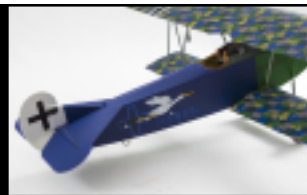


# Seattle Chapter News



Seattle Chapter IPMS/USA  
July 2013

## PREZNOTES



### The Spanish Style of Modeling

No, I am not talking about the “beat to hell” school of modeling currently in vogue with the armor folks, and practiced by the likes of Miguel “MIG” Jimenez, wherein a military vehicle looks like it has spent two decades in a wet forest crashing about, even though it ostensibly just rolled off the factory floor. You know the ones, covered in rust, paint chipped off, mud everywhere, etc. No, I am talking about the fact that now it is summer, I have to realign my modeling pleasure hours in accordance with the hot weather.

During the non-summer months, I tend to get my modeling done in the evenings. Once all the chores of the day are done, everyone has been fed dinner, and the school homework checked, I grab whatever time is left in an evening, and get some modeling time in. But not in the summer. During the “hot season” (which in Seattle can be as short as a few weeks in length, though not apparently this year!) I reverse things. I still get up early, and head off to do my work, which these days seems to involve a lot of yard activities. I pull weeds, mow the lawn, water the plants etc., but then once the sun gets high in the sky, I go “all Spanish”, and come inside. Time for a modeling siesta: I don’t go to sleep, but rather I head down into the basement, where it is nice and cool, and model away until the sun gets lower in the sky, and I can work again outside without risk of keeling over from heat stroke. As we used to say in the old country, “Only mad dogs and Englishmen go out in the midday sun”. And being at least part English by heritage, I have to stay out of the sun, in order to maintain my pasty white Seattle complexion. You know the one, with moss growing nicely on the northern side of the body...

Anyway, summer for me is NOT an excuse not to model, but instead to rearrange things so that I can continue my goal of “at least half an hour daily, every day”, so as to keep moving forward with my projects. Otherwise, what am I going to have to enter come October, and the IPMS Vancouver show?

See you all at the July meeting!

Cheers,

*Andrew*

### Correction

In the list of winners for the IPMS Seattle Spring Show in our May issue, the builder of the 1st Place model in the Competition Auto - Closed Wheel category was incorrectly given. The builder of the 1964 NASCAR Plymouth was Wayne Holmes. Our apologies for the error.

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

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

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

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

**Upcoming Meeting Dates**

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

**July 13**  
**September 14**

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

**IPMS/USA NEW MEMBER APPLICATION**

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

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

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

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

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

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

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

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## Gifts

by Jon Fincher

Whenever I go to a show, I make a point of buying raffle tickets. I know that the raffle is a big part of the bottom line of any show. By purchasing raffle tickets, I help the club sponsoring the show, as well as give myself a chance to add to my stash. And to maximize both effects, I usually buy the largest group of tickets the show offers as a bundle. For \$10 or \$20, I get 20 or more tickets.

However, my modeling tastes are eclectic at best, and most of the time, there are only one or two items I desire on the raffle table. This leads to a third benefit of buying the ticket bundle – when I've won my one or two items (or when the one or two items I want are gone), I find a kid to whom to give the rest of my tickets. This gives a young person a chance to walk away with a cool model or two from the raffle table – it's my way of encouraging young people to keep building models and keep our hobby alive. I've done this for years at every show I attend.

So when I found myself at the NOPMS show at Fort Worden last month, I headed for the raffle table, purchased a \$20 bundle of tickets, and surveyed the items up for grabs. I identified two models that I wanted, and as luck would have it, by noon I had three winning tickets. Gathering my two prizes, I went looking for a young person to which to give my last winner and the rest of my ticket bundle. I didn't have to look far.

At the NOPMS show was Taki Takeuchi – I'd seen him at the Galaxy show, as well as our own Spring Show where he walked away with a number of ribbons and the Best Auto award. His work is superb, and he's been turning heads and winning awards at every show he enters. I was happy to see him here, because it meant one more chance to see his wonderful models. I was doubly happy to find out he had brought his family, including his son who looked to be around seven years old. It was to him that I gave my winning ticket and my remaining ticket bundle.

By this time of the day, I had other things to do – I had been tapped as a judge, and had brought my own family with me, so I went off to enjoy the rest of my day. One of my tasks was to help pick the Best of Show winner, which was no easy feat. It came down to a choice between two wonderful models, and one of them was Taki's wonderful Lamborghini Aventador. I and some other judges hurried back and forth between the two models for what seemed like hours, before a tiny paint imperfection on the wheel well of the Aventador sealed its fate. I walked through the auto models one last time taking pictures of Taki's models – I didn't expect I would see him or his wonderful models at any of the other shows I would be attending this year, and I wanted to make sure I had captured his work.

After the awards had been given out and I was packing up my models, Taki and his son approached me to thank me for giving them my remaining raffle tickets. I shook both their hands and bowed, saying I was happy to do to so, and I hoped his boy got some kits he liked. It was then that Taki did something that floored me – to thank me for giving his son my tickets, he offered me his Lamborghini Aventador model.

I didn't know what to say – what could I say? This was a Best of Show candidate! A wonderfully crafted and finished model that had turned heads at every show I had seen it. To me, it rivaled being offered a drawing on a bar napkin by Picasso as a tip, or a free portrait by Rockwell for returning his wallet. I give away my tickets with no expectations, no reward other than the smile on a kid's face and my own beliefs about its effect. I couldn't accept this – there was no way! It was too valuable to be considered, too beautiful when compared to the meager offering of some raffle tickets. Taki was insistent, however – I had done something nice for his son, and he wanted to do something nice in return. After some hesitation, I relented graciously, bowing and thanking him profusely for his gift.

