

# Seattle Chapter News



Seattle Chapter IPMS/USA  
August 2013

## PREZNOTES



### The Big Push

Next year, 2014, marks the 100th anniversary of the commencement of the First World War, so monumental in size and destruction that it was supposed to be “the war to end all wars”. Sadly, this didn’t come to pass, and its aftermath led directly to the rise of National Socialism in a decimated Germany and militarism in general, and to a second European and worldwide conflagration two decades later.

In times past, IPMS Seattle has come up with some extremely memorable public displays spotlighting the creativity of our beloved hobby. In the early 1990s following the conclusion of our very successful 1992 National Convention, the chapter put together an excellent 1/48th scale Luftwaffe Fighter collection, followed by a 1/72nd B-17 collection. And in 2000 we put on a nice little display to mark the 50th Anniversary of the Korean War. And who could forget the 1949 Schneider Trophy racers in conjunction with the NWSM group? These collections were shown at the various model shows in their time, to great public acclaim.

I would like to propose that over the next couple of months, the membership think about putting together a display of WW1 aircraft, military vehicles, figures, even warships if we can swing it, together with some appropriate signage, to welcome visitors to our 2014 April Spring Show. In order to be as inclusive as possible, we would cover the three main scales for aircraft, 1/72nd, 1/48th, and 1/32nd. For military vehicles, 1/72nd, 1/48th, and 1/35th, and for figures and ships, well, whatever we can come up with! World War One aircraft of course are well represented in the modeling realm, especially in 1/48th and 1/32nd scale thanks to Eduard and WingnutWings, but also the likes of Roden, Special Hobby, etc. Military vehicles are a little trickier, though Emhar does a reasonable number of British vehicles in both 1/72nd and 1/35th scales,

and there are nice models of the French FT-17 out already, or about to be released. And Emhar did the A7V in 1/72nd scale, while Tauro Model made an effort in 1/35th that leaves something to be desired. In 1/48th scale there are actually models of the French Schneider CA 1, St. Charmond, and FT 17, the German A7V, and the British Mk.IV Male and Whippet tanks, together with a nice Model T Ford ambulance! And if memory serves me correctly, Airfix did a military version of a 1910 bus in 1/32nd scale, so there is all sorts of variety out there. I know there are a number of WW1 warship kits available, and plenty of WW1 figures, from large busts to smaller figures.

Is the proposed display to consist only of new build kits for this event? No, absolutely not. If you have a nice WW1 model or figure already built and would like to participate, you are more than welcome to include it in the display. On the other hand, if it turns out we are short in certain areas, and you would like to build a model for the display (or even if we aren’t short), then please do. If you are looking for an excuse to restart a stalled WW1 project, now you have an incentive to reactive things. The object is to provide something interesting, entertaining and just possibly educational for those attending our Spring Show to view. Dazzle the crowd as they come through the door with tables of lovely models, honoring those who participated

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**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. 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.

**August 10**  
**October 12**

**September 14**  
**November 9**

**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#)

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## Dragon 1/35th Scale Pz.Kpfw. IV Ausf. H Mid Production, '39-'45 Series with Zimmerit

by Eric Christianson

Dragon Models offers a complete lineup of the Pz.Kpfw. IV family tree in 1/35 scale. Following on the footsteps of their (Late Production) H released four years ago, their new (Mid Production) H represents a specific vehicle in the 12th Panzer Hitlerjugend Division, fighting in the defense of Caen, June, 1944. Like the earlier release, the Mid-Production H comes with molded-on Zimmerit and one-piece DS tracks. New to this kit, however, are turret side skirts with Zimmerit as well as a brand new frontal armor plate containing the steering-brake hatches. The only other change is that Dragon has replaced the aluminum barrel in the original kit with a slide molded one in the update. For fit and finish, I prefer the latter, so that's also a welcome replacement.



### Opening the box

All of Dragon's Mk IVs come with enough parts to completely fill the somewhat sturdy box and then some. There are extra parts on every sprue, many of which are Zimmerit replacement versions. There is an optional axe (with and without a molded-on bracket) but otherwise the single set of pioneer tools come with molded on fittings, with no PE replacement options. There are three (!) extra antennas and a set of Mg34 tripod parts that won't be used. A single PE sheet sports exhaust louvers and drive-sprocket rings, but is otherwise somewhat sparse for Dragon. There are two sturdy aluminum sheets containing separate schürtzen sections and a set of beautifully thin DS track with enough extra length to represent the ubiquitous track-sag common to this vehicle.

The contents of the box include:

- Lower hull and turret, packaged separately.
- 27 sprues in soft, light grey plastic, packaged separately.
- 1 clear plastic sprue
- 2 pre-cut sheets of sturdy metal schürtzen, separated into sections.
- 1 small photo-etch sheet, including exhaust louvers and hatch ring detail
- 2 runs of yellow-tan DS track
- 1 10-page blue and white instruction sheet with 19 steps

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

- Hitlerjugend Division, Normandy, 1944 (3 vehicles)
- 8th Panzer, 3rd Regiment, 2nd Panzer Division, Normandy, 1944
- Panzer Lehr Regiment 130, Normandy, 1944
- 20th Panzer Division, 1943 (2 vehicles)
- Unidentified Unit, 1943

### The Instructions

This is a 'fortified re-box', so there are sprues from no less than six different Dragon kits included in the box. I was able to identify two Ausf. H kits (with/without zimmerit), two Brummbär kits (with/without zimmerit), a PzKpfw G with zimmerit, and one just labeled PzKpfw IV (no Ausf. version). As a consequence, I found three significant mislabels in the instructions:

1. One of the two sprues labeled 'R' in the instructions (and in the box) is not included in the parts map.
2. All sprues labeled 'Z' in the parts map and in the instructions are actually stamped with 'T' in the box. There are several of them.

