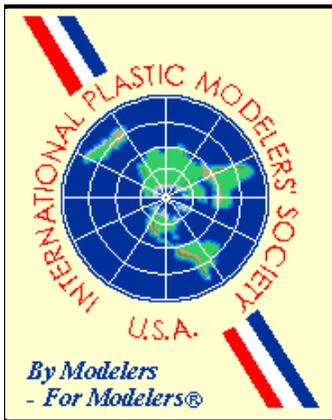


# Seattle Chapter News



Seattle Chapter IPMS/USA  
April 2013

## PREZNOTES



### With A Little Help From Your Friends

The annual Spring Show at Renton on April 27 is the centerpiece activity of our chapter, and the largest IPMS gathering in the Pacific Northwest. But it doesn't happen on its own. The preliminary work is done by the Show Committee: the rental of the facility, tables and chairs; advertising; contest awards ordered, etc. However, the event is too large on the day for the Committee to run on its own. For the Show to work well, it needs the combined efforts of all the members. If something is worth doing, it is worth doing right.

And the way to do it right is for all of us to pitch in for an hour or two, in order that all the members have a chance to enjoy the fruits of the venture. For everyone to see all the wonderful contest and display models, visit with the vendors; attend a seminar if they wish.

The Show breaks down neatly into a series of sub sections: show set up on the Friday afternoon before Show Day (tables laid out and dressed); on Saturday morning, vendor move in; guest registration/ticketing; showing the contest entrants where their category tables are; and in the afternoon, contest judging; and show breakdown immediately following the event's conclusion; and working the Raffle. None of these tasks are at all difficult. None are particularly lengthy, provided we have everyone doing something. Many hands make light work, so the proverb goes.

Nothing involved on the Friday afternoon, or on Show Day, Saturday, is complicated. And every show task has a Committee Captain to help you out, if you have any questions. So please, join the Spring Show Committee organizers and volunteer to help make our Show a resounding success! You can sign up at the April chapter meeting, or by contacting one of the E-

Board members via their email address found elsewhere in this newsletter.

See you at the April Chapter meeting!!

## Andrew

### Spring Show Special Guest Speaker: Chris Bucholtz

IPMS Seattle is pleased to welcome Chris Bucholtz to Seattle as our Special Guest. Chris is the editor of the *IPMS Journal*, the owner of Obscurco, producers of mission-critical resin model parts, expert on the 8th Air Force and the Tuskegee Airmen, a frequent consultant on movies, and author of several Osprey books.

Chris will share his wealth of knowledge and experience in two different seminars:

Models, Magazines and the Movies:  
Getting Carried Away with your  
Hobby and Where It Can Take You

Writing an Osprey Book

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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. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. 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 2013 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**April 13**  
**May 11**

**April 27 (Spring Show at Renton)**  
**June 8**

**IPMS/USA NEW MEMBER APPLICATION**

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

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

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

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

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

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

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

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

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

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## 2013 IPMS Seattle Spring Show at a Glance

Saturday, April 27

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

Renton Community Center, 1715 Maple Valley Highway, Renton

### Directions:

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

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

### Entry Fees:

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

### Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have created the form as both a Microsoft Word document and a

downloadable PDF file for people to fill out ahead of time. Please feel free to either print and fill it out or fill it out in Word and print for maximum readability.

<http://www.ipms-seattle.org/springshow/2013SpringShow/2013registration.htm>

DO NOT FILL IN THE NUMBER! This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

PLEASE NOTE: There will be no names on the registration forms. The registration number assigned to your model when you check in for the contest will also identify you.

## Raffle

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

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

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

Ticket Prices:

1 ticket  
\$1

6 tickets  
\$5

15 tickets  
\$10

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## Special Awards

Best Finish/Ted Holowchuk Award sponsored by IPMS Seattle  
Best IPMS Seattle 50th Anniversary  
Best Canadian Subject sponsored by IPMS Vancouver BC  
Best Submarine sponsored by Oregon Historical Modelers's Society  
Best Bare Metal Finish sponsored by IPMS/Tacoma Green Dragon/Les Sundt Memorial Chapter  
Powderpuff Award sponsored by Jill Moore & Morgan Girling  
Best Fire/Life Safety sponsored by Seaside Fire Service  
Best 1/32nd Scale Aircraft sponsored by Craftworks  
Best Street Rod/Custom sponsored by IPMS/PSAMA  
Best Sci-Fi Subject sponsored by Galaxy Hobby  
Best Finish of a Military Vehicle - In Memory of Dale Moes sponsored by Laura Moes & George Stray  
Best Middle East Wars Subject sponsored by MEWSIG  
Best U.S. Subject sponsored by Norm Filer  
Best British/Commonwealth Subject sponsored by Robert Allen & Andrew Birkbeck  
Best French Subject sponsored by Djordje Nikolic & Jacob Russell  
Best German Subject sponsored by Andrew Bertschi & Jon Fincher  
Best Italian Subject sponsored by Stephen Tontoni & Will Perry  
Best Japanese Subject sponsored by Tim Nelson & Charlie Sorensen  
Best Pacific War Subject sponsored by Researcher at Large  
Best Small Air Forces sponsored by Mike Millette & Mike Medrano

## 2013 Spring Show Categories

Note: \* Indicates categories eligible for Out of Box award

### JUNIOR:

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

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

### BEST JUNIOR AWARD

### AIRCRAFT:

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

### BEST AIRCRAFT AWARD

### MILITARY VEHICLES & WEAPONS:

- 201. 1/35 & larger, closed top through 1945 \*
- A. Axis \*
- B. Allied \*
- 202. 1/35 & larger, closed top after 1945 \*
- 203. 1/35 & larger open top AFV, half-tracks & self-propelled guns \*

- 204. 1/36 & smaller, all eras & subjects \*
- A. 1/36 & smaller (except 1/48), all eras & subjects \*

