

Seattle Chapter News



Seattle Chapter IPMS/USA
November 2012

PREZNOTES



I Have A Dream...

At the recent IPMS Vancouver Show, I took my own PrezNotes to heart, and pulled nine models from my display case on the way out the door to the event. The result of this effort was eight ribbons, including two category sweeps. Nice as these ribbons were to receive, what really made my day was a fellow modeler who I did not know coming up to me and complimenting me on his "favorite model of the show": my 1/35th scale Valentine tank. He was working on the very same model himself, said he was very impressed with my building and finishing techniques, and we proceeded to have a thoroughly enjoyable ten minute conversation about our two models, and other assorted subjects. As I said in my earlier PrezNotes, people come to model shows to see OTHER people's models. It was great to have my belief confirmed by the very enthusiastic fellow that I met in Vancouver, and I was very pleased that it was my model that "made his day".

As the current President of IPMS Seattle, I would like to encourage everyone in the club to enter one of **their** models in **our** show this upcoming April. Daylight Savings Time has ended, the weather has turned cool and wet, and there are now nearly six months of excellent modeling weather between now and the 2013 IPMS Seattle Spring Show. ALL my models entered at the Vancouver Show were built out of the box. Nothing complex is required to crank out one of the many excellent models available on your "to build" shelves, surely, in a six month period? A half-hour a day, or an hour every couple of days is all it takes, and over a

six-month period, that is around 90 hours of solid modeling time. Give it a shot, and I guarantee you will have a more enjoyable Spring Show being a contest participant!

See you at the November meeting!

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.

November 10

December 8

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

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

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2013 NorthWest Scale Modelers Show: Save the Dates!

by **Tim Nelson**

It's time to block out Presidents Day Weekend 2013 (February 16-17) for the biggest extravaganza of modeling in these parts, the NorthWest Scale Modelers Show at the Museum of Flight. If you're a regular, you know how fun it is. If you've never participated, well then it's a good time to start!

As always, the centerpiece of the show is the large model show in the MoF Great Gallery. Last year, we set a stunning record of 3,030 models on display. This year we are intentionally downsizing – but only a bit – to open up better foot traffic patterns among the tables. We still want you and your models there.

There will be the usual plethora of working tables, and a variety of skill seminars in the small Murdock Theater. Emil Minerich of Skyway Models and Mike Shaw of Galaxy Hobby will continue their great sponsorship of Make & Take programs for kids on both days. Bob Jacobsen will return with his 1:1 scale working R2-D2, and we'll designate an area for R2 interactions to help avoid the traffic jams we had with the throngs of attendees last year. We expect MoF Senior Curator Dan Hagedorn – a great friend of the local modeling community – to continue with his Curator's Choice award for his favorite model. Other than Dan's award, this is a pure exhibition, not a contest.

Although the main model show is organized by modeler, we will have two special group displays for 2013: "Small Air Forces" and "50 Years of IPMS/Seattle". More on that soon...



Macchi C.200 Saetta, by **José Fernandez**

reviewed by **Chris Banyai-Riepl**

The Italian air force during the Second World War flew quite an eclectic collection of aircraft, ranging from useful foreign aircraft such as the Bf 109 and Ju 87 to their own indigenous designs, culminating in the superlative Fiat G.55 and Macchi C.205. The ancestor to the latter, the Macchi C.200 Saetta, was the aircraft many Italian pilots cut their teeth with, engaging in battle against the Allied forces and then shifting to the training role. Well over a thousand were built, and the type remained in service in some form or another until the end of the war, with a small number remaining in service until 1947.

This newest title in the Mushroom Orange Series examines the Macchi C.200 Saetta in detail, including scale drawings and color artwork. The text is well written and covers the development and production of the aircraft. In a different manner than other titles from Mushroom, this book has the color profiles interspersed throughout the book, breaking up the pages of text and

photos. While this does make it a bit more challenging to find a specific illustration, I did notice that it made me read more of the text as I flipped through the book, so ultimately this is a good thing in terms of learning more about the subject.

For photos, the book includes both black and white and color images from the Second World War, as well as color photos of museum examples. The latter do a great job of showing details of various sections, and will be of great use to scale modelers. Also of use are the scale drawings, which are provided in 1/72nd in the pages and 1/48th in a separate pull-out sheet.

Overall, this is an excellent book on the Macchi C.200 Saetta, and anyone interested in Italian aviation and the Regia Aeronautica during the Second World War should definitely pick this title up. My thanks to Mushroom Model Publications for the review copy.

Publisher: MMP Books
Orange Series No 8113
ISBN: 978-83-61421-51-1
Binding: Softcover
Pages: 112

Dragon 1/35th Scale Sd.Kfz.3a Maultier Half Track

by Eric Christianson

This new Dragon '39 to '45 Series Sd.Kfz.3a Maultier ("Mule") offering is the first completely new rendition of this veritable German workhorse to come along in quite a few years. The Maultier was used in every theater the Germans fought and was extensively modified for a variety of combat and support roles. The version offered by Dragon this time around is the standard cargo carrier with high, wooden-slat sides.

The kit comes in one of Dragon's ubiquitous over-stuffed boxes, filled with sprues and topped with a sheet of black cardboard stock holding the Magic Track links, the photo etch sheet, the decals, and a windshield-mask sheet. As usual, once you remove the sprues from the box, good luck with getting them back in. There are some beautiful slide-molded and single-piece parts that are well protected by the sprues, such as the front hood and main cab sections. Modelers familiar with Dragon kits will find the same soft plastic and beaucoup sprue attachment points, requiring careful sanding and cleaning to preserve the original lines and surfaces. The two-piece tires are made of plastic and look really great. The molding is excellent with no noticeable flash or sink marks. The detail is crisp and the number of attachment points and nodes, while many, are mostly located in areas that are easily addressed.

The contents of the box include:
15 sprues in light grey plastic
Magic Track individual track links in light grey plastic
7 etched brass parts
3 plastic tires (including a spare)
1 decal sheet (roll-your-own numbers with four illustrated schemes)
1 windshield masking sheet with three self-adhesive masks
1 six-page instruction sheet with 13 steps



I don't know what is happening at Dragon, but I have experienced a significant decrease in quality in regard to the accuracy of the instructions as of late. This is the third new Dragon kit in a row where significant documentation issues have clouded an otherwise excellent build.

You will need to go slowly and test fit everything. There are issues with the part numbers, the drawings, and even the parts map. I recommend that you not throw anything into the spare parts box until you are finished!

Right away, you will run into a documentation problem whose significance will only appear later (in my case, after everything had dried). In step one, the engine, radiator, front axle, and leaf springs are attached to the wrong frame (Part C41). You need to use Part H35 instead. The two frames look nearly identical, but all the parts for the halftrack chassis will only fit on the H35 frame.

