

# Seattle Chapter News



Seattle Chapter IPMS/USA  
June 2012

## PREZNOTES



### Going the Extra Mile (or more)

Each year IPMS Seattle hosts its Spring Show in April, and while the chapter is by far the largest in the Pacific Northwest, it still relies heavily on the participation of modelers from outside our Chapter for its massive success. Of the 600+ entries that turn out for the Spring Show model contest, I would estimate 75% or more come from non-chapter modelers. So we would be sunk, and bankrupt, were it not for such “outside” participation.

Knowing this fact, the Seattle E-Board over the past couple of years has made great efforts to encourage participation at our show by other IPMS/USA and Canada chapters. Jon Fincher and I travelled to Portland earlier this year to attend an OHMS (Portland IPMS) chapter meeting to “wave the flag”, and were warmly received for our efforts. Other E-board members have headed north to an IPMS Vancouver chapter meeting as well as across the water to visit a North Olympic IPMS Chapter meeting. Such visits allow us to publicize our show, solicit for contest judges, as well as simply spreading good will among the various modeling chapters. In return, these chapters have made great efforts to get their members out to our show, with the excellent results that we have seen recently.

I would therefore like to utilize this month’s PrezNotes column to encourage all the members of IPMS Seattle to reciprocate in this process. This Saturday, June 9th, NOPMS (North Olympic Plastic Modelers Society) is hosting their 7th Annual Model Show & Contest at historic Fort Warden, near Port Townsend, WA. [www.nopms.net](http://www.nopms.net) Not only are the guys and gals who put on this show a very friendly bunch, but the venue at Fort Warden is a wonderful place to host a model show,

with all sorts of interesting artifacts to view, and a walk around the grounds is a very relaxing experience. The drive to the event is also very picturesque.

Two other shows that I also highly recommend a visit to later in the year are the OHMS-sponsored Evergreen Aviation and Space Museum model show in September ([www.ipms-portland.org](http://www.ipms-portland.org)) and the IPMS Vancouver (BC) Fall Show in October ([www.ipmsvancouver.ca](http://www.ipmsvancouver.ca)). Both are very friendly and well run shows, with the McMinnville show having the added benefit of being in an excellent museum.

Cheers,

*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.

**June 9**  
**August 11**

**July 14**  
**September 8**

**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#)

**IPMS/USA** P.O. Box: 2475  
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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

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## Building Hasegawa's 1/32nd Scale J2M3 Type 21 Raiden

by Steve Gallacci

Hasegawa's release of the Mitsubishi J2M family of fighters is particularly welcome after so many years of only the long out-of-production Revell kit. I got to build the J2M3 Type 21 version, and found it a pleasant little project. Like with their other recent releases, Hasegawa gives you a straight-forward kit with minimal bells-and-whistles; under 150 parts for a complete and nicely detailed subject. Because the core model will be used for other versions, three so far at the time of this writing, the accommodations for the different details do slightly compromise the otherwise clean and tight fit.

This is a very straight-forward build with very cleanly molded parts and an easy-to-follow instruction set made for a particularly quick and simple assembly. That being said, there were some little trouble spots and disappointments. The cockpit area has all kinds of nice detail, yet, aside from a few instrument panel decals, there were no painting instructions for those details, just the overall color. I had to just



best guess on them. The kit provides a very nice seated pilot figure that can be posed in several ways and even has decals for various rank insignia.

The fuselage and wing has a rather substantial set of reinforcing elements inside and are intended to interlock for a solid assembly. In my haste, I didn't pay enough attention to how well I had fitted those parts and then how it all went together, which left a bit of a fit gap in the

lower fuselage to wing area. In building a second kit, I was more careful and that problem didn't come up. A bit of care and test fitting make all the difference. There are two plugs to fill in the cowl gun ports on this version, which don't fit at all well and need sanding and putty to clean up.

Lastly, there are insert panels on the wings for this variant of the model, and as is all too common, they don't fit very tightly. There are problems all around, with both edge gaps and seating depth to deal with. A little oversight on my part was not noticing the optional clear wing tip navigation lights until the model was already painted, but I was able to graft them in without any real difficulty.

The decals, which worked very well, are for two machines, though I instead chose to do it in a basic anonymous plane. Though the decals may look a bit thick on the sheet and seem a bit lumpy when still wet on the model, they did settle down very nicely once they fully dried, which took more than a full day for me.

The overall paints I used were Tamiya acrylics, thinned with lacquer thinner and airbrushed. A gloss coat of Model Master Gloss Coat Lacquer followed to set the decals on and then Model Master Flat Coat Lacquer to finish it all off.



All in all, a very nice model, easily done with minimal effort. My thanks to Hasegawa USA for the review sample.

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





## MENG 1/35th Scale German VsKfz 617

by Eric Christianson

The VsKfz 617 was designed by Alkett, Krupp, and Mercedes-Benz in the early 1940s as a minesweeper. The vehicle featured heavy armor plating to protect the occupants from exploding mines, while the massive wheels were fitted with large and heavy shoes that would provide the strong ground pressure to detonate the mines. For close defense, the Ausf B variant featured a turret from a Panzer I tank with its two machine guns. Trial tests revealed (unsurprisingly) that the vehicle was large, heavy, and slow, which made it an easy target for enemy artillery. As such, the program was halted.



