

Seattle Chapter News



Seattle Chapter IPMS/USA
December 2013

PREZNOTES



Tis the Season...

It is at this time of year that I reflect on the year that has been, and on the new one about to start on January 1. Last year I committed myself to becoming more involved with the public side of the hobby. I love this hobby, and want to see it thrive, and I felt that by making the more public aspects of it as successful as possible, this would insure its continuation. Hobby Shows/Contests and displays of various kinds are the "public" part of our hobby. So I committed myself to producing finished models and bringing them along to every event I could attend: the various chapter meetings, and in particular the IPMS Seattle Spring Show, together with three other events I attended this year: the NOPMS Show, the IPMS/USA National Convention, and the IPMS Vancouver BC Fall Show. By bringing my models to these shows, I helped provide the other participants with something to come and see. I succeeded by producing ten new completed models for the IPMS Vancouver Show this past October.

I also became more involved with the "public" part of the hobby, by seeking reelection as your Chapter President. I wanted to continue working with the other members of the E-Board to provide our members with a warm, friendly environment to meet in each month, and I hope you will agree that IPMS Seattle meetings are indeed friendly places to share our great hobby. I also got involved with the organization and execution of our biggest yearly chapter event, the April Spring Show. This past year I presented a well received 1.5 hour seminar on the history of the Sherman tank, as well as helping Morgan Girling and her crew run the registration area, and Robert Allen with his "greeting" crew. And once again, I entered models in the show.

I would like to take this opportunity to encourage each and every one of our members to think about participating in

these various public aspects in 2014. I think volunteering to help make the chapter's various endeavors succeed fills one with a great sense of achievement. At the least, it saves you \$\$ on your membership! If our Spring Show is a financial success, it directly subsidizes the cost of your chapter membership. And entering models in the various shows allowed me to meet some very interesting people who came up to me and talked about my models. One in particular was extremely enthusiastic about one of my Russian tank models, saying he was just in the process of building his own, and seeing mine completed would give him inspiration to finish his own. So I made a new friend AND provided a fellow modeler with added inspiration with his own model. What could be better than that!

On behalf of the E-Board I would like to wish all our members the most festive of times as we head towards the end of 2013, and hope that your 2014 is filled with modeling delights! I look forward to seeing you all at the Chapter "Food and Fun" meeting this Saturday. If you wish to bring something to drink or nibble on, that is always most appreciated.

Cheers,

Andrew

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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <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 2013/2014 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.

December 14
February 8

January 11
March 8

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank) Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

☐ Family (Adult dues + \$5, one set magazines, 4 of membership cards required: _____)

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

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Hasegawa 1/200th Scale Boeing 787-8 "Demonstrator"

by Chris Banyai-Riepl



The Boeing 787 has made the news again recently, with the first flight of the stretched 787-9 in September 2013. With the aircraft in the news, this latest re-release of the very nice Hasegawa 1/200th scale 787-8 kit is timely. The first release had ANA markings, while this one comes with the Boeing Demonstrator livery.

We reviewed the original ANA release back in the September 2012 *Seattle Chapter News*, and since then, the plastic of this kit has not changed. You still get the same white plastic, with recessed panel lines and nicely done fine details such as the landing gear. The kit comes with both the Rolls Royce Trent 1000 engines and the General Electric GENx engines, so this release is perfect for the modeler uncertain about which livery to build. For more details on

the kit, I'll refer you to the original ANA 787 in-box review.

With the plastic the same, the primary difference here is with the decals. The large decal sheet provides all the details for the Boeing Demonstrator aircraft, with two specific aircraft covered: N787BX and N787FT. N787BX has the Rolls Royce engines, while N787FT has the GE engines. The overall livery is simple, with the aircraft finished in overall white, with a blue tail. The tail features a large white 787 on it, and the decals provide this in two forms: one with a large blue decal with white numbers, or the white numbers separate, which would allow the modeler to paint the blue. N787BX was repainted in a much more colorful scheme in October 2011, with dark blue and light blue segments being divided by a white cheat line, but the kit only contains the original livery.

As the rest of the livery is nothing more than a thin blue stripe, with Boeing and Dreamliner logos, what will really add realism to this model is the stenciling. The decals provide a fair amount of that, with thin wing walkway markings, door outlines, individual engine markings, including spirals for the fan cones, and fuselage markings. With such a bland scheme, it is these kind of details that make the finished model look good.

It's great to see Hasegawa really pushing this kit, with two releases within about a year. For those who aren't sure of what livery they want to finish their 787 in, or those who like company demonstrator aircraft, this is the release to get. My thanks to Hasegawa USA for the review sample.



Dragon 1/35th Scale JagdPanzer IV L70 (A) Final Production - Smart Kit

by Eric Christianson

(Editor's note – this abridged version has been edited for use in our newsletter. You can see the full build article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)

Dragon Models has released their (fourth?, fifth?) incarnation of the German JagdPanzer IV L70 (A) self-propelled tank destroyer in 1/35th scale.

The Jagdpanzer IV (Sd.Kfz. 162) was based on the Panzer IV chassis built in three main variants. As one of the casemate-style turret-less Jagdpanzer ("hunting tank") designs, it was developed against the wishes of Heinz Guderian, the inspector general of the armored corps, as a replacement for the Sturmgeschütz III (StuG III). Guderian objected to the 'needless diversion of resources' from Panzer IV tank production, as the StuG III and StuG IV tank destroyers were still more than adequate for their role. Officially, only the L/48-armed vehicle was named Jagdpanzer IV. The L/70-armed vehicle that this kit was modeled after was named Panzer IV/70.

