

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2011

PREZNOTES



Be Careful What You Wish For

From the time I started building armor models in the late 1960s, I realized that the “rubber band” tracks that came with the models left a lot to be desired. For a start, nothing seemed capable of gluing them together. Even the instructions didn’t mention glue, but instead to heat a screw driver or a flat headed nail, and melt a series of “pins” to join the tracks together. Often as not I messed this up, or the bond wasn’t strong enough and the joined tracks split apart. Other times the track was so ridged it was nearly impossible to get the tracks to wrap around the road wheels, drive sprocket and idler wheel with anything close to a realistic look. As I grew older and met other armor modelers, I realized my gripes were an almost universal complaint. “Individual track links, made from the same plastic as the rest of the model” seemed to be a popular wish.

Then with the “discovery” of aftermarket photo etched brass parts, modelers started to wish for such parts to be included in the kits themselves. “Allow us to have scale thickness parts” was the cry! And slowly but surely, the model firms heard about the track complaints, and the cries for parts that were of scale thickness. “And while you’re at it, how about better detailed parts, oh, and full interiors as well!”

So here I sit, typing this PrezNote, staring at the latest kit from Bronco Models of Hong Kong: a 1/35th scale Humber Armoured Car Mk.IV, as used by the British in WW2. Sitting beside it is a set of aftermarket tracks (the tracks only), also by Bronco, for a Sherman tank. The Humber was a smallish wheeled reconnaissance vehicle with a turret, and with a three man crew. The model, in 1/35th scale, will measure almost exactly five inches in

length when completed. As I say, small. Yet the kit has 650 injection plastic parts, 50 photo etched brass parts, and an A4 sized set of instructions totaling 38 pages, covering 50 separate instruction steps. The kit comes with a full interior: engine, and engine compartment, driver’s area, ammunition stowage area, full drive train, full turret interior, including gun breach detail, radio set, even two sets of hand grenades in a box, and five parts per box.

And the Sherman tracks? I mentioned these at a meeting not too long ago: 960 individual parts, which combine to produce only the tracks for a kit which itself might have upwards of 500 or more additional parts!

Be careful what you wish for...

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.

October 8
December 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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The IPMS Vancouver 41st Annual Fall Model Show and Swap Meet

Bonsor Recreation Complex 6550 Bonsor, Burnaby, BC, Canada
 Saturday, October 8, 2011
 9:00 AM - 4:30 PM
 The Showroom will be closed 3:00 to 4:00
 Entry registration closes at 12:00 noon

The Show is held at the Bonsor Recreation Complex in Burnaby, from 9 a.m. to 4:30 p.m. The main show room is closed to everyone but judges between 3 and 4 pm for final judging and ribbon placement.

The event is not limited to IPMS members. Anyone can come and view the show. Additionally, anyone can enter a kit to be judged, the objective is for the best kit in a category to win, not the best kit built by an IPMS member.

This years special theme is "Operation Barbarossa", open to armour, aircraft, figures, dioramas etc.

- This is the event of the year for modelers in the greater Vancouver area. The show attracts modelers from Western Canada and the Pacific Northwest. Recent Shows have had around 470 kits entered in dozens of trophy or ribbon categories.

- Several other modeling clubs are involved, sponsoring trophies, door prizes, and volunteering to judge or just helping out.

- Most of the hobby shops in the lower mainland contribute to the show, sponsoring trophies or donating door prizes. Several manufacturers and suppliers also contribute. There is a vendor room with tables set up in flea market fashion.

- Door prizes, largely donated by hobby shops and suppliers to the industry, are given out during the day.

- At the end of the day, awards and special prizes are handed out and the winning models are photographed for the clubs archives.

Admission:
 \$5 CDN (17 and Older); FREE (16 and Under)

Vendor Tables:
 \$40 CDN

Registration: from 9:00am to 12:00 noon
 \$7 CDN (17 and Older)
 \$2 CDN (16 and Under)

For more information, see the club's web site at <http://www.ipmsvancouver.ca/index.html>

On-line registration forms are available at <http://www.ipmsvancouver.ca/page12/page12.html>

Contacts:

Show Info: Peter Hickey

Phone : 604-988-3253

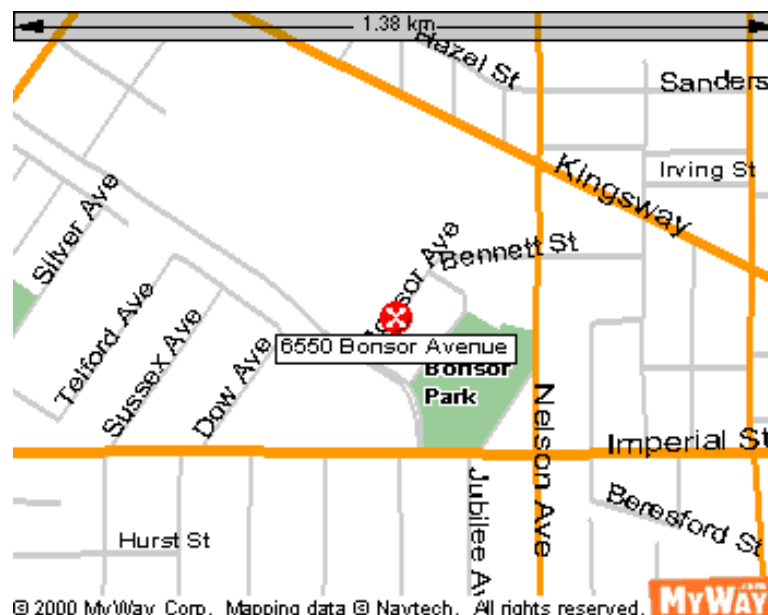
E-Mail: ipmsvancouverinfo@shaw.ca

Vendor Tables: Ross Hillman

Phone : 604-949-1918

Trophy Categories

Best of Show
 Best of Show Junior
 Best Aircraft - Jet/Helicopter
 Best Aircraft - Prop Engine
 Best Aircraft - Civilian
 Best Auto - Street or Show
 Best Auto - Competition
 Best Armour - Allied or NATO
 Best Armour - Axis or Warsaw Pact
 Best Figure
 Best Nautical Subject
 Best Diorama
 Best Sci-Fi Space or Vehicle
 Best TV/Movie Monster
 George Price Memorial Award - Best Canadian Subject
 Best Royal Canadian Navy Subject



MiniArt 1/35th Scale Soviet Field Kitchen KP-42

by Eric Christianson

MiniArt's field kitchen and figures come in a small box containing seven sprues of soft grey plastic parts. The wheels take up five of the sprues, and the trailer and figures fill out the remaining two. The parts are very crisp and flash-free, and effort has been made to restrict the few ejector pin marks to areas that are not visible on the finished model. The plastic is very soft and sands easily.

