

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2013

PREZNOTES



The Men in Gray Flannel Suits

Years ago, at the tender age of 16, I worked in a slaughter house. One day while eating lunch, the foreman turned up trailing a line of dapper men in gray suits, and asked for everyone 55 years of age and older to come with him. Being an aspiring wit, I yelled out "they've come to cull the old folks...". Someone punched me, hard, before getting up and following the boss out the door.

I later discovered from the guy who punched me that the suits were from a government department responsible for social security, and presented a seminar to those nearing retirement. According to these gentlemen (for they were all men in those days), one had to prepare well in advance in order to successfully figure out how to fill in the 65+ hours of additional "free" time you would have once you retired. No more working for 40 hours a week, no more commute time, no more time spent ironing work clothes, and generally preparing to go to work. Once you retired, it was potentially 24/7/365 of free time, whoopeeeeeeeeeeeeeee! Except these government fellows said, many didn't prepare properly for this huge change in life, and instead sat around the house, wondering what to do.

At the seminar, many suggestions were put forth as to how best to use all this leisure time. Volunteering for good causes came to mind. Getting a part time job, should you be short of money, or short of ideas as to how to occupy yourself. But heading the list was "get a good hobby", presuming you didn't already have one. "No problem", I said to some of the older guys who had attended the seminar, "I am well prepared, as I build scale models, one of the greatest hobbies going".

This belief in our humble hobby as one of the best there is continues to this day.

First and foremost, the hobby is not weather dependent. Rain or shine, the hobby can be enjoyed. I have hunkered down in my hobby room in the depths of winter, oblivious to the miserable weather outside. I have taken my current project out onto the deck, and worked in the shade of a sun umbrella on a gloriously warm summer's day. The hobby is also cheap to get into, especially in today's difficult economy. I guarantee you that for a modest investment of say \$100-\$150, you can find enough killer quality kits from the various vendors at our upcoming Spring Show to last you an entire year of retirement building, even building out of the box. I put together a list of essential tools, from scalpel, to airbrush and compressor for \$200, which will provide a careful modeler with years of service.

And the hobby of scale modeling can lead on to other activities: researching your latest subject, either on the web, or at the library. Or visiting a museum, or attending an air show or a classic car show. Reading the history of the men and women who utilized whatever subject you are building, be it a tank used by Rommel's Afrika

continued on page 16

In This Issue

Hobby Boss EBR-10	3
Progressive Engineering	
Paint Racks	6
Pearson Modeleers Show	
Location Changed	7
Hurricane Bookshelf:	
HOORAY for Hollywood	8
Revell Rail Dragster	9
What a Wreck!	10
Polar Lights USS Enterprise	12
Zeppelin Home Wanted	13
Upcoming Shows	13
Scale Modelling Now.com	14
Gallery H-34 US Marines	15

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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.

March 9
April 27 (Spring Show at Renton)

April 13
May 11

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, 8 of membership cards required: _____)

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

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Hobby Boss 1/35th Scale French EBR-10 Wheeled Reconnaissance Vehicle

by Andrew Birkbeck

If ever there was proof that we are currently in a “gold age of modeling,” it is the release of models such as the one under review today. While produced in fairly large numbers (1,200+), this French post-WW2 wheeled armored reconnaissance vehicle didn’t see widespread use outside the French Army. As far as I can determine, the only other military units to employ this vehicle were the Armed Forces of Portugal. Yet, despite this, here we have a state-of-the-art injection molded plastic kit of the subject!

Hobby Boss’ (Panhard) EBR-10 kit consists of over 330 well-detailed injection-molded plastic parts, contained on 10 tan colored sprues of various sizes. Along with the plastic parts come eight “rubber” tires, a fret of photo etched brass parts, a small sheet of decals, and a 12-page instruction booklet. The modeler is forced to utilize the PE parts, since there are no plastic alternative parts contained within the kit as there are in some other manufacturers’ products.

The plastic used by Hobby Boss presented no problems using my favorite hobby glue, Tamiya’s green-topped bottle of liquid cement. The parts as stated above are well detailed and have no flash present anywhere. Ejector pin marks are kept to a minimum, and none appeared in places that could be seen once the model was fully assembled. The instruction sheet, broken down into 11 steps, was clearly produced and easy to understand. The only error I discovered occurs in Step 3, part of the suspension construction sequences. Parts B11 and B12 are listed as being “front” and “rear” units that attach either side of the main vehicle hull. However, when I test fitted these, they seemed to me to require that one of each piece, B11 and B12, go on either side of the hull. But double check



my sequence vs. that laid out in the instructions and see if you agree with me.

I am not a big fan of rubber tires in models for a number of reasons, and these were present in this kit. Firstly, the molding lines that exist on any piece of model kit that comes out of a multi piece injection mold are extremely difficult to remove from “rubber” pieces. Scraping doesn’t work, nor does sanding work particularly well. Thankfully, the mold lines can be somewhat hidden on the Hobby Boss rubber parts. The second problem is fit: the rubber tires did not fit particularly well to their injection plastic hub parts. As such, they tend to move about once assembled. In hindsight, two alternative solutions could be tried in an attempt to solve this issue. Solution 1: use very thin super glue, in an attempt to fix the parts in place so they don’t move around. This, of course, leaves a paint masking issue, as the injection plastic hub detail will need painting, while the rubber tires will not. Solution 2: attempt to put a spacer between the two-piece wheel hub units in order to widen them, and hopefully this will solve the problem of movement. These spacers could easily be cut from Evergreen sheet plastic, using a circle template.

However, there is a third problem that exists specifically with this kit when it comes to the employment of rubberized parts for the wheels. The EBR-10 had eight wheels, with the front and rear pairs being standard pneumatic rubber tires. Thus, the rubberized parts are technically fine to use here. However, the two sets of inboard tires, which are retractable on the EBR-10, are NOT rubber as far as I can determine looking at photos, but are in fact metal, with paddle like blades on them, no doubt used for helping the vehicle in slippery terrain. As such, they must be painted the same color as all the other metal parts of the vehicle. And, in my experience, modeling paint doesn’t adhere particularly well to rubber. Thus I feel that, at a minimum, these four inboard tires should have been made of injection plastic like the rest of the kit parts.

One other area that needs careful attention is in Step 6. Parts B2 through B5, and B9, cover the driver hull hatch details. There are two sets of these parts, one for the front of the hull, one for the rear of the hull. When these parts were assembled and test fitted to the opening in the front and rear of the main hull, they did not fit at all well on my kit. I ended up gluing some shims of Evergreen plastic sheet stock to

the main hatch parts, and then sanding as best I could to get a better fit.

