

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2012

PREZNOTES



Thelonious Monk and the Joys of Modeling with Friends

I was listening to a radio show the other night, discussing the life and times of Thelonious Monk, one of the giants of American jazz. Like so many artists before and since, Mr Monk would get together with like minded friends, and they would create great music together. The Impressionist painters of France would often gather together at various cafes, to discuss the current art scene, or gather at one another's home to paint together. As with Monk and his friends, the painters would offer encouragement to one another, and float new "ideas" they had regarding their particular form of art.

Modelers too can benefit from this process, and this past weekend I joined a number of other modelers from the IPMS Seattle and Northwest Scale Modelers groups for an all day event at one member's home. It was a pot luck of great food for lunch and dinner, and the opportunity to sit among fellow enthusiasts discussing various modeling related topics, while working on a model kit. More chat than modeling is often the result, but a great lot of fun is always had.

Sometimes less is better, and I sometimes get together with only one modeling friend, and we sit side by side shooting the breeze, and again, modeling. They look at my latest work, and offer suggestions, and vice versa. Modeling and chatting with friends: what could be more enjoyable, or more relaxing?

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 2012 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.

April 7 (Spring Show at Renton)
May 12

April 14 (Meeting at Bellevue)
June 9

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) (FIRST) (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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Check out our web page: www.ipmsusa.org

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2012 IPMS Seattle Spring Show at a Glance

Saturday, April 7

Registration - 9 AM until 12 noon
Public Viewing - 10 AM until 3 PM
Judging - 12 noon until 3 PM
Awards Ceremony - 3:30 PM
Show Close - 4 PM

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Entry Fees:

\$10 for Adults (unlimited entries)
\$5 for Juniors
\$5 for Spectators
\$5 for Seminars

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have created both a Microsoft Word and an Adobe PDF form for people to fill out ahead of time. Please feel free to either print and fill it out or fill it

out in Word and print for maximum readability. The forms can be downloaded at:

<http://www.ipms-seattle.org/springshow/2012SpringShow/2012registration.htm>

Please note; there will be two separate lines at registration, one for pre-filled out forms and one for forms that need to be filled out at the show. **DO NOT FILL IN THE NUMBER!** This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

Raffle

As in years past, we will have a raffle this year with lots of great models and model related prizes.

You will be able to buy tickets at the raffle table during show hours.

If you have kits you would like to donate as raffle prizes, please contact the raffle coordinator, Eric Christianson, at modelereric@comcast.net

Ticket Prices:

1 ticket
\$1

6 tickets
\$5

15 tickets
\$10

Spring Show Special Awards

These are the 2012 Special Awards sponsored by an individual or company. Some, like "Best Finish" are presented by IPMS-Seattle.

Best Finish/Ted Holowchuk Award sponsored by IPMS Seattle
Best Canadian Subject sponsored by IPMS Vancouver BC
Best British/Commonwealth Subject sponsored by Robert Allen & Andrew Birkbeck
Best Submarine sponsored by Oregon Historical Modelers's Society
Best Bare Metal Finish sponsored by IPMS/Tacoma Green Dragon/Les Sundt Memorial Chapter
Best Small Air Forces sponsored by Mike Millette & Mike Medrano
Best U.S. Subject sponsored by Norm Filer
Best Fire/Life Safety sponsored by Seaside Fire Service
Best 1/32nd Scale Aircraft sponsored by Craftworks
Best Street Rod/Custom sponsored by IPMS/PSAMA
Best Sci-Fi Subject sponsored by Galaxy Hobby
Best French Subject sponsored by Djordje Nikolic & Jacob Russell
Best German Subject sponsored by Andrew Bertschi & Jon Fincher
Best Italian Subject sponsored by Stephen Tontoni & Will Perry
Best Japanese Subject sponsored by Charlie Sorensen & Tim Nelson
Powderpuff Award sponsored by Sabrina Fincher & Jill Moore
Best Armor in Memorium Dale Moes sponsored by Laura Moes & George Stray
Best Pearl Harbor to Midway sponsored by Tracy White

2012 Spring Show Categories

Note: * Indicates categories eligible for Out of Box award

JUNIOR:

(Ages through 17. At their discretion juniors may enter senior classes)

- 001. Aircraft *
- 002. Armor *
- 003. Automotive *
- 004. Space Fact/Experimental/Future Technologies/Sci-Fi. *
- 005. Prefinished (any subject. must have some modification from out of the box)
- 006. Miscellaneous (incl. figures, dinosaurs, naval) *

BEST JUNIOR AWARD

AIRCRAFT:

- 101. 1/73rd & smaller; all subjects *
- 102. 1/72nd single prop, turbo prop and gliders *
- 103. 1/48th single prop, turbo prop and gliders *
- A. Axis *
- B. Allied *
- 104. 1/72nd multi prop, turbo prop *
- 105. 1/48th multi prop, turbo prop *
- 106. 1/32nd & larger prop, turbo prop and gliders *
- 107. 1/72nd single jet *
- 108. 1/48th single jet *
- 109. 1/72nd multi jet *
- 110. 1/48th multi jet *
- 111. 1/32nd & larger jet *
- 112. Airliners, civil, sport, racing, airships; all scales *
- 113. Rotary wing; *
- 114. Biplanes/Vintage Types *
- A. 1/72nd and Smaller *
- B. 1/71st and Larger *
- 115. Miscellaneous; scratchbuilts, vacs & conversion.

BEST AIRCRAFT AWARD

MILITARY VEHICLES & WEAPONS:

- 201. 1/35th & larger, closed top through 1945 *
- A. Axis *
- B. Allied *
- 202. 1/35th & larger, closed top after 1945 *
- 203. 1/35th & larger open top AFV, half-tracks & self-propelled guns *
- 204. 1/36th & smaller, all eras & subjects *

A. 1/36th & smaller (except 1/48th), all eras & subjects *

B. 1/48th all eras & subjects *

205. Soft-skinned, all eras & scales *

206. Towed artillery & missiles, all eras & scales *

207. Miscellaneous; scratchbuilts, & conversions

BEST MILITARY VEHICLE/WEAPONS AWARD

FIGURES:

(Horse & rider, mounted or dismounted are a single figure. Two figures on base are a diorama.)