- B. 1/48 all eras & subjects \*
- 205. Soft-skinned, all eras & scales \*
- 206. Towed artillery & missiles, all eras & scales \*

- 207. Miscellaneous; scratchbuilts, & conversions

### BEST MILITARY VEHICLE/WEAPONS AWARD

### FIGURES:

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

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

### BEST FIGURE AWARD

### SHIPS:

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

- A. 1/73 and smaller \*
- B. 1/72 and larger \*

### BEST SHIP AWARD

### AUTOMOTIVE:

(All scales; non-military)

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

### BEST AUTOMOTIVE AWARD

### SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES

- (all scales)
- 601. Space Fact \*
- 602. Aerospace Testbeds & Record Breakers \*
- 603. Sci-fi, Vehicles \*

### BEST SPACE FACT/ EXPERIMENTAL/ SCI-FI VEHICLES AWARD

### DIORAMA/ VIGNETTE:

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

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

### BEST DIORAMA/ VIGNETTE AWARD

### OTHER CLASSES:

- 801. Collections (5 or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Animals/Dinosaurs
- 804. Group Builds
- 805. Miscellaneous (anything not covered above)
- 806. Mentored (Built by one adult and one Junior)

### NOTES:

- a. Prior IPMS-Seattle First Place winning models are not eligible (except in Collections Category and Group Builds).
  - b. IPMS-USA National Contest Rules generally apply.
  - c. Head judges' decisions are final! If you have a question please contact them.
  - d. Only one category per model.
  - e. Where classes are subject to interpretation, the entrant may choose the category; Judge's may reassign models to a more appropriate classes at their discretion.
  - f. If your diorama is overly large, or has special requirements, please contact the show chairman prior to the show.
  - g. At the judges' discretion "HIGHLY COMMENDED" ribbons may also be awarded.
  - h. At the judges discretion categories may be split.
  - i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.
  - j. There will be One "Best Out of the Box" award per designated (\*) category.
  - k. Models in display cases during judging will NOT be judged. No exceptions.
- ards list is posted on the IPMS-Seattle web site.

## Seminars

The 2013 Seminar schedule is still in development. Stay tuned.

Seminar admission is \$5. One admission ticket will admit you to ALL the seminars. We have obtained additional rooms at the Renton Community Center and will be having several seminars on modeling and modeling related subjects. These seminars will be held away from the contest room and should be both interesting and informative.

### Speakers:

#### Special Guest Speaker: Chris Bucholtz

IPMS Seattle is pleased to welcome Chris Bucholtz to Seattle as our Special Guest. Chris is the editor of the IPMS Journal, the owner of Obscurco, producers of mission-critical resin model parts, expert on the 8th Air Force and the Tuskegee Airmen, a frequent consultant on movies, and author of several Osprey books. Chris will share his wealth of knowledge and experience in two different seminars:

#### Models, Magazines and the Movies: Getting Carried Away with your Hobby and Where It Can Take You

#### Writing an Osprey Book

#### Andrew Birkbeck: Modeling the Sherman

Andrew is the current President of IPMS Seattle, and an avid Sherman fan. Andrew will share his passion for this stalwart U.S. tank of WWII.

#### Rich Heinbaugh: Realistic Water for Ship Models

Rich is a long time IPMS Seattle member, and will share tips and techniques on making realistic water for your next ship model display.

#### Walt Babst: Advanced Finishing Techniques

Ever wonder how some modelers seem to get that realistic look to their models? Come listen to IPMS Seattle member Walt Babst describe his techniques for achieving that special look.

#### Scott Kruize: Introductory Techniques for Model Builders

New modelers will want to be here! Scott will walk you through the basic tools and techniques needed to finish your first model.

## Vendors

Here are our current 2013 list of vendors

Skyway Model Shop - Models & Aftermarket sets  
 Masterpiece Models  
 R&J Enterprises  
 Modelcraft / Bob Adie Sr.  
 John Prussen  
 John Casey  
 Discount Models  
 Blitz Hobbies  
 Everett Quam  
 Michael Miniatures  
 Craftworks  
 Stephen Tontoni/Mike Medrano  
 Martin Albion

Richard Drury  
 Draw Decal  
 Fred Madrid  
 Fantasy World Hobbies  
 Rick Rountree  
 Terry Moore  
 Steve Cozad  
 Terry Davis  
 Galaxy Hobby  
 Chris Binnett  
 Stephanie Gardner  
 Audrey Lamoureaux  
 Patrick Foltz  
 Mike Lane  
 Randy Wilhelm

## Athena's Greek

We will be having a new food vendor this year - Athena's Greek, a food truck, will be serving delicious Greek food.

## More Information

For more information on the show, including maps, room layout, and a complete copy of the contest rules, please go to:

<http://www.ipms-seattle.org/springshow/>

## Moebius Models 1/72nd Scale USS *Skipjack*

by Steve Gallacci

Way back when, as a very young child, I built the "box scale" Aurora kit of the *USS Skipjack* and even then though it was a bit simple and unsatisfyingly small. So, some forty-odd years later, I was thrilled to hear of a 1/72nd scale kit by Moebius.

It is a big kit, as would be the case for a 251.7 foot long vessel, making the kit just a fraction under 42 inches (111 cm!) overall. But as with any modern sub with few external features, it is limited, parts-wise, with 47 pale gray, five clear and four photo-etch brass parts. The detailing of the parts is a bit simple and, in the case of the various engraved panel lines, heavy handed, with toy like soft-edge trenches instead of crisp fine lines.

The under hull gratings look much nicer, however. In such a large model, the lines don't distract as much as they might on a small aircraft or some such, but could be a bit of a problem if the model is used in a diorama with more petite items around it. The kit decals include the numbers and names for all six subs of the class, though the offered color scheme is only for the very basic black and red finish, and several of the boats had more busy grey and black patterns over their lifetimes.