The single, double-sided Instruction page is broken into 26 steps. While the instructions are well illustrated and somewhat easy to follow, I found that the intricate assembly of some of the more delicate parts would have been easier to navigate had I been able to see more views and had things broken down a little more. That said, the parts fit together well, and many were engineered to fit only one way, which always makes the build a little more enjoyable.

The main kitchen utility trailer has a lot of extremely fine detail, yet an attempt was made to limit the number of tiny, fidgety parts. The pieces fit very well and look a lot busier than they really are. For example, there is a seven-sided box that could have been a wobbly nightmare to assemble. MiniArt engineered the pieces to fit only one way, however, and to fit securely. In minutes I had a beautiful little box that stands prominently on the completed trailer.

There were two areas that I might have made a mistake on – better instructions would have helped here. The main springs that hold the axle and the axle assembly also provide an attachment point for the side fenders. No matter which way I put these parts together they came out looking slightly askew from what I see in the final drawings. Nevertheless, they look fine for a field kitchen so I moved on.

Also, the sides of the main cooking tub assembled in Step 3 must fit around the tub cover built in Step 4, and the cover fits only one way. I suggest that you have the cover handy before working on Step 3 so you will be able to adjust the parts accordingly. The cover is not actually glued to the cooking tub until Step 9 but I would do so prior to attaching the delicate exhaust pipe at the top, which I saved until the end. The hatch at the top of the tub cover can be built in the open or closed position, as can the lids of the two side-mounted food-storage cans.



The two illustrations of the main chassis are flipped in the instructions to assist with assembly – make sure you are aware of that fact before gluing several small pieces on each side upside down – not that I would know anything about that! Steps 25 and 26 provide the different assembly approaches for a towed trailer as opposed to a stand-alone operating kitchen.

This is the second time I have encountered MiniArt's multi-part tires and I think these are really great. Each tire is made up of seven flat disks that, when glued together, form a beautiful tread. There is a specific assembly order that I ignored the last time I made them, so I paid close attention to the instructions this time. The ply of the tires fit perfectly when properly assembled and looks beautiful when completed. Painting is a breeze since the wheel and tire sections are separate. I wish other manufacturers would pick up on this design – it really sets the bar for 1/35th scale tires, and provides modelers with a plastic alternative to paint-and-finish-defeating rubber tires.

The figures included in this kit, like those in every MiniArt kit I build, are exquisite and a great value by themselves. Each figure is made up of many parts (13 for the potato-peeling cook, 15 for the wood-gathering soldier, etc), but they fit together very well and require almost no filler and just a little sanding. A coat of primer was all the filler I needed for the most part. The only problem I had was trying to find a way to naturally hang the duffle bag carried by the standing soldier – I ended up leaving it off.

What I like the best about these figures are the natural poses and simple look to them once completed. The artist responsible for these gems should be congratulated for the fine craftsmanship. Beautiful.

I prime all of my military vehicles with an even, airbrushed coat of Gunze Mr. Surfacer 1200 to prepare the surface (and to cover up stray glue marks!). I follow this with a base coat of Tamiya NATO Black. Both of these layers are very thin and (I feel) do not detract from the look of all the delicate parts involved.

Tires and wheels - I painted the outer slice of each side of each tire (six parts) Model Master US Army Helo Drab before assembly. The wheels were painted the same color as the trailer (see below).

Trailer - I assembled the entire trailer before painting it and the three wheels from above. I started with a coat of Model Master Russian Armor Green.

Once dry, I followed this with a post-shading coat of Model Master Topside Green, applied to the exposed flat surfaces, leaving the darker color to mix with the background black in the shaded areas. I then assembled the tires and wheels, hand-painted the unpainted tread Helo Drab, and attached them to the trailer.

Once dry, I shot the whole thing with a coat of Future to prepare the surface for a wash and let everything set for three days. Next I applied a pin wash of Windsor Newton Raw Umber thinned with Mona Lisa thinner.



Once this was dry I dry-brushed the exposed edges with Model Master Afrika DunkelGrau, followed by a pass with a Prismacolor silver pencil here and there to bring out a metallic glint.

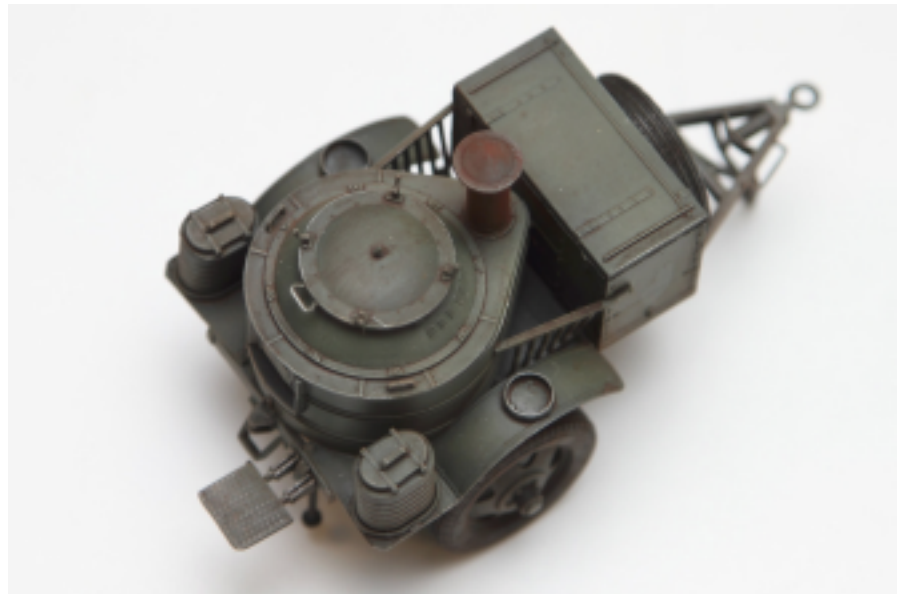
Finally I dusted the lower trailer parts and wheels with a mix of MIG Black, Russian Earth and Old Rust pigments. The last step was to dust the exhaust stack with MIG Old Rust.

