

Seattle Chapter News



Seattle Chapter IPMS/USA
May 2010

PREZNOTES



Well, another Spring Show has been put to bed and another successful show it was. Even though the model count was down from last year, over 500 models made their appearance. And some spectacular models they were (I just wish I could have seen more of them!). Total attendance was about the same as last year, counting both entrants and walk-ins. The raffle was a big draw again and the vendors seemed to have done well, too as the stacks of models and things were a lot shorter at the end of the day. The seminars were another vital addition to our show and all drew interest.

It could not have been done with our excellent show staff: Tracy White, Jon Fincher, Charlie Sorensen, Mike Millette, Spencer Tom, Robert Allen, Jill Moore, Norm Filer, Eric Christianson, and the newest member of our staff, Ken Murphy. Also a big thank you to all of our members that volunteered their time to help make this a successful show.

I would also like say a special thank you to the significant others that came to the show to help: Sabrina, Sherrie, Elsie, and Jackie, whose help was most valuable on the day of the show. Thank you! We appreciate your help more than you can know.

We'll be back to our regular meeting format this week and will be looking to your feedback on the show. We will also be talking about modifying our monthly meeting format a bit, possibly by having some of our seminar speakers repeat their presentations at our meetings, guest speakers, and other events, which may entail altering how we conduct the meetings.

We'll see you at the meeting!

Terry

Spring Show Registration Desk Thank You

by Jill Moore

I would like to thank all of those that helped at the registration desk at our Spring Show: Bill Johnson, Sabrina Fincher, Sam Lainoff, John Cate, Sherrie Filer, Doug Girling, Elsie, Ira Shelton, Jerry Fairfull, Gary Webster, Steve Hilby, and everyone else that worked the registration desk at the Spring Show. Your services are greatly appreciated!

Host and Raffle Volunteers Thank You

by Robert Allen

I'd also like to extend my thanks to those who did such a great job of hosting: John Chilenski, John DeRosia, Marilyn Laird, Terry Moore, Scott Taylor, and Paul.

Raffle co-ordinator Eric Christianson would like to thank those who helped make the raffle such a big success: Jackie Staeck, Craig Rosner, Dan Carey, Jim Schubert, Cory Rosenberg, Don Lake, Gary Webster, Paul Peterson, and Dave Piehl.

Thank you, all!

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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, 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.

May 8
July 4

June 12
August 11

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

2010 IPMS Seattle Spring Show Category Winners

Place Model Modeler

001 Junior-Aircraft

1st 1/48th P-47 Bubbletop Matthew Gross
2nd 1/72nd Spitfire Mk 1 Matthew Gross
3rd 1/48th P-47 Razorback Kevin Johnson
OoB 1/48th Ju 87 Stuka Nolan Gaffney

002 Junior-Armor

1st 1/35th French Battle Tank B1 Greg Pelton
2nd 1/35th DUKW Greg Pelton
3rd 1/35th M-25 Dragon Wagon Kevin Johnson
HM 1/35th M-35 6x6 2.5 ton truck Kevin Johnson
OoB 1/35th DUKW Matthew Enochs

003 Junior-Auto

1st 1/24th Corvette Heather Wright
2nd 1/24th 1970 Ford Mustang Naelen Howard

004 Junior-Space Fact/ Future Tech.

1st 1/144th Gundam Candice Russell

005 Junior- Prefinished

1st 1/24th 1957 Chevy Heather Wright

006 Junior-Miscellaneous

1st 1/35th Panther Tank Kevin Johnson
2nd Two guys on horse Ingrid Smith
3rd US Navy Figures Ingrid Smith
HM T-Rex Naelen Howard

101 Aircraft-1/73rd & Smaller

1st Breguet XIV James Gray
2nd USN SH-60B John King
3rd P-51B Mustang John King
HM F/A-18E Super Hornet John King

102a Aircraft-1/72nd Single Prop - Axis

1st Arado Ar 196 - Bulgarian Will Perry
2nd Nardi F.N. 305 John Cate
3rd Brewster Buffalo Djordje Nikolic

102b Aircraft-1/72nd Single Prop - Allied

1st P-47 Thunderbolt Terry Schuler
2nd Spitfire Mk. IXC Mike Howard
3rd F6F-5N Hellcat David Hanson
HM Arsenal VG.33 Herb Arnold
HM Dewoitine 500 Mike Masters
OoB Spitfire Mike Howard

103a Aircraft-1/48th Single Prop-Axis

1st A6M5 Zero David Sherrill
2nd Nakajima Ki-43 Terry Schuler
3rd Bf 109E-3 Bob Windus
HM Fi 156C Storch Gary Meinert

103b Aircraft-1/48th Single Prop-Allied

1st F4U-2 Corsair David Hanson
2nd Spitfire Mk. Vb David Sherrill
3rd P-51D Mustang Don Schendiman
HM F4U-1 Corsair Bob Windus
HM Fairey Firefly Mk. I Jay Mullins
HM P-47B Thunderbolt Brian Birk

104 Aircraft-1/72nd Multi Prop

1st He 111H-6 Terry Schuler
2nd Fw 189 Dan Smith
3rd Fw 200 Condor Dave Hempel
OoB E-2C Hawkeye Don Macbean

105 Aircraft-1/48th Multi Prop

1st Beaufighter Mk. X Joseph Brown
2nd G4M1 Betty David Sherrill
3rd Wellington 1C Brian Birk
HM PZL P.37B Los Ruben Sitek
OoB Wellington 1C Brian Birk

