

Seattle Chapter News



Seattle Chapter IPMS/USA
August 2011

PREZNOTES



A New Administration: Time to Clean House?

Often times when a new President takes over, it's out with the old, and in with some new, bold "plan of action". It doesn't matter if the President won by one vote, a landslide, or didn't even win the most votes (think George W. Bush for the latter), the winner "takes all", and believes they have a "mandate for change". Well, if you were hoping for this from your new Chapter President, you are out of luck.

Firstly, I don't believe in change for change's sake. "If it isn't broke, don't fix it" is my strong belief. And as the biggest chapter in the USA - with 70 or more members turning up each and every month - we must be doing something right! I hope you would agree? Secondly, if there are issues that need "fixing", I don't believe I am the only one who gets a say in what gets fixed. I might be your new President, but the club does not belong to one person, or even to the Cabal known as the Chapter Executive Committee. It is your club, but most importantly it is our club.

Clearly a group of you are perfectly happy with almost everything that occurs within IPMS Seattle. It is also clear to me that a number of you would like to see some changes. It is my strong belief that as your President, I need to talk to as many of you as I can over the next few months to get your input about how you view "our club". Once I have heard from those who want a say, I will sit down with the Executive Committee and discuss matters. Four minds usually look matters over better than one or two. Some ideas will have universal merit, and can be implemented easily. Other ideas might prove less universally popular, but still have merit. One thing is for sure: we managed to sort out a very "interesting" election result without coming to blows, without any

name calling, and with pretty much everyone going away feeling (from where I stood anyway) that things hadn't gone too badly after all. When clearly they could have spiraled out of control had people not been "reasonable".

As your new President, I want to make one thing perfectly clear: each and every month, we will continue to meet as a group of people with one central tenet: a belief that building scale models and painting scale figures, no matter what the subject, is a rather cool hobby. And no matter which area of the hobby we pursue, when we meet together, we are respectful of one another. If I step down as President sometime in the future with this intact, then I will consider my Presidency to have been a resounding success.

Andrew

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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 2011 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.

August 13
October 8

September 10
November 12

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#)

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IPMS Seattle Election

I'm tempted to make a statement such as "our long national nightmare is over", but in truth the 2011 IPMS Seattle Presidential election was resolved with the type of reasonable diplomacy that our elected officials of both national parties would do well to take a lesson from. As you'll no doubt recall, the contest between Andrew Birkbeck and Jon Fincher ended up a tie, with each of the candidates receiving 34 votes, with one vote for the two as co-presidents, and one abstention.

At the July meeting, several suggestions were put forward, but the two candidates offered the most reasonable solution. Jon is the Chair of our Spring Show, which is the most important event that the club puts on each year. Jon felt that to ensure that he would have sufficient time to properly plan the show, it would be the best solution if he remained solely as Show Chair and Andrew became club President. However, so that Jon's ideas for the club would be given formal weight, it was proposed that the position of Show Chair be added to the IPMS Seattle executive board, which would now be comprised of four members – President, Vice-President, Secretary, and Show Chair. This way, those who voted for Andrew, and those who voted for Jon, would both be represented on the Executive Board. The motion was put to a vote at the July Meeting, and passed unanimously.

Upcoming Shows

Here are the known shows and events for 2011:

- 9/17 McMinnville OHMS
- 9/24 Lynnwood Galaxy Sci-Fan
- 9/25 Milpitas, CA Tri-City Classic VII
- ??????? Silvana 5th Annual
- 10/1 Moscow ID Bring out Good Stuff
- 10/8 Burnaby IPMS Vancouver

Thanks to Chellie Lynn.

Seminar Questionnaire Results

by Eric Christianson

I'd like to start off by thanking all of you who took the time to fill out the seminar questionnaire at the last monthly meeting. There seems to be a lot of interest in sharing the collective knowledge of our group, and a groundswell of support to see this to fruition. I'm excited!

The only subject category (out of 72) that received no votes was 'Painting and Detailing Under-wing Stores on Aircraft'. Every other subject received a green light, with the following receiving at least 15 votes each:

<u>Subject Area on Questionnaire</u>	<u>Title</u>
Painting Figures	Painting Faces
Photo-Etch Basics	Attaching and Painting
Resin Basics	Cleaning, Strengthening, Attaching and Painting
Miscellaneous Subjects	Weathering with Salt, Hairspray, and Rubber Cement
Painting Figures	Paint Selection (Oils, Acrylics, Enamels) and Steps
Miscellaneous Subjects	Scale Effect and Modulation Using Paint
Painting & Detailing Aircraft	Canopies (Preparation, Masking, Tinting, Painting)
Introduction to MIG Finishing Products	Filters, Streak Washes and Pin Washes using Oils
Miscellaneous Subjects	Filling Seams without Putties and Sanding

While we work on gathering presenters and organizing the space, I thought we'd start with 'Our Favorite Home-Made Jigs' at the next meeting this Saturday. So – if you have created some kind of tool or contraption that you use to help you assemble or finish models, we encourage you to bring it out on Saturday and share it with the rest of us near the end of the meeting. I have at least two items of my own to bring and I am excited to find out what else is out there!

Roden 1/48th Scale D.H.4 (Dayton-Wright-Built)

by John Newcome

The Airco D.H.4 was initially developed in 1916 as a British Bomber. It entered service in 1917 as a Day Bomber and provided for a crew of two consisting of a pilot and observer.



Armament was comprised of one Vickers gun mounted in the nose and a Lewis machine gun mounted on a scarf ring operated by the observer. US-built machines had twin Marlin machine guns in the nose to replace the single Vickers gun on British-built examples.

