



Seattle Chapter IPMS/USA  
February 2013

## PREZNOTES



### Lies, Damned Lies, and Hollywood Lies

According to the great Irish statesman, Edmund Burke, "Those who cannot remember the past are condemned to repeat it". Many members of our illustrious modeling fraternity pride themselves in a knowledge of history, but often it is a limited knowledge. They can tell you ad nauseam about the history of the F4U Corsair, the Sherman tank, or the First Battle of the Somme, but know little of the French Revolution or the Arab/Israeli conflict in a historical setting. Worse, according to a scholarly article I recently read, less than half of our fellow citizens ever again read a non-fiction book of any sort, following their graduation from high school or university. So where do they get their "history" from? Sadly, it seems, it is often from Hollywood.

For while Americans as a group don't appear to read many non-fiction books period, let alone historical ones, they DO attend the movies in great numbers. And many of today's movies are "based on true events", and thus are seen by many as "fact". Recently in theaters we have had movies on President Lincoln and J. Edgar Hoover. Many I am sure left these movies believing they had been educated as well as entertained. After all, these movies were both "based on fact". The question that should be asked, however, is based on how much fact?

Which brings me to an extremely entertaining movie that I have just had the great pleasure of watching, *Argo*, based on the 1979 take over of the American Embassy by radical students in Tehran. I attended this movie with my two 80-year-old parents, and all three of us found the film to be most entertaining, being on the edge of our seats the entire time. **SPOILER ALERT:** For those who have not yet seen the film, and wish to, stop reading now,

but return to my writings when you have seen it. The rest of you, please read on.

The film is "based on fact", and purports to tell the story of six American embassy employees who escape out the back door of the Embassy as it is being overrun by the militants. When no other US ally (the British and New Zealanders are mentioned by name) are willing to help the Americans, they are immediately taken in by the Canadian ambassador and his wife, and the CIA hatch a plan to rescue them by sending in an agency employee disguised as a Canadian film producer, with the six Embassy employees taking on the disguises of fellow Canadian film workers. They achieve this disguise with the help of a Hollywood special effects technician and a cooperative Hollywood producer who concoct a massive ruse, complete with screen play, actor auditions, and coverage of the production in *Variety* etc. Back in Tehran a pantomime takes place to give the Canadian film crew story "creds", including a powerful scene where the band of Americans go to the Tehran Bazaar to check out film locations, and are almost lynched. Eventually they make a dash for the airport, the whole operation nearly

*continued on page 15*

### In This Issue

<b>The First Post-Apocalyptic NorthWest Scale</b>	
<b>Modelers Show</b>	<b>3</b>
<b>BPK Boeing 737-200</b>	<b>6</b>
<b>Dragon Boeing 747-400</b>	<b>7</b>
<b>IPMS Pearson Show Preview</b>	<b>8</b>
<b>Tamiya Flakpanzer IV</b>	
<b>Mobelwagen</b>	<b>10</b>
<b>Monty Python Trojan Rabbit</b>	<b>13</b>
<b>MB Models Women of World War II Era and Friendly Boxing Match</b>	<b>14</b>
<b>A-6 Intruder Units of the Vietnam War</b>	<b>15</b>
<b>IPMS Seattle Renewal Form</b>	<b>16</b>

**SEATTLE CHAPTER CONTACTS**

<b>President:</b> Andrew Birkbeck P.O. Box 15983 Seattle, WA 98115 Ph: 206-522-3539 acbirkbeck@comcast.net	<b>Vice President:</b> Eric Christianson 18215 NE 95th Way #103 Redmond, WA 98052 Ph: 425-591-7385 ModelerEric@comcast.net	<b>Treasurer:</b> Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	<b>Show Chair:</b> Jon Fincher 1819 S. 116th St. #307 Seattle, WA 98166 Ph: 206-354-9682 jfincher42@hotmail.com
---	---	--	--

IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <http://www.ipms-seattle.org>

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

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

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

**Upcoming Meeting Dates**

The IPMS Seattle 2013 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**February 9**  
**April 13**

**March 9**  
**April 27 (Spring Show at Renton)**

**IPMS/USA NEW MEMBER APPLICATION**

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

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

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

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

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

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

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

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

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

**Newsletter Editor:**  
 Robert Allen  
 12534 NE 128th Way #E3  
 Kirkland, WA 98034  
 Ph: 425-823-4658  
[baclightning@yahoo.com](mailto:baclightning@yahoo.com)

## The First Post-Apocalyptic NorthWest Scale Modelers Show

by Tim Nelson

Civilization and modeling (is there any difference?) survived the end of the Mayan calendar, and we hope your non-Mayan 2013 calendar includes the NorthWest Scale Modelers (NWSM) Show at the Museum of Flight (MoF). The show will run during its traditional Presidents Day Weekend slot in the MoF Great Gallery. That's February 16-17, but set-up and load-in will begin Friday night February 15 at 5 PM.

We are intentionally reducing the table count just a skosh to improve foot traffic through the show (see attached diagram). That means rather than bringing ALL your models, you need to bring 87.2% of your models. Please round up to the nearest whole model.