106a Aircraft-1/32nd & Larger-Prop

1st P-40E-1 Warhawk Chris Morris
2nd Fw 190D-9 David Sherrill
3rd P-47D-25RE Thunderbolt Richard Hoard
HM Bf 109E-1 Gary Meinert
HM Hurricane Mk 1 (early) Mike Millette
OoB Bf 109G-14 Mike Millette

107 Aircraft-1/72nd Single Jet

1st F-16A Fighting Falcon Harold Kiesenetter
2nd Mig-15 N. Korean Robert Peterson

108 Aircraft-1/48th Single Jet

1st J-35F2 Draken Gary Meinert
2nd He 162A-2 Terry Schuler
3rd F-84E Bob Windus
HM F-84G Ira Shelton
HM F-104S Brian Birk
HM CF-104 Joseph Brown
OoB F-16D Fighting Falcon Brian Birk

109 Aircraft-1/72nd Multi Jet

1st F-89D Scorpion Harold Kiesenetter
2nd F-4C Phantom Harold Kiesenetter
3rd EF-111A Raven Harold Kiesenetter
HM SR-71A Blackbird Harold Kiesenetter
OoB F-89D Scorpion Harold Kiesenetter

110 Aircraft-1/48th Multi Jet

1st	P-59 Airacomet	Joseph Brown
2nd	Ar 234B-2N	Ken Kilmer
3rd	F-4J Phantom	Brian Birk
HM	F-14A Tomcat	Dave Hempel
HM	CF-101E	Brian Birk
OoB	F-4J Phantom	Brian Birk

111 Aircraft-1/32nd & Larger- Jet

1st	F/A-18 Hornet	Brody Coumont
2nd	English Electric Lightning F.3	Brian Birk
3rd	Me 262	Steve Gallacci
HM	Mig-21MF	Rory Pennington
OoB	English Electric Lightning F.3	Brian Birk

112 Aircraft-Airlines/Civil/Sport/Racing

1st	1914 Sopwith Tabloid	Shawn Gehling
2nd	Duo Discus Glider	Everett Quam
3rd	Boeing 737-800	Dave Hempel
HM	Percival Q6 (scratchbuilt)	John Tarvin
OoB	Duo Discus Glider	Everett Quam

113 Aircraft-Rotary Wing

1st	Kaskr	John Cate
2nd	Sikorsky H-19A	Jay Mullins
3rd	Cierva C.30	John Tarvin

114a Aircraft-Biplanes, Vintage 1/72nd & smaller

1st	Oef Albatros D.III	Herb Arnold
2nd	Curtiss Reims Racer	Shawn Gehling
3rd	Hansa-Brandenburg W.29	Russ Field

114b Aircraft-Biplanes, Vintage 1/71st & larger

1st	Fokker Dr.1	Marty Pritzl
2nd	DFW T.25 Floh (Flea)	Gerry Bacon
3rd	Austrian Phonix D.1 Scout	Gerry Bacon
HM	Fokker E.V/D.VIII	John Frazier
HM	Fokker B.II	Gerry Bacon
HM	Junkers J.1	Terry Moore
OoB	Fokker E.V/D.VIII	John Frazier

115 Aircraft-Misc/Scratchbuilt/vac/conversions

1st	Avro York C.1	Craig Meador
2nd	Barnes Wallis "Swallow"	Steve Hilby
3rd	SARO London	John Tarvin

201a Armor-1/35th<Closed Top to '45-Axis

1st	Semovente	George Stray
2nd	Panzer III	George Stray
3rd	Brumbar - early	Mark Ford
HM	JS-3	Anthony Froh
OoB	Sd/Kfz 234/4 Puma	George Tufnail

201b Armor-1/35th<Closed Top to '45-Allied

1st	Sherman III	Mark Ford
2nd	Staghound	George Stray
3rd	Sherman Firefly	Peter Hickey
HM	TTP Police Light Tank	Ralph Braun
HM	Sherman M4A4	Andrew Stiffler
OoB	KV-2	Ruben Sitek

202 Armor-1/35th<Closed Top after '45

1st	Polish PT-76B	Ruben Sitek
2nd	M2A0 Bradley	George Urekabd
3rd	M1128	Anthony Froh
HM	M-1IP Abrams	Bryan Lockwood
HM	Sherman Firefly	Greg Buechler

203 Armor-1/35th<Open Top

1st	Panzerjager I	George Stray
2nd	Geshutzwagen w/30mm	John Lange
3rd	Kangaroo	George Stray
HM	LTV Water Buffalo	Peter Hickey

204a Armor-1/36th & Smaller, All Types

1st	Leopard 1A1A2	Russ Field
2nd	Humber Mk II A/C	Greg Schell
3rd	Fuchs Ambulance	Tom Gloeckle
HM	Porche P-245	Will Perry
OoB	Kubelwagen	Bob LaBouy

204b Armor-1/48th, All Types

1st	Japanese 4x4 Light Vehicle	Mike Medrano
2nd	2.5 ton truck	Mike Medrano
3rd	Tilly Light Truck	Mike Medrano
HM	Sd/Kfz 251	Fernando Cuernca
OoB	Sd/Kfz 251 Stuka zu Fuss	Andrew Birkbeck

205 Armor-Soft-skinned

1st	Jeep SAS	Ruben Sitek
2nd	Jeep Ambulance	George Stray
3rd	Land Rover	Bryon Wadsworth
HM	LRDG Chevy	Ed Schnabel
OoB	Mercedes L4500A	Andrew Birkbeck