Originally fielded in the summer of 1944, the Panzer IV/70 saw service in Normandy, the Ardennes Offensive and on the Eastern Front. The vehicle was nose heavy and difficult to operate in rough terrain, leading their crews to nickname them "Guderian-Ente" ("Guderian's duck"). To prevent the rubber rims of the road wheels being dislocated by the weight of the vehicle, some later versions had steel road wheels installed on the front. This kit contains both steel and rubber-rimmed wheels, allowing the modeler to represent either version.

Previously released by Dragon/DML at least four times, this (Smart Kit) release of the last production version has been improved upon by the inclusion of 50 new styrene parts, MagicTrack, and a 204-piece set of etched brass to complete it. The newly tooled upper and lower hulls properly represent the slightly higher profile of this late war variant.

Opening the box



As is usual with Dragon kits based on other Dragon kits, about half of the (abundant) parts included in the box are not used. Fortunately, many of these unused parts will be useful for other projects - nice personal weapons, handy pioneer tools, antennas, cables... 'the good stuff'.

Looking at the sprue stamps, the kit appears to be cobbled together using sprues from several previous products, including:

Pz.Kpfw IV
Pz.Kpfw IV Ausf. H
JagdPanzer IV L70
Brumbär
JagdPanzer IV L70(A) (New)

The contents of this box include:

1 Main lower hull, packaged separately.
1 Main Upper Casemate and Rear Deck, packaged separately.

20 sprues in soft, light grey plastic parts, packaged separately.
2 sprues of clear plastic parts, packaged separately.
Dual-colored, sided sets of individual-link MagicTrack.
1 photo-etch sheet, including schürzen frames.
1 baggie of steel outer-rim wheels and gun mantlet.
1 baggie of six individual wire mesh schürzen sections – say that three times.
1 8-page blue and white instruction sheet with 17 steps.

Sprue stampings of rivets, bolts and two sizes of numerals can be carefully scraped off and applied to the model surface for serial numbers, etc.

The kit comes with a single scheme represented using the ubiquitous Dragon blue-and-white three-view drawing, and a very small (but perfectly registered) sheet of decals from Cartograph of Italy. The sheet is for an example from an Unidentified Unit, Eastern Front, 1945, in overall German yellow, with brown and green camouflage.

The Instructions

As mentioned, there are sprues from several different Dragon kits included in the box. That said, I found nothing significant as far as errors or omissions. There are some minor inconsistencies and these are pointed out where needed, below. The only criticism I have is that in many steps the exact placement of crucial parts is vague at best, illustrated by a simple arrow pointing ‘somewhere in this general area’. Fortunately, all the tricky areas are documented correctly and fit well.

Things to consider before starting:

The build sequence is pretty straight forward. The wheels and bogies first, then the track, followed by the front and rear lower hull details and front deck, the fenders, the rear deck and finally the casemate and main weapon, in that order. Once all this is completely dry, the schürzen is added. The only significant departure from the instructions I took was adding the track before the fenders – I didn’t see any benefit from doing it the other way and the easy access to the upper runs of the track made things easier when molding the ‘sag’ into the track.

The front deck must be installed prior to the fenders, which isn’t clear from the instructions.

The instructions contain a handy 1:1 scale drawing to use when attaching the various PE and plastic parts to the schürzen sections. Be forewarned, however, that there is only the left (port) side depicted. You have to do a little finesse work to mentally flip the illustration the other way to assemble the right (starboard) skirt sections correctly.

Finally, the build-it-all-and-then-paint-it approach will work (it’s what I did) but it still pays to plan ahead and proceed slowly.

The Track

I decided to assemble and attach the track prior to adding the fenders. The L/70 comes with Dragon’s excellent individual-link Magic Track, a good choice for this vehicle since it is easy to add ‘track sag’ if desired.

I laid the links out in a single run, added a single drop of Testors (black bottle) liquid cement to each side of the center post of each link and let the glue dry for 45 minutes. After that the links came up in a single, easy-to-manage run. Starting with the bottom of the drive sprocket, I ran the track up and along the top, adding length between each return roller until I had the right sag, then down around the rear wheel and along the bottom back to where I started. I finished up by adding a drop of glue to every wheel surface the track touched and I was done. Snap.

Casemate and Main Weapon

The top of the casemate includes several options to show periscopes, corner-firing guns and hatches – all well represented in the kit. I wanted to pose the round hatch open, use both periscopes and ditch the round corner-firing gun (the curling barrel (I thought) looked odd extending from the flat, angular casemate top). I don’t know why armor periscopes are always molded in clear plastic – most modelers will paint them and use aftermarket lenses or just a drop of Future to represent the glass optics. I feel the detail would be rendered so much better if they were made of normal plastic.

The main weapon and all of its detail came together and fit perfectly – Dragon did a great job here. The gun (and attached periscope) can be made to slightly traverse from side to side and up and down, but I glued everything down just to keep it from drooping later on when it hits my display case. (See photo at top of opposite page).

The rear of the casemate is attached to the rest of the box via beveled edges that don't want to align easily – they kept sliding without anywhere to fit or grip. I felt the design should have allowed for some kind of attachment point here.

Finally, there are two types of photo-etch (21 tiny pieces in all) that are supposed to adorn the sides of the casemate. I tried one of each type and decided that I would talk the talk here and let someone else walk the walk. Good luck.