There will plenty of working tables, seminars in the nearby small Murdock Theater, and Make & Take programs courtesy of Emil Minerich (Skyway Models, Saturday) and Mike Shaw (Galaxy Hobby, Sunday). MoF Senior Curator Dan Hagedorn – a tremendous friend of the local modeling community – will continue with his Curator's Choice award for his favorite model. Other than Dan's award, this is a pure exhibition, not a contest.

Although the main model show is organized by modeler, we will have two special group displays for 2013. A "50 Years of IPMS/Seattle" tribute is being organized by Terry Moore, and a "Small Air Forces" display is being organized by Morgan Girling. See those folks if you want to participate in either display.

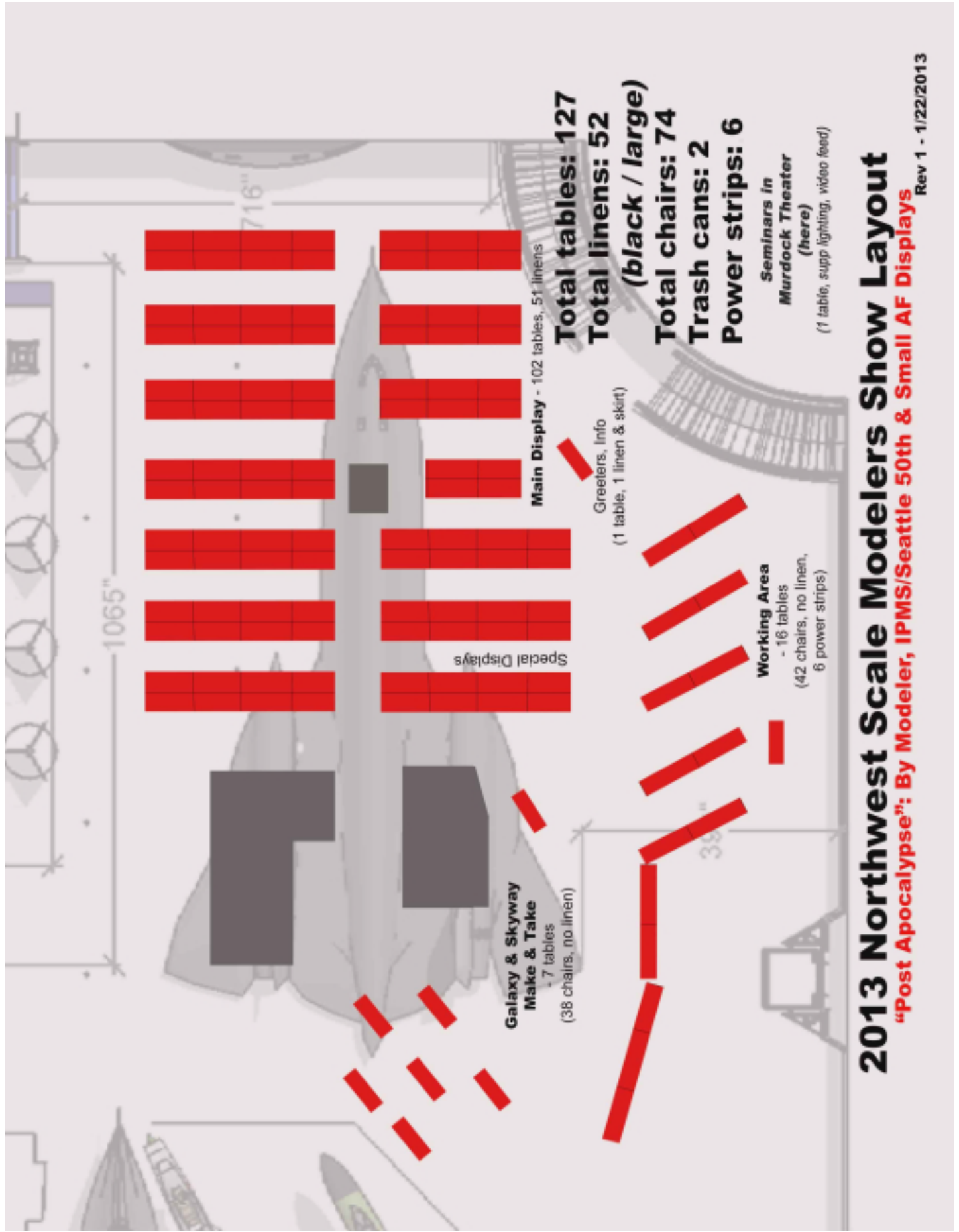
Bob Jacobsen will return with his popular 1:1 scale working R2-D2, and repeat his theater presentation at 2 PM on Saturday – last year it was standing room only. We'll

designate an area for R2 interactions to help avoid the traffic jams we had with the throngs of attendees last year.

If don't receive a detailed pre-show briefing email in early Feb, or have any questions, please let me know (e-mail [timndebn@comcast.net](mailto:timndebn@comcast.net) or mobile 425-941-4429). See you at the MoF!







## BPK 1/72nd Scale Boeing 737-200 Piedmont Airlines

by Gerry Nilles

The genesis of the 737 dates back to the spring of 1964 when initial design studies formally began. The decision, by Boeing, to build a short to medium range airliner was not taken lightly especially considering the market was already dominated by the both the Douglas DC-9 and the BAC One-Eleven. However, Boeing felt it could do it better and considering the fact the after almost a half century the 737 is still in production, it certainly proved to be the right decision.