206 Armor-Towed Artillery & Missles

1st	German 20mm Flakvierling 38	Mike Medrano
2nd	M2A1 105mm Howitzer	Andrew Birkbeck
3rd	Ketenkrafrad & Trailer w/cannon	Shawn Gehling

207 Armor-Misc, Conversions & Scratchbuilt

1st	M14 Rifle	Andrew Birkbeck
2nd	Kangaroo	Peter Hickey
3rd	Sherman Hybrid	Peter Hickey

301 Figure-Less than 54mm

1st Castle of Deception Female Archer Art Romero
 2nd Adrielle, High Elf Queen Rebel Romero
 3rd Female Warrior Kneeling Art Romero

302 Figures-54mm & 1/35th

1st Chicken Liberation Fernando Cuernca

303 Figures-Larger than 54mm

1st Korean General, Josen Dynasty Patty Walden
 2nd Sanada Yakamura Samurai Russ Buey
 3rd German Soldier Dan Smith
 HM Pirate Bust Patty Walden
 HM Souix Chieftan Patty Walden

304 Figures-Sci-Fi, All

1st Cyclops Chris Scurti
 2nd Grim Reaper George Tufnail
 3rd Prowler Armored Suit Fernando Cuernca

401 Ships-Powered 1/700th & smaller

1st USS Yorktown Gordon Bjorklund
 2nd USS Alabama Rick Heinbaugh

402a Ships-Powered 1/699th to 1/350th

1st USS Buchanan 1944 Gordon Bjorklund
 2nd USS Lafey 1942 Gordon Bjorklund
 3rd USS Buchanan 1943 Gordon Bjorklund

402b Ships-Powered 1/699th to 1/350th

1st USS Langley Roger Torgeson
 2nd USS Phoenix Roger Torgeson
 3rd HMCS Bonaventure Ryan Cameron
 HM HMCS Iroquois Ryan Cameron

403 Ships-Powered 1/349th & larger

1st Unlimited Hydro Gerry Nilles

404 Ships-Unpowered

1st USS Constitution Bill Cianci
 2nd Catalan Ship Les Walden
 3rd Tuna Fishing Boat Doug Hallett

405a Ships-Submarines, 1/73rd & smaller

1st USS Connecticut SSN22 Bill Speece
 2nd US Nuclear Attack Sub Doug Hallett

405b Ship-Submarines, 1/72nd & larger

1st U407, Type VIIC Peter Hickey
 2nd Gato Sub John DeRosia

501 Auto-Factory Stock

1st 69-1/2 Dodge Coronet Joe Spenzer
 2nd 70 Dodge Challenger Heather Wright
 3rd 49 Ford Shannon Dimaulo
 HM Nissan GTR Skyline Shannon Dimaulo
 HM Porche 959 Mike Masters
 OoB Nissan GTR Skyline Shannon Dimaulo

502 Auto-Hot Rods

1st 32 5-Windo Coupe Joe Spenzer
 2nd Rainer Ski-Taxi Steve Hilby
 3rd 63 Ford Galaxy Joe Spenzer
 HM 74 Chevy Camaro Joe Spenzer
 HM Rommels Rod Steve Hilby
 OoB 29 Rod Pickup Gary Dycke

503 Auto-Custom

1st 49 Mercury Shannon Dimaulo
 2nd 61 Falcon Dave Lawniczak
 3rd 49 Ford Shannon Dimaulo
 HM 31 Cadillac Goth Rod Shannon Dimaulo
 HM 65 Mustang Joe Spenzer

504 Auto-Pick-ups

1st Custom Pickup Tom Krajicek
 2nd 56 Ford Pickup Dale Schmitt
 3rd Daisy's Jeep Dale Schmitt
 HM 40 Ford Coupe Bert Peterson
 HM 55 Ford Panel Dale Schmitt

505a Auto-Trucks, Rescue -Tractor/trlr.

1st 1995 Ford Ranger XLT Terry Davis
 2nd Chevy Pickup truck Everett Quam
 3rd Mack Logging Truck Tom Krajicek
 HM 1932 Mack Wrecker Tom Krajicek
 HM 1961 Chevy Ice Cream Shannon Dimaulo

506 Competition - Closed Wheel

1st Greg Biffle Ford Taurus Mike Howard
 2nd Porche RSR Tim Bradley
 3rd Henry J Gasser Dave Lawniczak
 HM Lawson Oates Super Stock Wayne Holmes
 OoB Greg Biffle Ford Taurus Mike Howard

507 Competition - Open Wheel

1st Ferrari 126C2 F1 Paul Erlendson
 2nd "7" Dragster Gerry Bacon
 3rd 1993 Penzoil Top Fuel Dragster Travis Spitzer

508 Large Scale Autos/Trucks

1st Gasoline Tank Trailer Jim Gordon
 2nd 1963 Chevy Covette Engine Scott Taylor
 3rd Knight Hauler Tractor Jim Gordon
 OoB Gasoline Tank Trailer Jim Gordon

