Seattle Chapter News

Seattle Chapter IPMS/USA
September 2010

PREZNOTES

This is NOT another airline Preznotes. "And there we were...", Myself, Jill, and Chevelle, on our way to Paine Field last week to watch the Flying Heritage Collection fly their P-47 along with the Historic Flights' F7F and F8F. We decided to watch the show from across the runway at Historic Flights' new facility. We were a bit early for the flying so we went in and toured the small, yet new facility. We were standing there watching them move the P-51B out of the hangar so they could get the B-25 out because it was going to fly later in the day when one of the staff came up to me and asked if I'd like a ride in the B-25. What? "Well, we have room in the aircraft." I figure I said yes in about .00327 seconds. Twenty minutes later I had filled out the necessary paperwork saying my life was in their hands and I couldn't sue them for anything, handed them my bank card and off I went. They even asked Jill and she probably would have except for the fact that Chevelle was with us. The staffer said she would take care of her whilst we were flying, but Jill thought that probably wouldn't be a good idea. This particular B-25 is one of the oldest ones flying, and one of the few D versions in the air. It's ex-RCAF and painted up as "Grumpy", an RAF aircraft. Unfortunately, I didn't get to see the P-47, F7F, and F8F fly as we were in the aircraft holding short of the runway while they did their flybys.

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SEATTLE CHAPTER CONTACTS

President:	**Vice President:**	**Treasurer:**	**Editor:**
Terry Moore	Marilynn K. Laird	Spencer Tom	Robert Allen
3612 - 201st Pl. S.W.	1825 South 330th St. F-201	318 N.E. 81st St.	12534 NE 128th Way #E3
Lynnwood, WA 98036	Federal Way, WA 98003	Seattle, WA 98115	Kirkland, WA 98034
Ph: 425-774-6343	Ph: 206-491-0096	Ph: 206-522-8414	Ph: 425-823-4658
terryandjill@comcast.net	airboss78@clearwire.net	slt1298@seanet.com	baclightning@yahoo.com

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.

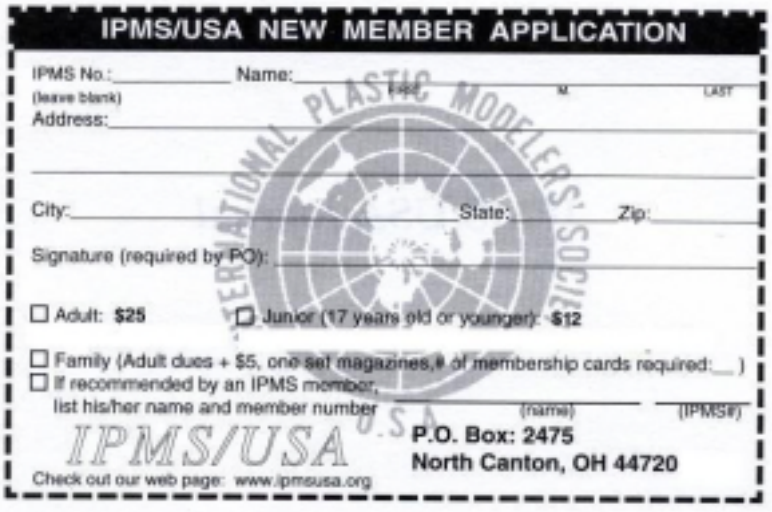
The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put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

September 11 **October 9**
November 13 **December 11**



Trumpeter 1/35th Scale German E-50 [50-75 Tons]/ Standardpanzer

by Eric Christianson

Background

Early in 1943, the Heereswaffenamt (Army Weapons Department) of the German Army accepted a program conceived by Dipl Ing Heinrich Ernst Kniekamp, Chief Engineer of Waffenpruefamt 6, called the (Entwicklung, or E) program.

The E Program was designed to produce a series of six standardized armored vehicles and tanks for use by the Wehrmacht from 1945 onwards. The vehicles were to employ standardized components making their production, maintenance and service easier and cheaper. Even though the program was cut back in 1944 and ended with the end of the war, several of the key aspects of the E-Series were used later on in the French AMX family of armored vehicles.

The E-Series, which was in various stages ranging from blueprints to prototypes when the war ended, has been the subject of several recent releases by Trumpeter.

Following the E-10 JagdPanzer, Trumpeter has released both the E-50 (the Panther replacement) and the E-75 (the King Tiger replacement).

The Kit

The Trumpeter E-50, as kitted, can best be described as a King Tiger with a Panther turret sitting on about one-third the number of bogies. Oh yes – there is a nifty infra-red sights system thrown in for good measure.

The kit comes in Trumpeter-standard soft, light grey plastic on five flash-free grey sprues, one clear sprue, two hull halves, and a single-piece turret. The detail is thin, very crisp and well molded. Clean up is a breeze - this plastic is very soft and sprue-attachment points can be removed with just a swipe or two with a sanding stick. There are no areas that show obvious mold lines. A small fret of photo-etch provides engine deck screens and optional pioneer tool clasps. A run of twisted wire for use as tow cables is also provided. The two hull halves and the turret are packaged separately to protect them from damage.

The 12-page instruction sheet is clear and complete, separating assembly into 17 steps. A color five-view is provided for painting only (since the kit does not come with any decals!). The color scheme suggested is a German Red-Brown camouflage pattern over factory DunkleGelb base.

With only twelve bogies, the chassis assembly is a welcome treat! There are three axles per side, two wheels per axle.

Options for two different barrels are provided. Unfortunately, neither barrel is slide-molded, so a centerline seam must be cleaned up whichever way you go.

The two vinyl tracks seem to me to be very thick - heavier than what I would find in a Dragon kit, for example. There is excellent detail on both sides of the track and it seems to want to generally stay put when bent. The instructions clearly state that the tracks can be glued using ‘plastic cement' and painted using ‘plastic paints'. The color go-by for painting has call-outs for Gunze Mr. Color (Lacquer), Model Master and Humbrol (Enamels), and Gunze Aqueous Hobby Color, Vallejo and Tamiya (Acrylics).

There is only a single set of pioneer tools. In order to make use of the optional PE clasps provided in the kit, you must first remove the molded-on counterparts - which are well done and would seem to perfectly suffice.

The Build

After reviewing the instructions I found that I could paint and weather the hull, turret and tracks separately – very handy. I kept this in mind as I worked through the seventeen steps of the project.

The first six steps of the build involve assembly of the main hull and chassis – no surprise there. There are three cantilever assemblies per side, eight pieces in each assembly. While there are guide stubs and holes for most of the parts, the fit is loose and will result in crooked components if you don't fuss with them after gluing. I would suggest using a slow-drying adhesive such as Testors to allow time to align each part as it is added.

In Step Three, the six assemblies are sided – meaning that there are three for the left-hand side of the tank and three for the right. Rather than provide a unique design for the parts to prevent mistakes, all the parts for each side are identical, including the guide holes. This makes it very easy to attach parts A8 and A10 (and A9/A11) backwards – a mistake that doesn't become apparent until later when you try to glue them to the lower hull in Step 4. Go slowly here – the images Trumpeter provides in the instructions are somewhat inaccurate and easy to misinterpret (or at least they were for me). I had to go back and reverse two parts on each Left assembly – again – using Testors Cement here saved me a bunch of trouble.