When the United States entered the war in April 1917, total US air strength consisted of 132 obsolete aircraft. The United States Signal Corps, under the direction of Col. R.C. Bolling, evaluated several Allied aircraft then in service. The D.H.4 was selected for license production due to its relatively simple construction and its perceived adaptability to mass production.

The license-built D.H.4 was the only American-built aircraft to see combat in WW1. After the Armistice, the D.H.4 continued to serve in military and civilian roles until 1932. The American D.H.4s were produced by Dayton-Wright Co. of Dayton Ohio, the Fisher Body Division of General Motors, Standard Aircraft Corporation. Total American production was 4,346 units. Of these, less than 2,000 actually reached combat.

The American D.H.4 version, also known as the "Liberty Plane", differed from the British version in a number of key aspects. First, the fuel tank was relocated forward of the pilot. In the British version, the fuel tank was located between the pilot and observer. Experience had shown that this created a significant hazard in the event of a crash with the weight of the fuel tank crushing the pilot. Another significant change was the use of the American Liberty engine in place of the British Rolls-Royce.

After the war, American D.H.4s served a variety of roles including transport, ambulance and Patrol of the Mexican border. D.H.4s were also extensively utilized by the United States Postal Service as Mail Carriers.

This latest release is a welcome addition to the WW1 modeler or enthusiast. It provides them with the opportunity to build either a military or civilian version of the D.H.4. With some scratchbuilding and reference research, a modeler should be able to produce a D.H.4M Mail Carrier version as well as the D.H.4 which completed the first flight from New York to Nome, Alaska in 1920.

The kit is molded in light grey styrene on eight sprues with a total of 191 parts. This is not a weekend build by any means. All parts are crisp and well molded. Interior detail of the fuselage framing is fairly represented.

A fastidious modeler, on the other hand, may want to scratch build some of the framing and bracing wires. The cockpits are located in open view behind the upper wing so the additional work would not go unnoticed. The detail on the Liberty engines is somewhat generic and soft. Additional effort is definitely needed here if the model is to be displayed with the cowling removed. I believe Aeroclub used to offer a metal Liberty. These may be difficult to obtain since Aeroclub is no longer in business. The Aeroclub Liberty therefore, may need to be an

eBay or swap meet find. At a minimum, the modeler should consider installing a wiring harness and ignition wires. There are a number of good reference photos available on the Internet of the Liberty.

While not the kind of kit suitable for a quick build, construction should be fairly straight forward. As with most biplanes, the major challenge in building this kit will be in attaching the top wing. Using a jig to assure proper alignment of the wings with the fuselage will pay dividends during the rigging stage. The D.H.4 has a plethora of rigging that needs to be done. Both the flying and landing wires are doubled. At 1/48th scale this can and should be done as it adds considerably to the overall accuracy of the model. Control wires for some of the flying surfaces are also external. Construction and rigging of this model should be within the skill level of an experienced modeler. However, it would be best if the modeler had already successfully built a couple of biplanes before taking on the D.H.4 kit.

This is a good kit, and well worth the effort it will take to build it. Roden could have made this a GREAT kit by including additional parts to enable the modeler to build the D.H.4M version.

Roden's choice of markings are somewhat mundane. Adding markings for the trainer version as well as the mail version would have increased and broadened the appeal of this kit. Perhaps these versions will be included in a later release. The additional markings for the later mail and trainer versions would have been nice. However, these are nitpicks. A conversion to these later versions should be well within the skills of any competent modeler with such a desire. I'm planning to use this kit as a basis for a conversion project to a D.H.4M mail plane. A follow-up build article on this project will be forthcoming within the next millennium. Stay tuned for coming attractions. Highly Recommended.

Thanks to Scale Model Kits for the review sample.

Airfix 1/48th Scale Messerschmitt Bf 109E

by Hal Marshman Sr

This kit is a welcome addition to the Airfix 1/48th line. The following are my impressions of the good and bad points of this kit.

* Surface detail is of the scribed variety, and quite well done, revealing all the airplane's seams and rivet work where apropos. As far as I can tell, all the various access hatches are represented, as well as the step-ins and fuel filler points. If you are one who likes to accentuate panel lines, etc, Airfix has made it easy for you. On the other side of the coin, there are mold release marks on the lower side of the flaps, inner wall of both cockpit sides, and in the middle of the wheel wells. You may also find some very minor dimples on outer surfaces. It must be added that these blemishes are quite easily dealt with during construction.

* Cockpit: A pretty decent representation of the 109E style cockpit is given with separate oxygen generators, rudder pedals, control stick, instrument panel, and throttle quadrant. These separate parts are well represented, as are the floor and sidewalls. The seat is separate, and has cast-on seat belts. In my build up, I retained it, but I'm not happy with the cast-on seat belts.

The baggage compartment cover on the slanted rear bulkhead is presented as an engraved item, rather than standing proud as I'd have preferred it. None the less, it includes the bottom hinges and the actuation strap. All in all, Airfix has provided a pretty decent office for their Emil.

*Clear Parts: The clear suite is most complete, containing the two of the canopy rears, one round top, and one square top, two opening portions, one round top, and the other square.



There are three windscreens, a round top, a square top, and a square top slotted to accept Galland's ranging telescope. The clear parts are moderately thin, and very clear, but I consider the frame work cast on to the exterior of them too heavy. In addition, the opening portion for the square topped later Es is more representative of the G-style canopy, with a heavy frame running vertically through the middle. E-style canopies only had a two-section piece of glass wherein the front portion could be slid back under the rear portion. No metal framework separated them.