Advancing Soviet troops in 1945 came across one of these vehicles and captured it, returning it to the Soviet Union where it underwent testing. That vehicle now resides at the Kubinka Museum outside of Moscow, and remains the only existing example of this odd vehicle.

This is an unusual kit – I had to make some up-front decisions that deviated from a normal armor build. The heavy, metal-filled cleats that the vehicle rides on are not cemented, they swing back and forth with gravity as the wheels turn – not something I usually encounter with a plastic model! I decided to build, weather, and finish the two large front wheels and single small rear wheel separately from the main hull, and attach everything at the end. I found I could do this if I left off parts A1 (Step 14) and paint them separately; allowing



everything to still turn and swivel as it should in the end.

This turned out to be a very good decision – adding dry pigment for the finish I wanted on the cleats with them attached would have been very difficult – they are just too heavy. On the other hand, their weight gives the entire model a solid, authentic feel.

Make sure you super-glue one end of the chain in place through a hole you need to drill before attaching the top of the hull (Step 15). You won't have access otherwise. I used 'invisible thread' from a fabric store to tie off the chain on the other end when the time came.

All in all, assembling this kit was a real joy. Most of the parts needed very little if any glue – the engineering is that good. Dry-



fitting everything beforehand, I decided to deviate from the instructions and attach the hatches before adding the hinges. Doing so made it a little easier to line everything up. There is a fiddly section in Steps 4 and 5 where you are supposed to line up six slanted louvers just so. The plastic is so delicate that I didn't want to use any glue until they were all in place. This turned out to be nearly impossible, so I ended up gluing each blade as I inserted it in place. A rectangular cover hides most of it anyway so no matter – it looks fine.

The turret is very well designed and, like the rest of the hull, looked fiddly at first - but snapped and 'chunked' together perfectly in the end.

Each cleat for the large front wheels and single rear wheel came separately packaged in its own recessed spot in a rigid plastic tray. MENG spent a lot of time and effort (and money) to do this right. The relative weight of each cleat made things interesting to handle and assemble. You can try and paint the separate parts before assembly or do it afterwards - each approach has its drawbacks. I decided to assemble everything first and paint later. Make sure to go slowly and follow the directions in Steps 9 and 12. The illustra-



tions are very good – follow them. I thought I had it down about two links in and ended up having to pry apart a whole set of cleats because I attached the rectangle plates (Parts A16) to the wrong side of the links.

Since the wheels and main hull sported a matching camouflaged finish, I left the final two pins off each 'run' of cleats so I could paint the cleats separately and wrap them around the wheels later.

Since there were only two vehicles built, and then only one fielded, the scheme was a product of my imagination and my desire to try out a new Badger double-action airbrush with some new enamel paints I picked up.

The most challenging part of the entire build was painting the assembled cleat runs. There are six sides to each cleat and if you wait until they are assembled before you paint them you will need to 'move them back and forth and rock them to and fro' to get the paint into all the places it needs to go. You do this while holding heavy runs of metal/plastic covered with wet paint in one hand and an airbrush in the other. I am not sure if it would have been easier to paint and weather the individual pieces before assembly - using hindsight and considering all the steps below; probably not.

I had five subassemblies that I painted, washed, dry-brushed and applied pigments to separately; the main hull, the turret, two large wheels and one small wheel. Once the wheels were painted, washed and dry-brushed, I wrapped the cleat runs around them and then applied pigments. All paint was thinned with a 50/50 mix of Gunze Self-Leveling Thinner.



I started with an overall primer coat of Gunze Mr. Surfacer 1200 to give everything a good surface to grip to. Once that had dried I sprayed on a coat of Tamiya NATO Black to fill in the shadows and recesses. I followed this with a base coat of White Ensign Afrika Korps Sand Grey (WEMCC ARG02). The squiggly lines on the hull and wheels were made from White Ensign U.S. Navy Deck Blue (WEMCC US10). I left the cleats Sand Grey.

An airbrushed coat of Future was then applied and when dry (two days!) I added decals from my spares box, followed by a second application of Future to seal the decals and prepare the surface for a wash. Once the Future was REALLY dry I attached the cleats to the three wheels and worked them until they were all movable again, but still leaving the ‘cleated wheels’ off the main hull.

I used a pre-mixed solution of MIG Dark Wash (an enamel) on all the panel lines, links, hatches, rivets, etc. I made several passes with this until I felt I had enough on there. The detail on the wheels and cleat links took awhile to bring out. I followed this with several lengthy dry brush sessions using MIG Abt 155 German Three-Tone Fading oil to ‘pop’ the raised detail.



Next I made several very light passes with Vallejo Model Aire Light Brown (7027), working from the bottom up, to add a thin layer of road dust to everything.

Finally, I sprayed a light coat of Testors Dullcoat to even everything out. Once everything was dry, I tied the chains off and started detailing specific areas with MIG pigments. I used several rust shades for the chains, the areas under the drain pipes, the outer edges of the wheels and certain spots on the cleats.

