

# Seattle Chapter News



Seattle Chapter IPMS/USA  
January 2012

## PREZNOTES



### Keeping Your Eye on the Prize

Among many goals I have within the hobby, a key one is “completion”. That is: starting a model and actually finishing it. Construction, paint, decals, weathering: done and onto the model display cabinet shelves. Sadly, I only managed to have five “completions” in 2011, which given the ten I managed the year before, isn’t very good. However, to my horror, I managed to “start” but not finish a dozen or more kits on top of the five I did manage to finish. And then as an exercise in tracking, I started opening all sorts of boxes scattered about my hobby space, only to discover that I have in fact “started”, but “not finished” 69 projects over the past ten years! Some are 99% complete: fully painted, decaled, and sitting in a few subassemblies, awaiting the final push to completion. Others are only partially constructed, maybe 10% along and well away from completion.

Each one of these unfinished projects is a personal embarrassment to me, as I dearly want to see them all sitting on my display cabinet shelves one day. Fully completed. And so for my first 2012 New Year’s Resolution, I sat down and put together an Excel document, detailing where I stand with each of these projects, and what needs to happen next to push them further down the road to completion. They are numbered “1”, “10”, and “100”. “1” means that at a minimum they are almost completely built, and require the application of a coat of primer, before heading into the paint booth. As mentioned above some of these in fact ARE painted, even decaled, and simply require some general weathering before I can happily declare them “done”. There are 28 of these “1” projects.....

Which brings me to my second New Year’s Resolution: ceasing the beginning of any

new project, until at least a half-dozen of these older projects are completed and on the display shelves. And from then on, completing two old projects for every new one I start. That way by the time I am 65, I should have all the old projects checked off my “to do” list. Wish me luck!

## Andrew

### 2012 Meeting Dates

Here are the 2012 meeting dates for IPMS Seattle. All meetings, except for the Spring Show at Renton on April 7, will be held on the second Saturday of each month at North Bellevue Community Center.

January 14  
February 11  
March 10  
April 7 (Spring Show at Renton)  
April 14  
May 12  
June 9  
July 14  
August 11  
September 8  
October 13  
November 10  
December 8

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**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.

**January 14**  
**March 10**

**February 11**  
**April 7 (Spring Show at Renton)**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) (FIRST M LAST)

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)

If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) (IPMS#)

**IPMS/USA** P.O. Box: 2475  
North Canton, OH 44720

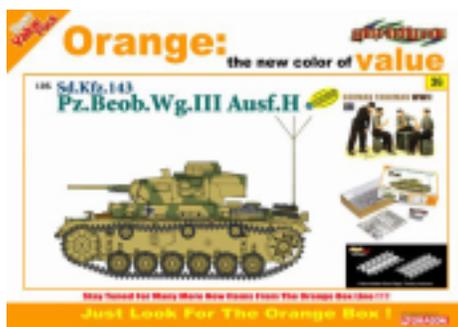
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## Cyber Hobby 1/35th Scale SdKfz 143 PzBeobWg III Ausf H

by Eric Christianson

A total of 262 of these vehicles were converted from Panzer III chassis. They featured improved armor protection and the main armament was replaced with a dummy gun that allowed powerful radio equipment to be installed within the tank interior. Manned by a crew of five, these vehicles served widely with Wespe and Hummel artillery batteries.



The Cyber Hobby molding is somewhat heavy-handed, and as a consequence a considerable amount of time was spent sanding and whittling the parts before assembly. Many of the sprue attachment points are on exposed surfaces and require a delicate touch. The Magic Track links each have two pour stubs visible on the inside of the links. These will have to be cleaned up in order for a build to place in a contest. Sitting in my display case, however, not so. I left them as is.

Once the parts were ready, however, the build went quickly.

The main hull of the sample kit provided had significantly bowed-in sides and a slight twist to it. Having built many Dragon kits before, however, I can say this type of flaw is a rarity. In order to build the kit I had to do a little 'real' modeling to remedy the problem first. I would fix the bowed-in problem using plastistruct spacers, but the warp had to be untorqued, so to speak, using hot water.



I started by bringing a pot of water to a boil, removing it from the burner and letting it settle down for a minute or two. I then started dunking the hull in the water, experimenting each time to see how long I had to immerse it to get the results I wanted. After a few minutes and several dunks I was able to remove the warp and bend the hull to a generally squared-off look. I tested the shape by sitting it upside down on the counter to make sure there was no rocking when pressing on one end. Running the hull under cold water sealed the deal.

Next, I started adding 1/16th inch plastistruct spacers where the significant bowed-in areas were, using my right-angle ruler to check my progress. Once satisfied, I let it sit overnight to dry. In the morning I was surprised to see that the double-thick spacer on one end had bowed under the pressure of the malformed hull. I add two more spacers (1/4 inch in all!) and a thick piece of sprue to manhandle the warp out of picture. This seemed to do the trick. Finally I was ready to build the model.

Step 1 in the instructions brings the main hull and wheels together. The wheels are attached by sliding each pair onto an axle stub, but there is no positive location point letting you know how far in to push

the wheel. If you push them in all the way, they do not line up with the sprocket, idler wheel or return rollers. Using a steel ruler as a guide, I found I had to snip off the ends of the main wheel axle stubs to line everything up. I knew from experience that if I did not do this right, the MagicTrack would not have looked right as it shifted back and forth to fit over the spokes and into the various slots it had to.

In Step 2, two sets of parts (B13) and (B14) are reversed. I ignored the part callouts here and just went by the drawings. While the first and last axles are fixed in place, the other four axles on each side rely on a weak detent to line up. I had to eyeball it here and nurse the four free axles on each side in place while the glue dried.

The rear sprocket axle is a little fiddly; you must juggle three pieces together while the glue sets, but with a little patience it comes together fine.

In Step 4, Part A7 was a real chore to clean up. There was so much plastic to cut and sand off I had to check the fit continuously to make sure I didn't take too much off.

The MagicTrack went together without any problem and I ended up with 18 or so



extra links per side, allowing for a proper sag over the return rollers. I used Testors (black bottle) liquid cement exclusively to do the job. I first lined up all the links for one side on a piece of non-stick cutting board. Once the links were laid out, I added a drop of glue between each link, and then let the whole run sit for about 30 minutes to set. All that's left to do then is to pick the whole run as one piece and carefully work it around the wheels and sprockets. There is usually enough residual glue on the inner part of the links to cement them to the wheels where they touch.