The build took me about eight hours to complete, most of the time spent on the finish.

MiniArt has really come into their own with beautiful kits that fit well into 1/35th scale dioramas. At every show I attend I can easily identify the MiniArt pieces when I see them. Their figures are top-notch, naturally posed and fun to build. The trailer in this kit can be shown 'opened up' and ready for field use as well as buttoned up and towed behind a prime mover.

The completed kit conveys the practical look of any bivouac vignette on any battlefield, and I think it will also look perfect behind a utility vehicle on a muddy road somewhere on the Eastern front.

I would recommend this kit to experienced modelers due to the complexity of painting figures. That said, however, the kit builds into a very nice and unique representation. I'd like to thank MRC for providing the review sample.



Airfix 1/72nd Scale Stratos 4 TSR.2MS

by Mike Hinderliter,
IPMS #45124

My son was really excited when he saw that a model of the *Stratos 4* was being put out by Airfix. He is an avid Anime fan and wanted us to build this model together. Before the kit even arrived, he had already brought out his DVDs of the *Stratos 4* series. The *Stratos 4* series was done by Studio Fantasia and Bandai Visual and directed by Takeshi Mori. The story is about the comet defense system that was formed when, 50 years earlier, scientists discovered that a group of comets was on a collision course with the Earth. The defense system comprises a two-tiered plan – the primary a space-based comet blaster group and the secondary a ground-based meteor sweeper group. The idea is for the space-based Comet Blaster ships to blow up the comets and the ground-based meteor sweeper group cleans up any chunks that remain too big from the initial explosion.



Most of the series follows the female pilots of the ground-based units that are on Shimoji Island in 2024.

The ground-based meteor sweepers use the TSR.2MS aircraft that is based on the

British TSR.2 from the 1960s with a few changes. Airfix has done a really nice job of adding another sprue of parts to include these changes with their original kit. Another plus is, if you aren't into Japanese anime, you can also build the Airfix TSR.2. All of the original parts are there, including the decals and instructions – that's right, you get both sets of instructions. This is definitely a win-win from a marketing aspect.

I watched the interviews on the DVD, given by military commentator Isaku Okabe, about why the TSR.2 was picked for the series. He stated that the TSR.2 was selected because of the aircraft's characteristics. First, it was a supersonic aircraft. Although a British author had said that the TSR.2 platform design could have been able to function up to speeds of Mach 3, its materials wouldn't be able to withstand these conditions. The second reason was that it was an attack aircraft and that there was a lot of space inside dedicated to carrying bombs. Because of that large space, it would be able to hold a lot of rocket fuel and be equipped with a reaction control system.

The main change made from the TSR.2 to a TSR.2MS is adding a RATO system





(Rocket Assisted Take Off) so that it could be launched from a TELAR (Transporter Erector Launcher). This is a truck-based method for runway-less take off of interceptor aircraft, similar to surface-to-air missile launchers. This kit doesn't have one, but Airfix magazine has an article showing how to scratchbuild it. The reason for this particular launch style is so that fuel isn't wasted on a runway takeoff, preventing the aircraft from reaching the high altitudes required. When the RATO system gets them to the predetermined altitude, the rockets, located under each wing, are jettisoned. After that, the three engines underneath the vertical wing flap are started, giving the aircraft the further acceleration into the higher orbit. The bomb bay has been converted so that it can store liquid fuel for the three engines that get it into super-high altitude.

Since the air will be thinner, the wing flaps and vertical rudder will become unresponsive. To fix this, an RCS (Reactive Control System) takes over control, much like the one used by the US Space Shuttle. It uses the reactions from the gas expelled from either the nose cone or the edges of the main wings.

Finally, when the aircraft gets into range of the meteor, a Titan missile is launched from underneath the main body. All in all, my

son taught me an awful lot about this sci-fi aircraft, and I did enjoy watching these shows with him.

The good news for the aircraft purist is that the kit contains all the parts from the original TSR.2 kit so you can build the TSR.2 prototype or one of the "what-if" aircraft that have been released by several decal makers.

Probably the biggest changes are the cockpit and the landing gear. The cockpit is very different on the *Stratos 4*. The

ejection seats have been replaced with bicycle-style seats, with the pilot leaning forward like a Tour de France winner. The theory from the series is that this position allows the pilot and weapons officer to manage the huge acceleration of the RATO lift off. The other theory is that this is Anime, and the girl pilots look sexy in this position.

The landing gear was problematical on the TSR.2. Since it is built gear-up for the *Stratos 4*, there are few problems with the gear, except the poor fit of the doors.

The other add-ons are the extra engine on the tail and the maneuvering jets on the nose, the underwing rockets, and that huge missile under the fuselage.

Assembly was pretty straightforward. The cockpit required removing some of the framing for the original TSR.2 interior and installation of the bicycle seats and controls. This went pretty well. The canopy for the *Stratos* is very different from the TSR.2, and doesn't fit well. I left mine open. So we have an aircraft with the gear up and the canopy open. Next project is to build the TELAR launch vehicle.