*Prop and spinner: These are nicely cast, although some on the web suggest the shape of the prop blades may be off. I used a resin substitute because I'd cemented the forward spinner to the rear part a little askew. There are three different spinner fronts to cater to all possible Emil spinner types.

*The landing gear is nicely done, with separate wheel cover inserts, although I consider them about 1/16th of an inch too long, compared with the Hasegawa and Tamiya items. I've retained the kit gear for the purposes of this article, but before I would enter it into competition, I believe I'd replace them with Hasegawa gear, as I do have spares. Airfix does give you a set of gear leg covers with dummy wheels attached, so that if you'd like to build the

airplane flying, it's easy to deal with the wheels-up mode. Great idea, Airfix.

*Additional parts: A removeable cowling is included, so that you can display the engine that is cast into the fuselage halves. There are separate engine bearers to add. This kit will allow the modeler to build any -E, from the -1 through the -7, to include the trop versions. (Yes, there's a trop filter included). There are inserts that fit into the leading edge of the wing, one for the 7.9 mg of the E-1, and one for the 20 mm cannon armament of the later birds. There's also the blister for the bottom of the cannon armed wing. There are several racks for under fuselage ordnance, to include a drop tank and rack, two different sizes of large bombs with the appropriate rack, and a rack for four 100k bombs, of course including the bombs. All the control surfaces are separate so that they may be shown activated or not, as you choose. This includes separate leading edge slats. I encountered difficulties with the ailerons, and elevators, as there are no positive mounting tabs. The exhaust stacks are separate parts. Airfix appears to have planned for any eventuality, and provided the necessary parts. What they do not include is the horizontal separator in the oil cooler intake, leaving that very visible opening looking somewhat bare. As with pretty nearly every 1/48th kit I've

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Dragon 1/72nd Scale LVT-(A) 1

by Andrew Birkbeck

The LVT-(A) 1 was part of a series of US Marine Corps and Navy amphibious assault vehicles developed during WW2. The idea for the military vehicles came from an original, civilian, design by Donald Roebling, who designed his Alligator as a rescue vehicle for use in areas inaccessible to standard cars or trucks, such as swampland. LVT stood for Landing Vehicle, Tracked, and the main contractor during WW2 was FMC: Farm Machinery Corp. As well as the standard open-topped tracked landing craft designed to bring troops and cargo ashore, there were also vehicles such as the LVT-(A) 1 which came completely enclosed, and armed with turrets. The LVT-(A) 1 (“A” for Armor) had the turret and gun of the M3 Stuart light tank, and the vehicle was also powered by an M3 Stuart engine. Just over 500 (A) 1’s were produced during the War, with a total of just over 18,000 LVTs of all varieties eventually rolling off the assembly lines.

Dragon Model’s new 1/72nd scale kit is a little gem: two main sprues of very well detailed parts, all crisply molded and without any visible sink marks or ejection pin marks once the model is fully assembled. The kit consists of five main parts: Lower hull part “B” and main upper part A6, together with side hull parts A15 and A16 which have the bogies integrally molded onto them. Part C10 being the fifth part, a “top” that seals the hull shut. The remaining 60 or so parts are various hull fittings, often very petite, plus the M3 Stuart turret and two separate machine gun “tubs”. Rounding off the parts are the two DS100 glue-able “rubber” tracks. The latter fit my model very well.

Construction proceeded along smoothly following the seven-step instructions. But you must be extremely careful in removing the small parts from the sprues, as they are very fragile in some instances. In the case

of Parts A12, grab handles, I carefully cut them off with my finest razor saw, and glued the parts onto the upper hull, Part A6, without trying to clean up the sprue attachment points. Once the glue had dried for 48 hours, I carefully sanded the attachment marks off with a fine grit sanding stick. That way the parts didn’t fly off into the carpet as trying to hold them in my bare fingers and sand just didn’t work, and holding them with a pair of tweezers, well...



Regarding a couple of trouble spots: in Section 3 of the instructions, I did not use the alternative photo etched brass parts for the machine gun tub gun shields: there was no positive attachment points on the PE parts, as compared to the plastic alternative parts, C6. Also, the tubs themselves have no floor to them. My guess (I found no actual photos in my references) is that these tubs had some sort of grating in the bottom, to allow any water to drain down into the hull, where bilge pumps could then remove it. I certainly don’t think they were open as they come in the kit! I solved the “look through” effect by using some white Evergreen card stock, and making floors

for the MG tubs. Inaccurate no doubt, but to me better than a black hole!

Once the entire model (tracks and all) was assembled, I primed the kit with Mr Surfacer 1200 gray primer. This provides a tough and very smooth finish on which to place the camouflage paint. The kit gives the modeler four different marking schemes, three overall Olive Drab schemes, and one Ocean Gray. I chose the latter for one simple reason: being a Sherman tank addict, I wanted a change from Olive Drab, and the Ocean Gray scheme also offered some additional color in the form of large white stars, and also some additional yellow recognition markings. For the Ocean Gray, I used Tamiya’s XF-18 Medium Blue, which despite its name, is a very blue gray color, and just perfect for representing Ocean Gray. I airbrushed on an overall coat of XF-18, then lightened the color with Tamiya XF-1 White, and airbrushed this into the center of panels etc., to break up the color scheme. A coat of Tamiya X-22 Clear Gloss was then airbrushed on to provide a nice base for the decals. The latter are produced by Cartograph of Italy, and were extremely thin, opaque, and well printed. They settled down nicely with the help of the Mr Color decal setting solutions, first the blue top bottle, then the green top bottle. Once the decals had dried for 24 hours, I applied more Tamiya Clear Gloss to seal the decals, after which some oil paint pin washes were applied to the model. The tracks were then brush painted Vallejo acrylic 304 Track Primer from their Panzer Aces series, before the whole model was sealed with Vallejo acrylic Matt Clear.