The basic hull assembly, though large, is very simple and positive in fit, with the hull split four ways, and the top and bottom sub-assemblies clearly designed to fit together in a fashion to accommodate access to powered and remote control features for those who might want to go that way. Aftermarket hardware is available and mentioned in the instructions.

The midships joint of the hull was not hard to deal with, though I'd recommend using a long sanding block to smooth down the area around the joint in order to make sure there is no tell-tale discontinuity in the contours when done. Also, I'd recommend



assembling the upper and lower halves as units rather than the instruction's version which would have you build them as fore and aft sections to ensure a more precise midline assembly.

The rest of the build is very simple, as most of the elements are simple two-piece constructions with very positive, if not a bit overdone, alignment features. So much so that, in a couple of parts, the alignment guides needed to be trimmed away a bit to get the parts together. One particularly nice bit of engineering was the screw, which came in two parts and fit together very finely. Take note that the screw is the original five-blade configuration and not

the later seven-blade form that the class used for most of their careers.

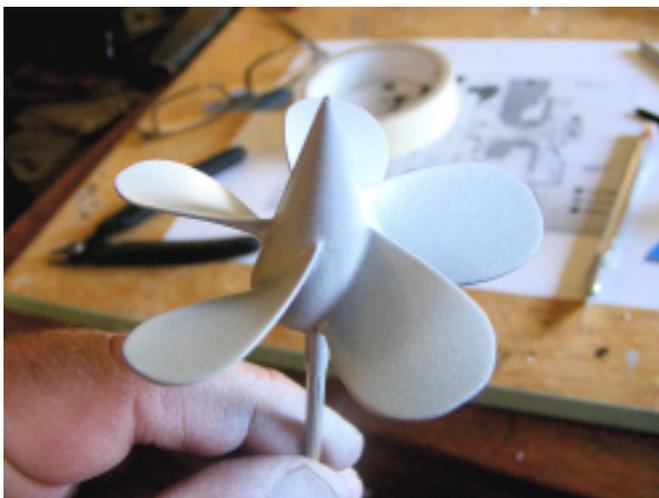
Painting was, on the one hand, very simple, black on top and red underneath, but on a beast of this size, handling and application techniques can become an issue, especially for anyone who doesn't normally work with anything nearly this large. After a disastrous first attempt with rattle can spray paint of questionable quality, I used decanted Tamiya rattle can lacquers in my airbrush to better control the laying on of colors to much better effect. And unlike my last attempt at a large subject, I didn't smash anything off in the handling of the monster around the work



area or in the house in general, all too easily done if you are not mindful of the size of the thing. Although, as I write this, I still haven't decided whether to finish the boat with the various periscopes, antennas, and snorkel in the raised or lowered position, or simply keep them loose so I can remove them for safety's sake when it is being handled.

Overall, a lot of fun and a great big bang for your buck in plastic. My thanks to Moebius Models for the review sample.

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



## Trumpeter 1/48th Scale Messerschmitt Me 509

by Terry D. Moore

A few weeks ago whilst at the local hobby emporium, a new kit found its way into my hands - the 1/48th scale Trumpeter Me-509. Why Trumpeter would issue a kit such as this is beyond me, unless it was issued to appeal to guys like me!

According to the Internet, the Me 509 was a project based on the Me 309, but with the engine located behind the pilot, similar to the P-39 Airacobra. It never got beyond the design stage.

Trumpeter has a reputation for producing overly complicated kits and kits with questionable accuracy. Their new Me 509 could possibly be the most accurate kit they have ever released, considering that they didn't have a real example to take measurements from. Also, the parts count is relatively small; for example, there are only about 16 or so parts for the cockpit, including photo-etch rudder pedals and seatbelt/harness parts.

The model assembles quite easily - I have spent only a few hours spread over three evenings, including painting the cockpit and landing gear wells, to have the model almost completely assembled. The model requires only a minimal amount of filler putty and most of that is on the underside of the nose ahead of the wing where the nose wheel well is part of the wing assembly. I think the biggest issue I've had with the kit is that the plastic is somewhat softer than I'm used to. I found that I was a bit ham-fisted with the Xacto knife and files on certain parts. We'll just say that my Spies & Hecker filler putty will take care of those little problems I created. The model does require a considerable amount of weight in the nose to keep it from being a tail sitter. I added a rather large quantity of lead ahead of the cockpit, in the nose wheel well as well as filling the open area behind the cockpit with lead as well. I only wish I hadn't glued the spinner to the prop

as I could have put a small bit of lead there, as well. The kit instructions are quite easy to follow and color information is provided for various brands of paint. Decals are provided for two Luftwaffe aircraft and are, of course, totally bogus. And since it falls within the realm of my interests, I'm building mine as a captured example (RAF, of course) as displayed at the Royal Aircraft Establishment, Farnborough, in November 1945, for the

"Exhibit of Captured Enemy Aircraft". Which was a real event, by the way.

This kit jumped right off the shelf at me and I started it shortly after I arrived home. It's been a fun project to work on with the back story almost as much fun as the model.

Review sample provided courtesy of my wallet.



## BPK 1/72nd Scale Boeing T-43A (737-253) Navigation Trainer

by Norm Filer

The USAF had been using the Convair T-29 as a navigator training aircraft for several years and the elderly airframe was both slow and antiquated when compared to current aircraft that used the Navigators being trained. Boeing received a contract to develop a navigator trainer based on the 737-200 airframe, to replace the T-29.

Designated the T-43, the first of nineteen entered service in 1973 at Mather AFB, near Sacramento, CA. When Mather was closed in 1993 the training mission and aircraft were moved to Randolph AFB in San Antonio, Texas.

As modern navigation systems made the navigator crewmember redundant, six of the T-43s became CT-43A staff transports that provided operational support to AF Commands and Air National Guard. One became an NT-43A radar test bird. The last T-43 was officially retired in September, 2010.