Development of the initial 737, (the -100 series), began in November of 1964 with the first customer order, from Lufthansa, following in February of 1965. The maiden flight, of the -100 prototype, took place 30 months later in April of 1967. At this point, I should note that the design of the 737 obviously varied from the competition, in that it had the same size fuselage that both the 707 and 727 used. In fact, the 737 ended up having almost 60% commonality with its bigger brother the 727. The other major design deviation from the pack is the placement of the engines on the wings using the flush mounted design pioneered for the outer engines of the B-47 bomber. Actually, aerodynamic necessity, resulting from the use of a larger fuselage diameter, dictated engine location more than any other considerations.

Deliveries of the initial 737-100 to Lufthansa began in December of 1967. However, production of the -100 ended at only 30 planes in that Lufthansa, along the other customer airlines, including United, wanted more capacity. The result of these customer requests was to stretch the fuselage 36 inches forward of the wing and 40 inches aft of it. Re-designated the 737-200 the rest, as is said, is history. Initial production deliveries of the -200 began in the spring of 1968 and end 20 years later in August of 1988. During that period 1,114 737-200s deliveries occurred.



First, and before I begin the kit review, I want to thank Dave Cooper of Cooper Models for the example of the 1/72nd scale 737-200 kit by BPK. Like many in our hobby, Dave has a real day job yet still manages to operate his own kit import business, a business that makes it so much easier for us to obtain what would otherwise be hard if not impossible to find rare and limited run kits.

The BPK 737-200 is an injection-molded kit with a few resin parts and a fret of straight-forward photo-etch (translation: no bending required). Considering this is the first and only 1/72nd injection molded kit of a production 737 ever produced, a comparison is really not possible, and no, the old Aurora 737 kit doesn't count because it is based on the 737 sales "mock-up".

The BPK kit is not an overly complicated build. However, there is definitely sufficient detail provided including a nicely detailed cockpit, landing gear, and the landing gear bays. As for other highlights, BPK has taken a rather interesting and clever approach to the clear parts that make up both the cabin windows and the cockpit area. The windscreens in the cockpit are accomplished by providing a complete clear nose section, less the radome. The cabin windows are likewise complete clear fuselage side panels with the windows engraved in them.

I should note here that the kit also comes with a sheet of pre-cut masks for all the windows and even the doors. Speaking of the doors, and although they are already nicely scribed into the fuselage the kit comes with an optional and individual main cabin entrance door as well as both cargo/baggage compartment doors. However, be advised that there is no cabin or cargo compartment interior detail, or floors, provided other than the cockpit area. Finally, the assembly instructions are both well-illustrated and easy to follow.

The kit comes with one set of markings for Piedmont Airlines. However, I cannot speak for their quality until I actually use them. Also included is a nicely done color and decal placement guide.

It is so nice to see kits like this being produced, especially if you are a fan of 1/72nd scale airliners. BPK has certainly started with a quality kit of one of the, if not the, most successful airliners ever produced.

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

## Dragon 1/144th Scale Boeing 747-400 "Air Force One"

by Chris Banyai-Riepl

When Dragon first showed their 1/144th scale 747 kit at iHobby a couple of years ago, I was excited to see a new-tool 747 on the market and I hoped that they would do all the variants. Since then we have seen several releases and this one is probably one of the more interesting ones to do as a cutaway. The kit comes with a full Air Force One interior molded in gray plastic, all of which will be revealed between the clear fuselage halves. The detailing throughout is excellent, right down to the nicely done 1/144th President figure. The decals provide markings for both government 747s.

Since this is a cutaway model, there is quite a bit of assembly to do, even more so since this is a 747, which features two decks. For the flight deck and upper cabin, this is made up on a single-piece floor that also serves as the roof of the main cabin. The cockpit features a separate instrument panel and separate control wheels, as well as separate seats. The flight engineer's station is also separate, as is the

navigator's table. Behind that goes a couple of beds, a couple of tables, more seats, and a toilet. All of this will need to be painted, depending on how much you want to have visible in the cutaway.

Moving on to the main deck, once again there are tables and such, but mainly this is made up of seats, and lots of them. The kit does a very good job of providing the layout of Air Force One, with press areas, Presidential quarters, and more. Again, you will have to determine just how much of this will be visible in the finished model, as with the clear fuselage halves, you can hide or reveal any amount of this.

A note on the clear fuselage halves should be made. In what is undoubtedly a modeling oddity, these halves are molded entirely in clear, except for the cabin windows. This means that you will have to mask off these windows when you paint your model, as otherwise you would end up painting through the windows and covering up your interior detailing. Given the ease of doing pre-cut masks these days, I would have much preferred to see the fuselage entirely in clear, with masks for the windows. That way one could paint this up as a regular model if they so wished.

With the interior done and the fuselage together, attention can turn to the other bits and pieces. The wings features large clear sections designed to reveal internal wing structure, and similarly there are clear panels on the engines. The engines themselves are very nicely done, with one-piece intake rings and hot sections. The landing gear is also well done and does a great job of capturing the complexity of the 747's legs. The center landing gear pair fit into an insert that then fits into the lower fuselage. This is very nice as it allows the modeler a bit of wiggle room to ensure the finished model will sit on all five gear legs.

