



PREZNOTES



How the Other Half Lives AKA What the Heck Were They Thinking?

As some of you know, I was recently blessed with the opportunity to accompany my daughter to the University of Stirling in Scotland, where she is to attend college for the next few years. While on this journey, we took a little side trip to Paris for five days, and while there, I had the opportunity to talk to the owners of two small businesses. One was a café/restaurant, the other a small model shop, the latter selling the products of others, as well as its own in-house creations.

Each “firm” was very small. The café had only four tables, plus a small bar. The model shop had perhaps a tenth the stock of Emil Minerich’s Skyway Model Shop. Both were entirely family run and operated, and while the thought has occurred to both to expand, each told the exact same story: based on their calculations, expansion was economically impossible.

The model shop is a niche operation, based entirely around the concept of 1/48th scale military vehicles. No airplanes, no cars, no space craft, etc., simply military vehicles. Their main business is selling their own creations, either full kits from resin, PE and turned metal, or conversions for the likes of Tamiya’s 1/48th scale range of military vehicle kits. The owner told me he had “dozens” of projects partially completed, but due to a lack of time, he wondered if he would ever get around to finishing some of them. The model shop’s main income stream comes from producing high quality “desk top” prebuilts of 1/48th scale modern French military vehicles. The firm is given plans and photographs of the latest French armored car, tank, etc. from the 1/1 vehicle’s manufacturer, and the hobby shop’s owner then produces a scratch built master of this, which is then

used to produce RTV molds, followed by upwards of 500 “kits”, which are in turn shipped to China for assembly, painting and weathering. The finished, boxed kits (gorgeous works of art) are then returned to France and given to the military contractor, who gives them to potential customers at military trade shows. The sole employees of this model shop are the owner, and his daughter.

The café was a completely family affair as well: retirement age Mother as chef, helped out by Father doing everything from dishes, to helping with food preparation. The two sons, late 20s, early 30s, in age, acted as waiter and barman, and everything else. The café opened early for breakfast, and closed past 10PM, six days a week. Very long hours for everyone!

When I asked each of the owners of these two firms why they didn’t hire more people in order to either expand their operations, or in the case of the model shop, to actually better meet pre-existing demand (to finish those masters on much delayed projects for example), the story was the same: “the cost of extra employees would kill us”. Turns out that if a family firm employs anyone other than a direct family member, they must not only pay them their wages, but a 100% tax to cover all the

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IPMS Seattle Web Site (Webmaster, John Kaylor): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 2013 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.

November 9

December 14

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) M LAST

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

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

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Dragon 1/35th Scale 15cm Sturmpanzerabwehrkanone 33 – Smart Kit

by Eric Christianson

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

Dragon Models has released their third incarnation of the German Sturmpanzerabwehrkanone 33 self-propelled heavy infantry gun in 1/35th scale. Based on the venerable Sturmgeschütz III chassis, this version of the sIG 33 mounted the improved 15cm infantry gun, offset to the right side, for which 30 rounds were carried. Fielded in 1942, the sIG 33 saw service on the Eastern front, notably in the breakout attempt at Stalingrad late in that year. Only one survived the war and is on display at the Kubinka NIIBT Research Collection in Russia.

Previously released as Dragon #6042 and Cyberhobby's #9123, this 'Smart Kit' release has been improved upon by the inclusion of two additional photo-etch sheets and their wonderful DS track. The new track replaces the individual, clip-clean-and-glue track found in the earlier kits. German armor modelers will recognize the compact Stug III chassis, nicely detailed with on-board equipment and two large (optional) storage boxes mounted on the rear deck, along with up to four spare wheels. The highly detailed main weapon is housed within a box-shaped casemate, allowing (at least) some of the detail visible if the hatches are left open.



Opening the box

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

The kit appears to be cobbled together using (sprues) from several previous products;

- (A/U/B/V) – Dragon 6631 or 6474 'PzKpfw III'
- (K) – Dragon 6463 'PzKpfw III Initial Production'
- (E) – Dragon 6620 'Stug III'
- (A/G/B/E) – Dragon 6365 or 6581 'Stug III G'
- (B/C) – Original Dragon sIG 33 kit (6042), released 2008
- (W/T) – New sprues for this kit

The contents of this box include:

- Main lower hull, packaged separately.
- 19 sprues in soft, light grey plastic, packaged separately.
- Two runs of yellow DS track
- 2 small photo-etch sheets, including an engine exhaust grille and storage box.
- 1 Aluminum barrel
- 1 6-page blue and white instruction sheet with 16 steps, plus a single addendum sheet replacing portions of Step 10.

The kit comes with two schemes represented using the ubiquitous Dragon blue-and-white three-view drawings, and a small (but perfectly registered) sheet of decals from Cartograph of Italy. These include:

- Pz.Rgt.201, 23.Pz.Div., Eastern Front 1943, Overall German Yellow, with brown and Green camouflage.
- StuG.Abt. 177, 1942, Overall gray with whitewash.

The Instructions

There are sprues from several different Dragon kits included in the box. That said, I found nothing significant as far as errors or omissions. There are some minor inconsistencies and these are pointed out where needed, below. The only criticism I have is that in many steps the exact placement of crucial parts is vague at best, illustrated by a simple arrow pointing 'somewhere in this general area'. As a direct result, I had some fit issues later on, which are detailed below.