I will end this review where I started it: by stating that this is a gem of a kit. It goes together very easily, and is very well detailed for the scale. I highly recommend this kit to anyone who builds in 1/72nd scale and has a fascination, as I do, with the Pacific Theater of Operations in World War Two. My thanks to IPMS/USA and Dragon Models USA for the chance to review this lovely model.



Centenary of US Naval Aviation Display

by Jim Schubert

On Thursday, July 28, I stopped in to The Museum of Flight to see the display of the models loaned by IPMS-Seattle and NorthWest Scale Modelers members for the centenary of USN Aviation display.

Due to a paucity of display cases, budgets you know, TMOF did not use all of the models loaned. I made a point in the picture taking to include every model on display. So if you don't see some of the ones you loaned they were not used and are in storage.

Roger Torgeson's 1/350th scale *USS Langley*, CV-1, from the Iron Shipwright kit, is the piece de resistance of the display models. The larger, unstated scale, *USS Nimitz*, CVN-68, by the Puget Sound Ship Modelers is pretty simple by comparison and the airplanes should all be replaced. Because of the airplanes I assume the model is 1/144 scale.

Frankly I did not even look at the rest of the display; it's pretty light weight in comparison with the models; mostly photos, narrative boards and that's about it, making it neither very interesting nor very attractive. The display looks like a last-minute afterthought. More models and artifacts would have made it a better and much more interesting display. Budgets again - I suppose.



Top right: Roger Torgeson's USS Langley. Bottom right: Chellie Lynn's Blue Angels collection



*Clockwise from top left:
The main display case with
models of 15 different USN
aircraft: Four between-the-
wars aircraft with Langley
in the background;
another view of USS
Langley; another view of
the main display case*



Hasegawa 1/72nd Scale McDonnell-Douglas F-4B/N Phantom II

by Chris Banyai-Riepl

Few aircraft are as iconic as the McDonnell Douglas F-4 Phantom II. Its upswept wingtips, hulking fuselage, and twin J79 engines made it a memorable sight (and sound) around the world.

Its success as an aircraft can be seen by the huge number produced, over 5,000, and by the fact that it is still in service today with a handful of air forces worldwide. The US Navy was the first operator of the aircraft, and the subject of this Hasegawa kit is the first main production variant, the F-4B (many of which were later upgraded to the F-4N standard).

This is the classic Hasegawa F-4B kit from their extensive 1/72nd Phantom line.

Molded in light gray plastic, the kit features recessed panel lines throughout. As Hasegawa engineered this kit to make the maximum number of Phantom variants, there are a fair bit of parts destined for the spares box, but the instructions are quite clear on those by graying them out in the parts diagram. Like most Hasegawa kits, this one comes with the basic Phantom-specific underwing stores, directing the modeler to the Hasegawa weapons kits for the other options. Where the kit does not skimp is with the decals, though. This sheet is almost the size of the box and provides three very colorful options.

Of course, like most aircraft kits, construction on this one begins with the interior. While the Hasegawa kit has excellent exterior detailing, the cockpit interior is more typical of the era in which the kit was first released. This is identified by flat consoles and instrument panels with decals for the various dials and knobs. With the canopy closed, this will be plenty good enough, but for those who want to detail their Phantom kit, a set of photo-etch or resin would help out here. The seats are a bit better, made up from five pieces, but



they still lack the complex harness. Hasegawa did do their research, though, and provide an insert for the rear cockpit right console, which was covered up in the real plane.

Once the cockpit is done, the next step is assembling the fuselage. The kit comes with a common rear fuselage assembly split in right and left halves, while the separate nose comes in three parts. The instructions would have the modeler assemble the nose and rear fuselage separately, but I would recommend gluing the front and rear parts together first, then assembling the completed right and left halves. This will give a better result on the mid-fuselage seam and hopefully eliminate any potential step that would be a pain to fill.

The next step is putting together the air intakes. These are large intakes, so it is nice to see that Hasegawa provided the small pitot sensor for inside the intakes. The splitter plate is made up of two pieces, and all of this fits into place in a very positive manner. If you had assembled the fuselage as noted above, the addition of the intakes becomes easier as well, as there is now some extra wiggle room to get a good fit on those as well. The only downside to the intakes is that the kit comes with a solid face at the end of the intake on the inside, and that will be fairly

visible with the large intake opening. That said, some careful painting, shading it from a light gray to a very dark gray on the inner edge, could greatly minimize that slab appearance.

Other fuselage details provided include multiple fin caps depending on the antenna fitting. Pay attention to your specific Phantom subject to make sure you get the right fin cap. There are also intake antenna bumps, as well as various antennae for the fuselage spine. As the rear fuselage is a generic one, used for the RF-4 as well, the photo flash doors are separate. As it is easy to get these set wrong, a trick I've learned is to drill a hole in the center of the opening, push a piece of styrene rod through it, and then glue the door piece to the rod. You can then adjust the piece carefully to get a perfectly flush fit by sliding the rod in and out. Once it's just right, a touch of glue on the rod around the hole will keep it in place.

