

Seattle Chapter News



**Seattle Chapter IPMS/USA
June 2013**

PREZNOTES



In Need of Some Inspiration?

Every so often the energy levels decline and my interest in modeling dries up. Whenever this happens, I find myself in need of some inspiration to help kick start the old modeling engine. I find such inspiration in various places, depending on the modeling subject matter I am interested in at the time. Usually it is looking out for 1/1 examples of “the real thing”, such as a tank, a car, an airplane.

On Memorial Day recently, I decided to get some inspiration by attending the Tankfest event at the Flying Heritage Collection just north of where I live. There I was able to see a large number of WW2 aircraft, from the air forces of Germany, Japan, Russia, the USA, and Britain. The museum also boasts some very nice armor pieces, and during Tankfest, some of these vehicles are fired up, and driven about the place, much to my great delight: an M4A1 Sherman, German Hetzer tank destroyer, Russian T-34/85 tank, even a Kettenkrad motorcycle half track! Along with the museum’s exhibits, there was also a great display of military softskins put on by the local military historical vehicle society. TONS of inspiration, in other words, for my modeling interests.

As the weather warms up around the Puget Sound as we head into summer, all sorts of events will take place providing the modeler with a ton of inspiration. The Flying Heritage Collection has a number of weekend flying displays June through September, wherein their various “exhibits” take to the sky. Additional aviation displays will occur at events such as the Olympic Air Show, as well as many local area fly-ins. For the armor enthusiast, Portland OR is hosting the national event of the Military Vehicle Collectors Club in late July, and the Olympic Air Show will also have a number of military vehicles on display as well.

For the car modeler, summer is alive with events to attend, large and small. On June 29 is the Greenwood Car Show, the largest car event in Washington State. For those with a British bent, the All British Field Meet occurs on the Bellevue College campus on July 27, while almost every neighborhood seems to have some sort of car event each weekend throughout the summer. And of course Tacoma has one of the finest automobile museums in the world, in the LeMay collection.

Other sources of modeling inspiration for me include a good historical tome, and there is nothing more pleasing to me than kicking back on a sunny day, reading a good book. A comfortable chair sitting under the sun umbrella, perhaps a cool beverage, a gentle breeze, and a book, what could be more enjoyable? Or once the sun goes down, and following a lovely summer meal of fresh produce from the local farmer’s market, a movie? *Forbidden Planet* or *Blade Runner* for the Sci-Fi modeler, *Battle of Britain* or *Kelly’s Heroes* for the military geeks among us, or perhaps

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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.

June 8
August 10

July 13
September 14

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank) Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

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

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Airfix 1/32nd Scale Ford Fiesta RS WRC

by Andrew Birkbeck

I must admit to being a huge WRC (World Rally Championship) fan. Like the Formula 1 World Series, the WRC races take place in different countries around the world each season. Races alternate between various surfaces: tarmac, gravel, dirt, snow/ice, and often multiple surfaces within the same race. The racers consist of two person crews, driver and navigator/co-driver, representing either a “works” team or being an “independent”. With the occasional exception, the top three finishers in each race come from the “works” teams, as due to the big money behind such teams, they are able to afford the most advanced cars, the top driver talent, and the highly trained and disciplined mechanics necessary to sustain a car over the course of an individual race and the entire season. For the past many years, the Big Guns have been Subaru, Citroen, and Ford.



Most WRC model car kits that I have seen over the years have been from one of the two main car scales: 1/24th or 1/43rd. For me the latter is really a bit small, with too many compromises in detail, and when the detail is there, the parts are very small, and thus very fiddly. On the other hand, the 1/24th scale kits, from the likes of Tamiya and Hasegawa, tend to be on the pricey side. Worse, for a fan of the current racing series, Tamiya and Hasegawa haven't released any new kits in a number of years. Enter Airfix to the world of WRC models with a new intermediary scale, 1/32nd. They currently have two car models from the current rounds of the WRC, the Mini Countryman WRC, and the kit under discussion today, the Ford Fiesta RS WRC, built by M-Sport for the Ford works team.

Since the takeover of Airfix by Hornby a few years ago, I have been hearing a lot of positive buzz regarding the quality of the latest toolings from Airfix. The Ford Fiesta is clearly one of these better kits, with good detail on most of the parts, no sink marks, no flash, only a couple of annoying ejector pin marks, and the amount of detail is pretty decent. The one area that still needs some work is the engineering, in terms of positive fit of the parts, but more about this later.

Construction begins with the assembly of the main underside of the chassis, which is mated to the floor of the vehicle's interior. One immediate problem is that Airfix calls out colors to paint the model by number (their Humbrol series of paints only), but fails to provide a full list of what those numbers represent in the instructions. I had to track them down via the Airfix web site. Following the underbody/interior floor, Airfix has the modeler assemble the two-part shock/wheel mount parts. Note that while these four units appear to look all the same at first or even second glance, they are not, being different front and rear units. So be careful here not to mix them up. The

wheels themselves are two-part units, with pretty decent hub detail. Some filler was required between the two wheel parts. Make sure when you mount the wheels that you have the brake units pointing the correct way, per the instructions – not that you can really see said brake detail once the model is complete without great difficulty!



The interior of the driver/co-driver area is fairly well detailed, though oddly there are no decals for the instrument consoles. I feel it wouldn't have added anything to the cost of the kit to provide a couple of water-slide decals to provide this cabin detail. Three separate parts make up the driver's steering column, and you get a separate brake/clutch/accelerator part. The driver and co-driver seats are nicely detailed, though they did come with a large ejector pin mark in an awkward place to reach. Thankfully, it was a raised pin mark, so no filler was required to deal with it, just

some very careful sanding. A couple of additional mold flaws were found in the seats as well, but again, these were fairly easy to remove without damaging the parts. The seats come with some very nice injection plastic harness detail parts, which appears to be a first in any scale for a WRC kit. I took the time to thin these parts a bit, and for the scale, they look very nice. A multi-part roll cage is provided in the kit, and the modeler will need to align these parts carefully so they don't interfere with the installation of any of the other cab interior parts. It is all rather cramped in these racing cars! A spare tire is also included for the rear section of the interior, though not the straps that secure it. These can be made, if desired, with some thin strips of masking tape, painted a suitable color.