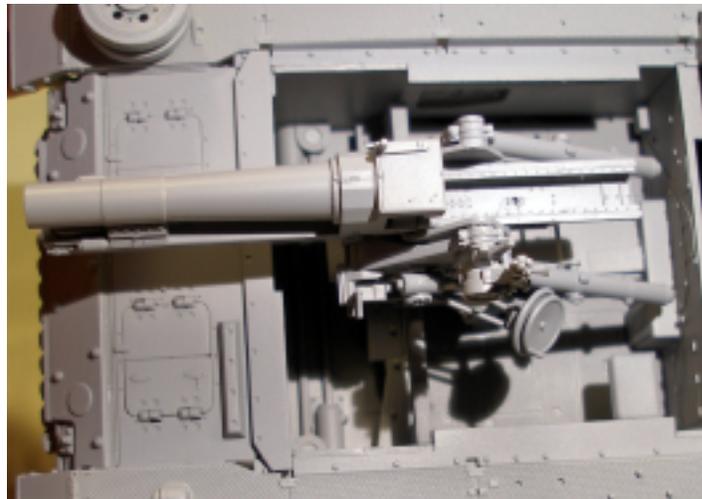
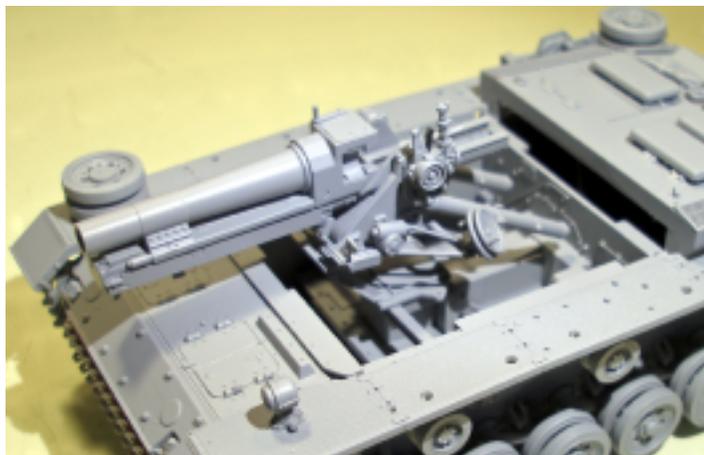
Things to consider before starting:

The build sequence is pretty straight forward. The chassis first, then the interior and gun, followed by the main deck, fore and aft, and then the right and left fenders, in that order. Once all this is completely dry, the main casemate is fitted over the top of everything. In the instructions, all this happens in one Step (14) using arrows and little else, so we'll re-visit that later. If you intend to close the hatches you can relax with the gun assembly, but some of the significant pieces are still visible out the front end either way.

The track is completely exposed so it can go on at the very end. The fit is tight, however, so representing the 'track-sag' common to this vehicle will require after-market tracks.

The two large storage boxes can either be attached or left off, and that decision can also wait until the end of the build.

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



The Build

Lower chassis, main deck and casemate

The assembly of the lower chassis went together relatively well. A lot of interesting engineering and effort is put into the suspension (I assume) to make it movable. That said, I am not sure how successful you'll be if that is your goal since the parts that need to be glued down are small and ill-fitting. Doing so without getting glue on the parts that are supposed to be free-turning will be difficult, at best. In the end I chose to fix the suspension in place.

15cm sIG 33

Dragon included an aluminum barrel in the kit, a throwback to before slide molding became de rigueur in their kits. Fortunately this barrel fits snug into its receptacle, removing my main complaint with metal barrels.

The Track

The two lengths of DS track in this kit are a welcome addition and a huge improvement over the previous releases of this vehicle, which did not even have Magic track but rather the time-intensive and sanity-sapping sprues of individual links that needed to be cut, cleaned and assembled, one by one. The two runs of tan-yellow track are highly detailed top and bottom and are 'sided' (left and right) – marked by a small tab on each that you remove before attaching.

The DS track responded beautifully to Tamiya (Green Top) liquid cement and all the lacquer paint and weathering products used on them. Unfortunately, the runs are just long enough to fit over the bogies and return rollers, not leaving any extra length for 'track sag'. You will have to go to aftermarket products for that.

Painting and Finish

Departing from the two schemes identified in the instructions, I decided to finish my vehicle using a scheme that I saw at a model show recently. I kept the German crosses but discarded the remaining decals. I felt the red numerals in the kit would not do against a yellow and brown background.

The only item I left off the completed model for painting was the antenna. Painting and finishing followed these steps:

(Note: I thin all Tamiya paint and primer products 50:50 with Gunze Mr. Color Leveling Thinner, which has its own retarder for airbrushing. If you haven't tried this thinner with Tamiya paints, you really should. I use a Pasche-H Single-Action airbrush, Number #3 tip, at 20 lbs. pressure for everything. I use the same thinner for thinning Humbrol paints. I use Vallejo's own thinner for all Vallejo paints.)