3. All sprues labeled 'B' in the parts map and in the instructions are actually stamped with 'S' in the box. If you make the mental adjustments, however, things will go pretty well. Curiously, when I compare the older Ausf. H (Late production w/zimmerit) instructions with this new version, the new set is completely reworked. While the parts are the same in most cases, the images are slightly different, like they were drawn from a different angle, which leaves me with the impression that Dragon worked mightily on trying to improve things for this kit. Assembly sequence varies by modeler but the general flow of things go pretty much as Dragon intended. The exceptions I made are identified in the text below.



### Things to consider before starting:

There are a whole lot of assembly options to choose between and you can save yourself a lot of time by making those decisions up front, annotating the instructions, and removing all the parts you won't need from the sprues. In addition, there are several places where the options are called out for a specific (Normandy) vehicle and options for vehicles with schürzten or not, so you might want to note those carefully as well. Also, since many of the parts are mislabeled with incorrect sprue letters, marking up those will help when searching the 27 sprues for the right part.

There are several 'gotcha' areas that, if you don't do things in the right order, you can end up with problems. Fortunately, these are all in Step 7, so take care when you reach that part of the build (see the online article at <http://web.ipmsusa3.org/content/pzkipfw-iv-ausf-h-mid-production-39-45-series-zimmerit> for complete

build notes, including a special section detailing this step). Finally – the two sets of side skirts are cut into two aluminum sprues. I suggest that you leave these sections on the sprue for treatment, paint, sealing and finish since it will help you to keep the different sections in the correct order.

## The Build

### Turret and Main Weapon

In Step 13 you assemble the commander's cupola and hatch. I don't know why Dragon went with this particular design, but whether you choose to have the view ports open or closed, the fit is not good. I test fit everything several different ways and found the whole assembly to be a real headache. Going very slowly and deliberately, clamping each piece as I went, I still ended up with enough gaps and protrusions to prevent this build from ever seeing competition. I ended up having to sand and fill the flaws like an old Frog kit. Grrr.

On the other end of the spectrum, the multi-part, double hatches on each side of the turret went together perfectly and fit snug into the turret. And I must say: there are fifty ways for the turret base and schürzten brackets not to fit right, but Dragon solved every one of them. Every part can fit only one way, and the joints are solid. Hands down, this is the best design and engineering I've seen on a Mk. IV for this complicated set of interconnecting parts.

### The Track

At one point in time DS track runs were thick and difficult to work with, tending to 'bow' outwards when installed. Replicating 'track sag' involved a lot of effort and rarely looked right. Not anymore. The two runs of DS track in this kit are very thin and beautifully detailed. [Note: Please see the paragraph labeled 'Track' down in the Painting and Finish section to see how I painted the track before attaching it to the tank.]

Assembly was a snap. I connected the ends using Tamiya 'green top' thin cement and installed them without any problems. I wanted to leave several of the schürzten side panels off and (thankfully) Dragon left enough slack in the DS track to ad-



equately reproduce the sag common to the Mk. IV. I dabbed a little Testors 'black bottle' liquid cement to the wheels and return rollers, pulling each section down on the upper portion of the track just a little as the glue set. Perfect.



### Painting and Finish

The Mark IV is a stand-up tank. Tracks, bogies, turret, big gun – it's all there. You can build it all and then paint it if you wish, which is the approach I always take. You do have to make some choices in sequence since you have schürtzen and DS track to paint and weather, but otherwise everything else is pretty straight forward.

(Note: I thin all Tamiya paint and primer products 50:50 with Gunze Mr. Color Leveling Thinner, which has its own retarder for airbrushing. If you haven't tried this thinner with Tamiya paints, you really should. I use a Pasche-H Single-Action airbrush, Number #3 tip, at 20 lbs. pressure for everything. I use Vallejo's own thinner for all Vallejo paints.)

### Schürtzen

For the schürtzen, I created a sticky board for the five plastic pieces of turret plating, and I used a coarse drywall sanding block to rough up both surfaces of the two aluminum sprues containing the side plates. These plates would remain on their sprues all the way through painting, sealing, and weathering. After wiping off any aluminum powder residue left over from sanding, I sprayed a primer coat of Gunze Mr. Surfacer 1200 on both sides of the two aluminum sprues and set them aside to dry and de-gas.

### Track

Before the track went on the vehicle, I painted both sides of each run the same color as the main vehicle's pre-shade base - see Step 1, below. Once the flat brown base coat was dry, I used a 'Mini' Q-tip to apply Model Master Dark Anodonic Gray Buffing Metalizer to the centerline posts 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.

Before the side schürtzen went on, I put a little Gamblin Artists Oil Silver paint straight from the tube onto my pinky finger and rubbed it over the cleats and track edges to bring out a metallic glint where I needed it. The shine would be knocked down a little by dry pigment and flat varnish applied later on.