Following construction of the chassis and cab interior, we proceed to the main body shell, Part 72. Detail on this is fairly decent, although there are a few mold lines that need careful removing before proceeding forward. To Part 72, in Section 21, I then added Part 57, the hood vents. I then sprayed the body shell with Gunze Mr Surfacer 1200 lacquer primer to give the paint a nice smooth surface to bond to, and to help identify any additional mold flaws that might need dealing with. None were found, so I proceeded to look for a suitable "Ford Racing Blue" color to paint the car body. Airfix recommends Humbrol 14, but I didn't have any of that in stock, and besides, I much prefer lacquer paints to enamels, due to their tough finish. I settled upon Tamiya TS-15 Blue which, if I am honest, is probably in need of lightening a bit, but such is life. Once this was thoroughly dry, I then looked at the color photos of what appears to be a real car in the instructions, to see what areas needed painting black. Masking was then appropriately applied, and Tamiya XF-69 NATO Black was airbrushed onto the body shell. With the masking removed, an application of Tamiya X-22 Clear Gloss was applied in a series of light coatings to build up a super glossy finish for the decals to adhere to.



The Decals are by FAR the highlight of this kit, in more ways than one. First, there are approximately 55 decals on a kit that measures only 4.5 inches by 2 inches, many of them very large! Second, the quality of these decals is outstanding. The colors are vivid, the printing in total register, and despite the size of many of the decals and the fact that they need to conform to uneven surfaces, they all went down with very little effort. I utilized Gunze's Mr Mark Softer and Mr Mark Setter two-part decal setting solution, and they worked nicely. I initially applied the largest of the decals, the door and hood "Castrol Edge" and main roof decals. Once these were thoroughly dry, I gave the body shell another thin coat of Tamiya X-22 gloss clear to seal these. I didn't want later applications of decal setting solution potentially to mar these while I

applied the body's small decals. PATIENCE is the watchword here, and with 55 or so decals to apply, it took me a number of evenings to get through them all. Once all were in place, another sealing coat of Tamiya X-22 was applied.

While the body shell was receiving its decal application over multiple nights, I painted and gloss coated other areas of the kit to receive decals, namely the tires and the rear body wing. Once these decals had dried, they too received a protective coat of X-22 Gloss Clear, while the wheels also received a secondary coat of Matt clear, as you don't want gloss tires!

Then came the most difficult part of the whole build: the attempt to put the car's windows in place. In all my previous builds of rally car models in 1/24th scale, the windows (front, rear, and sides) came as a one piece unit. In a well-engineered kit, this makes perfect sense, in that it insures everything lines up nicely: the windows, with the openings they are meant to go in. Airfix, in the smaller scale no less, decided to provide the modeler with **four** window parts: one front, one rear, and two sides. Great care must be taken to test fit each window and trim/sand where necessary to get as good a fit as your skills allow. And even then, Airfix has you mounting the windows in such a way that the glue tabs are attached to the interior roof of the main body shell. These parts really need to be clamped for the best results, but I couldn't figure out how to make any of my clamps work in the confined space available. And what to use for glue? The body shell was going to need to be twisted to some extent once the windows were installed, to get it onto the chassis per the Airfix instructions. So the glue needed to hold the parts while this stress was applied. In the end, I settled on super glue for the roof attachment points, and hoped it wouldn't fog the glass (it didn't), helped along with some **very** careful application of accelerator. I also applied some Gator Glue to give added support around the edges of the windows, where super glue wasn't appropriate. One of the side windows just wouldn't fit nicely for me, but I managed to find a clamp to hold it in place, together with a liberal application of Gator Glue. In the end, it popped out slightly, which is a pity.

In hindsight, perhaps I should have done the following for the windows: first, very carefully cut off the roof mounting tabs. Then, once the body shell was primed, painted, and decaled, I should have test-fitted the windows and slowly begun to sand away small amounts

of clear plastic until the parts were a drop fit into the window openings. Once this was done, applying a small amount of Testors canopy cement would hold the window parts in place. But I didn't.

Once the windows were in place on the review model and the glue dried, I installed the front lower body air intake section, Part 63, which had been painted earlier and its two decals applied and sealed with gloss clear. Then, following the instructions carefully, I mounted the completed body shell onto the chassis. For the most part, this appeared to go fairly well. Then I mounted the wheel hub/tires to the body, making sure all four hub/tire units evenly touch the ground, and attached the previously painted roof aerials. Lastly, I installed the two door mirrors and the rear body "wing", and I was done.

The end result of all this work is a very nice looking racing car model. Thanks to the wonderful decals, it produces a very colorful one, as well. However, due to the challenge of applying all the decals, plus figuring out how to get the average-fitting windows in place and keeping them there, this kit offers a substantial completion challenge, in my opinion. Thus, I can only recommend it to the more experienced modelers out there.

I would like to offer my sincere gratitude to Airfix's US distributor Hornby America, and also to IPMS-USA, for the opportunity to test my modeling skills on this kit.