Steps 5, 6, and 7 add the supplemental armor to the main deck and hull front. The fit here is perfect and beefs up the entire assembly. Make sure to drill out the various holes and such per the instructions. You will need these later.

Thankfully, due to all the work I did up front straightening out the hull, the top deck slid into position without a hitch. I love this part of the build - when my work starts to resemble a real tank!

In Step 9 the tow stubs (parts (A14-A17) must line up in such a way to allow a pin to be pushed through the holes in a later step. I somehow got these wrong - I don't

know if the call-outs were reversed or I just didn't pay enough attention. My pins are slightly off the horizontal plane as a result. The instructions tell you to attach the two photo-etch exhaust covers at this point in time, but I waited until I had pre-shaded the vehicle black before doing so. That way the area underneath the covers would not remain styrene-grey.

Steps 10-14 add the pioneer tools and other details to the side panels and main hull. Many of these items fit well, some have to be modified in some way, but generally these went on without a hitch.

Steps 15-19 bring the turret together. All the parts in these steps fit perfectly, including the two-part 'dummy' gun barrel. I must say - I've never had such an easy time with a turret before. First - there is no main weapon to deal with inside the turret (that's nice, but unusual). But more importantly, even though the hatches and the machine gun are highly detailed, there are very few parts involved in their assembly. Some modelers may relish putting 15 or more pieces together for a single hatch, but I don't. Personally, I wish other Dragon kits would follow the example set forth here by this kit.

The very last detail of the build required the most care. The delicate command vehicle antenna requires patience in cleaning and sanding, as well as gluing. It does, however, really make the tank, I think. I stood the top of the antenna upside down on a table top and nursed the post above it for two hours while watching TV to get it to be vertical. Eventually I was rewarded with a proper looking mast. I glued parts C28, G4, and G3 together and let them dry. Then I drilled a hole in the bottom of that and inserted a steel pin and drilled another hole in the main hull where the antenna assembly would be set. This will allow me to remove the antenna for transportation (although it is still very delicate!)

The kit features four figures playing cards. One of the figures even has a puppy sticking out of his shirt. Three of the four figures are assembled sitting on jerry cans (also included). Three cans are grouped together to form a table of sorts for the cards, the other three are inverted and used as chairs for the sitting figures. The figures are beautifully detailed and went together well, needing only minor clean up and filler.

I decided to paint the vehicle in the mid-war summer Eastern Front scheme.

I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 over the entire surface to cover the oils and glue spots and to prepare it for the subsequent finish.

I followed this with a base coat of XF-69 NATO Black over the entire model, including the wheels and track. This coat will give the tank a 'dark' look that (in my opinion) is appropriate for armor. I concentrated on the nooks and crannies - complete coverage. I let everything dry for at least 24 hours. I then attached the two photo-etch exhaust covers.

Next, I then sprayed the tracks with a mixture of Tamiya XF-68 NATO Brown and XF-9 Hull Red, making sure to leave some of the original black color showing through.



I then sprayed a coat of 50/50 ratio Tamiya XF-60 Dark Yellow and Tamiya XF-57 Buff over the superstructure, trying to stay away from the track, bringing the color up slowly from the black base coat. Over that I sprayed a camouflage pattern using GS 122 Mr. Color RLM82 Light Green.

Once these colors were dry I sprayed a liberal coat of Future Floor Polish (an acrylic) over everything to prepare the surfaces for washes and decals. I let this dry for two days.

After the Future had dried for 48 hours, I applied the decals, which went on without a problem. I used the Micro-Set/Micro-Sol system. I sealed the decals with a brushed-on coat of Future and let that dry. Once the second coat of Future was dry, I dry-brushed all the exposed edges with MIG Abt155 Oil Paint (German 3-Tone Fading) yellow and hand-painted the pioneer tools and other assorted paraphernalia attached to the hull and turret.

I then mixed a wash of Mig Abt080 Wash Brown oil paint with Mona Lisa Paint Thinner and gave the entire model a light once-over, concentrating on the wheels and the various hull detail and protrusions. Next I used a very thin mixture of NATO Black and XF-9 Hull Red to spray random vertical streaks on the hull and turret.

Following this I used a very thin mixture of Vallejo Model Aire 71027 Light Brown, working up from the bottom using a vertical motion to simulate road-dust. I then gave the entire vehicle a coat of thinned Testors Dullcoat. This dulled up the surface and prepped it for dry pigments.

I highlighted the tracks with a dry 'loose' mix of MIG PO25 Standard Rust and MIG PO23 Black Smoke pigment powders using an old trashed set of brushes I keep specifically for this kind of work. I didn't combine the colors too much; I wanted black on parts of the track and black-rust on other parts - nothing consistent, like real grime and filth. Once the powder was on and set, I used my finger to apply MIG P231 Gun Metal to all the areas that needed a metallic 'glint', including the surfaces of the tracks that actually touch the ground and the main drive sprockets.

Finally I used a silver pencil here and there, along the inside of the tracks and teeth where the wheels have rubbed against the track.

I spent about 20 hours on the kit, eight on assembly and twelve on the finish. Eliminating the sample flaws in the hull was a challenge but this is unusual for Dragon kits – the first I've encountered. I felt the fit of the wheels and return rollers was a little vague and could have been improved, but overall the kit went together nicely.

There was a paucity of decals included with the kit – had I not been writing this article I would have supplemented the few markings provided with some from my spares, but I am not sure what would have been accurate – there are precious few images available online for this vehicle.

I recommend this kit to anyone who likes to build and finish unusual German vehicles. The command vehicle antenna and unusual placement of the main 'gun' (such as it is) will make this vehicle an interesting addition to any collection.

I would like to thank Dragon for providing this kit for review, and to *Internet Modeler* for giving me the opportunity to build it.



## Hurricane Bookshelf Workbench - Christmastime Excitement Revisited: Red Menace Kits

by Scott Kruize

Christmas is all about children. I certainly ought to know; hard though it is to believe sometimes, I have eight grandchildren to send presents to, with a ninth on the way.

Way back Then -- when I myself was one of those children Christmas is all about -- the thing that distinguished Christmas season for me, from a modeling standpoint, was that it was the only (and very temporary) time when I had MULTIPLE kits. The rest of the year passed with my holding perhaps one, bought with that week's allowance. On my birthday, I might --if I was very lucky, and Aunt Daisy was thinking along the right lines -- have three. But Christmas time, what with the family Christmas Eve gift exchange, visiting paternal grandparents, and Santa leaving things under the tree, Christmas morning might see me with as many as six!