### The Main Vehicle

1. I decided to use one of the summer Normandy schemes for my Mk. IV, so I started by airbrushing a primer/base coat of Tamiya Flat Brown (XF-10) over everything, including all the schürtzen and track. I used a dark brown because I wanted that to be the color that would show up when I scraped away the subsequent layers of paint over a barrier coat of hairspray.
2. Once the brown had dried, I sprayed the entire vehicle and both sides of the schürtzen with a generous coat of hairspray. I use TreSemme #4 Extra Hold, but I really don't think it matters.
3. 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 brown to show along the edges and in the dark recesses.
4. I followed this with a second wavy camouflage coat of Tamiya Black Green (XF-27), leaving just the insides of the schürtzen, the wheels and the lower hull behind the bogies the original yellow color. Once the main pattern was down, I opened the nozzle and sprayed a light dusting coat of the same color to blend both camouflage colors together.
5. Before the paint had dried too much, I took a long-bristle red sable brush, dipped it in distilled water, and wet the surfaces that would receive chipped paint, including the outsides of all the schürtzen. After a few minutes, I used a wet, stiff, short horsehair brush to gently rub off the camouflage paint along the edges of the surfaces and high-wear areas like hatches and footfalls. I also rubbed some paint away from flat areas here and there to give the vehicle an overall worn appearance.
6. Once I had what I wanted, I loaded some Future into the airbrush and gave the two aluminum sprues a heavy coat on both sides. The Future will seal the paint along the edges and allow me to separate the aluminum panels later without flaking off any paint. I learned how to do this the hard way during a previous 'Dragon schürtzen' build. While the Future was still loaded, I shot the areas that would receive decals as well.

7. While the Future was drying, I painted the wooden portions of the pioneer tools Vallejo Acrylics New Wood and all the steel parts Tamiya Metallic Grey (XF-56). For Vallejo paints I mix a tiny bit of Vallejo Slow Dry and water with each color until it flows smoothly off a red sable brush. I painted the hull and turret machine guns Tamiya NATO Black (XF-69) and highlighted them with Gamblin Silver Oil paint.
8. 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.
9. I applied the decals for my scheme next using the Red and Blue Micro Sol/Set system without any problems, even though they were mostly placed over zimmerit. I get the decals to set into the rough texture by using a cotton make-up remover pad to press the decal into the zimmerit after the blue solution is somewhat dry. I then lay on a coat of the red solution and everything remains hunkered down nice and tight. This approach replaces the much more tedious one of buying and using dry transfers that I used to use.
10. Next, while I still had a flat coat on the model, I applied several filters to enhance the colors. I first gave the whole vehicle and schürzten a filter of MIG Wash Brown. I then gave the jack and spare track runs a filter of MIG Black. I applied a filter of MIG Dark Rust to the rear exhaust filter and turret-traverse exhaust cylinders on the starboard side. Finally, I used several filter applications of Paynes Gray and Dark Rust on the track sections. I heavily thin all of my washes and filters with Mona Lisa White Spirit.
11. Once dry, I hand-brushed another coat of Future over the decals to seal them.
12. For years I used to give the surface of my model a glossy coat of Future acrylic at this point in the weathering process to prepare it for an oil-based pin wash and possibly some streaking. With experimentation, however, I found that the filters I applied gave the surfaces a slightly satin finish that assisted in spreading a pin wash like it should, using capillary action. Furthermore, using the very mild Mona Lisa thinner with MIG Oils did not disturb the underlying paint and/or finishes, no matter how thick I slathered stuff on. This approach saves time and, with this particular model, removes one more layer of junk from clogging up the fine zimmerit detail. So - I gave the vehicle a pin wash using Mig Dark Wash (aka Raw Umber) straight from the bottle, paying special attention to the wheels and various latches.
13. Once dry, I flipped the hull over and applied a mix of MIG Old Rust and MIG Black Soot pigments to the track.
14. 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 shiny spots still remaining. I cut each of these 50/50 with Vallejo Airbrush Thinner to improve flow.
15. I replaced the over-scale kit-supplied antenna with an excellent (and inexpensive) brass antenna from **OrangeHobby.com**. To darken the brass I let it soak in some Blacken-It (from A-West) for a few minutes, and then attached it to the receptacle using thin super-glue.

The PzKpfw IV Ausf H with side skirts is one of the iconic tanks of World War II, and it is no wonder that Dragon has taken on this family of AFV's to produce some of the very best models on the market. The build is challenging – there are a lot of parts and several areas require a little experience in problem solving. Still – the parts fit and are beautifully detailed; together making these kits a lot of fun to build.



The design of the schürzten and the hardware to support its various pieces is simply brilliant, and in my opinion, the very best available. I've built the 'H' from three manufacturers now, and Dragon sets the bar here.

The thin DS track has evolved into an excellent alternative to the Magic Track, which itself was a wonderful product (and still is). I just wish the DS runs would come in a more 'military' color since they are such a chore to paint.

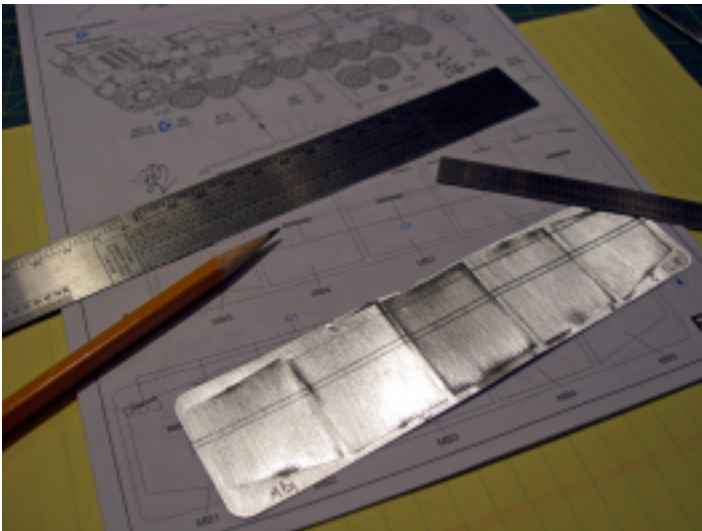
The slide molding, included in all Dragon kits now, has really improved the detail and build-ability of their kits. This is nowhere more apparent than with their tank barrels which are, in my opinion, a vast improvement over the ill-fitting and hard-to-paint aluminum versions.