I painted my Panhard kit a green shade that I achieved with the following mixture of Tamiya acrylic paints: 4 parts XF-81 RAF Dark Green, 1 part XF-61 Olive Drab, and 1 part XF-2 White. This mixture was used after reading a discussion of the 1950s French military green on the Missing Lynx modeling web site. Hobby Boss' painting instructions are a tad confusing in that they recommend using Tamiya XF-20, which is a grey color, while in the Humbrol and Model Master lines they recommend the equivalent of FS-34102, the US green used on Vietnam-era US military vehicles. I like my color, but if you aren't a fan of mixing paints, I would definitely go with the FS-34102 green rather than a grey color, based on the many photos of the EBR-10 I have seen.

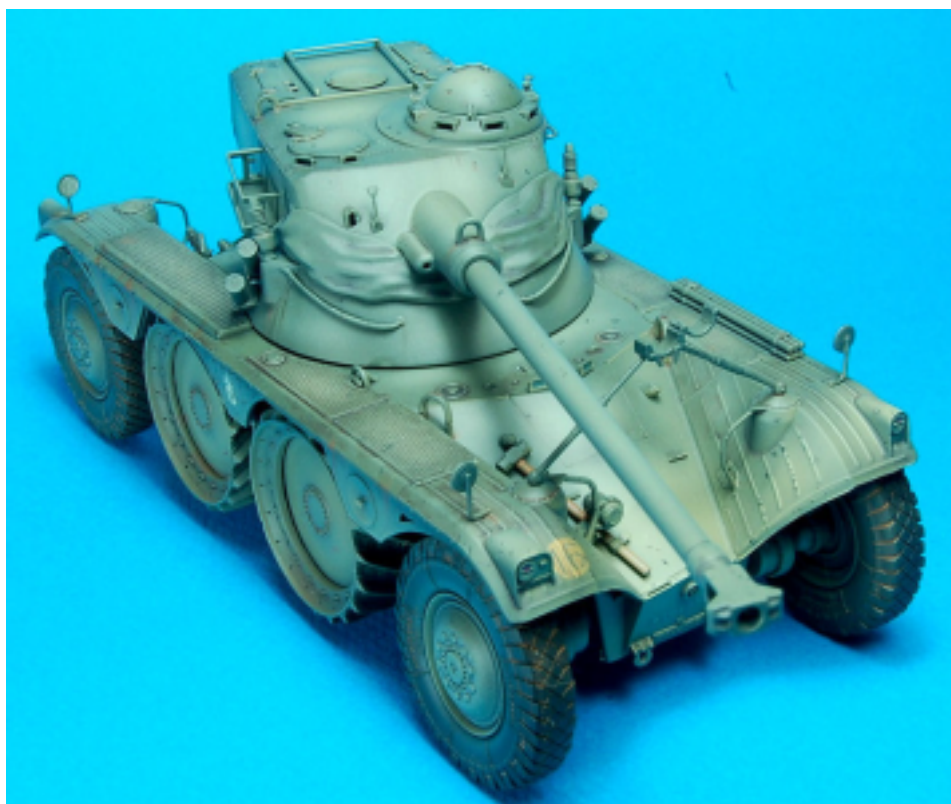
Once painted, I applied a coat of Tamiya X-22 Clear Gloss to the model, to help with decal application. The decals provided in the kit are few in number and are for one vehicle only, which isn't listed for any particular unit or time period. Those decals that were applied to a flat surface, such as the front and rear license plates, went down fine. However, those that went onto uneven or curved surfaces, such as the yellow and black vehicle weight markings, did not want to conform well to the surface of the model and took a number of applications of decal solvent before they finally lay down nicely.

After the decals were allowed to dry for 48 hours, I then applied a couple of additional thin coats of Tamiya XF-22 Gloss Clear to seal in the details. Then various oil paint pin washes were applied to the model to try and highlight the details. Once these were dry, a coat of matt clear was applied to seal everything, followed by various additional weathering applications via oil paints, and airbrushed dust.

What can you say? A state-of-the-art model of an EBR-10, who would have ever thought this possible? Hobby Boss is to

be commended for stepping outside the box, away from the overcrowded World War 2 subject area, and into an area little served by the modeling industry: 1950s military vehicles used by the medium-sized armies of the world!

Following my construction clues above, I highly recommend this model to anyone looking for something different to put in his display case. I offer my sincere thanks to Squadron-MMD for supplying this kit for review, and to IPMS USA for allowing me to review it.





Progressive Engineering Solutions Limited's "Sphere" Line of Paint Racks

by John Kaylor

As many of you can relate, the window ledge in front of my modeling workstation was covered end-to-end with Tamiya paint bottles. Actually opening the window took several minutes of reorganization, so I was looking for a good solution to my space problems. Progressive Engineering's paint rack was the perfect answer.

I was looking for a rack with at least two levels, because I envisioned my paints taking up just a corner of my 2x4 foot work table. Progressive's rack was just the ticket. Its profile is around the same as a legal-sized piece of paper (15.75" L x 6.9" W x 6.75"H), and holds 81 Tamiya 23ml paint bottles and 12 brushes (available in other paint varieties as detailed below.)

The rack comes all-inclusive, including the only tool required for its assembly: an Allen wrench. The kit includes six laser-cut pieces of MDF, and twelve screws and associated nuts. Its assembly took me around twenty minutes, most of which was perhaps justifiable caution in sliding the very tightly fitting pieces together, and turning nuts so that the sides slipped into their slots, which would have been much easier had I merely used some tweezers or needle-nose pliers.

Because the rack is made of MDF, and because the large number of bottles doesn't leave a lot of "meat" in two of the pieces, and because the laser-cutting process makes the assembly quite tight fitting, it is wise to take your time slipping the pieces together. Once together, the unit is extremely sturdy.

The rack comes stock for the following paint varieties:

- Andrea/Vallejo
- Foundry/Humbrol
- Tamiya 10ml/old GW



- New style GW tapered
- Model Masters/Testors
- Tamiya 23ml

My wife, Kris, was interested in one of these racks for some of her craft tools, so I wrote to Jon Page at Progressive, and he gave me the following chart (see below) of bottle dimensions, and told her to send him the dimensions of her product if any of these did not suffice, and he would make a custom layout for her, which opens up possibilities further for interested individuals with eclectic varieties of paints or other supplies (his web page advertises custom laser-cutting work.)

The only issues I had with the product were that some of the holes for the bottles were just a little too tight (easily remedied with a piece of sandpaper), and the paint

names on the bottles become hidden by the shelves (again easily addressed by writing the paint names and numbers on a piece of tape and affixing to the bottle tops.)

Progressive has many modeling products (boxes for transporting models, workstations, vises, racks and holders, etc.), and I'm sure that all of these are of the same high production quality.