As he and his son walked away, I looked at the model – shiny, gleaming, of inestimable value to me, imbued with deeper meaning now – and I wondered: exactly what effect my gift had on Taki and his son? I didn't see the two gifts as having similar value – maybe I needed to reconsider that? Indeed, I now wondered what value my raffle tickets had for all the people to which I had given them over the years. I will probably never know exactly, but now I know that they must have much more value than I ever expected.

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## NOPMS Contest at Fort Worden

by Jim Schubert

On Saturday June 15, 2013 the North Olympic Peninsula Modelers Society held their annual model contest at Fort Worden in Port Townsend, Washington. As far as I counted, 12 members of IPMS-Seattle were in attendance. We entered 50 models and won 13 firsts, five seconds, four thirds and three special awards.

There were something over 300 models entered, which was an increase over last year's entry. The vendors reported good sales too.

This is a fun contest in a very pleasant atmosphere. The club rents one of the old barracks buildings, which have four large rooms plus lavatories, stairs, and an elevator. The rooms are well lighted by the very large windows so it is a more open and pleasant feeling than we have at the Renton facility we rent. The grounds and batteries of the fort are open for exploration and there is a fine Coast Artillery Museum in the building next to the contest site; go to [http://en.wikipedia.org/wiki/Fort\\_Worden](http://en.wikipedia.org/wiki/Fort_Worden) for a brief history of the fort from 1900 to date.

<u>Entrant</u>	<u>Entered</u>		<u>1</u>	<u>2</u>	<u>3</u>	<u>OOB</u>	<u>Special Awards</u>
Andrew Birkbeck	6	3	-	-	-	-	-
Brian Cahill	-	-	-	-	-	-	-
Daniel Carey	4	2	-	-	-	-	Best Navy Aircraft
Eric Christianson	-	-	-	-	-	-	Note: had a vendor's table
Jon Fincher	7	2	1	1	-	-	-
Bill Johnson	4	-	-	1	-	-	-
Chellie Lynn	9	1	1	-	-	-	-
Tim Nelson	2	1	-	-	-	-	-
Bill Osborn	10	-	1	1	-	-	-
Jim Schubert	4	1	1	1	-	-	-
George Stray	4	3	1	-	-	-	Best Armor and Judges Best of Show
Spencer Tom	-	-	-	-	-	-	-
<b>Totals</b>	<b>50</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>3</b>	

Pretty good results for a fun day overseas.

Full results are posted here <http://nopms.net/>





## Dragon 1/35th Scale SdKfz 234/4 Panzerspähwagen, Premium Edition – '39 – '45 Series

by Eric Christianson

Dragon Models has released an updated version of their original (excellent) Sd.Kfz. 234/4 armored, anti-tank wheeled vehicle produced five years ago (#6221). This update replaces the eight large wheels and spare with newly engineered 'sandwich' style wheels that are magnificent. Each highly visible wheel is made up of eight thin disks that are assembled to produce accurate and stunning tread, with separate two-part hubs that simplify painting and weathering.

The only other change is that Dragon has replaced the aluminum barrel in the original kit with a slide-molded one in the update. For fit and finish, I prefer the latter, so that's also a welcome replacement.

The eight well-designed and engineered jerry cans from the original kit are included, sporting separate racks and straps and PE centerline inserts. You only end up using two, leaving six of these beauties for the spares box. Unfortunately, unlike the original kit, the PE sheet included with the new kit only contains inserts for the two cans you will use.

There is quite a lot of interior provided; including two driver's compartments (one for each set of four wheels, fore and aft) and every hatch and view port on the vehicle can be modeled in the open or closed position. Still, with the large main weapon and the streamlined upper super-structure, precious little is visible on the completed model. Flipping the hull over there is abundant detail offered in the gear, axles and other odds and ends underneath, including pre-bent wire brake lines. You can position the sets of wheels and the fit of everything is near perfect. Near.



### Opening the box

After building Dragon's recent excellent Japanese Light Tank (Type 95 Ha Go) which had relatively few parts, we are back to a Dragon-as-usual kit, with so many parts that it is difficult to get them back into the box once they've escaped. Make no mistake – I'm not complaining! What you get besides a really great model are nine extra wheels and six extra jerry cans with separate racks and straps, as well as the ubiquitous spare pioneer tools, fire extinguishers, ammunition rounds, etc., etc. As I've said before – you gotta' love Dragon.

The contents of the box include:

Main lower hull (two pieces), packaged separately.

20 sprues in soft, light grey plastic, packaged separately.

1 clear plastic sprue

8 pre-cut and pre-bent brake lines made of thin but sturdy metal wire

1 small photo-etch sheet, including jerry can detail and a small front gun shield insert

1 small sheet of decals with markings for four vehicles and instrument faces

1 10-page blue and white instruction sheet with 28 steps

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



Unidentified unit, Prague 1945  
 Unidentified unit, Western Front 1945  
 Unidentified unit, Czechoslovakia 1945  
 Unidentified unit, 1945

### The Instructions

I always wish Dragon would provide more instructions and images since many of those included are busy and complex. That said, I found nothing significant as far as errors or omissions. As with all open-fighting compartment vehicles, assembly sequence varies by modeler and I found that I had to move steps around in order to get everything done, but I consider that a matter of personal choice, not a flaw in the instructions provided by Dragon.

### Things to consider before starting:

If you want to articulate the wheels you will need to depart from the instructions only slightly. The -234 had three primary wheel positions; turning at slow speed, turning at higher speed, and in-line. For slower speeds, the forward two wheels on each side acted together but independently from the rearward two wheels. For example, when making a left turn, the two forward wheels on the left side are canted outward and the two rearward wheels are canted inward, their partners on the other ends of the axles following suit. For turning at medium speeds the two forward wheels on each side turned but the rearward wheels remained in-line. I chose to model the first position (slow turn) since it would expose and accentuate the beautiful tread on the wheels. Looking around the internet I found many examples of folks trying to do this, but most showed the wheels slightly askew and not lined up (and not very German!) – a result I wanted to avoid.