Nowadays, my stash is so large (and with me year round) that I can scarcely recapture the feeling of wealth a set of Christ-

mas kits gave me Then. In modern times, I've told friends, siblings, and my wife Sandra, not to even bother to try to find kits for me, because it's unlikely that they could come up with something that a) I would be interested in building, and that's b) not in my stash already. Sometimes Ken Murphy ignores that advice. He ignores many of my admonitions, having known me for -- Heaven help us both -- nearly forty-five years. So he sometimes actually DOES come up with a kit not covered by clauses a) and b)...

Those instructions not to buy kits, however, haven't been extended to my three stepdaughters. Number One stepdaughter and her family are currently in Moscow -- not the one in Idaho! -- while her husband works for a big international financial analysis firm. Sandy and I sent off a box early in December with trinkets and books for their four little girls, which we hoped they could not find in Moscow shops.

Early in the evening, just before Christmas, we'd just settled in for dinner when the doorbell rang. The USPS delivery man was there with a big box, tied in white tape bearing lines of blue Cyrillic characters. I can't read these at all, but they certainly indicated the source. When we opened the

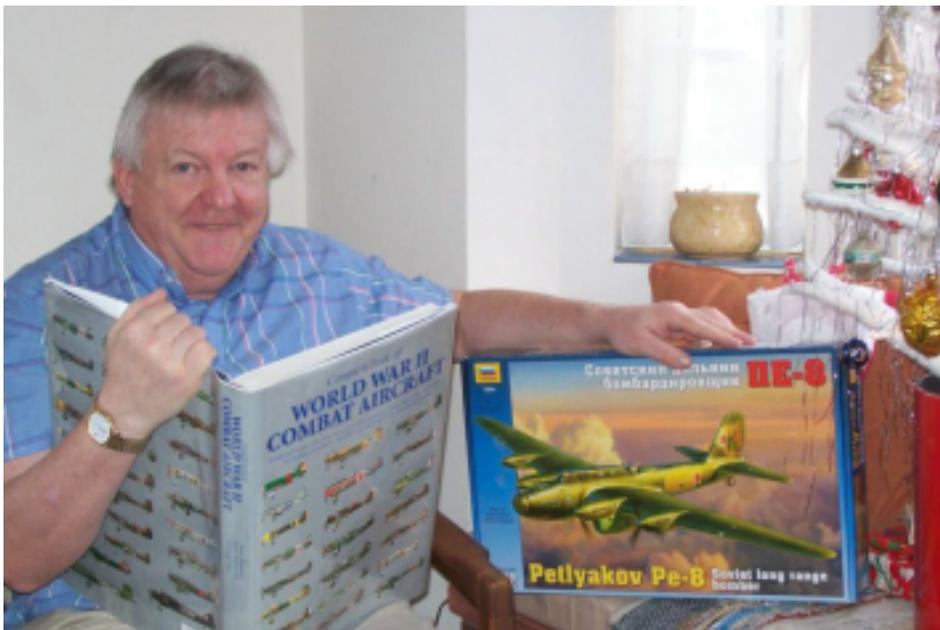
box, there were two other boxes inside. The small one had a set of custom lathe-turned and hand-painted Christmas ornaments, reminiscent of the ornate domed towers of the Eastern Orthodox churches and the spires of the Kremlin. They weren't identified by any trademark, nor did the box bear any company logo or identification. I think they were bought from a craftsperson at a Moscow street market.

A bigger box rattled suggestively, and as I pulled away the packing material, I briefly recaptured that childhood feeling of Christmas gift kit wealth. It's far and away the biggest model airplane box I've ever had: Zvezda's Petlyakov Pe-8. (Quick trip to the Hurricane Bookshelf: it was the U.S.S.R.'s "B-17 equivalent", the only four-engined bomber made and deployed by the VVS during WWII. Not made in large numbers, but historically significant for demonstrating the growing capability and sophistication of their aircraft industry...and the first plane they sent to bomb Berlin.)

At the beginning of January, I went to the NorthWest Scale Modelers meeting and was given a second kit of this holiday season. Will Perry thrust at me a box almost as big as Zvezda's.

Way back Then, I built exactly three kits of Russian (or Soviet) airplanes. There was the incredible, grotesque Aurora "Famous Fighters" MiG-19 a.k.a. Yak-25, which I've written about previously, and its strange lines that I now realize are derived from that Luft-46 project, which several of you have built. Then there was the old Hawk Models MiG-15. I distinctly remember my first visit to Will Perry's house to see his stash, which has been collected so assiduously, for far longer than mine has been, and dwarfs mine by an order of magnitude. He's got some five thousand, plus!

Our conversation wandered back into old kits (of which he has a huge variety) and their lack of scale fidelity, compared to modern ones, so carefully researched and engineered. Still, the old kits certainly gave



us, back Then, the sensation of scale modeling. As Will phrased it, looking at the Hawk kit: "That looks just like a MiG-15!"

At the NWSM meeting, he said the kit was from 'Playfix', the Western export name of some really obscure old Russian marque, now long gone, which I'd never seen, Then or Now. Their rendition of the Soviet Tu-20 bomber is terribly inaccurate, even as 'box scale', around 1/100th. Not much detail, but the moldings are fairly clean, and there are enough parts for a representation of four large turboprop engines with their eight-bladed contra-rotating propellers. I'll build it sometime, as a lark, and see if Will says "That looks just like a Tu-20!"

The last Russian/Soviet airplane kit I built way back Then, while the Free World confronted the Red Menace... (Aging Baby Boomers! Remember those phrases?) ...was the Monogram 'Forty-Niner' (the price in pennies of each kit in the series, another bit of Aging Baby Boomer memorabilia) Tupolev 'Badger' bomber. That was another 'box scale' -- what, 1/150th? -- and has only a handful of parts. I distinctly remember building it on a summer afternoon. Unique among my builds, it was made while staying at my grandparents' house in Grapeview. I went there for a week's visit several summers during my early teens, and by happenstance, the day before one such visit, I'd acquired the Monogram kit. It was all I could do to muster enough patience to greet my grandparents properly, walk with Grandfather all around the property, engage in proper conversation at my grandmother's lunch, and settle in with my modest suitcase of clothes and things. Finally, by mid-afternoon, my grandparents resumed their usual routine, and I was free to amuse myself for a couple of hours. The complete build of the Badger was the result.