- 301. Smaller than 54mm (excluding 1/35th)
- 302. 54mm (including 1/35th)
- 303. Larger than 54mm
- 304. Sci-fi, Fantasy Figures and Creatures, Real Space

BEST FIGURE AWARD

SHIPS:

- 401. Powered - 1/700th and smaller *
- 402. Powered - 1/699th to 1/350th *
- 403. Powered - 1/349th and larger *
- 404. Unpowered, all scales *
- 405. Submarines *

A. 1/73rd and smaller *

B. 1/72nd and larger *

BEST SHIP AWARD

AUTOMOTIVE:

(All scales; non-military)

- 501. Factory Stock *
- 502. Hot Rods *
- 503. Custom *
- 504. Pick-up trucks *
- 505. Commercial Truck, Van, Fire & Rescue, Misc *
- 506. Competition - Closed Wheel *
- 507. Competition - Open Wheel *
- 508. Large scale autos/trucks, all subjects, 1/19th and larger *
- 509. Motorcycle *

BEST AUTOMOTIVE AWARD

SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES

(All scales)

- 601. Space Fact *
- 602. Aerospace Testbeds & Record Breakers *
- 603. Sci-fi, Vehicles *

BEST SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES AWARD

DIORAMA / VIGNETTE:

(All scales) A diorama is two or more models relating to tell a story.

- 701. Aircraft
 - 702. Automotive
 - 703. Armor
 - 704. Space facts/ Future Technologies/ Fantasy (Including dinosaurs)
 - 705. Naval
 - 706. Figure
- ### BEST DIORAMA / VIGNETTE AWARD

OTHER CLASSES:

- 801. Collections (5 or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Animals/Dinosaurs
- 804. Group Builds
- 805. Miscellaneous (anything not covered above)
- 806. Mentored (Built by one adult and one Junior)
- 807. Modelfy, "Best Fin-ish" Any 1950s style car with fins built as something different than a car. The fins from the car must be included.

NOTES

Prior IPMS-Seattle First Place winning models are not eligible (except in Collections Category and Group Builds).

IPMS-USA National Contest Rules generally apply.

Head judges' decisions are final! If you have a question please contact them.

Only one category per model.

Where classes are subject to interpretation, the entrant may choose the category;

Judges may reassign models to a more appropriate classes at their discretion.

If your diorama is overly large, or has special requirements, please contact the show chairman prior to the show.

At the judges' discretion "HIGHLY COMMENDED" ribbons may also be awarded.

At the judges' discretion categories may be split.

Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

There will be One "Best Out of the Box" award per designated (*) category.

Models in display cases during judging will NOT be judged. No exceptions.

2012 IPMS Seattle Spring Show Tentative Seminar Schedule

Seminars Admission is \$5. One admission ticket will admit you to ALL the seminars.

We have obtained additional rooms at the Renton Community Center and will be having several seminars on modeling and modeling related subjects. These seminars will be held away from the contest room and should be both interesting and informative.

Seminar Room A

10:00 - 11:30 John Newcome, "Model Building"

12:00 - 12:50 John Newcome, Movies and Models "Fighting Lady"

1:00 - 1:40 Scott Kruize, "Modeling Tools and Jigs"

1:50 - 2:45 John Alcorn, "Modeling Master Class"

Seminar Room B

10:00 - 10:45 Bill Glinski, "Finishing with Alclad"

11:00 - 12:00 Mike Millette/John Chilenski, Contest Judges Meeting (room closed)

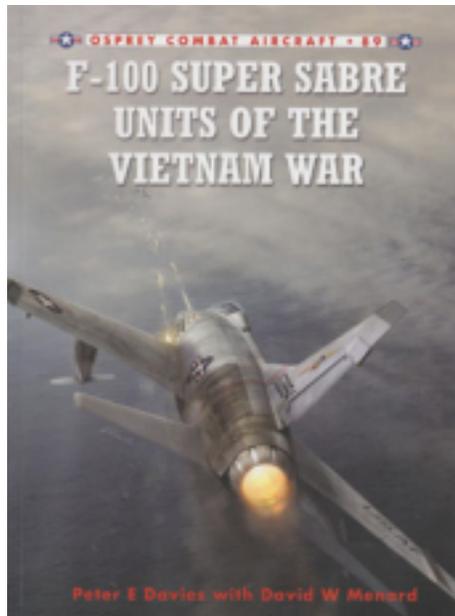
12:30 - 2:00 Chris Banyai-Riepl, "Airbrushing 101"

F-100 Super Sabre Units of the Vietnam War, by Peter E Davies with David W Menard

reviewed by Chris Banyai-Riepl

The North American F-100 Super Sabre was the U.S. Air Force's first level-flight supersonic fighter. First entering service in the mid-1950s, the F-100 was still in service when the US went to Vietnam. While the lion's share of aerial missions went to the McDonnell Douglas F-4 Phantom and Republic F-105 Thunderchief, the F-100 remained in service in Southeast Asia until 1971. This new title from Osprey examines the F-100 units used in Southeast Asia, from the early years in 1965 to its retirement from combat in 1971.

The book begins with an overview of the development of the F-100. This background helps put the aircraft in perspective and illustrates how the aircraft adapted to the changing roles thrown at



the F-100 over its lifetime. Following that short introduction, the book dives into the operational record of the F-100. The mission of the F-100 changed while in Southeast Asia, with the aircraft starting out as a traditional fighter bomber. As more effective types came online, the F-100

shifted missions to the role of Wild Weasel interdiction and strike, and then to that of Forward Air Controller.

The text is quite well written, and the authors are quite knowledgeable on the subject. In addition to the text, the book is packed with some great photos, both in black and white and in color. The center profile section shows some great schemes, both in silver and camouflaged. Overall, this is a great book on the F-100 in Vietnam. My thanks to Osprey Publishing for the review copy.

Combat Aircraft 89
 Publisher: Osprey Publishing
 ISBN: 978-1-84908-446-8
 Binding: Softcover
 Pages: 96

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

Roden 1/48th Scale North American T-28B Trojan

by Gerry Nilles

You might say that the introduction of the T-28 is a significant aviation milestone in that it heralded the end of the line for the legendary AT-6/SNJ as the U.S military's number one advanced trainer. The advent of the jet age, at the end of WWII, made clear the need for an updated advanced



training aircraft. As such, in 1946, the Air Force issued a request for a new Advanced Trainer. North American responded with a design that, for all practical purposes, is a second generation T-6. The shape is sleeker for sure; however, the T-6 lineage is subtly there. Powered by an Air Force-supplied 800 hp, seven cylinder, R-1300 Wright Cyclone, using a two-bladed 10-foot prop, the new trainer also reflected the times by having tricycle landing gear with steering capability. In actuality the initial Air Force T-28 prototype is a variation of another prototype already built and under Navy evaluation, the XSN2J-1, which interestingly enough retained the traditional tail-dragger configuration. Flight-testing of the "A" model began in September of 1949 followed by initial production deliveries in April 1950.