Otherwise, the only thing to keep in mind is that this is an open-topped vehicle, and as such, the build-it-all-and-then-paint-it approach might not be the best way to go. To do a good job you'll want to work this like an airplane model; build a little, paint a little, etc. It pays to plan ahead and proceed slowly.

### The Wheels

I must confess. I did not look forward to assembling the 90 parts Dragon provided for the wheels. I have had some experience with the 'sandwich' design having built several kits from another manufacturer who uses this approach, and while the result was impressive, the process was tedious. My plan was to put a single wheel together, write about it, and then use eight (nearly) identical resin aftermarket wheels to complete the build.

After assembling that one wheel, however, I put the resin wheels back in the bag they came in. Dragon has produced a beautifully engineered design here. The sprue attachment points are simple to clean, the assembly will only fit one way, the fit is so perfect that I could not pull the un-glued pieces apart after pushing them together, and the detail, once assembled, is breathtaking. Dragon has set the bar here. Bravo.

### Lower chassis and interior

The assembly of the lower chassis went together surprisingly well, and overall the fit is excellent. Four of the eight bent wire brake lines (the ones that drape under the leaf springs) needed to be bent a little so they would 'bow' just a bit more, but the remaining four fit perfectly. All eight lines are a little over-scale, but I applaud Dragon's approach here.

### Upper hull

From here on out everything is upper hull and detail. As mentioned above, the fit of everything was mostly perfect but the upper and lower hulls didn't want to go together. Before joining them I wanted to paint all the bits you would be able to see, but I couldn't do that without first performing a little surgery here and





there to get things to fit. Once I had everything fitting, I stopped mid-way through Step 16 to prime and paint (see the painting section below, Steps 1-4). Once everything was dry, I glued the two halves and continued on.

The rest of the build is pretty stress-free. The eight-part jerry cans are really nice and the design is a perfect marriage between detail and ease of painting. I wish all jerry cans came this way. I left the nine wheels, main weapon, the antenna, and the machine gun off, painting and finishing these separately.

In Step 18, the rear mounted spare wheel is fitted over a six-piece assembly that is a little fiddly, without any firm attachment points between the pieces. I used the side of a wooden box to line the parts up correctly.

In the last step you attach the antenna. I applaud Dragon for including an antenna in their kits, but they always seem (to me) to be too thick and out of scale. I cut the antenna shaft off at the

base and replaced it with an excellent (and inexpensive!) after-market brass replacement offered by OrangeHobby.com.

#### 7.5cm Pak 40/2

Dragon's German Pak 7.5cm AT gun is a gem and I'm glad they've included it in the kit. The entire assembly is a snap to put together and fits like a glove, which is important because all eyes will eventually lock on the intricate weapon in open hull vehicles like the -234. You are provided with three options for the gun muzzle, and Dragon has thoughtfully added a nub at the end of the barrel that will insure that whichever option you choose lines up right. You can assemble, paint and finish the entire weapon separately from the rest of the vehicle and pop it on at the very end.

### Painting and Finish

Open hull AFVs are usually a real challenge to paint. I found I had to approach the task in stages. With my -234, I had an additional complication; the fit of the upper and lower halves requires some work, and to avoid damaging a lot of fragile external detail I found I had to prime and base coat the model in stages.

I decided to finish my vehicle using the 'Unidentified Unit, Czechoslovakia 1945' scheme because I wanted to use the German crosses and license plates. I saw a beautiful color scheme at an IPMS Nationals that I had a picture of, so I used that as a go-by for everything else. I would employ a 'hairspray' finish, so the three-color scheme would have to be sprayed in a single airbrush session, another new challenge.

After completing the main assemblies (see 'Things to consider before starting', above), 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 the same thinner for thinning Humbrol paints. I use Vallejo's own thinner for all Vallejo paints.)

1. I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 to the lower chassis, main weapon and the interior. This exposed several small gaps and other flaws that needed to be fixed.
2. I followed this with a pre-shade coat Tamiya NATO Black on these three assemblies but not the main gun shield itself. That item, and the rest of the upper hull, would sport a different pre-shade color.
3. Next I created 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 used this color for the interior.
4. With the hull still in two halves, I detailed everything that I thought would be visible. I started with giving the entire interior a filter made of Mig Wash Brown heavily diluted with Mona Lisa Thinner. I followed this with a similar wash of Paynes Grey over the engine, steering wheels, grenade cases, etc. I finished with a pin wash using Mig Dark Wash straight from the bottle, adding depth to



all the bolts and panel lines. Once satisfied, I completed the assembly of the model (see above - external hull).