509	Motorcycles		802	Flights of Fancy	
1st	1896 Steam Powered	Harry Avis	1st	M-163 Unprofor	Peter Hickey
2nd	Warbird Chopper	Shannon Dimaulo	2nd	CF-116 "Millenium Falcon"	Mike Millette
			3rd	Honda Repsol racing Spitfire	Jon Fincher
601	Space Fact		803	Animals/Dinosaurs	
1st	Shenzhou	Don Conrard	1st	Brachiosaurus	George Tufnail
2nd	Pioneer 10	Don Conrard			
3rd	Vostok Spacecraft	Don Conrard	804	Group Builds	
602	Aerospace test/record breakers		1st	Pogo Group Build	IPMS Seattle
1st	Northrop X-4	Carl Kietzke	805	Miscellaneous	
2nd	63 NASA Catalina	Jon Fincher	1st	Zombie & Skeleton	Shawn Gehling
603	Science Fiction-Vehicles		2nd	Styrena Model	Terry Davis
1st	Imperial Aeronef "Haifeng"	Steve Hilby	3rd	Noah's Ark	John DeRosia
2nd	Ma.K. Falke	Mike Millette	806	Mentored Models	
3rd	Vanship #7	Steve Hilby	1st	Land of the Giants	Shawn Gehling
HM	Lunar Septic Service	John DeRosia	807	Modelfy	
701	Diorama-Aircraft		1st	L'angoustine a'la Merkava	Doug Girling
1st	Camel on Naval Lighter	Eric Hagedorn	2nd	Apollo's Chariot	Mark Aldrich
2nd	World's Smallest Airport	Terry Davis	3rd	Razorback Armored Walker	Brian Hennessey
3rd	Polish Railway Snow Blower	Harry Avis			
702	Diorama-Auto				
1st	Junk yard	Dale Schmitt			
703	Diorama-Armor				
1st	Clearing the Way	Paul Lindgren			
2nd	The Peddler	George Stray			
3rd	Iwo Jima '45	John Lange			
HM	Happy End	Ruben Sitek			
HM	One For the Folks at Home	Peter Hickey			
704	Diorama-Sci-Fi, Space Fact				
1st	War of the Worlds	Glenn Ryder			
705	Diorama-Naval				
	No Entries				
706	Diorama- Figures				
1st	Guadalcanal '42	John Lange			
2nd	Marines (Pacific)	Dan Smith			
3rd	Skeleton War Chariot	Art Romero			
HM	Metalina	Steve Hilby			
HM	Escape from the Crypt	Don Macbean			
801	Collections				
1st	Bf 109s	Mike Medrano			
2nd	Soviet Women	Shawn Gehling			



Harold Kiesenetter's 1/72nd scale F-89D Scorpion was a first place winner in its category

2010 Best ofs...

Award	Sponsor	Model	Winner
Best Finish	IPMS Seattle	USS Langley	Roger Torgenson
Best Canadian	IPMS Vancouver	Beaufighter Mk. X	Joseph Brown
Best Submarine	Oregon Historical Modelers Society	U-407 Type VIIc	Peter Hickey
Best Bare Metal Finish	IPMS Tacoma	EE Lightning	Brian Birk
Best British/Commonwealth	Robert Allen/Andrew Birkbeck/Marilynn Laird	Staghound	George Stray
Best Fire/Life Safety Vehicle	Seaside Fire Service	1954 Ford Tow Truck	Dale Schmitt
Best American Aircraft	Norm Filer	A-1 Skyraider	Body Coumont
Best Small Air forces	Mike Millette/Mike Medrano	Saab Draken	Gary Meinert
Best 1/32 Aircraft	Craftworks	F-16	Body Coumont
Best Pacific Theater	Tracy White	P-40D	Chris Morris
Best Street Rod/Custom	IPMS/PSAMA	Goth Rod	Shannon Dimaulo
Best WWII Artillery	In Memoriam Dale Moes	105mm Howitzer	Andrew Birkbeck
Best French	Djordje Nikolic/Jacob Russell	Moraine Saulnier	Harry Avis
Best German	Doug Girling/Gary Webster	Stuka	Eric Christianson
Best Italian	Stephen Tontoni/Will Perry	Semovente	George Stray
Best Japanese	Taryn Nikolic	A6M5 Zero	David Sherrill
Powder-puff Award	Marilynn Laird/Jill Moore	1949 Ford Coupe	Shannon Dimaulo

Best Junior	P-47D Thunderbolt	Matthew Gross
Best Aircraft	Fokker Dr.1 (1/8 scale)	Marty Pritzl
Best Military Vehicle/Weapon	Sherman III	Mark Ford
Best Figure	Korean General Josean Dynasty	Patty Walden
Best Ship	USS Constitution	Bill Cianci
Best Automotive	1896 Steam Pwr'd Motorcycle	Harry Avis
Best Space Fact/Sci-Fi	Imperial Aeronef "Haifens"	Steve Hilby
Best Diorama/Vignette	"Clearing The Way"	Paul Lindgreen
People Choice	USS Constitution	Bill Cianci



Two "Best Of" winners: Matthew Gross's P-47 Thunderbolt (left) won the "Best Junior" award, while Patty Walden's Korean General (above) won "Best Figure"

Tamiya 1/48th Scale Sdkfz. 251/1 Ausf. D "Stuka Zu Fuss"

by Andrew Birkbeck

Last year Tamiya added to their excellent range of 1/48th scale military vehicles with a kit of the very important Sdkfz. 251/1 Ausf. D "Hanomag" halftrack. This vehicle was a key component to the WW2 German military machine's "Blitzkrieg" style of warfare, providing as it did armored mechanized transport for the Panzer Grenadier units that followed the Panzer units into battle. The Sdkfz. 251 was produced throughout the war and became a very large range of different sub types, from troop transport, radio vehicle, bridging vehicle, anti tank platform, dedicated ambulance etc. The "Stuka Zu Fuss" was just such a sub type, taking the standard 251/1 troop transporter, and arming it with unguided short range 28 and 32cm rockets, which were mounted on the exterior sides of the vehicle.