As noted above the USAF initiated the T-28 program and was the first to place it into its inventory; however, the U.S. Navy became the service synonymous with the

T-28. The T-28A had a relatively short and less than outstanding career as the main Air Force advanced trainer. By 1956 other trainers, including the Beechcraft T-34 Mentor and the Cessna T-37 replaced the T-28A. Contributing to its abbreviated usage was, in no small part, attributed to its R-1300 engine, whose lack of power resulted in such unflattering names as "Chitty-Chitty Bang-Bang", The "Maytag Washer", and a "Maytag Messerschmitt" along with other, more colorful descriptions that have been censored out.

The U.S. Navy's T-28 program came about because of changes to military procurement policies and the requirement to standardize purchases. As a result, in 1952, two T-28As went through the Navy evaluation process, resulting in conditional acceptance pending several major modifications. Not surprisingly

the most significant of these improvements was a more powerful engine, in the form of a 1,425 hp R-1820-9HD Wright Cyclone along with a new three-bladed 10-foot diameter prop. The addition of this larger engine necessitated a redesign of the cowlings, which is the most obvious visual difference between the newly re-designated T-28B and the original "A" model. Other changes of note include a speed brake that is located on the underside of the fuselage between the wings aft of the landing gear bay, and a smaller nose wheel. The first flight for the re-designed T-28B took place in April of 1953 with production deliveries starting the following year.

Being a fan of the T-28, the first thing I did when I received the Roden kit was to pull my ancient copy of the Monogram offerings and make a comparison. Wow, I knew the older kit was underscale a bit, approximately 1/51st scale, but until I put the two side-by-side, I did not realize just how much. Now I know that making a comparison of the two is somewhat of a

stretch considering how rudimentary the older one is, but then again it has the distinction of being the only game in town for over 50 years and is by default, the only benchmark available. In addition, and despite being slightly small and very simple, its shape is correct as demonstrated by some excellent builds. Of course, to accomplish such results took a lot of extra effort and skill.

Now I am not going to bother to count the part trees for you or tell you the color of the plastic because you can do that for yourself by looking at the photos. That said, the overall quality looks good, or if you'd rather on a scale of 1-to-10 I would give it a solid "7". There is a little minor clean up required but nothing like you might find on a re-pop of an older kit. Molding-wise there does not seem to be any sink marks, and although the panel lines are a bit on the heavy side, they are nothing beyond what a coat of primer, such as Mr. Surfacer, would not fix, that is if you even want to bother.

As for accuracy, again it looks good. For what it is worth, I did compare the main airframe parts, fuselage, wings etc. to a couple of T-28 drawings I have, and found that the shapes match up reasonably well and the dimensions scales out accurately. Of course that is assuming the drawings I used are accurate. As for the major sub-assemblies such as the cockpit, engine, landing gear and gear bays, again, they are certainly adequate, and I would say on a par with many of the new kits coming out of China these days. In addition, all the control surfaces are separate and adjustable. As a side note, and like those same Chinese kits, no seat belts or shoulder harnesses are included in the T-28.

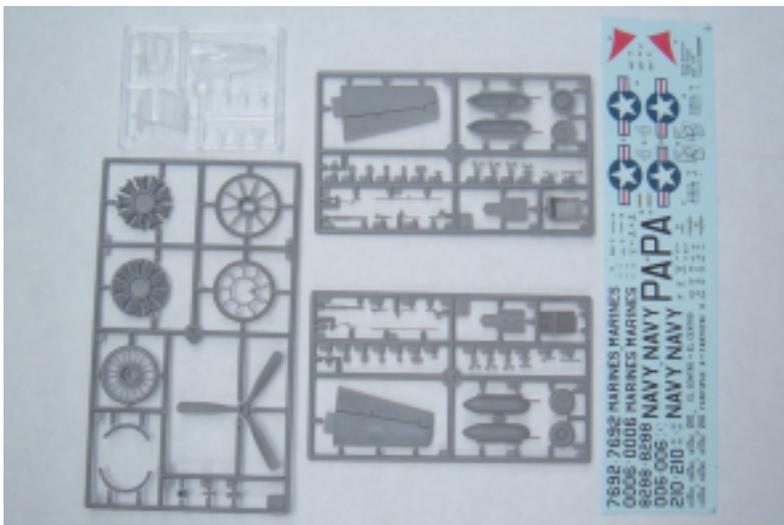
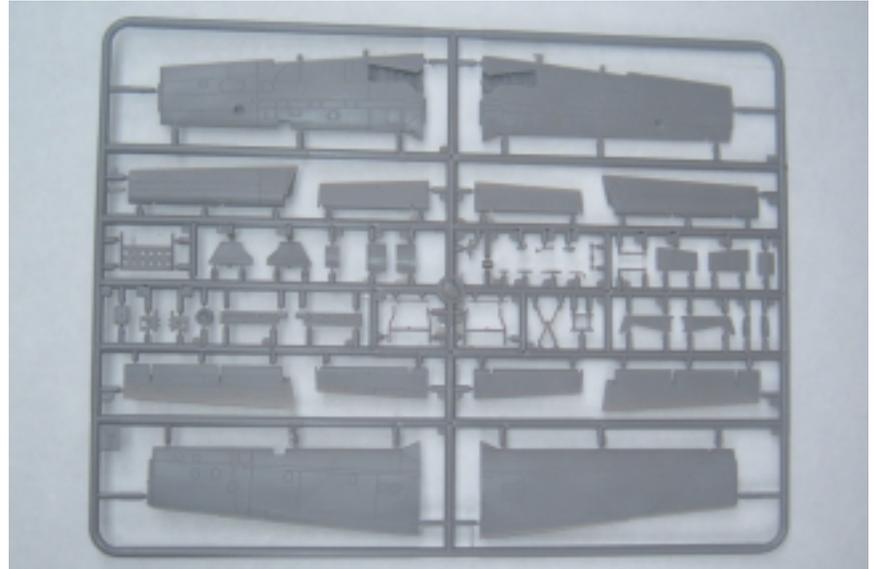
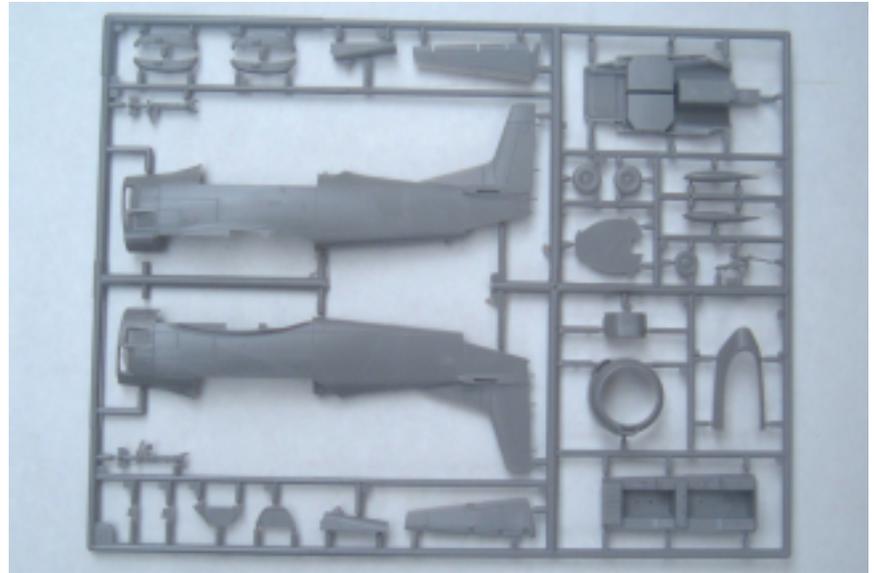
However, I do not doubt, that a cockpit enhancement PE set is probably already in the works by Eduard, as are white metal landing gear struts from Scale A/C Conversions. If not they should be (hint, hint).