This is the second 737-200 kit released by BPK. Since the plastic is identical to the first release in Piedmont markings, Gerry Nilles's comments in his review of that kit, in the February *Seattle Chapter News*, covers most of the plastic. The only real difference between the two kits is the paper. Box, art, decals and painting guide, decal placement guide and instructions.

There are a few differences between a standard 737 and a T-43 and the instructions do cover those differences, but the notations are not highlighted and easily missed so here is a list of the differences;

There are only nine windows on each side, while the commercial 737 has 33. The instructions tell you which windows to fill. There is no forward cargo door on the T-43, so that needs to be filled. The left rear and right front entry doors need to be filled. A note on the window, unlike many

of the commercial aircraft where the unused windows just appear to be painted over, the T-43 windows are not there at all. So they really do need to be filled in.



Kit construction appears to be straight forward with just a few unique items. The cabin windows are done as a long continuous strip of clear plastic with the windows scribed in. There is a corresponding rectangle partial cutout on the fuselage sides where that strip goes. The instructions tell you to remove this indented area. No mention of the fact that you should leave a ledge for the window strip to glue to. Since there is no interior included in the kit, and anything inside would be about impossible to see due to the very small (and few) windows, an alternative might be to not remove the area behind the windows but just paint it Black. Unfortunately, there is a raised ridge right down the middle of it that could be removed but would leave an uneven surface that might not look very good even if painted Black. The other potential issue is how well the edges of the window strip match the outer fuselage. But overall, I think this is a good way to do the windows. It is going to be labor intensive, but better than using decals for the windows at this scale.

While there are no alignment pins anywhere on this kit, the parts appear to match up very well. The lack of alignment pins on the wings is not much of an issue, but the plastic is appropriately thin on the two fuselage halves and perhaps some small tabs along the matching joint will aid in keeping everything matched up during construction. I didn't have enough hands and fingers to be able to keep it all aligned during my playing with all the parts, but the match and alignment of the two

fuselage halves appeared to be very good, as did all the other trial fit parts.

One unusual item is there are two small rectangles of brass sheet included in the kit. The instructions graphically tell you to roll these into round tubes for the two engine exhausts. I suspect the average modeler might find this to be a challenge. 7/16th Evergreen plastic tubing appear to be about the right size to make this quicker and easier. There might also be some brass tubing out there that would do this too.

The painting and decal placement guide is very well done, in full color. Decals are provided for two T-43s, one in the original navigation trainer scheme as seen during its Mather AFB days and an all-white one during the later training days at Randolph. The third scheme is a rather attractive scheme used during the staff transport/support period. Color notes are limited to only Gunze Mr. Hobby water based and Mr. Color lacquer paints, but conversion to other paint brands should be easy with several web sites available to do that.

Decals appear to be of good quality but apparently are both very thin and somewhat brittle, tending to break up on application. Perhaps a layer or two of Microscale Liquid Decal Film might be appropriate prior to using them.

There are a couple inaccuracies on the decal sheets. The "US Air Force" and "USAF" as well as the stripe under the window should be FS 15044 Dark Blue. The other lettering is correctly done in Black.

Overall, this is a very nicely done kit of a somewhat obscure Air Force trainer. Since the parts included in this kit are identical to the commercial airliner release, and even include the gravel kit items, if you are considering using aftermarket markings for another airline, this kit would provide everything you need. I would like to thank David Cooper for providing the kit and BPK of the Ukraine for doing this kit.

## I Loathe Canukians

by Scott Kruize



Although few of our fellow American citizens pay the slightest attention to this ongoing crisis, at least we in the Seattle Chapter of the International Plastic Modelers Society must.

THEY are coming. Again!

That is: as I write this, agents of an Armed Foreign Power are once again gathering in strength, making their plans of ‘conquest’, and packing up their ‘weaponry’. Soon they will set course South, to breeze past the supposedly formidable Homeland Security barricades—for which we American taxpayers pay truly astronomical sums—as if they weren’t there. Once past those, there’s nothing whatever to impede their progress to Seattle. We even facilitate this invasion: selling them gasoline at a lower price than they can get at home!

THEY will then burst onto the premises we rent yearly from the city of Renton, at enormous expense and difficulty, occupy vast expanses of our display tables, and before the day is over, appropriate large quantities of ribbons and trophies, which we also obtained at enormous difficulty and expense. Press them to justify their behavior, and if they condescend to reply at all, you’ll find they take the position that they deserve the awards. On the grounds that they’re competent modelers that have brought well-built models... ‘Situational

Ethics’ at its most cynically opportunistic...

It’s worse going the other way. I should know, having gone up there each Fall for the last several years. What’s it like in Their territory? All seems well—on the surface. You know how often we’ve been warned, especially during recent Presidential election campaigns, how if we were to moderate our firearms hoards to any degree, or move towards any semblance of a national health care system, the economy would collapse and Civilization as We Know It would come to an end! Yet Canukians, who flaunt these un-American behaviors, all give the appearance that everything’s just peachy there.

The only possible explanation is that they must devote their scarce and dwindling resources into the world’s most convincing ‘Potemkin village’ craftsmanship. They calculate which places American tourists like myself are likely to go, and stage-set them so that all appears functional, progressive, and prosperous!

Then there’s so-called Canukian ‘hospitality’. My experience last year in Vancouver is an excellent example, and should serve as warning to you all. I paid my entrance fee and started to walk in my model entries when I came upon their Chapter’s Prez. He professed the greatest of joy at my arrival. “I’m so relieved: my blood pressure just went way down, and my ulcer’s receded. And not just me: that’s true of all the rest of the members of the Club!”

Isn’t that ‘special’? The next thing I knew, just after setting up my models and signage, and wrapping up a minor ‘raid’ on the Dealers’ Room (where the shysters take American dollars at par with their own!), I was trapped!