Opening the box of this new kit you will find all of the parts from Tamiya's earlier standard troop transport version of the 251/1, minus the gray sprue containing the small arms, gas masks, bed rolls etc. Also missing are the two crew figures contained in the earlier kit. Added to the contents is sprue "D", which contains all the parts for the required rockets (eight 28cm rockets and two 32cm rockets), and parts for their wooden launch/transport crates, as well as the parts for the launch frames to hang on the vehicle sides. To replace the two earlier



figures, Tamiya gives the modeler four new figures depicting four crew men posed in various positions for loading the rockets into their frames.

Construction of the kit is pretty straightforward, involving almost a complete duplication of the instructions from the earlier standard troop version, which makes perfect sense as the real vehicle WAS the troop version, with the rocket launch frames added. Construction progresses along easily if one follows verbatim Tamiya's excellent instructions. Highlights include the now standard Tamiya link and length tracks, which fit like a fine leather glove, together with the nicely scaled rocket launch apparatus and rocket crates, which have nice wood grain effect to them. As I worked through the instruction step by step, I found the following areas caused me a few issues:

Section 1: make sure you study the placement diagram for part B20. Also, part B20 has four pin marks which can be removed with careful sanding.

Section 6: construction of the tracks. Each track part has ejector pin marks on it, and if rather tedious to remove, can be remedied with careful sanding.

Section 15: be extremely careful when removing parts E15 and E16 from their sprues, and in their clean up. They are easily fractured. I used the "heat method" of removal, whereby I heat up a scalpel blade with a flame, and then slice through

the sprue attachment point. This puts zero stress on the parts.

Section 19: construction of the MG42. Parts C2 and C12 both have unfortunate ejection pin marks that need very careful removal.

Other than the above, I sailed easily through the kit's construction. Overall parts fit, as one comes to expect from Tamiya, was superb.

The kit comes with markings for three different vehicles, all of which are standard late-war three tone examples, Panzer Yellow, Green and Red/Brown. Scheme A, a unit from Panzergrenadier Regiment "Grossdeutschland", Lithuania, August 1944. Scheme B, a Panzergrenadier unit from 6th Panzer Division, also Lithuania August 1944. Scheme C, an armored engineering battalion from 2nd Panzer Division, Normandy, August 1944. Decals were well printed, if a little on the thick side, but they laid down nicely over a layer of gloss clear, followed up by a sealing coat of the same gloss clear, then a coat of matt clear. Paints used were from the Tamiya "acrylic" range, thinned with Mr Leveling (lacquer) Thinner from the Gunze Mr Color range. This combination works extremely well for me, with the matt clear used being from the Mr Color range of lacquer paints. Following initial construction, painting and decaling, the model was given a "wash" of thinned oil paint, and when dry, I proceeded to add chips and scratches with a small pointed brush and

some suitable dark gray color from the Vallejo range of acrylic paints. Finally a very diluted mixture of Tamiya "Buff" paint was airbrushed over the model, concentrating on the lower sections of the vehicle to simulate "road dust".

All in all, this was a very fun build which I can highly recommend to anyone with average modeling skills and above. My thanks to TamiyaUSA for supplying IPMS/USA with the opportunity to review this kit. You can find this and many other excellent Tamiya kits at their web site.



2010 Shows

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

- 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
- 9/25/10 Lynnwood Galaxy 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.

Italeri 1/48th Scale Arado Ar 196A

by Hal Marshman Sr

Let me preface this review by stating that I've been waiting for just such a kit for at least 50 years. The Arado Float plane has been a favorite of mine since early on, but frankly, I thought I'd never see a mainstream kit of it. There were the HIPM and the IPM kits, but they involve too much work for this elderly gentleman!

The box itself reminds me of the old Motorola "Works in a drawer" TV commercials. End opening box, but the kit is in a drawer for you to slide out. Better than those other "parts losing" end opening boxes, by far. The photo I've attached shows the box art. Nothing spectacular, and true to European standards, does not depict a swastika on the tail. The surface detail is of the engraved style, not too deep, nor too shallow. It should lend itself well to your favorite enhancement style, or even look good without enhancement. The Ar196A featured fabric covered control surfaces, and rear fuselage. Italeri did a really great job on the fuselage fabric, but I feel they did over-emphasize the control surfaces. At least they didn't try to show texture, as on the real thing sufficient coats of dope were applied to eliminate any trace of texture. I saw no dimples or ejector marks in any places that would be visible on the completed model.

There's not much to say about the clear parts, there are only three, a windscreen, a stationary cover over the observer's area, and a sliding section for the pilot's cockpit. The glass is clear enough, and moderately thin. All nice straight lines, so I don't expect any masking problems. An unfortunate thing is that there's no clear gunsight. It's part of the gray control panel casting, reflector and all. Oh well, that shouldn't be difficult to rectify.

The interior consists of a tub affair that you build up, so there's no detail cast into the sides of the fuselage. The framework of



the fuselage is cast in relief in the sides of the tub, along with throttle, black boxes, etc. If one spends some time here with shading and highlighting, he should end up with a decent looking interior. Italeri calls for RLM 02 Gray interior, and as these airplanes came off the line pre- and early-war, I think that's probably correct. The MG-15 in the rear cockpit looks pretty good, with separate ammo cans, and an attached spent round chute. Seat belts are provided on the decal sheet.