Speaking of the landing gear the detail is a quantum leap improvement over the old Monogram kit, but the nose wheel strut

does look very fragile, especially considering it has to support 25 grams of weight in order to keep the model on its tricycle landing gear. The assembly instructions look okay, and are nicely illustrated, but should to be studied well prior to starting assembly in order to really understand where all the arrows are actually pointing.

The kit comes with a choice of markings for three aircraft; two from US Navy units and one from a Marine outfit. The first scheme is an all white Navy T-28B, circa 1970, assigned to the Naval Aerospace Recovery Facility based at NAS El Centro California. The second Navy scheme is for a traditional yellow Trojan assigned to the Pacific Fleet All-Weather Training Unit circa 1975. The final scheme is for a white and orange US Marine Corp T-28 based at Kaneohe Bay, Hawaii in March of 1977.

To begin, I am going to state the obvious, the Roden T-28B is the first and only 1/48th scale T-28 available. Aside from that, the quality of the kit looks good and includes a respectable selection of markings. Details overall are certainly adequate, and comparable to kits coming out of China, but no seat belts. Finally, and as always, until the kit is built such things as fit, overall look, and problems areas, if any, will not be known.



Judging: What It Is NOT!

by Scott Kruize

No time for the Hurricane Bookshelf. No time for building. Scarcely time for anything except getting ready for our upcoming Contest and Show. Scarcely time for that...! (How am I finding the time to write this article?)

The only time I've ever heard lifelong modelers and friends Jim Schubert and John Alcorn disagree was in a conversation I overheard at one of our meetings. Somehow they got into contest judging. John rattled off a number of judging criteria, and concluded, "...plus, of course, realism." The words were scarcely out of his mouth when Jim's response started with "You can't judge for that..."

After my own personal Dark Ages ended, and I began again to build plastic display models, and learned of your existence, I was able to attend one - count 'em, ONE - Contest and Show as an idle spectator. For the very next contest, I was tapped to serve as a judge. Protests that I was not a good, certainly not contest-caliber modeler, had no effect whatsoever, and I found myself 'apprenticed' to Bill Osborn.

With no experience in judging, I thought the primary difficulty would be considering a set of perfect models and ranking them first, second, third, and 'also-ran'. So in discussion with Bill, I pressed hard on this point: if we had two models that were done with equal skill, would we give the highest award to whichever model exhibited the most effort? The most complicated? In other words, if model A required a lot more work put into it than model B - because its configuration was more complex, its paint scheme more elaborate, its accessories fit more numerous, or simply because it had a higher parts count, or maybe was built from an obviously inferior quality kit that would require more work to make it fit together right - shouldn't it take precedence?

Pressed, Bill reluctantly agreed that such would be the case with him as Judge Team Leader, but long before we got to that point, we were going to concentrate on craftsmanship. We would judge how well each model was put together, compared to the others in the category, and models would be ranked strictly by that. By golly! We were going to judge on craftsmanship!

I had not at this time heard Stephen Tontoni's fundamental proverb: No model is perfect; some models have fewer flaws than others.

In the event, working with Bill and the other members of his team, I learned how true this was, and how it allowed for judging however many models, of whatever variety of types, on craftsmanship, craftsmanship, and craftsmanship.

Those of you just now volunteering to judge for the first time this Contest will find the same thing. You will judge on craftsmanship.

Those of you who are concerned with how well your contest entries will do, be advised you'll be judged on craftsmanship. That's all.

You'll not be judged on how accurately you reproduce the hue and shade of RLM colors on your Eastern Front Bf 109. You will not be judged on how accurately you've set the angle of the cannons in the underwing panniers--as long as that angle is the same for each! You will not be judged on how much more realistic are the wheel hubs of those aftermarket resin replacements for kit ones. You will not be judged on whether the Werk-Nummern decals actually match the Luftwaffe Quartermaster General rosters for that theater. You will not be judged on how closely you match the droop of the flaps with the position of the flap lever in the cockpit. You will not be judged on how closely the mud splatters on the wing undersurfaces reproduce the texture and color that was actually encountered in the Ukraine, instead of on the road to Moscow. You will not be judged on having the correct style of buckle on the pilot's

harness. You will not be judged on how accurately you have reproduced the safety striping on the tips of the VDM propeller blades.

There's so many things you will not be judged for...what WILL you be judged on? Craftsmanship!