1. I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 to give the plastic and PE some grip for the following coats.
 2. I followed this with an overall pre-shade coat Tamiya NATO Black (XF-69) – this would fill in the dark recesses and provide the shadows near the flat surface edges, adding depth to the camouflage coats to come.
 3. Next came the first camouflage coat consisting of a mixture of Tamiya Desert Yellow (XF-59), Deck Tan (XF-55) and Flat White (XF-2), which results in a color that is close to Tamiya Buff, but a little more yellow than brown. I sprayed it carefully, allowing some of the black to show along the edges and behind the pioneer tools, etc.
 4. Next I applied the second (mottled) camouflage coat using a 50/50 mixture of Tamiya Flat Black (XF-1) and Tamiya Flat Brown (XF-10). I wanted the color to be darker than the standard German (red) brown.
 5. Once the camouflage coats were dry, I hand-painted the areas that would receive decals with Future.
 6. While the Future was drying, I painted the wooden portions of the pioneer tools Vallejo Acrylics New Wood and all the steel parts Tamiya Metallic Grey (XF-56). For Vallejo paints I mix a tiny bit of Vallejo Slow Dry and water with each color until it flows smoothly off a red sable brush. I painted the hull machine gun Tamiya Gun Metal (X-10) and highlighted it with Gamblin Silver Oil paint.
 7. To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown Oil straight from the tube and let that set overnight. Don't let this paint leach out its oil beforehand, like you would when you are using oils for detailing. The oil helps it stay workable. In the morning I carefully removed most of the oil paint using a brush dampened with Mona Lisa, leaving the areas near the buckles and metal parts darker than the wooden shafts. Finally, I let a little Black wash puddle up on the horizontal surfaces of the metal axe head. When dry, this gives it a convincing look of used steel.
 8. I applied the decals using the Red and Blue Micro Sol/Set system without any problems.
 9. Next, while I still had a flat coat on the model, I applied several filters to enhance the colors. I first gave the whole vehicle a filter of MIG Wash Brown. I then gave the jack and spare track runs a filter of MIG Black. I applied a filter of MIG Dark Rust to the rear exhaust filters. Finally, I used several filter applications of Paynes Gray and Dark Rust on the track sections. I heavily thin all of my washes and filters with Mona Lisa White Spirit.
 10. Once dry, I hand-brushed another coat of Future over the decals to seal them.
 11. I then gave the vehicle a pin wash using Mig Dark Wash (aka Raw Umber) straight from the bottle, paying special attention to the wheels and various latches.
 12. Once dry, I flipped the hull over and applied a mix of MIG Old Rust and MIG Black Soot pigments to the track.
 13. I followed this with a 'road-dusting' coat of Vallejo Model Air Light Brown and then shot the whole vehicle with Vallejo Flat Varnish to kill any shiny spots still remaining. I cut each of these 50/50 with Vallejo Airbrush Thinner to improve flow.
 14. Finally, I applied a light dusting of various Mig pigments, light earth tones such as European Dust and Dry Mud for the body and wheels, dark rust and black for the track, and then attached the antenna up on top.
-

Conclusion

I thought this kit would be easier to build than it was. I had some fit problems, and there were some PE parts that did not have any plastic alternatives as usually found in other Dragon kits. I also felt there could have been one or two more pages in the instructions containing images of some of the more complicated areas from different angles.

Still – this is the best sIG 33 kit on the market, and Dragon should again be commended for their attention to detail and engineering. The DS track is excellent; the fit of the aluminum barrel perfect; and the hunkered-down look of the real vehicle is captured well.

That said, I recommend this kit for average-to-experienced modelers – beginners might have issues with the instructions, the photo-etch, and the number of small parts. The complexity of the design and the fit problems require a bit of actual modeling to occur. I recommend that you go slow, pay attention to the instructions, and consider the suggestions included above.

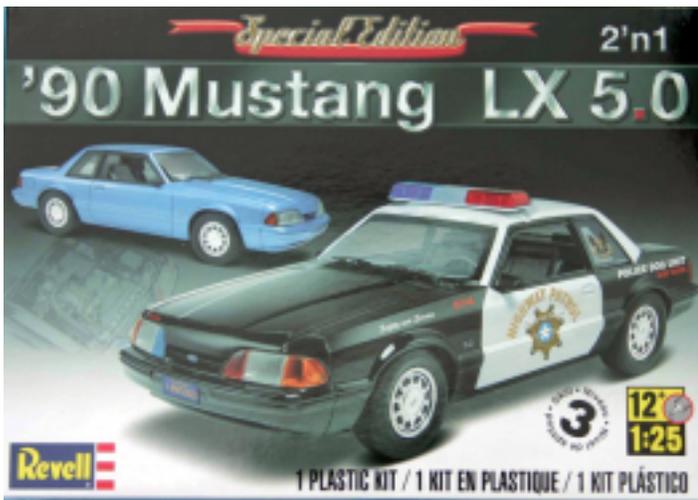
I would like to thank Dragon Models and Dragon USA for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.



Revell 1/25th Scale '90 Mustang LX 5.0 2'n1

by Chellie Lynn

23 years after the Ford Mustang LX 5.0 SSP became the pursuit vehicle of choice for most state police and highway patrol agencies, we are finally graced with an excellent kit of this ubiquitous cop car. Some basic history is in order. Ford introduced the SSP (Special Service Package) Mustang in 1982 in response to a California Highway Patrol request for a new interceptor car. The new Fox platform Mustang made for an exceptional pursuit vehicle. It was small, light, high powered, and very fast. The size was both a positive and a negative for the car, the cramped cabin providing no space for prisoner transport or equipment storage. Some Departments did remove the passenger seat and use one of several aftermarket cages to allow transport capability. The SSP Mustangs were produced from 1982 through 1993.