You know still in the Now I have a soft spot for old kits, and keep an eye out at every contest, show, swap meet, or sale at Emil's. On this last October's trip to Vancouver, one of the vendors had put out a FREE box of what he must have regarded as next-to-useless accumulated modeling



detritus, including a partly-started re-issue of the Monogram kit. It had been badly brush-painted, then halfway assembled. Of course, way back Then, I never painted a whole model. It was molded in the right color plastic, right? Anyway, the work so far was even rougher than my own attempts back Then: wings glued together askew, parts missing, gaps where the parts had been ripped off the sprues.

Still, since I've started to hang around with you guys, I've heard about paint strippers, among them brake fluid. Having never stripped paint from an existing model, I decided this was a good test. You guys weren't pulling my leg: it really does strip paint, without harming the plastic underneath. Put the plane together again, and did some filling on the underside and underneath the horizontal stabilizers. I painted the whole model with my airbrush and some fine silver lacquer -- what technical advancement! I had as much fun with it Now as I did back Then. Actually, I've spent about three times as long on the new one and am not quite done. I won't go much further because it is, after all, a pretty rough and crude affair; I'm doing it just for the nostalgic value.

By contrast, my new gift kit is by a first-rate modern company in Russia, no longer part of the Union of Soviet Socialist Republics. (The Red Menace seems to have greatly receded...). The parts count

is as astronomically high as the old kits were low. The detail work, quality of the engraving, careful scale accuracy, and perfectly screened decal set are all as good as anything I've seen since I got back into modeling in the Now.

But it will have to wait a bit. I have assignments. The centerpiece of my work bench right now is the old Airfix kit of the Sud Aviation/Westland Puma helicopter, and this build is not nostalgic. To the contrary, it'll be my first helicopter ever. A couple of weeks from now, the NorthWest Scale Modelers are going to put in an exhibit about the Falklands/Malvinas War. This is my assigned contribution.

It's a long time since Then, but between my stepdaughter and her husband, and my friend-and-colleague Will Perry, I've managed Now to recapture some of the old thrill of Christmastime. I wish all your fellow modelers might share it!

## Czech Master Resin 1/72nd Scale Boeing Model 40C

by Jim Schubert

The Boeing Model 40 was designed, built and flown in 1925 in response to a US Post Office Department specification for a mail plane to replace the De Havilland D.H. 4Ms then in service. The Model 40 was powered by a 400 hp Liberty V-12 and featured an Albatros-like fuselage of laminated wood from the firewall aft. Although the Post Office Department bought the airplane the Douglas M series, based on their military O series observation planes, won the competition and ultimately about 60 of the M series mailplanes were built for the Post Office Department.

In early 1927 Boeing bid on the San Francisco-Chicago portion of the new transcontinental airmail route and redesigned the Model 40 to have a conventional welded steel tube fuselage truss and to be powered with the new 420 hp Pratt & Whitney Wasp radial engine. The plane, thus redesigned, and redesignated Model 40A, could carry two passengers in a cabin between the wings and 1,200 pounds of mail in two holds; one behind the engine and the other in front of the pilot. Because the Boeing had greater payload, and the ability to carry two passengers as well, Boeing's bid was the lowest and won the competition for this route. Twenty five Model 40As were built and Boeing Air Transport began hauling the mail. Boeing's business flourished. It's a long story, so I'll just summarize here:

### MODEL, No. BUILT, NOTES

40 1 Liberty engine, laminated wood fuselage  
 40A 25 2 passenger, 420 hp Wasp engine, doors both sides  
 40B 0 40As repowered with P & W 525 hp Hornets  
 40C 10 4 passenger, Wasp engine  
 40B-2 0 40Bs redesignated to indicate 2 passengers after the 40B-4 was introduced



40B-4 38 4 passenger, P & W 525 hp Hornets, doors only on the left  
 40B-4A 0 Special 40B-4 converted for P & W use as a testbed  
 40H-4 5 Same as 40B-4 but built in Canada  
 40X 1 Associated Oil Co., 2 cockpits, 2 passengers, Wasp, door on left  
 40Y 1 Stanavo, 2 cockpits, 2 passengers, Hornet, door on left

81 Total

It is a bit confusing, isn't it? The last operational Model 40 was apparently scrapped in the early 1950s in Mexico. The 40 series were in service from mid-1927 through into the early 1950s. A 23-year service life at that time was pretty good.

Boeing built 38 of the Model 40B-4 but only ten of the Model 40C. The 40C was essentially a 40B-4 powered by a Pratt & Whitney R-1340 Wasp rather than the R-1690 Hornet; the designers and operators of the 40C gave up some power for some fuel economy and a slight weight reduction. The big visual difference between the two models is the headrest on the 40B-4, which the 40C did not have. Another, lesser, visual clue is the 40C's large, one-piece curved windscreen vs. the 40B-4's small, three panel windscreen.

As with the nearly identical originals, CMR's 40C kit is nearly identical with the earlier 40B-4. The four pages of 40C assembly instructions are a slight redrawing and re labeling of the 40B-4 instructions. The 40C kit instructions include a Parts Map, which the 40B-4 did not have. Personally I find this a great convenience when building a model. The immediately most apparent difference between the two kits is that this one is cast in a dark, olive-green resin rather than in CMR's previous standard pale cream resin. CMR says this color change was made in response to customer requests and a seller must satisfy his customers.

There is a lot more written and graphic material with this kit than there is with the earlier one. There are 25 full pages, of which four are in color along with six of reference photos; the earlier kit had only 12 pages of instructional material. It's all good, useful material that never leaves you guessing and explains the airplane well in the context of its time and circumstances. A serious modeler can never get enough of this kind of material; kudos to CMR for providing it.

For the bean counters: The kit has 38 parts beautifully cast in the new green resin, 23 parts - struts and such - cast in a black, extra-strength resin, four parts cast in clear

resin - which never is (I'll cut replacements from CD covers for my model) - two frets of PE by Eduard, which include 58 detail parts, 13 of which are pre-painted along with a sheet of Eduard die-cut masks. The decal sheet is printed very sharply, clearly and in perfect register, provides markings for the four liveries detailed on the four pages of instructions for colors and markings.

If you have both the 40B-4 and 40C kits you can choose to have two quite different liveries or two that are nearly identical.

Czech Master Resin's release of this kit of the Boeing Model 40C adds another jewel to their already sparkling crown. I suspect there will be future re-releases of both kits with colorful liveries beyond those of the Boeing Air Transport, Pacific Air Transport, United Air Lines family. Western Air Express had, perhaps, the most colorful color scheme of all the airline operators of the type. Stanavo's executive transport was the wildest of all the Boeing 40s with its bright red, white, blue and silver finish along with its spinner, long-chord engine cowling, and enormous wheel pants. Other colorful 40s were operated by Cities Service Petroleum, National Parks Airways, Western Canada Airways, etc.