Trumpeter 1/48th Scale Douglas A3D-2 Skywarrior

by Gerry Nilles

With the post-WWII advent of nuclear weapons and jet engines, the US Navy looked seriously at the potential of establishing a carrier based strategic strike capability. Initial designs for a super carrier were already on the drawing boards and a bomber capable of carrying a nuclear weapon needed to be part of that scenario. The Navy issued initial design specifications for a carrier-based bomber in 1947. Douglas responded 24 months later with its "Skywarrior" concept that proposed a high sweptback wing design, powered by two (podded) jet engines mounted under the wings. Additionally, the Douglas design called for a three-man crew operating in a pressurized cockpit, the ability to carry a 12,000 lb bomb load, and a defensive capability that consisted of a radar-operated tail turret with twin 20mm cannons. The Skywarrior came in at a whopping 60,000 lbs gross weight that, along with its dimensions, made it both the largest and heaviest aircraft ever proposed for carrier use to that date. Contract award to Douglas, for two prototype XA3D-1s, occurred in March of 1949.



First flight of an XA3D-1 took place in October 1952, with preproduction testing and evaluation continuing for the next three years. Initial production deliveries of 50 A3D-1s began in March of 1956 to Heavy Attack Squadron VAH-1. VAH-1 continued operational evaluations through 1957 while concentrating primarily on total strategic potentials as well as defining problems associated with operating such a large aircraft from a carrier. However, deliveries of the definitive production version of the Skywarrior, the A3D-2, did not begin until 1957. Upgrades to the A3D-2 included the more powerful J57-P-10 engines, revisions to the weapons bay that now accommodated a variety of stores including mines, and in-flight refueling capability. VAH-2 became the first of the eight Heavy Attack Squadrons to receive the A3D-2s who were now operating from the modernized *Essex* and *Midway* class carriers as well as the new class of super carriers.

My first impression is that there certainly is no lack of detail. Actually, the amount of it, at first glance, is almost to the point of being a bit overwhelming. However, on closer examination I found that some of it comes under the category of optional. For example, a very complete radar assembly (made up of 15 parts) is included. Of course, that is if you want it showing, otherwise, delete it and just have the radome in the closed position.

Likewise, the same goes for the bomb bay area, the wings, and vertical stabilizer, if in the folded position rather than extended, and one of the engine pods, which includes removable panels and what looks to be a rather nicely done complete engine. As for those areas where extensive detail is sought, such as the cockpit and wheel wells, I do not see disappointment being the reaction. Actually, I would go so far as to say that those areas are literally models within a model.

The kit consists of no less than 16 individual part trees, three of which are clear, and three photo-etched frets. I have no idea what the part count is, but it has to be extensive. [NOTE: The Trumpeter web site gives the count as "370+" - ED]. The molding appears excellent and free of sink marks or flash, and there is no apparent warping. As a side note the styrene used in this kit has a nice rigidity to it even though some parts, such as the fuselage halves, are rather thin walled.

A quick check of the alignment of those same fuselage halves resulted in an excellent fit. Of course, that is without the addition of all of the interior subassemblies, such as the cockpit, bomb bay, wheel wells etc. Now, there are some very fine locating pins molded in; however, I am not so sure that these pins will be of much help when joining the parts especially along the upper surfaces of the fuselage considering how flat it is. Therefore, I plan to add some plastic card stock tabs along this area to make sure I get a perfect alignment and maintain the flat upper fuselage surface.

Other areas of note in the kit include separate and well-detailed air brakes, rubber tires, leading edge slats, flaps, ailerons, elevators and rudder. As I referenced previously, there is the choice of having the wings and vertical stabilizer either in the extended or folded position. Speaking of the vertical stabilizer, two different versions are available including the standard plain vertical and the one mounting a radar pod at the top. Interestingly the box art shows the aircraft with a standard vertical where as the Painting and Markings guide shows it with this radar pod attached to the top of the vertical. Finally, and typical of Trumpeter, the 20-page instruction guide is both comprehensive and easy to follow.

The only markings provided with the kit are for VAH-9. However, along with the main decal sheet, two supplemental sheets of variously-sized numbers are included for doing any of the squadron's other aircraft.

As a big fan of 1950s aircraft, I am very happy to see another major 1/48th scale omission finally addressed. Overall, this looks to be a very good kit with lots and lots of detail. However, and because of this extensive amount of detail, I do not see this as being an easy kit to build, (translation, modeling experience definitely a requirement). The markings look good, although it would have been nice to have a least one additional choice. I guess Trumpeter decided to leave at least one thing for the aftermarket businesses, because this is certainly is a very complete kit.

Eduard Brassin 1/72nd Scale MiG-15 Ejection Seat and Wheels

by Jacob Russell

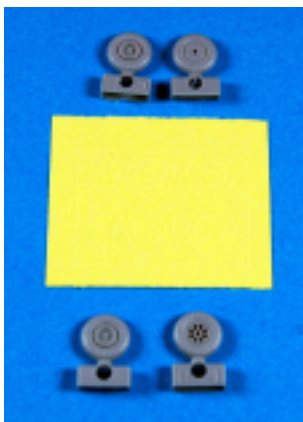
This new Brassin seat (item number 672 008) is designed specifically for Eduard's 1/72nd scale MiG-15 kit, but it should work in the KP, Hobby Boss, and Airfix kits as well. It consists of 11 pieces, nine of which are pre-painted photo-etched pieces on a single fret. The resin parts are the seat itself and the ejection rails, cast in Eduard's now familiar two shades of grey. We are all familiar with the quality of Eduard's photo-etched parts, and the detail of the resin is similarly impressive.

Eduard's new MiG-15 is a well detailed kit and this Brassin seat ups the ante even more. If you already have a MiG-15 kit from the aforementioned companies this seat will dress up their interiors too.

The new Brassin wheels (item number 672 007) are also designed for Eduard's 1/72nd scale MiG-15 kit, but they also will work with the aforementioned kits. You get two pairs of resin wheels and a set of masks. The wheel sets have different inner and outer faces and their detail is very good.