The engine looks fairly good, with separate push rods and gear box, and it's a three dimensional job, not cast onto a firewall. It has a nice three-bladed prop with separate spinner. The cowling is a three piece affair, front, rear, and center section. The center section has the rocker arm cover bumps cast into it, and contrary to what you may have heard, there's no huge seam running through them. There is a slight seam, which appears to be no problem to eliminate. I might mention the floats, three pieces, two sides, and a top. Should be another easy assembly.

The manufacturer has provided what seems to be a pretty nice beaching dolly for displaying the bird. The Ar 196A is no

small plane, but quite good-sized, with a 10-1/4 inch wingspan in this scale.

The decal sheet provides markings catering to four different Arados, but you'll have to go to the spares box for a swastika, none is included. You may be puzzled to see Japanese and French markings on the sheet, but these are easily explained. The German Kriegsmarine (Navy) put Armed Merchant raiders to sea, to prey on Allied merchant shipping. These were converted freighters, carrying hidden armament, and often sailing under flags from neutral nations. In order to complete the disguise, the aircraft they carried would often be re-marked in the nationality the ship was disguised in. This is where the box artwork comes into play. The color schemes for the four 196s are depicted in color on the reverse of the box.

MSRP on this kit is USD \$55, not cheap, but it appears worth it. Well, that's about as much as I can tell you from the unbuilt kit. I am most anxious to get going on this model, and will update this report as soon as it's complete.

Trumpeter 1/48th Scale Sukhoi Su-24M Fencer-D

by Chris Banyai-Riepl

The Sukhoi Su-24 design dates back to the early 1960s, when Sukhoi began development of an all-weather version of their Su-7 aircraft. By the late 1960s, this design had evolved to incorporate a variable geometry wing, and the resultant T-6 prototype took to the skies at the end of 1971. Due to the complexity of the aircraft, both in flight systems and weapon systems, the Su-24 did not enter service until early 1975. Even then, the aircraft underwent many production changes over the next few years. All of these changes and upgrades were combined into the Su-24M variant, which entered service in 1983. An export version of the Su-24M, the Su-24MK, flew in 1987, and both types are still in service with Russia and other air forces around the world.

While the Su-24 has been the subject of a few 1/72nd kits, this is the first time the big Sukhoi swing-wing has been done in injection plastic in 1/48th. Prior to this release, the only real option available was the Collect-Aire resin kit. Now Trumpeter has provided the modeler with a more viable alternative. On first glance, this

model is impressive, containing enough weaponry to outfit several Fencers. The parts are molded in the typical Trumpeter gray plastic, with vinyl tires and white metal landing gear pieces. The two decal sheets cover two aircraft options and all the copious stenciling found on the various weapons.

The overall parts breakdown suggests that we will see other variants of the Su-24 from Trumpeter before too long. The fuselage is split into a main rear fuselage section, a separate nose section, and separate radome and rear engine section. The central fuselage core is the same across all the Su-24 variants, and by changing the forward fuselage piece, you could get to the earlier Fencer-C variant. Change the vertical fin and the rear engine section, and you'd have the Fencer-A. An updated nose section with the various antenna panels will turn this kit in to a Fencer-E or Fencer-F. In fact, the kit includes the bulged heat exchanger intake for the Su-24MR Fencer-E and some of the antenna bulges for the Su-24MP Fencer-F. The kit out of the box represents an early Su-24M, with some details included for the Su-24M2. It could also be built as the export Su-24MK, and with a bit of extra work could work for any Su-24M/M2 variant. More on that extra work later, but now let's take a look at what's in the box.

Starting with the cockpit, this is very well done, with a pair of highly detailed ejection seats taking up the primary spot. In fact, I would say that these are probably the best K-36DM seats out there in injection plastic. Each seat is made up of no less than eleven pieces, and capture the look of the K-36DM quite well. For those so inclined, though, there are several after-market resin seats that could work as well. The cockpit tub itself is nicely detailed, with raised surface detailing for the side and center consoles. A separate piece provides the divider between the two seats, and separate control sticks add to the busy look of the cockpit. The instrument panel is clear, with separate decals provided for the instrument faces.

The completed tub sits on top of a five-piece nose wheel well. The multiple-piece well allows for quite a bit of detail to be molded on the individual sides, and the well will look suitably busy when complete. Of course, not many will notice the well given how nicely done the nose gear is. This is really a great piece of work for Trumpeter, for not only does the kit include both injection and white metal nose gear legs, the kit includes two options in white metal. Yes, you get the option of having your nose gear compressed or extended. I haven't checked this too closely, but I would guess that if you load out your Fencer with a full complement of weaponry and fuel tanks, that nose gear strut is going to be compressed.

The completed cockpit/nose wheel well assembly is sandwiched between the two nose halves. Trumpeter has ribbed these pieces, as well as the main fuselage pieces, to provide some stiffening of the pieces. This is very welcome, as the large flat surfaces on this fuselage would be prone to warping and twisting, and could prove challenging to assemble. This internal stiffening helps greatly to counteract that. Also in the nose assembly is the air refueling probe, which the instructions show as retracted but could just as easily be glued in place extended. In front of that piece goes the radar assembly, which is



fairly complete. The separate nose cone allows this to be displayed.

Moving to the rear of the aircraft, the afterburner section is complex and detailed, but unfortunately suffers from a rather major problem. First, the detailing. The kit includes two options for the burner can, fully open or fully closed. The hot section is also included, sitting at the bottom of about a 1" tube. The burner interior pieces are then surrounded by a separate piece, resulting in a very nice looking burner section. It's hard to find good photos of the interior of these burners, but it would appear that the inner section is a light color, while the outer is typical burnt metal in appearance. The instructions make no note of that, but that two-tone appearance will greatly improve the realism of your Fencer exhausts.