Orders placed from their web site (which takes PayPal) include shipping to the States in the price.

RATING: *****

COST: \$67 includes shipping

URL:

<http://www.progeng.co.uk/paint-racks>

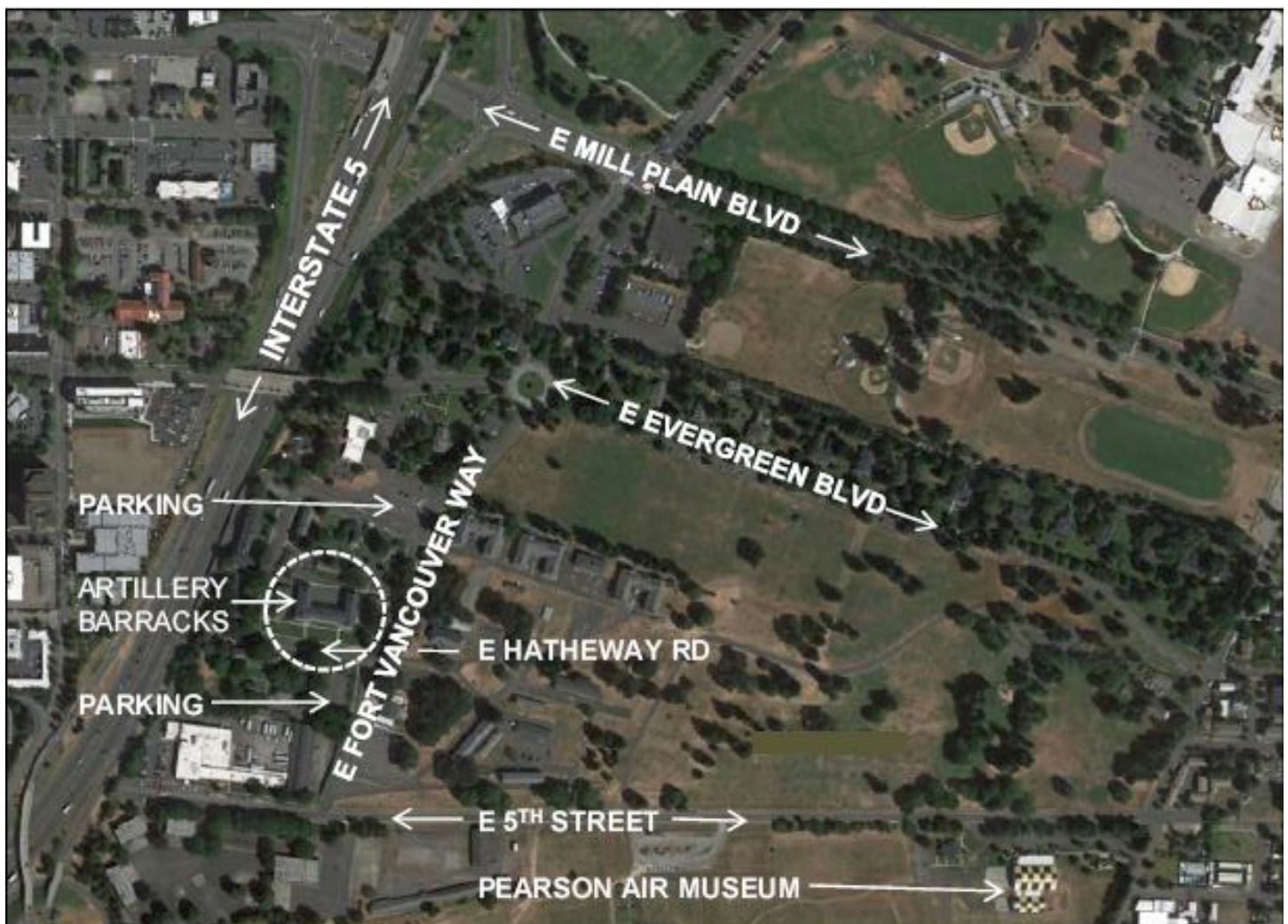
Large Paint Rack Specifications (mm)								
Paint Type	Capacity	Hole size	W	D	H	d1	d2	d3
Foundry	81	31	375	160	181	31	100	31
Vallejo	89	27.5	375	160	191	36	100	36
Tamiya	81	35.5	400	175	172	26	100	26
New GW	81	33	385	175	162	21	100	21

Lt. Alexander Pearson Modeleers Show Location Changed

Last month, the newsletter ran information on the IPMS Lt. Alexander Pearson Modeleers Show in Vancouver, WA, on Saturday, March 9, which was scheduled to be held at Pearson Air Museum. Unfortunately, since then the Pearson Air Museum has closed, and the show will be held at an alternate location. The new location is the Fort Vancouver Artillery Barracks, at 600 E Hatheway Road (on the corner of E Hatheway Rd and E Ft Vancouver Way). The new location is close to the old location, as can be seen in the photo diagram below. Parking will be provided at the E McClellan Road Lot and Martin Court Lot, both of which will be signposted.

The show will run from 10:00 a.m. to 4:00 p.m. Show admission is \$5 at the door (age 10 and under free). Contest entries: Adults, \$5 for 3 models, \$1 for each additional (age 17 and under, \$1 total). Registration forms are available at the show or can be downloaded at the Lt. Alexander Pearson Modeleers page on Facebook.

For more information, see the IPMS Lt. Alexander Pearson Modeleers web site at <http://ipmspearsonmodeleers.weebly.com/>



Hurricane Bookshelf Theater Movie Review Debate Counterpoint: HOORAY for Hollywood

by Scott Kruize

Well! Last issue's PrezNotes could only have been written by a non-native Hollywoodlander, revealing a lack of since-birth indoctrination...I mean, less than lifelong ingraining of Hollywood's devotion to the cultural uplift, moral edification, and historical education of our masses at home and abroad. As if that weren't enough, Hollywood constantly enhances the general economy by such means as merchandising tie-ins: T-shirts, figurines, posters, memorabilia, etc., sometimes promulgated through spinoffs of popular movies into television series. Last, but by no means least, Hollywood provides the solid foundation of the videogame industry. If not for this philanthropic collaboration, what wholesome outlet could there be for the income, attention, and energy of our 14-year-old boys?

I can't quibble with Andrew about the specifics of the movie *Argo* since I haven't yet seen it. It seems clear, though, its director Ben Affleck was inspired by starring as Stalwart Hero in Jerry Bruckheimer's and Michael Bay's \$140 million masterpiece, and wanted to do for the Iranian Hostage Crisis what they did for the terrible day of December 7, 1941, at Pearl Harbor.