Stanchion hardware and Schürzen

The slightly complicated array of stanchion braces and piping that support the side skirts fit perfectly and were a breeze to install. Dragon has really set the bar with their engineering here, a process which has been a challenge with the late Mark IVs from (some) other manufacturers. I recently finished Dragon's latest PzKpfw IV H (Kit 6611) and that, too, made a simple task out of this complex problem. Good job.

Now to the schürzen...In my opinion, the wire-mesh stand-off armor skirts (or schürzen) on the JagdPanzer IV L/70 (A) are one of the most unique and appealing features of this vehicle, so, regardless of difficulty, I was going to get the job done no matter what it took.

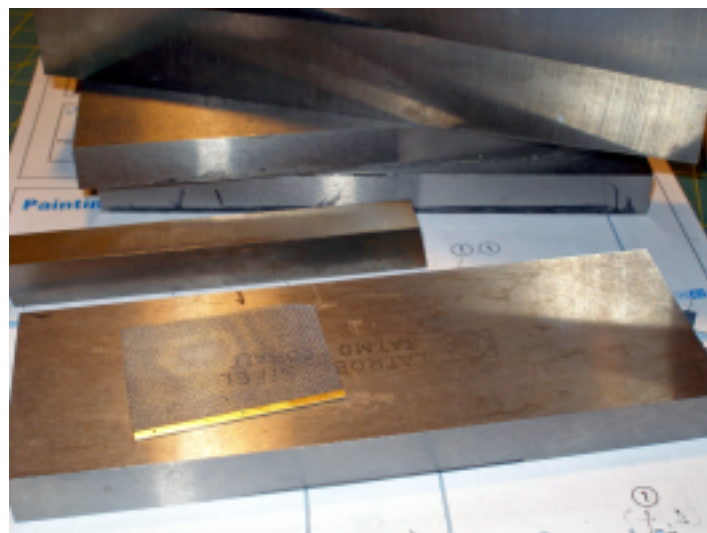
Dragon includes a handy PE bending tool that perfectly bends the brass frames that edge the top and bottom of each mesh section. This tool worked so well in fact that I was sorry to see it head off into my spare parts box after I was done. Aside from that one bright aspect of the task however, the rest required time, patience, and a little luck.

While the Schürzen design promise is there, the engineering reality falls short. Each skirt is held in place using a pair of three-part assemblies (one plastic part in back and two small PE brackets in front). Once you work the slightly bowed wire mesh so it is flat, the problems start with the density of the mesh itself. The four plastic (male) connecting points for the two PE parts cannot be pushed through the mesh from behind, and it is nearly impossible to drill holes through the mesh that line up correctly to fit the plastic connecting points, that is, without destroying the mesh. I had to switch to Plan B.

For each assembly, I decided to shave off all the connecting points and glue all the parts to both sides of the mesh to look as if they were connected, and treat the delicate skirt sections with kid gloves from then on. Trying it on a single section seemed to produce satisfactory results, so here's the approach I took:

1. I started by using a fine black Sharpie ink pen to mark up the 1:1 instruction sheet drawing itself to make a paper template, filling in the PE brackets with the dark ink. (I chose the lower option of the two in Step 16). [Careful – these images can lead you astray if you aren't careful. Refer to 'Things to consider before Starting' to see what to watch out for.]

2. Next, I took a piece of mesh, worked it with my fingers until it was flat, and laid it on the matching section in the instructions.

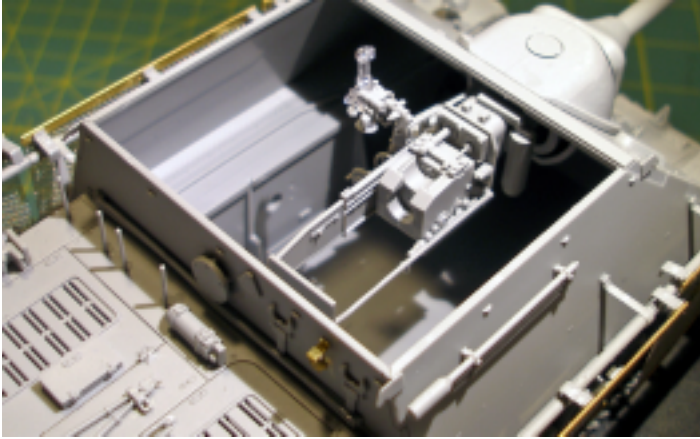


3. I traced the placement of the PE brackets on to the surface of the mesh section using the Sharpie.

4. I then bent and attached the PE framing for the section using the handy two-part bending tool Dragon included with the kit (works great!). I bent each piece once, troweled in some extra-thick super glue along the center line, slid it over the mesh, carefully crimped it with tweezers, and then pressed it under 100 tons of scale weight (about 10 pounds of scrap steel chunks I have). I repeated this procedure for the other end of the mesh. (See picture to the left).

5. Next I applied the super glue to the four black Sharpie marks on the mesh and dropped the PE parts (MA32), carefully pushing them into the mesh until I could see the glue ooze through the two holes on each piece. That way I could be pretty sure they were going to stay put.

6. Once dry, I shaved the connecting points off on the two plastic parts (T10) and glued them to the other side of the mesh, lining them up with the PE parts.



7. The last step was to glue the upper (plastic) attachment hardware (Parts T25) to the back of the mesh section, making sure to line each one up where it's supposed to go by test fitting each section to the horizontal pipe running along the side of the vehicle. There are small detents on the pipe that will receive this hardware.

8. Finally, I did not see any practical way to attach the front plastic triangular sections (Parts T8 and T17) to the mesh sections so I left them off.

Once I had completed all the sections I intended to install on the vehicle, I carefully set them aside to dry on a cotton towel that I could use to hold them during airbrushing later on.