I left the wheels and tires off for now so I could paint and weather them separately. Note that doing so, however, will also require that you leave off the delicate linkage up front (Parts C6/C7/C19).

In step four, the part numbers for Parts H27 and H28 are reversed in the illustration, as

are the six parts that attach to Part H9. The illustration, however, is accurate and the fit is pretty obvious here, so you shouldn't have any problems.

(Note: I decided to assemble the track following step five below, before it was called for in step thirteen. I did this so the track would be finished before all the fiddly parts and PE were added. It's a good thing too, since doing so uncovered a second, significant problem with the instructions. For some reason, step four will have you attach two small hubs (Parts H11), one at each end of the main drive axle. These hubs have the effect of forcing the drive sprockets farther outside of where they normally would have been. Unfortunately, I made the assumption that there was some purpose for this and let these hubs dry thoroughly since they would be supporting the main sprockets, and thus the track.

Before I laid down glue onto the individual track links, however, something didn't look right. Using a straight edge, I discovered that, sure enough, the sprockets were lined up *waay* outside of where they should be if the track was going to fit. I took out the second (spare) axle in the box to see if the part numbers were wrong but it did not look any different where it counted, so that wasn't it. I ended up breaking off each

drive sprocket, re-boring the hole, and slipping the sprockets back over the remaining axle ends until they lined up and then drenching each end with glue.

Consequently, I strongly suggest that you first assemble and attach the four bogies (see next paragraph) and let them dry thoroughly before you attach the front track axle and drive sprockets [minus the two Parts H11]. Only then can you properly align the two drive sprockets with the rear bogies. The teeth should fall in line with the return rollers and the bogie wheels.)

Step five, where the four bogies come together, took me much longer than it should have. Instead of breaking the assembly into several steps in the instructions, Dragon chose to combine all four assemblies into a single, one-sided drawing.

The problem with this approach is that the bogies, when assembled, are flipped for each side of the vehicle, and even reversed between front and rear positions. This means that the orientation of the parts when assembling the four bogies is dependent on where each bogie will end up on the vehicle. Aside from the actual wheels, all 24 other parts are different and you need to be very careful how you put these together because, unfortunately, the part numbers in the illustration are not accurate.

I recommend that you remove and clean (!) all 24 parts from the sprue and test fit each set of six parts (plus wheels), using the drawing in step eight as your guide. Once the bogies are dry and everything looks like it fits, you will need to create some kind of jig to glue the bogies to the chassis, as the connection points are very small and thin with next to zero support. I temporarily attached the front wheels and tires and used several piles of sticky notes to line everything up, weighing it all down with a heavy pair of tweezers. I knew I had the right height of sticky notes under the chassis when I could touch each wheel without it moving.

Looking through the instructions, I decided to assemble and install the track at this point in time. Every step beyond this point merely adds things that can break off or get in the way.

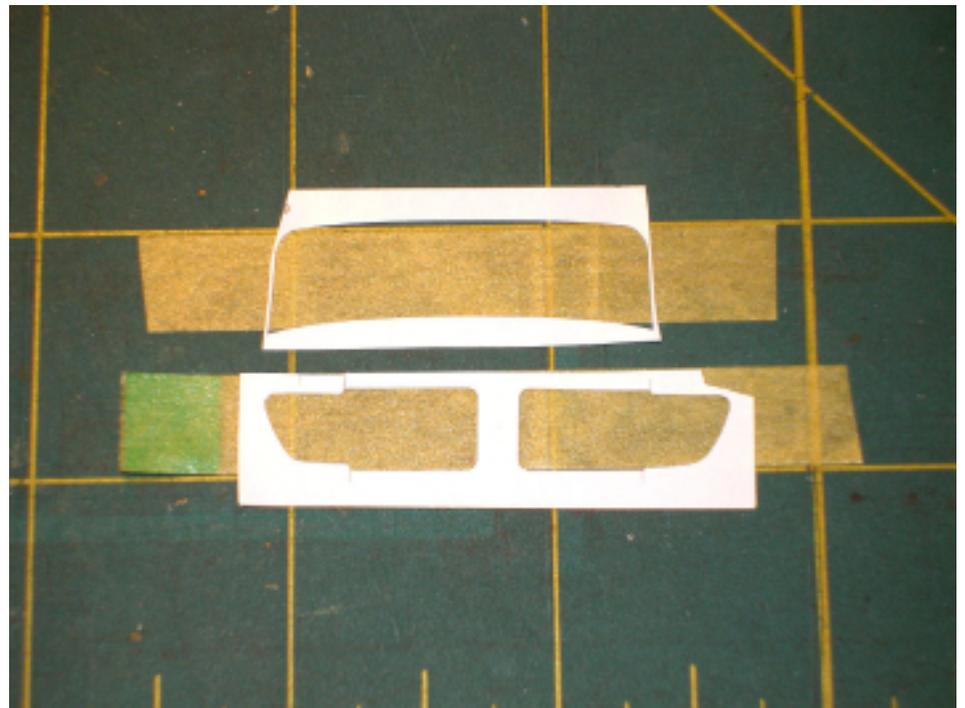
Once the chassis was completely dry and hardened, I tackled the track. I don't really have a problem with Magic Track; in fact, it is one of the reasons I prefer Dragon armor kits over several other manufacturers. Not having to clip and clean the links, for me, outweighs the somewhat tricky assembly. The track links included with this kit are very, very small, however, and putting them together took some effort. Luckily, they fit perfectly and if you take your time you should not have any problem.

The kit comes with 194 links. According to the instructions, you will need 85 links per side, but I ended up using only 82 per side while still allowing for a significant amount of sag between the return rollers. So, officially, you have 24+ extra links. The links are small, but if you work in runs of 28 or so you should be able to keep your sanity intact. The small links have one advantage – they connect very easily

when placing the runs on the model. All of the links are identical (not sided).

Step six shows a perfect example of why I keep coming back to Dragon, instructions notwithstanding. The delicate detail and absolutely flawless fit of the two engine hood halves and front grill, a visually prominent feature of the kit, is something to behold. Once they're cleaned up, you have to admit that few manufacturers can pull this off like Dragon.

In steps seven through nine, you install the clear plastic glass, and Dragon has thoughtfully provided a mask set – but only for the main windshield and the two doors, and only one side of each, leaving you on your own for the backs of these pieces and the rear-facing window at the back of the cab. There is a little extra masking material left on the sheet so I used that for both sides of the rear-facing cab window. I then created reverse masks using what was left from the original sheet, laying the blanks over Tamiya masking tape and cutting out the patterns. I first stuck them to the back of my hand and then to the model so they would be easier to remove later, after painting. This worked



very nicely (see photo at foot of previous page).

Note: Even though the single bench seat is shown attached in step eight, do not attach it until after you insert the fuel tank in step nine – otherwise, toss the fuel tank in the spare parts box (it cannot be seen on the finished model, anyway). The completed cab cannot be attached to the chassis with the fuel tank in place.