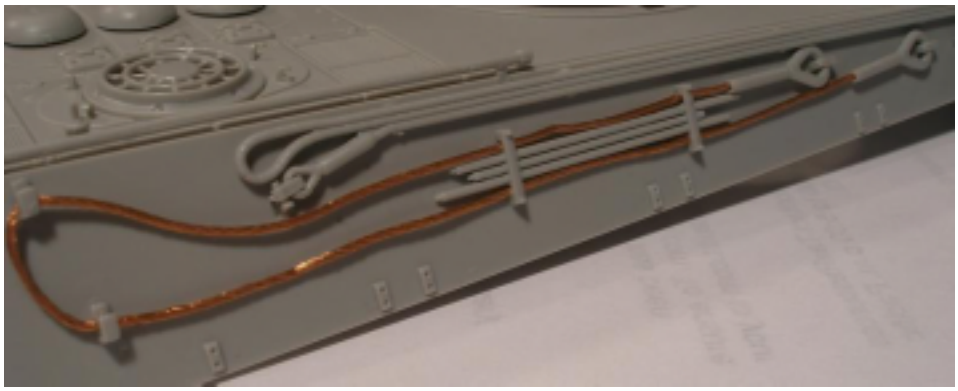
In Step Four, the rear posts for the idler wheels are inserted into plain-old holes – the orientation is left up to the modeler – I assume this is so we can adjust for the 'droop' of the track. But these tracks are made of very thick material and I doubt they will yield much droop unless they are actually glued to the wheels. This assumption proved correct (see 'The Tracks', below). Disregard the instructions and position these idler wheels as low as they can go.

In Step Five the bogies are attached. Again, the fit is loose and I had to fiddle with the wheels constantly while the glue dried to make sure they were aligned.

Assembling and Attaching Tow Cables

Heavy tanks need to be pulled out of the muck from time to time so they always come with an array of cables, eyelets and brackets. Assembling these so that they look authentic can be challenging and this used to be my least favorite part of building German armor. Trumpeter has provided enough materials for a length of cable on each side of the tank, so all that is needed is a technique that works. For me, this involves the following steps:

For each cable:



Glue any brackets that will hold the cable onto the hull sides. (See image) Let these dry completely. Carefully drill out the two eyelets using a twist drill. Twist one of the ends of the twisted wire so that it is as tight as it can be and coat it with very thin Super Glue ('pink' Zap-a-Gap works well here). Dip the coated end into super glue accelerator to cure the glue. Dry off any excess accelerator. When the accelerator has completely evaporated, re-dip the twisted wire end into thin super glue. Insert the glued wire into the eyelet and apply accelerator to cure the glue. Test fit the cable on the tank hull to find out where to cut the wire for the other end. Make sure you leave enough length after compensating for the length of wire inside the eyelet, and under the brackets that hold the barrel cleaning rods.

On this particular tank, after drilling out about half-way down the eyelets, the two pieces of twisted wire each came out to be eight-and-a-half inches in length. Tip: For some reason, the twisted wire cuts much cleaner if you first wrap the area you want to cut with masking tape. Follow steps 2-5 for the other end of the cable.

Attach the eyelets at the ends of the cable to the side of the hull using plastic cement and secure them with masking tape while they dry. This leaves some play in the wire so the cable can be properly strung beneath the assembly holding the assorted cleaning rods and other equipment. Once the eyelets are rock-solid, touch super-glue to the wire cable where needed to finish.

Step Eleven is where you get to decide about side skirts and mud flaps. The big German Tigers and Panthers are always a question. Rarely did the mud-flaps and side-skirts remain as installed – usually there was some damage, and many times these parts were all but non-existent on the vehicles in the field.

I decided to leave the skirts (and associated mud-flaps) off for two reasons: First, if I wanted to show any missing sections or battle-damage, the parts from Trumpeter are too thick and would have needed to either be thinned or replaced with lead foil and plastic latticework.

More importantly, however, with such a big body and such a relatively small turret, the vehicle looks a little 'pin-headish'. I used some tape to set up one side of the vehicle with skirts and the other side without. The side with skirts simply looked odd – I decided to leave the skirts (and associated mud-flaps) off. The flaps are single-piece affairs that span the mud guard area and the front of the side skirt, so if you choose to leave them on without the skirts, a little surgery will be in order.

That said, there is excellent detail on both sides of the flaps. If you want to flip the front of the flap up and over to expose the detailed underside, you will need to clean up four ejector pin marks.

Unfortunately, had I known beforehand what the tracks would end up looking like, I probably would have left the side skirts on...

The Tracks

There were several minor annoyances with building this kit, but they were easily overcome with a little work. The tracks supplied with the kit, however, were a disappointment. The detail is excellent, but the thickness of the track, the single line of bogies on the E-50, and the design of the attachment points proved to be difficult to work with.

First, the tracks are attached with a tab that extends and connects to the other side of the run, but the width of the tab only covers about a half of the width of the track. This means that both inner and outer edges of the track have no means of being attached to one another except by using staples. I glued the tabs with super-glue and touched them with accelerator. The tabs seemed sturdy enough to hold so I moved on.

After fitting the track loop onto the vehicle, the thickness of the track created a outward bow that was reminiscent of the old rubber-band tracks from the mid-70s Lindberg kits. I ended up drilling holes, inserting toothpicks, and using copious amounts of Testors black-bottle cement and clamps to attach the track to the second and fifth bogies on each side of the tank. This effort managed to make everything line up, sort of.

Since I earlier attached the idler wheels according to the instructions, the end result gives the entire affair the look of the Porsche Tiger I prototype, later converted to the Ferdinand/Elephant vehicles. I contemplated breaking off the idler wheels and re-attaching them, but the weak design of how the wheels themselves are attached precluded that approach.

Finally, because there is only a single line of bogies on each side of the E-50, three directly on either side of the centerline of the track, the tension in the track caused the inner and outer edges to bend up slightly. The model does not sit correctly on a table top. It wobbles.

In summary, if you want to enter this model in any kind of competition I would strongly recommend using an aftermarket set of link and length track or white-metal track to replace what is provided by Trumpeter.

Moving on; Step Thirteen is where the infrared sights are assembled. After putting the well-designed assembly together, I set it aside to paint separately. It is so delicate that I thought I would attach it after I painted and weathered the rest of the vehicle.

Step Fifteen and Sixteen is where you decide what main armament to include. I ended up choosing Option 2 for two reasons: First, a purely personal reason; I liked the look of the additional detail and the slightly larger diameter of the barrel. Second, after assembling both barrels, the

fit of Option 2 is far better. Option 1, no matter how you work it, is loose and wobbly. To get a true and straight barrel I would have had to hold the assembly and fiddle with it until the glue dried…a common theme with this kit.

Photo-Etch

Trumpeter included a small sheet of photo-etch covered by a thin layer of sticky plastic-wrap, which was new to me. The clear plastic allowed me to cut right on the edge of the pieces without worrying about launching them into the great abyss. When you peel off the plastic the cut parts come with it, all secure and ready to use. What a great (and simple) idea!

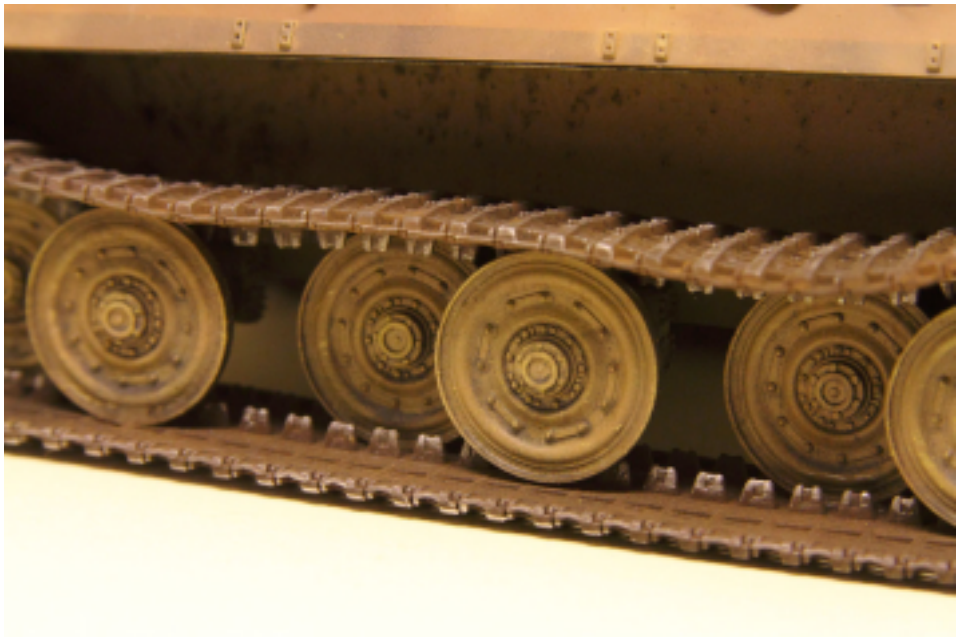
The parts include covers for the exhaust vents as well as details for the rear exhaust pipes and assorted hinges and other turret details. Parts PE-2 and PE-5 are not used, or at least not called out in the instructions. Parts PE-4 are shown bent upwards in the instructions when actually they will be bent downwards. The fit for all of these parts was excellent.