The Eduard MiG-15 is quite nice and these wheels add useful detail. If you already own a kit from the other companies these wheels are a simple swap. The wheels in Airfix's MiG-15 are noticeably undersize and you will need to shorten the rear landing gear with this in mind to maintain the correct attitude of the aircraft.

I recommend both sets (they are sold separately) and I would like to thank Eduard for providing the review samples.



Tamiya 1/35th Scale Tiran 5 Israeli Tank

by Eric Christianson

Tamiya has enhanced their venerable T-55A Main Battle Tank kit yet again with all the parts needed to convert it into an Israeli Tiran 5, which is not surprising when you consider the mileage they got out of the same kit last year when they released the T-55 Iraqi “Enigma”. One thing is for sure – the kit these new versions are based on is one of the finest armor models ever produced by Tamiya. I never get tired of building these tanks, so keep them coming!

The Tiran 5 was used by the Israeli Defense Force (IDF) from the late 1960s until the mid-1980s. Constantly modified throughout its service life, many were fitted with the 105mm M68 gun. Even after it was retired from IDF service, the Tiran 5 continued to see action in various guises in a number of countries around the world.



This is a Tamiya armor kit – which means it can be described in five words: not many parts, perfect fit. As always, there is something for every kind of modeler in here. For those new to modeling, Tamiya kits are a snap to assemble and come with excellent instructions and sprues that are laid out and numbered logically. For those who enjoy the painting and weathering part of building a model, Tamiya kits quickly and painlessly become excellent canvases on which to ply one’s artistic talent. For modelers who go for accuracy, Tamiya has the industry clout that insures a variety of after-market products to enhance what they provide in the box, products that this type of modeler would most likely want to purchase anyway, no matter how accurate or inaccurate the original kit is. One thing everyone gets, however, is an enjoyable build and a perfect-fitting model.

It wouldn’t be a modern Tamiya armor kit without some oddities, however, such as nylon string tow cables, black nylon mesh in lieu of photo etch, figures (!), and rubber-band track. Each of these has its benefits and downsides, but they come together just fine to produce a stunning AFV.

The contents of the box include:

- Lower and upper hulls packaged separately
- 6 sprues in soft, tan plastic, packaged separately
- 2 lengths of (old-style) rubber band track
- 2-ft long piece of string for use as tow cables
- 4-inch square of fine nylon mesh for exhaust covers
- 2 bags of polycaps
- 1 small sheet of Tamiya decals, good registration
- 1 16-page, black and white instruction booklet with 27 steps

The kit comes with a single scheme, simply titled “Israel Defense Forces, the Negev, Mid-1980’s”. Paint callouts are provided for Tamiya Acrylics.

Kit Comparison: Tamiya T-55A kit (Item 35257) vs. the Tamiya Tiran 5

Instructions: Many of the same illustrations are used but the entire booklet has been reworked for the Tiran 5.

Plastic: The T-55A is molded in dark olive-green plastic, the Tiran 5 in light tan.

Sprues: (Nearly) all sprues are different between the two kits, so even though some of the same molding has been used, the original T-55A has been reworked from the ground up.

These differences are:

Turret – the Tiran 5 turret is brand new, containing the same fine surface texture as the T-55A, but has a few more bumps and attachment points. The single Soviet machine gun has been replaced by three machine guns, a 60mm mortar, and a searchlight, among other details.

Running Gear – the sprues of the Tiran 5 and the T-55A are identical here, save the headlights and reactive armor left off the Tiran sprues.

Track – Identical between the two kits – the old-style, slimy Tamiya rubber-band track.

Main Weapon – the main weapon is different between the two kits, and the sprue that holds the barrel halves contains many of the same parts but has been re-arranged.

Lower Hull – Identical between the two kits.

Upper Hull – Very similar, but clearly a new mold for the Tiran, with reworked fenders and crisper detail.

Figures – Both kits contain an identical figure, presumably the commander in Russian garb, on an identical sprue that contains the fuel tanks, hatches, and miscellaneous detail. The Tiran 5 kit contains two new figures from the waist up in Israeli uniforms and helmets on a new sprue.

Version Specific – The Tiran 5 has a completely new sprue that contains the additional turret-top firepower, jerry cans, and assorted bumps and boxes unique to this version.

The Instructions are excellent. Beginners will find the pages full of quick hints and images showing where to trim, cut, use tweezers for small parts, etc. A ten-year old could build a nice model from this kit. Looking through the instructions for my notes I find that there is very little written besides the occasional “Cool!” and “Nice!”. The build simply goes right along without a hitch. Make sure to open several holes in the main hull with a drill, as shown, before assembling the major parts. Use a new blade to slice the nylon screen mesh, it is very fine.

In Step 13, when you assemble the cables, measure the string exactly as shown in the diagram; you will find that it fits precisely and can be tightened on the surface of the model by swiveling either Tow Cable ring slightly before gluing. Tamiya receives criticism for using string instead of wire, and some of this is justified, especially on WWII vehicles when the cables are modified to show use. But on modern vehicles, the cable is wrapped and laid out like a string, all around a variety of corners and bumps, and you just can’t do that very easily with twisted wire.

In Step 18, Part J3 must be glued at almost a vertical angle to make room for the grenade launcher which is attached later in Step 21. I suggest you test-fit both pieces before attaching them. That’s about all I can add about the general build steps.



Tamiya has included the same track as in the T-55A kit; somewhat slimy rubber-band track. The detail is excellent, however, and properly finished will do nicely. Half-way through painting, I connected the ends of the track using Tamiya Thin green-top liquid cement, which worked fine, and fit them over the wheels, the drive sprockets, and return rollers. Right away, I could see that the track was not going to work – the rubber-band material was tight as a drum and left a huge gap above the wheels. They would need to be glued down to the tops of the first and last wheels on each side. Luckily, the track responds well to heavy-duty Testor’s black-bottle liquid cement. I found two dowels that fit into the appropriate places, and, with a couple paper shims, got the job done (see photograph).