At this point, I stopped and painted the interior so I could seal it up before continuing with the rest of the build. I gave everything a coat of Tamiya NATO Black, followed by a post-shading coat of Tamiya Dark Yellow. Once that was dry, I brushed on a filter coat of Mig Shadow Brown (oils) heavily thinned with Mona Lisa Paint Thinner. I added a little Mig Rust (oil) to that and gave the leather bench seat a filter coat. I applied the dashboard decals and, once dry, coated them by hand with Future acrylic to simulate glass faces. I then set about painting the various gear shifters, brake levers, and the steering wheel with different shades of browns using Vallejo acrylics. Once satisfied, I pulled off the interior masks and assembled the driver's compartment, taking note of what I would need to cover to prevent paint and other air-brushed materials from reaching this inner sanctum.

Step ten is where you assemble the truck bed. The detail here is exquisite and Dragon has done a great job in capturing the rugged look of the Maultier's *raison d'être*. But for this kind of detail, you pay a price. Each side wall has seventeen sprue attachments and pour stubs that you have to clean first. That accomplished, the fit is perfect. The instructions would have you attach the undercarriage structure prior to building the cargo box on top; I would suggest that you flip these two steps and do the cargo box first. Then you can flip the box over and have a solid base for the undercarriage work.

Many parts in the kit are from an Opal Blitz truck, including the tailgate. This section

fits and can be used in place of the higher tail gate on the Maultier. The cargo box sections can be attached in the open position (they fit, laying out horizontally, or down along the sides of the vehicle), but there is no purpose-designed supporting structure for doing this included in the kit.

Attaching the cargo bed to the chassis frame involves lining up no less than ten very small alignment posts with their holes. I saved myself a little time (and sanity) and sanded off all but four posts, two in the front and two in the back.

In step twelve, ignore the instructions that say to use Parts D1-D3 as hood latches for the engine compartment hood – you already did that in step six. Also, those two tow hooks that magically appeared on the front bumper in step nine have now (correctly) disappeared again. Part D11, on the other hand, is listed as a not-used part, but it is used, and appears in the illustration in step twelve – it is the rectangular front license plate holder. Unfortunately, I discovered this after painting was finished. This omission drew my attention to another curious hole in the center of the

front grill where perhaps a radiator drain plug should go. Not finding any extra part that fit, or any positive evidence that something should go there in my research material, I left it alone.

In step thirteen you attach the two PE mudguards. Be careful when you bend these pieces – if you start too far down (like I did - see photo below) they will not fit in the tight space between the track and the rear of the cab. Unfortunately, there is no cheat line on the PE for these folds. The curve needs to be in exactly the right place and the illustration provided is not much help. I would wait until everything is dry and then carefully mark the PE where the curve should start in order to match the space required.

Once everything else was attached and had dried, the Maultier was ready for paint.

I decided to paint my Maultier in a three-tone late-war scheme – say, June, 1944, France. 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 then airbrushed the entire vehicle



Tamiya NATO Black. This provides the dark shadow that I wanted in all the nooks and crannies.

I then gave the entire model a coat of Tamiya Dark Yellow, followed by a post-shading coat of the same color with a little Tamiya Deck Tan added, working from the center of the panels outward, to lighten up the yellow a little. Next, I sprayed a mottled pattern using Tamiya Dark Green and Tamiya Red Brown, followed by an overall misting of Dark Green to bring the three colors together.

Once this was thoroughly dry, I hand-brushed Future in all the appropriate places and applied the decals using Red and Blue MicroSol/MicroSet without any problems. The decals are thin and separate from the backing effortlessly. Once the decals were dry, I shot the whole vehicle with Future to prepare it for a wash.

I let the Future dry for two days and then gave the vehicle a pin wash using Mig Wash Brown oils. I followed this with a road-dust coat of Vallejo Model Air Light Brown and then shot the whole vehicle with Vallejo Flat Varnish to kill the shine. For a finish, as well as a build review, time is precious, so all I could do is to apply some Mig Dust and Dry Mud pigments to the front wheels. I also received a set of Oil Drums and Jerry cans to review, so this Maultier isn't quite done yet!

Building this kit was a challenge. After step four, I could no longer assume anything regarding the assembly, except for the good possibility that the instructions would be wrong. I really like Dragon armor models. Magic Track, slide-molding, the exquisite detail, the unique and interesting subjects...the design and engineering alone puts Dragon ahead of most of its competitors. In some areas, such as slide modeling and track, they lead the pack. These continuing problems with documentation, however, threaten to render all of these benefits moot, at least for me, and that's a shame. These are great kits.

For this reason alone, I can recommend this kit for experienced modelers only – at least until Dragon solves the issues with their documentation.

That said, I would still like to thank Dragon and Dragon Models USA for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.



Hurricane Bookshelf and Theater: Mightily High!

by Scott Kruize



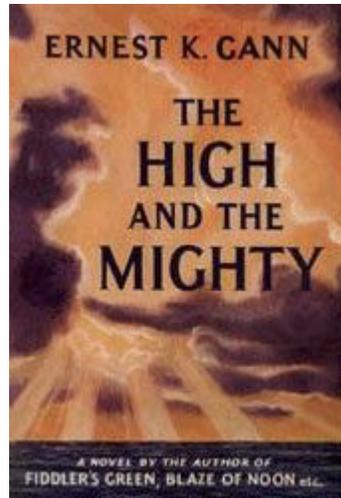
Nearly two decades before *Airport* and all its sequels began...over three decades before *Airplane!* and its sequel lambasted the whole genre into hysterical silliness...there was the original 'high-tech airliner full of people is going down aaaaahhhhhggg we're all gonna die!' movie: *The High and the Mighty*.

Personally, I do not know if it's possible for a powerful, advanced radial piston engine to:

- Run on regular, routine airline service for a substantial period of time, then
- pass today's routine and preflight inspections today, and
- start up and behave itself perfectly for several hours, but then
- give two widely-spaced, extremely brief severe shakes, while
- showing a teensy five-degree rise in head temperature over the course of an hour, then:
- seize;
- throw its propeller into and through the adjacent wing structure, and
- burst into flames;
- wrench itself almost, but not quite, out of its mount, and finally:
- hang in the slipstream forevermore at a worse-than-useless 30 degree angle

Presumably, author Ernest K. Gann actually does know whether this is all possible. He writes as if he thoroughly understands technical matters like this. In this particular case, the plot required the

engine to behave this way in order to throw an airliner, just barely past its halfway 'point of no return' between Hawaii and San Francisco, into a panic.



I also have no idea if a pilot with a long history of exceptionally competent flying could one day encounter a freak accident on takeoff which killed everybody on his plane except him. If so, would he give up flying for awhile, and go into seclusion? Then would he someday re-emerge and get a job as a lowly co-pilot? This was also a necessary plot element.