And last but not least, Dragon thoughtfully designs their models so that every hatch, door or access panel can be built in the open position, with more than enough interior detail to get you started if you roll that way. One of these days, when I have more time...

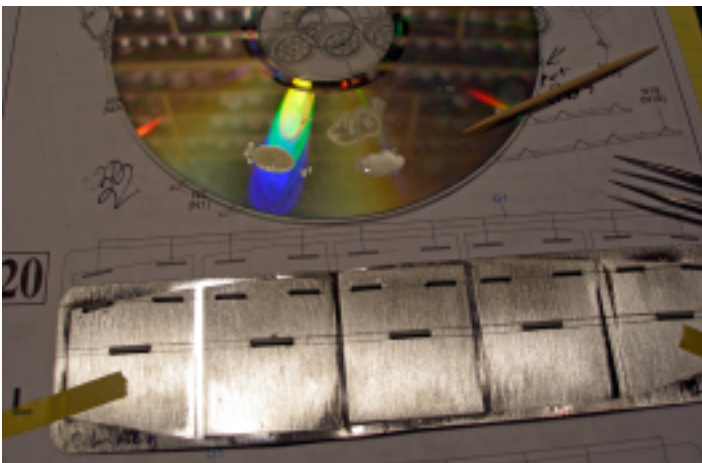
On the downside; while Dragon has been improving their instructions as of late, and what you get with this kit appears to be another rework toward that end, there are still enough errors to cause a novice to become frustrated. I breezed through most of the problems simply because I've already made the mistakes in prior Dragon Mk. IV builds and learned from them. With such brilliant engineering and design, however, it is a shame that the instructions and related quality control issues detract from what otherwise would be a perfect build experience.

Still - I can recommend this kit to all modelers who are up to the small challenges that a kit with so many parts and options will offer. If you mark up the instructions beforehand as suggested, and go slow, you shouldn't have any problems.

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.



*Side skirts: above left, Drafting; below left, Hook Placement, above right, Completed.*



## Tamiya 1/48th Scale Focke-Wulf Fw 190D-9

by Hal Marshman, Sr

This model depicts the Dora flown by Hans Dortenman from October 1944 to May 1945. I have depicted it after its repaint and upgrading. The Tamiya kit errs in that it provides complete ceilings for its wheel wells, when in reality the Dora had cut away wheel wells, and the engine rump was visible through them. I excised the well ceilings, and installed the fore and aft bulkheads and engine rump from an Eduard kit. Tamiya's wheels are also too small, so my model wears Eduard wheels. The cannon are vinyl covered paper clips, while the seatbelt/buckles and the brake lines are scratch as is the FuG-25 antenna under the aft fuselage.

Paints are WEM Colorcoats, RLM shades 76/82/83. Decals are from the spares box. I had to take a piece of clear decal sheet, and spray it 76 Hellblau. Once dry, I applied the swastikas to it, cut them out, and applied them to the model. The serial numbers are hand done on the same piece of decal sheet.







## Tips and Techniques: Keeping it Clean

by Eric Christianson

How many times are your best intentions of keeping your model room organized thwarted by attempting to accomplish too much in too little space? It used to happen to me a lot (and still does now and then), but I've come up with some ideas that I'd like to pass along which might help solve that problem.

Looking around my modeling area I realized that a lot of my materials and supplies were only used when I was doing specific tasks. For example, there were a dozen little things that I use when applying decals that just take up space the rest of the time. I purchased a small plastic case, labeled it 'Decal Kit', and put those things in it. Bang – look – empty spaces. I did the same with photo-etch tools and equipment, putting all that stuff in an identical case labeled 'Photo-Etch Kit'. Wow – that actually made a difference – it doesn't take much to get a modeler excited!

I decided to tackle the elephant in the room – my weathering and finishing tools and supplies. As an armor builder I do a lot of weathering, a job that can get messy in a hurry. Simply applying pigments and/or working with slow-drying oil paints can lay down an impressive layer of un-invited goo in no time. I could see doing two things that would significantly clean up my modeling area: 1) remove all weathering and finishing materials from the shelves and tabletops, and 2) find a way to only see that pile of stuff when I needed it.

To this end I started with an old modeling tray that IPMS member Don Conrard gave me a while back. It was large, sturdy and most importantly, had an expansive, thick glass top to work on. I added several wooden trays and nooks to hold the items I needed to store, slapped a heavy-duty handle where I needed it on the back, and started to move stuff out. I was impressed. Not only did I clear off a lot of space from my main modeling table, but the entire contraption could be moved and set out of the way on top of my airbrush booth – still close by, but not in my face.

The 'weathering tray' had room for washes along the right side, pigments along the left and back, places for seven type of brushes organized by function (filter, pin wash, streaking, dry pigment, wet pigment, etc.), space for tube oils, colored and lead pencils, and plenty of room for pre-mixed products from manufacturers. All of this surrounded a large, goo-proof work area. Now when I have built and completely painted a model, I clear off my desk, drop this big tray down, do the weathering and put the tray back where it came from. Bingo.