I am not a figure painter (yet), even though I have all the materials and the motivation. I just haven’t yet found the time to devote to learning the craft. Consequently, my faces look like blobs of paint

covering other blobs. Fortunately, at least one of the figures in the kit sports a large pair of sunglasses and a beard – thank you Tamiya.

I airbrushed the figure torsos and heads with Gunze Mr. Surfacer 1200 and then painted them with the base mixture (see below). Next, I hand-painted the shadows and highlights on the figure torsos with the appropriate shades (see below), the belts and watches on the figures with Tamiya XF-55 Deck Tan, and their helmets Tamiya XF-57 Buff. I used Windsor Newton Oil paints for the skin (Flesh Hue, Cadmium Orange, Ultramarine Blue), highlights (Burnt Sienna), and shadows (Burnt Umber), and used Tamiya paints for all else.



The Tiran 5 is a challenge to paint. On the good side, Tamiya provides a combination of poly-inserts and single-piece track that allows you to paint and weather the wheels separately. Once finished, they can be pushed on later when needed. The interior that can be seen around the figures is the same base color as the outer surfaces, making even the hatch-painting a snap. But the jerry cans with molded-on racks, the grenade launcher and machine guns, and the rear exhaust intakes/vents will require some detail painting, and even some masking. You won't be able to call it in with an airbrush this time.

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 it, you should. I use a Pasche-H Single-Action airbrush, Number #3 tip, at 20 lbs. pressure for everything. I use the same thinner for hand-brushing Tamiya paints.

I first created two stick-boards to hold the some of the parts for painting. The first stick-board would be painted the base color (see below). It held 20 wheels, 2 drive sprockets, and 3 (mg) ammo cases. The second stick-board would remain black and have the detail hand-painted using the base color. It held the three machine guns, 5 jerry cans, the grenade launcher, and the track.

Everything else was painted as assembled, which followed these steps:

1. I started with airbrushing a pre-shade coat of Tamiya German Grey (XF-63), including all of the parts on the stick-boards and the track. There is no PE in the kit, so I didn't feel it necessary to apply a primer first.
2. I then masked the fenders, the four vents on the rear deck, and hand-brushed Micro-Mask on the searchlight lens.
3. Next came the first camouflage coat. I love Tamiya paints, but they don't offer the same variety of paints as other paint manufacturers. I've tried the LifeColor and Model Master lines, which produce special Israeli colors, but I've never been satisfied with the process and/or finish produced, at least not for armor models, which left me with the task of rolling my own. Looking to the Internet for ideas and making several color chips, I arrived at mixture that easily allowed me to create (and re-create) the three shades I needed (base, highlight, shadow) for both the tank and the figures.

Tamiya XF-49 Khaki ; Tamiya XF-66 Light Grey ; Tamiya XF-2 Flat White

(Shadow – Figure uniforms, main weapon fabric housing) Ratio 1:1:1

(Base – Overall vehicle and figure uniforms) Ratio 1:1:3

(Highlight – Figure uniform highlights) Ratio 1:1:5

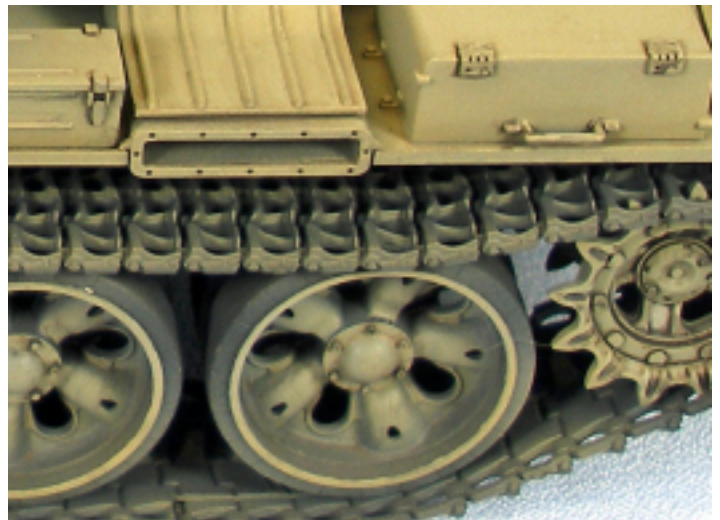
When the base color first dries, it will seem light, but subsequent weathering will tone things down just fine.

I painted the entire vehicle, the first stick-board (with the wheels), and the figure torsos using the base mixture.

4. I removed the masks and inspected my work. Everything looked good. I sprayed a light coat of Future acrylic over the outer wheels on the first stick-board and all over the parts on the second stick-board (with the jerry cans) to create a barrier coat for hand-painting. This isn't necessary, but I like having the ability to recover easily from screw-ups, and the acrylic layer helps with that.