Continued on page 16



Trumpeter 1/72nd Scale Chinese J-20 Mighty Dragon

by Chris Banyai-Riepl

Overview

The third nation to develop a fifth generation stealth fighter aircraft (after the United States and Russia), China's Chengdu J-20 "Mighty Dragon" took to the skies in January 2011 and is currently undergoing flight tests. Reading about this aircraft reveals a long list of possibilities, and the Wikipedia article is resplendent with qualifiers such as "may", "might have", and "could be". While visually known from photographs and videos published online, its actual performance and even its mission remains unknown. Still, the Wikipedia article makes for some interesting reading, so for inspiration, be sure to check it out.

The Kit

Trumpeter's kit of the J-20 is rather surprising, given how new the aircraft is. Thanks to the Internet, though, this aircraft has been very well covered, enough so that Trumpeter felt confident to produce a kit of the type. As Trumpeter is a Chinese company, producing a model of a new Chinese stealth fighter, one must wonder as to just what influences might have come into play, but a quick glance shows that this kit does a pretty good job of capturing the look of the J-20. It comes in black, gray, and white plastic, with a small clear sprue providing the canopy and other details. The decal sheet provides markings for one prototype aircraft.

Construction begins in this kit with the cockpit. This kit comes with a nicely detailed seat, complete with separate seat cushion, pull handle, and photo-etch seatbelts. The finished seat fits into a one-piece tub that has nice raised detailing on the sidewalls, along with separate control stick and throttle quadrant. The instrument



panel also features raised detailing, and decals are included for both the panel and the sidewall consoles, should you wish to use those instead. The instrument panel fits into a one-piece hood, and the completed assembly will make for a nice and busy front office. That's the good side; the bad is we really don't know what the cockpit looks like, so all of this detailing is pretty much conjecture.

The nose gear well is built up from five pieces for the main box, with an additional box for the actuator arm. The nose gear leg itself is very nicely done, with separate oleo scissors and even clear lights. The nose wheel gets a separate hub, which will make it very easy to paint. In fact, the entire layout of the kit parts suggest that one could build this without any paint at all. The cockpit parts are done in both black and gray, the wheel wells are done in white, with the main exterior parts done in black. This is an interesting method, similar to what Matchbox did ages ago. If nothing else, it will make it easier to paint the wheel wells, as white paint on black plastic is a real pain.

The forward fuselage assembly is somewhat complex, due to the odd shapes involved. There are large intake bumps that make a top-bottom assembly difficult. So this kit has the lower forward fuselage

split into right and left halves, which then meets up with the one-piece upper fuselage. This could be an area of fit issues, so I would recommend holding off the assembly here until you have the main fuselage together.

Speaking of which, the main lower fuselage piece gets some really nice interior structure. First off, there are full intake ducts that run back to the main wheel well box. This box has a front and rear bulkhead, with the inner side built up from three additional pieces. All of this, coupled with the molded-in detail in the upper fuselage, will result in a very busy wheel well. This is good, as with the doors open this is a very prominent area on the J-20 and offers a nice break to the generally smooth and flowing curves of the aircraft.

For the upper fuselage, there is a box on the rear end that provides the parachute pack in the deployed position. The forward fuselage assembly traps the cockpit tub and nose wheel well into a tight arrangement, and there are decals provided for the wheel well detail spot (again, a nod to the no-paint feature of this kit). With all that in place, the lower rear fuselage can be added, and with the addition of the vertical fins and canards, this kit is pretty much done. It really is a simple model, and even with painting it could easily be done in a week.

For the decals, the kit comes with the one prototype aircraft, 2001. What is interesting, as already mentioned, is the fact that this kit provides decals for just about everything, so there is no need to paint it. For exterior details, there are decals for various panels done in black, and the exhaust pipes are covered with silver decal. The wingtip lights are also covered, with green and red decals provided. In addition to all these basic markings, the kit also comes with a few stencils as well as the national markings. The decals are nicely printed and have a matte finish.

But Is It Accurate?

As a Chinese stealth fighter model produced by a Chinese model company, it just seems like they would have a lot of pressure, both official and unofficial, to skew the kit's shape and make it as inaccurate as possible. However, at first glance, I would say that Trumpeter did a very good job on this kit, accuracy-wise. All we have to go on are the handful of photographs that have showed up online, and one of the better collections I came across while researching this kit can be found at <http://forum.pakistanidefence.com/lofiversion/index.php/t95073-50.html>. In looking at these photos, it looks like the kit is pretty good on the front end. About the only real complaint I can see is that the corners are too sharp. For example, where the canards meet up to the intake, this kit has a sharp corner, but it looks like the actual aircraft has a bit of a fillet there, creating more of a smooth blend. This is easy to fix, though, with just a bit of filler rounded in.

The rear fuselage seems to have the majority of the problems in terms of shape. Most of these are subtle, and realistically, could probably just be ignored as they will be difficult to fix. I'll toss them out here, though, and take it all with a grain of salt, as I don't have detailed information or photos to really confirm my suppositions.

With that said, the first thing I noticed was that the trough between the engines on the fuselage underside was not long

enough. Further examination of this area revealed that the flat fuselage underside should actually extend much further after, nearly to the exhaust nozzle itself. That, coupled with the longer trough, creates a very different shape on the lower rear fuselage. Flipping the kit over, it would appear that the trough needs to extend a bit more on the upper fuselage as well, but not nearly as much as on the lower fuselage. This can be seen in the photos that show the hatch over the parachute housing to have more of a curve to it than the kit depicts.