5. I then carefully masked off the openings to the interior with paper towel and sprayed everything that wasn't already primed with Gunze Mr. Surfacer 1200.
6. Once the primer had a chance to de-gass, I painted the entire vehicle (except for the areas that were NATO Black) with a pre-shade coat of NATO Brown, including the nine wheel covers. This is the color that I wanted to show through when I rubbed off the camouflage colors over the hairspray.
7. Now the interesting part. With the entire model painted in pre-shade colors, I was ready for the hairspray. Since my scheme would be somewhat complex, I would have to work rather quickly so I made sure that I had everything I needed prepared beforehand:
  - a. My yellow mixture made up of Tamiya Desert Yellow (XF-59), Deck Tan (XF-55) and Flat White (XF-2)
  - b. A blue-grey shade made up of Tamiya Light Blue (XF-23) and Flat White (XF-2).
  - c. Tamiya Red-Brown (XF-64).
  - d. My reference photo from the Nationals.
8. I started with a generous coat of hairspray on everything and let that dry, assisting it with clean air from the airbrush. I use TreSemme #4 Extra Hold I in a spray can, but I really don't think it matters. (I just like the small black can it comes in).
9. Next came the yellow base coat on everything. I sprayed it carefully, allowing some of the black and brown pre-shade coats to show through.
10. I waited a few minutes and then laid down the first camouflage coat of the light blue-white color, followed by a line of the red-brown color between the two to act as a demarcation line.
11. Before the paint had dried too much, I took a long-bristle red sable brush, dipped it in tap water, and wet the surfaces that would show 'chipped' paint. After letting the water sit for a few minutes, I used a wet, stiff, short horsehair brush to gently rub off the layers of paint along the edges of the metal surfaces and high-wear areas like hatches and clasps. I also rubbed some paint away from flat areas here and there to give the vehicle an overall worn appearance.
12. Once everything was dry, I hand-painted the areas that would receive decals with Future.
13. While the Future was drying, I painted the wooden portions of the pioneer tools Vallejo Acrylics Old Wood (shovels) and New Wood (barrel cleaning rods) and all the steel parts Tamiya Metallic Grey (XF56). For the hand painting I mix a tiny bit of Vallejo Slow Dry and water with each Vallejo color until it flows smoothly off a red sable brush.
14. I hand-painted the MG34 and breech block of the Pak 7.5cm gun Tamiya Gun Metal (X-10). The shine would later get dulled by a flat coat.
15. To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown Oil straight from the tube and let that set overnight. Don't let this paint leach out its oil beforehand, like you would when you are using oils for detailing. The oil helps it stay workable. In the morning I carefully removed most of the oil paint using a brush dampened with Mona Lisa, leaving the areas near the buckles and metal parts darker than the wooden shafts.
16. Using a fine brush, I hand-painted the small area around the inner rims of the wheels with the Yellow mixture, and then glued the wheel covers in place.
17. I applied the decals for my scheme next using the Red and Blue Micro Sol/Set system without any problems.
18. I followed this by adding several applications of a filter made of Paynes Gray to the rubber portions of the wheels and the spare tire in the back. I heavily thin all of my washes and filters with Mona Lisa White Spirit.
19. Once dry, I hand-brushed a coat of Future over the decals to seal them.
20. I then gave the vehicle a pin wash using Mig Dark Wash (aka Raw Umber) right out of the bottle.
21. For the wheels, I mixed a thin slurry of MIG Thinner for Washes (red bottle) and equal amounts of MIG Dry Mud and MIG Gulf War Sand pigments and brushed that liberally all over the (main) eight tires, and a slightly thinner mix over the spare tire which would receive less weathering. Once the pigments had dried completely, I brushed off the excess using a stiff horsehair brush and fingers until I had what I wanted. This step makes a mess so prepare your work area accordingly. A while back I used to 'fix' the pigment using MIG Fixer (blue bottle) but I found that the solution darkens the color of the pigment and dries unevenly; making some parts darker than other parts, especially with light-colored pigments.
22. I attached the main weapon, wheels, antenna and machine gun. This little guy was starting to look military.
23. Once dry, I gave the entire vehicle a 'road-dusting' of Vallejo Model Air Light Brown and then shot the whole vehicle with Vallejo Flat Varnish to kill any remaining shine. I cut each of these 50/50 with Vallejo Airbrush Thinner to improve flow.
24. Finally, I applied a light dusting of various Mig pigments, light earth tones for the body and wheels, dark rust and black for the exhaust mufflers on each side and I was done. On to the next build (the Dragon PzKpfw IV Ausf. H # 6611)!

This kit was a challenge to build and finish, but not more so than any other open hull, self-propelled gun. Most parts fit perfectly, some not so much. I had expected a longer than usual build and Dragon didn't disappoint me in that respect. Still, I was more than satisfied with the end result, and those wheels look great!

*continued on page 16*

## **WingNut Wings 1/32nd Scale Fokker D.VII**

**by Gary Meinert**

A product of the talented designer Rheinhold Platz, the Fokker D.VII is considered to be the best-performing German fighter of World War One. The airplane entered service in April 1918, and at least 1,000 are estimated to have been manufactured by the end of hostilities in November 1918. Anthony Fokker continued to produce D.VIIs in Holland after the war. Many European air arms plus the U.S. Army Air Service operated the D.VII in the 1920s.

During the war, the D.VII was built at three different factories--two of them owned by the Albatros company. My model is the Fokker factory version (kit no. 32011). It has the markings of pilot Heinrich Piel of Jasta 13b.

There are now four WingNut kits of the D.VII, each with minor variations and different decals. Also available from WingNut are several extra decal sheets that offer more markings choices than are in the kits.

The plastic parts in my kit are well-molded, although I found some minor sink marks on some parts (fuselage, wing axle top, and left lower wing top). Raised molding lines have to be removed from some parts, especially the tubular internal fuselage frames. In other words, normal parts clean-up and preparation has to be done, the same as with any other kit. The only clear part is the windscreen, which is perfectly produced.

Photo etch parts include the seat belts, shoulder harness, flash guards, gun cooling jackets, and gunsight reticles. I had no problem heating, bending, painting, and attaching these parts with the exception of the jackets. I was unable to properly contour the forward part of the jacket into the proper shape, so I discarded these parts and used the optional all-plastic machine guns.

The amazingly detailed engine is a kit in itself. A lot of time and effort here is worthwhile, especially if you choose, as I did, to display the engine by removing the top cowl panels. (I added scratch-built spark plugs and wires to the engine.)