One last item I came up with is what I called a 'pigment rack'. This is simply a plastic tray with a business-card box inside in it. This set-up allows me to place a tank on the upside-down box in the middle of the tray for applying pigments. The vehicle stays put pretty well, and all the excess pigment that falls off is neatly caught below for reuse with the next application. This thing really works well for doing tracks.

I hope that you have found this article helpful and can find similar ways to organize your modeling area. As always, if you have a modeling tip or technique that you would like to pass along, or any questions or comments, feel free to email me directly at [modelreric@comcast.net](mailto:modelreric@comcast.net)



## The BAC Mk.89 Strikemaster in Ecuador

by Alfredo Jurado, IPMS Guayaquil, Ecuador

The BAC 167 Strikemaster is primarily a trainer and close support aircraft which design can be traced back to the fifties in the form of Hunting's Jet Provost T.Mk.5. Nevertheless, the first flight of the Strikemaster as such was in October 26, 1967. The Strikemaster is powered by a Rolls Royce Viper 20F-20 turbojet engine, 30% more powerful than the previous version and can lift up to four times more payload and as fuel makes up most of this load, it has a greater combat range. Also has a top speed of 472 mph at 20,000 feet, and a climb rate of 26m/sec. Accommodates two crew members in side-by-side Martin Baker Mk.4 ejection seats and its armament consists in two FN 0.30cal machine guns at the root of air intake, and 500rpg. Eight under wing stations provide capability to lift a combined load of 1,360kg.

After succeeding with its first jets, the FAE was needing to replace those ageing birds, specially F-80Cs, Meteors, and some T-33As. On this ground the FAE pointed their eyes on the F-5E, but the negative of the U.S. State Department soon closed the file and interest of FAE. The plan was also to provide for a subsonic trainer/light attack aircraft to train the pilots in the path for supersonic jets, thus replacing the T-28As and Ds. The BAC Strikemaster was finally chosen, for being an agile aircraft with great load, capable of being used in the training and counter insurgency role.

The first eight Strikemaster Mk.89 arrived in October 1972 to Salinas' Ulpiano Paez AB. They were immediately involved in the instruction role for ESMA air academy cadets. By the end of 1973, the Strikemaster flew 1,466 hours and had two crashes. In 1974, the remaining Mk.89s plus another three recently arrived were transferred to Taura AB near Guayaquil, to conform No.2313 Combat Squadron, under the lead of Cap. Francisco San Pedro, changing its main primary training role to combat training. They were stationed at Taura until 1978, reaching 9,300 flight hours and four more write-offs. In May 1976, the FAE received eight new Mk.89As and on October 18, 1978 the entire squadron was transferred again to the newly built Eloy Alfaro AB in Manta, after the arrival of the first Jaguar SE and SBs. In 1985, the FAE showed interest in the acquisition of six more aircraft to build up the squadron after some attrition, and the negotiations held with British Aerospace (ex BAC) succeeded in 1987 when the six new aircrafts were received. Those Mk.89s were brand new aircraft embargoed from Sudan, and were boxed at the BAe Samlesbury facility, waiting for a buyer.

On January 27, 1979, there was a crash of FAE-255 following an engine shutdown after the take-off roll. Both pilots ejected saving their lives, but one of them was to be confined to a wheel chair for life. Similar accidents occurred in the following months and being unable to determine the reason for those accidents, the FAE decided to ground all Strikemasters until a full investigations was done. The squadron was then temporarily disbanded.

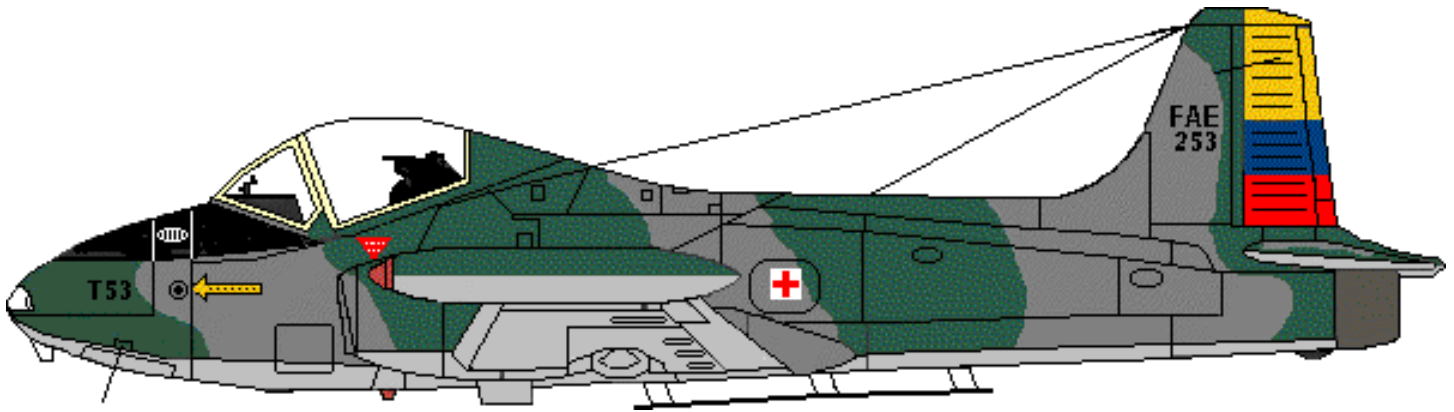
At the break of the 1981 conflict with Peru, and after six months grounding, the order was given to regroup the squadron 2313 (also named Mk.89 for the type) and to send all available aircraft to Guayaquil International Airport, from where they would be operating after the end of the conflict. In October 1981 a new accident, this time FAE-243, after take-off from Taura, caused a new grounding of the Strikemaster. On May 10, 1982, arrived two technicians and a pilot from BAe, to determine and solve the problems with the engines. In June 8th, the British pilot Maj. Peter Thompson took off in a commemorative flight that put an end to the grounding of the squadron, and the group was reunited again under command of Lt. Rodrigo Bohorquez. In February 1989, the air force acquired six more Mk.89s, completing then eleven readied aircraft, but again fatality showed up in the form of several accidents due to bird strikes and one aircraft written off due to overstress in g-forces. At the time this article was written, the Strikemaster has reached the 34,000 hours mark.