The last little bits for this kit comes in the form of ground support equipment. Since this is Air Force One, it needs some extra help in getting the President off the plane, as this plane doesn't pull up to a jet bridge. So this kit provides a nice little stair truck, as well as some stairs for the lower baggage door. Finally, there is a sturdy stand made up of a plastic base and a metal arm, should you wish to display this in flight.

The painting instructions are good, and there are plenty of photos out there for those who want more detailed information. The decals include just about everything you could want to finish your model, although you should probably be careful with the clear film over the cutaway areas. Trim that close to the edge and there should be no problem.

This is a nice addition to the Dragon 1/144th 747 family, and the attention to detail on the interior will definitely pay off a steady hand with the paint brush. Even more challenging will be painting the President figure, but once finished this will make for a very impressive model. My thanks to Dragon Models USA for the review sample.



INTERNATIONAL PLASTIC MODELERS SOCIETY  
LT. ALEXANDER PEARSON MODELEERS  
INVITE YOU TO OUR ANNUAL

# THE JOY OF MODELING



STUNNING MODELS: PLANES, ARMOR, SHIPS, SPACE, FIGURES AND DIORAMAS

**SATURDAY, MARCH 9, 2013**  
10:00a.m. to 4:00 p.m.

**PEARSON AIR MUSEUM**  
1115 E. 5<sup>TH</sup> ST.  
VANCOUVER, WA 98661

- VENDOR TABLES
- MODEL RAFFLE
- FREE MODELS FOR KIDS
- MODEL JUDGING

- RELIVE HISTORY
- SEE EXHIBITS
- PICK UP THE HOBBY
- OR START IT AGAIN!



SHOW ADMISSION WITH  
MUSEUM TICKET PURCHASE

Contest entries are \$5 for 3 models,  
\$1 for each additional. Registration  
forms made available at the show or  
upon request to [terencewerdel@gmail.com](mailto:terencewerdel@gmail.com)





**CONTEST CATEGORIES**

101	Aircraft, All Classes	1/73 to 1/144 scale
102	Aircraft, All Classes	1/72 scale
103	Aircraft, All Classes	1/48 to 1/32 scale
104	Helicopters (Military/Civilian)	All Scales
201	Military Vehicles (Fully Armored)	1/35 scale
202	Military Vehicles (APC'S, Armored Cars, Half Tracks, Soft Skins, Artillery, Missiles)	1/35 scale
203	Military Vehicles, All Classes	1/48 scale
204	Military Vehicles, All Classes	1/72 scale
301	Automotive (Competition, Stock, Street, Custom, Rods, Pick-up, Sport Utility, Motorcycles)	All Scales
302	Trucking (Commercial Trucks)	All Scales
401	Ships and Submarines (Military, Civilian)	All Scales
501	Space Fact/Sci-Fi, (Space Fact and Fiction)	All Scales
601	Figures (Military, Civilian, Fantasy)	All Scales
701	Diorama (Military, Civilian, Fantasy)	All Scales
801	Miscellaneous (All Categories)	All Scales
901	Juniors, 18 and under (All Categories)	All Scales

**CONTEST RULES:**

The club recognizes that many different model types, skill levels and construction techniques may appear within each contest category. Past model entry numbers and our own membership availability show that this format allows us to provide an enjoyable experience to all our patrons. Judging will evaluate six aspects of modeling:

- 1) COMPLEXITY – level of kit difficulty as compared to other models in the same category.
- 2) BUILD EXECUTION: plumb, level and square, visibility of glue and joints, surface contact of wheels and tracks, etc.
- 3) USE OF FINE DETAIL: interior and exterior elements such as turnbuckles, gas caps, pitot tubes, drilled guns, field tools, engines, railings, etc.
- 4) TECHNICAL SKILL: scratch built items, paint patterning use of rigging, resin, photoetch, etc.
- 5) FINISH – consistent and uniform presentation.
- 6) AUTHENTICITY – effects used to provide realism such as washes, weathering, exhaust, oil and gas staining, paint chipping, etc.

Judges decisions are final.

No sweeps are allowed.

**SPECIAL AWARDS:**

Alexander Pearson Modeler Award – Best Aircraft

Bob Norris Award – Best Junior

Pete Forrest Award – People's Choice.

*Recipient of the Pete Forrest Award will win a 3 gal. air compressor, so come and bring your best work.*



For additional information, please contact Terence Werdel at [terencewerdel@gmail.com](mailto:terencewerdel@gmail.com)

## Tamiya 1/48th Scale Flakpanzer IV Möbelwagen (w/Flak 43)

by Andrew Birkbeck

Since man's first coordinated attempts to go airborne for the purposes of warfare (balloons used for artillery spotting in the Franco/Prussian War of 1871), opponents have speedily attempted to counter the aerial threat with ground based anti-aircraft weapons. And when the pace of war sped up, so the need for mobile AA weapons increased. During the opening phases of WW2, German ground forces enjoyed air superiority, and the need for mobile AA equipment was not a high priority. But by 1943, it became clear to German commanders that mobile AA weapons to keep pace with and offer protection for their mechanized units were required. Two existing tank chassis were used to provide the bulk of the Flakpanzer weapons, those being from the Panzer 38t and the Panzer IV vehicle series. The first Panzer IV chassis vehicle was the Möbelwagen, or "Moving Van," initially mounting a quad 20mm Flak gun unit, but for the production series of vehicles, mounting a single barreled 37mm Flak 43. These vehicles were produced from March 1944 to at least March 1945, with a total of approximately 240 vehicles rolling off the production lines.