The superb instruction manual includes the painting and marking guide and numerous reference photos of the aircraft and its engine. However, there are two errors in parts identification: the axle wing top is I6, not I9, and the upper left cowl panel is I8, not I12. Color call-outs are provided for Tamiya, Humbrol, and Misterkit paints.

The main fit issue is that the completed cockpit/engine assembly is too wide where it joins the fuselage halves immediately behind the cockpit coaming. The solution here is to sand down the outside surfaces of the tubular structure at the rear bulkhead to make it more narrow. I also thinned a bit of the tubular structure adjacent to the fuel tank.

The top panel containing the coaming (part H1) was a difficult fit and had to be forced down. There was still a partial gap at the bottom which I filled with white glue. I had to do a lot of tinkering to get the engine to align straight on the engine mounts (parts B14 & B15). And I clipped off the forward tips of these mounts for a better fit of the chin cowl piece.

One other bugaboo is the prominent gap between the chin cowl (I 9) and the lower panel (A25). I dealt with this by adding a shim to the forward edge of the panel part to make it longer.

It is very important to test and adjust the fit of all cabane, interplane, and landing gear struts in their location holes before final assembly. Paint must be removed from the attachment points of the struts for a proper fit. Some holes may have to be enlarged or deepened.

A word about the landing gear sub-assembly: it is weak and flimsy because the four struts that attach it to the fuselage are plastic. It would have been a better choice for WingNut to employ metal struts here for strength and rigidity. This would probably also improve alignment. For the bracing wires in the landing gear and the tail, I used .012 inch and .010 inch brass wire, respectively. Even smaller wire was used for the various control surface cables.

The propeller has a pleasing wood-grain effect that was accomplished in four steps:

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1--Base coat of Testors Model Master Wood enamel (lightened slightly with white).

2--Coat of clear semi-gloss Polly Scale

3--Drawing the grain pattern with brown pencil

4--Final coat of Tamiya clear orange

I experimented with various brown pencils from my local art supply store. I chose Albrecht Durer No. 8200-179 because it gave the best results. (Yes, a German pencil.)

I used mostly Humbrol enamels on this model, as per the instructions. Some Testors Model Master enamels like Aluminum were also used. The wings received a gloss black undercoat prior to the lozenge decal application.

I was very pleased with the quality and ease of application of all the decals. They responded well to my usual Solvaset and blotting method, plus a bit of low heat from my hair dryer. The different sections of lozenge decals were first aligned and fixed to the wing leading edges, which often left a bit of excess to be trimmed off the trailing edges. The kit contains ample supplies of extra lozenge for touching up any areas that need it.

Mud was applied to the tires with a Tamiya weathering stick. Appropriate dirt, exhaust, and oil stains (mostly on the undersides) were done with weathering powders.

World War One aviation is not my area of expertise, but I enjoyed dipping my toes into new waters with this fine kit from WingNut Wings. The kit has a lot of fiddly parts and is not an easy or fast build - it is definitely not for beginners. I recommend it without hesitation to experienced modelers.

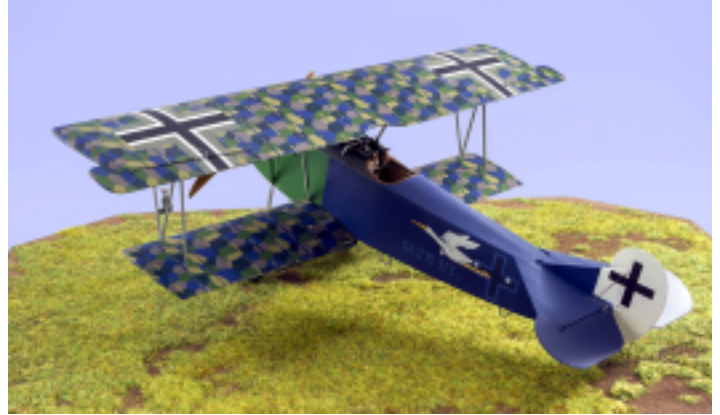
## References

*Fokker D.VII In Action*, by D. Edgar Brannon (Squadron Signal)

*The Fokker D.VII*, by Peter L. Gray (Profile Publications)

*Wings Magazine* June 2001





## Trumpeter 1/48th Scale Grumman HU-16A Albatross

by Gerry Nilles

The Albatross, originally named the Pelican, is the last and the largest of the five amphibians built by Grumman Aircraft. Grumman's history of building amphibians goes all the way back to its beginning years as a company, when in 1933 it produced the single engine JF Duck. However, it was not until 1937 that the first of its four twin-engine, amphibious flying boats, the JRF (G-21) Goose, began production. The J4F (G-44) Widgeon, the Goose's smaller sibling, appeared a couple years later in 1940. Of note is the fact that although these two aircraft saw very extensive and almost exclusive military usage, in the beginning their primarily market was actually commercial and civil aviation. It would not be until after the war, in 1946, that Grumman produced an exclusively commercial amphibian in the form of the larger (G-73) Mallard. That said the Navy, being very pleased with the Goose as an excellent utility aircraft, looked to Grumman for a larger replacement.

Design work on the (G-64) Albatross began in 1944; however, it would not be until late 1947 that the first prototype flew. Although the Navy initiated this project, the Air Force also showed great interest in the aircraft because of its search and rescue potential. As a side



note, the designation of HU-16 for the Albatross came about in 1962 because of the implementation of the military's new "common" designation practice. Prior to that, the Navy used the designation UF-1 for the initial production Albatross while the Air Force used SA-16A. Also of note is the fact that the majority of the later "B" models, with its longer wing and taller tail actually started out as the original production "A" version. With the exception of 21 new built HU-16Cs, the other 241 HU-16Bs were rebuilds. This rebuild program, initiated by the Air Force in 1955, and quickly adopted by the Navy, included increasing the overall wingspan a total of 200 inches and the deletion of the leading edge

slots in favor of a change in the leading edge camber. Because of this significant change to the size of the wing, the fuselage length also increased as did the size of both the vertical and horizontal stabilizers.