Now for the major problem. While these exhausts are nicely detailed, they are too far apart. This is a tough area to see in photographs, and drawings vary greatly on the Su-24, but it appears that Trumpeter has the right diameter of the exhausts, and the problem resides in the rear fuselage piece. There is a sharp taper when viewed from the top of the real aircraft, while the Trumpeter piece is much more gradual. This puts the exhausts quite a bit apart, when in fact they should be very close together. It also puts the two probes under the exhausts too far apart as well. As it appears that this error is constrained to just that single rear fuselage piece, perhaps we will see an aftermarket correction for this before too long. For those that don't want to wait for that, it would be a tough fix, but one could chop up the kit piece and bring the exhausts closer together by shimming the edges of the exhausts on the bulkhead they're attached to. Another fix is to put exhaust covers on them, and just make them slightly oval, to give the perception that they are closer together than they really are.

Moving on to the wings, Trumpeter has provided an impressive center wing box arrangement that includes both a wing fold mechanism and a solid spar for the glove

fairing. This assembly mounts atop a very large and detailed main gear well. The wing fold mechanism consists of a pair of large gears that should maintain alignment throughout the whole wing movement. There is a catch, though, which will become apparent when you look at the outer wing sections.

The outer wing sections have some beautiful details to them. There are separate clear wingtip lights (the Su-24 had colored bulbs, so don't tint these pieces), and nicely done slats and flaps. In fact, the latter are built up from two separate pieces, accurately capturing that split flap shape. The spoilers are also separate, although those are generally only up during flight. The wings have large teeth that will mesh nicely with the gears. So, after visualizing these pieces, do you see the problem with the wing fold mechanism? Yep, with the flaps down, this wing can't swing. All that beautiful engineering of the wing flaps becomes irrelevant should you wish to have the wings moveable. Still, I suppose it is nice that Trumpeter included that, for those that wish to have the flaps up and be able to move the wings in and out. Another nice touch along those lines is the vinyl insert for the fuselage side, for the slot cover for the wings. That's pretty much like how the real thing is, so kudos to Trumpeter for replicating that.

With all of these subassemblies done, the final assembly is fairly straightforward. Given the complexity of assembly of the fuselage, I would highly recommend many repeated test fittings to make sure that everything is lined up right. A quick test fit shows that the actual attachment points are pretty positive, though, so really the only challenge here will be to minimize the amount of filler needed. I noticed that the nose cone is a touch oversized in plan view, so be ready for a bit of sanding there. It looks fine in profile, though. The nose-fuselage attachment point is quite sturdy, and this will only need a bit of work to minimize or eliminate the need for filler. The same goes for the rear engine piece.

Overall, I have been very impressed with the dry fit of the parts, so this model should go together fairly easily.

Before jumping into the weaponry and marking notes, there are a couple other minor issues to cover. First up, on the vertical fin, the leading edge has a slight extension for much of its height. This kit has that extension ending too low down, though, and it should extend up just a bit more. This is a simple fix, though, just add a bit of plastic card at the top and sand to shape.

The other issue involves the wing pylon and fence on the fixed wing section. This is a big identifier on early Fencers, and this kit provides a very nice rendition of that large rounded wing fence. However, the kit also includes the rear fuselage chaff dispensers, and shows both of these as applied to the aircraft. This is incorrect. The Su-24M went through several iterations of wing fence/chaff dispenser arrangements. The original Su-24M had the rounded wing fence and no chaff dispensers. This was then changed to a squared wing fence that had chaff dispensers built into the top. This was the most common setup found on Su-24MK aircraft. On later Su-24M and MK aircraft, the wing fence was done away with. The rear fuselage chaff dispensers were added later, and are generally found only on Su-24M2 aircraft.

As the kit has the wing fence set integrally with the pylon, the only option out of the box is an early Su-24M. Should you wish to build a later Su-24M, or an Su-24M2, you will need to modify the pylon. What is interesting is that the boxtop artwork shows the correct later-style pylon. For those who want to do an Su-24MK, you will have to rework the wing fence into the squared off type, with the chaff dispenser. Either of these would actually be pretty simple to do, with the former requiring some careful cutting and filing, and the latter some plastic card work.

For the weaponry, this kit is very thorough. In addition to the PTB-3000 fuel

tanks (pay attention to the painting instructions on these; those forward fins are set at an angle to facilitate separation), this kit comes with just about everything the Fencer can carry. This includes three options of the S-25 (straight S-25, S-25L, and S-25FM), KAB-500KP, KAB-1000KP, B-13L, KAB-500L, Kh-29L, Kh-29T, Kh-25ML, KMGU-2, Kh-25MP, Kh-31P, Kh-58, R-60MK, S-24B, ZB-500, B-8M1, FAB-500, AB-100, AB-250, and Kh-59. Check your references for proper loadout, though, as I believe the ZB-500 and the R-60MKs are not carried by Su-24M Fencers, but are carried by the Su-24MP.

Now on to the decals. As noted, one sheet contains the stenciling for the above list of weaponry. Just building and decaling all of those weapons will keep you busy for a month. For the kit itself, there are two decal options: one in the classic gray and white scheme, and one in the two-tone brown camouflage over light blue. In both cases you cannot build these aircraft out of the box, as neither of them had the large wing fences. So be ready to do a bit of work there. For the camouflaged option, the decals are pretty good, being Blue 91. There is not much else on this aircraft, and for some interesting additional color, many of the photos I have of this aircraft show it loaded out with AB-100 bombs on the wing pylons.