Painting and Finish

I decided to finish my vehicle using the scheme in the instructions as a starting point. The only items I left off the completed model for painting were the antenna, the two spare wheels, the barrel travel lock and the wood block. These were painted separately and attached just before weathering. Painting and finishing followed these steps:

(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.)

1. I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 to give the plastic and PE some grip for the following coats, followed by an overall pre-shade coat of Tamiya NATO Black (XF-69) – this would fill in the dark recesses and provide the shadows near the flat surface edges, adding depth to the camouflage coats to come.
2. 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 a hint of the black to show along the edges and behind the pioneer tools, etc.
3. Next I applied the second (mottled) camouflage coat using Tamiya Olive Green (XF-58), following that with spots of Tamiya Flat Brown (XF-10). I also gave the schürzen a dusting of Flat Brown, laying the ground work for some rust washes and pigments applied later.
4. Once the camouflage coats were dry, I hand-painted the areas that would receive decals with Future.
5. 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.
6. To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown oil paint 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 dry-brushing. 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 latches and metal parts darker than the center of the wooden shafts. Finally, I let a little black wash puddle up on the horizontal surfaces of the metal axe head. When dry, this gives it a convincing look of used steel.
7. I applied the decals using the Red and Blue Micro Sol/ Set system without any problems. After I was sure they were dry, I hand-brushed another layer of Future over each decal to seal them between layers of acrylic.
8. 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 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 filters, the schürzen racks and the schürzen itself. 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.

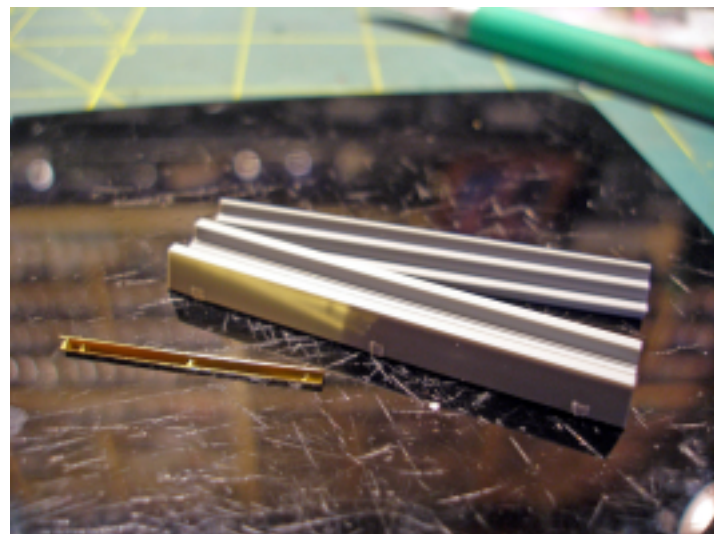


9. I then gave the vehicle a pin wash using Mig Dark Wash (aka Raw Umber) straight from the bottle, paying special attention to the welds, buckles, pioneer tools, wheels etc.
10. Before applying a flat coat, I dry-brushed the vehicle to lighten things up a little, using Mig Abt155 German Three-Tone Fading oil paint that I let sit for a while on cardboard to leach out as much of the oil as possible before applying it the protruding detail and wheels.
11. 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.
12. Finally, I applied a light dusting of various Mig pigments, light earth tones such as European Dust and Dry Mud for the body and wheels, Dark Rust, Concrete, European Dust and Black for the track.
13. I attached the schürtzen and antenna and took out my camera. This little dude was done.

This kit was a challenge, but I mean that in a good way. There are many intricate parts – schürtzen, periscopes, hatches, track...but nothing that got in the way of a thoroughly enjoyable build. Dragon keeps on improving how their kits come together, and that is one thing that really sets them apart.

It's easy to conclude from this review that many parts do not fit, or that the instructions are not up to the task, but doing so would be a mistake. For every part that doesn't quite fit, there are 100 that do, and they fit perfectly. There are a lot of things that make up a Dragon armor kit, and the overall design, engineering and attention to detail are beyond reproach. I always look forward to building new armor models from Dragon.

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.



PE bending tool



2014 NorthWest Scale Modelers Show: Save the Dates!

by Tim Nelson

It's time to start thinking about the awesome NorthWest Scale Modelers Show at the Museum of Flight, a huge exhibition of modeling in a spectacular venue. Show dates for 2014 are February 8-9; this is NOT the traditional Presidents Day Weekend due to personnel turnover at the MOF. (For 2015 and beyond, we will slide back to the usual weekend.)

As always, the centerpiece of the show is the large model display in the MoF Great Gallery. You don't have to bring ALL your models, but bring lots of interesting stuff to show off.

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

Although the main model show is organized by modeler, we will have two special group displays for 2014: "The Great War" and "Aviatrix: Women in Aviation". More on that in the meetings.

If any questions at this early stage, please let me know (e-mail: timndebn@comcast.net or mobile (425-941-4429). See you under the Blackbird in February!



Hurricane Bookshelf: Middle Eastern Mess

by Scott Kruize

IPMS Seattle members continue to strive to do ever-better jobs on their models' painting and finishing, as Ted Holowchuk wished us to do. So do the NorthWest Scale Modelers continue to construct, each quarter, special exhibits for the Museum of Flight. Stephen Tontoni may no longer be in front of us, but his influence remains.