Your left and right tailplane members must either be perfectly parallel with each other, and at perfect right angles to the rear fuselage and fin, or they must have exactly equal dihedral angles. If they are mismatched in any way, that model will be out of consideration for a ribbon. Those tailplane members had better be symmetrically aligned with the wing, and the wing with the fuselage, seen from front or back, from above or below. Similarly, your judges will not know the exact angle that the main landing gear oleo legs should assume when sitting in your simulated muddy snow with a 500kg bomb slung under the fuselage, but they will care if those angles are not identical, equal.

You will not be judged on whether the fuselage camouflage scheme pattern extends over the canopy framing, or if it's merely done in the upper base color. You will be judged if any of this paint slops off the framework on to the glass.

You'll not be judged on the exact shade of red or green used on the navigation lights. You will be downgraded if one is painted and the opposite one is not. You will be judged if one got frosted during installation and the other is clear.

You will not be judged on how accurately you've shown the seam between the fuselage halves. Most of us in this sophisticated club know that on the 109, that seam was visible. It's actually a mistake of historical accuracy to seal the seams between the fuselage halves perfectly. If you dress the seam so it looks like the other panel lines, great. If, though, your model looks like you merely overlooked it, it will lose to another model that may show historical ignorance by having had the time and effort made to clean it up entirely.

If you're into Albatrosses from the First World War rather than Messerschmitts from the Second, be advised you won't be judged on the exact angle of the struts or the degree of stagger, or the amount of wing separation. But if your two wings are in any way cattywampus to each other or to the rest of the airframe, you've blown it.

In short, you will be judged on craftsmanship.

I haven't claimed here that you merely try for some sort of aesthetic 'perfection', whatever that might mean. Your model may have asymmetric elements, it may display damaged or broken or jury-rigged repair places, and these might be important parts of the historical accuracy you're trying to achieve. But if you put such elements in, you must describe them in detail on the space provided for that very purpose on your entry card.

Nor do I claim historical research isn't important in modeling. To the contrary, the better your research, the better your models are likely to be. Besides, zeal for historical research, trying to make your replica as accurate as you possibly can, is a great challenge that makes modeling most satisfying for most of us. We don't just glue together plastic parts from a box, for no other reason!

(Editorial aside: 'No other reason'? I hope we all don't build models just to win ribbons at contests...)

It's just that your judges cannot possibly know on 'realism' and cannot possibly judge on historical accuracy. That is the core of the argument between Jim and John. If you are knowledgeable about the historical details of your model, you must be aware that sources differ, that understanding of these issues changes over time, and that few matters of detail are ever perfectly settled to the satisfaction of all the historically knowledgeable that are concerned.

How could judges intervene in this? It's impossible.

That is why you cannot expect the judges to admire your model more for your efforts achieving historical accuracy than the other guy's efforts on the model sitting next to yours on the contest table.

Instead, it is all your judges can do to base their rankings in strict adherence to IPMS judging rules. Judging craftsmanship is as close as they - or anybody else - can come to complete objectivity. A slippery concept, perhaps, but nowhere near as much as the concept of 'realism'.

So if you want to win ribbons at contests with your models, see to basics: neatness, symmetry, the look of a completely finished job with no corners cut, no shortcuts made. Just keep in mind that the original was not made from an assortment of plastic shapes, and your replica should not look so. Instead, it must not show visible mistakes by human hands. As put together, there must be no glue smears; no paint out of place; no inadvertent misalignments; no detectable omissions. Craftsmanship must be visible all over the model, everywhere, in every detail. Else it will rank below others where the judges can see better applied - by now you know the word really well - craftsmanship!

Riich Models 1/700th Scale 955 Borei Class SSBN

by Chris Banyai-Riepl

The Borei class submarine is the latest Russian nuclear missile submarine family, designed to replace the ageing Delta III/IV and Typhoon submarines. Initially started in the mid-1990s, the successor to those older SSBNs underwent several design changes before the first Project 955 boat was built. The launch of the *Yuriy Dolgorukiy* was scheduled for 2002, but budget issues kept it from the water until 2008. Eight Project 955 submarines are planned for construction, with five

budgeted through 2015. Currently two ships are at sea, the *Yuriy Dolgorukiy* and the *Aleksandr Nevskiy*.

As this is a new submarine, it is great to see kit companies tackling the subject so soon. This model from Riich Models provides two complete waterline kits in the box, with decals and photo-etch to cover both operational SSBNs. The kit is molded in black plastic, which is fine given that the finished submarine will also be black. Detail is excellent throughout, but do take note: these are waterline kits, not full hull.

Construction begins with the sail. There are actually options here, as the kit can be built with all the antennae up or all the hatches closed (or anything in between, really). This is a nice option to have, as it will allow you to have a bit of variation between the two submarines when they're finished. You get a whole slew of periscopes and antennae, eight in all, with separate hatches. Pick out which ones you want, cover up the rest, and you can move on to the next step.

The sail itself is made up from three pieces. There are two side halves and a one-piece top that has all the openings for the masts, periscopes, and antennae. This allows for some great detail to be molded on all three sides, and a quick test fit shows that there won't be much of a problem with putting it all together. In fact, with just a bit of sanding on the seams, I managed to get the sail together well enough to not need any filler anywhere. The sail also fits flawlessly onto the upper hull, so this will be an easy kit to build.

Moving on to the hull, this is molded as one piece for the upper side. There is a separate bottom plate, and the fit of that is likewise very good. The detailing present on the upper hull is outstanding, with a combination of petite raised bits and recessed lines for the various hatches. With the sail in place, the only remaining part is the rear fin. Tack that on and this is basically done. Without even trying (I was

continued on page 16

Airfix 1/72nd Scale BAe Harrier GR.7A/GR.9A

by John Kelly, IPMS/USA #3010

For some reason, I decided a few years ago to build a collection of 1/72nd Harriers. At that time I counted 24 separate and distinct sub-varieties and markings/nationalities. There would be more if I wanted to include all the two-seaters. So far, I have completed about 18 of them, from the first P.1127 prototype through the Kestrel and first- and second-generation Harriers. The kits range from the awful (Matchbox GR.1, which I could not bring myself to build) to the barely acceptable (Hasegawa GR.1/AV-8A) into the pretty good (Airfix/Heller AV-8B, Italeri AV-8B) to the really nice (ESCI AV-8A, Hasegawa AV-8B/GR.5 and AV-8B+). When I started the collection, there was no such airplane as the GR.9, so when it entered service I resigned myself to modifying a Hasegawa kit. With the release of this all-new mold from Airfix, I could now build it out-of-the-box without a lot of troublesome carving of small plastic pieces. Actually, there is not much external difference between a GR.7 and a GR.9, so my worries were unfounded.