I used a ‘fiber pencil’ to wear away spots on the cleats and to rough up some other painted areas. I went over the entire vehicle with MIG Gun Metal pigment, applied with my finger (and a lead pencil where my fat fingers couldn’t reach) to give the cleats and other areas a heavy-metal look. I then added other pigment colors, using Earth tones and Concrete pigments. Little by little, the weird little vehicle came to life. Once satisfied, I put on latex gloves and carefully attached the wheels and tapped in the two A1 pins in the middle of the back wheel. Done!



Building this kit was a most enjoyable experience for me. MENG did an outstanding job designing this kit. Unlike some other manufacturers, it felt like someone at the company had actually built the kit a few times and then went back to make changes – all in the interest of making the whole experience more enjoyable for the modeler.

I recommend this kit to anyone who likes to build and finish unusual German armor – it certainly turns heads when viewed on a table-top!

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

## North Olympic Peninsula Modelers Society Model Show and Contest

Saturday, June 9  
9 AM to 4:30 PM

Building 204  
Fort Warden State Park  
Port Townsend, WA

NOPMS has use of the entire building.

### Schedule:

Setup: 8:30-9:30 AM  
Doors Open: 9:30 AM  
Registration: 9:30 AM - 1 PM  
Judging: 1:30 - 3:30 PM  
Awards: 4:15 PM  
Show Close: 4:30 PM

### Admission and Fees:

Adults: \$5; Model entry fee - \$5 any number of entries.  
Junior (Age 17 and younger): \$3; Model entry fee - \$1 any number of entries.

### Special Awards:

Theme Award: "Between the Wars 1919-1939". Models depicting objects, events, or people of this period. Sponsored by Peninsula Awards and Trophies.

WWII Eastern Front: Equipment or figures related to the European Eastern Front. Sponsored by R&J Enterprises.

Best Naval Aircraft: Sponsored by the Olympic Squadron of the Association of Naval Aviation.

Best Non-Military Subject: Sponsored by Patti Walden.

Best Automotive Non-Military Subject: Sponsored by Nomads 3 Car Club.

Best Canadian Subject:: Sponsored by Pacific Rim Hobby, Port Angeles, WA

Best Natural Metal Finish: Any subject with a natural metal finish. Sponsored by Green Dragons of Tacoma, Washington.

Judges Choice Award: Sponsored by NOPMS.

Peoples' Choice Award: Sponsored by First Federal.

### Categories With Trophy Awards:

Aircraft  
Ships  
Military Vehicles  
Automotive - Non-Military  
Railroad  
Figures  
Dioramas  
Space and Science Fiction  
Miscellaneous  
Juniors

### Additional information:

Food and beverages available at The Commons Cafe next door.  
Great raffles all day including special raffle at 4 PM.  
Display models welcome.  
IPMS Contest rules apply.  
Washington State Discover Pass not required.

### Driving Directions:

Fort Worden is located in the Victorian Seaport of Port Townsend, Washington, on the Northeast corner of the Olympic Peninsula.

Travelers' Alert! From Points North of Seattle, including Mt. Vernon, Bellingham, and Vancouver B.C.:

The Port Townsend/Coupeville Ferry Route requires reservations going both directions We recommend you use the Edmonds to Kingston ferry, and travel over the Hood Canal Bridge. You will find all the Washington State ferry schedules and rates at: [www.wsdot.wa.gov/ferries](http://www.wsdot.wa.gov/ferries).

### Other Routes:

From South Seattle, Tacoma and Points South:

Take the Tacoma Narrows Bridge (Hwy. 16) northwest to Bremerton, and Hwy. 3 north to the Hood Canal Bridge. Cross the bridge and take Hwy. 19 (about five miles, turn right) north through Chimacum to Port Townsend. With normal traffic, it is 1-1/2 hours driving from the Tacoma Narrows bridge to Fort Worden State Park. There is no fee to cross the bridge heading west. There is a fee when you return to the bridge, crossing eastbound to Tacoma.

From Seattle or Everett:

Take the Seattle/Bainbridge Island or Edmonds/Kingston ferry, and travel to the Hood Canal Bridge. Cross the Hood Canal Bridge and in about five miles take Hwy. 19 north (to the right) through Chimacum to Port Townsend. With normal traffic, it is about 90 minutes from Bainbridge to Port Townsend and one hour from Kingston to Fort Worden State Park (unless the bridge closes marine traffic, which can take an additional 20-40 minutes).

From Olympia and South:

Either use the South Seattle/Tacoma directions, or follow the scenic route up Hood Canal on Hwy. 101. From Olympia, the travel time either way, depending on traffic, is about two hours.

See the NOPMS web site at [www.nopms.net](http://www.nopms.net) for more information.

## HobbyBoss 1/48th Scale Focke Wulf Ta152C-0 and -1

by Hal Marshman Sr

I have bought two of the HobbyBoss C-0 kits and one of the C-1. I am building these as a collection for Baycon/2012. The following are my experiences building the first. The Ta 152C-0 and the Ta 152C-1 are virtually the same kit, the sole difference being the wing undersides. The access panels are different between the two kits; everything else remains the same.