WHAM! I found myself working most of the afternoon as an unpaid ‘volunteer’ judge. Having gone through the enormous difficulty and expense of getting myself up there, I now had to work it, for free! Canukians haven’t the slightest moral qualms about exploiting helpless ‘captive’ foreign immigrant labor. (I did manage to

get away with a couple of modest little ribbons from their awards stash, plus a pretty decent kit from their Raffle. Serves ‘em right!)

Then there’s the mental meltdown that comes from exposure to their language. You’ll find reading material about something interesting — such as Canadian manufacture of Curtiss ‘Jennys’ during World War I, or Hawker Hurricanes in World War II — with the text going along normally, when suddenly an extra ‘u’ appears, like in colour or honour. They themselves can’t seem to decide whether rubber traction hoops on vehicle wheels are tires or tyres. And on signage everywhere, there’ll be phrases in some completely unintelligible foreign language. I think it might be French, but the only French words I know are the ones injected into our language during early aviation history, when it was pretty much the same as French aviation history. So I know empennage and fuselage, monocoque, aileron, and chandelle—but those never appear on signs in public.

Lastly, even if they spell a word correctly, they often pronounce it outlandishly. More and more, they contaminate words coming out of the mouths of formerly-reliable American English speakers. Even among our own Seattle IPMS membership! Guys: it’s dee-CALZ! Not DECK-uhlz!



Even I seem to suffer symptoms of Canuckian cultural contamination. Once upon a time, when I hit a snag while modeling some problematic kit, I’d rationally plan out a sound engineering fix. Now it’s like I’m possessed, thinking “Time to use the Handyman’s Secret

Weapon: DUCT TAPE!" And during the Schneider '49 Project, while the other entries were based on powerful World War II surplus fighters or the sleek, sharp new jets, what did I feel compelled to build? -- The 'Possum Plane'!

It's that time of year again. In a couple of weeks, invasion will recur. They're coming! THEY're COMing! And you can see where I'm coming from, eh?

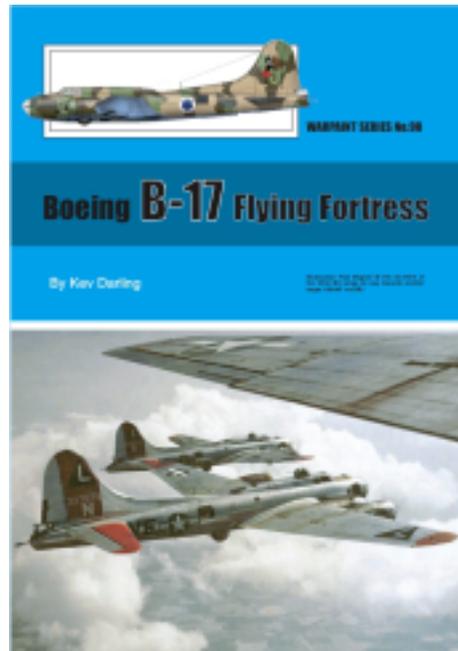


[NOTE: It's that month again – ED]

## Warpaint Series #90 - Boeing B-17 Flying Fortress by Kev Darling

reviewed by Terry D. Moore

The latest tome of the Warpaint Series authored by Kev Darling showed up at the local hobby emporium a few weeks ago and as with all things B-17 I just couldn't live without it. I should have saved my money. To say I was disappointed is an understatement as the issue is poorly edited, not proofread, and has more than a few misstatements.



I thought the book was off to a great start when the author describes the prototype as the Model 299, because it was a company owned aircraft and never received the designation XB-17. It rapidly goes downhill from there. He describes the changes made to the Y1B-17A (the first with turbosuperchargers) with the changes that were actually made to the next aircraft in the series, the B-17B. When the manned ventral turret was installed in the B-17E, he indicated it was a retractable turret (it was not). He goes on with page after page of modifications done at modification centers and in the field that are (at least in my

minds eye) rather trivial. He suggests that the Cheyenne tail turret was designed and tested with a 20mm cannon, but I've never seen or heard of such a thing in my decades of reading about the B-17. Telescopic sights for the waist guns? Radio operator moved to the nose and radio operator as nose gunner? What about the navigator? Where did he move to? Reducing waist gunners to one and the ammunition to the radio compartment? Moving the upper turret on the YB-40 forward?

There are two pictures of the B-17 that was used by Wright to test various engines in the nose. The first picture that is identified as a B-17 that flew "cloud physics" missions is actually the Wright test aircraft without the engine installed. At least the same aircraft (with a fifth engine) is correctly identified on the next page. There are other miscaptioned photos and drawings; for example a photo of an Arctic B-17 described as a C is actually a B but the drawing on the next page of the exact same aircraft is correct. An RAF Fortress II is captioned as a Fortress 11. Dates are wrong. Events described are in the wrong area of the text. The list of operational units is poorly done. In the kits and decals section the author doesn't even list the Revell 1/48th scale B-17F. I could go on but I think I'll go work on a model. It's less stressful than thinking about this book...

## Dragon 1/35th Scale Marder II Mid-Production – '39–'45 Series: Abridged Review

by Eric Christianson

For the full review please go to the IPMS USA site and Search for 'Marder II Eric'.

Dragon Models has released the Marder II in 1/35th scale, another in an impressive line of German Marder ('Martin') Tank Destroyer kits. Based on the venerable Pz.Kpfw. II chassis, this version of the Marder was phased out in 1943 for the 'Wespe' self-propelled gun. The Marder name lived on, however, being coupled with the excellent Czech 38t chassis in the Marder III which came in several different forms.