My thanks to CMR for providing the review kit. Hannants at <http://www.hannants.co.uk> have it for £39.60 (\$62.00) plus shipping. Buy one; you'll like it.

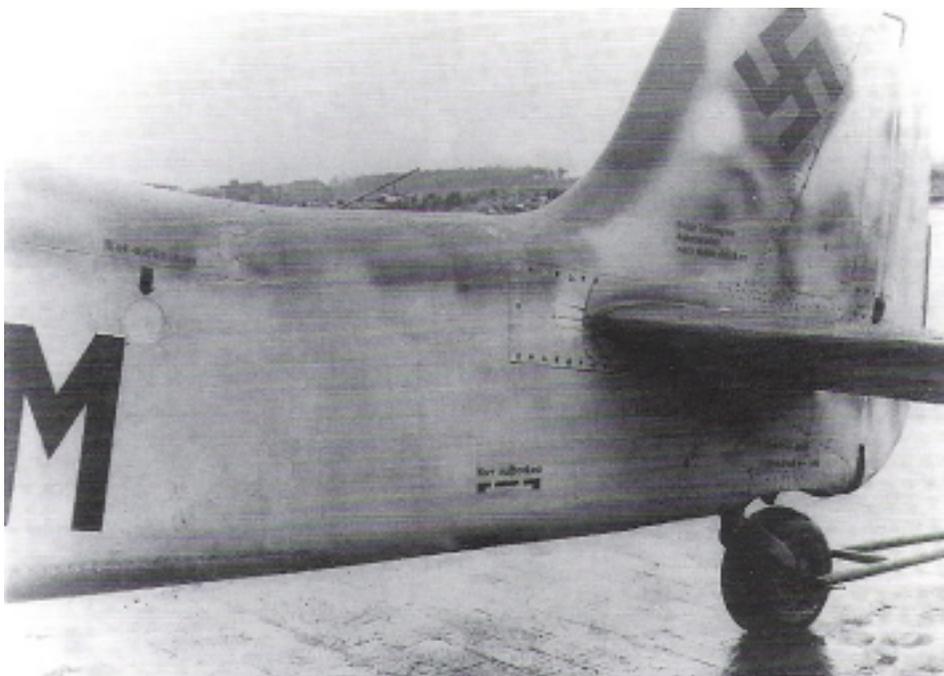
Go to <http://www.cmrmodels.co.uk> to see the entire line of Czech Master Resin kits.

## More Info About Ta 152 Canopies/Aerials

by Hal Marshman Sr

To follow up on last month's article, I just discovered a little new info re the Ta 152 canopies and antenna cables. Some folks model their Ta 152s sans the cable, as they don't show up well in pix. I found a pic of the C-0 bird showing a definite small mast near the front of the fin, with the beginning of the cable visible. This mast is very reduced in size from what we usually see

on 190s. Further, I found out that the cable enters the coaming behind the canopy glass, just an inch or two from the edge of the glass, rather than farther up the top strap. Ta 152 and Fw 190D birds have a hinge that runs the entire length of the canopy roof as a top strap, rather than a solid bar. This so that the canopy squeezes in as it is moved rearward in its track. I understand 190A types also do this, but the hinge is nowhere as evident, nor does it run the entire length of the glass top. The Ta 152s did not have the drop line from the cable to the aft fuselage as did the -A and -D birds (Starting with the A-4).



## NWSM 2012 Model Show – A New Record in the Balance

by John Newcome

On February 18-19, 2012, modeling history will be made. This is the weekend of the annual NWSM model show at the Museum of Flight. This year, the Northwest Scale Modelers will attempt to stage the largest model show in the Pacific Northwest. The goal is to display 2,500 models. The previous unofficial record was 2,060 models at the 2007 NWSM show at the Museum of Flight.

Show coordinator and resident “Show Czar”, Tim Nelson, is confident that the model count goal will be achieved. The key, he believes, is modeler participation. “I’d like to encourage all modelers, especially those who have never participated, to display their models in the 2012 show. Every model – and modeler - counts!”

Models of all subjects are welcome. This is not a contest or airplane show. Rather, it is an exhibition celebrating the art of static scale modeling. This year’s show will be organized “by modeler” which will facilitate an efficient set up and take down. On Saturday night there will be a “no host” dinner open to all at Jimmy Mac’s in Renton.

Another fun aspect of the show is the modeling tables. There are ample opportunities to actually get some modeling done during the two day show. Visitors to the show have been very interested in this aspect. They frequently stop and talk with the various modelers about their current modeling project.

### Modeling Seminars

Stephen Tontoni is organizing another set of educational modeling seminars. They will be offered throughout the show weekend. This year the seminars will take place in the Murdock Theater which is underneath the Great Gallery stairway. Stephen has planned some interesting subjects. While all of the seminars have not been finalized yet, the topics will include:

- basic tools and techniques
- automotive polishing and finishes
- brush painting 101
- armor weathering and washes

### Special Interest Displays

Two special interest displays are planned. The first display is devoted to the famous aircraft produced by the Mikoyan and Gurevich Design Bureau. The second display will feature the vehicles and creatures of the epic *Star Wars* movies. Continuing with the *Star Wars* theme, special guest, R2D2 is scheduled to appear as well. R2D2 is a 1:1 working scale model built by Bob Jacobson. On Saturday

February 18 Bob will lead a presentation which details the making of his reproduction of this famous droid. R2D2 was a huge hit with kids and adults alike at last year’s show.



### Make-n-Take

Mike Shaw of Galaxy Hobby and Emil Minerich of Skyway Model Shop will return with their outstanding Make-n-Take programs for kids. Galaxy Hobby and Skyway Model have participated in the show for several years now. Both Mike and Emil are to be commended for their continued support and participation in this annual event.

This year’s NWSM show promises to be another successful event. If you are interested in participating or have any questions about the show, please contact Tim Nelson ([timndebn@comcast.net](mailto:timndebn@comcast.net)) or Stephen Tontoni ([tontoni@comcast.net](mailto:tontoni@comcast.net)).



## Trumpeter 1/350th Scale Zerstörer Z30 1942

by Chris Banyai-Riepl

The last of the Zerstörer 1936A "Narvik" class destroyers, the Z30 was laid down in April 1940 and commissioned in November 1941. The 1936A-class destroyers were more heavily armed than typical destroyers of the period, being fitted with 15cm guns, and held themselves well in naval battles. Of the original eight 1936A ships, four survived the war, including Z30. Two were employed in the French Navy post-war, one was scuttled due to poor condition, and the Z30 was used as a target ship and eventually scrapped in 1949.