The service life of the HU-16, within the US military, lasted almost three decades. The Air Force retired the Albatross in 1973, along with transferring 55 of its aircraft to the Coast Guard. The Navy's last HU-16 went to the Naval Aviation Museum, in Pensacola, in 1976, while the USCG continued its use of the Albatross until 1983. The Albatross also proved very popular internationally and no less the nineteen different countries operated them. As noted above, the aircraft's primary function within the US Military as well as most international operators, included both utility and search and rescue duties. However, 37 specially modified HU-16Bs also functioned in an Anti-Submarine Warfare role, which the US supplied to a half dozen friendly nations as part of the Military Defense Aid Program. These ASW versions of the Albatross are easily recognizable because of their bulbous nose radar and the MAD boom fairing located at the base of the rudder. Overall, the Albatross, which had a total production run of 466 units, proved to be one of the most successful utility amphibians in history.

My initial impression, as with my recent "In Box Review" of the Trumpeter A3D-2 Skywarrior, is that there certainly is no lack of detail or parts in this kit. This is a multimedia kit that provides both photo-etch (including seat belts) and white metal landing gear struts.

All right, that said, this kit comes with a very highly detailed almost a complete interior, and when I say almost complete I am talking about from the cockpit to rear main cabin bulkhead and everything inbetween, (which, incidentally, is one continuous sub-assembly including all the landing gear bays). The only interior detail missing is the lavatory compartment located just aft of the main cabin, however the door is there.

As a side note, the Albatross offered four different interior configurations. There is the standard utility/rescue layout with three stacked litters and one or two passenger seats, (the one provided with the kit), a cargo only style, a rescue/medivac setup, and a passenger only transport. However, regardless of the interior layout the bulk of the detail, located in the cockpit and at navigator's station, remain the same.

Now, if you are into building little electronics boxes you are going to be one happy modeler because the cockpit and the navigation station have a bunch of them along with some great looking seats and other goodies. Great potential here for super detailing especially considering that the large cargo door, located on the top of the fuselage and just above the main cabin, is a separate part as are the two access hatches located above both the pilot's and co-pilot's seats.

As for other significant kit observations, there are many, starting with the landing gear assemblies and bays. The main gear bays, prominently located on the side of the aircraft, look extremely well-detailed including separate, very finely done, hydraulic lines. As I noted above, all of the struts are white metal, although the nose wheel strut does come as an optional injection-molded part. Personally, I plan to use the stronger white metal one, mainly because there is no counter-weighting information provided, and if it is significant I feel that it is better to be safe than sorry. Trumpeter's policy of providing rubber tires continues with this kit.

The engines, as with the other sub-assemblies, are equally as detailed. Each engine consists of 50 individual parts along with separate prop blades that, thankfully, include alignment keying into the hub. Overall, kit construction looks to be straight forward, regardless of the part count.

However, Trumpeter has taken a rather unique approach to assembling the fuselage in that it comes in four pieces and for all practical purposes, these individual sections are hung on the interior sub-assembly with a break at the main landing gear bays. Perhaps I am being a little over cautious, but I plan to do regular fit checks, as I go along, to make sure the fuselage quarter-sections and interior sub-assembly stay aligned.

The kit comes with two choices of markings including a standard USAF Rescue Albatross and a Chinese Nationalist Air Force HU-1A. Both are interesting. However, this is only the tip of the iceberg, so to speak, when it comes to potential color schemes for this kit, and if you are seeking some of the more colorful US Navy UF-1 schemes I have noticed that at least one after market decal company already has them in development.

This looks to be one of those kits that time and patience are necessary in order to do it justice, and as such, I would only recommend it to the more experienced model builder. My thanks to Stevens International for the review sample.

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

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## Tips and Techniques: Using Filters

by Eric Christianson

Greetings! We are introducing a new column this month which will try to focus on modeling tips and techniques that will hopefully be useful to all types of modelers. Subject matter will range from techniques that I have discovered myself, to supervising discussion between members who have tips that we all want to share.

It is important to understand, then, that the tools and materials, approaches and opinions are those of the contributors. Each one of us enjoys our own special niche in this wonderful hobby; this column will simply attempt to add to the skillset we already have.

So let's start! I would like to discuss a finishing technique called a Filter for this month's inaugural column. Simply defined, a Filter is a thin layer of heavily diluted oil paint, brushed over the entire surface of something to slightly change the hue and saturation of the background color. Not unlike putting on a pair of colored sunglasses, or a tinted camera lens, hence the name.

Over the last few years I have had to compress the time it took to finish my builds, which, as a result, has pushed me to find alternative ways of doing things. I used to paint a German cockpit, say, using dark pre-shading, lightened-RLM Grey base-color, smoke colored post-shading, and then detail painting of all the little cables and levers, etc., followed by a wash and dry brushing. Similarly, an open-topped armored vehicle required attention to all the little pieces of equipment stowed within; different types of canvas bags, steel ammo canisters, wooded steering wheels, fire extinguishers, etc. When finished, sometimes the stark contrast between the colors I used looked odd to me, even under a wash. I see this a lot in contest entries as well. When I look inside a real combat-worn and faded cockpit or vehicle interior, the idea of 'color' doesn't really jump out at me. In my mind's eye, I see a general faded beat-up shade with hints of green here and black there.