5. I hand-brushed the thin band on the wheel rims, the jerry can racks, and the detail around the grenade launcher with the base color, and the machine guns with Tamiya X10 Gun Metal. I painted the machine gun handles Tamiya XF-10 Flat Brown.
6. I used a Q-tip to apply Model Master Dark Anodonic Gray Buffing Metalizer to the centerline posts of the tracks and rubbed the outside detail of the track with Mig Gun Metal pigment using my finger. Once satisfied, I glued the track together using Tamiya Liquid green-top cement without any problems.
7. Once everything was dry, I attached the track, jerry cans, wheels, and the grenade launcher. I had to break here to glue the track to the tops of the wheels (see the Track section above).
8. Once the track had been secured, I created a filter using Mig Wash Brown Oil paint, heavily thinned with Mona Lisa Odorless thinner. I first brushed clean thinner over the entire vehicle, followed by a single brushed coat of the filter. The thin brown filter over the background green started to bring the model life, giving it depth.
9. Once the filter was dry, I hand-brushed the areas that would receive decals with Future acrylic and let it dry. I applied the decals using the Red and Blue Micro Sol/Set system without any problems. The decals along the main gun barrel are tricky to align properly. I suggest you apply the #3 piece that covers the bore evacuator first, and then cut the fore and aft sections to fit. I did just the opposite and ended with more problems than I needed.
10. Once the decals were set, I shot the whole vehicle with a liberal coat of Future Acrylic to seal the decals and prepare the surface for washes.
11. Next, I gave the entire vehicle a pin wash using Mig Dark Wash (aka Raw Umber) straight from the bottle. This wash goes on very dark but, on the shiny, acrylic surface, it stays wet and workable for a long time. Using a clean brush, Mona Lisa thinner, and a paper towel, I worked the wash around until I had it just the way I wanted it.
12. I let this dry overnight and then gave the model a road-dusting coat of Vallejo Model Air Light Brown, paying special attention to the wheels and track. This very fine paint literally whispers on when thinned 50/50 with Vallejo's Airbrush Thinner. Great stuff.
13. Next, I shot the whole vehicle and figures with Vallejo Flat Varnish to kill any remaining shine, again thinned 50/50 with Vallejo Airbrush Thinner to improve flow.
14. Finally, I added the figures and attached the guns with a little spot of Testors black-bottle cement and...this little guy was done.

What more can I say about Tamiya kits? There is something for every kind of modeler in each kit, the fit is perfect, and the instructions are excellent. I felt they could have used link-and-length track for this kit to represent the sag found on the T-55 better, but short of that, I have no complaints. I recommend this kit for all modelers, beginners to advanced. This is one fun model to build. I would like to thank Tamiya USA for providing this kit for review, and IPMS USA for giving me the opportunity to build it.



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

by Hal Marshman Sr

I just received this kit today, and would like to relate some of the high points of the kit, as well as a couple of low points. As a prelude to my commentary, let me advise you that I've built at least three of the Hobby Boss Ta 152C kits. There are many similarities between the "Tanks" and the Doras, as well as a few differences as regards parts and assemblies.

HobbyBoss has packaged this kit beautifully with a sturdy box. The parts sprues are all bagged in plastic, with the clear parts sprue wrapped in foam before it was bagged. In addition to the plastic, there's a several-page instruction leaflet, a full color rendering with color call-outs and upper and side views of the two aircraft catered to on the nicely presented decal sheet. On the decal sheet, swastikas are provided, but presented in two halves. There's a complete selection of stencils, as well as the national markings, and tail stripes for the JG 301 example.

The castings are beautifully rendered, with smooth outer surfaces, and no dimples or press marks. Surface detail is restrained. Fabric surfaces reveal the underneath structure, but is also restrained. There's no unrealistic fabric texture. Simulated fabric texture may have seemed like a good idea at one time, but if you examine a real fabric covered airplane, you'll quickly notice that the fabric has received sufficient coats of paint (dope) to render them very smooth.



The clear parts tree contains the windscreen, one blown canopy, a gun sight, and very wee navigation lights for the wing tips. The instructions erroneously advise you that the port light is green and the starboard is red. Reverse those - the port light should be red, and the starboard green, to be correct. The framework on the windscreen and canopy are dulled so that they are easier to see for masking purposes. Good idea, HobbyBoss. Unfortunately, they did not provide the earlier straight topped canopy that many D-9s wore. (For the low price HobbyBoss asks for this kit, I suppose that would have been like gilding the lily.)

Like the Ta 152 kits before it, HobbyBoss includes a small etched brass fret. It contains the shelf behind the seat, the exhaust blocker so that exhaust doesn't enter the supercharger, the manual canopy opener, and a couple of filter screens. They are all well-executed.

One of the places where the earlier Ta 152 kits were deficient was in not providing a firewall between the cockpit, and the open engine rear compartment. I had to make one from sheet styrene for my models. HobbyBoss has seen fit to provide one in this kit, so no need for a scratchbuilt one. Another difference between this kit and its predecessors is in the exhaust stacks. The Ta 152 kits had their stacks in two halves, divided longitudinally, while this kit has them as one-piece entities. This kit provides both the open and closed cooling gills, with each attached to its own cowl ring. The cowl ring face is detailed, whereas the rear is not. The rear detailing would generally only be viewable to the "Flashlight Nazis" in any event. There is an error in the cooling gills, however. The flap in front of the supercharger intake was kept shut on the original airplanes, thus when the flaps were in the open position, that one would still be closed. Hobby Boss shows it open. They also show the area between flaps as filled, when they should be open.

There is a separate sprue with drop tank, 250k Bomb, and four 100k bombs, all with sway braces and racks. I've seen no pictures of a Dora fitted with the wing racks for the 100k bombs, so the jury is still out on that one. The racks provided for the bomb/drop tanks are somewhat shallow in comparison to the real article, and although they provide two of them, they do not give you the alternative of long or short racks. Fw 190Ds did carry the two different styles.

The interior is complete with seat with cushion, rudder pedals, joy stick, seat rails, and instrument panel. The panel is a one-piece casting, although nicely staggered, and displays raised detail. The decal sheet provides instrument and console decals.

The landing gear looks quite decent; however someone on the net suggested the gear covers might be a wee mite short. Wheels with treaded tires are given, but quite a few Doras operated with smooth tires.

This brings me to the engine. The inline powered Fw 190s displayed the rear of the engine, (mostly the supercharger) through open wheel wells. HobbyBoss does indeed give you that engine rump, and the wheel wells are appropriately open to view same. It's a beautifully done representation, but much simplified over shall we say, the Eduard example. Plus side, it's nowhere near as finicky to assemble. No one says you can't add more detail.