HobbyBoss has cast their kit in a light gray plastic with rather petite engraved detailing. There seems to be a slightly pebbly effect to the surface, but once painted it is undetectable. Separate rudders, wing flaps, and ailerons are provided, along with two cowlings featuring opened or closed cowl flaps. There are two cowl top, one with a small supercharger hump on the left side, the other with a more pronounced hump. There is a small etched brass fret enclosed containing the seatbelts, shelf behind the seat, rudder pedals, and a small semicircular exhaust deflector, meant to prevent exhaust gasses from entering the supercharger scoop. Compared to other German inline-engine-powered planes, this is one large item, the opening being oval in cross section, rather than the normal circular affair. The rudder pedals, and the behind the seat shelf, are also provided on the plastic sprues.

The clear parts consist of a windscreen, blown style hood, and the gun sight. Oddly enough, the gun sight is also duplicated on one of the regular plastic sprues. I gave my clear parts a bath in Future floor polish, and it brought them off nicely.

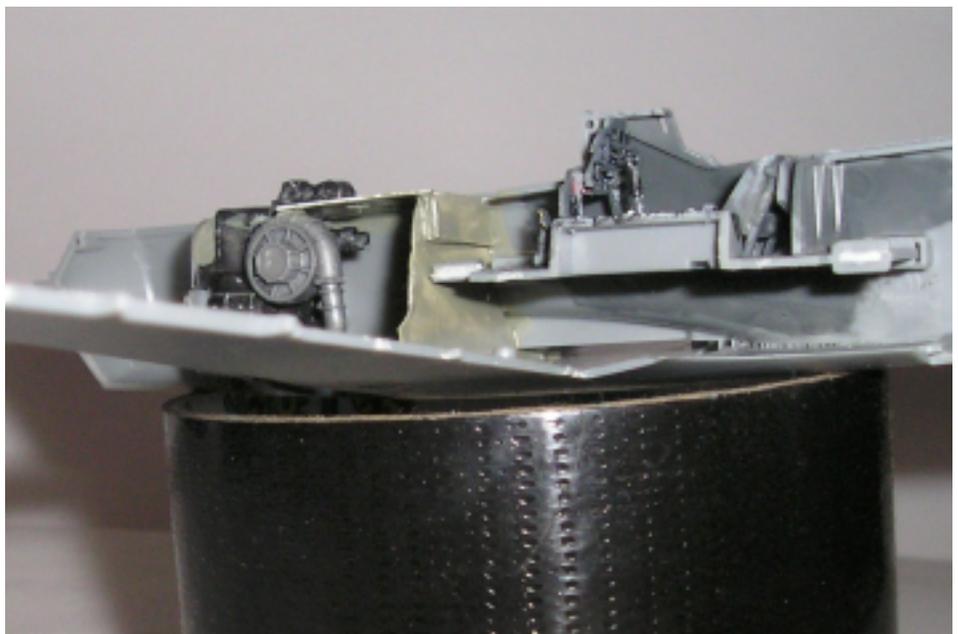
The landing gear is well represented, and nicely detailed. The oleo piston has an attachment that needs to be carefully removed and polished before painting, particularly if you paint the pistons silver.



The gear covers are nicely detailed both inside and outside. This kit provides inner gear doors, and what seemed odd at first, a piston type opening strut. On previous Focke Wulf fighters, we are used to seeing a hinged affair here, but checking what photos are available, it seems like they made a change for the Ta 152. Other external accessories include an RDF loop and an FuG-16 antenna, along with the Morane antenna to go under the left wing. The Ta 152 was armed with two 20mm cannon in the cowl and two of the same in the wings. The spinner carried the muzzle

for an engine mounted 30mm cannon. HobbyBoss gives you breach works for the wing cannon, but the covers are not openable, thus once constructed, they're not visible. Little hitch here, the holes for the muzzles do line up well, and would have the barrels tilted toward the engine cowling. You will need to make an adjustment.

The decal sheet for both airplanes includes some small stenciling, with a small separate sheet containing instrument panel gauges and console top detail. I used the panel



decals, but painted the console tops. Although these decal sheets look quite good on the backing paper, I found them to be much less than adequate when it came to actually using them. Lots of breaking up, folding under or over, etc. It was so bad that I photostatted them onto clear decal sheet. Even coating with the Micro Scale Decal Maker, and coating them with Future did not improve their performance.

Getting down to actual construction, the basic kit went together pretty well. with no poorly fitting parts, On Long Nosed 190s and Ta 152s, the rear of the engine was visible from the gear wells, and HobbyBoss has provided this kit with a nicely done item here, that also goes together smoothly. There is one fly in the ointment, however. There's no bulkhead separating the cockpit area from the open gear wells, thus you can look up into the front of the cockpit. I constructed a bulkhead from sheet styrene, gluing it to the rear of the very nicely done main wing spar. If you'll look at the attached picture, you will note my bulkhead and a ceiling I also made to prevent seeing the inside of the gun mounts.