Trumpeter's kit of the Z30 Zerstörer is quite nice, molded in the usual light gray plastic and featuring a fret of photo-etch for extra detailing, including railings. The kit comes as a full hull tooling, with no waterline option. The Zerstörer ships had very little in the way of markings, so the decal sheet provides little more than flags.

Construction begins with the hull, and the one-piece lower hull looks quite nice. It has the bilge keels molded in place, while the prop shafts, mounts, and rudders are separate. The main deck is split into two pieces, with the fore deck separate. The deck detailing is superb, and will look excellent under a wash. Right off the bat you will get to choose between photo-etch and plastic parts, too, as there are ladders, pulleys, and cranes provided in both formats. The anchors are separate, allowing for greater detail. The downside, indeed an issue for many parts in this kit, is that removing these small anchors from the sprues will be challenging to do without breaking them. It might be better to use a fine razor saw such as the JLC saw, and then carefully clean the parts up afterwards.

The superstructure is built up from separate sides, as we have come to expect from Trumpeter. This allows for excellent



molded-in detail, but it also presents the potential for problem seams. Slow and steady here will definitely pay off. The funnels gets a nice photo-etch grill on the top, and the various antenna arrays look much better in the photo-etch version over the plastic.

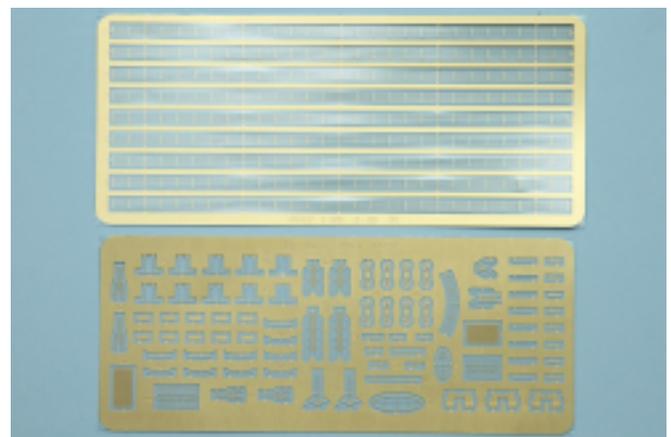
Moving on to the guns and other armament, these are quite nice as well. I'm particularly struck by the detail present in the torpedo tube mounts. Those will look quite nice when finished. The guns look good, although they are not hollowed out as have been seen on other kits. The motor launches are good looking as well, and should look nice hanging from the davits. Finally, the photo-etch railings are very welcome in this kit, making this a great model to build out of the box, without any need for aftermarket sets.

For painting, the kit comes with a three-view color drawing, complete with callouts for Mr. Hobby, Vallejo, Model Master, Tamiya, and Humbrol paints. The Z30 is finished in an attractive three-color splinter camouflage scheme, with the lower hull in red separated by a black boot line. The upper deck is mostly dark gray, with a small section of wood deck on the superstructure. As noted, the only decals are for the flag,

and these come complete with the multi-part swastika for the center of the Kriegsmarine flag.

This is a very nice kit from Trumpeter that should build up into a good replica of the Zerstörer ship. With its good detailing in plastic and fairly comprehensive photo-etch in the box, this is one that will be a great out of the box build. My thanks to Stevens International for the review sample.

*[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use his, Jim's, and Eric's, articles. - ED]*



## Pavla 1/72nd Scale Hawker Typhoon F.Mk.1B (Cardoor)

by Carmel J. Attard, IPMS Phoenix, Craig Hewitt Chapter

Back in 1937 the Hawker Company's chief designer, Sidney Camm, started work on a new project that was to replace the Hurricane. The Sabre in-line engine being developed by Napier and Sons was to provide power to the new fighter design. The Sabre was a big water-cooled 24 cylinder horizontal H-engine having power exceeding 2,000hp and the Air Ministry specification required a heavily armed fighter with this driving unit.

Two prototypes were ordered in August 1938. The first was P5212, which passed its initial flight in February 24, 1940, but its test pilot Philip Lucas was not too satisfied with its flight performance. The big full metal machine with thick profile wings and a 'car type' door on the starboard side was to be the Typhoon. Tests on the machine were interrupted when the fuselage was damaged during flight and in addition the Sabre engine gave continuous trouble due to overheating during takeoff.

A second prototype underwent modifications and carried 12 Browning 0.303" machine guns in the wings and made its maiden flight in May 1941. The armament was later altered to four Hispano 20mm cannons. The first production run of Typhoon F.Mk.1A had machine gun armament with the rear part of the canopy covered with metal sheet. The later F.Mk.1B carried cannons and fully glassed canopy, powered by a 2,180 hp Sabre IIA engine. The first Typhoons in service were deployed to No 56 Squadron at Duxford in September 1941 and the first combat history was scored over Dieppe on August 19th 1942. Typhoons became useful for ground attacks with bombs and unguided rockets aimed at enemy vehicles, trains and ships. In October 1944 Typhoons from No146 Wing destroyed the headquarters



of the German army at Dorderacht, Netherlands. A total of 3,300 machines were produced until production ended in November 1944.

This is a short-run injected kit in grey styrene which contains 40 plastic parts, 15 resin parts, two vacuform canopies, and three decal versions (W/Cdr D.E.Gillam, S/Ldr D.Taylor, S/Ldr R.P.Beamont). This Typhoon released by Pavla Models is yet another interesting type that complement the Typhoon and Tempest kits that one can find on the market by other kit manufacturers with a difference that this is the 'car door' type version Mk.1B. It is beautifully molded with fine engraved panel lines, and fine fabric ripples on the rudder, no flash, and having highly detailed cockpit canopy and wheel wells in cast resin parts. There are three decal options; two of these are for a different cockpit canopy variant with a raised roof blister so that one can pick the right one from the two canopies provided. With four cannons standing out on the leading edge it builds into a fine aggressive fighter model. Two of the decal options carry the black and white recognition stripes under the wings.

The kit parts, especially the resin detail items, are a joy to look at prior to starting the task of assembling the cockpit office. These consist of engraved instrument panel, compass and gun sight, column, rudder pedals, detailed floor and side panels, and armored bulkhead behind the seat. The side panels required slight trimming adjustment at the front. All these details are painted and are not lost as the vacuform canopy is very clear. This can be cut and assembled in the open state with the top panel opened and hinged to one side and starboard side door fixed open.