The kit is cobbled together using sprues from several previous products; the chassis of the Pz.Kpfw. II, the sprues from the Pak 40 kit (sans the wheeled carriage), and a single new sprue of twelve parts needed to morph the Panzer II into a Marder. Essentially the same design as the Tamiya kit produced in the early eighties, Dragon has improved on the detail quite a bit. The sides of the fighting compartment are extremely thin and delicate; the superstructure is replete with hatches and lids that can be modeled open or closed, allowing for somewhat simpler super-detailing. The three large ammunition lockers along the rear of the main deck can be modeled open or closed, and the main gun can be swiveled to one side to expose a myriad of detail that would otherwise be covered up, with plenty of optional photo-etch to go around.

As is usual with Dragon kits, there are a lot of parts in the box, but this time around more than half of the unused 'blue' parts are very nice personal weapons and handy pioneer tools – 'the good stuff'. You gotta love Dragon.

The individual-link MagicTrack provided is right for this kit, and 'sided' using two



different shades of grey to distinguish each side. As always, the track links fit together well enough to make the task of assembling the runs relatively easy. More on that later.

Being somewhat of an older kit, there is not as much slide-molding used as on more recent kits, but what there is, is superb. The front gun shields and delicate fighting compartment sides are well-protected via separate packaging and extended 'boxed' sprue. The sides were a little warped, but they are so thin that they behaved once attached with glue.

The contents of the box include:  
Main lower hull, packaged separately.  
21 main sprues in soft, light grey plastic, packaged separately.  
2 bags of 'sided' MagicTrack track links  
3 small photo-etch sheets, including an engine exhaust grille and small front gun shield.  
1 Eight-page blue and white instruction sheet with 21 steps

The kit comes with four schemes represented using the ubiquitous Dragon blue-and-white three-view drawings, and a small (but perfectly registered) sheet of decals from Cartograph of Italy. These include:

3./Pz.Jg.Abt. 561, Russia 1943  
Unidentified unit, Eastern Front 1944  
Unidentified unit, Eastern Front 1943  
543 Pz.Jg.Abt 543, 3rd Panzer Division, Eastern Front 1942

There are sprues from several different Dragon kits included in the box. That said, I found nothing significant as far as errors or omissions in the instructions. As with all open-fighting compartment vehicles, assembly sequence varies by modeler and I found that I had to move steps around in order to get everything done, but I consider that a matter of personal choice, not a flaw in the instructions provided by Dragon. I do not own any older versions of this kit so I cannot speak to improvements made to the instructions, but what you get in this box is certainly good enough. The only criticism I have is that many times the exact placement of crucial parts is vague at best, illustrated by a simple arrow pointing 'somewhere in this general area'. As a direct result, I had some significant fit issues later on.

As mentioned above, the open-hull design of the Marder leads to a rather complex assembly sequence. The main weapon can be completely assembled and finished apart from the rest of the kit. The entire

upper and lower chassis can likewise be built and finished separately – making the attachment of the track a snap.

By far the most frustrating part of the build, you will produce two (left and right) baffled casemate armor arrays that are completely hidden on the final model (if you choose to point the main weapon straight ahead), but you won't know that until much later in the build. If I built another one of these kits, I would have left off those sections.

The three large ammunition storage boxes sport a lot of interior detail – if you choose to leave the lids open. If not, the detail can be tossed into the spare parts box, including some very nice shell casings and two kinds of main weapon rounds (AT and HE).

Finally, the build-it-all-and-then-paint-it approach will work (it's what I did) but to do a good job you'll want to approach this like an airplane model; build a little, paint a little, etc. It pays to plan ahead and proceed slowly.

Dragon's German Pak 7.5cm AT gun is a gem and I'm glad they've included it in the kit. The entire assembly is a snap to put together and fits like a glove, which is important because all eyes eventually lock on the intricate weapon in open hull vehicles like the Marder. You are provided with three options for the gun muzzle, and Dragon has thoughtfully added a nub at the end of the barrel that will insure that whichever option you choose lines up right.

Dragon has included MagicTrack with the Marder, a good choice. The runs are sided so the track comes in two baggies, each side molded in a slightly different color grey to distinguish them. In my copy, about two dozen links had significant flash that I had to remove – highly usual for Magic Track. As always, however, there are tiny mold release marks, two per link, and could be removed by sanding if one cares to (I don't). That said, I somehow spent so much time getting the correct run

on the correct side that I actually ended up attaching both runs backwards. The runs were dry before I realized my mistake. Oh well – it probably happened once in a while in the field too!

Dragon provides 105 links per side, and instructs you to use 99 per side, leaving the remainder as spares and for the run across the front of the vehicle. I actually used only 87 links per side, so there is plenty of room to create a significant 'sag' in the track – the main benefit of using Magic track.

Open hull AFVs are usually a real challenge to paint. After spending so much time painting the British Sexton II and not realizing any significant benefit to doing so in the final product, I decided to return to my old 'build-first-then-paint' approach. I think the results look fine, and finishing the model in this way saved me a lot of time.

I decided to finish my vehicle using the 3./Pz.Jg.Abt. 561, Russia 1943 scheme because I like that particular style of German crosses, and the open mottled camouflage pattern would look good with a hairspray finish.

After completing the main assemblies (see 'Things to consider before starting', above), painting and finishing followed these steps:

1. I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 since there were several gaps and other flaws that needed to be exposed and fixed.
2. I followed this with a pre-shade coat Tamiya German Grey (XF-63), both inside and out.
3. I then sprayed the entire vehicle with a generous coat of hairspray. I use TreSemme #4 Extra Hold, but I really don't think it matters. (I like the small black can it comes in).
4. Next came the first camouflage coat consisting of a mixture of Tamiya Desert Yellow (XF-59), Deck Tan (XF-55) and Flat White (XF-2), which results in a color that is close to Tamiya Buff, but a little more yellow than brown. I sprayed it

carefully, allowing some of the grey to show in the interior and behind the pioneer tools, etc. - just as though someone had field-sprayed a camouflage coat over the factory grey finish.