Approximately 126 parts in white, clear, transparent red, and chrome comprise the contents of the box. First impression upon opening the box was of a well executed kit that looked right. Further evaluation revealed some minor flash that will require a bit of cleanup. Overall the parts are well molded with almost all mold and joint lines either concealed or correspond to matching panels on the real car. The 302 cid efi (electronic fuel injection) V-8 is a work of art in its own right and both front and rear suspensions are well detailed without being overly complex. A quick and dirty dry fit of major components indicated no obvious fit problems will be encountered during the build. The interior, built up from the floor and side panels is well executed with fine panel engraving. The glass parts appear to be an excellent fit and has necessary engraving. The high point of the detail is the head and tail lights have separate chrome buckets to backup the clear lenses.

As a model of a 1990 Ford Mustang LX 5.0 it looks right from all angles as a pile of parts. I can't wait to see it once it is built. The engine, transmission, and suspension all look the part and are neither obviously over nor undersize. Now for the downside: As a CHP Mustang it comes in lacking. The following items are missing: spotlights, one rear deck light (there should be three), and antenna mounts. The light bar is suspect in shape and can only be built as twin red instead of red and blue (correct on the box art). The decal sheet is highly questionable; none of the resources I checked showed any Dog car Mustangs and the CHP shields included are incorrect for 1990.

Overall, a great kit with a few niggles. This will be a great starting point for a collection of SSP Mustangs. With more than 60 different police agencies using the Mustang LX SSP the choices are many. It also fills another gaping hole in the Mustang kit catalogue, we now have a very convincing LX in a standard production kit. Overall grade A-, not gonna complain too much, have wanted this car for a long time.

Attention aftermarket folks: for us serious cop car builders we now need the special transport cage as used by the Washington State Patrol and others, a windshield wedge light, push bar, and other specialized Mustang odds and bods.

If anyone has reference photos to validate the kit decals, I would be most appreciative.

The review kit was obtained at Galaxy Hobbies, a proud Revell Partner Hobby shop.

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

HPH 1/48th Scale Ilyushin Il-28

by Terry D. Moore

One of my favorite Russian aircraft is the Il-28 (NATO code name: Beagle) and when I saw this new 1/48th scale kit available for sale at the IPMS Nats in Loveland, CO this past August I just had to have one. Until now the only available kits were the ancient Airfix kit and the more recent Italeri/Bilek kit, both in 1/72nd scale. I built the Airfix kit over 40 years ago and as I recall it was quite clunky. I've not seen the other 1/72nd scale kit, so have no comment about that.

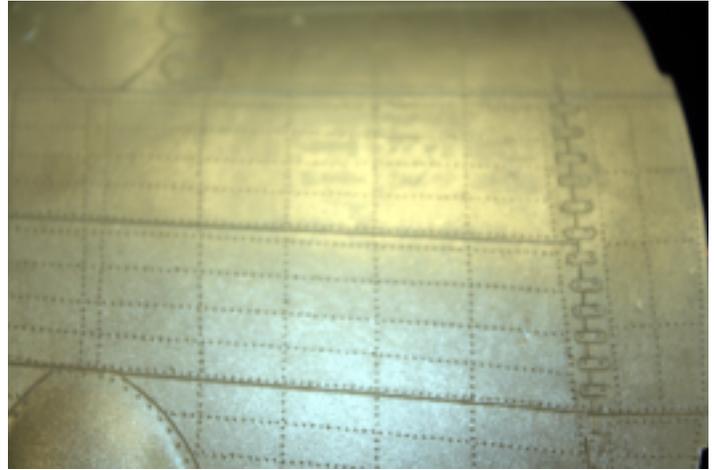
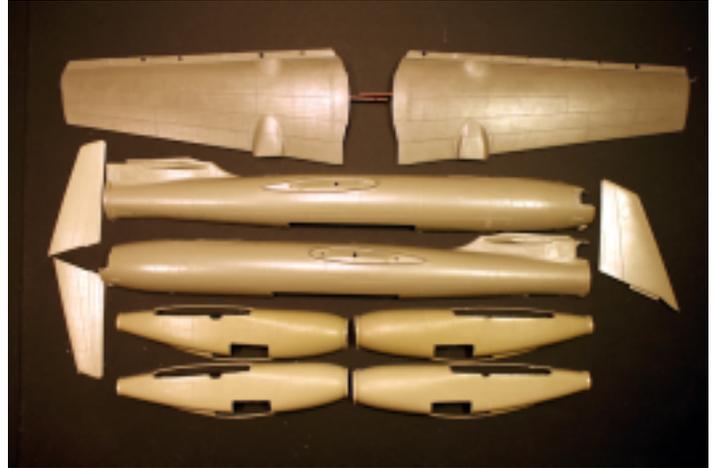
This is an all-resin kit and certainly more work will be involved in assembly. The model came in a segmented box, with all related parts collected in plastic bags and plenty of bubble wrap to protect the parts. The parts are all molded in a grey/green resin and the canopy parts molded in clear resin. And there are a LOT of resin parts, along with two photo-etch frets, nose weights, and decals for Russian and Chinese aircraft. The instructions are provided on a CD-R. One of the best features of this kit are the metal spars embedded into the wings. The panel line/rivet detail is very fine throughout as is padding on the interior fuselage walls. My example is very cleanly cast and I have not found any air bubbles or short castings. Fuselage halves and engine nacelle halves will require only minor cleanup before assembly.