A detailed radiator front, also in resin, is cemented into the fuselage half before it is closed. The radiator part required to be reduced in depth to meet with the rest of the wing detail. The tail planes have no locating holes but have a flat joining section surface so that they are butt jointed with no problem of alignment.

The lower wing is a single mold. This needed dry fitting so that slight trimming could be made to the locating fuselage section allowing the lower wing part to slot correctly. Once joined to the fuselage the



two upper wing halves are simply fixed on top. Depending on which one you want to model, there are two different gun muzzles. The two main undercarriage frames have no less than seven separate items each making them look very detailed when put together. The propeller consists of three separate blades, which are joined to a spinner back plate and to a front prop bonnet.

With all the parts put together, the acetate canopy is carefully trimmed with a sharp blade, trimming a little at a time, as there is no identical spare in the event it is over-trimmed. A pitot tube is cemented under the starboard wing inside a predrilled locating hole.

I picked the F.Mk.1B of 609 Squadron based at Manston. This particular Typhoon, R7752, code marked PR-G, saw combat over Europe flown by Squadron Leader R.P.Beamont. At that point in time it scored five air victories and 23 destroyed locomotives. All tallies appear on the cockpit side in the form of five swastikas and 23 tiny locos, all provided on the decal sheet. Beamont later became a famous test pilot with English Electric and BAC, flying

the Canberra, Lightning, and TSR.2. The model is finished in Ocean Grey and Dark Green disruptive camouflage to the upper surfaces. A sky band is on the rear fuselage. The undersides are all Sea Grey Medium. Interior was cockpit green. I have

used Model Master paints. The completed painted model was given a coat of Klear, decals applied in place, and finally given an overall coat of semi gloss lacquer which came into a final uniform sheen finish, and



absence of decal silvering. Like all Pavla models I have assembled this turned into a pleasing little replica and this kit is a must whether you are building the Invasion of Europe-era types or the Typhoon/Tempest series.



## Cyber Hobby 1/72nd Scale De Havilland Sea Vixen FAW.1

by Chris Banyai-Riepl

The Sea Vixen was De Havilland's last twin-boom aircraft, a heritage dating back to the Vampire of the 1940s. Designed during the missile era, the Sea Vixen had no gun armament and employed missiles and rocket pods for its weaponry. Entering service with No 892 Squadron, Fleet Air Arm, in July 1959, the Sea Vixen remained with the Royal Navy until ultimately replaced by the Phantom in the late 1960s, but the type soldiered on with various test units into the 1980s. Currently, restored examples can be seen flying at airshows today.



British Fleet Air Arm jet aircraft have experienced a nice surge in recent years, and the Sea Vixen has been one of the more popular subjects covered. After decades of only having vacuform kits and the old Frog injection-molded example, we now have new-tool kits in both 1/72nd and 1/48th. The latest kit in the growing Sea Vixen lineup is this release from Dragon's Cyber-Hobby line. Molded in the usual light gray plastic, this kit features petite recessed panel lines and interesting engineering that should simplify construction. The decal sheet provides markings for no less than six options.

Construction begins, like most aircraft, with the front office. The cockpit assembly is fairly straightforward, with a one-piece tub getting separate side consoles, a center divider, and instrument panels. Right off we come across one problem with this kit, and that is with the ejection seats. While they look decent, they are quite noticeably too small. The pilot's seat, when viewed from the side, should be close to the top of the canopy, but in this kit, it barely clears the opening in the top of the fuselage. As this is very noticeable, replacing these seats is pretty much essential here.

Once the cockpit assembly is finished, attention turns to assembling the center fuselage pod. This is split into upper and lower halves, incorporating the wing center section. Be ready to add quite a bit

to the inside here, as all the landing gear bays, intakes, and exhausts are separate. The intake assembly is split into upper and lower halves, with separate splitter inserts and separate engine faces. The exhausts have separate tubes and a one-piece exhaust face. The engineering in this area suggests that, while numerous in parts, assembly will actually be straightfor-

ward and have minimal issues. Once all those inner bits are in place, the upper fuselage piece can be attached, a bit of extra weight in the separate nose cone added, and the center assembly is done. A quick note on that separate nose cone, it is a bit blunt, whereas the original is pointed. A bit of sanding could fix this without too much effort.

Exterior details for the center section include a separate ventral speed brake that can be positioned in any one of three positions, separate scoops, and a pair of rocket pods with pylons. The tail booms

are molded as one piece (mostly) using Dragon's signature slide mold technology, and feature separate rudders. Also separate are the ailerons and flaps, and there is an option for raised or lowered arrestor hook. The outer wing panels are separate, allowing for them to be folded or straight. The folded option has nicely detailed hinges. Another nice feature, and one which I wish more manufacturers would do, is providing the wing fences as solid pieces that fit into a notch, rather than trying to wrap around the wing leading edge.

For the landing gear, this is nicely done as well, capturing the beefy look to the gear of the Sea Vixen. The nose gear has the main strut with half the nose wheel fork separate. Trapping the wheel this way makes painting and detailing much easier. For the main gear, the struts feature separate retraction arms, and all three gear have nicely detailed wheels. With these last details on board, attention can turn towards painting and decaling.

The paint scheme for the Sea Vixen is pretty straightforward: Extra Dark Sea Gray over White. About the only variation found on the six options in this kit is the color of the radome, with three having black radomes and the other three in Extra Dark Sea Gray. The aircraft covered include #456 from No 893 Squadron off the *HMS Centaur* in 1963, #219 from No 892 Squadron in 1963, #713 from No 766 Squadron in 1967, #488 from No 899 Squadron in 1962, #241 from No 890 Squadron in 1961, and #248 from No 890 Squadron in 1964. In addition to the basic squadron markings and national insignia, the decals include a significant amount of stenciling.

This is a great addition to the Cyber-Hobby line, and a nice subject for those interested in Royal Navy jets. While this kit is the FAW.1 variant, it does have parts suggesting that the FAW.2 might show up down the road, which will open up even more interesting marking opportunities. My thanks to Dragon Models USA for the review sample.