During the last conflict of 1995 with Peru, the Strikemaster of No.2313 Squadron were flying combat air patrol, with sporadic attacks to Peruvian ground positions, along with A-37Bs from 2311 Squadron.

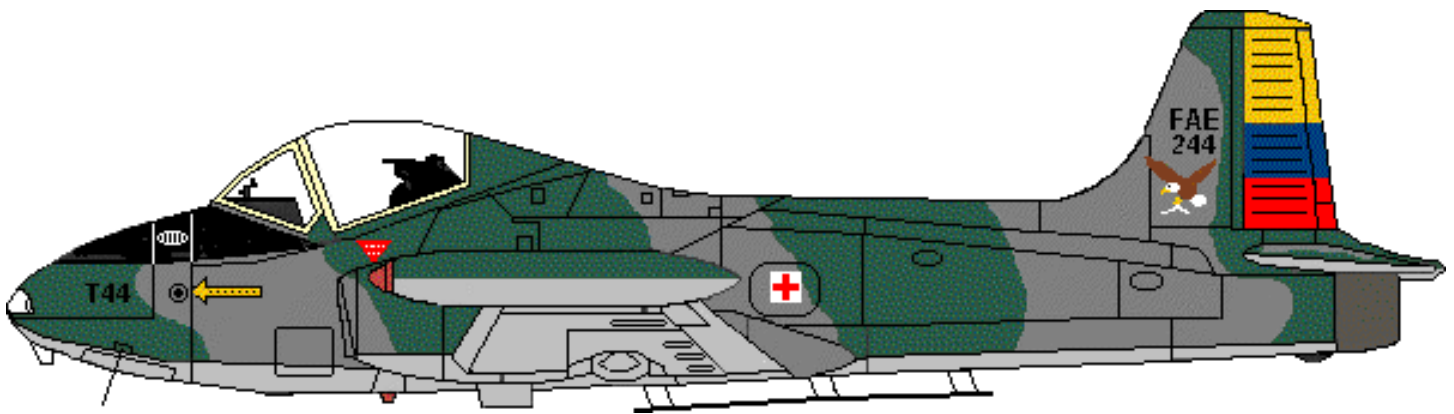
### Colors and Markings

Strikemaster camouflage is the same applied to RAF's Jet Provost during their last days, consisting of the following colors: Dark Sea Grey BS381C/638 (FS26173) and Dark Green BS381C/641 (FS24079) for upper fuselage and wings; Light Aircraft Grey BS381C/627 (FS26440) for under fuselage and wings.

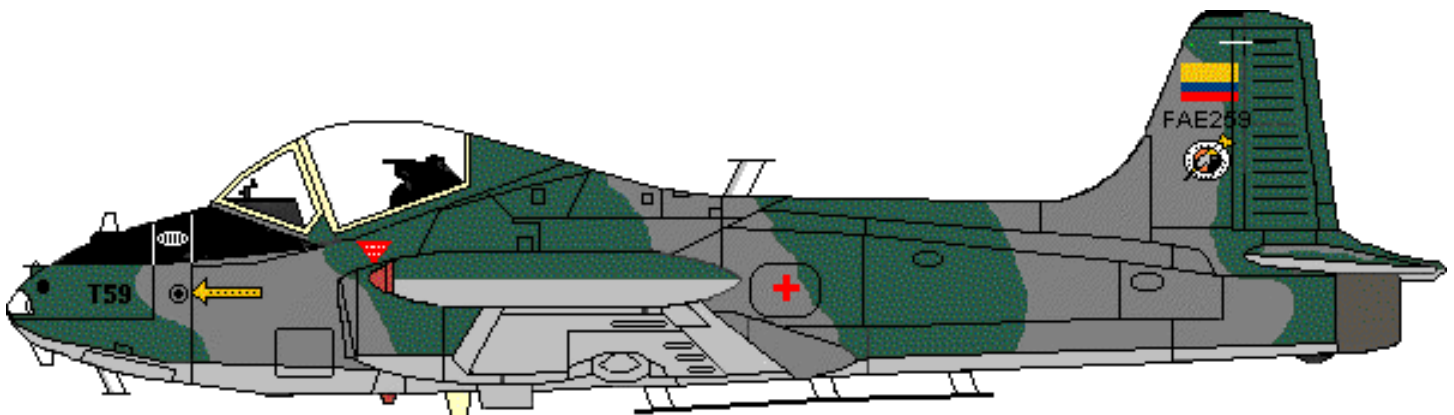
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When the Strikemaster FAE-244 (T-44) reached the 10,000 hours mark of the type, a commemorative eagle was painted in the fin of this sole aircraft. This eagle had a banner in its beak, which reads "10,000 horas".