After all that, I think I can say that this kit is the best 1/72nd Harrier kit yet. It comes in the now-familiar red Airfix box; not one of those flimsy Eastern European end-opening boxes, but a real box with a top and made of good 'ol English cardboard – you know, the stuff the Royal Navy used



to make their ships out of. There are three sprues of a softish light grey plastic with a total of 121 parts, plus a sprue of clear plastic with four parts. There are no resin or photo-etch parts. You will not use all of the parts, as there are some options, and 22 of the parts are for various stores. The level of detail is pretty good, although some may think the panel line engraving is a bit heavy. This kit offers some features that are not present in any other 1/72nd Harrier kit. The engine fan is a separate part; it fits neatly into a shallow cylinder at the base of the inlet throat. The cockpit is adequate, with a floor/nose gear roof/consoles part, a three-piece seat, instru-

ment panel, and stick. The kit includes a pilot figure, but since a flying configuration is offered as an option, it is understandable. The fuselage halves have some sidewall detail molded on them. The completed cockpit looks good, but there is still room for the inevitable after-market parts. This is the first 1/72nd Harrier kit to offer complete main gear and nose gear wheel well detail as well as detail for the rear-fuselage air brake bay. Another interesting feature is the inclusion of dropped flaps. This is the first time I have seen this on a 1/72nd Harrier and it is a nice touch. It is a touch that won't get much use, however, as the flaps on Harriers are deployed only in landing or take off, so unless you are planning to complete your model in hovering mode, you have to bypass this option. Two configurations of the refueling probe are included. Initially, I was a little puzzled as to why they would do this, but after studying photos of Harriers operating in Afghanistan, I learned that they often taxied around with the probe deployed. I don't know why, but it looked neat, so I used it. Finally, there are two sets of separate blow-in doors for the air intake parts. One is for the resting configuration with only the top doors open, while the



other is for the flying configuration with all doors closed. One of the most aggravating steps in most Harrier kits is the need to rescribe those blow-in doors after the air inlets are attached and faired in. The inclusion of these separate parts makes that step easier, but you still have to be careful when attaching the inlets or those doors, too, will disappear.

Assembly is pretty straightforward. You will have to choose which aircraft you want to model before you begin. You get grounded or flying configuration, and the choice between two different GR.9As or a GR.7A. The main visual difference (so I thought) between the GR.7 and GR.9 was the configuration of the Leading Edge Root Extension (LERX). I was under the assumption that the GR.7 has the partial LERX similar to the USMC AV-8B, and the GR.9 had the full aerodynamic LERX like the AV-8B+. You know what they say about assumptions. Most of the GR.9s were rebuilt GR.7s, so they did not normally bother to change the LERX. The airplane I chose to model was a GR.9A ZD433 that flew out of Kandahar, Afghanistan in 2009. That aircraft actually was built in 1989 as a GR.5, and has been continually upgraded through the years. It did not have the extended LERX. It is better to choose whether you want to display it in the in-flight mode or not at this stage. If you want the in-flight mode, you can leave out a lot of interior parts. There is no stand included, however, so how you make it hover is up to your imagination.

The cockpit assembles easily. I had to add a couple of cockpit harness parts because I left off the pilot figure, and some of the harness is molded with him. There are a number of parts to be trapped in the fuselage, such as the intake trunk (if you work at it, it can be installed upside down, so be careful), the cockpit assembly, and the main gear bay. There are also some holes to be opened. Once the fuselage is assembled, you have to trap the tail planes by inserting a cap into the tail stinger. The two tail planes are joined, but mine was broken in transit. Although I was able to

repair it, it was not a strong joint, and the tail planes on my model do not move as they are supposed to. When you attach the LERX part of your choice, be very careful of your alignment. Unless you clamp the LERX tightly to the wing-fuselage assembly, you run the risk of a big step on the top of the fuselage. I have a nice ratcheting clamp from Sears that smoothed out the joint and, when the glue was dry, it was smooth as a...well, a Harrier's top.

The fit of the parts was pretty good, for the most part. I had to use a little putty under the LERX at the fuselage; where the LERX met the wing on the top of the fuselage; and where the bottom wing inserts were joined to the wing top part. The joints lay along real panel lines, so after the gaps were filled and sanded, the same panel lines had to be rescribed. There is also a very faint mold seam along the top of the canopy that has to be sanded off and polished out. It's hard to see, but it sure would show up in a contest.

There are painting instructions and decals for three aircraft – a GR.9A ZD433 from the Harrier detachment of "Operation Herrick" in Kandahar, Afghanistan in 2009; a GR.9A ZG506 on display at RAF Cottesmore in 2010; and a GR.7A ZD404 from the Harrier Detachment at Kandahar, Afghanistan in 2006. At first glance, the painting instructions, which are printed in color, seem

startling. The GR.9A based in Afghanistan seemed especially unusual, featuring highly contrasting shades of grey. As it turns out, the colors on the painting instructions were exaggerated for effect to clearly show where the color lines should be drawn. The actual colors, once applied, are not nearly so garish. One minor annoyance was the incomplete painting instructions. The color call-outs referenced only Humbrol numbers for most of the detail painting. Nowhere on the instructions did they translate that to real color names. Luckily, I have a Humbrol color chart that told me that 33 was flat black and 162 was light gray. The instructions for the camouflage painting did have titles for the primary colors, but you were left on your own for the detail colors. I suppose that approach works in the UK where Humbrol paints are readily available and there is a good commercial reason for the tie-in, but in the US where Humbrol paints are scarce, it was aggravating.

Let me tell you, there are decals galore. Fortunately, they are not all necessary for each subject. There are still plenty of little-bitty decals to apply, a fair number of them to the stores that are supplied with the kit. The decals are printed by Cartograf, and they were in perfect register and went on easily with the usual precautions of a glossy undercoat, overcoat, and final dullcote. Most of the small stencil decals were too small to be closely trimmed, and I



was a little apprehensive that I would have some silvering with them, but they all turned out well.

The stores are impressive. After building several of the Hasegawa Harriers, I grew used to cannibalizing other kits as the Hasegawa philosophy is to make you buy after-market stores to complete the model. The Airfix kit had two drop tanks, two rocket pods, two Paveway guided bombs, a Sniper pod, and a Recce pod. It also included two Sidewinders, but I left them off as they didn't get much use in Afghanistan.