***The Eagles of Manchukuo, 1932-1945: An Illustrated History of the Civilian and Military Aviation, by George Eleftheriou and Kiri Domoto-Eleftheriou***

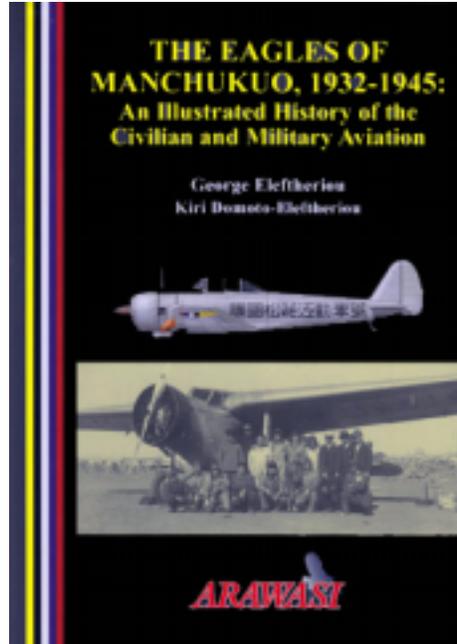
**reviewed by Chris Banyai-Riepl**

Every so often a book comes my desk that is truly exciting to see, and this is just such a title. While most aviation history books these days are derivative pieces building on previous research, this book breaks new ground. Prior to this, the only information on Manchurian aviation was minimal at best, often relegated to a small article or a paragraph in a broader regional history. The authors have undertaken an impressive amount of research to fill this fascinating gap in aviation history, and the result is a remarkable title that will have great appeal to aviation historians.

The book begins with a short introduction to aviation in Manchukuo following the First World War. This is then followed by the first of four chapters. The first two chapters make up the majority of the text and these reference the Manchukuo Aviation Co., Ltd (Manshū Kōkū Kabushiki Kaisha, or MKKK) and the Manchukuoan Air Force (MAF). The last two chapters cover the Manchukuo Maritime Police Air Unit (MMPAU) and gliders, respectively, and complete the story of aviation in Manchukuo.

The story of the Manchukuo Aviation Company is told through a description of the individual aircraft, as well as eyewitness accounts and short pieces on specific events involving the MKKK. The period between the wars in China and Manchuria was complex politically, and this book does not attempt to explain much of that. Rather, it focuses on the role of aviation during that period, and for those looking for a more complete picture, I would recommend picking up a good general history of that period to fill in the blanks. Doing so would

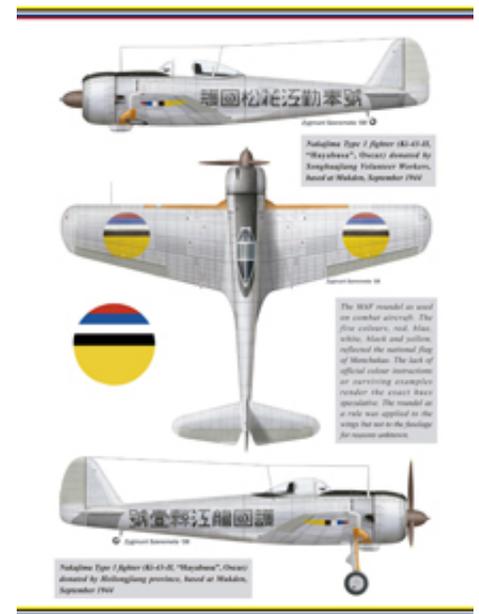
help put this book in context, although enough information is presented here to provide a complete history of aviation in this region. The chapter on the Manchukuoan Air Force examines that unit from several angles, including the recruitment of pilots, the history of the well-known presentation aircraft, and the MAF in combat.



Of course, the title describes this as an illustrated history, and particular note must be made of the photographic content in this book. Without a doubt this is the most complete photographic record of Manchukuoan aviation ever put in print. What is really surprising is the quality of the photos. Given the region and time frame, I had expected many of the photos to be less than stellar in quality, but the ones reproduced here are clear and detailed. In addition to the photographs, there are images of period memorabilia, such as post cards, stamps, stickers, advertising, and pamphlets, many of which are in color. These help to verify the colors of the aircraft, as well as provide beautiful examples of the artistic style popular during that era. Finally, there are dozens of superb color profile illustrations covering

all the major aircraft types, showing how these aircraft would look in full color.

The history of aviation in China is not well documented, so the release of this book is very welcome. The quality of research and production is outstanding, and the result should be an important part of any Asian aviation historian's library. My sincere thanks to the authors and publisher for presenting this book to the aviation history public.



Visit the Arawasi website at [www.arawasi.jp](http://www.arawasi.jp) for ordering information on this and other Arawasi titles.

Publisher: Arawasi  
ISBN: 978-4-9904647-1-4  
Binding: Softcover  
Pages: 224

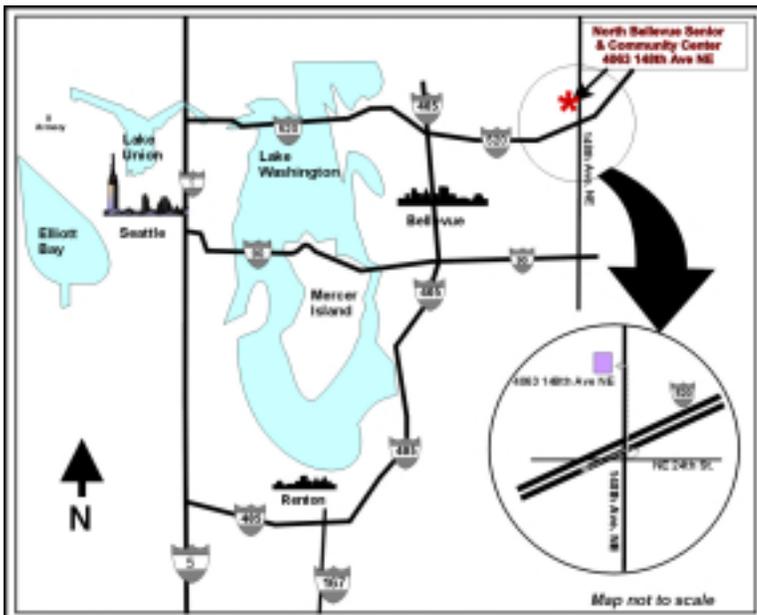
### IPMS Seattle Renewal Form

Your 2012 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be \$15 for those who wish to receive e-mail delivery of the newsletter, and \$25 for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via e-mail. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the January meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

<b>IPMS Seattle 2012 Dues Form</b>		<b>Remit to: IPMS Seattle ATTN: Spencer Tom 318 N.E. 81st Street Seattle, WA 98115</b>
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<input type="checkbox"/> E-mail delivery of the newsletter (\$15).		<input type="checkbox"/> Regular mail delivery of the newsletter (\$25).
<input type="checkbox"/> Please do NOT release my e-mail and phone information for distributed club rosters.		

## Meeting Reminder

## January 14



**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.