The wing assembly is simple, with a one-piece lower wing providing the lower fuselage as well as the wings. The upper wing halves are separate, as are the outer pieces. The tabs on the outer wing pieces are pretty solid, so there should be no problem with getting them set at the right angle. The tailplanes do not have that luxury, as they have just a simple peg, so be sure to follow the instructions there and

ensure you have those set at the proper 23-degree angle. The landing gear is good right out of the box, with good detailing and nice wheel hubs. The final bits include two wing fuel tanks, a centerline fuel tank, and the two inboard pylons, complete with dual Sidewinder rails.

Where this kit really shines is with the decals. As noted earlier, this is a big sheet, and it has three very attractive subjects. All are finished in the standard USN camouflage of gull gray over white. The first is the boxtop aircraft, the sharkmouthed VF-111 F-4N off the *USS Roosevelt*. This aircraft is a CAG bird, with one of the rays of the sunburst on the tail containing all the CAG colors. There is also an option provided for the aircraft as seen in 1976 during the Bicentennial, with a small '76 trimmed in stars fitting into the sun.

The second option is an F-4B from VF-151 off the *USS Midway*. This aircraft is also a CAG bird, with a much more flamboyant display of the CAG colors, covering the entire vertical tail. A simple black outline sharkmouth is on the white radome, while rainbow colors are duplicated on the wingtips. The final option is more sedate, although still colorful. This is an F-4B from VMFA-115, and it features a white tail with the silver eagle and red, white, and blue stripes. Those stripes are repeated on the wingtips.

All three options are great subjects, and the decals are beautifully printed. In addition to the aircraft specific markings, the sheet comes with a good selection of stenciling. This is really essential, as it is those small markings that help break up that large expanse of gray and white and add to the realism of the finished model.

The Hasegawa Phantom series is a great one, both for its overall detail and its overall breadth. The F-4B/N variant is one of the most colorful out of the family, and this re-release from Hasegawa is very welcome. My thanks to Hasegawa USA for the review sample.

RAF FE2b At War, by Paul R. Hare

reviewed by Chris Banyai-Riepl

Interest in the RAF FE2b has experienced a recent surge due to the construction of two flying replicas in New Zealand and the nicely restored night bomber at the RAF Museum. This interest in full-sized examples has led to an expansion of available historical documents, which has led Albatros Publications to revisit the subject. Given that the first Datafile on the FE2b came out in 1989, that's quite a few years of new research, and this new *At War* title takes advantage of all that to create a very thorough examination of the type.



In the interests of full disclosure, I have to say that I have never been a big fan of the pusher aircraft. I don't know why, but aesthetically I have always preferred those planes with complete fuselages and the propeller up front. However, having read through this book, I think I need to reassess that bias, as the story of the FE2b is quite fascinating. The more I read about the aircraft, the more the plane grew on me, and now, that staggered cockpit, high

tailplane, and rounded wingtips has become more and more attractive.

The text, if not already apparent, is excellent and provides a great balance between development and operational history. The latter particularly interested me, as reading about the FE2b in action really drove home how quickly things changed during the war. Initially a successful counter to the Fokker Scourge in 1916, the FE2b soon was outclassed by more modern designs.

One historical point of the FE2b that I did not know was that the plane was the mount of Richthofen's first confirmed combat victory. Flown by 2nd Lt. LB Morris and Lt. T Rees, 7018 of 11 Squadron was shot down on September 17, 1916, starting the career of undoubtedly the most famous WWI pilot.

In addition to the written text, this book compiles an impressive collection of photographs, both in color and in black and white. The color photos are detail photos of the restored and replica aircraft, which will be of immense use to the modeler, while the period photos help illustrate the markings worn by the FE2b. Further accenting that are the color profile illustrations, which cover seven different aircraft. As usual, the center section includes nicely detailed drawings in 1/72nd, 1/48th, and 1/32nd scales.

For those caught up in the new interest in the RAF FE2b, this new Datafile will be an excellent addition to the reference library. My thanks to Albatros Publications for the review copy.

Windsock Datafile #147
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 Pages: 40

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 to use his and John's articles. - ED]*

Tamiya 1/48th Scale Panzerkampfwagen II Ausf. A/B/C (Sd.Kfz.121) "French Campaign"

by Andrew Birkbeck

The Panzerkampfwagen II, or Pzkw. II for short, was a light tank produced as a stop gap measure by the German armaments industry for the German Armed Forces prior to and during the early stages of WW2. What the German High Command really wanted was the more powerfully armed Panzer III and Panzer IV tanks, but German industry found producing the more complex heavier tanks in any meaningful numbers beyond their capacity, at least initially. That said, the Pzkw. II series of light tanks went on to serve with distinction during the initial phases of the War, especially in the Polish and French Campaigns of 1939 and 1940, with nearly 1,900 vehicles of all marks eventually seeing production.

Tamiya launched their 1/48th scale Military Miniature Series of military vehicles about seven or eight years ago, and since then have produced at least one variant of all the German WW2 medium and heavy tanks, from the Pzkw. III through to the King Tiger. With the introduction of this latest kit, Tamiya have come around to producing an early war light tank. With luck they will eventually produce some of the derivatives such as the Wespe SPG etc., which utilized the Panzer II chassis.

The model itself is molded in the standard Tamiya light gray plastic, without any evidence of flash. Parts are well detailed, and crisply molded, and no sink marks or ejection pin marks are present that can be seen when the kit is fully assembled. There are no photo-etched parts with the kit, but it does come with two lumps of steel bar, more of which later. Decals are your standard Tamiya fare: a bit on the thick side, but perfectly useable, being well printed, and opaque.