The kits include a color drawing depicting both side elevations, plus top and bottom renderings. They've color coded the drawings so that you can easily identify what shades are being used. The -0 kit provides decals and instructions for both the factory test version and a proposed scheme for what the fighter might have looked like had it been attached to JG 301. This is the scheme I used on my completed model. The factory scheme is currently being applied to the second -0 kit. The Ta152C-1 kit provides only that factory applied scheme. I find these late war paint jobs very interesting, even for factory schemes

For my purposes, I prefer to not use etched metal, so where there was an injected alternative, I used it. I also prefer to make my seat belts and buckles, and have done so here. I also drilled out the guns, and substituted a fine piece of wire for the plastic Fug-16 antenna. You will

note that the antenna cable is not taut. This is because the blown hood birds did not feature a tensioner, so that when the canopy was opened, the cable drooped. Note also that HobbyBoss did not provide a mast for the fin. Many builders of these kits on the net do not include antenna cables on their birds, but closely inspecting what photos are available, I did find a small mast mounted further forward on the fin than the larger triangular one we're used to seeing on Fw 190s.

My model is painted with WEM Colorcoats RLM 81/RLM 82 for the upper camouflage with RLM 70 for the spinner. The undersides are RLM 76 from Model Master. I must say, I've really enjoyed my modeling experience with this kit, in spite of the few problems. Knowing about these difficulties makes doing the further two in my series more of a breeze. Highly recommended.



## HobbyBoss 1/350th Scale German Navy Type 212 Attack Submarine

by Tracy White

The Type 212 submarine was developed starting in 1994 by Howaldtswerke-Deutsche Werft AG for the German and Italian Navies. Six of the original design were launched and are in service (four with the German Navy, two with the Italian) and four more improved versions have been ordered.

Featuring X-shaped stern dive planes, fuel cell propulsion, and a blended hull/sail design, the Type 212 can operate under water for longer periods of time than other non-nuclear submarines and in as little as 17 meters (about 56 feet) of water.

Plastic parts comprise one tree of parts, upper and lower hull halves, and a stand base. The upper and lower pieces are separated at the horizontal center line and not the waterline. Detail is crisp and well-molded, however there is a slight tendency for the surface to get slightly rougher as it reaches the joints. As this area will most likely be sanded by the builder I think this may be a non-issue.

HobbyBoss needed to break the mold for the upper hull into a couple of pieces in order to keep the detail crisp; the result is a slight raised mold line in a couple of areas where these pieces joined up, but they were small enough on my kit that a couple of passes with some ordinary fine sand paper should clean them right up. The lower hull was also molded with separate mold pieces, but the mold seams are extremely hard to notice and can most likely be ignored.

Test fitting of the two pieces showed a good fit... not 100% perfect, but one that should be easily manageable and requiring a minimal filling and sanding. All of the panel lines matched up, thus there should be no need to fill and rescribe any lines other than to remove filler. One possible annoy-

ance is the top of the sail, which has a raised sensor just below the joint to the cap of the sail. This detail may make the seam more difficult to fill lest one damage or destroy it.

The parts tree contains 22 well-molded parts, over half of which are technically optional. There are two propellers included; one six-bladed and a seven-bladed version with slightly different blade profiles. Photo-etch blades are included as well, but these are so thin and well molded that very few would be disappointed with them.



Options are provided to allow the builder either a clean sail or bristling with all of the antennas and scopes one could want. All of the pieces on my kit looked well done and none were damaged, unlike some other kits I have purchased recently from other manufacturers.

A small sheet of photo-etch is included with the kit. Present are the two propellers again, a spray shield for the sail cockpit, two chocks or hand-holds for the same area, a generic brass nameplate, and the anti-torpedo control wire bracing that is mounted around the tail planes to keep the guide cables from torpedoes from entangling the propeller. One side of my sheet was sharply bent, but it did not affect any of the pieces.

The instructions are contained on a single sheet of paper, with disclaimers and text on one side and parts tree diagrams plus the actual instructions on the other. Graphics are clean and easy to understand, but I quibble a bit about the build order shown and the representation of the stern plane bracing photo-etch, which needs to be cut and left loose around the hull before the

stern planes are attached. If this is not done the PE piece will be destroyed or distorted trying to fit it over the X.

The instructions would also have the builder affix the various masts to the sail cap BEFORE attaching this cap to the hull, which essentially destroys any ability to fill and sand any leftover joints. The experienced modeler will know not to do this, but a first-timer might not and be frustrated. Lastly, the instructions show the "option" of the two different propeller blades (technically four options), but doesn't define the purpose behind the option; was one used only on certain boats, or at certain times? It's up to the builder to find out.

The next included piece is the color and decal placement chart. HobbyBoss has done a decent job of trying to represent the subtle variations of black these boats have, using flat black, RLM 66 Black Gray, and RLM 75 Gray Violet in different parts of the hull. I'm not sure how close it will look, as I plan on doing one of the Italian boats they did not provide markings for, which is painted in a beautiful blue above the waterline. Markings are provided only for the four German boats, and not very clearly breaking down which hull number and insignia should be matched for any particular submarine. The last quibble is that the propellers are shown as being gold, instead of bronze, a perhaps subtle but less garish and more truthful representation.