5. Before the paint had dried too much, I took a long-bristle red sable brush, dipped it in tap water, and wet the surfaces that would receive chipped paint. I then used a wet, stiff, short horsehair brush to gently rub off the yellow paint along the edges of the metal surfaces and high-wear areas like hatches and clasps. I also rubbed some paint away from flat areas here and there to give the vehicle an overall worn appearance. I would be applying the 'kill rings' decal on the barrel, so I had to make this SPG look like it had seen some combat.

6. Next I applied the second (mottled) camouflage coat using Tamiya NATO Green, lightened with a little Deck Tan.

7. Once the camouflage coats were dry, I hand-painted the areas that would receive decals with Future.

8. While the Future was drying, I painted the wooden portions of the pioneer tools Vallejo Acrylics Old Wood (shovels) and New Wood (pick axe) and all the steel parts Vallejo Oily Steel. For the hand painting I mix a tiny bit of Vallejo Slow Dry and water with each color until it flows smoothly off a 00 Liner Red Sable brush.

9. I painted the MG34 and breech block of the Pak 7.5cm gun Tamiya Gun Metal (X-10). The shine would later get covered by a flat coat.

10. To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown Oil straight from the tube and let that set overnight. Don't let this paint leach out its oil beforehand, like you would when you are using oils for detailing. The oil helps it stay workable. In the morning I carefully removed most of the oil paint using a brush dampened with Mona Lisa, leaving the areas near the buckles and metal parts darker than the wooden shafts.

11. I applied the decals for my scheme next using the Red and Blue Micro Sol/Set system without any problems.

12. I followed this by adding several applications of a filter made of Paynes

Gray to the rubber portions of the wheels and the spare track up front. I heavily thin all of my washes and filters with Mona Lisa White Spirit.

13. Once dry, I hand-brushed another coat of Future over the decals to seal them.

14. I then gave the vehicle a pin wash using Mig Dark Wash (aka Raw Umber). There is so much to work with here. The Marder has beautiful metal plate floors and fenders that really show off a good wash, not to mention the 7.5cm Pak itself.

15. I worked a thin slurry of Mig Russian Earth and Mig Thinner into the track. Once dry, I applied a mix of MIG Old Rust and MIG Black Soot pigments to the track. And once THAT was dry, I used a 'Mini' Q-tip to apply Model Master Dark Anodonic Gray Buffing Metalizer to the cleats of the tracks. This smaller, tighter (and cheaper) Q-Tip can be found at any drug store. It is less fluffy and works great at getting into tight spots.

16. While the oil paints were drying, I brought out the detail by carefully dry-brushing all the protruding bits and 'metal' edges with Amblin Sliver Artists Oil.

17. I followed this with a 'road-dusting' coat of Vallejo Model Air Light Brown and then shot the whole vehicle with Vallejo Flat Varnish to kill any remaining shine. I cut each of these 50/50 with Vallejo Airbrush Thinner to improve flow.

18. Finally, I applied a light dusting of various Mig pigments, light earth tones for the body and wheels, dark rust and black for the track. Then I attached the MG34 and antenna up on top.

This kit was a challenge to build, but not more so than any other open hull, self-propelled gun. Many parts fit perfectly, others not so much. I had expected a longer than usual build and Dragon didn't disappoint me in that respect. Still, this is the best Marder II on the market, and most of the kudos for that goes to Dragon's attention to detail and engineering.

I wish I could recommend this kit to everyone but I can't; reserving that for average-to-experienced modelers only. The complexity of the design and the fit problems require a bit of actual modeling

to occur. I recommend that you go slow, pay attention to the instructions, and consider the suggestions included above.

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



## Re-Glue Sprue

by John DeRosia

This is a first ever in my life to 're-glue-sprue'. How to explain this?

A fast history. I bought the 1/35th scale Hobby Boss M1070 Truck Tractor & M1000 HET Semi-Trailer. (Just 29 more years to pay the loan off for the kit - ha, ha!). Let me get this off my chest first. It is an absolutely incredible kit. Much needed subject, fantastic engineering, no flash, crisp molded parts (about 1,500 total!), and the fit is just great.

Now the human part: Aargh!!! There - helps relieve the tension from wearing the strait jacket the Mrs. bought me. I wear this as I am building the truck. Here has been my typical sitting down/building session:

After two-and-a-half hours, I was able to build only two axles for the main truck. And I still don't have all the parts on the axles yet. Why?

75% of that time was spent searching for parts, thinking I just had that sprue in my hand, then it was buried with others, then it got caught on other sprues etc. Each axle has about 30+ parts and they are NOT all on one sprue. All the axles are different, to add to the complexity of the kit.

Please note: there are sprues lettered A-R. Yes - through R, like in Ridiculous. They may have skipped a letter like "O" since it looks like a zero "0" - but trust me - there are enough as it is.

There are ten, yes ten, duplicate Letter "P" sprues. A lot of the sprues A-V have many multiple duplicates of each other (N=2, Q=3, H=4 etc...). Are you seeing the strait jacket on me now and why? Very few single sprues. I won't mention the 55 tires and 200+ Photo Etch (PE) parts, tubing and decals just yet.

Some sprues are the size of the box (the big parts), some are half the size of the box,

some are one-quarter size. As I cut parts off and the sprue looks like a skeleton, I have been cutting the sprues 'down in size' but keeping the parts on the runners. I then re-glue the original large sprue into a smaller sprue keeping the letter with it. Sounds crazy but it's the only way to keep tracking the parts.

See my picture example below that illustrates this 're-glue-sprue' concept.

I thought I was well versed in 'parts-recognition' from all of my years in modeling. This is the first model I have ever built where I DO NOT LOOK FOR THE PART FIRST. I look for the sprue letter first. Then track down the part needed.