I stumbled across a used copy of *The High and the Mighty* at a garage sale at Ocean Shores. Of course I'd heard of it. How could anyone not, who's ever known anything about airplanes, or ever watched a Hollywood movie, since the mid-50s?

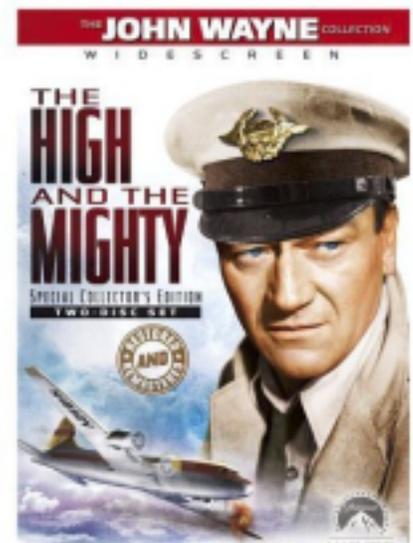
I had to admit, though, that I'd never read the novel nor seen the movie. Bought the book for fifty cents, and read it over the course of one leisurely weekend there. This was possible not because the novel is short, or because I'm some kind of super speed reader. Rather, it's because I have an extremely low threshold for soap-opera stuff, which is why I can't read any of those silly romance novels. *The High and the Mighty* alternates between two major elements. The first — which I read with great interest — was about the intricate details of aeronautical engineering as applied to modern airline flying, their flight

control systems, emergency procedures, the vagaries of radio communications, the ingenuity and resourcefulness of Man as imminent disaster threatens, the Coast Guard's personnel and the service's astonishingly high-tech capabilities in 1954.

The other half is soap opera stuff: the crew members and passengers of the doomed flight ponder things such as facing up to oneself, the finding of true love, the stark reality that money can't buy everything, the Meaning of Life, and how to conjure up the fortitude to face death. Yeah, yeah, yeah...yada yada yada...

By skimming lightly over all those parts, I was able to and read the remaining half-a-book in a slow weekend's free reading time.

This is not to say it isn't a good book all the way through. I have to say that Ernest K. Gann's writing is good, and of course he knows a great deal more than I do about how to write things that actually sell.



And sell it did. Not only were many hundreds of thousands of copies of *The High and the Mighty* sold, but it became a recognizable classic, and opened the door to making a Hollywood movie, for which Gann wrote the screenplay from his own book.

Once in Hollywood, various flourishes were added, including the dramatic photography of the DC-4 cruising over impossibly beautiful Pacific skies, and of course, the portrayal of John Wayne as The Co-Pilot with a Past. I know all this because after reading the novel, I had to tell Sandra all about it, and that I'd like to see the movie. She said she had seen it, way back when, while she was married to that other guy, what's-his-name, Tim or Tom something-or-other... From time to time, Sandra suggests that we watch some movie, and occasionally it'll be one that I saw, a long, long time ago, when I was briefly married to that blond musician what's-her-name, Jean or Janice or something-or-other...

Two observations: it's OK to watch a movie with your spouse, even though they saw it Way Back When. Also, it's possible to enjoy watching *The High and the Mighty* nowadays. Have a fun evening doing so, and don't think about Airplane! You can do it.

Well, if you're like me, you can ALMOST do it!

Kinetic 1/48th Scale T-45A/C Goshawk

by Chris Banyai-Riepl

The T-45 Goshawk is a heavily modified navalized variant of the internationally popular BAe Hawk trainer. It was designed to replace both the T-2 Buckeye and the TA-4 Skyhawk, and the aircraft became operational in 1991.

One of the most highly anticipated kits for 1/48th scale modelers is finally here: the Kinetic Goshawk. With the big differences between the BAe Hawk and the T-45, trying to convert a Hawk into a T-45 was challenging, to say the least. Now, with the Kinetic kit, an out of the box T-45 is now possible. The kit comes molded in the usual Kinetic light gray plastic, with

recessed panel lines and good interior detailing, with options to build either a T-45A or a T-45C. The decal sheet provides markings for a couple of Goshawks, one T-45A and one T-45C.

Starting with the interior, it is here that the most noticeable differences between the T-45A and T-45C show up. You get two separate instrument panel hoods, and separate instrument panels for the two variants. The cockpit has decent raised detailing, and the instrument panels will paint up quite nicely. The seats are made up from eight pieces, and aside from the lack of seatbelts, should be quite good by themselves. The cockpit tub has the nose wheel bay on the underside, and has a separate rear bulkhead. The canopy has an insert for the center windscreen.

Moving on to the landing gear, this is one of the bigger differences between the Hawk and the T-45. To handle the stresses of carrier landings, the landing gear is beefed up. This kit does a good job of capturing that look, with hefty struts and detailed wheels. The nose gear strut has two options, one with an extended oleo and one with a short oleo, providing a nice alternative.

For the fuselage, this is split into right and left halves, with separate intake pieces. There is complete intake trunking and exhaust pipe. The separate intake pieces include a separate splitter plate and exterior piece, with a separate interior part that matches up to the intake trunking. The instructions don't mention a specific amount, but they do note that you will need weight in the nose of this one. With all that in place, it's time to button the fuselage up.

With the fuselage

together, the rest of the assembly will go quickly. The stabilizers are molded as solid right and left pieces, and the fuselage air brakes are separate. The wings are split into three pieces, with the one-piece lower wing incorporating part of the lower fuselage. The main wheel wells are built up from separate side pieces that fit around the well on the upper wing. Once together, the addition of the flap hinges complete the main wing assembly, and here you have the option of raised or lowered flaps, each with different hinge pieces. With the wings on and the landing gear on, it's time to paint.

The paint scheme for the T-45 is colorful, being in US Navy trainer white and orange. Both options are from Training Air Wing 2 out of NAS Kingsville. The decal sheet has some stenciling and detail markings. The T-45A is BuNo 163654, with MA-RINES on the fuselage side, while the T-45C is BuNo 167106 and has small NavAir logos on the rear fuselage. The decals are nicely printed, with artwork by TwoBobs Decals.

This is an excellent addition to the Kinetic line, and a great subject that will definitely be quite popular. Undoubtedly we will see some colorful markings for this kit in the near future. My thanks to Stevens International for the review sample.



Meng 1/72nd Scale Convair F-102A Delta Dagger Case X

by Chris Banyai-Riepl

Protecting the United States from incoming bombers was the primary mission of the ADC in the early years of the Cold War, and airborne interceptors made up a significant portion of that Command. Initially these were converted day fighters like the F-86D and F-94, with only one purpose-built interceptor, the F-89, being developed from the ground up for this role. All of these early interceptors were subsonic, though, and the need for a supersonic interceptor was high on the priority list. Convair's work with delta-wing aircraft resulted in their entry into the ADC interceptor realm with the F-102A Delta Dagger.