For the gray/white option, this is Red 42 from 968 IISAP, 4 TsBPPLS (968th Instructional & Test Composite Regiment, 4th Combat & Conversion Training Center) based at Lipetsk. The aircraft of this unit has an emblem on the fuselage ahead of the intake, which the decal sheet captures quite well. It also has the Sukhoi emblem, but this only appears on the left nose, not on the right. Just leave the second one off and you're good there. What is missing, though are the string of red stars above the 'Always' emblem on the left side. There should be two rows of five and one row of four. Interestingly, these stars are shown on the boxtop artwork (albeit wrong in count, and on the wrong side).

The decals themselves appear to be well printed, and the sheet includes a thorough representation of the stenciling found on the Su-24. There should be no problems in application.

Overall, I think Trumpeter did a pretty good job of capturing the look of the Su-24 in this kit. While it does have some issues, overall there will be no mistaking this for anything but a Fencer when it is built. A quick Google image search reveals quite a few interesting camouflaged examples from around the world, as well as some interesting Russian options, so I am sure it will not be too long before we see some nice aftermarket decal sheets as well. My thanks to Stevens International for the review sample.

Fiat CR.42 Aces of World War 2: Aircraft of the Aces 90 by Hakan Gustavsson and Ludovico Slongo

reviewed by Chris Banyai-Riepl

At the start of the Second World War, several nations still flew biplanes, including Great Britain, the Soviet Union, and Italy. The latter put forth the Fiat CR.42, which many state was the pinnacle of biplane fighter design. Although out-classed in terms of top speed, few monoplanes could match the CR.42 in terms of maneuverability. In Italian, Hungarian, and Belgian service, the nimble Fiat saw combat on all European and African fronts.

This latest title in the Osprey Aircraft of the Aces series details the attractive Fiat CR.42 in all nations' service, including a brief mention of their operations in Swedish and Luftwaffe hands (although none of those achieved ace status). The book is very well researched and filled with detailed accounts of the CR.42 in combat. In fact, while the opening stages of the Second World War are well covered in

other books, they tend to take a German or British side, so seeing this period through the eyes of a secondary player is quite interesting.



Like most other Aircraft of the Aces titles, this one is packed full of photos and color illustrations. While many of the photos can be found in other CR.42 references, there are some that are new to me. The color illustrations are well done and show the varied and colorful schemes applied to the Fiat CR.42.

Overall, this is a great introduction to the Fiat CR.42, and one which will leave you wanting more Italian coverage. My thanks to Osprey Publishing for the review copy.

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[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his articles. - ED]



IPMS Seattle Spring Show Photos

photos by Norm Filer and Tim Bradley

This page, clockwise from top left: Ruben Sitek built this beautiful 1/48th Scale PZL P.37 Los from the Mirage kit; James Gray's Breguet XIV won the 1/73rd and smaller aircraft category; Will Perry's Bulgarian Arado Ar 196 took top honors for 1/72nd Axis single-prop aircraft; John Cate's Nardi FN.305 took second in that category; Paul Erlendson's Ferrari 126C2 in Gilles Villeneuve's markings took first place in the Automobile - Competition Open Wheel category.





This page, clockwise from top left: Craig Meador's Avro York won Best Scratchbuilt/Conversion Aircraft; IPMS Seattle's Pogo build; a close-up of Gerry Niles's Miss Bardahl unlimited hydroplane; Mike Howard's Greg Biffle Ford Taurus won Best Automobile - Competition, Closed Wheel; Brian Birk's Trumpeter 1/32nd scale English Electric Lightning F.3 survived being stared at for some time by the newsletter editor to win the Best Bare Metal Finish special award.



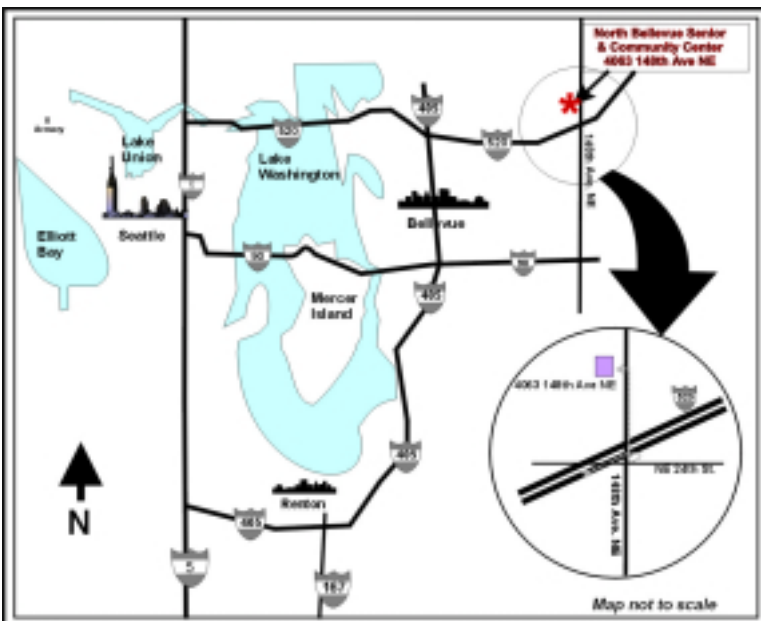


Bill Cianci's USS Constitution won both Best Ship, and the People's Choice award.

Meeting Reminder

May 8

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.