Okay, there's the kit, and I've detailed as many of the drawbacks as I was able to spot without taking out the calipers, and digging out the specs of the airplane. I do believe it stacks up well with the competition, in particular as pertains to ease of construction. I'm basing that opinion on having done the earlier Tank versions. (Kurt Tank was the designer of these birds, and when the Ta 152 came out, the designation honored him with the use of Ta, the first two letters of his last name, rather than the manufacturer, Focke-Wulf. The pilots of those planes referred to them as "Tanks"). When you consider the retail price of 27 bucks, I think it's a good buy, and the few drawbacks should be easily dealt with. Bottom line, I do recommend this kit, and can't wait to dig into mine.

North Olympic Peninsula Modelers Society Show Preview

Saturday, June 15, 2012

Port Townsend, WA

8th Annual Peninsula Model Show and Contest 2013

Fort Worden State Park, Building 204

FREE PARKING! Washington State Parks Discovery Pass purchase is not required!

NOPMS has completed negotiations with Fort Worden for a package that will provide free parking for all of our vendors, club members, and attendees. This means no one has to pay for parking and will have full access to Fort Worden facilities with the free pass. NOPMS will give them when attendees check in at our front door.

Show Schedule

Doors open: 9:30 AM

Registration: 9:30 AM - 1:00 PM

Judging: 1:30 - 3:30 PM

Awards: 4:15 PM

Show Close: 4:30 PM

Admission and Fees:

Adults: \$5

Model entry fee: \$5 any number of entries

Junior Age 17 and Under: \$3

Model entry fee: \$1 any number of entries

Special Awards:

Best WWII Eastern Front

Best Naval Aircraft

Best Non-Military Subject

Best Automotive Non-Military Subject

Best Canadian Subject

Best Natural Metal Finish

Best Finned Subject (any subject with a fin on it)

Best Marine Corps Subject

Judges Choice Award

People's Choice Award

For directions and more information, see the NOPMS web site at www.nopms.net

Zvezda 1/48th Scale Yak-3

by Stephen Tontoni



The first impression is the box; it's **sturdy**. The inner corrugated box has a top with securing flaps on the sides, then that's covered with a more standard box top. The box resembles the type you'd get at a model store rather than a plastic kit. I'm just really impressed since so many manufacturers have been producing flimsy side-opening boxes that promote part loss. Thank you!

As for the plastic, you could not ask for better molding quality or engineering. The design is simple and the details are plentiful. It also includes a nicely detailed engine. The instruction sheet does not show a vague exploded view of the engine construction either; the **nine** steps in the instructions for engine assembly leave nothing in question. The bracing for the engine looks very scale-accurate. However, if you're not into showing engines, like me, the kit has a two-piece nose to use instead. There's no need to figure out how to attach nose cowls over the engine. That never works.

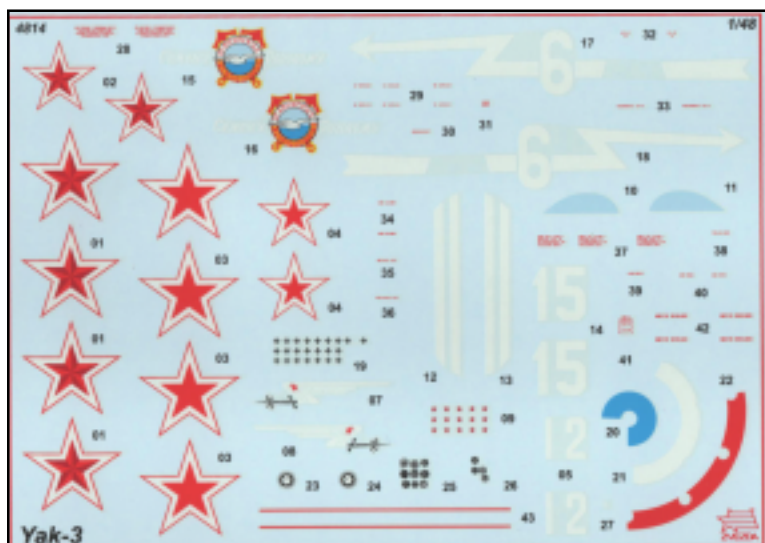
The cockpit detail is passable, but it's a simple cockpit anyway. There are a couple ejector pin marks on the fuselage side that should be filled (don't know how much they'll be visible) but they are conveniently located somewhat behind the side consoles. There will be no need to rebuild the molded-in cockpit bracing or anything like that. But that raises the question: why did they not have separately molded bracing? As I recall, they did that with their Bf 109F. Maybe my memory is flawed. Had the cockpit side bracing been molded separately, it would have given the details more depth, and those ejector pin marks would be much easier to eradicate.

Speaking of molding, I couldn't find any sink marks on this at all, even in the most notorious places. The wheel well molding is part of the upper wing, and is extraordinarily deep. The wheel well sides are molded in and I half-expected sink marks on the upper wing. There were none to be found. Underside of wing has very delicately molded flush rivet detail. It's unfortunate that will not show too much on the finished model.

Decals are thin and in good register. The markings provided are okay, but with the graffiti and artwork on many of these planes, I wish they'd included more. The stencil assortment looks really good.

The kit incorporates a number of added features, almost like Easter Eggs. You'll find yourself saying "they did that? How cool" while examining the unbuilt kit.

It's going to build up really nicely. It has some excellent design features, and that engine is a gem. Molding is excellent in every way. The ejector pin marks in the cockpit may be an annoyance, but are really not visible because of the cockpit side consoles. Here's a minor nit; the upper wing on the real thing is pretty barren of detail so the landing gear warning pin is very prominent. Zvezda didn't bother with it. At \$25, it's a lot of really nice plastic in the box and will build easily into an impressive model.