The F-102 was the first operational interceptor to take advantage of area rule, the pinched fuselage appearance that became common in aircraft design for decades to come. Additionally, it was the first supersonic interceptor for the US, and it quickly filled the ranks of both the ADC

and ANG. Both Greece and Turkey also purchased the aircraft, and the F-102 saw combat during Vietnam.

For such a colorful aircraft, it is surprising that we haven't seen more kits of the F-102. In 1/72nd, there is only one, the ancient Hasegawa kit, which was not too bad when it first came out. However, it first came out over 40 years ago, so it's not hard to surmise that it doesn't stand up to today's models. So when Meng had announced a new-tool F-102A in 1/72, modelers around the globe rejoiced, and the parenthetical reference on the boxtop to Case X suggested that they did their homework as well.

A bit of a background on that Case X nomenclature is probably welcome here. The F-102 underwent several aerodynamic design changes throughout its operational career. The first operational F-102 had that easily identifiable short tail, but it also had intakes with no splitter plates. Stability issues resulted in the taller fin, and the intake splitter plates were added to improve airflow, resulting in the standard F-102 Case X (that's Ten, by the way). There was also a more subtle change that is not as readily apparent in that the main

landing gear was angled two degrees. This made for a big improvement in minimum takeoff speed, especially with the Case X wing as it had smaller elevons.

The Case XX wing differed from the Case X wing in that the camber continued on out to the wingtip, rather than transitioning to a reflexed wingtip as seen on the Case X wing. This improved overall handling across the flight envelope, as well as gave a slight increase in top speed and maximum altitude, but at a reduction in range. The Case XX wing was standard on all F-102s from 56-1317 onward, and was not retrofitted. So check your serial numbers to see whether you need a Case X or Case XX kit. Given how the Meng kit is engineered, we will see a Case XX release before too long.

Back to the plastic, the kit comes molded in gray plastic with recessed panel lines, optional open or closed weapon bay and airbrakes, a detailed cockpit, and external drop tanks. The decal sheet offers three aircraft options, and unlike some of the Hasegawa kits, this one actually has all the options designed for the Case X F-102. Overall first impressions are that this is going to be a great kit.



Jumping into the construction, we start with the cockpit. Having built the Hasegawa kit ages ago, I know that if you choose to build an F-102 with the canopy closed, you really don't need much on the inside as very little can be seen. With the canopy open, there is more visible, but it is still a very tight office. This kit provides a very good interior, though, with the ejection seat comprising of three pieces, a separate instrument panel and control stick,

and a cockpit tub that includes the overhead area behind the seat. The instrument panel and side consoles both feature raised detail, and the sidewalls in the fuselage halves are thinned down for a more accurate rendition.

The next step in the instructions covers the landing gear. Here is another area that reflects some changes between F-102s: the nose wheel. This kit comes with the spoked nose wheel, while some F-102s featured a nose wheel with closely spaced ribs. I am not sure when that ribbed nose wheel appeared, but perhaps we will see that on the Case XX sprue when that version is released. The gear struts themselves are well done, with both the nose gear and main gear legs featuring separate oleo scissors. The mounting supports look quite sturdy as well.

Attention now turns to the fuselage assembly. The engine exhaust bits are very nicely done, with a separate two-piece pipe matching up to a rear bulkhead that features the engine exhaust face. On the other end is a very detailed two-part afterburner attenuator, and this assembly then fits between the two fuselage halves. On the front end, the completed cockpit tub sits atop the nose gear well, and with

those in place, the fuselage halves can be buttoned up.

For the wing, this is split into separate right and left upper halves, with a solid lower piece that includes the lower fuselage bits. This includes the missile bay, which is provided as a separate piece. Also separate is the main gear well, which fits into the fuselage assembly. This engineering should help ensure that the fuselage is properly spaced when you add the wings. As noted, the wings have separate wingtip and elevon pieces to cover the Case X differences, and these are carefully engineered to minimize seam work. Namely, the upper portion butts up against the wing fence, so with some careful test fitting this assembly should result in no filler needed.

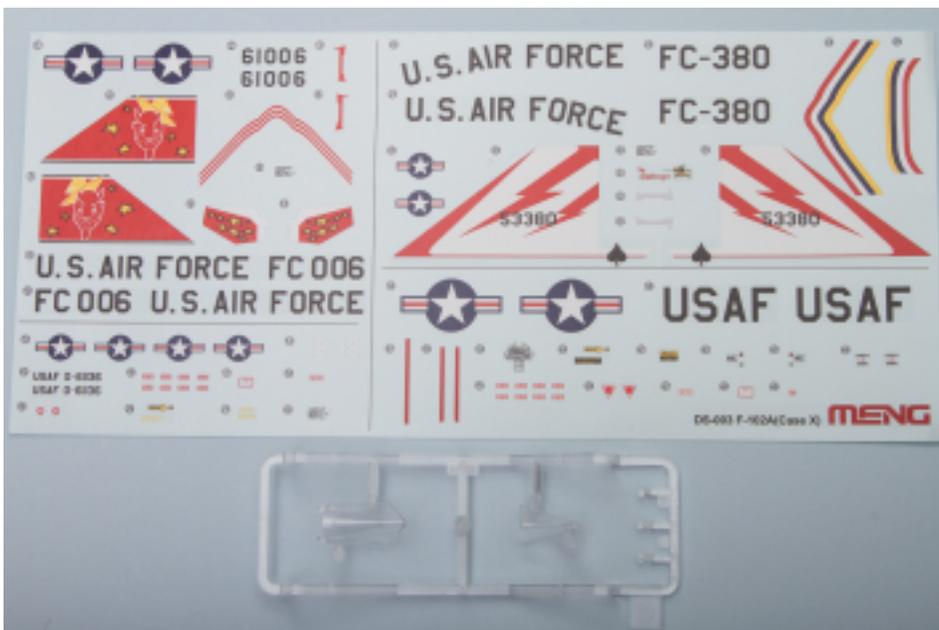
The air brakes at the base of the vertical fin can be displayed open or closed, with detailed actuator struts provided. On the underside, separate details include the arrestor hook, detailed landing gear doors, and a separate nose door landing light. The drop tanks are nicely done and are the first I've seen in this scale that accurately depict the small fins found on them. A one-piece insert is provided for those who want their Deuce displayed with the missile bay closed.

For those who want the missile bay open, there are two options: missiles extended or missiles retracted. All the requisite strutwork is provided, and the open doors are very nicely detailed, including the indoor FFAR rocket tubes. Lastly, the nose cone is separate, with a separate pitot tube, and there is an optional IR sensor should you be modeling an F-102 that featured one of those.