During the Cenepa conflict in 1995, the colorful rudder was changed to a less noticeable small flag and squadron badge.



## Kinetic 1/32nd Scale BAe Hawk 100 Series

by Chris Banyai-Riepl

The BAe Hawk has evolved over time from a basic trainer to strike fighter. Recently the aircraft has returned to its training roots with the Hawk 100 Series advanced jet trainer. This updated aircraft features a redesigned wing, modern avionics, and HOTAS controls. In this new configuration, the Hawk has been quite popular with air forces around the world, including Australia, Canada, and Singapore.

Kinetic continues to release some exciting kits, and this is definitely one that many 1/32nd modelers have been anticipating. While the earlier Hawk T.1 has been available from Revell, this is the first 1/32nd Hawk 100 out there. Molded in the typical Kinetic light gray plastic, the surface detail overall is quite good, with a blend of recessed and raised bits. On the inside, Kinetic has paid attention as well, with plenty of useful bits from front to rear. Finally, the decal sheet is large, full of options, and features extensive stenciling.



Starting with the interior, out of the box this is pretty good. The instrument panels fit into separate hoods, with the front one getting a nice photo-etch/clear HUD unit. The seats, while initially looking simple, are also spruced up with the addition of photo-etch, and coupled with the five-piece plastic assembly, should look pretty good when finished. The cockpit tub has molded in detailing that is sharp and detailed, with separate rudder pedals, control sticks, and throttles adding to the level of detail here. Finally, a rear bulkhead provides a solid point of attachment to place inside the fuselage.

While on the subject of fuselage insides, this kit features another nice touch: full-length intakes. These are split into right and left halves for each side intake, and connect together at the engine face. While the seam might be a bit of a challenge to fill, providing these intakes is definitely better than having nothing there but a blank wall. The exhaust pipe is also provided, split into right and left halves. With the cockpit, intake/exhaust assemblies, and nose gear bay put in place, you can close up the fuselage. There is no reference of adding nose weight mentioned, but you will want to double-check this just to be sure.

Moving on to the flying surfaces, the stabilizers are molded as solid right and left pieces, but get added inserts on the mounting end to replicate the plates found there. The lower fuselage strakes are provided as a single insert that incorporates part of the lower fuselage, so no worries on getting these at the proper angle. The wing is very nicely done, with the one-piece lower wing getting separate wheel well sidewall and roof inserts. The upper wing halves then trap all of that in place. The kit also comes with two separate options for flaps, so there is no need to try and piece together multiple flap parts if you choose to have the flaps up.

The landing gear is well done as well, with the main gear struts cast as one piece for robustness. The wheels are molded separate from the tires, which will facilitate in painting. All of the gear doors have interior detailing, and there are separate retraction arms provided. While still looking at the wings, the final bits there are the separate wing fences, and once all that is together, the wings can go on and it's down to the details.

The small details for the exterior will keep you quite busy, as Kinetic has provided a whole host of probes, vanes, and antennae as separate pieces. While it is nice to have these separate, to avoid breakage during assembly, it does mean some pretty careful cleanup of some pretty small pieces. With all of those in place, you can choose to add the wingtip Sidewinder missiles (which are nicely done) or not, tack on the canopy, and head to the paint booth.

Painting the Hawk 100 apparently takes a page from the Henry Ford Finishing School, in that you can have it in any color, as long as it's black. A bit of an exaggeration, I know, but the first two options on the decal sheet are just that: overall gloss black. These are the Canadian CT-155 from 15 Wing out of Moose Jaw and the Hawk Mk 128 from BAE Systems, Warton, Lancashire. For those who want

something a bit more exciting, the third option is the BAe Demonstrator aircraft, which is metallic gray, aluminum, and aircraft gray (although the latter two colors are indistinguishable in the instructions), and of course, gloss black. The final option is an Australian Hawk Mk 127 from 76 Squadron, finished in a special scheme that features a large black cat on the fuselage side and a black fin, spine, and nose added to the two-tone gray camouflage.

The decals are very nicely printed, quite colorful, and feature the added bonus of extensive stenciling. The latter will really help out a lot, as on these aircraft, especially the gloss black ones, the stenciling stands out quite a bit. While adding these will take a while, it will definitely pay off in the long run.

For those looking to add a modern trainer to their 1/32nd shelf, this is a good one to pick up. Nicely detailed straight out of the box, and affordable on top of that, this one will be a popular kit for the large scale modelers. My thanks to Stevens International for the review sample.

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## Aoshima 1/350th Scale H-II B Launch Vehicle & Movable Launcher

by Chris Banyai-Riepl

Japan's H-II B launch vehicle was developed from the earlier H-II A, seeking to build on the knowledge of that earlier design to both improve performance and make the design and manufacturing both faster and more cost effective. The H-II B is capable of carrying up to 8,000kg of payload to geostationary transfer orbit, compared to the 4,000-6,000 of its predecessor. Its first flight took place in September 2009 and since then there have been four total launches. The most recent launch with HTV-4 took place on August 4, 2013.