This is easily my favorite of all the 1/72nd Harrier kits I have built over the years. That is not to say that it just falls together – it doesn't, but the level of detail and the overall engineering made it a pleasure to build. There are a few things I wish they did differently: the lens on the nose-mounted FLIR is a raised line that did not survive the first swipe with the sandpaper. It would have been nice if they had provided a decal for that lens. I replicated it with a dot of gloss black paint. The exhaust nozzles (and their enclosed vanes) were split in half. The assembled nozzles had some nasty inside seams that were impossible to eradicate fully – I would rather they had provided separate parts for the vanes. Another minor nit-pick: they seem to have left off any representation of the wingtip lights. Those little blobs on the wingtips are not the lights. You will have to paint them onto the wingtips without guidelines.

I would like to thank Airfix for providing the review kit and IPMS/USA for allowing me to review it. I liked this kit so much I even bought another one to build when the inevitable flood of after-market detail parts are available. Now that the US Marines have purchased all the ex-RAF Harriers, who knows what interesting new markings these things might wear. What the Marines intend to do with these aircraft is not entirely clear; the speculation ranges from breaking them up for spares to using them to replace time-

expired F/A-18s. Regardless, this kit is an excellent representation of the final chapter in the long and glorious history of one of

the most innovative and effective aircraft to ever fly for the RAF. Highly recommended.



Revell Germany 1/24th Scale London Bus

by Chellie M. Lynn

This latest release from Revell Germany's Classic Vehicles series provides the opportunity to model one of the great icons of London. In 1947 London Transport began studies for what would become the Routemaster double-decker bus. In 1951 AEC (Associated Equipment Company) signed on to develop the bus. Douglas Scott of Scott Ashford Associates designed the body in 1952 and 1953 saw the AEC mechanicals mounted to the prototype bodyshells.



Running prototypes were unveiled in 1954 with service trials commencing forthwith. In 1956 an initial order for 850 buses was placed with initial deliveries planned for 1958. The first delivery of a production unit occurred on May 11, 1958 with full scale production achieved by early 1959. Production ended in 1968 with 2,876 units built, almost all by AEC and Park Royal Vehicles. Regular overhauls and a 1996 repowering program utilizing the Scania DS9 Euro spec engine have kept the Routemaster running for 54 years. Not bad for a vehicle with a design life of 17 years!

The Routemaster had a fully integrated self-supporting body jig built of aluminum on a steel frame. This was mounted on two mechanical subframes front and rear. It was

powered by an AEC AV590 9.6 litre diesel engine, with drive provided by an epicyclic transmission mounted amidships under the floor. Production features included power assist steering, constant pressure hydraulic brakes and heaters for both passenger levels.

Revell Germany's kit provides for construction of an RML model Routemaster, which was two feet longer than the initial RM series. Optional parts are included for construction of almost any two-man operation variant. This includes a complete Scania DS9 engine from the 1996 repower program. Double wall construction (interior and exterior) allows for fantastic detail without masses of sink marks. Decals

include the seat upholstery pattern which will save considerable time and frustration. The proper floor paneling is also included on the decal sheet. All areas seem to have the requisite details for a proper appearance. Some detail has been simplified or done as a deep relief engraving. All in all it truly looks the part.

From all available references this kit is spot-on, just like Revell Germany's other truck kits. A quick tape up of the parts indicates that it looks right, so I shall call it good.

I think this kit will be a bit of a challenge to assemble, but test fittings indicate that there should be no significant problems. The sheer number of parts will eat a fair bit of time, but items such as separate window frames will ease painting. Revell Germany's typical booklet instructions run through 90 steps from start to finish. My only niggle with the kit so far is that the AEC AV590 9.6 litre engine is identified as a Leyland unit throughout. List price in the US is \$100. Worth it? I believe so, but time will be the ultimate determination. Off I go to building, first with the AEC engine, then with the Scania DS9 and other late life enhance-

ments. I may even dare to backdate one to the initial production RM series. I would suggest obtaining a copy of Haynes's *Routemaster Bus 1954 Onwards (All Marks)* before commencing building this kit, as it is the perfect reference.

Review model provided by my still whimpering purse through Skyway Model Shop.

References

Routemaster Bus: 1954 Onwards (all marks) Enthusiast's Manual, by Andrew Morgan, Haynes Books, 2011.

Air War One - A World War I Aviation Symposium

The Museum of Flight in Seattle will be offering an all-day program on April 28, with eight seminars about World War One aviation. One of the seminars will cover building scale models of WW1 aircraft. From the MoF web site:

Time: Saturday, April 28, 2012 - 8:00am - 5:00pm

Aviation historians and World War I aviation experts lead eight sessions about the aircraft and aerial military operations during the Great War. Presenters include Dr. Richard Hallion, Terry Finnegan, Arvo Vercamer, Dr. Horst Schirmer, Dr. Logan Holtgrewe and The Museum of Flight Senior Curator, Dan Hagedorn. Topics include fighter development and tactics, airships at war, reconnaissance and aerial operations at the fronts, building World War I scale models, and the Museum's Great War aircraft and archives. Many of the presenters are noted authors, and will be available for book signings.

Members \$5; Non-Members \$10

For more information, see the MoF web site at www.museumofflight.org or call 206-764-5720.

MiniArt 1/35th Scale Valentine Mk.VI Canadian- Built Early Production

by Andrew Birkbeck

As I mentioned in my earlier "in-box" review of this kit, published in the November 2011 issue of *Seattle Chapter News*, the detail on the parts is most impressive. I also pointed out that based on initial test fitting trials, parts fit would have "tight tolerances". The full build proved my initial statements to be true.

Since my kit would be built with all the hatches glued shut, I dispensed with the incorporation of any of the internal detail that MiniArt provides in the kit. Thus I skipped Sections 1 through 4 on the instruction sheet. Sections 5 through 17 cover the construction of the tank model's running gear: drive sprockets, road wheels, shocks, and tracks etc. In Section 8, I removed one of the hull mounting "slats" for the attachment of the idler mounts (parts C6/C7) for a better fit. The return rollers, part B26, in Section 9 had an annoying mod seam around the outer lip, which I felt needed removing. And part Jb4 in Section 10 had a mold flaw on the hub tip which needed sanding out.