Now, of course, Hurricane Bookshelf has dusty old manuscripts about this, such as Walter Lord's *Day of Infamy*, Samuel Eliot's *The Two-Ocean War*, and Edward Jablonski's *Air War: Tragic Victories*. But who — especially among the young today — has hours and hours to turn off their smart phones and read books? No wonder they went to the large-format Dolby-ized "silver screen" complex to see this blockbuster, which in just over two hours of CGI 'magic' taught them:



Those old Wacos sure were wacky! With their electric starters and sophisticated auto-mixture-and-fuel-control systems, just sitting in the cockpit diddling around with the knobs would make one start right up and take off! Fortunately with such gentle flight manners that it just put you right down again safely...no harm done, and what a terrific way to introduce our two future Stalwart Heroes, as they got their first taste of what piloting was like!

The Army Air Corps was by no means a stuffy, rigidly militaristic institution. To the contrary, their bases were comfy and welcoming places. From time to time, all the parachutes were unrolled from their packs and strung up from the rafters to transform cold, austere warehouses into cloudlike gossamer palaces, ideal for nookie-nookie between pilots and their girlfriends. Afterwards, it was possible to sneak her into the cockpit of your P-40 and cruise around, just like civilian kids taking their best girls out in their jalopies.

When war began, though we were technically not in it and officially neutral, our clever air power planners knew we'd be forced to kick Axis butt someday, so

they snuck our Stalwart Heroes into the Royal Air Force. They flew Spitfires (of course!) off the grounds of an elegant English manor house with a Hurricane parked in front...probably a sop to that handful of hysterical historical geeks who think Hurricanes had something to do with the Battle of Britain. Anyway, in their Spits, our Stalwart Heroes may very likely have tipped the narrow balance into that first critical Allied victory!

Fortunately, they were back in time for the Pearl Harbor raid.

Treacherous and sneaky though those Japanese were, they didn't know what all American teenage boys do: the game of "CHICKEN!" So they were suckers for the move: chasing our Stalwart Heroes who flew apart then back right at each other, dodging at the last instant and POW BOOM CRASH!! — those Zeros all ran into each other. Serves 'em right!

Nazi Germany didn't invent flak towers; our Stalwart Heroes did. Chased by more Zeros, they'd get on the horn and have their buddies run up the control tower with every weapon they could grab: BARs,

tommy guns, Colt .45s, etc. Then, as they passed by, "Let 'em have it!" – and down went more of those Sons of Nippon!

Others left the dive bombers to their rolly-ploopy flips before diving down to attack the ships (which looked EXACTLY like the guided-missile cruiser designs the Navy would use in the mid-80s). With extra fuel reserves and massively enlarged ammunition bays, the Zero pilots went back and forth and back and forth back and forth over the flaming harbor, machine-gunning our poor helpless Navy guys in the water, till our Stalwart Heroes found out about it and charged in, putting an end to the 'partying' of yet more of those Sons of Nippon!

The Japanese may have won this round, but they paid a horrendous price, just in losses to our Stalwart Heroes...

Army Air Force training was not overly specialized, and our Stalwart Heroes were so talented, they had no difficulty in transitioning from single-engined fighters to twin-engined medium bombers. They learned even more quickly to fly B-25s off carrier decks.

Just like in *12 O'Clock High*, the Doolittle Raiders flew a tight formation, gritting their teeth through massive black flak bursts rocking and lacerating them, to reach the bomb release point. Tokyo erupted into a cauldron of flaming ruin beneath them.

Too bad everybody couldn't come back and enjoy the fruits of victory, but War Is Hell. At least when the Doolittle Raiders had to crash-land in Japanese-held fields, they had their .45s, and just like John Wayne and the Magnificent Seven in the Old West, sold their stalwart heroic lives dearly, and made a lot of Bad Guys bite the dust.

After we watched 'History VS. Hollywood: The Movie Pearl Harbor', Ken Murphy summed it up for the aging veterans who wanted SO BADLY for the film to recall their History:

"The Japanese may have bombed Pearl Harbor... but WE BOMBED TOKYO... and we WON!"

So, Andrew, and all the other members of our Club: how could the world know this astonishing story...but for Hollywood?

Revell 1/24th Scale Tom McEwen Rail Dragster

by Chellie Lynn

The reissued McEwen Rail Dragster is part of the Revell Motor Sports Series of car kits. I was instantly transported back to High School when I opened the box: the kit originally came out in my Senior year. The good was followed quickly by the bad. The frame was a bit of a pretzel and it would need serious straightening. This may result in some frame fractures, which will be dealt with during the build. The rest of the parts were straight and relatively blemish free. The highpoint of the kit was and still is the "Christmas Tree" starting lamp set.

It is now molded in white and chrome plastic, and black vinyl, which still suffers all the weird warpage issues I remember. The vinyl tree includes two different styles of front tires, spark, and fuel lines. The detail of many parts is soft, and a quick dry fit shows some misalignment from wear and tear on the molds. The main body parts do fit together with little effort on the dry run and we shall see how the fit holds at final assembly. The "Fly Navy" decal sheet is somewhat well designed and it is reasonably complete, but I would have liked to see options for the markings to allow the blue areas to be painted, but this is a minor niggle.

Revell produced many Top Fuel dragster kits in the early/mid seventies. This kit was reasonably well detailed for its time, but somewhat suspect in overall accuracy for a specific driver's car.

Thirty-eight years later, this kit is still the only game in town for the Top Fuel dragsters of that era. There are construction pitfalls lurking throughout, but with some serious and careful work it builds into a presentable representation of the Top Fuel cars of the era. I would like to thank Revell for providing the review sample.



What a Wreck!

by John DeRosia

Growing up, the box art of models sold me first. I was not locked into any specific type model to build. However, big boxes meant big models and that was what I was sort of after. Unfortunately, the kits also came with a big price tag and I could not afford many.

Good old RenWal kits always caught my eye. I built most of them, but the ever elusive 5-Ton Military Wrecker (1/32 scale) from them was not something I could afford or find when I wanted it.

Forward just a 'few' years to the present...I'm still 29 so it seems! This January 2013, Revell re-released the old RenWal molds of their Wrecker. Oh, did I ever jump for joy! And shocking in the age of way expensive kits these days - it was only around \$25. Heaven on earth again!

Sure I had visions of doing 1,001 things to this model to enhance the kit. But two things prevented that. First (1st), I was real sick with the flu/cold stuff going around. Second (2nd), I was real sick with the flu/cold stuff going around. Therefore, my brain functioned - but on a limited basis.