A small sheet of decals is provided, with hull numbers, insignia, depth markings, and two German flags. All appear well done, the depth markings are fine enough to be difficult to see against the backing paper, but should stand out quite well on the dark hulls.

The HobbyBoss 1/350th scale Type 212 should be a fun build for most modelers and a good "dip the toe in" kit for those thinking of "diving" into the submarine model side of the hobby. I find few vices in the kit so far.

## Cyber-Hobby 1/72nd Scale Aichi D3A Type 99 "Val"

by Chris Banyai-Riepl

Its fixed landing gear reminiscent of the Junkers Ju 87, the Aichi D3A was the primary dive bomber of the Japanese Navy at the outset of the Second World War. It was one of the aircraft that took part in the Pearl Harbor attack, and also took part in attacks throughout the South Pacific. The D3A holds the distinction of sinking more Allied warships than any other Axis aircraft during the Second World War.



Cyber-Hobby's new 1/72nd D3A Val is the third mainstream injection molded D3A kit in 1/72nd, and at quick glance appears to be much better than the older Airfix and Fujimi offerings. Molded in the usual light gray plastic, the kit features recessed panel lines, optional folded wingtips, a detailed cockpit, and an impressive decal sheet with lots of options.

Like most aircraft models, construction begins with the interior. This kit comes with a fairly nice interior, really only lacking seat belts. However, the instructions leave quite a bit out, and use drawings of parts that don't exist. For instance, the cockpit is portrayed as a one-piece tub, when in actuality it is a floor with a rear bulkhead. The seats are both labeled as part D5, but the actual parts are individually labeled D4 and D5. The seats appear identical, so it shouldn't matter which one goes where. While the front bulkhead and instrument panel are depicted in the instructions, one glaring omission is the control stick. This is part

D2, and I'll refer you to the photo here to see its proper location and orientation.

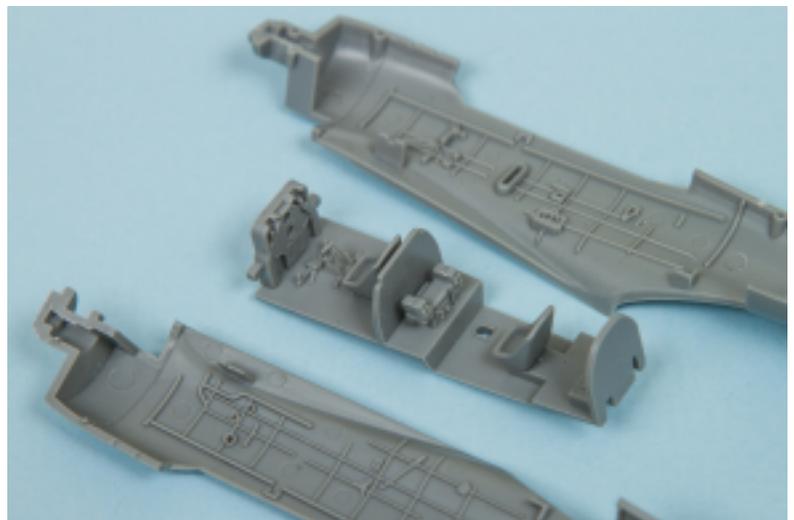
This issue with the instructions is not restricted just to the cockpit, unfortunately. The entire C tree is incorrectly numbered throughout, but at least the parts are visually identifiable so building won't be too much of an issue. One item of note that is not mentioned in the instructions, but is a very useful inclusion in the kit, is the optional cowling parts. The instructions show the two-piece cowl with open cowl flaps. This is nicely molded, but for aircraft on the ground, the cowl flaps are generally closed. The kit includes parts to represent that, but these are split into right and left halves, with a separate front ring. There's a bit more construction needed, but it's nice to have the option.

With the interior done and the engine (which is a nice assembly consisting of both rows of cylinders), the main construction can take place. The fuselage is split into right and left halves, incorporating the vertical fin. The rudder is separate, as are all the other control surfaces. The rib detail is a bit overdone, but nothing that can't be toned down with a bit of sandpaper. The horizontal stabilizers are molded as one piece, and in my experience this will likely need a bit of extra filler at the joint. The canopy comes in two options: a one piece closed assembly and a five-piece assembly for displaying it open.

Moving to the wing, this is done in three main pieces: a one-piece lower wing and separate upper pieces. As noted, the control surfaces are separate, including the flaps. Another nice feature of this kit deals with the wingtips. The D3A could fold its wingtips for carrier storage. This kit provides the option of these in either the folded or extended mode. For the underside of the wing, there are separate dive brakes, and the landing gear features nice wheels sandwiched between the two spat halves. A centerline bomb and two outer wing bombs make up the armament.

Painting options are all the same for the various schemes: overall gray with a black nose. The decals provide various tail codes and stripes. There are also different wheel spat markings, as well as markings for a presentation aircraft. The decals look to be quite nicely printed, although the red is far too bright and too orange. This greatly limits the usability of the markings, unfortunately.