The third thing I noticed was that the extensions on either side of the exhaust nozzles should have more of an angle as they move away from the exhausts. It was this last item that got me looking at the overall geometry of the rear fuselage, and I came to a couple of possible conclusions. One is that the vertical fins should be moved further out from the fuselage, which would increase the span of the wings and change the shape of the lower fuselage. Further inspection of photos from other angles tends to show that, while that is true to an extent, there also needs to be a slight expansion in the center as well. However, the proportions of the forward fuselage appear right, so it gets compli-

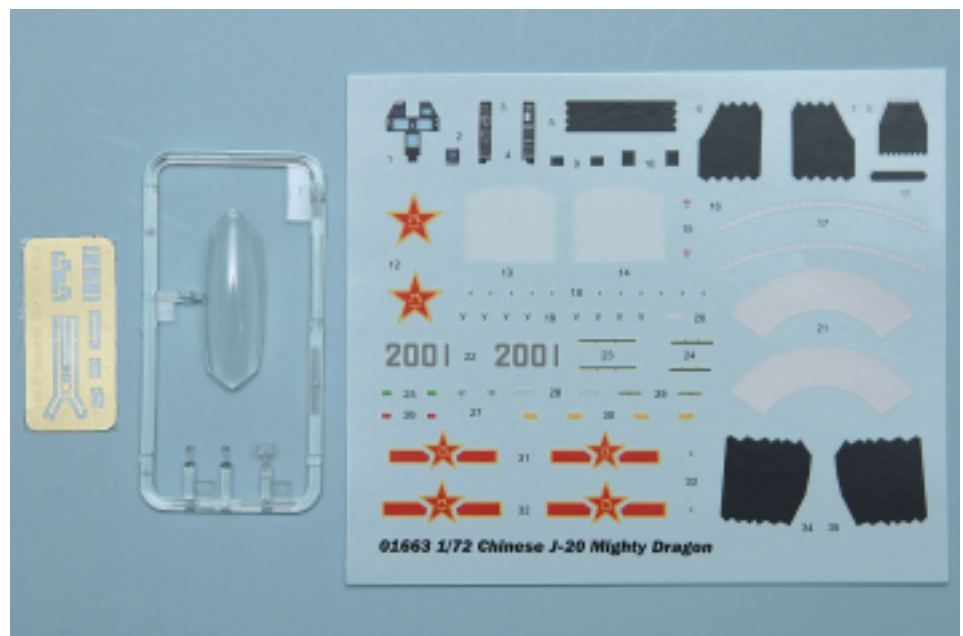
cated as to just what exactly is going on with the rear fuselage.

For me, all of this is purely a visual exercise, as I will build this kit OOB and not worry about these discrepancies. The challenges involved in correcting them far outweigh my desire to have an accurate J-20 on the shelf, and in the end the finished model will build into a fairly good rendition of the aircraft. Given the origins of the kit, this is high praise indeed.

Conclusion

Despite the subtle shape issues on the rear end, this is a nice kit overall. The big question remains as to whether this is a prototype aircraft, pre-production aircraft, or just a technology demonstrator, and the answer to that question will determine just how much longevity this tooling has. I'm hoping that it is close to a production example and we'll see it finished in some interesting camouflages from air forces around the world. Thanks to Stevens International for the review sample.

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



Tamiya 1/48th Scale Dornier Do 335-V11

by Hal Marshman Sr

The Do 335 was a most unusual German fighter developed in the latter part of World War II. The revolutionary design featured two Daimler Benz 603A-2 liquid cooled engines, one in the conventional puller mode, and the other in a unique pusher position. The two-seater, which is the bird I elected to do, had its second cockpit perched atop the center of the fuselage, giving the airplane a decidedly humpbacked look, prompting the Germans to nickname it the Anteater. Maximum speed was a quick 478 mph, and the single-seater is on record as having outrun a P-51 Mustang.

Tamiya's Do 335 is cast in the usual medium gray, easy to work plastic, and features nicely done engraved panel detail. The major assemblies go together well, as befits a Tamiya offering. The only area that offered me difficulty was the assembly



meant to be placed in the belly scope. Just a wee mite tricky to line up. None of the other smaller assemblies proved difficult to handle, and fit together like the proverbial glove.

Both cockpit interiors are quite well detailed, with my own seatbelts and buckles being the only non-kit additions. Instrument panel is typical Tamiya,

instrument bezels with no inner detail. Sticks, rudder pedals, gun sight, and side consoles are all well represented. Speaking of the interiors, Tamiya caps these with very thin, well-detailed transparencies. The cockpit covers themselves include tabs on the right bottom that fit into recesses in the cockpit sill, if you want them in the open position. Personally, taking into consideration the well detailed interiors, I don't know why anyone would want them shut, but if they do, those tabs are easily trimmed away.

The landing gear is quite well represented with wheels, gear covers, and much support equipment, in particular the nose gear. Wanting to show weight, I had to file a flat spot onto the tire bottoms (don't forget the nose wheel). Tamiya provides a metal slug to put into the nose for the purpose of keeping the nose wheel on the ground. The rear of the airplane is quite heavy, what with the cruciform tail surfaces, the rear prop, and the innards of the belly scoop.

Armament consists of two MG-151 cannon for the upper front cowl, and a hole in the spinner to represent the Mk-103 cannon that Dornier installed through the propeller shaft. Other accessories are well cast, being the exhausts, DF loop, and pitot tube. There's a tricky little clear plastic lens for the tail light, mounted toward the top of the lower fin/rudder assembly, that I wish Tamiya had done differently. In my case, I



installed a tiny MV railroad clear lens, and built up the cover with Testors Window Maker. I also installed two MV lenses in the port wing landing light assembly. I substituted a vinyl coated paper clip for the kit pitot tube, as I had terrible luck trying to preserve the kit part.

For paint, I used the diagram provided by Tamiya to make soft masks for airbrushing the finish. I use "Yellow Stuff" from the stationery store to hold the masks about 1/8-inch from the surface, and apply the spray directed vertically to the mask edge, giving me a scale soft demarcation line between colors. I find those hard masked demarcation lines you often see to be inauthentic in appearance for late-war machines. The paints used were WEM Colourcoats for the upper RLM 81 Braunviolet and RLM 82 Hellgrune. The undersurfaces were done with Model Master RLM 76 Hellblau. Most of the interior work and landing gear wells were painted with WEM RLM 02 Grau. My references say that RLM 02 was used, not the RLM 66 you'd expect for a late war bird.