Assembly of the kit parts provided me with no surprises. As one has come to expect from Tamiya kits over the years, the parts fit was excellent, as were the instructions. The instructions start the modeler off assembling the lower hull, and this is an all-plastic affair unlike many earlier Tamiya 1/48th vehicle kits which utilized under-detailed cast metal hulls. However, Tamiya does provide the modeler two steel rods which one can only assume somehow adds "scale weight" to the model? It really makes no sense to me whatsoever, and if Tamiya wanted to do something useful with metal and the investment these steel rods represent, perhaps a far smarter idea would have been to incorporate a small photo-etched fret into the kit for the exhaust muffler area?

Following the assembly of the lower hull "tub" the modeler moves on to the assembly of the road wheels, and the track. The latter utilizes the excellent "link and length" system seen in previous kits, with individual links that wrap around the drive sprocket and idler wheels, with much longer track runs for the upper and lower track runs. There are very small ejection pin marks on these links, but they aren't easily seen, the track pieces being very petite. I experienced no difficulties in assembling the tracks if one carefully follows the instruction sequence. Test fit

these tracks very carefully to avoid having the track runs turn out too long, or too short. That said, the road wheels were a different matter: the five road wheels on each side of the kit were very loose on their mounting pins, and so care had to be taken to carefully line them up with one another, and with the drive sprocket and idler wheels. You get the picture: care, care, care!

As per usual with this series of Tamiya kits, the on board tools (axe, wire cutter etc.) were molded as part of the main upper hull part, B10. Thus they will need carefully painting with a fine brush and a steady hand. The exception is the shovel, part C24. And the Notek blackout lamp is a two-part setup, though as with a number of other small parts in the kit, care needs to be taken in removing the parts from the sprues, and cleaning up the sprue attachment points. In the case of the two headlamps, I carefully drilled each of them out, for later filling with two-part clear epoxy to simulate the glass. And while discussing the upper hull parts of the kit, it is here that I must admit to being rather disappointed with one particular aspect of this model: the exhaust muffler parts, C31 and C32. Or should I say, the fact that there isn't a third part: an exhaust muffler screen. Given what is offered from other manufacturers these days, I felt that a

dedicated photo etched screen part should have been provided here. What does Tamiya give you? A decal, in an attempt to “simulate” a mesh screen. It simply looks hokey, in my opinion.

Moving on to the turret assembly, all the hatches are molded as separate pieces, including the vision flaps. The cannon and machine gun are separate pieces, but could do with their ends being carefully drilled out. A single crewman comes with the kit, suitable for posing in the open turret main hatch. As per usual with such figures, this little fellow is a tad under scale, but otherwise looks the part. He is at least dressed in what appears to be the appropriate early war uniform.

The kit offers the builder the option to finish their model in any color, provided that color is gray. Three marking options exist. All, naturally enough given the title of the kit, are from the Battle of France,



1940: one vehicle from the 6th Panzer Division, two from different Regiments in the 4th Panzer Division. The review model was initially primed with Mr. Surfacer 1200 lacquer primer, followed by an undercoat of Tamiya XF-69 NATO Black over the lower hull and the recesses of the upper hull, as a sort of pre-shading exercise. Following this, I painted my model overall using Tamiya's XF-63 German Gray. The base color was then lightened with white, and the centers of panels etc., were highlighted, all the primers and paints being thinned with Mr. Color Self Leveling lacquer thinner. A couple of coats of Tamiya X-22 Clear Gloss were then applied, followed by the decals. The latter went on with no problems whatsoever, even over the raised vision slot on the back of the turret. The decals were helped to settle down nicely by applications of the two part Mr Color decal setting solution system, first the Blue Top liquid, then the Green Top liquid. When thoroughly dry after 48 hours, some more clear gloss was applied to seal the deals. Then some oil paint "washes" were applied to highlight the various details, and when dry, the whole model was airbrushed with Vallejo acrylic Matt Clear, my current favorite matt clear product.

Overall this is an extremely easy to build, and fairly nicely detailed, model. It appears to be quite accurate in outline, and with the exception of the unnecessary (IMHO) lumps of metal in the hull, and the lack of a photo etched muffler guard, is a wonderful kit. I had a ton of fun assembling and painting this model over the course of a number of evenings, and it shouldn't cause any issues for your average modeler. My sincere thanks to TamiyaUSA and to IPMS/USA for providing this little gem of a kit for me to review.

A Sparkle In Your Eye

by John DeRosia

Okay - where did that colored light reflection come from?

In the 'old days', most of my lenses on models came from this method: Paint the location silver, let it dry, and then use one of the clear red, green or blue transparent paints on top of the silver. Now I do that on only about 15% of the models I build.

On any of my models that have headlights, side lights, and tail lights, there is a good chance it was from a local crafts store. I have been using these craft 'GEM-STONES' for years. They come in most popular colors - red, clear/silver, blue, green and a few other fun colors. Most are round and faceted like a diamond with a flat bottom chrome backing, but there are also some other shapes available (See Figure 1.) Do not buy the sharp metal backed types - these are meant for clothes and costumes. They will not make your model look good with deep gouges in the plastic.

The gemstones I use come in two types of materials that I have seen. First and foremost is the cheaper plastic/acrylic type. Then there are the glass types.

Bar none, the glass ones are the greatest for headlights - but cost on average three times what the plastic ones cost. A package of the plastic ones runs around \$3 (depending on the craft store) - the same glass ones are running closer to \$10.

Depending on the package you buy, they may contain as little as 20 of each to over 100. Some packages are all the same color, others mix the colors together. I have a mixture of all colors and sizes.