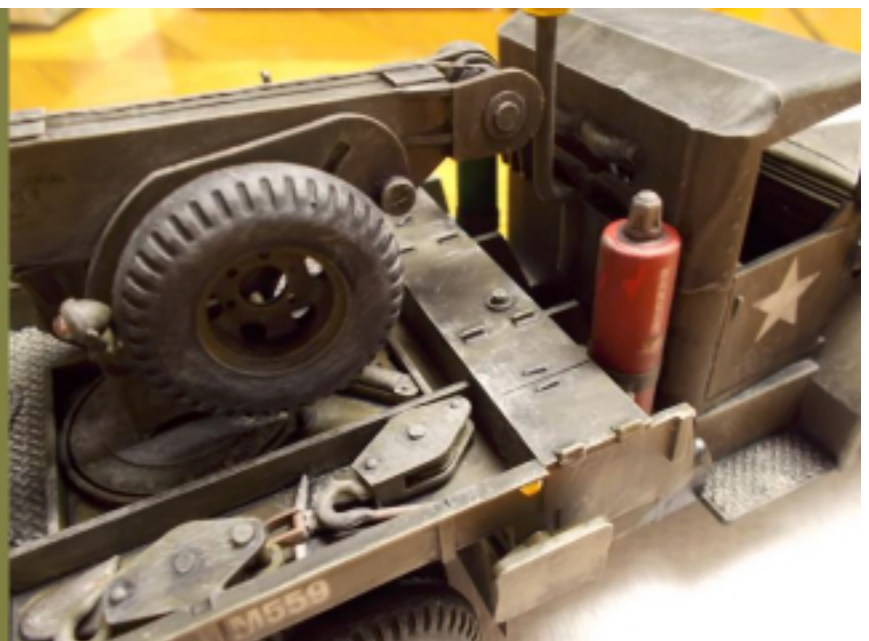


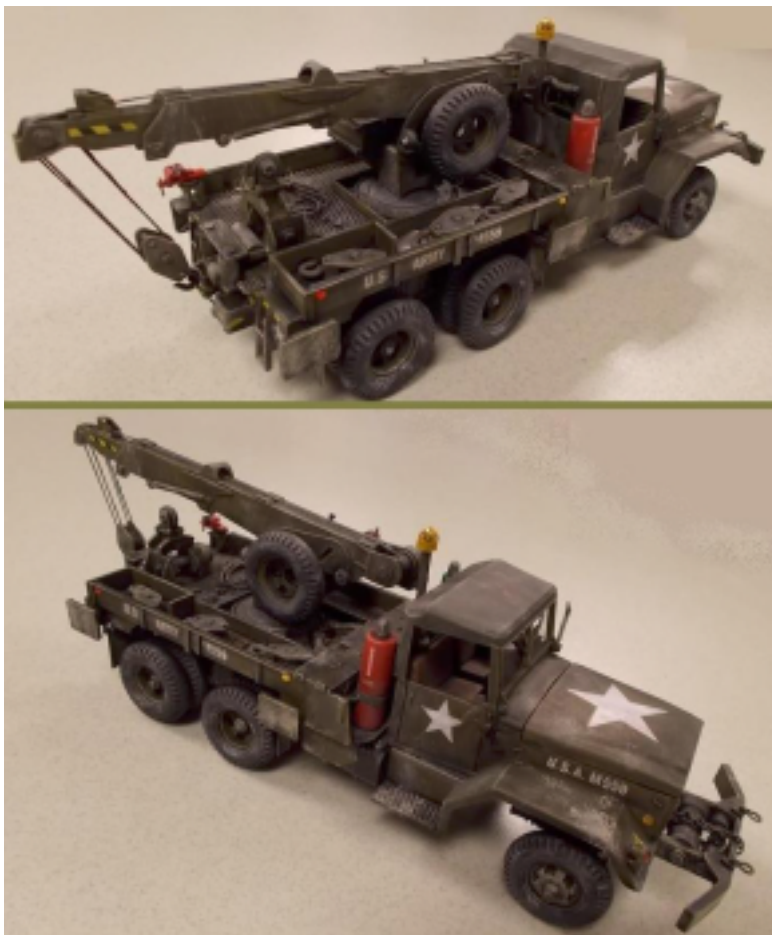
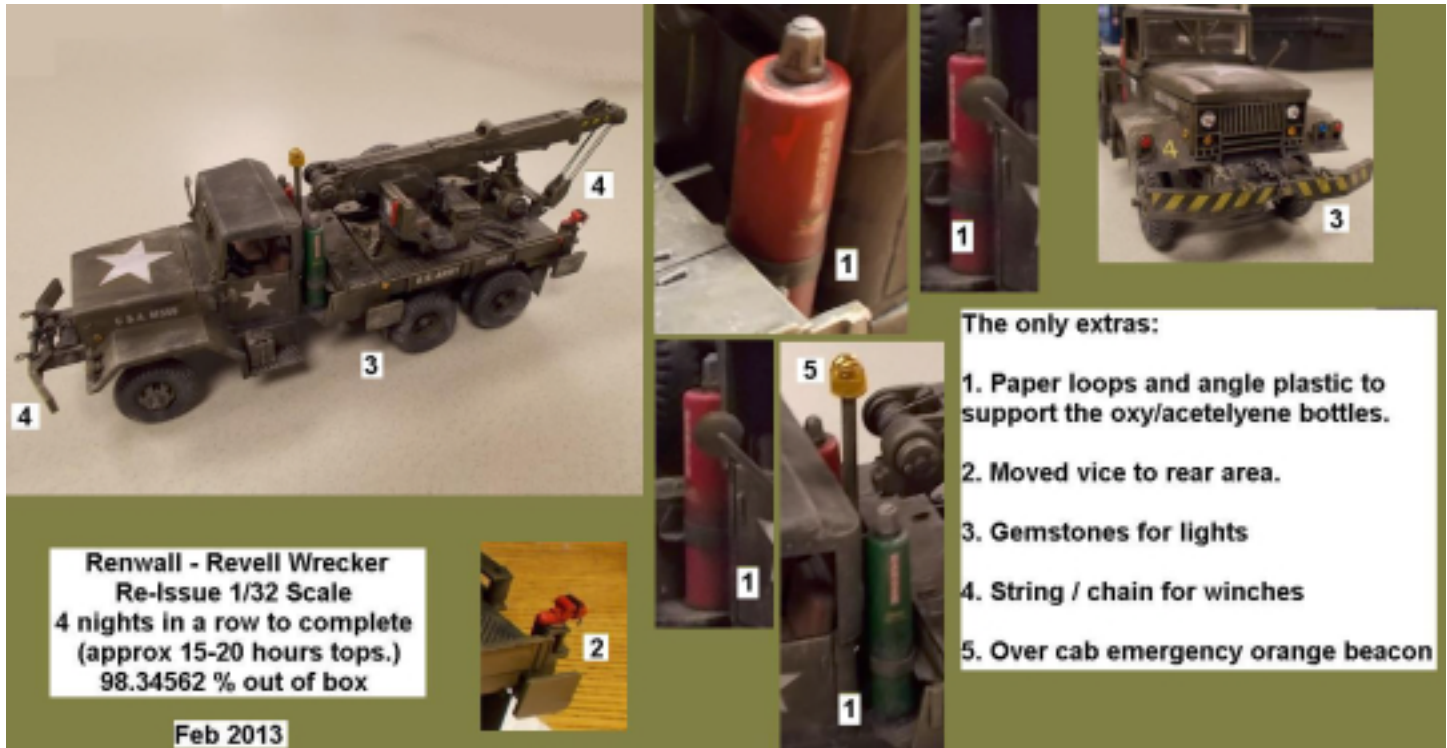
You ask my wife. She will tell you that's how I am 365 days a year – rats! I kind of sort of probably didn't want to do too much extra to this model due to my limited brain waves.