For markings, the kit comes with three schemes. Two are in the ADC gray color scheme, with the third being in the SEA camouflage. First up is the boxtop scheme, an F-102A from the 431st Fighter Interceptor Squadron in 1962. This scheme features the colorful devil's head on the tail in a red band, with fuselage stripes and colorful air brake markings. The second option is from the 327th FIS in 1958, and has the vertical fin painted in white with red lightning bolts. This scheme has the odd curved U.S. AIR FORCE on the fuselage side, with the small star and bar on the nose. Finally we have the camouflaged F-102A from the 497th FIS in 1970. Minimal markings on this one, with just the serial number in black and a white 18 higher up on the fin. The decals look to be quite good, and undoubtedly we will see a flood of aftermarket decals before too long.

This kit definitely lives up to its potential. Those of us who build 1/72nd finally have an F-102 kit worthy of the scale, and I am really looking forward to seeing the Case XX release. And perhaps a bit of wishful thinking, I would love to see a TF-102 as well. Regardless, I foresee many Deuces on the shelf here, as it would take half a dozen just to build the ones that served in my home state. My thanks to Stevens International for the review sample.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his articles. - ED]



Modeling Confessions

by John DeRosia

I've been having fun modeling far longer than I have been driving. Let's just say even before 8-Tracks and Cassettes were invented. If you don't know what those are - you are young my friend, and I'm jealous!

I'm not sure how most people fall into a 'model subject' niche - that is - how do you end up specializing in certain model subjects? Me - I'm all over the map and have been for as long as I recall. I like so many different subjects. Most of my subjects I work on late at night many times and it requires the bare minimum of modeling things. I've refined my techniques over the last 'many' years.

I like reading all about our hobby and have subscriptions to several magazines. I read them; I get on model related Internet sites and so forth. And every time I see people's work of art (well - isn't that the finished model product?) - I'm just amazed how they got to that point.

My personal comparisons to what other great modelers do may make some of you cry (well - okay - laugh please!) So let me list a few things right off the top of my head that I do not do/and/or have never done:

1. I have never dipped a canopy in Future Clear floor wax.
2. I have never done the 'dot-filter' type weathering.
3. I have never bought an aftermarket resin set (cockpit, tank tracks etc...)
4. In a good year, I use my airbrush maybe two times on a model. That is - I build probably at least 20-30 models per year; all scales, all sizes, all subjects. Two is a high number for me with the air brush.
5. Matter of fact: all of my airbrushes are the cheapest on the market, and they work well enough when I do use them.
5. I have never used ALCLAD paints.
6. I don't have any special thin masking tape for stripes.

7. I hardly ever buy reference books on a model subject I am working on (thank you Internet!).

8. I have hardly ever detailed the bottoms of my models (cars, aircraft etc...)

9. I hardly ever detail the 'inside' of vehicles since you can't see 99% of any of my insides.

10. I use spray cans (or rattle cans if you call them that) mostly for big models/areas that need smoother coats.

11. I have used such sparse amount of Photo Etch (PE) on any one model - you may be able to count on one hand the PE items on each model. Oh, and if I have used some PE on a model - it came with the kit. I've never bought extra PE aftermarket items to use on a kit.

12. I have not built one model ever in at least the last 20 years for entering a model contest. In other words, I did not build in hopes of winning any ribbon/trophy. I entered to support the club and be able to share among others.

13. I have never cared if I used just the right shade of paint - be it FS (Federal Standard) colors or by country/manufacturer etc. I look at a color: if it's close enough, I'm happy!

14. I have not used a 'Dremel' type tool in

over ten years at least. And I have two. And they still look good in the box.

15. I have never bought a model for investment. If I bought it, I plan on building it...or eventually to give away/donate when I can't build anymore. Trust me - the Mrs. is not likely to take up the hobby anytime soon...laugh, laugh...

16. I have never thinned any landing gear doors or other items just to get that scale appearance.

17. I have never bought a tank that came with a turned metal barrel, or bought an aftermarket machined metal barrel. If it is plastic - good enough!

18. I don't build only in one scale...to many great subjects in scales all over the place.

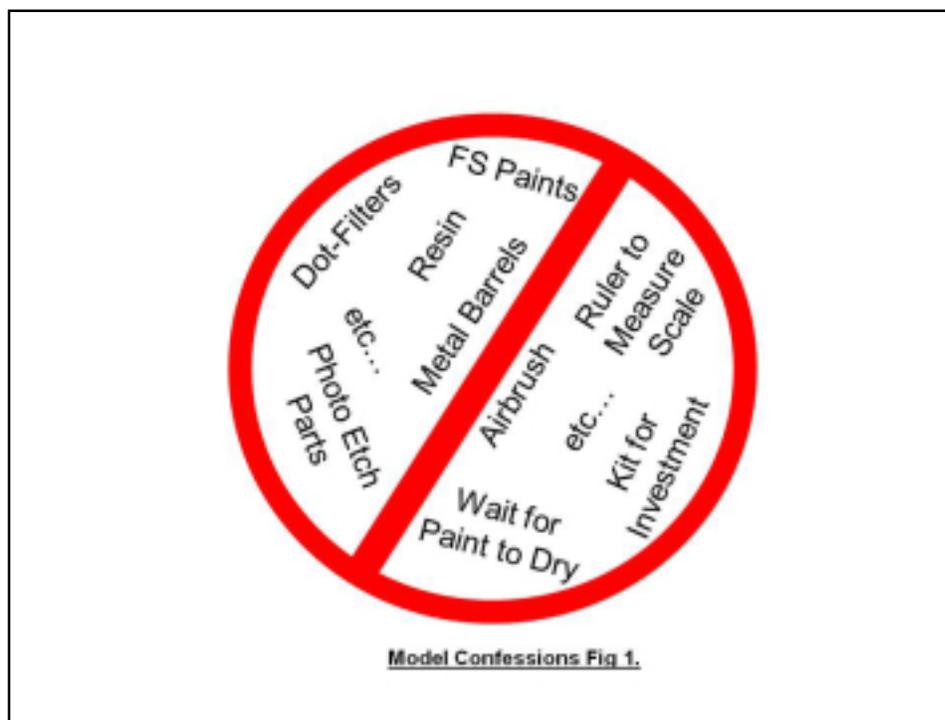
19. I have only ever attended one National IPMS Convention, and that's because it was right here in town.

20. I never build in sequence per instructions except once in a blue moon.

21. I confess - I don't like kits with a mega zillion parts.

22. I have never used powders (pastels etc...) or bought special solutions to weather my models.

23. I don't have a display case in our house. Go figure! Some day perhaps. I



build them - look at them, take pictures and share them, bring them to meetings/shows (when possible) then pack them away.

- 24. I don't have or keep secrets to how I built a model. I share all if anyone asks.
- 25. I have never gotten a ruler/scale out to see if a model measures exactly to scale.
- 26. I never put a model with a fresh coat of paint close to an oven to dry or under a box for two weeks to 'cure'. If I wait 24 hours, it's too long sometimes to keep working on it.
- 27. I have never kept my promise not to buy another model (oh that buying curse!).
- 28. I have never brought in each and every model I buy and say "look what I bought today dear..."— you married folks with me on that?!