Speaking of sizes, they come in very large (about a dime size) to about the size of a pin head. Depending on the scale and size of your model - having a mix of sizes also is a great benefit.

This has been my experience on how I fasten them onto my model:

They are almost the very, very last items I put on my models. All painting and weathering and decals come first.

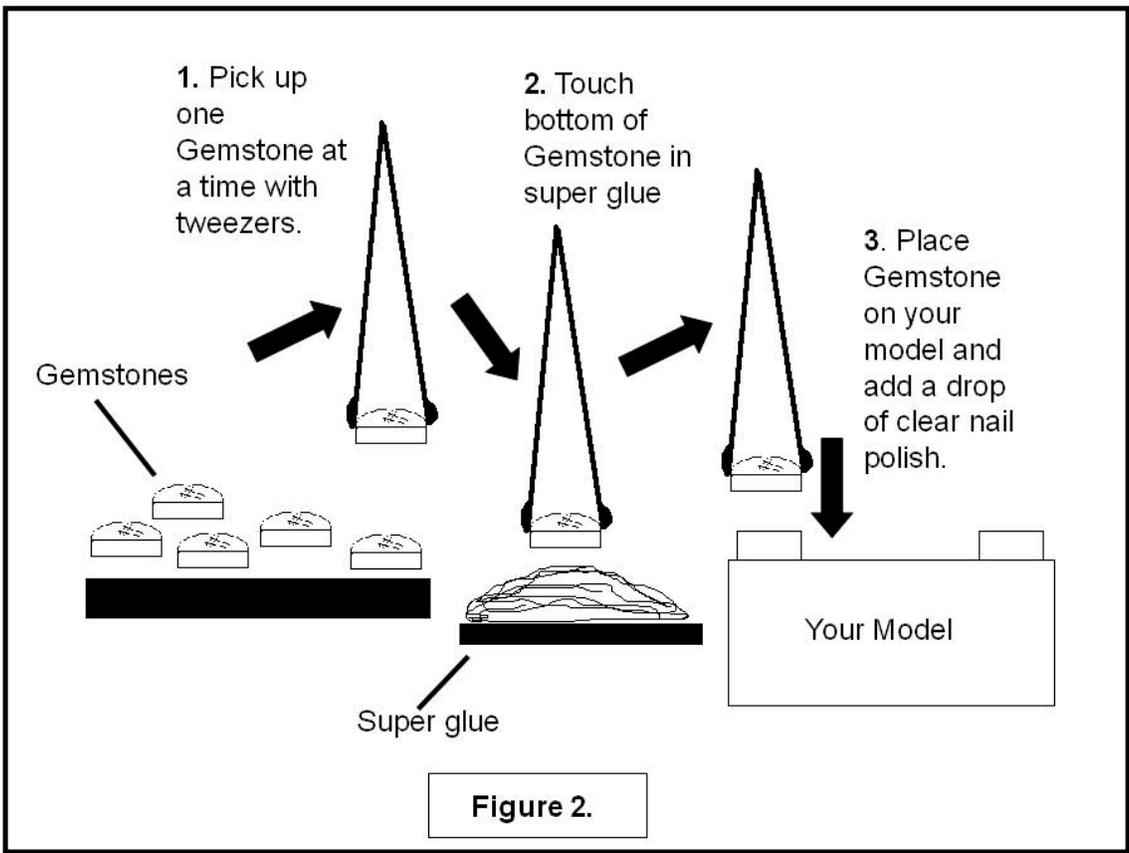
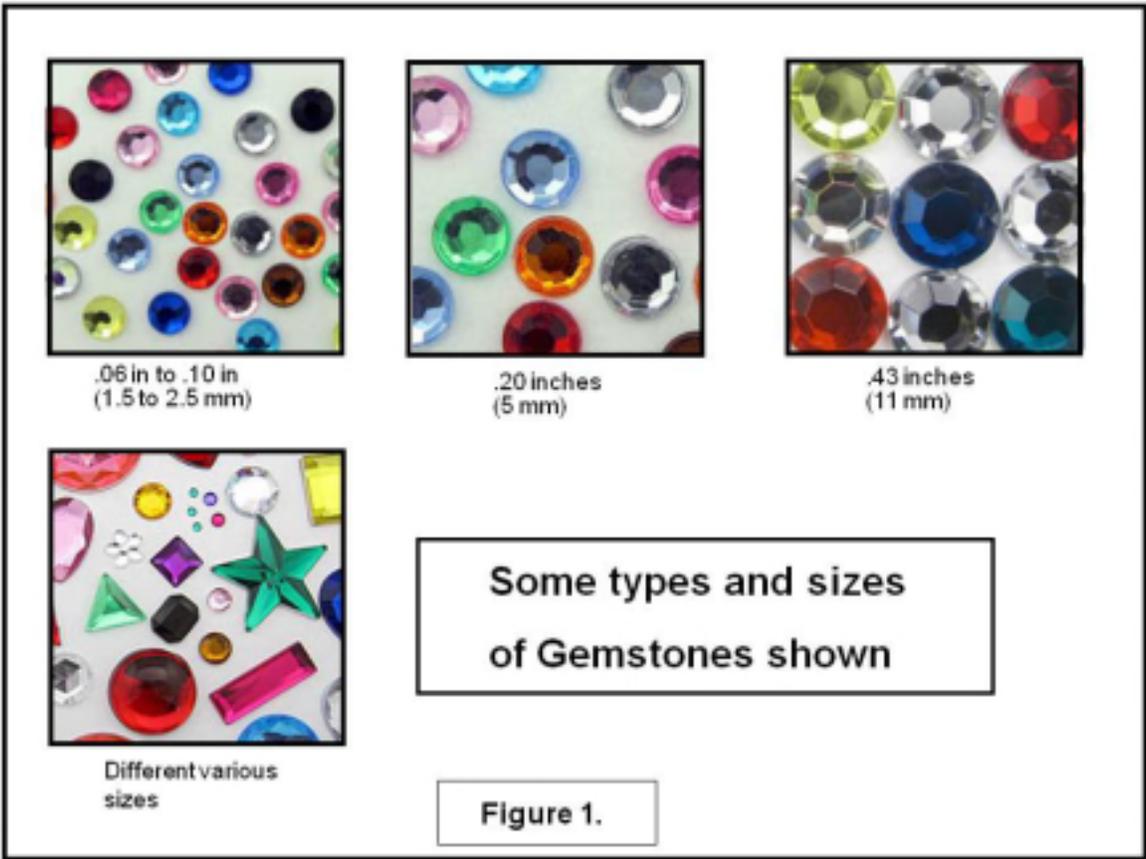
I used to put a drop of super glue on the model and then place the gemstone on top of the glue. It never failed that a typical drop of super glue was most of the time bigger than the gemstone. What I do now is the following: I place some super glue on a throw-away piece of plastic or paper and then take my tweezers, pick up one gemstone at a time, and just touch the back of the gemstone in the super glue. Try not to get any super glue on the tweezers. I then place/position it on the model. Get as close as possible because most super glues do not allow a lot of working time. (See Figure 2.)