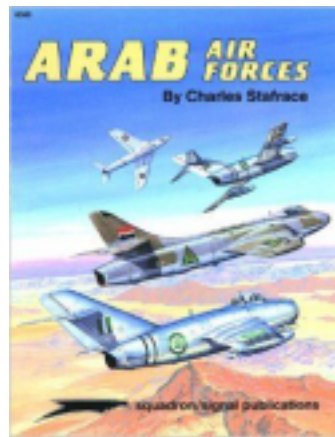
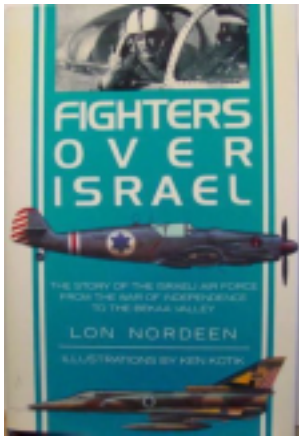
The prior exhibit he'd organized was "The Golden Age". We took this down Thursday, December 5. Morgan Girling, as Stephen's de facto successor, organized the new display: equipment used in two Middle Eastern wars, namely the Six-Day War of June 1967, and the Yom Kippur War from six years later.

In his own inimitable way, Stephen persuaded a number of NWSM members to hastily build something for each display. I'm among them, and took on an obscure Eastern European or Russian kit of the MiG-19 that Bill Osborn had started, then Stephen had 'inherited'. It was quite a challenge, a mixture of a few good points and quite a few bad ones. Modelers need to 'stretch' a bit with each new build they attempt, Stephen says. But we keep our perspective with his most famous admonition:

"No model is perfect; some models have fewer flaws than others."

The MiG-19 came out perfectly adequate for the display.

Like so much other Soviet military equipment, it served with several Arab air forces, and confronted Israeli airpower on several occasions. It was the most advanced Soviet fighter plane in that theater—and many others—till the advent of the MiG-21.



Of course, on the Hurricane Bookshelf, it's fairly easy to find material about trouble in the Middle East. A year into the Second World War, Hawker Hurricanes were sent to defend Egypt, later fighting against the Axis forces in the Western Desert, and being instrumental in suppressing an Axis-inspired uprising against British rule in Syria.

I pulled two other books off the Shelf: *Fighters Over Israel – The Story of the Israeli Air Force from the War of Independence to the Bekaa Valley*, by Lon Noordeen, and the Squadron/Signal Publication *Arab Air Forces* by Charles Straface.

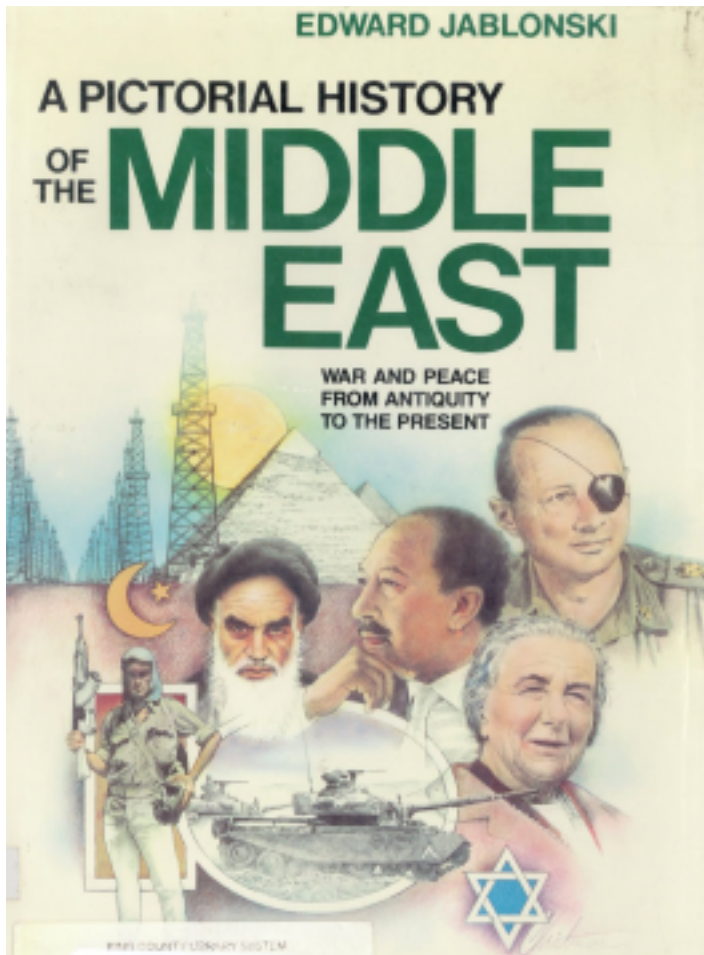
I wanted to know more, though, to understand the display I was helping to make. A quick check of available books in the King County Library System included one by Edward Jablonski:

A Pictorial History of the Middle East: War and Peace from Antiquity to the Present.

I already knew Edward Jablonski, because the Shelf also contains his *Pictorial History of the World War II Years*, and the four-volume set, also about World War II: *Air War*. The volumes are *Terror From the Sky*, *Tragic Victories*, *Outraged Skies*, and *Wings Of Fire*. I like Edward Jablonski as a military historian and writer. He demonstrates the ability to reduce nearly infinite amounts of technical and historical material into a swift-moving, crisply-described narrative that can be easily followed by any educated reader, with or without prior knowledge of the subject.