Way back in the 1970s, Bandai released a 1/48th scale kit of the prototype Möbelwagen with the quad 20mm Flak gun unit, and these can still be found on eBay for about the same price as this new Tamiya kit under review today. But unless you particularly want to build the prototype of the Möbelwagen, the Bandai kit is best left for kit collectors. The Tamiya kit is leagues ahead in terms of overall detail, and in terms of ease of construction.

This (kit 32573) is the third 1/48th scale military vehicle release by Tamiya covering Panzer IV chassis vehicles, the previous two being a Flakpanzer Wirbelwind (kit 32544) and a Panzer IV Ausf. J gun tank (kit 32518). As with the previous two models,



this new Möbelwagen kit is molded in standard Tamiya tan plastic of very high quality, with the parts exhibiting a crisp level of detail, and is flash-free. Ejector pin marks in visible spots are kept to a minimum, and like all previous kits in this series, the model comes with injection-molded link and length tracks utilizing the same plastic as all the other kit parts. Unlike the previous two Panzer IV kits, this one incorporates a newly tooled one-piece plastic hull tub, whereas the previous kits

came with cast metal tubs. The fit of all the parts is exemplary.

Construction of the model, as mentioned, is simplicity itself, and the part fit is as expected from Tamiya: top notch. Tamiya starts you off assembling the lower hull, and as mentioned above, this time around we are treated to newly tool plastic hull, part R1, rather than the previous cast metal hulls. This makes gluing things together that much simpler, and for many, less



fearsome, as regular plastic cement can be utilized throughout construction rather than needing to incorporate super glue into the build (Section 1 of the instructions). Two features to note with the hull construction: Tamiya correctly gives the modeler the later all-metal version of the track return rollers vs. the rubber-rimmed return rollers on the Mobelwagen prototype (Section 3). Tamiya also supplies in this kit the non-standard (but still perfectly appropriate) horizontal Flammtoeter exhaust mufflers (parts G7 & G10, Section 2), rather than the standard horizontal muffler, the latter of which appears in their Panzer IV Ausf. J and Wirbelwind kits.

As mentioned, the kit comes with the standard link and length track system, and these tracks fit very well, provided you carefully follow the assembly sequence noted in Section 6. The fit of the two-part road wheels to the main hull (Section 5) is solid, making correctly lining up these parts simple. All the onboard tools, such as shovels, pick axe, and jack, are separate parts, and well detailed for the scale. The jack is a three-part unit, while the separate Bosch headlight is a two-part unit. I added the wiring for the light from thin lead wire. Tamiya also simplified the rear hull engine deck by molding the lift handles as part of the engine deck, Part R3, Section 7 (this seems standard on their kits in this scale). I carefully sliced off the molded-on handles and sanded the offending area smooth, drilled mounting holes, and super glued raised handles made from copper wire of the appropriate diameter.

The four side armor plates that provide protection for the gun and crew are nicely detailed, but there are a few visible ejector pin marks on the main panels that need filling with putty and sanding smooth. So, too, on the gun shield, part S35. Thankfully, no detail should be lost during this process. In some period photos of Mobelwagens, arms length hooks can be seen attached to the side armor plates and the corresponding “U” shaped mounts that they hook into. These were apparently to help hold these armor plates in position. The Tamiya kit omits these, but they don’t

appear from photos to have been standard on all Mobelwagens, so their omission apparently isn’t an error, as such. They wouldn’t be very difficult to fashion out of some suitable lengths of copper wire, should the modeler wish to include them on his model. (They aren’t present on the old Bandai kit, either, FYI.)

The front and rear armor plates (parts G27 and G24) are different in size, although they look quite similar. Make sure you mount them at the correct location on the model or you will be in a world of hurt. Also if, like me, you are planning on painting the model in sub-sections, make sure you don’t glue the side armor plate mounting hooks (parts G5 & G4) until you are ready to install the armor plates. When the armor plates are positioned in the travel position, the outside armor plates stand taller than the front and rear armor plates. When the armor plates are installed in the anti-aircraft firing position, the plates are equal in height all the way around. If they aren’t thus situated, then you have mounted them incorrectly!

Tamiya provides the modeler with options when it comes to the positioning of the armor plates: A/ Horizontal Firing Position; B/ Traveling Position; C/ Anti Aircraft Firing Position. Make your decision as to

which mode you want your vehicle to be in, and use the correct parts in the correct positions, as appropriate: Sections 13 through 16. Following this, one comes to the construction of the gun and its mount. This is a well detailed part of the kit, and if the modeler test fits the parts carefully as they move through the six construction sequences, no difficulties should be encountered. One addition not included in the kit, but which I included on my model, was adding some PE mesh screen to the spent cartridge basket, parts S31/32/33/34/41, in Section 21.