The challenge for this kit will be the removal of the all the small cast parts from their pour gates and clean up of same. I expect it to be a rather time consuming effort. More than likely, some of the finer cast parts may have to be rebuilt with plastic or metal replacements if they prove too difficult to remove from their pour gates (at least I fully expect my ham-handedness will require some parts being rebuilt!).

The HPH Il-28 is certainly not a shake and bake kit, but for 1/48th scale builders, it's the only game in town. Somewhat pricey, as are all resin kits, but I think it was worth the cost just due to its uniqueness. There are certainly a lot of markings options, as well, as it saw service with a lot of countries. I'm considering doing mine in Nigerian AF colors, just because it's so different.

Kit provided by my (now somewhat thinner) wallet.





IPMS Seattle Meeting Dates for 2014

Here are the IPMS Seattle meeting dates for 2014:

- 1/11/14
 - 2/8/14 (note that this is the NWSM day also)
 - 3/8/14
 - 4/5/14
 - 5/10/14
 - 6/14/14
 - 7/12/14
 - 8/9/14
 - 9/13/14
 - 10/18/14 (moved to the third week to accommodate IPMS-Vancouver show)
 - 11/8/14
 - 12/13/14
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Hurricane Bookshelf: “Hey! - I Haven't Seen That One!”

by Scott Kruize

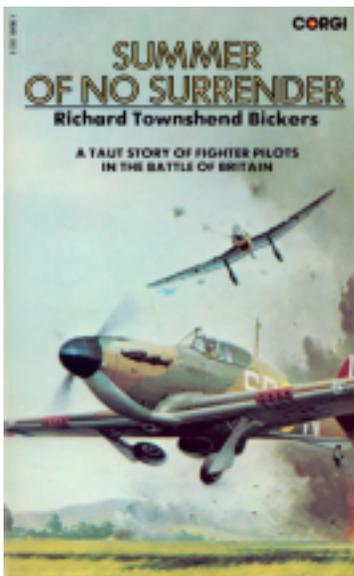
One of the very great pleasures I get by going to events in exotic places, like the Vancouver, BC Contest, or the US IPMS Nationals in Loveland, or even the yearly Library Clearance Sale at the Museum of Flight, is to paw through magazines: stacks on tabletops and in boxes underneath.

I haven't tired of writing this ‘Hurricane Bookshelf’ column, at least partly because of the realization I'm never going to read every single word written about the Hurricane, the Battle of Britain, and all the other campaigns the Hurri participated in. Besides, it still appears in the news, at least the kind of news we aviation buffs attend to. Take the magazine whose cover you see here. Around this time four years ago, the big news was about Hangar 11 Collection's newly-restored Hurricane Mark IIB, and the bomb racks they were busy fitting dummy 250-pound bombs into, to impress spectators at air shows.

When the movie *The Battle of Britain* was made, by diligent efforts its producers managed to scrounge up three real Hurricanes. There are many more today. I had a chance to put my hands on one at the Planes of Fame museum in Chino!

Books about that great Battle: one was written by Richard Townsend Bickers. (I think I read it. I can't keep every such book I come across on the Bookshelf; there'd soon be room for nothing else!)

He wrote a few other aviation history books. I'm currently after one about the operational history of the Hawker Typhoon, the Hurricane's successor. These must have taken a lot of dry scholarly research. Perhaps that's why he did a novel in 1976.



I'm not heavily into novels, but when one of the Vancouver BC dealer's box of assorted books had THIS COVER, of course it leapt out at me and demanded I buy it. The Recommended Retail Prices were on the back cover: in the United Kingdom, the book was 70 pence, or two Australian dollars, or \$2.30 in New Zealand money, or \$4.95 in Canada. The dealer in Vancouver took my last Canadian two-dollar coin.

I took *Summer of No Surrender* to work to read during my breaks. I can't claim to be a great connoisseur of potboiler novels, but I think this one's pretty good. The plot line, such as it is, depicts all these young men, on both sides, issued with the most lethal weapons their countries can devise, and then flung at each other over southern England to wreak as much mayhem on their opposite numbers as possible. If they survive a particular day's combat, they go back to their respective mess halls or chateaus to drink large quantities of alcohol before resuming chasing after the local girls. The latter aren't very committed to defending their feminine charms against their pursuers.

The dark part of the novel is about how, in combat, where these young men are flying around at high speed, almost sloshing with testosterone and adrenaline in their cockpits, sometimes Things Happen. Things not entirely in keeping with medieval chivalry, Marquis of Queensbury rules, and the Geneva Conventions. Look again at the cover painting. One afternoon, the German raid arrives over the Hurricane squadron's aerodrome when they're not quite ready for takeoff, and what a

mess they make. The survivors that can pull themselves together before the next encounter are not at all the sort of chaps you think of at an English tea party. Some of the Things that Happen encompass not just the foes, but supposed comrades-in-arms who—for one reason or another—don't quite rise to the occasion. I won't say more for fear of 'spoiling' the effect of the book on any of you fellow club members who'd like to read it. If you convince me you're a Hurricane fan and read this column, I won't even charge you two Canadian dollars, or even 70 English pence!