Painting

The 'Painting and Marking Guide' shows a camouflage pattern using German 'Sandy Brown' and 'Red Brown' and contains call-outs for Gunze Mr. Hobby Aqueous acrylics, Gunze Mr. Color Lacquers, Vallejo acrylics, Model Master enamels, Tamiya acrylics. and Humbrol enamels.

I decided to use these same colors but alter the scheme so I could put in a little practice with a new airbrush.

I started with a primer coat of Tamiya XF-69 NATO Black over the entire model, including the superstructure and turret. The tracks are already jet-black from the box. This primer coat will give the tank a 'dark' look that (in my opinion) is appropriate for armor. I concentrated on the nooks and crannies – complete coverage.
I sprayed the parts I left off as well and let everything dry for at least 24 hours.



I used Tamiya XF-9 Hull Red on the two strips of superstructure where the side-skirts would have been attached and covered these areas with Tamiya tape.

I sprayed the tracks with a mixture of XF-68 NATO Brown and Hull Red, making sure to leave some of the original black color showing through. I followed this with a random coat of Tamiya NATO Black and Tamiya NATO Brown, leaning toward the black.

For the superstructure, I followed the black primer coat with a base coat made from a mixture of Tamiya XF-60 Dark Yellow and Tamiya XF-55 Deck Tan. Over that I sprayed a camouflage pattern mixing Tamiya XF-64 Red Brown and Dark Yellow, heavy on the brown side. After the camouflage coat was down I over-sprayed the entire tank with a mist of the brown/yellow mixture to blend the colors together.

I brush-painted the lenses of the infra-red sights Tamiya X-23 Clear Blue. While I was finishing that I somehow managed to DROP the entire sights assembly INTO the bottle of paint. Trying to fish it out with tweezers, I ended up totally immersing the assembly in gooey blue paint. I quickly swished it around in Isopropyl alcohol which removed the wet blue paint but also a little of the cured base coat, revealing the black primer coat.

IR Sights

In one of those strange and wonderful modeling moments, I realized that the result actually looked pretty good (when viewed at a normal distance) and left it that way. There is no doubt that an infra-red sighting system on a late-war German tank would never have had chipped and faded paint on it – nevertheless I decided to let historical accuracy take a back seat here and moved on.

The last step in the painting process involved a dusting of Tamiya Light Earth. I removed the tape from the sides where the skirts would have been attached and, working from the bottom up, simulated road grime – toning down the (now-exposed) Hull-Red areas.

Finish

I applied a generous coat of Future floor polish to the entire vehicle to prepare it for an oil wash (no markings are included in the Trumpeter kit or present in any of the drawings). After the Future had dried for 48 hours, I mixed Mig Abt110 Black and Mig Abt080 Wash Brown oils with Mona Lisa Paint Thinner and gave the entire model a wash, concentrating on the bogies, pioneer tools and other various bulges and protrusions. I then brush-painted a little Wash Brown straight from the tube onto the wooden handles of the pioneer tools – just a thin stripe along the edges of the clamps that held the tools to the vehicle surface. Using a clean brush I blended the oil back away from the clamps into the remainder of the stock – giving the surface of the tools a little depth. I then applied a little Tensocrom TSC-207 Oil to various places here and there to represent oil leaks.

Once the oil wash was dry I gave the entire vehicle a coat of thinned Testor's Dullcoat. This dulled up the surface and prepped it for dry Mig powders.

I highlighted the tracks with a dry 'loose' mix of MIG PO25 Standard Rust and MIG PO23 Black Smoke pigment powders using an old trashed set of brushes and a box I keep specifically for this kind of work.

I didn't combine the colors too much; I want black on parts of the track and black-rust on other parts - nothing consistent, like real grime and filth. Once the powder was on and set, I 'semi-dry'-brushed Floquil Old Silver onto the surfaces of the tracks that actually touch the ground or the main drive sprockets. Finally I used a silver pencil here and there, along the inside of the tracks and teeth where the wheels have rubbed against the track.

The last step involved mixing up a thin slurry of Mig European Dust and Mona Lisa Thinner, and applying that to the vehicle, working from the bottom up and concentrating on the back end, where road dust would have been kicked up. Once this was dry I blended it into the background finish using a soft-bristled brush.

When everything looked the way I wanted, I carefully assembled the hull parts and attached the infra-red sighting system to the top of the turret.

Looking at this kit I cannot help but feel that Trumpeter has taken the same approach that the German Heereswaffenamt took – to produce a heavy combat vehicle (or in this case, a kit) with only half the complexity. The twelve lonely bogies, lack of markings and lack of other assorted bumps and protuberances found on nearly every other German armored vehicle make this tank a little underwhelming at best.

In its favor, the lines look accurate against the few drawings I could find on the internet and the engineering on many of the parts is excellent. The loose guide holes encountered during assembly, as well as the unfortunate choice of materials and design of the tracks, however, take away from what otherwise would have been a fun build.

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Squadron/Czech Model 1/32nd Scale Lockheed T-33 Shooting Star

by Mike Millette

Introduction

Most of my choices of modeling subjects are based on paint schemes. Colorful markings or unique camouflage schemes are an almost certain draw. The T-33 was built in large numbers with around 7,000 built. It also served in more than 30 air forces from 1949 to the present, not to mention plenty in civil service. When Squadron/Czech Models released their 1/32nd T-33, the opportunities for cool paint schemes were just about endless.

My initial look at the kit revealed some very nice features, nice enough in fact that I decided to build the kit entirely out of the box. Surface texture is smooth and shiny, though running your hand over the surface reveals some minor surface roughness in a few areas. The surface texture is nothing to be concerned about under a flat camo scheme, but definitely something that would need to be polished out for a clean bare metal finish. Panel lines are crisp and even, and the kit appears to be nicely in scale, with a few minor issues. The cockpit looks nicely detailed. I really like the combination of plastic, PE, and resin parts.

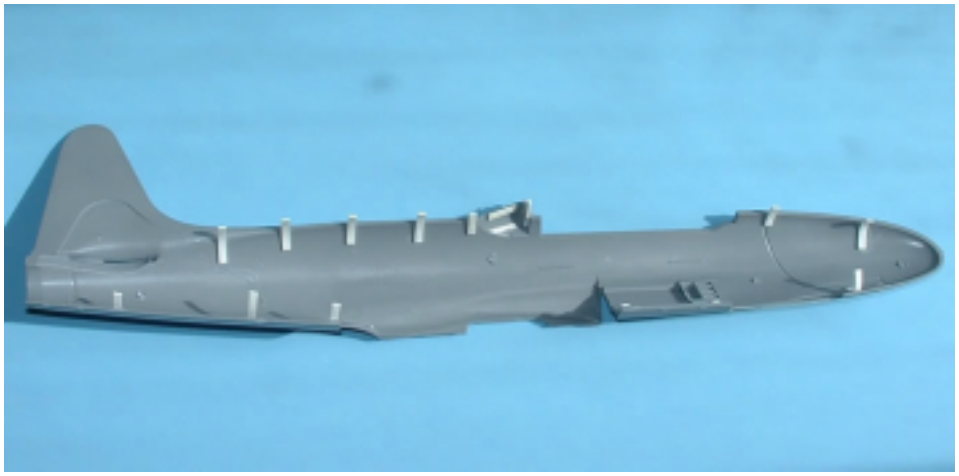
There are some notable areas that could use some help though. The footwells under the instrument panels are absent as is the heavy internal framing of the large canopy. Other missing details throughout the airplane emerged as the build progressed, suggesting that the out of the box plan might not be as satisfying as I expected. In the end I decided to build two T-33s; this first one being almost out of the box, the second, upcoming build will incorporate a number of hand-done modifications and some of the aftermarket upgrades that are being developed to enhance the kit.