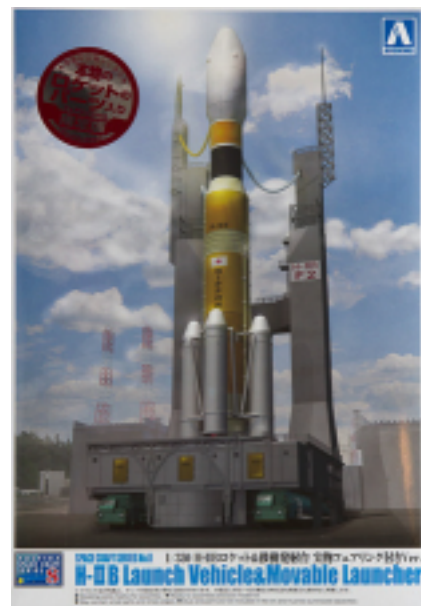
This is an interesting kit, not only because it provides a detailed model of the H-II B rocket, but also because it includes payloads, the movable launch platform, and even more impressive, a certified piece of the H-II B that went into space on January 22, 2011. That feature gives some fascinating historical weight to the model, and provides more impetus to finishing the kit.

Building this kit will be pretty straightforward, for the most part. Molded in several colors, the kit comes with lots of options, most centered around how to display the finished rocket and how to display the available payload options. Starting with the simple, though, the first step is to assemble the four Solid Rocket Boosters. These are split into right and left halves, and feature a separate exhaust cone. The main rocket body is also split into halves, and has a separate engine section with two separate exhaust cones. Once that is together, the four SRBs can be attached, and the support structure added.

With the base rocket complete, attention can then turn to the payload section. The kit provides two choices for the payload section: solid plastic or clear plastic. If you go the solid plastic route, your assembly is much easier. Just glue the four upper stage pieces together and you're done.

If you go the clear route, there's more to do. First there is the HTV module that fits inside the upper section. This is split in half, so assembling will be simple. Painting is another story, as the HTV has many sections that are varied in color. The finished HTV then gets trapped between the two clear nose pieces, revealing the payload. The section just below that can also be displayed in clear, and this gets a three-piece engine and fuel tank assembly. In both cases the interior bits are simple and could really use some additional detailing to highlight the complexity of these parts.

Whichever way you go, with those two upper sections completed, the H-II B is finished and ready for painting. The painting instructions are given throughout the instructions, so pay attention to each step in order to learn what gets colored what. Looking up some reference photos wouldn't hurt, either. The decals are minimal, and should pose no problem in application.



With your rocket finished, attention can now turn to displaying the completed model. The easiest solution is to use the included stand and set the H-II B vertically on it. If that's too simple, but you still want to have it vertical, this kit includes rocket exhaust, molded in clear. This is actually made up from no less than thirteen parts, and it fits onto the same base. Finally, the last of the base options is an arm that will display the finished rocket at an angle, as if in flight.

That covers the simple display options. Really, though, you're buying this kit for the movable launch platform, and who can blame you, that's a really neat way to display this rocket. This is made up from two main columns that are braced between, and which fit onto a large base. This base is made up from four separate sides, a separate bottom, and a separate top. There's quite a bit of molded on detail here, although there is room for some additional detailing should you so wish.

That takes care of the platform, the next step is to focus on the movable part. This comes in the form of two very large and

many-wheeled vehicles that are on either side of the platform. These are built up from a top piece and a bottom piece, with separate wheels. Those wheels are built up from two strips glued together, with each truck getting two sets of those completed wheel assemblies. A bumper and an outside railing complete these assemblies, and they can then be attached to the platform. In checking some of the photos online, this launch platform has a fair bit of color to it, so this is a great way to add some extra zing to a fairly bland white rocket.

It is great to see other nations taking to space, and even greater to see model kits come out of these vessels. This one, with its added display options and certified space-flown rocket piece is even more impressive, and if you're looking for something unique for your model shelf, this might be just what you need. My thanks to Dragon Models USA for the review sample.

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

**PrezNotes**

*from page 1*

in this gargantuan historic event 100 years ago.

Think about it.

Cheers,

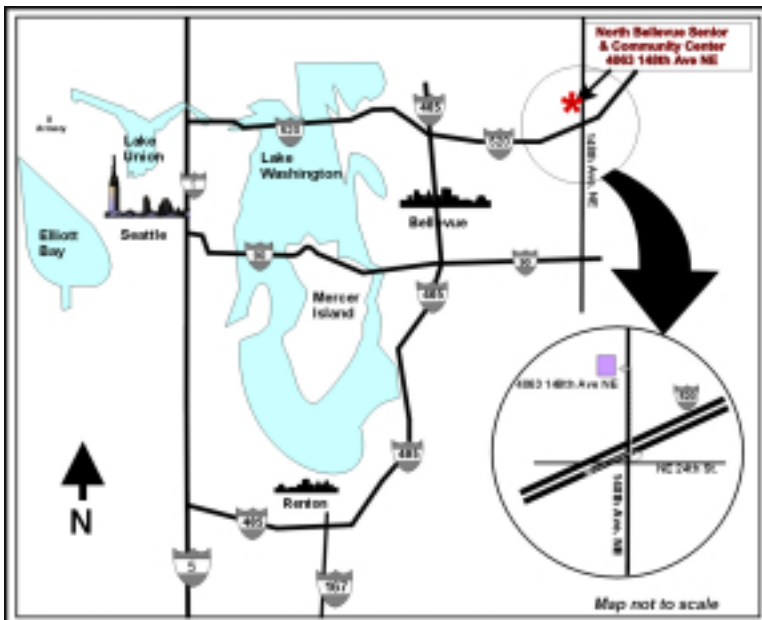
**Andrew**

**Upcoming Shows**

- 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

**Meeting Reminder**

**August 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.