November Meeting Agenda

by Andrew Birkbeck

Per the brief discussion at the last meeting, the IPMS Nationals Study Committee has completed its fact finding mission, and is set to present its report at the November meeting this Saturday. So at 11 AM sharp, after a brief introduction, Brian Cahill and Tim Nelson will take the floor, and present a power point presentation. The presentation is limited to the facts and data related to the feasibility of putting on such an event. It is requested that all questions be withheld until these two gentlemen are finished with the entire presentation. We will then have a Q&A session.

Skyway Model Shop Anniversary Sale

Skyway Model Shop will be having its annual Anniversary Sale Friday, November 29, to Sunday, December 1.

Starting the Friday after Thanksgiving, Skyway will be opening early to help out with those needing refuge from door-buster sales. 10 AM - 8 PM on Friday, 11 AM - 6 PM on Saturday, and 11 AM - 5 PM on Sunday. There will be 20% off everything in the store all three days, with 50% off specials on selected items.

Skyway's address is 126 Renton Ave S., Seattle, 98178. For directions or more info, their web site is www.skywaymodel.com

Windsock Datafile 159: AD Flying Boats, by C A Owens

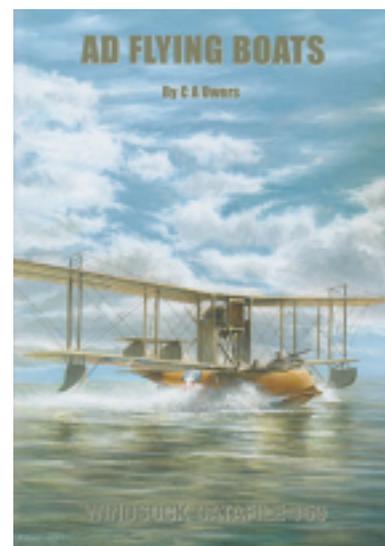
reviewed by Chris Banyai-Riepl

In 1917, a small single-engined flying boat became a somewhat familiar sight at the Isle of Grain's RNAS station. The rounded hull and high mounted engine of the AD Flying Boat gave it a distinctive look, but looks could only carry it so far, and its performance on the water kept it from extensive service. Still, the type did manage to find its way into the forces of several nations around the globe, including Norway, Sweden, Japan, New Zealand, and Chile.

This latest title in the Datafile Series examines the AD Flying Boats, both from an operational standpoint and a construction view. The text does a very good job of describing the evolution of the design, from the design impetus of LtCol Linton Hope to the different engine types tested. The operational record is broken down by country, with the lion's share of coverage going to Norway and Sweden for overseas operators.

Complementing the written text, the book is packed full of photos of the AD Flying Boats, and this title is very likely the most complete photographic reference on the type. The photos include both operational overview shots as well as detail close-ups, making it ideal for the modeler. Likewise the several pages of scale drawings in the middle will help those wanting to build a model of this attractive flying boat. Finally, the usual color profiles on the back cover provide a handful of schemes that highlight the complementary markings worn on that polished wooden hull.

For those interested in early flying boats, this is a great book to add to the library. While not as popular or successful as other flying boats of the period, the AD is an attractive design that deserves some attention. My thanks to Albatros Publications for the review copy.



Hasegawa 1/48th Scale Junkers Ju 87R-2 Stuka "Desert Snake" Limited Edition

by Ken Murphy

The Stuka is without a doubt one of the most iconic aircraft of WWII, if not all time. As such, this infamous aircraft does not need much of an introduction. The instruction sheet gives a good basic summation of its history, though only a couple sentences about this particular R-2 version. So here's a bit more. The R stood for "Reichweite" or range which explains its out-of-sequence letter designation. The R was simply a long-range version of the Ju 87B (the R-2 including some features of the C). The extended range was achieved with an additional fuel transfer system and additional fuel tanks in the outer wings, as well as the bomb attachment points on the outer wings modified to carry 300-liter fuel tanks. This more than doubled the range, 600km to 1,530km. The "Richard" first became operational in April 1940 off Norway and subsequently proved very successful in the anti-shipping role in the Mediterranean area in the spring and summer of 1941.



On opening the box, you will find twelve sprues of typical Hasegawa light gray plastic comprising 118 parts. The parts are engineered in such a way as to provide the basis of a variety of Stuka variants, so eleven parts are unused. For this version, sprue G includes the parts for the long-range fuel tanks of the R version. The one clear sprue includes seven parts: four pieces of the canopy plus the cockpit floor window, bomb/gun sight, and landing light glazing. The framing for the canopies is very subtle – to the point that I had to run my fingernail across the surface to see what side was engraved, but I had to be careful as they must be as thin as it is possible to make clear plastic. The panel lines and surface details of the rest of the parts is also very fine, so much so that I'm going to be a little concerned about them getting buried in paint. The parts themselves are smooth, nicely detailed and free of defects or sink marks, though there is a small amount of flash especially on the wings and flaps. Overall, I'd say they are the kind of quality we have come to expect from Hasegawa.