Construction

Not surprisingly, the build starts with the cockpit. The cockpit builds up easily, with a nice combination of parts that are appropriate for their application. The raised detail is nice and sharp, in fact it looks much crisper than Czech Models 1/32nd F-80C. Resin parts are supplied for the seats, throttles, one instrument cluster, a sidewall mounted handle, canopy release mechanism, and two oxygen regulators. The PE parts for the two main instrument panels, instrument side panels, data plates and sidewall document holders look great and fit perfectly. One area that the modeler needs to be careful about at this point is the placement of the aft instrument panel in relation to the back of the forward seat. The canopy opening actuator needs to fit between the two. Placement of the seat ejection rails into the slots in the floor and placement of the aft instrument panel just aft of the locator tabs will not leave enough room for the canopy actuator. Either the seat needs to move forward or the instrument panel needs to be moved a bit aft, or a combination of both will allow the space for the actuator.

As with a number of limited production kits, there are no locator pins to help you line up the major pieces. I found fuselage left-right fuselage alignment to be helped significantly by gluing in some tabs along the upper and lower spines. Even with tabs glued in, it still takes a little persuasion to get the left and right halves to line up vertically, but it's fairly easily done.

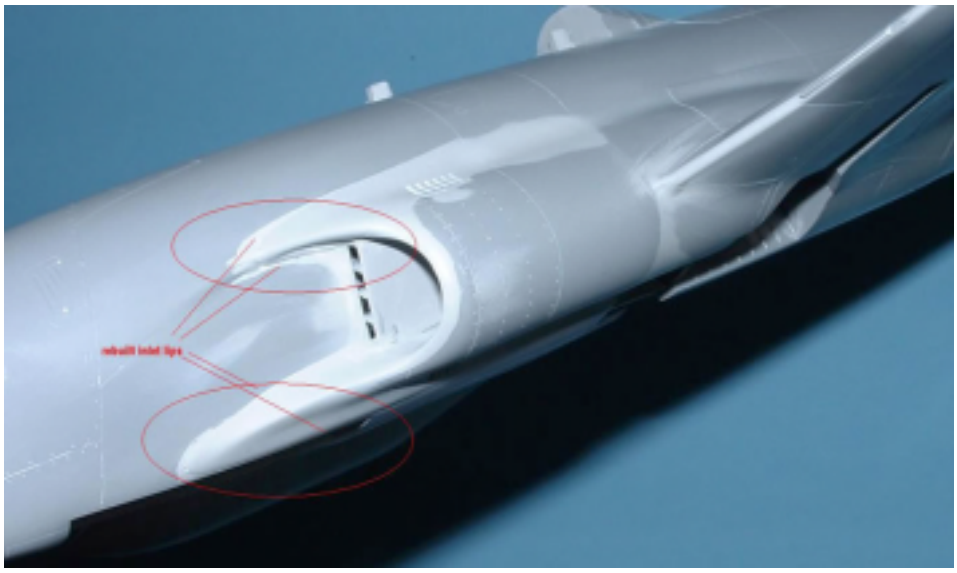
During assembly of the fuselage, another issue emerged. In all of the photos I've seen of T-33s, the engine exhaust sticks out from the end of the fuselage. When I



installed the tailpipe assembly in the provided slots, it sat flush with the end of the fuselage. I tried moving the exhaust pipe aft, but there was no way the fuselage would close if I did that. As it was, I still ended up with a gap at for the last half-inch or so of the lower fuselage. I'll have to rethink this area for my take two build. The trailing edge of the vertical stab is a little thick as well. I sanded it down to provide a more realistic trailing edge.
The intake splitters are the next assembly step. As molded, these parts have a tab on them that results in a step, in the inboard inlet surface, that isn't on the real aircraft. The tabs need to be clipped off and carefully aligned to result in a smooth surface. The intake trunking also needs some work. The T-33 kit utilizes the inlet trunking from the F-80 kit with an insert for either inlet to account for the longer fuselage. The instructions would have you glue parts C14/C13 to C12, and parts D9/D10 to D7/D8. I would suggest gluing D9/D10 to C13/C14 first and then gluing the assembled outer trunking parts to part C12. This allows the modeler to putty and clean up the joint between C13/C14 and D9/D10 insert trunking pieces before everything is trapped inside the inlets.

The next issue to tackle was the nose gear well. The kit instructions would have you assemble the nose wheel well in step 8, but not install the nose gear strut until step 23. The problem with this approach is that the way the nose wheel well is assembled, the nose gear strut trunion (the cross piece at the top of the strut) cannot be installed in the wheel well once the well is assembled. I installed the gear strut trunion in the appropriate slots in parts C9/C10 as the wheel well was being constructed, but didn't apply any glue. This way the strut could be rotated up into the wheel well to avoid damage during the rest of construction and then rotated down and glued in place prior to completion.

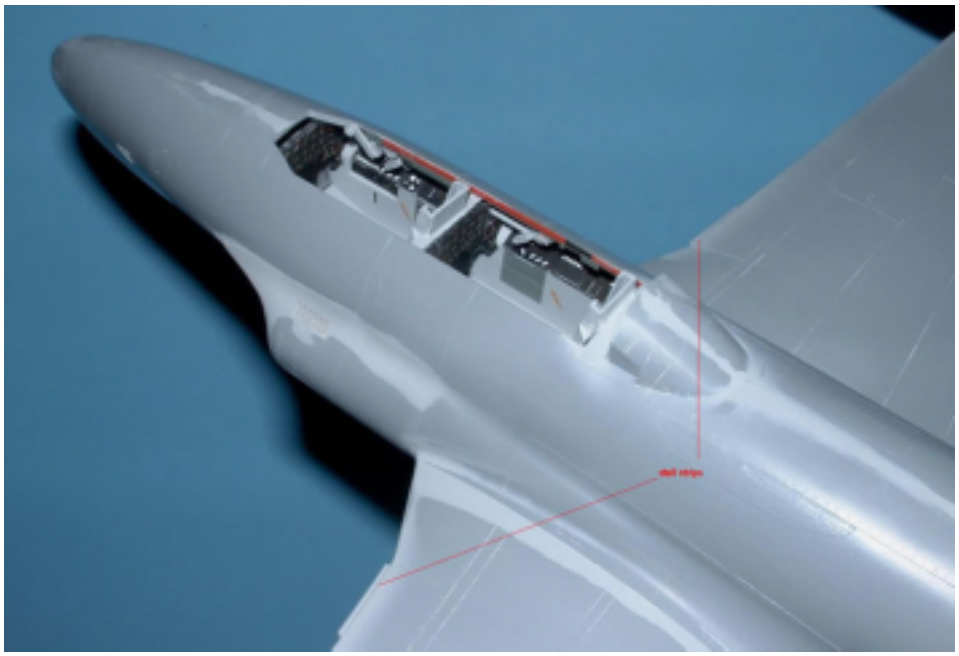
Back to the inlets, they had some interesting fit issues when attached to the fuselage. First the resin vents were carefully separated from their mold blocks. They were then carefully inserted into the appropriate slots in the inlet exterior pieces (D7/D8) and superglued in place. They fit pretty well.



Rebuilt inlet lips

Where things got a bit dicey was when I tried to install D7/D8 to the assembled fuselage. They wanted to sit proud of the wingroot/aft inlet area and did not want to fit down into the slots in the forward fuselage, even with the help of liquid glue. I trimmed the inlet lips a little and that helped some, but the inlets still required a good bit of persuasion to get them to fit. I think the problem is that the alignment strap at the aft ends of parts D9/D10 interferes with the outer inlet pieces fit.