As a result I've started using filters in a big way and the results have been really nice - with very little effort involved. The key is to start with a very light base color. I will lighten RLM-Grey with flesh or white, Olive Drab with yellow or white, German Yellow with Deck Tan, etc., etc. Very light. That's the base color I use for everything (from radio sets to fire extinguishers) on to which the filters will be added. I normally use Tamiya paints but I have used just about every other type of paint as well. The key is that the base-coat must be FLAT before applying the filters. You want even coverage - this is not a wash that you want to flow into nooks and crannies.

The filters I use are made from oil paints, the finer the pigment the better. I thin them heavily (80-90% thinner vs. pigment) with Mona Lisa Odorless Paint Thinner. Here are my favorites, which I keep in separate, pre-mixed jars:

Windsor Newton Payne's Gray for grey  
MIG Wash Brown for brown (1)  
MIG Shadow Brown for brown (2)  
MIG Light Rust for brown (3)  
MIG Dark Rust for brown (4)  
MIG Black for black

W.N Cadmium Orange for effect  
W.N Cadmium Red for effect  
W.N. French Ultramarine for effect  
W.N. Cadmium Yellow for effect  
W.N. Mars Violet for effect  
W.N. Viridian for effect

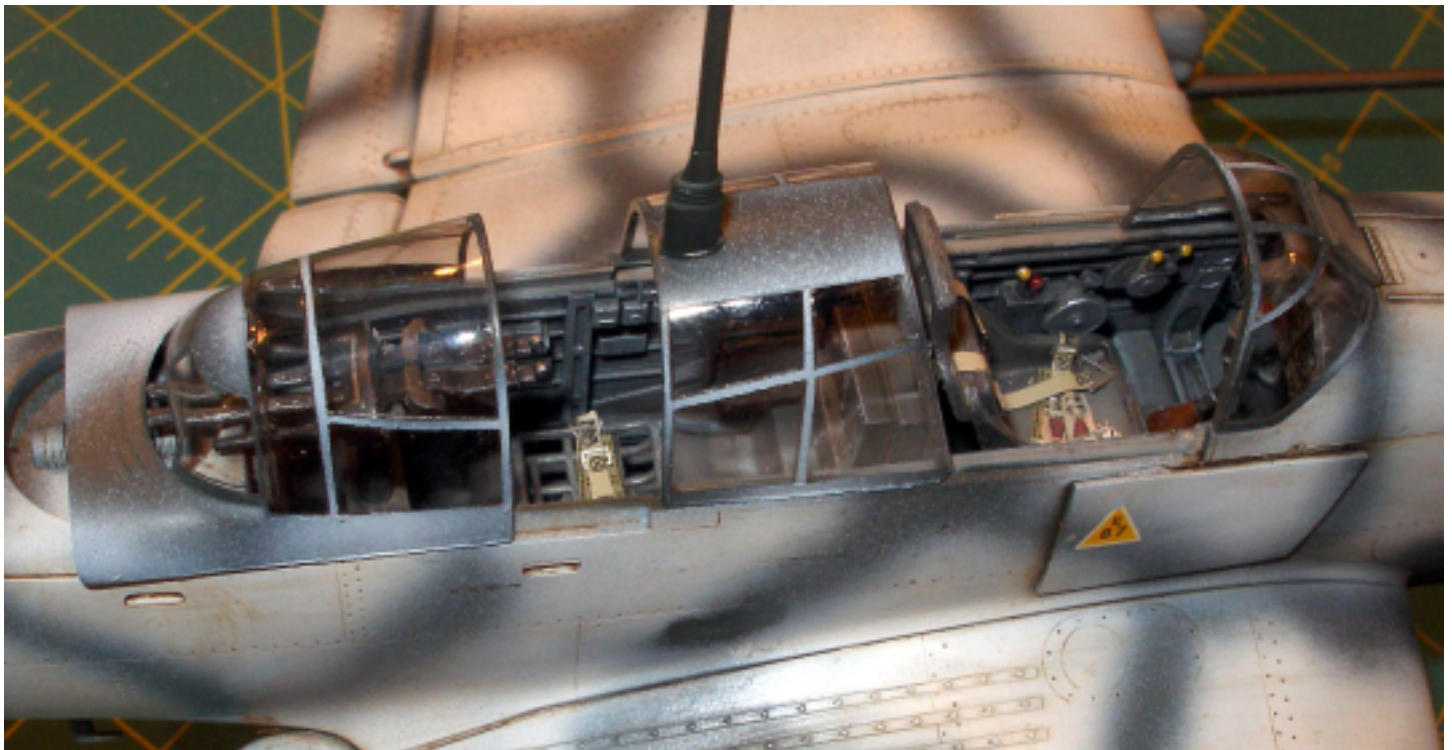
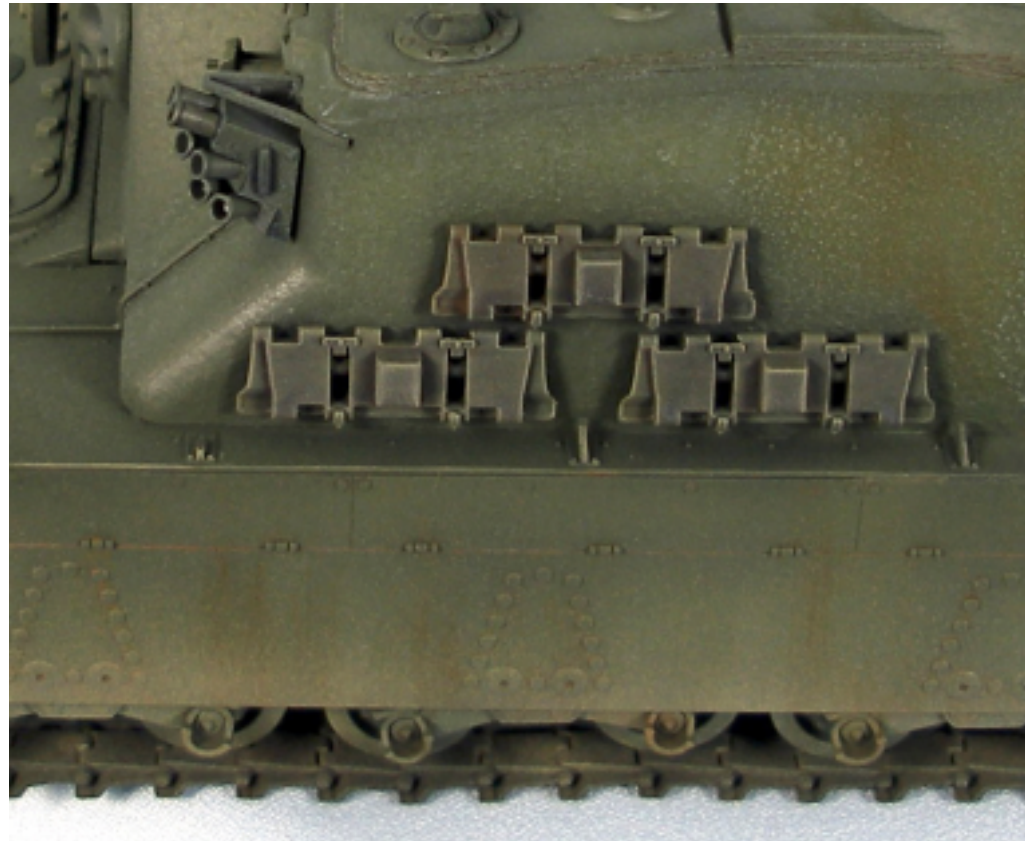
Once my base coat is dry, I will brush a coat of pure Mona Lisa thinner (Home Depot, Michael's) on to the area that I will be applying a filter. This will help the filter flow and prevent tidemarks. Mona Lisa will not affect the base-coat paint, no matter what paint I use or flat coat I've applied, believe it or not. It's great stuff - it does what it is supposed to do (thin oil paint) and nothing more. Once that is reasonably dry I will brush on the filter, coat by coat, until I get the color I am looking for. In the armor image example, I started with a lightened Olive Drab overall. I then added a Wash Brown filter to the main hull areas to darken that, and a Payne's grey filter to the extra