I thoroughly enjoyed this build, and can heartily recommend it to you. Matter of fact, I'm now very seriously considering the single-seater for one of my winter builds this year.



Academy 1/350th Scale HMS *Warspite*

by Tracy White

The five ships of the Royal Navy's *Queen Elizabeth* class battleship were commissioned in time to take part in the First World War's epochal naval Battle of Jutland, yet were still serving at the outbreak of the Second World War. Of these, HMS *Warspite* was the navy's most successful, earning more battle awards than any other ship in navy history and setting the record for the longest gun hit on a moving target by a ship when she landed one of her 15 inch shells on the Italian battleship *Giulio Cesare*, 26,000 yards (nearly fifteen miles) away.

Until recently the only kit available of this famous ship was either in 1/700th scale plastic or 1/350th resin, so Academy's release of a 1/350th *Warspite* in plastic has certainly caused much excitement for the fans of the Royal Navy. Let's examine what you get in the kit:

Tree "A" - Port & Starboard Hull Pieces

The hull of the model is full hull; broken down into left and right (port and starboard) pieces, with a groove molded into the inside surfaces to be used as a guide if the builder desires a waterline model. It is my experience that this is one of the best ways a company can cater to both camps; the full-hull builders have only one seam to clean up whereas the waterline builders have a relatively easy and accurate method to remove the lower hull area. There is a cut-out on the bow near the keel for a separate paravane foot tip piece.

The hull pieces were formed with a multi-part mold, allowing for a good representation of details such as the bilge keels, porthole eyebrows, and access hatches at the top of the hull blisters. There is a slight mold-mismatch fore and aft of the blisters resulting in steps on the hull surface, but they should be fairly easy to fill and sand, being pretty shallow.



Parts are included on other trees for details such as anchors, props, shafts, and rudders.

Tree "B" - Main Deck Pieces, hull supports, and prop shafts

Tree B contains a total of 19 parts; the three main deck pieces, display name plate, prop shafts, a forecastle deck water break, and internal hull supports. In my opinion this shows a clear step up from their *Graf Spee* kit. Academy dispensed with the plastic railings that left holes in the deck that were tedious to fill if not being used, and populated it with lots of clearly-defined details (albeit a bit overscale and soft in areas). Deck planking is also overscale, but no more so than any other manufacturer.

There is an attempt at representing the deck's camber, or slight upward curve, but it is a bit simplified, being two slight angles that meet at the centerline in a shallow peak; it's somewhat noticeable if you catch it in the right light. The tree also has some extra plastic to protect some fragile details on the catapult ends.

Test fitting of the joint between the two forward deck pieces showed some interference by the re-enforcement tab on the bottom of the larger piece, but this is so common with this arrangement that I always just saw off the tabs as a rule.

All four prop shafts and struts are on this tree, and appear to be nicely done. Very little exists in the way of seams that must be cleaned up, and the struts have a nice taper fore and aft that means less re-work

than other companies that have squared pieces as a regular feature. There should be a bit more of a fillet on the struts as they approach the shafts, however. The thicker shaft portion that interfaces with the hull has nice crisp edges that suggest less work in filling any gaps; I suspect it'll be a simple shot of Mr. Surfacer and a Q-tip rub with Mr. Color thinner for these pieces.

Tree "C" - Midships Superstructure Decks and Pieces

The third tree contains the structural elements for the midships and aft superstructures and deck platforms, including the stack and aircraft hangar bays. The hangar bays are shown closed, but there is internal structure detail and the full roller doors will be easily opened by scoring a segment a couple of times with a sharp knife and then bending to weaken a break off the portion the builder wants to remove. Some extra detailing will be necessary to pull this off, however, as there are no aircraft handling carts or working platforms included.

Construction of this section of the ship is made up of flat and angled pieces; due to the somewhat complex shapes there are a lot of them; I count twenty-five pieces just for the basic structure before adding details such as anti-aircraft guns and boats. This is an area where cost versus work is a consideration; Academy could have reduced parts count by using slide molds to make more complex shapes and less seams, but it would have raised the price of the model.

The one departure from the midship parts are three plastic anchor chains. I think this is a great feature; while not as crisply detailed as actual chain, it looks far better than molded-on chain and prevents the annoying removal that many builders undergo to use actual chain. It also will be easier for those not wanting to use actual chain as they can be painted separately and installed and not masked or hand painted.

This tree is where the photo-etch fan will start seeing things they want to replace; plastic ladders are provided for some platforms and "aztec stairs" molded into a couple of decks. The basic builder will have little quibble with them, but those that like crisp detail will want to replace them with generic ladders or wait for a dedicated set to appear.

One comment I will add about this tree is that the bulkheads from the forecastle deck down to the main deck (C18 and 19) are missing any representation of *Warspite's* name, either in plastic, photo-etch, or decal. As it is quite prominent in many photos of the ship, I find this to be a disappointment.

Tree "D" - Forward Superstructure Decks & Pieces

The imposing tower structure of *Warspite's* WWII superstructure is contained within this tree. Detail is again decent; the biggest complaint I have, which is consistent throughout the other trees, is that the thickness of the splinter shield walls is a bit thick.

There is a slight elongation of the portholes on the angled surface of the tower, but detail is much better represented than some of Trumpeter's kits that have portholes in similar shapes. One assembly that I wish Academy had used a slide mold on are the two pieces of the Type 273 radar, which have a multi-faceted lantern appearance that may present some difficult filling if fit isn't perfect.

The venturi wind shields on the upper bridge level and admiral's bridge level (pieces D51 and D53) are molded solid, but a wash applied after painting will pick out the shadows nicely and save the basic modeler the pain of thin, delicate parts. I have no doubt that some company will provide replacements for those who want it in photo-etch, and the shapes are flat and easy enough to scratch build in plastic. A nice feature of these decks as well are inclined ladders (stairs to land-lubbers) dropping down out of sight, but open on the sides. This will provide a better appearance for the basic builder while also making it easier for the more advanced builder to replace them with photo-etch.