Of all these histories, Middle East is far and away the most convolutedly tangled. It may be that these 294 pages constitute about the most straightforward and simplified explanation possible of what a mess the Middle East is. It's not so much that it's a troubled area now: apparently, it has been since the beginning of written history, and maybe before that. It's a story of constantly shifting migrations and alliances, the rise and fall of tribes, kingdoms, and empires, complicated by often vicious interplay not just among enemies, but among kinsman and so-called friends. (Even I know an ancient slogan from the area: "The enemy of my enemy is my friend.") Well, for a while maybe...until the next grounds for dispute, the next round of mayhem...

The modern part of the story begins at the turn of the last century. To the Middle East's ancient importance as a strategic location—where Europe, Asia, and Africa meet—something new was added: the discovery of oil. During World War I, whose 100th anniversary of its beginning we will 'celebrate' this coming August, nations began to contest sources of what's called the 'lifeblood' of modern civilization. The war and its aftermath made the Middle East even more of a mess than it was, if such a thing can be imagined. Basically desert, it didn't even have what we would regard as modern country borders, but at the end of the war, such borders were drawn. Not with much regard for the rights, desires, and needs of people that were there...much more with how the European powers wanted the Middle East divided up so as to maximize their own influence and power.



Arms races go way back. In this area more than most, the people have a shortage of food, clothing, decent shelter, transportation, and even water. Certainly they've had no security, and very little grounds for optimism. Even the discovery of that precious black gold has often been more of a curse than a blessing to them. But one thing they've never been short of: weapons. In ancient times, too many swords. In the first half of the 20th century, too many guns. Since World War II, too many tanks, artillery pieces, missiles, and aircraft.

The Museum of Flight display has a small representative sampling of these. There's no locally-produced weaponry at all, Israel's self-produced weapons being introduced at a later date. The hardware comes from Great Britain, France, the Soviet Union, and of course, the United States of America. These countries also provided some training and expertise in their use. Manpower and blood is what's provided by the populace.

The two wars represented in this display had far more types of equipment than can fit in the two big cases, even in 1/72nd scale. If the Museum wishes, many more such quarterly displays would be needed to do more-or-less full representations of the weaponry of all the Middle Eastern conflicts. Watch this space for development.

The book *A Pictorial History of the Middle East* is printed by Doubleday and Company, Inc., of Garden City, New York. Copyright 1984. 294 pages, counting bibliography and index. There are five major chapters:

1. Cradle of Civilization and House of War
2. Two Wars And Duplicity 1914-1945
3. Iran: Torch of Islam
4. Terrorism: the Clandestine War
5. The Arab-Israeli Wars

I concentrated primarily on the last chapter, in participating in the display, but all the chapters are worth a thorough, careful read. The book helps reach at least some minimal understanding of this violence-ridden territory.

It's still a 'hot spot' in the headlines, showing no sign of ever cooling down. May our hopes for the New Year include a fervent wish for progress in preventing proliferation of weapons far worse than all those so far deployed: nuclear ones!

Aoshima *Thunderbirds* The Mole Mini

by Mark Aldrich, IPMS Tacoma Green Dragons

Thunderbirds are GO!!!! For those of my generation, that was a great call tag! For the younger crowd, I am sure they have still heard about International Rescue. Gerry and Sylvia Anderson created *Thunderbirds*, one of the greatest series ever to be broadcast! There were only two seasons created, with 32 total episodes. However, those two seasons spawned two movies and tons of different merchandising items to include plastic and die-cast models. Bandai, Imex, and Aoshima are the ones I can remember. I have seen several others over the years adding their twist to the old classic which just proves the greatness of the original models used in the series.

Aoshima's website is not super user friendly but as near as I can tell they offer at least 12 different Thunderbird models. Six are part of their MINI series, and six are in their other line. The Mole has currently two different versions in their inventory. One of the kits is in 1/72nd scale, and I believe is a copy of the older Imex kit, and this other MINI Mole.

This one appears to be an oddity. There is no scale included or listed. It is #5 in a series listed as MINI but the sides of my box show 1-3. They actually have a total of six in the MINI category. Thunderbird 2 (Heavy Equipment Hauler) and the others all appear to look more like a Hasegawa "egg plane" than the actual vehicles in the series. The title Minis as they are all being called might be an attempt to get children into the modelling realm. The kit only contains 22 parts. The parts are composed of metallic grey, polished aluminum, and yellow. There is a small decal sheet and two page fold out instruction booklet. There is a color guide but I think Aoshima wants you to use as few paints as possible. The rotating amber warning light on top could be easily painted amber/red yet the instructions want you to use two decals to color it. I built this as a snap tight model as it appears it was designed that way. With the few amount of parts and ability to be able to roll, I think this is Aoshima's attempt. I did not paint any of the call outs as they are already colored in the defined plastic. The one exception is the four wheels underneath. They call out H2 to paint the wheels but there is no H2 color reference.

Construction was simple and fast. I had all the parts cleaned up and attached in about 30 minutes. I actually cleaned and sanded the parts as I would do any model. Assembly was all snap and it held. The only one that didn't look right was the two body halves. These two snapped together but there was a noticeable gap. I opted for using liquid glue and a clamp. This I allowed to dry overnight. I did drill out part 10, the drill collar, as it was a very tight fit on the metal connecting shaft. This necessitated using super glue on the shaft end to ensure the drill assembly did not fall off. I applied the decals using the Micro Scale system and all but one went down without a hitch. I caught some slight silvering under the MOLE name but other than that, I think they look great on the bare plastic. The Amber decals are opaque and very non see through. The one issue was the Warning light. The top decal snuggled down great but the ring decal, during it's contortions, created a slight gap between itself and the top decal. It is noticeable on the rear of the vehicle. I could truly not ask for a more fun, easier build. I will have to see if I can get my Grand Daughter involved in building a TB-2 kit. It is almost like an airplane and she might enjoy it.