Despite the instruction problems, mismatched part numbers, and off-color decals, this is still a very nice model of the D3A Val, and that makes up for the deficiencies. I'm looking forward to building this up, perhaps in a pre-war color scheme. My thanks to Dragon USA for the review sample.



## Pegasus 1/48th Scale Messerschmitt Bf 109E-4

by Jacob Russell

The Bf 109 E-4 was the third major production model in the E (for "Emil") line of Messerschmitt fighters. It was powered by the Daimler-Benz DB 601A-1, with armament composed of two cowl mounted MG 17 machine guns and two 20mm MG FF/M cannons in the wings. Externally the E-4 was distinguished by a new windscreen and redesigned canopy with heavier framing. The engine mounted cannon of the earlier E-3 was deleted.



The new kit by Pegasus is snap together, so the parts count is low. It consists of 30 parts, including the clear canopy, attached to three sprues. The rest of the parts are molded in a medium gray plastic. My overall impression of this kit is positive. The panel lines are recessed and are well done. There is decent cockpit detail molded to the inner fuselage halves, and also some ejector pin marks that require careful removal. The seat and rudder pedals are molded integrally with the cockpit floor and I would add either seat belts or a pilot figure for best results.

The control column and instrument panel are separate pieces, but the instrument panel is blank so I would use Mike Grant instrument decals if so inclined. Returning

to the fuselage, the supercharger intake, upper and lower cowls, and exhausts are also individual pieces, and are reasonably well done. There are some sink marks on the outside of the fuselage, under which are the sockets for the connecting pins-remember this is a snap together kit-but a little Mr. Surfacer or your filler of choice will sort these out quickly. The upper cowl falls on a non-existent panel line that will need to be filled.

There is also canopy armor to add to the canopy which is a nice touch. The upper wings have adequate wheel well detail molded into their upper surfaces and the lower wings have the cannon barrels

molded on, but the inner faces of the wing radiators are blank. I might add a plastic card radiator face to avoid a see-through effect. Given the low parts count, it is nice to see a separate propeller, spinner and back plate. Many 109Es had the spinner back plate painted in a different color than the spinner so this will ease painting. Well done, Pegasus! There are also two sets of landing

gear so you can build the model in flight or on the ground. In the case of the latter option the landing gear and doors are molded in one piece.

The wheels are simplified in detail and the tread of the tires is overscale. True Details, CMK, Ultracast, and Aires all have resin 109 wheels for those who feel compelled to upgrade. Minor omissions from the parts list are pitot tube and aileron mass balances. The single decal/sticker option is for the Bf 109E-4 of Major Adolf Galland, Kommodore of JG 26 "Schlageter", France, 1940. This plane - the most familiar 109E of all?- was painted in the standard RLM 70 Black Green/71 Dark Green/65 Light Blue with 70/71 mottling. The rudder, spinner, back plate and entire cowl were painted in

RLM 04 Yellow. The decal/sticker sheet includes all national insignia except swastikas, and also the JG 26 shield and the "Mickey Mouse" emblem. The decals are well printed and in register.

I checked the wings and fuselage against 1/48th scale plans in the AJ Press monograph, *Me109 Part 5*, and the wings and fuselage matched almost perfectly; the wings in particular are slightly narrow, but very close. The propeller blades are also too narrow. But the kit certainly looks the part. Check your references as to the colors of Galland's plane. By 1940 the Luftwaffe had switched to RLM 71/02/65 on the upper surfaces and at least one of Galland's 109Es was painted in RLM 74/75 upper surface colors. Most of Galland's planes also had a telescopic gun sight. And a cigar lighter, but I digress!

There are plenty of Emil kits out there, but how many of them could you build and paint with your children in one day? This kit is accurate, inexpensive, well detailed, and the perfect antidote to the "throw everything aftermarket at the kit" school of model building. I like this kit, I recommend it, and I bought mine at the Skyway Model Shop.

### References

*Messerschmitt Me 109 Part 5*, by Robert Michulec, AJ Press, 1998.

*Messerschmitt Bf109 in action Part 1*, by John R. Beaman, Jr. & Jerry Campbell, Squadron/Signal Publications, 1980.

*Messerschmitt "O-Nine" Gallery*, by Thomas H. Hitchcock, Monogram Aviation Publications, 1973.

## MiniArt 1/16th Scale Samurai

by Chris Banyai-Riepl

The samurai was the term for the military nobility in Japan. The samurai evolved from the reforms implemented after the Japanese loss in Korea in the mid-600s. The political structure of Japan varied for the next several centuries with a decline in central power. Powerful clans rose up to fill that power gap, and the need for protective military for those clans became important. Alliances developed, and a strict code was established to organize soldiers and police. The samurai class evolved according to that code, originally restricted to arresting rebels and helping to acquire provisions for the army. By the end of the 12th century, the samurai class expanded to become the major political ruling power in Japan.

MiniArt has produced several 1/16th figure kits, and their latest tackles a challenging subject: the samurai. This is challenging because of the ornate armor worn by the samurai, but this kit does a pretty good job of replicating that. The kit is molded entirely in plastic, and understandably is rather complex. There are no decals or other accessories provided, so the finished model will rely entirely on your hand in painting to cover all the details.

