave S Seattle WA 98178 (206) 772-1211

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For information about the show and Northwest Scale Modelers visit <http://groups.yahoo.com/groups/northwestscalemodelers>.  
Questions? Contact Tim Nelson ([timndebe@comcast.net](mailto:timndebe@comcast.net)) or Stephen Tontoni ([tontoni@comcast.net](mailto:tontoni@comcast.net))



### The Museum of Flight

Exit 158 off I-5 • Free parking  
9404 East Marginal Way, Seattle, Wash. • (206) 764-5720  
Open daily 10 a.m. - 5 p.m. • [www.museumofflight.org](http://www.museumofflight.org)

## **Sukhoi Su-7 & Su-20 by Dariusz Karnas**

**reviewed by Chris Banyai-Riepl**

The newest title in the growing Polish Wings series moves beyond the Second World War and into jets, covering an aircraft that many find interesting and attractive. The Sukhoi Su-7 and its descendants formed a major part of the Polish Air Force during the Cold War in the fighter-bomber role. Although not operated in huge numbers, the Su-7 and Su-20 had a long life with the Polish Air Force, and this book does an excellent job of documenting each one of these planes.

The book is divided into specific sections covering the Su-7/Su-20 variants. The first Sukhoi variant the Poles received was the Su-7BM, with six aircraft serving with the 5 PLMSz. The next variant was the upgraded Su-7BKL, which had subtle visual differences over the Su-7BM. A total of 31 Su-7BKL aircraft were delivered, and these, combined with the Su-7BM, remained in service until 1990. Eight Su-7U two-seat trainer aircraft were received as well, to aid in transitioning to a supersonic jet.

The Su-20 was the export designation of the Su-17, which was a variable wing geometry development of the Su-7. In the early 1970s, the Polish Air Force selected this aircraft as the replacement for its ageing Il-28 fleet. Twenty-seven Su-20s were delivered to Poland, and these aircraft remained in service from the 1970s through to the mid 1990s, finally retiring in 1997.

The presentation of these aircraft in this book is quite thorough, with extensive photographs and careful documentation of camouflage schemes on the later Su-20s. Color profile illustrations highlight the various marking changes, mainly in the form of nose numbers in the early aircraft. Multi-view illustrations mark out the complex camouflage patterns found on the Su-20, and careful research has resulted in a comprehensive list of the specific colors

used (no, not all Su-20s had the same camouflage colors).

For anyone interested in Polish aviation, or the Su-7/20 in general, this is an outstanding book to have. It is nicely written, amply illustrated, and well researched. My thanks to Mushroom Model Publications for the review copy.

Polish Wings 9  
Publisher: Stratus  
ISBN: 978-83-89450-96-8  
Binding: Softcover  
Pages: 56

## **Stashes: A Poem?**

**by Jim Schubert**

Buying things is a pleasure.

Buying kits of subjects that appeal to you is an especial pleasure.

A new kit always has the promise of being the best model you ever built.

It gives you the challenge, fun and excitement of seeking references to make it as accurate as possible.

It gives you the tactile satisfaction of examining and fondling the parts.

It provides the camaraderie of your fellows in discussing this, that and the other thing about it – witness all the BS when we get together.

And gradually, like the thrill of a new love, it cools, gets put back in the box and onto the shelf to be built some day.

Maybe.

**AND THAT'S WHY OUR STASHES ARE ALL SOLARGE!**

jim - guilty as charged

## **Tamiya Matilda**

*from page 7*

additional time, I will go back to the model and apply some more weathering: paint chips, and some more dirt and grime.

To conclude: this kit is a true gem, from the exquisite level of detail on the parts, the fidelity of fit, to the near foolproof instructions. For anyone wishing a relaxing modeling experience that produces at its end a superb miniature of the prototype vehicle, this kit is for you. Most highly recommended. I thank TamiyaUSA for supplying IPMS/USA with this review sample. It has been the highlight of the 2009 modeling year for me!

MSRP: \$47.00

Website: <http://www.tamiyausa.com/>

## **2010 Shows**

Here are the dates, as currently known, for 2010 shows. More information will be given when it's available:

2/13-14/10 Seattle Museum of Flight NWSM Show  
2/21/10 Mt Vernon 15th Annual  
4/??/10 Lynnwood Galaxy  
4/17/10 Renton IPMS Seattle  
5/2/10 Puyallup MCS 21  
6/12/10 Fort Worden NOPMS 5  
7/23-25/10 Puyallup Good Guys  
8/4-7/10 Phoenix IPMS Nationals  
9/18/10 McMinnville OHMS  
10/??/10 Lynnwood Sci-Fan  
??/??/10 Silvana 5th Annual  
10/2/10 Moscow ID Bring out Good Stuff  
10/9/10 Burnaby IPMS Vancouver  
??/??/10 Clackamas OSSM

Thanks to Carl Kietzke.

## IPMS Seattle Renewal Form

Your 2010 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be \$15 for those who wish to receive e-mail delivery of the newsletter, and \$25 for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via email. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the January meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

### IPMS Seattle 2010 Dues Form

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

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

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

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

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

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

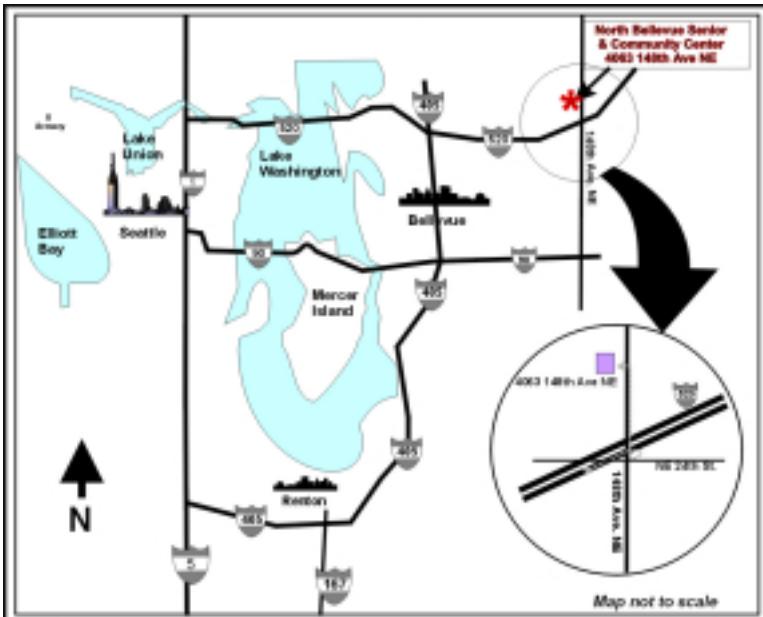
**E-mail delivery of the newsletter (\$15).**       **Regular mail delivery of the newsletter (\$25).**

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

## Meeting Reminder

**January 16**

**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.