The tracks are assembled following the instructions in Section 16 and 17. Being individual links, they need removing from the sprues, the attachment points carefully cleaned up, and then carefully glued together using a simple jig to keep the runs straight. All very tedious, but the end result is very pleasing compared to what would have been achieved via the "rubber band" method of model track production. That said, I know many modelers who prefer the rubber band method. The problem I experience with rubber band

tracks is two-fold: firstly, without a positionable idler arm for the idler wheel, if the tracks aren't perfectly sized, they often turn out too slack or too tight. The former look goofy, the latter usually has the idler wheel popping off under the stress caused by tight tracks. This can be overcome when too sloppy IF the tracks are glueable with ordinary modeling cement or even super glue. However, when using vinyl for the tracks, this doesn't work well. Vinyl is often too rigid as well, adding to any fit issues. The second issue is that often they lack the detail achievable with link by link tracks.



Section 18: the two headlamp parts, not named in the instructions, are in fact parts Je3 and Je4. PE parts? Yes, the kit comes with a nicely detailed fret of these, and I started by annealing them on one of my stove top elements. I simply turn up the heat to medium, and place the PE fret on the element. As it heats up it turns various shades other than brass, and when it stops with the color shifts, I remove it and let it cool down safely. Annealing makes the PE brass parts much easier to bend. The PE parts were utilized in three areas: internal radio fittings (not used, see earlier comments about internal detail), mudguard brackets, and the engine exhaust guards. The exhausts themselves are built up in Section 23, and took a bit of work to get to

fit together nicely so that they mount to the hull and mud guards properly, 13 parts in total. The PE guards are then carefully bent to shape, and installed over the exhausts.

Construction of the upper hull, Sections 20 through 34, went along without incident, following the instructions, but always test-fitting the parts carefully before applying glue. Again, I mention the tight tolerances when it comes to the fit of the parts. Sections 35 through 39 were mostly ignored, as they cover the installation of the main gun breech internal detail, and the construction of the turret radio. Not seen



on my model, so not bothered with, though detail on both areas is quite nicely rendered. Finally, Sections 40 through 47 cover the construction of the turret. No problems were encountered here.

My assumption regarding the painting of these lend lease vehicles is that it took place in Canada, where they were assembled. So I followed the kit's instructions and simply painted them Tamiya XF-67 Green, thinned with my favorite thinner for Tamiya paint, Mr Color Self Leveling Thinner. Panel fade was achieved by taking the base color, and lightening it with Tamiya XF-55 Buff. A coat of Tamiya Clear

Gloss was then applied, followed by the decal application. The decals cover two different vehicles, one listed as "Training Unit, Borden Camp, Ontario 1942" while the other is listed as "5th Guard Tank Brigade, 20th Army, North Caucasus, Summer 1942". I chose the latter. I experienced no issues applying the decals using Mr Mark Softer and Mr Mark Setter by Gunze Sangyo. Following another application of Tamiya Clear Gloss to seal the decals, I then applied some pin washes utilizing a couple of shades of oil paint to help pick out the kit's details, and to provide the model with a suitably "used" look.

Overall, this kit assembled very well, and has outstanding detail incorporated into the various parts. The instructions were easy to follow, being clearly laid out and without any noticeable mistakes. I would highly recommend this kit to anyone interested in British lend-lease tanks, or Russian armor from WW2. Once again, many thanks to MRC for the opportunity to review and build this excellent model.

Upcoming Shows

4/7/2012

IPMS/Seattle Presents Spring Show/
Contest 2012 (Region 7 Regional)
Renton Community Center
1715 Maple Valley Highway, Renton
Jon Fincher 206.588.5663

5/6/2012

Model Car Sunday 23 - IPMS/Puget Sound
Auto Modelers Association
Puyallup Elks
314 27th St NE, Puyallup
Chellie M. Lynn 206-938-2389

6/9/2012

Peninsula Model Show and Contest 2012 -
IPMS/North Olympic Peninsula Modelers
Society
Fort Worden State Park, building 204
Port Townsend
Larry Speelman 360-681-5266

8/8-11/2012

IPMS/USA National Convention
Disney's Contemporary Resort
Lake Buena Vista, Florida
www.ipms2012.org

9/15/2012

OHMS & Evergreen Aviation Museum
Model Show and Contest 2012 - Oregon
Historical Modelers Society
Evergreen Aviation and Space Museum
500 NE Michael King Smith Way,
McMinnville, OR
Brian Yee 503-309-6137

10/6/2012

18th Annual "Show Off The Good Stuff"
Model Show & Contest - Palouse Area
Modelers
Moscow Moose Lodge
210 N Main St., Moscow, ID
Scott Rowland 208-843-5137

10/6/2012

IPMS Vancouver 42nd Fall Show
Bonsor Recreation Complex
6550 Bonsor Avenue,
Burnaby, BC, Canada
Peter Hickey 604-988-3253

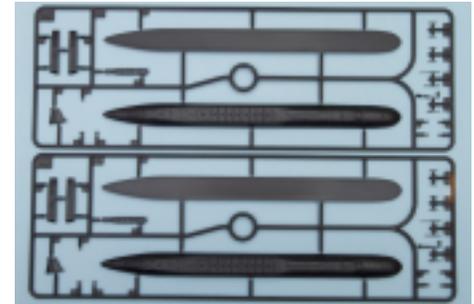
Rüch Models Borei SSBN

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just going to test-fit things, really!) I managed to have this model completely assembled and ready for paint in about fifteen minutes.

white hatch on the rear deck. The decals provide lots of white markings, from hatch outlines to depth markers. Each submarine also gets a crest for the front of the sail, the only identifying mark found on these SSBNs. The photo-etch provides no detail to the kit itself, but rather a nice nameplate for each ship.

scratchbuild the dock that these ships tie up to, and perhaps encase them in ice. Since the models build fast, might as well try out some of those ideas, right? My thanks to Dragon Models USA for the review sample.



The painting instructions are on the back of the box, in color, which is kind of odd given that the submarine is painted black overall. Still, there are little bits of color, such as the yellow and clear blue on some of the antennae, and the colorful red and

This is a great weekend model. The detail is great, the assembly is quick, and even with painting and weathering, both of these could be finished in a weekend, even with a long list of other chores to do. For a more challenging move, though, one could



Meeting Reminder

Show: April 7 (Renton)

Meeting: April 14 (Bellevue)

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.