Typically when I'm sick, I don't feel like doing much - no energy, no enthusiasm etc. But this kit sparked something in me, because I worked on it every evening in

the first part of February. I must have rested enough during the days sleeping and reading.

In four nights, I was done and brought it to the Saturday IPMS meeting. I do not recommend being sick to complete a model. But let me tell you - this went together just right. Considering that the molds are 50 some years old (and I'm still





29 remember!), mine was almost flash free. A little trim here and there for parts - nothing major. Sure there were sink marks, but you could not see 99% of them.

I did paint in stages as I assembled the Wrecker, using my good old major thin OD green hand brush method. I keep the strokes to a minimum, and you can see the plastic, sort of, in places. No big deal because my black wash and weathering covers the rest at the end. The decals were superb!

This kit comes with an engine and removable hood. If anyone wanted to, and I am sure someone will, this will be a great kit to super duper detail. The crane boom itself is movable, but I found out that when it is painted - forget it. No movement. I just decided to model mine in place.

The vise and four sets of blocks and tackle are to die for. I can't tell you how many times I've made truck projects where I needed a good block and tackle with a good hook. Boy - I'd buy a few more kits just for these items.

continued on page 16

Polar Lights 1/350th Scale Starship *Enterprise*

by Gordon Erickson

The starship *Enterprise* is arguably the most famous fictional spaceship in history. Nearly 50 years after the broadcast of its first episode, *Star Trek* fandom is still going strong. Recently Round 2 LLC, under their Polar Lights brand, released an all-new tool of the "E" in 1/350 that, for many, constitutes the Holy Grail of *Star Trek* modeling.

One of only twelve, the *Enterprise* is the flagship of the United Federation of Planets' Starfleet. Almost a thousand feet long, she carries a crew of 430. Most of them live and work in the saucer-shaped primary hull. In an emergency, such as a warp-core breach, the primary hull can be disengaged from the secondary hull and, using her impulse engines, move a safe distance away. The separated primary hull is capable of supporting all 430 crew for a significant period of time while awaiting rescue. The primary hull is also capable of making a controlled landing on a planet should the need arise.

Travel in normal space is accomplished with the starship's impulse engines. They are used mostly for in-system travel or where faster-than-light capability is not needed. While the *Enterprise* is able to travel far faster than any of our current spacecraft using her impulse engines alone it would still take her years to travel the measly four light years between Sol and Alpha Centauri. To travel between the stars in a timely manner you need to go faster than the speed of light. The *Enterprise* does this with her warp engines. Contained in two parallel nacelles attached to the secondary hull, the warp drive "folds" space and enables her to travel many light years in just a few seconds.

The *Enterprise* was assembled in space and was never meant to enter the atmosphere of a planet, much less land on one. Landing parties are sent to the surface of a



planet either by using a teleportation device known as a transporter, or one of the small shuttlecraft carried in a special hangar at the aft-end of the ship.

Designed primarily for exploration, when need-be she is also a capable warship. Her main defense is a force-field, called a deflector shield (a more directional version of the deflector is projected in front of the ship as it travels to push aside any object, large or small, that could damage the ship if it were to hit it at speed).

Offensively, she is equipped with energy beam projectors called phasers. The *Enterprise* also carries photon torpedoes. These are a small amount of matter and anti-matter that are kept separated by a magnetic field. On impact with or in proximity to the target the containment field collapses allowing the matter and anti-matter to come into contact with each

other. The resulting annihilation releases a devastating blast of energy.

The model comes in a large box (there'll be no sneaking this one past the significant other!). Upon opening the box you will find it packed to the brim with styrene goodness. The parts are molded in six different colors so that those who do not wish to paint their kit will still have an attractive model when finished. All of the parts have a smooth finish except the two saucer halves – those parts have an odd, faint, pebbly texture. A little bit of sanding or a coat of Mr. Surfacer should take care of it. Round 2 knows that their *Star Trek* modelers love to light their kits and the *Enterprise* has been designed from the outset to make it lighting-friendly. All of the major components utilize a tongue-and-groove mating surface to prevent light-leaks from the seams.

For those who don't want to design and assemble lighting for the model themselves, Polar Lights has also released a lighting kit for it. In addition to the actual LEDs and wiring you get some replacement parts in clear that originally came in grey. You also get two small motors that are used to spin the "fan blades" in the warp nacelle domes.

As a heads-up, many people have been reporting that these "Fan Blade" Spinners, parts 140, have warped axles. If the axles are warped the Spinners will rub or even bind up against the inside of the nacelle. Round 2 is well aware of the problem and is providing replacement parts free-of-charge. Simply fill out a Part Replacement Form and you should get your un-warped Spinners in a couple of weeks. You can download the form at <http://www.round2models.com/replacement/>.

Something that shows just how much thought went into this kit are the parts for the windows and other clear areas. Each tree is replicated in three different colors: crystal clear, a translucent white and a dark-grey, nearly black, tint. If you don't light the sensor dome above the bridge you have the option of installing the included bridge. Use the clear sensor dome part and you can replicate the opening shot from "The Cage", the original pilot for *Star Trek*.

A shuttlecraft hangar bay is included, along with a to-scale shuttlecraft.

A brief aside: one of the most contentious issues in a model of this version of the *Enterprise* is the question of grid lines on the saucer. There are drawings by the original designer of the *Enterprise*, Walter M. "Matt" Jeffries showing a grid on top of the saucer and the 11-foot long filming miniature had these lines applied to the saucer in pencil and many fans thought that should be the way to go in this kit, but a significant faction of *Enterprise* modelers thought there should be engraved lines on the model. After a number of highly-charged online discussions on the Science Fiction modeling forums, some of which

got so out-of-control that moderators had to lock them down, Round 2 decided to go with engraved lines. They are quite fine and those who wish their *Enterprise* saucer to be smooth should have an easy, if time-consuming, task removing them.