track links, and a Black filter to the two smoke dischargers. The 'dry brush' effect on the track links is actually the original light Drab showing through thin Payne's Gray filter.

Once I have the effect I want, I apply a gloss coat to the entire surface to prepare it for decals, a Pin Wash and some Streaking. I blend everything at the end with road dust and a flat varnish.

These last techniques might be subjects for future columns. Hopefully, you will find this simple technique of using filters worthwhile and add it to your arsenal of finishing steps. As always, if you have any questions or suggestions, feel free to email me directly.



## Auction Time at IPMS Seattle: Vacuum Form Machine and Fordom Power Tools

by Andrew Birkbeck

Thanks to the generosity of long time member Paul Ludwig, there will be an auction at the July meeting with a few choice modeling tools on offer. Firstly, there will be an industrial sized vacuform machine (as in MUCH larger than a Mattel one), and a Foredom flexible shaft power tool, with accessories such as the Foredom Drill Press. All proceeds will benefit IPMS Seattle, so thank you Paul! To check out the Foredom range, see here:

[http://www.seattlefindings.com/Flex-Shaft-Handpieces\\_c\\_627.html](http://www.seattlefindings.com/Flex-Shaft-Handpieces_c_627.html)

## Upcoming Shows

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

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

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

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

Thanks to Chellie Lynn

## Dragon SdKfz 234/4

from page 9

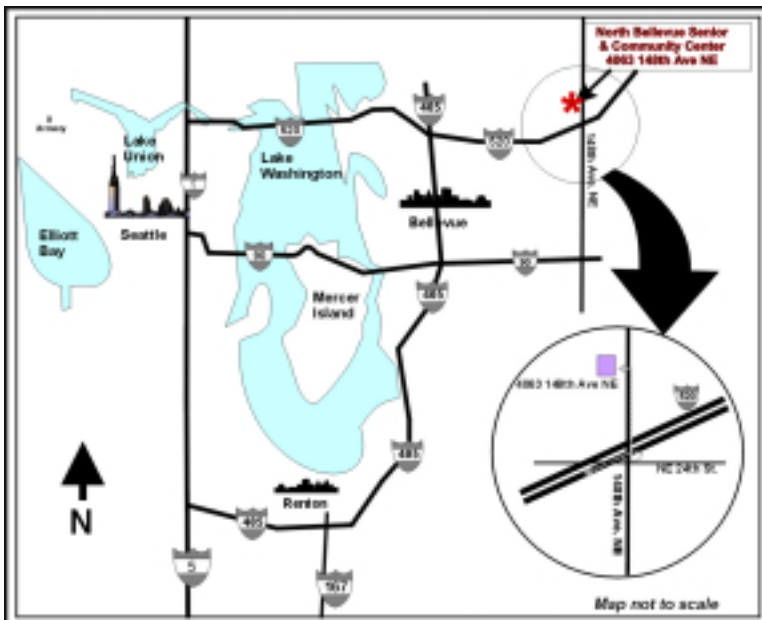
Even though there are a lot of parts, and the open hull aspect of the model is a challenge to paint, I can recommend this kit to anyone who wants to delve into the series of late-war German wheeled reconnaissance and anti-tank vehicles. Go slow, pre-fit everything before gluing, and have fun.

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.



## Meeting Reminder

## July 13



### 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.