Now, the \$64,000 question: Does it beat the Eduard kit? Good question; let's go down the line:

	<u>Zvezda</u>	<u>Eduard (ProfiPACK edition)</u>	<u>The Leader</u>
Number of Parts	127	95 plus resin & PE	Tie
Photoetch Parts	None	Interior, grills, landing gear	Eduard
Cockpit Detail	Simple, good	Simple; photoetch adds depth	Tie
General Molding	More delicate	Very basic; no locator pins	Zvezda
Wheel well	Deeper, crisper	Very basic	Zvezda
Engine	Highly detailed	None	Zvezda
Decals	Thin, crisp; better stencils	Thin, crisp; more options/art	Eduard
Canopy	One position, okay clarity	Two positions, okay clarity	Eduard
Canopy masks	None	Crisp die-cut	Eduard
Wheel covers	Down or up	Up only (must be cut)	Zvezda
Wheels	Basic	Resin, slightly bulged	Eduard
Propeller	Molded together	Two piece spinner, separate blades	Eduard
Control Surfaces	Good; separate ailerons	Nice molding	Eduard
Price	\$25 US	\$26 US	Near Tie

The Winner

Better molding of the Zvezda kit gives a better general impression. Detail in Eduard is nice but is something that can be added by the modeler, or aftermarket. Decals...pick 'em or go aftermarket. Zvezda may have the slight edge on engineering; it's really too close to call. Since I have both, I may bash them together!

My thanks to Dragon USA for the review sample.

Hawker Hurricane Mk I-V, by Martyn Chorlton

reviewed by Chris Banyai-Riepl

When asked what RAF aircraft shot down the most enemy aircraft, most would not likely guess the Hawker Hurricane, but that is indeed the truth. While much focus was given to the Spitfire, the Hurricane was the one soldiering on in the background, proving itself time and again. The sixth volume in the fledgling Osprey Air Vanguard series examines this famous fighter of the Second World War that always seemed to be living in the shadow of its Supermarine stablemate.

The book begins with a section detailing the design and development of the Hurricane. This section covers quite a bit of interesting information, as the Hurricane came out at a time of transition in fighter aircraft. Following this is a section on the technical specifications, then the book jumps into a variant briefing. This is quite useful, as while not as prolific as some aircraft, there are still enough Hurricane variants to confuse.

The rest of the book details the operational history of the Hurricane, and this is an extensive history right here. The Hurricane operated all over the globe, in the air forces of many nations, and this section tries to document as much of that history as possible. Accenting that history is the photo coverage, which is pretty good for a book this size. Finally, the artwork is really quite remarkable, showing the Hurricane in several different views, as well as finishing with a nice fold-out cutaway drawing.



This is a nice addition to the growing Air Vanguard series, and a good introduction to the Hawker Hurricane. My thanks to Osprey Publishing for the review copy

Club Officer Election Update

To date, we have received one nomination for President (Andrew Birkbeck) and one nomination for Vice-President (Eric Christianson) along with several comments suggesting that we continue with the current club leadership.

We will leave the nomination process open until the announcements and new member introductions have been completed at this Saturday's club meeting (I'm guessing around 11:15). If we have any new nominations, we will have a question/answer session for the membership before doing a more formal vote. We will also come up with a tie-break process prior to any formal balloting, should that be necessary.

Please address any questions to either Robert Allen (baclightning@yahoo.com) or Spencer Tom (SXT1298@gmail.com, SLT1298@seanet.com).

Upcoming Shows

6/15 – NOPMS– Port Townsend, WA

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

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

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

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

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

Thanks to Chellie Lynn

PrezNotes

from page 1

Le Mans, American Graffiti, and The Italian Job (original only)?

Finally, for those wanting to mix things up, there is always a good old model show to get the juices flowing. Better yet, combine attending a model show with another summer time classic: the road trip! Why not take in historic Fort Worden State Park near Port Townsend on June 15, and attend the Peninsula Model Show!

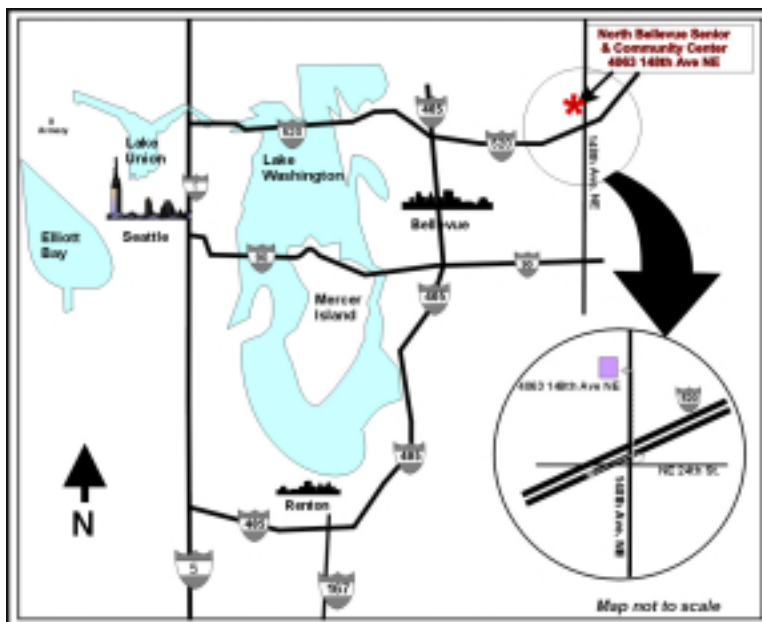
See you all at the June chapter meeting!

Cheers,

Andrew

Meeting Reminder

June 8



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.