One of the bugaboos with almost all kits of the original series *Enterprise* is the dreaded "pylon-droop". The warp nacelles are pretty hefty structures and they're attached to the secondary hull by slender pylons with relatively small attachment points. In the past it has often been the case that the way the nacelles attach to the pylon and/or the pylon attaches to the hull was poorly engineered. Over time (sometimes almost immediately!) the nacelles would begin to droop. Round 2 has obviously spent a good deal of time on this issue and they have engineered a robust system that should prevent any droop.

Due to its large size (32" long when finished!) the model has been designed to be assembled, painted and decaled in sub-assemblies which are then glued together at the end. This is a very good approach and the amount of paint touch-up needed will be minimal.

To display your model when done you get a hemispherical display base with a metal support rod. The rod is hollow to enable you to run the power wires through it if you have lit your model.

The decals provided are comprehensive but they are only for the *Enterprise*. They have a matte finish and are well-printed, if a little thick. In addition to the markings for the exterior of the *Enterprise* you get decals to do the shuttlecraft as either the *Galileo* or *Columbus* as well as decals to detail the hangar bay and bridge module. If you wish to do a different starship Round 2 sells a set of "Registry" decals containing the names and numbers of other Starfleet ships.

Review Sample Provided Courtesy of Skyway Model Shop

Wanted, Good Home for a Nine-Foot Zeppelin Model

by Andrew Birkbeck

Many of you will remember the massive scale model of the Zeppelin that local modeler Mathew Hargreaves built a number of years ago. It featured in the pages of *FineScale Modeler*, among other publications. This beast is nine feet in length.

I have been asked by Mathew to find a good home for his model, as he can no longer adequately provide for its upkeep, as he is moving from a house into a much smaller dwelling.

Is there anyone that has the room to display such a large model? If so, please contact me at acbirkbeck@comcast.net.

I will also be asking this question at the IPMS chapter meeting this upcoming Saturday.

Again, I repeat, this is a highly detailed model, but it is NINE FEET in length.

Upcoming Shows

3/9 – Lt Alexander Pearson Joy of Modeling Show – Vancouver, WA

3/15-17 – Bob Paeth Portland Classic Model Car Contest – Portland, OR

3/30 – 22nd Annual Pacific NW Model Car Fest – Portland, OR.

4/13 - Galaxy Hobby Model Contest

4/27 – IPMS Seattle Spring Show – Renton, WA.

5/5 - Model Car Sunday - Puyallup

6/15 – NOPMS– Port Townsend, WA

8/14-17 - IPMS Nationals - Loveland CO

ScaleModellingNow.com Online Magazine

by John Kaylor

I recently purchased the Revell-Germany Arado Ar 196 aircraft model, and I'm ashamed to admit that I was perplexed by some of the "charade-like" instructions. I can handle "insert panel behind seat and then fasten part 34 to the fuselage above the panel," but there are limits to my cognition of a bunch of squiggly lines with some symbol that looks like a roll of masking tape. So I went out on the Internet and looked for more helpful descriptions of what to do and in which sequence.

My Google of the subject brought up a page that had one web page, Geoff Coughlin's scale modelling now.com, that had a completely detailed description with BIG color pictures. "Perfect," I thought, but when I tried to go to the next page, I realized that I needed to purchase a subscription to the web site. I am very reluctant to sign up for pages like this without thoroughly going through all the content, and \$18.78 would be a pretty high price if the site would only be valuable for the one model. After looking through the contents of the site, I was impressed enough with what I saw to want to try it out. For me, this site will help me out with several builds right away, as well as providing me with a host of other nice features.

Some of the site features include:

- Kit reviews – For Aircraft, Armor, Maritime, and Tools – full color detailed reviews of kits, accessories, tools, photo-etch and resin releases, decals, etc.
- In-progress builds – full-color pictures of where individuals are in their build, along with verbiage stating problems encountered, approaches taken, and things of that nature. These are not brief synopses of build progress. The Ar 196 in-progress review was a whopping 68 pages, with no detail spared.
- Once the in-progress builds are complete, they are added to the "Finished



Now" list, so you will always have access to the build and whatever editorial the builder has chosen to include.

- There is a Technique Bank, with text-and-picture demonstrations as well as video demonstrations of basic and advanced modeling techniques, although this appears to be a work in progress, as the advanced area has several "coming events", but only three currently available videos.

- The site has an extensive Photographic Reference Library – full color walk-around pictures of various Aircraft, Armor, and Maritime vehicles, although their coverage of maritime is very weak (only three vessels at this time.) I'm sure that members submit images from museum visits and such, so their collection appears to be ever-growing. Just a few of the featured vehicles are:

- o Churchill Bridge Layer (20 images)
- o Chieftain ARV (68 images)
- o Panzer 61.68 (21 images)
- o Bf 110 (92 images)
- o Hind Mi-24 Attack Helicopter (64 images)
- o A6M5 Zero (33 images)

- They have book reviews organized by vehicle type – Aircraft, Armor, and Maritime – and then by publisher. Again the Maritime section is terribly under-represented. These are "adequate" reviews, not as good as I like, but I am spoiled with regards to book reviews.

- They have a large Subscribers' gallery of pictures of completed model kits. I haven't seen any "poorly" assembled models – they all seem nicely done, and above the quality of the models I managed to produce.

One drawback that I see to the site is that the "log in", "try it now", and "subscriber benefits" kinds of things don't disappear

after you log in. To me, once you log in, these things should disappear, and leave you with unfettered access to the site's content. While you are no longer pestered for a password, a lot of real estate on several pages are still consumed by buttons asking you to log in. All in all, this is not a deal breaker, but it's not completely "professional" either.

The other drawback that I see is that you are signing up for a subscription, and if you do not keep this in mind and later decide that you only want to subscribe for one year, you will continue to be billed for the online magazine, just like you would a regular print magazine. You will have to contact the magazine and arrange for your subscription to be cancelled. This is not unusual, but it is something that you must be aware of when you subscribe.

I can provide a list of the current reviews, in-progress builds, photo references pages and whatnot if that would help members with the buy/no-buy decision, but it seems to be a valuable resource.