I decided to go all-out on the painting and weathering of this model, giving it the “Spanish School” treatment (aka, the “beat to hell” approach!). Given the complexity of the armored plates and the gun and its mount, I decided it would be best to paint this model as a series of sub-assemblies. Each was given a coat of Mr Surfacer 1200 as a primer. Then, the first of these, the lower hull without the road wheels or tracks attached, was painted Tamiya XF60 Dark Yellow. I wanted to apply judicious quantities of mud to the vehicle, and having the tracks and road wheels in place while trying to do this would be a pain. The mud was applied by mixing up some Plaster of Paris, together with some suitably colored earth-toned pigments, and



splattered onto the lower hull areas via an old paint brush for picking up the mud, and my airbrush to “blow” or splatter the mud from the brush onto the model. This worked like a charm, just as in all those AK Interactive DVDs I have been watching for the past year! Once the mud application was dry, I glued on the road wheels and the link and length track, the latter having been first pre painted with Tamiya’s new paint color, Dark Iron XF-84. This is perfect as an initial color for tank tracks.

I then painted all the other sub assemblies with an initial application of XF-60 Dark Yellow, then lightened the first mix with some XF-57 Buff and did some panel fading. When dry, I glued the upper hull to the lower hull – with the fit being incredibly precise, it was a marvel to behold! I then thinned down first XF-64 Red-Brown and then XF-61 Dark Green, and created a mottle camouflage pattern on the upper hull and the exterior of the armor plate gun housing parts. Decals were then applied following a coat of Tamiya XF-20 Gloss Clear to seal everything. Tamiya only provides decals for one vehicle, listed as “Division Unknown, Summer, 1944 France,” – in fact, all you get are two German black and white crosses! However, they worked just fine, and when dry I airbrushed over them with some additional XF-20 Clear Gloss.

Once the decals were in place and sealed, I sprayed a coat of Vallejo clear matt acrylic over all the parts, and then set to work weathering the model. First, I did the paint-chipping application using a finely pointed brush and a suitably dark gray color from the Vallejo acrylic range. Then I applied an enamel filter from the MIG range of products, listed as suitable for German three-tone schemes. Once this had dried thoroughly, I applied a dark brown oil wash to help pick out the model’s details. And when this was dry, I applied rust to the tracks and various parts of the remainder of the model for added interest. Once dry, the weathering applied so far was sealed with another layer of Vallejo matt clear acrylic.

I then took the sub assembly which included the gun barrel of the Flak 43, masked the non-barrel parts, and sprayed a coat of Testors Gun Metal Metalizer onto the barrel, and when it had dried a bit, gave it a buffing with a soft piece of old cotton t-shirt. Then all the sub assemblies were very carefully assembled. Once the glue for all these had dried thoroughly, I applied some road dust (dilute Tamiya XF-57 Buff) to all the surfaces, less to the upper ones and more to the lower. Then I mixed up some wet mud (a darker color than the previous application of mud) and conservatively splattered this onto the lower hull and tracks, using the same method as earlier for the mud effect. Finally, I took an artist’s graphite pencil and ran it across various corners of the model, raised surfaces like rivets, and on the raised surfaces of the tracks. Voila, a simply wonderful model, in my humble opinion!

I can’t recommend this model highly enough for anyone who wants a fun, leisurely build of this interesting vehicle. My sincere thanks to Tamiya USA for providing IPMS/USA with this review

sample, and IPMS for allowing me to review it.



## Monty Python Trojan Rabbit

by **Bill Michaels, IPMS Patriot  
Chapter**

photos by **Pip Moss, IPMS Patriot  
Chapter Newsletter Editor**

Monty Python fans have already recognized this model, but for those that aren't big Python fans, here's an explanation:

Each year, our club picks a theme for a Group Build. The topic is picked early in the year, and the completed models are brought in to the December meeting. In 2012, our theme was "As Seen on TV" - any subject that appeared in a TV show or Movie.

I chose the famous wooden rabbit from the movie *Monty Python and the Holy Grail*. The model is approximately 1/35th scale, and scratch built. I found plans for a 1/72nd paper model online. I used it as a guide for the basic dimensions, basically doubling it in size to get to approximately 1/35th scale.

I started with a frame made of balsa. I then covered the frame with a variety of "logs" — sticks collected from the woods around my home. I was amazed at how difficult it was to find straight sticks!

The wheels are made from two layers of sheet balsa. The inner layer is a disk, while the outer layer is made from strips. The bolt heads on the wheels are drops of black craft paint.

I wasn't sure what the head was made of—in the movie, it looks like leather, burlap, or maybe even heavy brown paper. I found a couple of different brown paper bags with different shapes, and applied them to a basic balsa shape. For the ears, I laminated two pieces of paper with some white glue. I bent them in the drooped shape, and then let them dry. Once dry, they held their shape, and were easy to trim with scissors.

The final touch is the tongue, made from a piece of paper, painted the appropriate color. You'll find a lot of pictures of toys and reproductions of the Rabbit, with "sharp pointy teeth". But the toothsome rabbit is from another part of the movie--the one in the castle scene clearly has a tongue and not teeth sticking out!

Researching the Rabbit was fun, and building it was even more so! I loved that the most common question I got after I first posted pictures of it was "What's next, a giant wooden badger?"