I'll work on that in Take Two of this article, and we'll see how that works. It took a bit of work to get the inlets to fit and a fair amount of superglue and Mr. Surfacer to fill the gaps. As a result, the lap joint detail around the inlet lips was lost in the resultant sanding. To restore this detail, I laid out strips of tape around the inlet lips



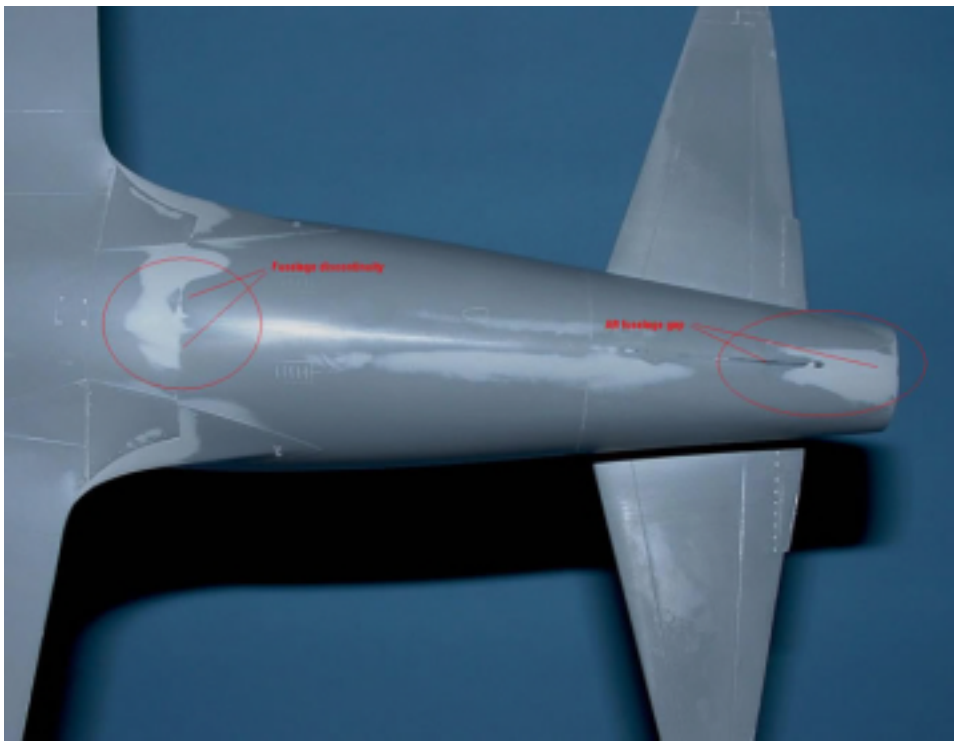
and then sprayed several (8-10?) thin layers of Mr. Surfacer onto the inlet lips. After removing the tape and some careful sanding, the subtle lap joint detail was restored.

Another fuselage/inlet assembly issue resulted from the interference of the cockpit and inlet pieces. With the cockpit in its correct location, the aft lower corners of the cockpit demonstrated an interference with the inner inlet piece (C12). I found that if I sanded the lower aft corners of the cockpit tub, I could get the intakes to fit right.

Once the fuselage was all together, I turned my attention to the horizontal tail. The horizontal tail pieces have a tab and slot feature for positive alignment, but there were still some gaps that had to be filled once the stabs were installed. A little superglue and Mr. Surfacer, and the joints looked great.

Once all of the fuselage pieces were together, I turned my attention to mating the wing to the fuselage. The wing consists of one lower surface part with the two mating upper wings and a couple of pieces, which make up the outer wheel wells. The wheel wells go together without any problems and fits perfectly in the bottom wing. I had to trim a little of the upper wing pieces where they pass over the wheel wells, but a little liquid glue got everything where it needed to go.

The wing fit well to the fuselage, with just a minor amount of Mr. Surfacer being used, but something odd emerges. On the kit, the fore-to-aft wing joints are straight lines. In the instructional drawings and even more important, in photos, the wing root joint is a subtle but very clear curve. This caused me some issues during the painting stage that I'll address later. Where I just had to diverge from my OOB plan was at this point. The inboard leading edge of both wings (on many but not all airplanes) has a piece of angle iron attached to it. I believe it's intended to cause the inboard portion of the wing to stall first so that the ailerons are still effective. In any case, they are pretty prominent and on some aircraft (the one I was modeling in particular) they are even painted red. I'd say check your references to see they're on the aircraft you're modeling. I added some plastic strip stock to simulate this item. (See photo on previous page.) The other issue is the joint between the aft end of the center wing where it joins the aft lower fuselage. Despite some serious persuasion, the aft fuselage still stands proud of the lower center wing surface by about 2 mm. It took a good bit of sanding and Mr. Surfacer application to smooth this out. Fortunately the softness of the plastic makes short work of this problem, but it was a bit annoying.



The tip tanks went together relatively easily, even without the internal structure. These parts actually have alignment pins. They installed onto the wingtips easily as well.

Once all the major components were assembled, I added the gear and speed brakes. These were attached after the wheel wells and speed brake wells were painted. The wheel and speed brake wells seem reasonably shaped, but a bit light on detail. For this build, these areas were kept stock, but in take two, some aftermarket resin will be used to dress this area up. The wheels and gear struts assembled reasonably easily, the only issue I had was the flimsiness of the nose wheel strut. If I had to pick one "necessary" bit of aftermarket, cast metal struts would definitely be the ticket here. I had to be very careful when setting down the model once the gear was glued in place.

The last parts to add, again, after painting were the windscreen, canopy, and formation lights. These are absolutely beautiful parts. The huge canopy is clean, clear and distortion free. Unfortunately, the size and clarity of the canopy highlight a couple of issues that let the beautiful canopy down. To start with were the cockpit sills. On the real aircraft the sill is something like three to four inches wide and flat, and just to make it more obvious, they are often painted red. The cockpit sills on the kit however, come to a sharp edge at the top. I wondered about sanding them flat, but at this point I had already glued the PE and resin parts in place. I struggled with whether to tear everything apart and fix the sill on this build. In the end I stuck with my

almost OOB build, but I will definitely address this in Take Two. Along the same lines, the canopy on the real airplane is some seven feet long, and cantilevered from the aft hinge point. In order to maintain structural rigidity, the frame on the real aircraft has some considerable thickness to it, matching the cockpit sill. The kit canopy frame is the thickness as the clear portion of the canopy. Many real aircraft also have an interior canopy bow that can be clear or metal. It's used to attach a blind flying hood. This is another item that will have to wait for Take Two. What did need to be fixed for this build is the thickness of fairing aft of the canopy. The fairing is too wide for the canopy hinge tabs to fit on either side of it. After a few fittings, the canopy developed some stress cracks, which aren't visible in the photos, but unfortunately were visible at certain angles in person. I also broke off one of the tabs, which needed to be re-glued and the crack smoothed and repainted. Ultimately, I shaved plastic off of both sides of the fairing so the canopy fits better. The stress cracks also don't show up as obviously either…Whew!

Painting and Markings

Squadron/Czech Models have included decals for thee different aircraft with the kit, one USAF, one Luftwaffe, and one Belgian Air Force (BAF) aircraft. The decals are excellent, all in register. Very little carrier film surrounds the markings, but a little Solvaset and the decals just disappear. One thing to mention here, the kit markings include a yellow stripe for the Luftwaffe aircraft. In reality this stripe is really dayglo orange, the same as on the tip tanks. Over time, this color fades to a scruffy yellow color, so if you do use the decals, the tanks should probably be a matching scruffy yellow color as well, otherwise the stripe should be masked and painted the same dayglo orange color as the tanks.

For me, deciding on which paint scheme I wanted to model took more time than building the kit. There are literally hundreds of schemes to choose from. Ultimately I came across a photo of a BAF

aircraft with the kind of color scheme that just grabs my attention. A cool four-color (including the lower surface) camouflage scheme, totally compromised by huge swathes of dayglo orange, white, black and red trim…it was just too cool to pass up. The model was painted with a selection of Model Master colors. Real BAF T-33s all look really well taken care of, so a minimum of weathering was applied.