I suppose I should post this Figure on my wall at home...

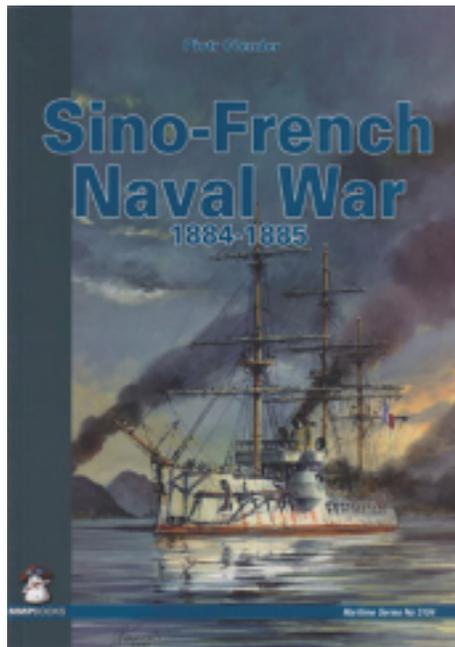
Are you depressed enough yet? Don't !! I'll tell you why...

- 1. I have nothing but fun with plastic.
- 2. I find the hobby is very relaxing.
- 3. I get to meet a lot of great modeling folks everywhere - like you!
- 4. I get to dream and think of subjects I have yet to make.
- 5. I KEEP ON LEARNING and do try new things.
- 6. I may just break my own confessions somewhere down the road...and remember...happy trails to you and keep having fun with your plastic!

Sino-French Naval War 1884-1885, by Piotr Olender

reviewed by Chris Banyai-Riepl

The evolution of naval vessels in the latter half of the nineteenth century saw some dramatic changes in both propulsion and armament. This latest title in the Mushroom Model Publications' Maritime Series takes a look at one of the lesser known conflicts during this period of evolution, the war between France and China over what is now Vietnam.



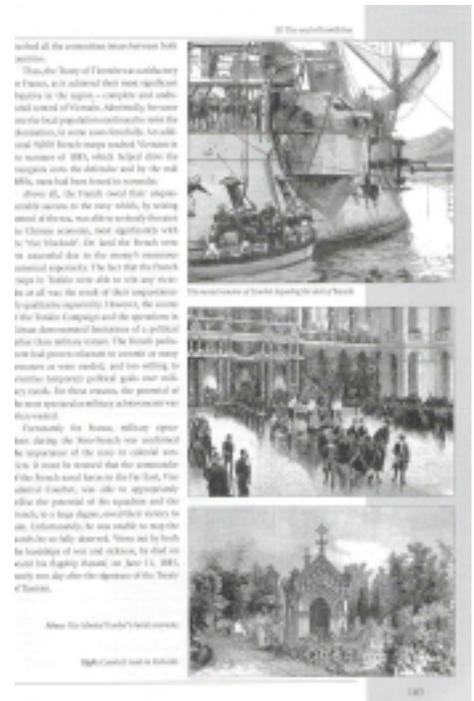
As rediscovered in the twentieth century, naval warfare in Indochina is not restricted to blue water skirmishes, and this war in 1884 and 1885 highlights this fact. This book covers the sea battles between the French and Chinese, but it also documents the extensive river warfare that took place. Although not an officially declared war, this conflict was France's largest naval interaction before the First World War, and as such it really deserves more coverage than it has received in the past. This book

aims to rectify that, and it does so in a highly detailed manner.

The book begins with the background of colonial expansion in Indochina before diving into the actual rise of conflict. There is a discussion of the relative strengths of each side, as well as detailed examinations of the various battles that took place. The book finishes with the end of the conflict, and throughout the book there are copious illustrations and maps to help visualize the war. For the modeler, the last few pages include scale drawings of some of the boats and ships that took part in the conflict.

For those interested in 19th Century naval conflicts, this is definitely a book worth picking up. It is unlikely that we will see as nice a presentation on this little-known Sino-French war, and that makes this book a valuable addition to any naval library. My thanks to Mushroom Model Publications for the review copy.

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Trumpeter 1/72nd Scale Israel Merkava Mk. III

by Chris Banyai-Riepl

The Merkava is Israel's indigenous main battle tank, with the Mark I first entering service in 1978. The Merkava Mark III was introduced in 1989, and featured several upgrades over the previous variants. The drivetrain, powertrain, armament, and electronic systems all saw major upgrades, but the most noticeable was the new IMI 120mm gun. The turret was also redesigned to allow for independent movement, which gave the Merkava the ability to track a target regardless of tank movement. With the introduction of the Merkava Mark IV, production of the Mark III tapered off, ending in 2003 with 780 being built.

Trumpeter's 1/72nd Merkava III kit is their latest release in 1/72nd armor, and the kit is rather impressive for both its detail and simplicity. The kit comes molded in the typical Trumpeter gray plastic and features crisp surface detailing on all sides. The packaging is sturdy and although seemingly thorough, my example did arrive with a bent machine gun. The decal sheet is small, as would be expected with a subject such as this, and provides markings for a single option.

Construction begins with the running gear, and here we notice the unique method of handling the tank's treads. These are molded solid as one piece, with the outer wheel faces in place. Assembly requires the addition of the backside wheels, which fit quite snugly into place. Once those ten separate parts are in place, the treads and wheels are essentially finished and could be painted up at this point.

For the suspension, this features separate arms and springs that attach to the lower hull. While these have a slight ridge down the middle, I found that a quick brushing of Tamiya Extra Thin Cement eliminated that ridge without much effort. There are three separate small guide wheels on each

side, and the drive wheel and idler wheel boxes are separate. This allows for great detail to be molded in place, but for the most part this is moot as once the upper hull is dropped in place, most of this will be hidden.

With that out of the way, the next step for the hull is to glue the upper and lower pieces together and then add the details. The details are where things get fun, as this kit has quite a bit for one that has no open hatches. There are a total of four hooks for the hull (two front and two rear), plus two separate tread links. The rear of the hull gets two baskets plus the rear entry hatch. For the hull, that's about it, and the rest of the kit focuses on the turret.

The turret starts out simple: just sandwich the gun barrel between the two turret pieces, glue it all together, and the main turret has taken shape. But onto that fits the details, and here you get a gas can, two small cylinders, and a separate visor piece. The side-mounted launchers are made up from three pieces, while the rear basket has a separate floor and cage. By the time you've added all the various guns and other details, you will have added no fewer than 19 pieces onto this turret. Unfortunately, of those 19 pieces, none of them are the ball and chain armor that is so

iconic on the Merkava, so you're left to your own devices on that one.