# MB Models 1/35th Scale "Women of World War II Era" and "Friendly Boxing Match, British and American Paratroopers, World War II Era"

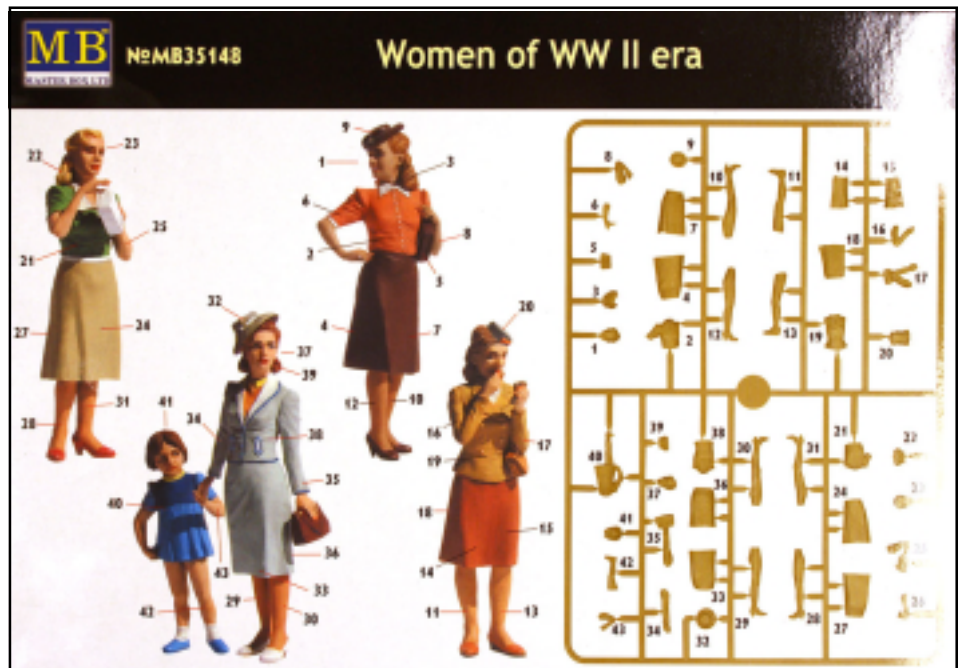
by Terry Moore

These two kits crossed my workbench a few days ago and the subject matter is interesting to say the least. Both are in 1/35th scale. The Women of WW II set consists of four adult and one female child on a single sprue with 43 parts in tan plastic. The second set consists of nine US and British paratroopers with two of them "duking it out". The paras kit consists of 60 parts on two sprues, also in tan plastic.

The poses on the females are, for the most part, rather static but the paras are somewhat more animated, especially the two boxers. Seam lines are very minimal and should easily clean up with careful scraping & filing. The back of the box shows the parts on the sprue by number and the corresponding location of the part on its proper figure.

Both sets were sculpted by A Gagarin and are very well done. The faces on all the figures are very detailed, as are the uniforms on the paras. The two boxers are certainly muscular and are very well defined. The uniform details especially, are quite crisp which should make painting rather easy. The hair styles and dresses on the females look correct for the period. The front box art on the female set shows some nice patterned dresses, but the paint ups on the back are painted somewhat simpler, which should not deter anyone from trying something different.

If you are looking for something a bit unusual to build and want to do a nice vignette or diorama then one or both of these kits just might be what you are looking for.

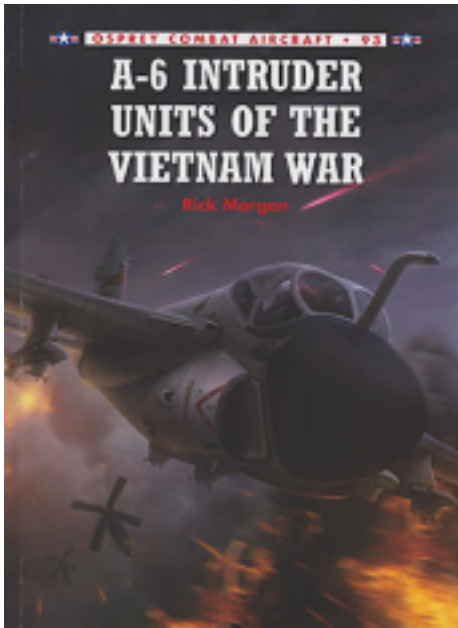


Our thanks to Dragon Models USA for the review samples.

## ***A-6 Intruder Units of the Vietnam War,*** **by Rick Morgan**

**reviewed by Chris Banyai-Riepl**

Grumman has had a long history of producing durable US Navy aircraft, dating back to the FF biplane. In the post-war years, Grumman continued its naval tradition, producing several fighters before turning towards an all-weather attack aircraft. The Grumman A-6 Intruder was capable of carrying an impressive weapons load and delivering it in all types of weather at all hours of the day. The A-6 came into service at the right time, as it became the primary US Navy bomber during the Vietnam War.