Let me restate something from the beginning. It has nothing to do with the great model and engineering put into this kit. It's the human challenge that has to be overcome. I'm slowly catching on. At this 'human' pace - I figure I'll have it done in another 14 years...oh and you think I'm going to put a tank on it also? I'm buying the biggest kid's toy tank and putting it on the trailer - I'll be too far gone to care if the scales or colors match!

I'll be sending pics soon from the hospital from my padded cell of my progress...

Remember - modeling is FUN!!!...and strait jackets are cheaper by the dozen...

## Upcoming Shows

4/13 - Galaxy Hobby Model Contest

4/27 - IPMS Seattle Spring Show - Renton, WA.

5/5 - Model Car Sunday - Puyallup

6/15 - NOPMS- Port Townsend, WA

6/22 - 4th Annual Billetproof NW Model Car Contest - Chehalis

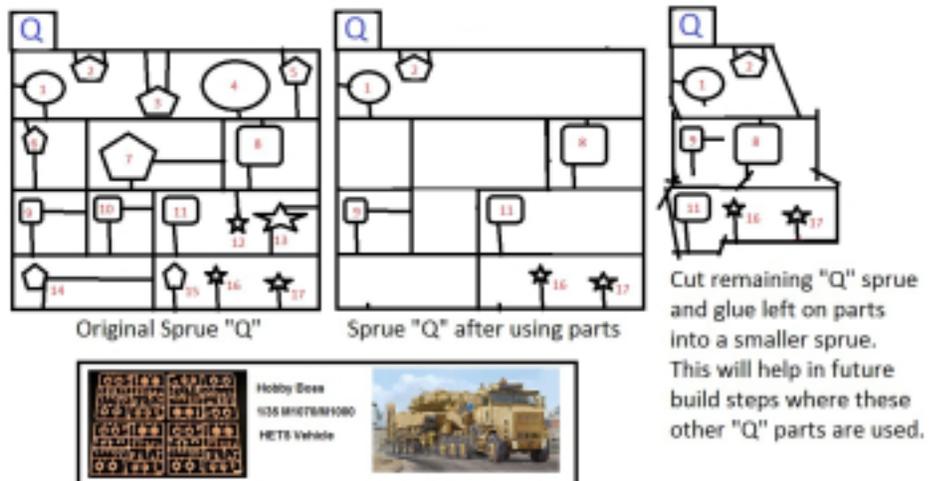
8/14-17 - IPMS Nationals - Loveland, CO

9/7 - 3rd Annual Model Car Contest @ The Rod Run to the End of the World - Ocean Park

9/21 - Oregon Historical Modelers Society Model Show and Contest 2013, McMinnville, OR

10/12 - IPMS Vancouver Fall Show - Burnaby, BC, Canada

Thanks to Chellie Lynn



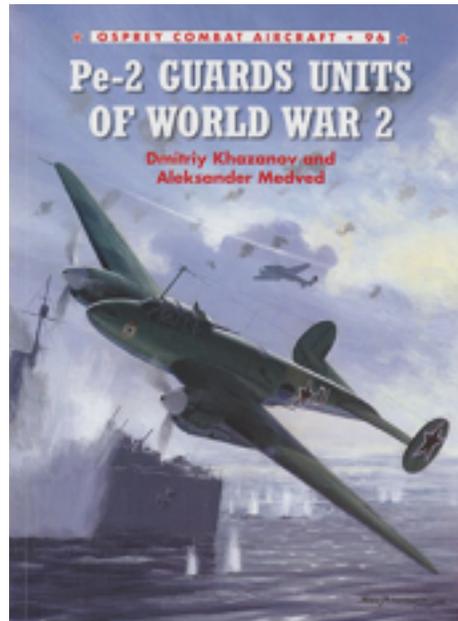
**Pe-2 Guards Units of World War 2 by Dmitriy Khazanov & Aleksander Medved**

reviewed by Chris Banyai-Riepl

One of the more attractive twin-engined aircraft of the Soviet Union during the Second World War, the Petlyakov Pe-2 "Peshka" operated as a regular bomber, a ground attack aircraft, a dive bomber, and dedicated reconnaissance aircraft. The most-produced Soviet twin-engined bomber during the war, the Pe-2 had over 10,000 built between 1940 and 1945, filling over 80 bomber regiments. This latest book in the Osprey Combat Aircraft series documents the Pe-2 in Soviet Guards Units, of which there were several.

As the Pe-2 is not a well-known aircraft outside of Russia, this book begins with a fairly detailed history on the design and development of the plane. While the technical details are interesting, what is even more fascinating is that it was designed by Petlyakov while he was imprisoned, a victim of Stalin's purges.

Petlyakov's freedom hinged on the success of the Pe-2, and following its first flight, he was released in 1940. Two years later, though, Petlyakov died in a flying accident. His fellow designers felt strongly about the design and kept working on refinements throughout the war.



The book looks at the Guards units by breaking them up into major sections. These include Guards Bomber Air Regiments, Guards Bomber Air Divisions, Guards Bomber Air Corps, Guards Reconnaissance Air Regiments, and Guards Bomber Air Regiments of Naval Air Forces. Each of these had their own fascinating story to tell, and the authors do a good job of weaving the various histories together into a cohesive story.

Spread throughout the book are quite a few photos, many of which will be new to Western readers. The attractive lines of the Pe-2 are readily apparent, as is the variety of camouflages and individual markings. The latter are further brought to life by the color profile section, which show both the camouflage color variation and personal markings.

Telling the story of Soviet aircraft during the Second World War has seen a nice bit of expansion in Western print, and this latest title from Osprey further adds to that coverage. My thanks to Osprey Publishing for the review copy.

**Meeting Reminder**

**Meeting: April 13**  
**(Bellevue)**

**North Bellevue Community/Senior Center**  
**4063-148th Ave NE, Bellevue**

**Directions:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

**Show: April 27**  
**(Renton)**