The last but final top secret to share with you is this: After the super glue has dried (a few minutes at best) - take some clear nail polish (the cheap kind that has a little brush built into the cap) and place a drop of clear nail polish on top of the gemstone.

The reflection and shininess of that gemstone will almost double. The drop of clear nail polish rounds out the diamond facets and allows so much more light to reflect through the 'smooth round clear dome' you have added.

Depending on the light hitting your model, you or others will swear they are actually battery powered lights. These little gemstones are the ultimate fake-out and yet most realistic 'lights' you can add to your models.

Have a lot of fun - but I give you this warning. If you take your significant other's clear nail polish - you'll be reading this article from your hospital bed. I made it clear to my wife that the clear nail polish in my paint bin is MINE! Yes - they looked at me funny at the checkout stand with only one bottle of clear nail polish to pay for! I told them it was for my models. They asked which agency do my models work for and do I have any openings?



Airfix Bf 109E

from page 5

dealt with, the radiator intake openings are devoid of the vertical stiffeners.

*Decals: The kit decal sheet provides markings for four different -E birds, including the well known JG 26 Emil flown by Adolph Galland. There are national markings for just one plane, and no, there are no swastikas. I must confess that I've had some really bum luck with Airfix decals lately, so I've used after market decals from Aero Master depicting the 109E-1 flown by Gunther von Maltzahn of JG 53, Battle of Britain. Getting back to the kit, there's a full-color sheet showing all four 109s catered for in the kit. Profiles are provided for both the left and right sides, as well as full upper and lower surfaces. That, to me, is a real bonus.

*Assembly: The kit offered me just a few little problems, the worst being at the lower nose, where the separate oil cooler intake housing meets the forward fuselage. Good trimming and fitting when installing this

item can prevent some arduous sanding in a complicated area. Other than disposing of the injector pin marks, the balance of the kit went together quite well, including the wing to fuselage joint.

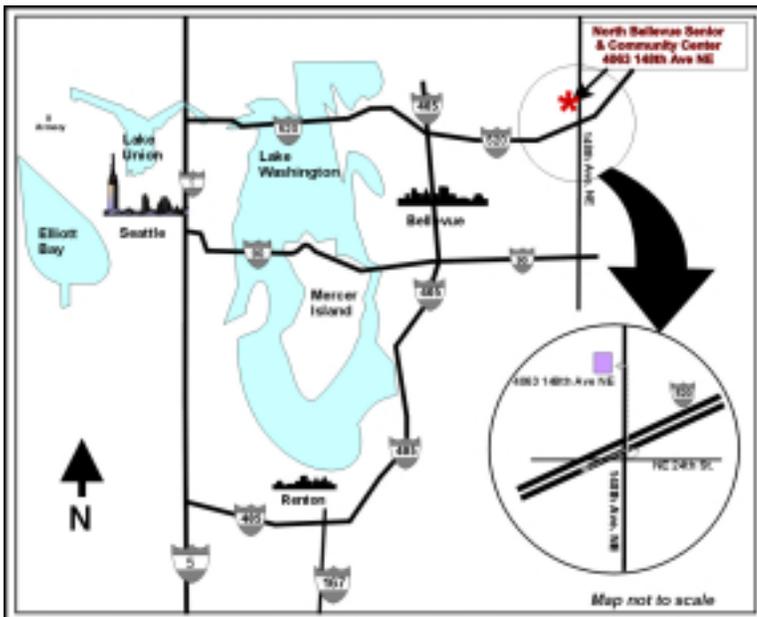
In conclusion, with the exception of a few hiccups such as the canopy, Airfix has provided us with a very nice little kit with

spare parts a-plenty. The really good news is they've provided us this kit at a price of around \$25 U S, and naturally it can be found discounted all the way down to 15 or 16 bucks. Considering the cost of Hasegawa and Tamiya 109E kits, none of which offers so many alternatives, I would say that Airfix has more than adequately filled a niche.



Meeting Reminder

August 13



**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.