Tree "E" (two provided) - Turrets, guns, cranes, propellers, stand pieces, etc.

This is one of two trees that provide multiple pieces; two are provided, giving either two or four pieces. The four main turrets and their guns come from this tree; with slide-molded openings in the barrels. Bloomers (also known as 'blast bags') are provided, but are the only method of attaching the guns to the turrets, and as they are hard plastic, the builder has little option for posing the guns without making their own replacement bloomers.

Propellers are one area that most model ship companies have problems with, and Academy is no exception with this kit. The kit propeller blades are essentially triangles with rounded corners; they should be a much more elliptical shape.

Included on the edge of each E tree is a shipboard crane; formed with a slide-mold so that there are no smooth sides lacking detail. While the detail is crisp and the molding well done, there is so much open space in this structure that the overall effect is somewhat underwhelming; but for those who find this to be so, there are two photo-etch replacements that I'll cover later.

Tree "F" (two provided) - Anti-aircraft guns, airplanes, and boats

Our last two trees cover smaller detail, such as anti-aircraft guns and ship's airplanes, boats, and rafts. Two of the boats use slide-mold technology to provide good detail inside and out in a single piece, and the Walrus airplane's engine is formed using slide-molds as well, allowing an impressively detailed open-air radial engine.

The ship's four 2-pdr. "pom pom" anti-aircraft guns are rendered in three pieces, and while OK, will definitely benefit from increased details from the photo-etch manufacturers or Academy's inevitable "special edition" release that both the *Oliver Hazard Perry* and *Graf Spee* kits have seen.

The 20mm guns are not as detailed as Dragon's recent offerings, but are better than Trumpeter's and simpler than the Dragon pieces, a bonus to those who find small parts difficult. This tree provided the sole piece of breakage on our review copy, with a single 20mm splinter shield somewhat "pulled" so that it had cracked in the narrow slot that the gun barrel fits through.

One issue with the Walrus airplane is that the cockpit windows are not molded in nor provided in decal form, leaving the builder to mask and paint on their own.

Photo-etch

One sheet of photo-etched details is provided. Etched in a harder metal than brass, the details should withstand a first-time bender better than some of the extremely soft brass from other kit manufacturers. The pieces only cover the two ship's boat cranes; no railings or ladders are provided.

Instructions & Painting Guide

Included with the kit is a single folded sheet of instructions folded into eight

pages and a black & white painting and parts tree guide (double-sided). The first page of the folded booklet is the normal paints table and warnings in both English and Korean. Instructions are clear for the most part; there are a couple of steps where things get a bit busy, but not so intense as the recent Dragon ship instructions and still understandable if the builder doesn't tear through them.

Warspite was painted into her first "dazzle" scheme during repairs in the US and then a later one; the painting guide presents the second one, which was worn from 1943 until she was towed to the scrap yard in 1946. Port and Starboard sides are shown with no sectional views showing front and rear views of the superstructure and turrets, but as her camouflage was largely symmetrical on each side this isn't much of an issue.

The camouflage guide is not in color, which is not that big of an issue, although I know some modelers will try and match colors to these even though the color ones by other companies are largely inaccurate. What I wish they had done more was include the actual Royal Navy paint "colours" as it would make matching a lot easier. As it is, the paints are listed in Gunze, Humbrol, Lifecolor, and Testors/ModelMaster color numbers, but there are no equivalents for Hull red, for example, for any of the lines except Gunze's "Mr. Color" line. The official Royal Navy colors used were:

AP 507A Dark Grey (steel Decks)
AP 507B Medium Grey (kit paint #9)
AP 507C Light Grey (kit paint #3)

Decals

Included with a kit is a small sheet of decals providing the ensigns and jacks in both "straight" and rippled forms as well markings for one of the two included planes. They are printed in register and don't appear too thick.

This kit will largely satisfy the Royal Navy fans out there, but there is room for improvement that will either disappoint or motivate, depending on what the builder enjoys. The basics are there, and the kit is certainly on par with the latest Trumpeter ship kits. It lacks Dragon's fine detail, but that may be a plus for those who find Dragon kits difficult. Test fitting the hull and main deck pieces reveals no large fit problems, and examination of parts shows no warping or flash.

It will be interesting to see how Trumpeter's upcoming *Queen Elizabeth* release will compare, but for now, it is my belief that the Academy release is a credible kit, that will please the majority of the builders out there. My thanks to MRC for the review sample.

Hurricane Bookshelf Theater: *The Red Baron* -- What IS This?!

by Scott Kruize

Two weeks ago, I was all set up for a potential bachelor's perfect evening: deli Chinese takeout, two bottles of beer, only His Majesty King Jeremy sharing the couch. Otherwise the house was empty: his 'mother' was off to San Francisco to visit with her #3 daughter and two grandchildren. Lastly, a Hollywood-type shoot-em-up action/adventure: a World War One, yarn, yet! - Maybe another along the lines of *The Blue Max* or *Zeppelin!* Loaned to me by Ken Murphy: a high-quality DVD: *The Red Baron!* Wow! The war's greatest ace! Slogan on the disk's dust jacket: 'Heroes arise. Empires fall. Legends endure.'

I want you all to take a close look at these two pictures. They're of the NABBROKE build I did a few years ago, building anew a model I first built way back when, in the mid-60s, before college, careers, disastrous first marriage, etc.; you all know 'the drill'...Anyway, the Aurora 'Famous

Fighters' Fokker Dr.1 was one of the 79-cent kits I assembled then, and now in modern times I spent a FAR larger fortune to relive the experience: \$22 from a dealer at the Swap Meet at the Puget Sound Model Expo. And the build took an eternity: almost four hours, WAY more time than I spent back then!



But the exercise was worth it. As you can plainly see, it's a stunningly realistic replica of Manfred von Richthofen and his favorite mount. To be precise, it's at LEAST as accurate at this, as the movie *The Red Baron* is of portraying his wartime career!