As I mentioned above, the kit panel line layout caused some issues with the paint scheme layout. The wing root was the issue. Initially I laid out the wing walks following the kit panel lines. This is made more obvious by the red trim on either side of the wing walks. I left it this way for a little while, but the photos I looked at, the more obvious it seemed that it couldn't have been laid out that way on the real aircraft. In the end, I sanded back the aft end of the walkway, repainted the wing walk to follow the real curvature of the wing root and reapplied the red decal trim. It looks a lot better that way, but I think the curvature is still a bit deep. I'll have to give this some thought for Take Two.

Conclusion

That's about it. With all the various issues that I mentioned above, one might get the impression that I didn't like the kit, and that's just not the case. Yes, there were some funky construction issues to address, but the softness of the plastic and creative use of Mr. Surfacer worked to sort out most of the fit issues.

Even with the various hassles, the basic construction only took ~10 hrs. The low parts count helps a lot! Painting actually took about twice as long as construction, part of that, of course was due to deciding what to do about the wing walks. My enthusiasm for the kit hasn't been dampened in any way and I'm definitely looking forward to a second build.

With a little care and modeling skills in mind, I would highly recommend this kit.

Kinetic 1/48th Scale Grumman EA-6B Prowler

by Gerry Nilles

History

The EA-6B "Prowler", the four-seat Electronic Counter Measures (ECM) derivative of the A-6 Intruder, is based on a design that is now over fifty years old. As such, one could probably make the case that the Prowler is to the U.S. Navy what the B-52H is to the USAF. Both aircraft designs are well over a half-century old and in each case, the final production version is still in front line service today. As a side note, Boeing completed B-52H production deliveries around 1963, which is about the same time the A-6A entered squadron service.

The Prowler's development came about because of the increasingly sophisticated air defense systems being deployed by the North during the Vietnam War. Early on in the conflict, The US Navy's need for much more aggressive Electronic Counter Measures in the form of an aircraft capable of tracking, jamming, and potentially destroying advanced Soviet-built Surface to Air Missile (SAM) sites became brutally apparent as combat losses grew to unacceptable rates. Choosing to build upon both a proven and combat tested airframe as well as commonality, the A-6, with its heavy load carrying capability, became the unquestioned candidate for this upgrade.

The initial A-6 ECM offering, the EA-6A, retained the two-seat configuration of the Intruder having the bombardier's position reconfigured with radar monitoring and jamming equipment. Most notable, from an appearance standpoint, the EA-6A could be distinguished from standard Intruders by its slightly longer nose section, the large antenna bulge at the top of the vertical stabilizer and the wing stores pylons mounting large self-powered ECM pods or an anti-radiation missile. Twenty-seven EA-6As were built, many of which were assigned to US Marine Corp squadrons. Although successful to a point, it soon became apparent that something more than the single operator approach was needed. The complexity of the mission dictated a much more comprehensive ECM aircraft, which translated into two additional ECM stations.

Building upon the experience learned with EA-6A project the EA-6B or Prowler development came about. The standard A-6 fuselage became longer to accommodate the four-place cockpit, which in turn required some modifications to the wings. The EA-6B retained the large antenna bulge at the top of the vertical stabilizer as well as the self-powered ECM pods. Also, and understandably, a number of additional antennas and minor aerodynamic changes appeared on the airframe.

The Prowler entered operational service in the early 1970 during the Vietnam War, and is still going strong today due to a series of Improved Capability updates (ICAP) the most recent of which being ICAP III. The EA-6B has participated in almost every conflict that involved air units of either the US Navy or Marine Corp since its introduction close to 40 years ago. Although currently in the process of being replaced, development delays with it successor, the EA-18G Super Hornet "Growler", have kept the EA-6Bs active a while longer.

The Kit

Before I begin, I should note that I am going to, for the most part, refrain from making comparisons to the two other 1/48th scale kits of the Prowler, by Revell/Monogram and Airfix, and evaluate this kit on its own merits. That said, I am starting this review with the positive points.

Overall, the kit looks nicely done. Molded in medium gray plastic and flash free, the quality of the engraving is not only well detailed but also just about right being not too heavy or light. Kinetic has obviously done its homework in that the most current, re-winged ICAP III Prowlers, (which their kit represents) have composite wings and as such no panel lines. I also should note that Kinetic kit has the correct wings for the EA-6B, which is different from the Intruder wing, as noted above, a distinction that the Revell/Monogram Prowler kit did not make.

Moving on to other areas, the cockpit detail looks good and unless one is into superdetailing the kit parts should satisfy

most modelers. Likewise, the detailing of the optional folded wing feature is not only appealing but also well done. Other areas such as the landing gear, although lacking some finer details are still well within the acceptable range. The clear parts are crisply cast and distortion free.

As for wing stores, the kit includes two of the latest model ECM pods, two fuel tanks, and one AGM-88 anti-radiation missile, all nicely done. Last, the kit includes a well illustrated, 12-page parts map and assembly guide that looks to be both easy to understand and follow.

As for negatives, the most notable item are the wing fences. First off, the outboard fence on the left (port) wing is missing completely. In addition, and based on photographic references, all three of the existing fences look like they are not nearly tall enough, especially those on the inboard wings. However, the Revell/Monogram EA-6B kit's wing fences look to be the correct shape and height and as such, useful as a pattern for correcting the problem.

The next nit is the fact that there are some minor sink marks. The most apparent of these being on the tops of the horizontal stabilizers where they join up with the pin that secures them to the tail assembly. There is some fine detail in this location so use caution when filling. As mentioned above the cockpit detail is very acceptable. However, neither shoulder harnesses nor lap belts are included so aftermarket ones should be a definite consideration.

As for the landing gear detail, I have read that some modelers have grafted the gear from the Revell/Monogram Prowler kit onto this one because of its better level of detail. Personally, that seems like a rather expensive approach when some fine magnetic winding wire, available at your local electronic parts supply store, makes for great looking hydraulic lines.

Markings

The kit comes with only one set of marking for the very colorful, VAQ-140 "The Patriots" CAG aircraft from the *USS Eisenhower.* Having used Kinetic decals in the past, I have found them to be of good quality.

Conclusion

This looks to be a good and accurate kit, with the exception of the very fixable wing fences, along with the need for some minor extra details in the cockpit and on the landing gear. The folding wing feature is a definite plus as is the fact that it is an ICAP III version. Thanks to Stevens International for the review sample.

[Thanks to Chris Banyai-Riepl and **www.internetmodeler.com** *for permission to use Gerry's and Eric's articles. - ED]*

McMinnville Show Preview

The Oregon Historical Modelers Society and the Evergreen Aviation and Space Museum will present the Evergreen Aviation and Space Museum Model Show and Contest 2010, September 18, 2010. The 2010 show will again be at the spectacular Evergreen Aviation and Space Museum in McMinnville, Oregon.

The theme for this year's show commemorates the 70th Anniversary of the Battle of Britain. OHMS members will have a special table set aside for a Battle of Britain collection. OHMS is also sponsoring two special awards to recognize the best Battle of Britain models in all categories.

The museum showcases more than 60 military and civilian aircraft including a SR-71 Blackbird, Titan II Missile, and the Hughes HK-1 (also known as the Spruce Goose).

Model registration begins at 9 am and closes at 12 noon. The models will be displayed and judged until 4 pm at the close of the show.

OHMS has negotiated a very special price for museum entry if you are entering models. The museum is offering people entering models at the show a special admission price of $14 which allows admission to both buildings of the museum (regular price is $20).

Again this year there will be a free MakeNTake event for younger modelers. There will be a selection of models for kids to build (with the help of older hands) and then they can take home their creation.

Every person who enters models in the contest will receive one complimentary raffle ticket. For more chances, tickets will be on sale for $1 each, 6 tickets for $5, or 13 tickets for $10. Raffle drawings will begin at 11:00 am and continue hourly with a Grand Prize drawing at 3:45 pm. There are several great kits ready and many more coming in every day.