RATING: ***

COST: £12 (currently approximately \$18.78/year)

URL:

<http://www.scalemodellingnow.com>

Gallery Models 1/48th Scale H-34 US Marines

by Gerry Nilles

The H-34 Seahorse is the US Marine transport version of the US Navy's SH-34G Seabat developed originally by Sikorsky for anti-submarine missions. Designated the S-58, by Sikorsky, the Seabat is essentially a much improved version of the historic S-55, that played such a major role in helping to establish the helicopter as a vital military aircraft, in every US armed services, during the early 1950s

As noted above the superior ASW potential of rotary aircraft, demonstrated by the S-55, was clearly appreciated by the US Navy. However, the S-55s lacked both range and load-carrying capacity, which severely restricted its ability to accomplish that mission, and as such, Sikorsky began development on a larger and more powerful version. Work on the S-58 (HSS Seabat) began in 1952 culminating with a first flight in March of 1954. The lineage of the Seabat to the earlier S-55 is unmistakable having an obliquely mounted radial engine, however, and as apparent, are both the increased size of the aircraft, now a tail dragger, and the upgrade in power (550 hp vs. 1524 hp) of the new HSS-1.

The US Marines were as impressed with the S-58 as the Navy and prior to its first flight ordered a transport and utility version which they designated the HUS-1 Seahorse. This transport version provided space for 12 fully loaded troops, and the range to accomplish most combat missions. Re-designated the H-34 the Seahorse stayed in production for over fifteen years and saw service not only with many branches of the US military but also many other countries. The H-34 became an early gunship test-bed that eventually was adapted, very successfully, by the Marines to their UH-1E Hueys.

To say that the Gallery Models 1/48th H-34 is a major improvement over the Revell kit is a bit of an understatement. The Gallery



kit is not only much more detailed but also is more accurate. However, I must admit that it is a little unfair in even comparing the two when considering the age of the former and what, as model builders, we have to come to expect from a state of the art kit along with the price tag that accompanies it.

The Gallery Models H-34 kit comes with a complete and highly detailed engine and engine compartment with poseable clamshell engine doors. Likewise, the kit has a fully detailed passenger/cargo compartment, including photo-etched seatbelts, a positional cargo door; (either opened or closed), along with other details such as a door-mounted 50 cal and a port window-mounted M-60. The same is true for the cockpit, which is extensively detailed, including the liberal use of PE parts. Speaking of photo-etch, there are two extensive frets of PE provide with this kit including the engine intake screens along with numerous other parts for use, as noted above, in the cockpit, the cargo compartment as well as a number of exterior details.

At this point, I should insert a very strong heads-up that this is a kit for the more advanced modeler in that the amount of small detail parts along with the numerous PE could present a challenge to those

individuals with less model building experience. I have noted in previous reviews if one is getting their money's worth out of this or that kit, well in this case you certainly are but you need the skill level (which I would consider a high level 2 or even a 3) to take advantage of it.

Other nice details of note are the fact that the large louvered section just aft of the rotor head is actually real louvers that go all the way through. In addition, the kit provides the option of having the tail boom poseable in the stowed, folded, position. Can you say diorama potential, especially considering the highly detailed engine? However, the rotors are not designed to be stowed, which was generally the case when the tail was folded.

Overall, the general quality of the kit is excellent with no sink marks and exceptional detail. Likewise, the assembly instructions are very nicely illustrated, extensive, and look to be easy to follow. Be sure to check the list of "Unused Parts" on the second page of the parts map. I should also mention the inclusion of a fully colored marking guide for the three color schemes that are included in the kit markings.

The kit comes with three choices of markings, all of which are for Marine Green-colored US Marine H-34s. The decal sheet looks to be of good quality and although there is not an extremely extensive number of markings, what is provided certainly seems sufficient to do the job.

This is an accurate, 1/48th scale highly detailed, state of the art, kit of a classic, 1950s vintage helicopter. The kit includes three choices of markings that are perhaps the most colorful you can get considering it is a Marines helicopter. Finally I am so glad to see what seems to be a slight trend, toward 1/48th "fab 50s" era aircraft. My thanks to MRC for the review sample.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Gerry's, Chellie's, and Gordon's articles. - ED]

PrezNotes

from page 1

Korps, or a Tyrrell F-1 racer driven by Jackie Stewart. So much additional pleasure can be had via the hobby of scale modeling. And of course all this pleasure is available to all ages, as you can utilize the fun of building a kit with a young child, to encourage in them an interest in reading in general, or history in particular. But if you happen to know of folks getting ready to retire, and wondering what to do with all that spare time to come, suggest our great hobby to them. Invite them to a chapter meeting, or better yet, have them come to our Spring Show. I think there is a huge audience for our hobby out there among older adults, seeking something fun to do.

Wow, what a great hobby!

See you all at the March meeting!

Cheers,

Andrew

What a Wreck!

from page 11

I added four extra things to the kit (see picture) – but nothing out of the ordinary. The oxy-acetylene bottle just didn't look right being glued in. I mean they do have bumps in the roads in the field right? I made very simple paper rings and used spare plastic angles to represent a sort of bottle tie-down. Kite string was just right for the boom cable.

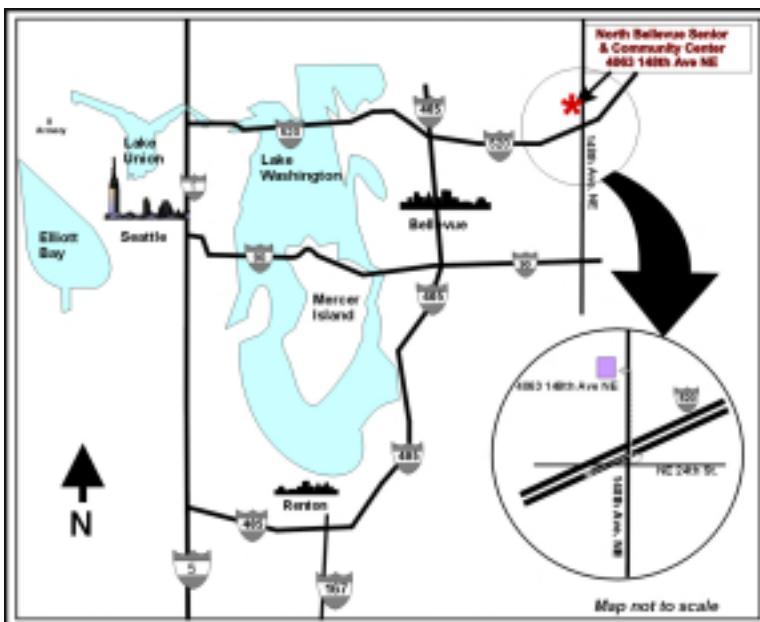
And so it went. In four evenings, the model came together and looked just like I had envisioned it way back then. I'm already thinking of companion trucks of the same kit to model (troop carrier, command center etc...).

If you like these sorts of rigs, you can't go wrong with this kit. My hat's off to Revell/RenWal for the re-issue – and the great price for most people to afford to get one. Build your own, keep it simple, or add extra to your hearts delight...

You will not become a 'wreck' building this Wrecker. Have fun and enjoy building!

Meeting Reminder

March 9



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

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