'Legends endure', huh? Well, I should hope so...but shouldn't legends bear some resemblance, however tenuous, to what actually happened at the time?

Scenes of note from this movie:

The Baron drives up to the wreckage of his first victim. Apparently the demands of the War aren't overly time-consuming. Anyway, he arrives at the same time as emergency wagon and a pretty nurse so that - as they say in Hollywood - 'their eyes met', and 'the rest was History.' Much of the rest of the movie is spent lovingly

watching the two of them. They start out with her hating everything about him, and the military...but eventually the sequence of scenes leads to him becoming her lover, coming out of his tent in a bathrobe to watch him take off on another mission. Meanwhile, he's turned from a fierce fighting hunter to an increasingly disenchanting, philosophically spent, worn-out, guilt-ridden cynic.

Before that, though, he has several opportunities to show he's not just your typical Prussian military stuff shirt, by mouthing off not just to his superior officers, but to Emperor Wilhelm himself.

Not to say he's not brave and skilled. Take the night attack on his airfield, where the allied bombers linger for many minutes, or possibly many hours - it's hard to tell in the movie - with bombs falling all around, and with one thing after another blowing up, until finally, the Red Baron tires of it all and calls out 'Get my plane ready!' - 'But, Baron, we never fly at night!' The next scene sees the whole squadron taking off into the darkness...which curiously has excellent visibility...and the fighter planes mix it up with, and shoot down several, of the vast numbers of allied bombers still lingering over the field until enough have been shot down for them to go away.

One day, after a big swirling dogfight, both the Baron and the Canadian aviator captain Roy Brown have to crash-land their shot-up airplanes. They come down almost simultaneously on the same patch of ground - which the subtitles helpfully explain is in 'no man's land' between the lines. They get together, and during a few minutes, or hours, or few days - it's hard to tell in the movie - they speak perfect English to each other and enjoy a close camaraderie about the useless necessity of their fighting roles.

And so on. Then: how about the exciting climactic scene? Where, during the course of the ultimate big swirling dogfight, with dozens of opposing aircraft spraying bullets every which way, Von Richthofen takes off after the hapless Lt. May, firing at him from behind until Captain Brown arrives in the nick of time to try to effect a rescue. His bursts of Vickers fire reaches the Baron's plane just as he flies over the Australian infantry, whose rifles and machine gun are the same caliber, and one or the other finally inflicts the controversial fatal shot.

Well, how about this climactic scene? It's LEFT OUT of the movie entirely!

Jeremy, trying catch up on his rest, kept hearing me, scene after scene after scene, exclaiming 'What IS this?!

World War One started almost a century ago. The real story of what happened then is grim, bloody, but certainly exciting, and WORTH TELLING. Why can't Hollywood just TELL it? (This movie is a German production, but I regard Hollywood not so much a geographical location as a borderless fantasy land: silly and often stupid, wherever movies are made.)



The 'Hurricane Bookshelf' is not devoid of information about the period, and its heroes/villains/victims. There's *The Canvas Falcons* and *They Fought For the Skies* and the Time-Life *Knights of the Air*, among others. Next-to-nothing in any of them resembles what was on this DVD.

Legends endure, huh? If so, this re-telling of the Red Baron's legend is a disaster! What IS this?

Stratos 4 TSR.2MS

from page 7

Painting was an interesting project. The Stratos has some gray panels on the wings and control surfaces which aren't on the



TSR.2. This solves some of the problems trying to cover all the putty required to get the landing gear doors to fit.

This is the original decal sheet with a few markings added for the Stratos in one corner of the sheet. The decals went on smoothly, had good adhesion, and displayed no problems getting them to line up and snug down.

I highly recommend this kit for the Anime fan, or those folks who missed the original Airfix TSR.2 release. The build problems are the same as the original TSR.2, which means any modeler with moderate skills can produce an acceptable model.

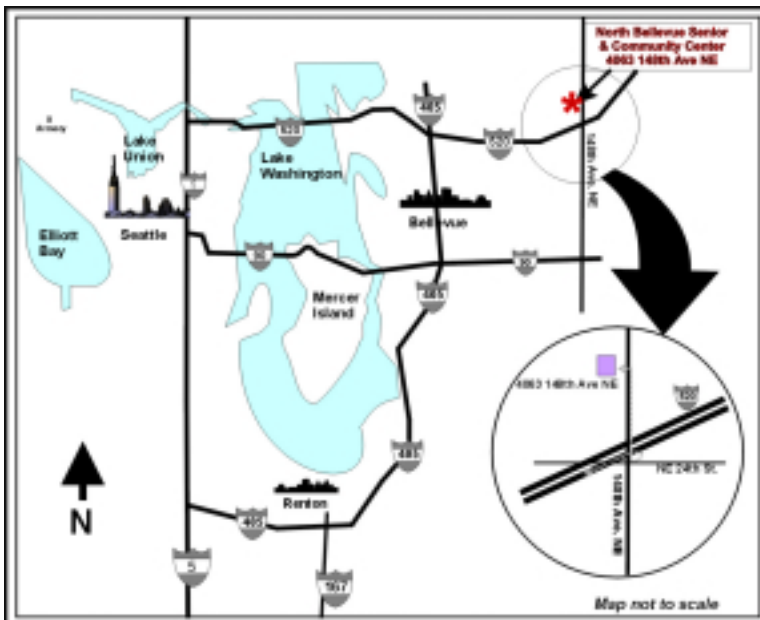
Other aircraft which appear in the *Stratos 4* Anime series would really add to the appeal of this kit. They were the Yak-28MST (trainer), SAC-1B Comet Blaster, and Stratos Zero, which is a combination of a B-58, a Backfire, and a B-70.

Thanks to Hornby America for the kit, IPMS/USA for the chance to build it, and John Noack for his patience while I applied copious amounts of putty.



Meeting Reminder

October 8



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.