The eight-page black and white double fold instruction sheet includes the history mentioned above, three pages diagramming 15 assembly steps and two pages of illustrations for painting and decaling. The exploded views of each step are free of excess verbiage, which leaves it up to your imagination or your research to determine what these parts are; however the illustrations are clear and easy to follow.

Dry fitting the fuselage and wings showed good fit, but when I put the two together it was obvious that the wing root would be a problem. Not a giant one, but it will take some fussing. About that wing: the lower half is one piece which eliminates the problem of correct wing dihedral – a particular problem with an inverted gull wing, but in their effort to simplify wing construction Hasegawa also made the decision to mold the flaps to the lower wing. On the real bird of course, these are attached with a series of rather delicate hinges and rods, but in the kit they are represented with comparatively thick triangles of solid plastic. This does simplify the build and ensure proper spacing and angles, but is far from realistic, which means if you suffer from AMS (Advanced Modelers Syndrome), you will have to make the effort to detach the flaps, shave off the attachments and replace them with photo etch or wire or something.

The cockpit interior has a decent amount of detail. The side walls are provided as separate parts and are nicely detailed, but where they fit in the fuselage has been crudely scratched out looking like something I might do if I were installing a resin interior. Was that a mistake, afterthought, or recycling of an old fuselage mold? I have no idea. Here again, if you suffer from AMS, you might consider replacing the whole thing with what I hear is the excellent Aires resin kit of the cockpit and engine (Kit #4801).

The rest of the build looks like it should be fairly simple, quick and trouble free.

Hasegawa Limited Edition kits generally feature new, special edition decals, and that is the case with this boxing. The decals provide markings for two birds: 6./StG2 of Lt Hubert Pölz, Libya 1941, the subject of the box top, and 5./StG2 (T6+AN) also Libya, 1941. The decals are sharp, colorful, detailed and in register, the only concern being that the carrier film is a bit thick.

That is all the information the instructions give about the subject of this "Limited Edition's" featured aircraft. It would be nice to know something more about the pilot than simply name, rank and serial number and more about the plane than that it had a really cool paint job. So here's a brief summary of what I could find on Wikipedia:

"Hubert Pölz joined the Luftwaffe in 1938. He served on most of the German theatres of operations, taking part the Polish Campaign, French Campaign, Battle of Britain, Siege of Malta and North African Campaign. On 24 June 1941 he sank *HMS Auckland* off Tobruk. In May 1942 he took command of 6 Staffel. He later took part in the fighting on the Eastern Front. By the end of the war he was commanding I./Schlachtgeschwader 151."

He had quite a career, but to me the most amazing thing is that he survived the war!

As for his plane, it was in Libya, during the North African Campaign, that it acquired the snake motif depicted in this kit. Trying to find out more about that led me down some very confusing and contradictory paths. As far as I could discover, there are only two photographically documented snake Stukas: T6+DP and T6+AN. As mentioned above, the kit has decals for both, but doesn't include the slightly different snake (they were hand painted after all) for AN. In fact, the painting instructions show AN without the snake at all. Strange. There are no known photos showing any other Stukas in snake markings. However, I was able to find snake scheme illustrations depicting a T6+CP and T6+MP as well as DP and AN. They also depict the snake as white with red markings whereas the kit decals are white with sand yellow markings. Hasegawa's markings seem to be based on photos clearly depicting T6+DP.

Translating colors from a black and white image is always a dicey issue, so I will defer to Hasegawa's research. One more interesting point: In photos of the aircraft, under the left wing, you can clearly see a "J" next to the cross. It's certainly not the fuselage code. Could it be the factory code? The decal sheet includes a pair of "Js" as well as Ds, Bs and Ks. The instructions give no indication of where these markings go, but the fine print at the bottom states: "Decals without placement instructions may be used freely." I guess they just expect you to do your own research and come to your own conclusions. No doubt much easier than trying to explain all this!

In the end I guess you can do – and defend – whatever you want. If you want to go with the white and red snake, you could use the decals from the Revell kit or go aftermarket with the Tally Ho set for T6+CP.

Hasegawa has been turning out Stuka kits at the rate of nearly one a year since 1994, including a whole array of Bs, Cs, Ds, Gs, and now an R. They've had a long time to get this subject down and I think this kit is an excellent example of the results. The moldings are clean, the detail sharp and the decals excellent. The simple basic construction should make this a relatively easy out-of-the-box build, and the killer paint scheme will make it a standout on the shelf. I highly recommend it!

My thanks to Hasegawa USA for the review copy.

PrezNotes

from page 1

social security, medical insurance, etc, etc, that the French Government demands. AND you can't work that person more than 35 hours a week without having to pay overtime. Great for the employee, kiss of death for the business. Thus in France you apparently have large numbers of very small "family" businesses, and very large firms often geared to the export market (and thus receiving massive tax export "incentives"), and not much in the middle.

Thus the model firm was unable to meet the demand for their 1/48th prebuilts by employing French workers, nor was it able to meet the demand for its other products, and the café was unable to expand beyond four tables and a bar. So the next time you visit France, and wonder why there are so many "dinky" establishments, you know why! Each nation to their own way of thinking, and there are plenty of great things to admire about the French and France. But helping small businesses isn't something their Government does very well, apparently!