This latest title in the Osprey Combat Aircraft series documents the A-6 during Vietnam, in both US Navy and US Marines service. The A-6 was second only to the B-52 in terms of total bomb weight carried, and the all-weather capability gave it excellent performance, even during the challenging monsoon season, which often grounded other aircraft. Later advancements such as laser-guided bombs were also utilized by the A-6, and the aircraft even did electronic warfare during the

conflict with the EA-6A variant. This book covers it all, and provides a great written overview of the Intruder over Vietnam.

Complementing the text are lots of photos, including quite a few in color. Some of these are commonly seen photos of the A-6 in Vietnam, but there are a handful that are new to me. Further enhancing the colors of the Intruder are the color profiles, of which there are no less than thirty. These highlight both Navy and Marine aircraft, as well as the EA-6A and the one-off camouflage test aircraft. Mainly, though, these illustrations show the colorful unit markings worn by the A-6 during this period.

This is a welcome addition to the Osprey Vietnam War coverage, and will be a good pairing to other Osprey titles covering US Navy aircraft during this period. My thanks to Osprey Publishing for the review copy.

---



---

### ***PrezNotes***

*from page 1*

scuttled by the Carter Administration and CIA big wigs, before the CIA operative gives a “damn the torpedoes” speech, and they are almost captured two or three times getting through airport security etc. As the Swissair jet taking them to safety taxis out and rolls down the runway, it is chased by Iranian security forces, etc, etc. As the credits roll at the end of the film, the producers show scenes from the movie, and match them exactly with archival photographs, adding to the “see, this is history” argument. Running throughout the movie were appropriate clips of period newscasts and at the end, a voice over by none other than President Jimmy Carter himself, explaining about the successful operation etc.

The only problem with this movie is this: much of important scenes are pure historical bull\*\*\*\*. I started to wonder about this early in the movie when a CIA character mentioned that the Brits and the Kiwis refused to help, and being in a New

Zealand movie theater, someone in the audience announced that statement was untrue. So after the movie, I went digging, and discovered MUCH of the movie was in fact a historical lie. Factually, it was the British who initially hosted the escaped Americans, and it was a New Zealand diplomat (not the CIA operative as in the film) who drove them to the airport to make their escape! The reason the Brits handed them over to the Canadian ambassador for hiding was that it was recognized that the British were being closely monitored by the Iranians, and it wasn't safe for them to remain with the Brits.

Throughout the film, the Americans appear in many scenes to be in imminent danger of capture. At the Bazaar, at the airport, etc. Only thing is, the Bazaar incident never took place, nor the initial detention and interrogation as they attempted to escape at the airport, nor the chase down the runway involving the Iranian security services. All Hollywood make believe, albeit very effective in providing the film audience with a gripping tale.

Another main theme of the film is the importance of the Hollywood producer and the special effects guy in selling the idea of the Canadian film crew cover story. Except the producer in the movie, played by Alan Arkin, never existed. In fact the movie depicts the whole rescue mission as a CIA/Hollywood production, with the Canadians playing minor supporting roles. Truth be told, the roles were exactly reversed: it was a Canadian production, supported by the Brits and the Kiwis, with a minor supporting role by the CIA, and an almost insignificant role played by Hollywood. With the escaped Americans, apparently, in little danger of apprehension thanks to the great cooperation of those on the ground in Tehran. But the truth, apparently, was thought not to sell many movie tickets. Pity, since many Americans, and others, have gone away having seen this movie believing they know what happened in Tehran in 1979.

## ***Andrew***

## IPMS Seattle Renewal Form

Your 2013 IPMS Seattle renewal form is included below. If you have not renewed by the release of this newsletter you will get a final reminder with this 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 February 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 2013 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) ( \_\_\_\_\_ )** \_\_\_\_\_

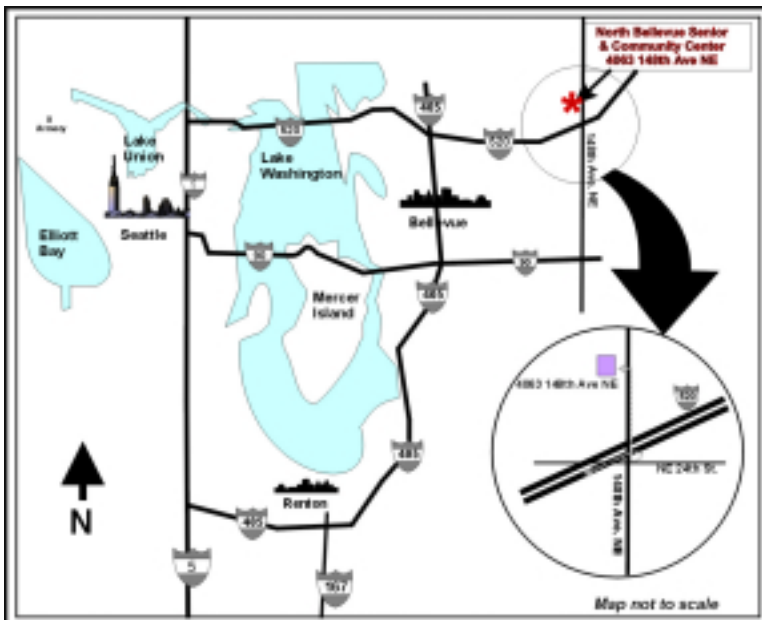
**E-mail address** \_\_\_\_\_

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

## February 9



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

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