The Evergreen Air and Space Museum is located about a one hour drive southwest of Portland. From I-5 Take Highway 99W to Highway 18 and proceed to Cumulus Avenue in McMinnville, OR. The Museum is across the street from the McMinnville Airport on Capt. Michael King Smith Way. For GPS directions enter "500 NE Cumulus Avenue" for the address.

Entry forms can be downloaded at **http://www.ipms-portland.org/reginfo.htm**

For more information, see the show web page at **http://www.ipms-portland.org/show-main.htm**.

August 22, 1910

by Wesley F. Moore

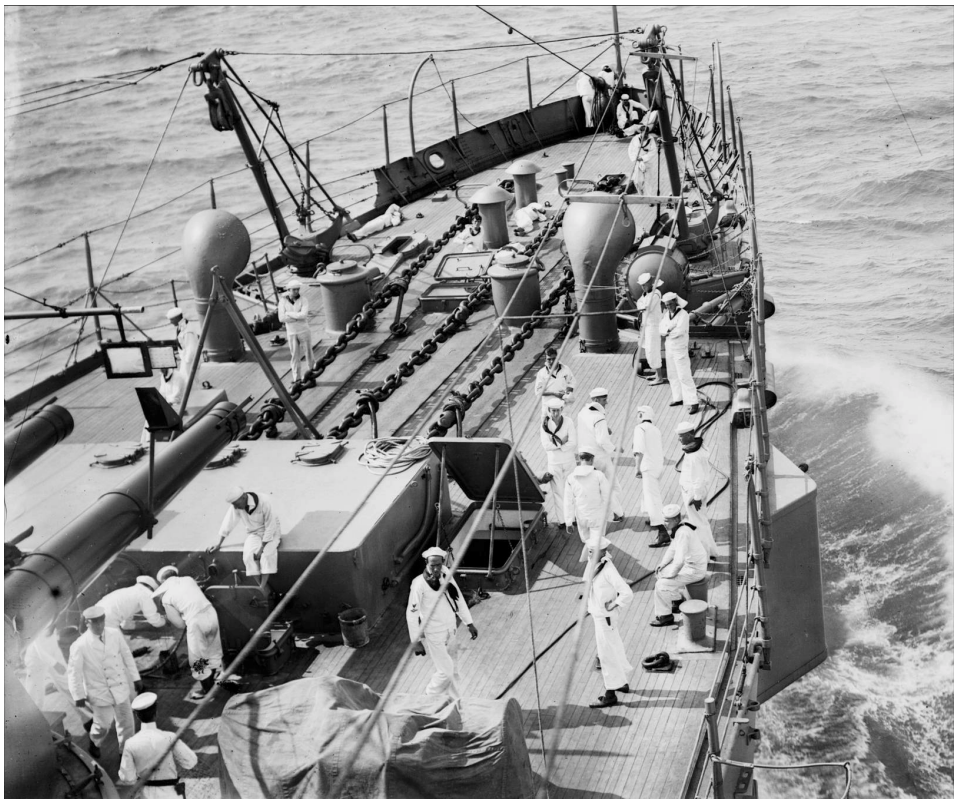
Don't worry, nothing happened on August 22, 1910. It's just the sign-off date on one of the drawings I've been using to make my computer model of the armored cruiser *USS Washington*. Never mind that it's actually a drawing of one of her sisters, *USS North Carolina*, and that there are notable differences between them. It was just cool to look at my print and think "Wow, 100 years ago today!"

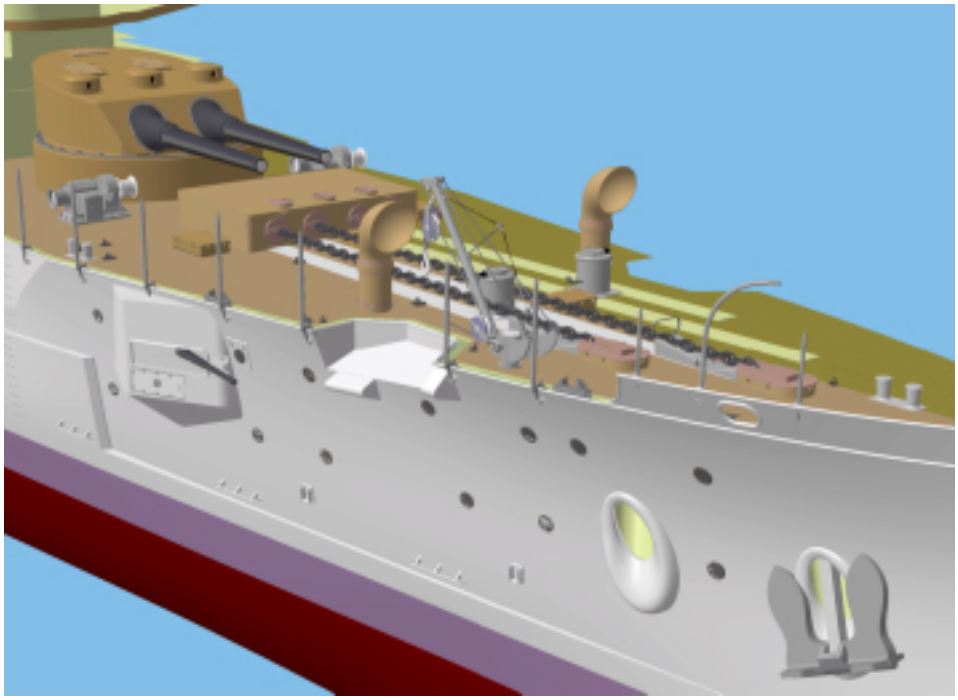
One of the entertaining aspects of my quest is tracking down traces of these ships that no-one cares about (OK, I've connected with a guy in North Carolina who's making a big model of the *NC*, so there are actually two of us…). It turns out that the pictures that the Library of Congress, the National Archives, and the Navy historical folks have put online were mostly scanned from huge glass plates, and have ever so much more detail than if I had to make do with half-tones from books. The accompanying picture is of the *Washington/Seattle*, date unknown, and shows all of the foredeck ahead of the forward 10-inch turret, and it shows quite a bit- I only wish all those lounging sailors had gotten out of the way! I've spent the last few months trying to model every last deck-ring, chain, derrick, cleat, fairlead, bollard, hatchway, ventilator, and stanchion…well, actually, the starboard half of the foredeck, as the bow and its accoutrements are mostly quite symmetrical (see rendering).

The key advantage in doing a CAD model before attempting a real model is that you can go back and revise things that you realize you got wrong, or to add more details when new material comes your way. And believe me, with a picture as detailed as the one here, it can take quite a while to digest all that it shows: lots of "Oh, look, there's another ring on the side of the derrick!" And, "The stanchions have a bend at the base- that's how they fit over the gunwale flare!"

So here I am, destined to be the foremost authority on a vessel with only the slenderest claim to fame. At least I now know how the stanchions* work…

(*OK, OK, they're the uprights of the railings, except they're not really railings, they're "safety lines," and the stanchions also support the awnings when rigged. The tricky bit is that the stanchions have to fold inboard onto the deck when the ship is "cleared for action." If only I can figure out how to make them for my real model.)