If Aoshima's attempt is to use these minis to try and get kids interested in model building then I am all for it and I greatly appreciate the attempt. I also appreciate the fact that they have re-released the 1/72nd Mole. That kit turns into a great model. Thanks to Dragon Models USA for providing the kit. Special thanks to IPMS/USA for allowing me to review it. Get out there and pick up one of these kits to build with your child and grab the 1/72nd for yourself!



Dragon 1/35th Scale Japanese Army Infantry, Peleliu 1944

by Andrew Birkbeck

Within the past year, Dragon Models has issued a brilliantly executed model of the Imperial Japanese Army's Type 95 Light Tank "Ha-Go," arguably the most important Japanese tank of Pacific War. Unfortunately, figures to go with such a vehicle have been in short supply over the years, with the various manufacturers much preferring to produce German or even Italian figures from among the Axis forces of WW2, with Japanese subjects a distant third. Of late, though, this has changed with MiniArt, Fine Molds, and Master Box all releasing sets of WW2 Japanese figures in the past year. Now, Dragon joins them with a set of their own.



The figure set consists of four individual figures on one sprue in grey plastic. Each figure is in six main parts – two legs, two arms, upper torso, and head. One figure is in a kneeling position, firing his rifle. Two others are prone on their bellies, one firing a machine gun, the other holding a rifle. The fourth is an officer in a crouching position with one knee on the ground, firing his pistol. Each figure comes with a flat head, thus requiring that they wear the helmets that come in the set. In addition to the helmets with separate cloth neck protectors, each soldier has a standard kit such as a kit bag, water container, ammo pouches, etc. The officer comes with a pistol for one hand, a sword for the other.

The molding quality of the figures is average. I rate it thus because every part on the sprue has a significant mold release line down each side of the part. A fair amount of very careful scraping and sanding work will be required on each part to get the most out of the figures. However, once this is done, I am sure the figures will paint up nicely.

Given the paucity of Japanese Pacific Theater figures on the market today, this set from Dragon Models is very welcome and will compliment the firm's excellent Type 95 "Ha-Go" tank very well.

My thanks to Dragon Models USA for providing the review sample and to IPMS USA for allowing me the chance to review this set.

IPMS Seattle Meeting Dates for 2014

Here are the IPMS Seattle meeting dates for 2014:

1/11/14
2/8/14 (note that this is the NWSM day also)
3/8/14
4/5/14
5/10/14
6/14/14
7/12/14
8/9/14
9/13/14
10/18/14 (moved to the third week to accommodate IPMS-Vancouver show)
11/8/14
12/13/14

Opinion Piece: Dear Fellow Members - “Do We Want to Host a Nationals Contest?”

by Scott Kruize

It was decided that before we could consider this question, we’d need a ‘feasibility study’ compiled about HOW we could host one.

Djordje, Tim, and Brian did this, and it’s clear from their report at the November meeting that hosting a Nats is within our capabilities.

NOW can we get around to asking why? Why do we wish to host a Nationals? What are we trying to accomplish? What do we hope to gain? What do we WANT? Can it be for:

Karma-ic Continuity Closure? If we don’t take a turn hosting another National, will the IPMS sink into depression and disarray...and maybe stop having National contests altogether?

Fame and glory? Do we aspire to have—do we NEED to have—all our friends-and-relations in the U.S. of A., and around the world, say “Those Pacific Northwest members—especially from the Seattle Chapter—what awesome dudesters they are!”

An alliance among the Pacific North West IPMS Chapters? Would this enterprise forge world-beating solidarity among Vancouver North, Vancouver South, Spokane, Portland, the Alaskans, the Peninsulans, and us? Will that allow us to overpower the existing IPMS-USA ‘power base’, so we can dictate from then on how things should be run?

Sharing of Great Fun of Past Times? Did the two Nats we hosted here provide SO MUCH FUN and EXCITEMENT for our members at the time, that it would be selfish to withhold such pleasures from the current membership?

Boosterism success? Do the Western Washington Chambers of Commerce await our lead efforts to jump-start the local economy, by getting people to fly Boeing airplanes here, stay in our hotels, drive around to visit the MOF and our other tourist sites, and scarf up clams and salmon before buying everything in an oversized Vendor’s Mall? Will Emil M. hug his Security Blanket and stop speaking to us, if we don’t?

Stash replenishment? Is it essential that Sprue Brothers and Squadron and the other big mail order houses come to a really huge Vendor Room at a Contest right here, so we can sock away a bunch more new models without the time-consuming bother of having to order from their Web sites, and pay (gasp!) SHIPPING FEES?

A needed new challenge? Are we bored with soliciting, organizing, registering, displaying, judging, and awarding a mere 700-plus models in a dinky little dive like the Renton Community Center, over the course of a measly single day? Do we need to gainfully employ our abilities by multiplying everything by a factor of four, at least?

Financial gain? With a ‘guarantee’ of no loss by IPMS-USA, are we now down to only the question of HOW WEALTHY a Nats will make us? Of course it wouldn’t be ‘free’ money, but based on the tears and sweat (not blood, we hope...) of the members doing the actual hosting work. And is it clear WHY a not-for-profit hobby-and-social club like ours would need more bucks in the treasury than is needed to cover its ordinary operating expenses, with possibly a modest ‘cushion’? What: do we need to swell our coffers so we can afford to buy each and every member one of the new 1/32nd scale Heinkel He 219 ‘Uhu’ kits?