To give an idea of the fun with this kit, it took me all of about half an hour to assemble this kit, up to those small details. The small details, I'm still going, but I think all told, an hour to 90 minutes, tops, is all it takes to get this tank ready for paint. The only real challenge is cleaning up the small parts, as everything fit nicely and without much fiddling at all.

For painting, the instructions suggest you mix RLM 02 Gray with RLM 74 Gray Green, but no percentages are given. Really, just pick your favorite Israeli paint mix and have at it here. The decals provide markings for placards on the basket on the rear of the turret, but those placards are not provided in the kit. Chop some from plastic card and you're good to go there. The standard white chevron on the hull side and a few small detail markings make up the rest of the decals.

This is a very nice kit of the Merkava, and although I only have about an hour into the build, it has been quite enjoyable as well. This should be a good addition to any IDF armor collection, or for someone who just wants a pleasant break from more stressful models. My thanks to Stevens International for the review sample.



Hasegawa 1/200th Scale L2D Type Zero Transport and C-47 Skytrain

by Walt Fink, IPMS# 2447

This Special Edition dual kit is a re-release of Hasegawa's DC-3/C-47 kit with decals included to build two variants of the L2D "Tabby," the Japanese copy of the C-47, and one USAAF C-47 [*The L2D was quite legal, BTW, Mitsui paying Douglas \$90,000 for the Japanese production rights for the DC-3 in 1938. – ED*]. The parts are typical Hasegawa – molded in gray and with super detail. On my sample, something apparently happened to the C-47 during packaging because it had what looked like tank tracks across the left vertical fin, and the antenna and pitot masts were bent horizontal. It all turned out OK with some putty and re-scribing. The kit could use the addition of some details – there are no exhaust stacks, for instance.



The L2D kit has the World's Smallest Resin Part included for the antenna cover atop the forward fuselage – and that pretty well typifies the main issue I had with these kits: size. The builds are straightforward, but some of the smaller parts are so tiny, it's difficult to hold them and clean up sprue nubs, sand off mold seams, and so forth.

The fit of all the parts is terrific. The only place which needed some extra attention with putty and a sanding stick was the lower forward seam where the wing center section meets the fuselage.

The two L2D options are an L2D1 from the Kanoya Naval Flying Group and an L2D2

from the Yokosuka Naval Flying Group. I thought the L2D1 had the more interesting markings, so planned on building that one. In researching the airplane, I discovered the Tabby was powered by Kinsei radials and had decidedly different cowlings which were more tapered, much like the J2M3 Raiden (Jack). I contemplated how to sand the kit cowlings down enough to make them look right, and then discovered through some further Internet research that the IJN had only two L2D1 airframes – and they were built from spare parts furnished by Douglas. The Kinsei powerplants weren't used until the L2D2 and subsequent variants were manufactured.

That happy news in hand, I went ahead and built the L2D1 with no modifications. (Dodged a bullet there.) If you do want to build a later model L2D from this kit, a little research is needed for the variant you choose, because they started sprouting other changes to the basic C-47 airframe besides engines and cowlings, including a suite of additional windows in the forward fuselage, starting at the cockpit.

I questioned the antenna arrangement on both kits, but it appears there were as

many different configurations of those as there were C-47s, so I went ahead and built mine according to the instructions, except for mounting the ram's horn antenna on the shorter forward fuselage post instead of the tall one aft of the astrodome.

I used Tamiya acrylics to paint both models, then applied the decals. They worked well, and my main complaint was with the powder-blue cabin windows, which I puzzled over, since the Hasegawa C-47 I've got in my stash has black ones. I went ahead and applied them, though, and boy, did they stand out. Both models looked like they were using blue CFL bulbs in the cabin and, to my eye, appeared toylike, so I applied black decal rectangles over the blue ones. That sounds easy, but trying to cut all those little things and make them the same size was a job. Happily, the outcome does look better to me.

The second thing which I question about the decals is the inclusion of overwing exits along with the window sets. I think this was a feature added for airline operation in the 1960s. Two colors of decals for the C-47 "Classy Chassis" of the 317th Troop Carrier Squadron are given,



with yellow numbers and lettering on one and white on the other. Builder's choice here, and I opted for white.

The props are delicate, so Hasegawa has cast them in a protective circle of sprue to avoid damage in transit. I was careful cleaning up the sprue nubs on them, and felt lucky not to have bent or broken a blade. I usually paint the warning color on prop tips, but I was afraid the stickum on the tape might bend or break one of these kits' fragile blades when I removed it, so I used the kit-supplied decal prop tip markings.

The clear parts fit into the flight deck openings after a little sanding of their edges. The astrodome for the C-47 is about the size of Barbie's contact lens – and just as hard to hold to sand off the sprue nubs. The resin antenna cover for the L2D is marginally easier to hang onto and work with.

When they're finished up with some subtle weathering and a flat finish, these

little models look pretty nice. With the sudden surge in 1/200th scale military kits on the market, these will fit right in with my collection – when I get around to building them, that is.

I recommend this kit to modelers of any skill level who have the eyesight and

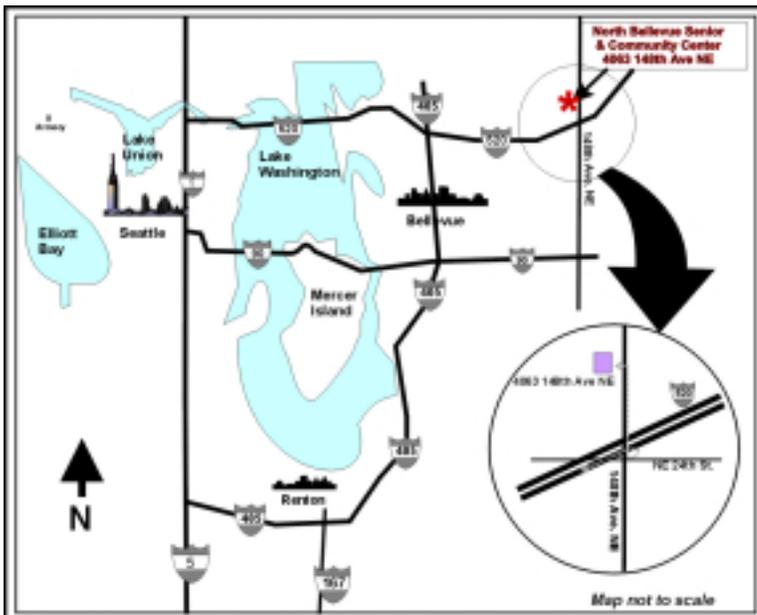
manual dexterity to work with tiny little parts. That was my main complaint.

Grateful appreciation to Hasegawa, to Hobbico, and to IPMS/USA for allowing me to review this offering. Er, these offerings.



Meeting Reminder

November 10



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.