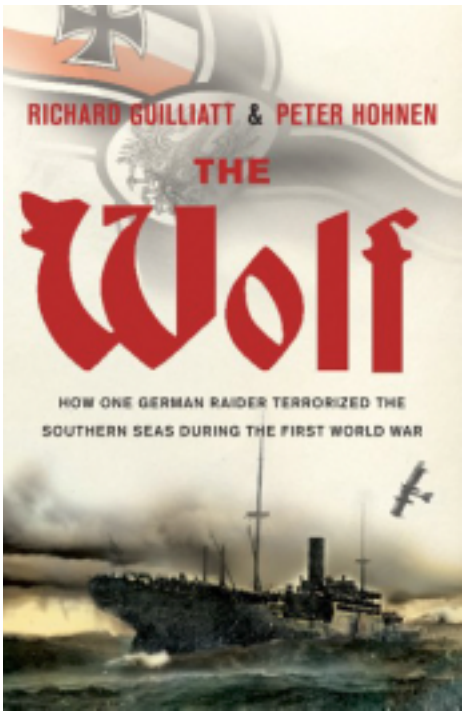




The Wolf, by Richard Guilliatt and Peter Hohnen

reviewed by Hal Marshman Sr

I have been a member of the Military Book Club for many years, now, purchasing perhaps three titles a year. My latest purchase is *The Wolf*. No, it's not an animal story, but the story of a gallant ship, its heroic and intelligent captain, and his long suffering crew, not to mention the prisoners he took and the ships he sank or caused to be sunk. The *Wolf* was a World War One German armed merchant raider, a



freighter converted to a disguised warship by being equipped with 5.9 inch guns, torpedo tubes, mine laying equipment, and a scout airplane. I am particularly enamored of raider stories, although I cannot tell you why. I've read *Swan of the East* about the cruiser SMS Emden and her WW I cruise, and Count von Luckner's biography and his depredations in the sailing vessel *Seeadler* (*Sea Eagle*), both First World War raiders. I have also read at least two books about the WW II armed merchant raider *Atlantis*, and her captain, Bernhard Rogge. In all of these stories, one fact stands out that should be mentioned, and that's the gallant and chivalrous manner in which the captains and crews treated those unfortunates that fell into their hands. Let me also say that this type treatment even extended to the WW II pocket battleships *Admiral Graf Spee*, and *Admiral Scheer*, both of which were dispatched to raise havoc among the allied merchant fleets. Another thing that stands out is the length of the cruises these vessels made, *Wolf*, *Seeadler*, *Atlantis*, and *Scheer* are all notable for staying at sea for more than a year, without touching any port.

Wolf, captained by Kapitan Karl Nerger, departed Germany carrying spare parts and material to alter her appearance, such as false masts, extensions for her funnel, and fake deck houses. Naturally, her weapons had to be hidden, and that was by means of droppable bulwarks behind which the weaponry was concealed. She was also well-equipped with the flags of many nations, under which she sailed, further concealing her true identity. During the First World War, the usual method of dealing with a victim was to approach appearing as innocent as possible. At the appropriate moment, the bulwarks dropped revealing her weapons. A warning shot was fired, and the victim was signaled to heave to and not use her wireless, which was being monitored by the *Wolf*'s radioman... A launch would be dispatched carrying an officer and several armed sailors. They would board the enemy ship, inspect the cargo, and determine if there was anything the raider could make use of, and indeed, if the captured vessel could be taken over by a prize crew, and perhaps used as an auxiliary or sent back to Germany. Neutral ships were also stopped, and if their cargo manifests detailed cargo destined for one of the Allies, she would also be taken. The crews of these captured or sunken vessels were brought back to the *Wolf*, and with the exception of captains, or female passengers, be put into a former hold area, called the "Hell Hole". The book goes into considerable detail describing the abysmal conditions under which the prisoners were kept. Remember, this was World War One, and the *Wolf* had been a coal fired freighter, not a passenger liner. It would appear that Nerger did as much as humanly possible to care for his unwilling passenger's needs, if not their desires. I mentioned female passengers, and indeed, a few women and their husbands, plus a couple of children, were among those taken prisoner. These folks were put into cabin areas that were as comfortable as those used by the ship's officers.

The *Wolf*, in addition to taking and sinking merchants, was also a mine layer, and planted mine fields off South Africa, India, New Zealand, and Australia. These mines accounted for several Allied vessels, and as late as 2008, some have shown up, and have caused more than a few deaths, as amateurs tried to deal with them. The book goes to great lengths describing the propaganda ploys by the British, Australian and New Zealand governments to deny the presence of a raider or her mine fields. The idea seems to have been to prevent panic, and disastrous effects on the world markets, or the interruption of merchant commerce, vital to the survival of the Allies. One item of note is how and why the British government kept all her warships, plus those of the Commonwealth countries in the Atlantic protecting convoys against U-boat depredations. The Pacific was denuded of Naval protection, save for a very few small cruisers and auxiliaries, which were spread so very thin, as to provide no protection against the *Wolf* at all. The Japanese, allies of Britain, were supposed to provide some naval units, but until one of their own merchant ships went missing, did very little.

The authors bring their story to a conclusion describing the triumphal return of the SMS *Wolf* to Germany, having penetrated the Allied blockade, and survived very extreme weather hazards. There is a photograph section, with pictures of the *Wolf*, Nerger, a couple of her victims, and some of her passengers. The back of the book contains lists of all *Wolf*'s crew, and not to be left out, most of her prisoners,

not to mention the names of the vessels the *Wolf* sank, and those whose sinkings could be attributed to her mine laying. I must say that I enjoyed this book tremendously, and really to hated to lay it down.

Published by Free Press, 2010.

2010 Shows

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

9/18/10 McMinnville OHMS
9/18/10 Victoria, BC
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.

PrezNotes

from page 1

At least I saw them through the windscreen. Like the B-17, the B-25 is LOUD, since the engines are only a few feet away from where I sat (behind the copilot, who in her daily life flies an executive jet and is only the third female type rated on the B-25 in the world). We were nearly an hour in the air cruising at about 1,500 feet seeing the local sites that are a lot more interesting than the same sites I saw from a Cessna a few months ago. It certainly will be one of the most memorable airplane rides I've ever taken and of course, I've been taking a hard look at the forthcoming 1/32nd scale B-25 kit.

Chris Banyai-Riepl took the shot of my Mitchell flight taking off, on the front page.

Unfortunately I have to work Saturday so I won't be at the meeting. We'll see you next time.

Terry

Trumpeter E-50

from page 7

On the other hand, with a good finish (and maybe some aftermarket tracks!) this kit can still be built up into an impressive facsimile of, well, a tank that never existed!

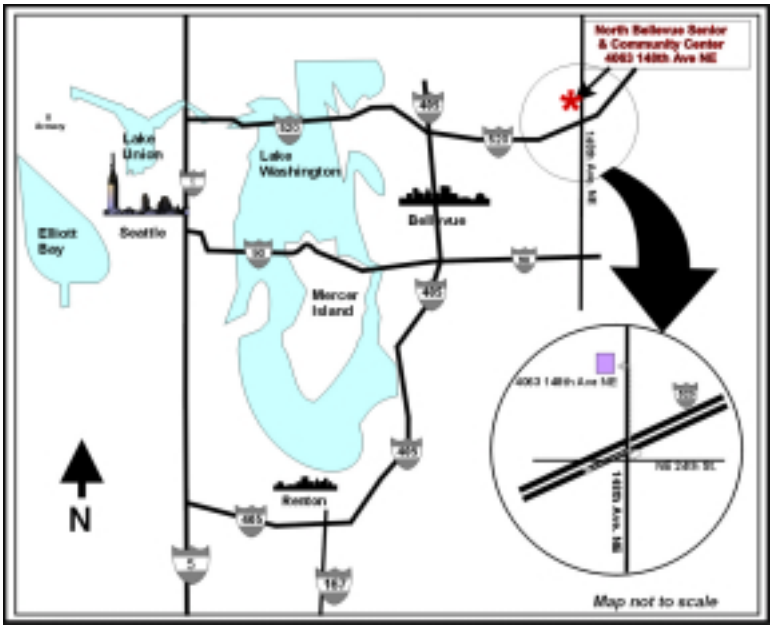
I recommend this kit to anyone who likes to build and finish the big German cats – with this single box you get to combine a King Tiger with a Panther – our favorites!

I would like to thank Stevens International for providing this sample for review, and to Internet Modeler for giving me the opportunity to build this kit.

E-50 [50-75 tons] StandardPanzer
Trumpeter Kit # 01536
1/35 scale MSRP $49.95

294 Soft Plastic Parts on six sprues
Upper and lower hulls, as well as the turret packaged separately
'Sturdy' Plastic Vinyl Tracks
Photo-etch Sheet for the engine grilles and optional pioneer tool clasps
Twisted copper wire for tow cables

Meeting Reminder



September 11
10 AM - 1 PM

North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.