I thought before the Report, and think now, that there’s no point going forward until the vast majority of our Chapter members—and possibly those of all the other Pacific NorthWest chapters—rally around a REALLY GOOD set of reasons for: WHY? So if I’ve failed to properly list those reasons here, will someone please do so?

Respectfully,

Scott Kruize

Aoshima 1/350th Scale Submarine I-365

by Chris Banyai-Riepl

The Imperial Japanese Navy had an interest in transport submarines, having seen how the German U-155 Deutschland operated during the First World War. Following the Battle of Midway, the IJN began development of their transport submarine, the Type D submarine. The *I-361* class had eleven boats built between 1943 and 1944, and most were lost during the war. A handful survived, but all were eventually destroyed or scrapped. Five of the *I-361* class were converted to Kaiten mother ship submarines, designed to carry the Kaiten suicide attack submarine.

The *I-365* was started on May 15, 1943 at the Yokosuka Naval Arsenal. It was launched in December 17, 1943 and entered service with the IJN on August 1, 1944. The *I-365* was one of the few submarines that was not converted into a Kaiten mother ship, so it operated in the standard transport role. On November 28, 1944, the *I-365* was sunk by the *USS Scabbardfish* off the coast of Japan near Yokohama.



Aoshima produces some very nice kits of submarines, and this one is no exception. Molded in their typical light gray plastic, this kit has excellent surface detailing throughout. As this is not the only Type D submarine Aoshima has produced, there are quite a few parts marked not for use, so be ready to add a lot to your spares box here. The small decal sheet provides the minimal markings found on the *I-365*.

Building this sub is more complex than most 1/350th submarine kits. The hull is built up from two main side pieces, with separate upper decking parts. To ensure that the hull is a solid construction, the kit comes with several inserts for both rigidity and to support the stand. If you plan on using the kit stand, do note that you'll need to hollow out a couple of flashed over holes on the underside. While on the underside, the screws and shafts are separate, with separate pieces for the supports and fairing. The rudder and rear dive plane is also separate.

For the sail, this is made up from quite a few bits as well. There's the main deck piece, on which goes various bits including snorkels, periscope, and observation binoculars. This completed assembly is then sandwiched between the two main sail pieces. With that assembly done, the main hull deck is next.

The main hull deck is made up from four main pieces, with two additional inserts on the aft end. For the most part, the breaks fall in areas that are logical or are hidden, but there will still be a couple of spots where you'll have to work the seams a bit. The instructions also indicate that you'll need to drill out several holes as well, so be sure to read the instructions here.

With the main hull together, you can add the sail and all the other details. The latter includes two small deck guns and one large gun, plus various supports and such. The forward dive planes are separate, as are the anchors, and the final little addition is a small landing ship that sits atop the rear deck. You're on your own in terms of railings and finer details, although Aoshima does produce both a photo-etch set and a wood deck set for this kit.

Painting is about what you'd expect for a Japanese WW2 submarine. The hull underside is painted in red, while the upper half is gray. The deck is wood colored, which will add a nice bit of contrast to the build. The decal sheet provides a flag, *I-365* numbers, and a couple other small details.

The growth of 1/350th submarine kits has really taken off in the last few years, and it is great to see this expansion cover the Japanese World War Two subs. This is another nice release from Aoshima, and for those interested in WW2 submarines, you'll want to pick this one up. My thanks to Dragon Models USA for the review sample.

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

IPMS Seattle Renewal Form

Your 2014 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via e-mail. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the December meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

IPMS Seattle 2014 Dues Form

Remit to:
IPMS Seattle
ATTN: Spencer Tom
318 N.E. 81st Street
Seattle, WA 98115

Full Name _____

Mailing Address _____

City _____ **State** _____ **Zip Code** _____

Telephone (Area Code) (_____) _____

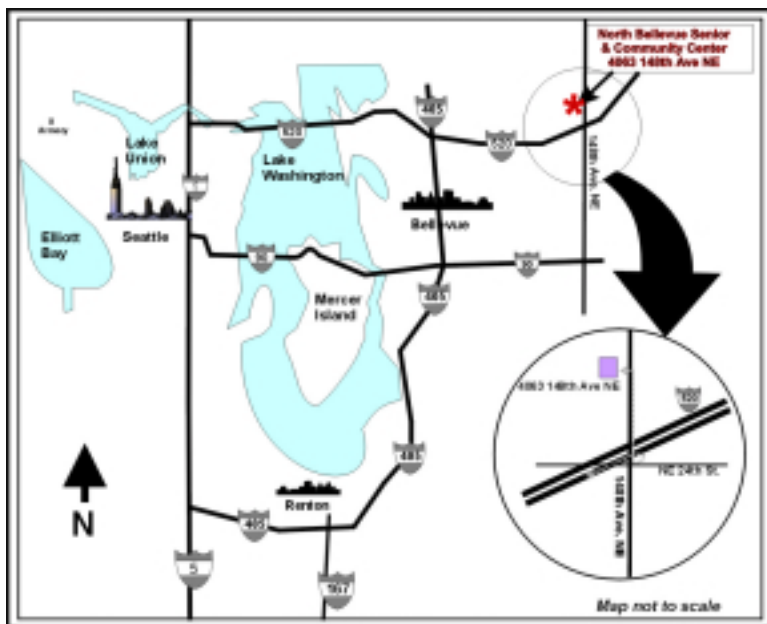
E-mail address _____

☐ E-mail delivery of the newsletter (\$15). ☐ Regular mail delivery of the newsletter (\$25).

☐ Please do NOT release my e-mail and phone information for distributed club rosters.

Meeting Reminder

December 14



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

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