The instructions are nicely done with all the steps depicted with actual photographs of the kit parts. It will be wise to follow these closely, as the kit looks to be one that requires a specific order of assembly. The lower body is made up from five pieces for the thighs and seven pieces for the calves and feet. Over this fits the armor skirt, which is made up from four pieces. The belt and scabbard comes in six pieces, which finishes out the lower body assembly.

The upper body starts out with three main pieces before moving on to the arms. There are seven parts making up the arms, while the head is made up from two pieces. The remainder of the parts make up the

chest armor and helmet. There is an option to provide a mask for the face. The helmet is really nicely detailed, and by the time you've added all the accessories in the final step, you will have assembled a total of 59 parts. And guess what, folks, that's the easy part, because next is the painting.



The painting diagram is actually rather nicely done. You get a front view and a rear view color painting, with paint callouts. It doesn't take much effort to notice that there is a lot of fine details to paint here. A LOT. The armor skirt has a basic pattern to it that is marked clearly, but the exposed clothing is patterned, and all of that will need to be hand-painted. Close examination of the painting shows some very intricate design work on the armor and helmet, which will be quite challenging to paint. When done, though, this kit will truly be an incredible figure to display.

The 1/16th scale MiniArt figures remain some of the best injection molded figures out there, and this one is no exception. It will be a fairly simple build combined with a complex paint job, but should you pull it off it will be a memorable model. My thanks to MRC for the review sample.

## Upcoming Shows

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](http://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

10/7/2012

T.A.M.S. Fall Nationals  
Scale Automotive Contest  
Lakewood Elks  
6313 75th St. W.,  
Lakewood, WA  
Gary Davis 253-472-3447  
Harold Conrad 253-770-9470

## Jagdpanzer 38 Hetzer Walk Around, by Hans-Heiri Stapfer

reviewed by Andrew Birkbeck

Yet another in the long established series of military vehicle monographs from Squadron Signal Publications under their "Walk Around" range, this particular title covers the Jagdpanzer 38 Hetzer. The book is in softback (card cover) format, 80 pages in length, with the glossy paper pages measuring 11 x 8 inches. The same title is also available in a hardback format, should you wish to spend the additional money.

Those familiar with this series of books will not be disappointed, as it follows the tried and true Walk Around format: the reader is given a brief written history of the Hetzer range of vehicles, a late war armored, tracked tank destroyer based on the Panzer 38(t) chassis. The Hetzer became the most widely used tank destroyer employed by German forces in WW2.

The first 56 pages of the book cover the Hetzer's wartime employment with German forces on both the Eastern and Western Fronts. The written text is supplemented by numerous color photos of current museum vehicles, together with black and white wartime photos. All the photos throughout the book are well captioned.



Also included are nicely rendered side profile line drawings, together with color camouflage and marking side profiles.

Part two of the book, pages 57 through 80, covers the history and development of the

post-war Hetzer, built by the Czech Skoda factory and sold to the Swiss military as the G13. Again, the written history is supplemented by numerous color photos of museum examples, together with black and white period photos, and color camouflage and markings profiles.

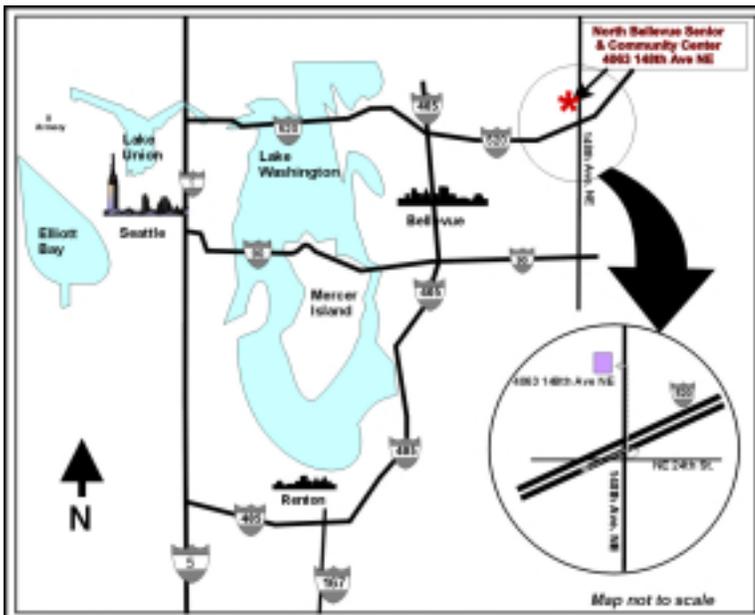
I feel this book offers very good value for money to anyone interested in the history of this vehicle series, and especially to the modeler who wishes to have a good single source reference to detail the numerous model kits available on the market. In particular, the book offers excellent interior views of both the Hetzer and the G13. My thanks to Squadron Products for supplying the review copy and to IPMS/USA for the opportunity to review it.

Company: Squadron Products  
 ISBN #: 978-0-89747-658-4  
 Price: \$18.95  
 Product / Stock #: SS27027

Web site: <http://www.squadronsignalpublications.com/>

## Meeting Reminder

## June 9



### 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.