Happy Modeling,

Andrew

Monogram 1/35th Scale Eager Beaver 2.5 Ton Truck

by Eric Christianson

Revell / Monogram has re-released their vintage "Eager Beaver" M-34 6x6 2.5 ton truck, the first of a long-lived family of trucks initially deployed by the United States Army, and subsequently utilized by many nations around the world. The M-34 started out in 1949 as a design by the REO Motor Car Company as a 2-1/2 ton, three-axle, all-wheel drive, off-road truck that was later nicknamed the "Deuce and a Half". The first vehicle in the family, the M-34, was quickly superseded in military usage by the M-35, the major difference being the M-35's 10-tire configuration versus the M-34's 6-tire configuration.

This old kit brings back memories of bicycle trips down to Rexall Drugs with my paper route money to buy yet another plastic model – I probably had a dozen of these trucks in and around the sandbox and dirt piles in my back yard, filled with mud-covered and dog-chewed army men. When I saw the opportunity to review this kit, I knew I had to get it!

The first thing you notice opening the box is the simplicity of its contents – all of 73 pieces shaking around like a bunch of loose bones in a barrel. The pencil-thick sprues have massive attachment points, and the hard, dark-green plastic is slick with mold-release agent and dotted with pour-stubs and flash. Still, I have to admit, what might be unacceptable in another kit from another manufacturer is a pleasant walk down memory lane with this kit. It appears that this kit is the exact same kit as released in the '70s with an updated set of decals and perhaps new tires.



The contents of this box include:

- 4 main plastic sprues plus a few more sprues with a single part or two attached
- 1 plastic sprue containing six figures
- 1 black rubber sprue with seven truck tires, six for the vehicle and one for the spare
- 2 rectangular sheets of clear plastic for use as windshield and cab (back) windows
- 1 12-page instruction booklet in three languages (English, French and Spanish)
- 1 small decal sheet, perfectly registered

The instructions begin with cutting and attaching clear plastic sheet for the windshield in the cab and rear deck look-through. I bypassed this step since doing this now would complicate painting and finishing later on. In the end, I left the windows open

with no windshield – I felt the finished truck looked fine without them, since attaching the super-thin sheeting from behind looked odd against the over-scale thickness of the plastic window frames.

The parts that make up the undercarriage are well thought out and designed for easy assembly. You can leave the wheels and tires off until the end of the build to assist in painting, which is what I did.

The rudimentary cab comes together well and could use a lot of detail since the interior is clearly visible from the outside. That said, the entire truck could use a lot of added detail, so perhaps leaving the cab as sparse as it fits with this build.

The seven black rubber tires included in the kit are well detailed but contain a significant bead of rubber along the center of each tread that is difficult to remove. The fit on the plastic wheels is tight and true, and they look right. The rubber tires took lacquer primer, an acrylic-lacquer base coat, enamel camouflage paint, and several applications of pigment dampened with paint thinner without any problems whatsoever. These must be new in the re-release.

There are six rudimentary figures included with the kit. The driver doesn't exactly fit on the front seat behind the steering wheel and will need some rearrangement in order for that to happen. The only other soldier that is made to go with the truck will also require some



surgery to stand correctly with one foot on the doorstep. The other four figures are in action poses, including a bazooka team and a radio man. Detail is severely lacking, and there are thick, solid hunks of plastic in areas that should be hollowed out (inside of elbows, etc.). Still – the figures give the kit a certain “coolness” factor for nine-year olds (and 56 year-olds who think they’re still nine years old).

The decals are surprisingly thin and well-registered, leading me to believe that they have been reworked for this re-release. The only issue I had was that I thought the big star on the front hood was way too big – it just didn’t look right. I had plenty of spare white stars in my decal stash but I felt the truck looked better without a star on the hood altogether, so that is what I did.

The Deuce and a Half can be painted just about any color as long as it is green, so I chose green. The only items I left off the completed model for painting were the wheels and the cab roof, attaching these before weathering. Painting and finishing followed these steps:

(Note: I thin Model Master Paints using their own airbrush thinner. I thin all filters, washes, and wet pigments using odorless Mona Lisa Paint Thinner. I use a Pasche-H Single-Action airbrush, Number #3 tip, at 20 lbs. pressure for everything.)

1. I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 to give the plastic some grip for the following coats and to cover the mold release agent.
2. I followed this with an overall pre-shade coat Tamiya NATO Black (XF-69) – this would fill in the dark recesses and provide the shadows near the flat surface edges, adding depth to the subsequent coats to come.
3. Next came the first camouflage coat using Model Master Olive Drab. I sprayed it carefully, allowing some of the black to show along the edges, wheel wells, and underneath the truck.
4. Next, I applied the second post-shading camouflage coat using Model Master Faded Olive Drab, lightening up all the panels moving from the center outwards, paying special attention to the canvas roof over the truck bed. I made sure to lighten up the areas exposed to sunlight and leave the areas in shadow darker.
5. Once the camouflage coats were dry, I hand-painted the areas that would receive decals with Future.
6. Once the Future was dry, I applied the decals using the Red and Blue Micro Sol/Set system without any problems.
7. Next, while I still had a flat coat on the model, I applied several filters to enhance the colors. I first gave the whole vehicle a few filter coats of MIG Wash Brown. I then gave the wheels and bench seat a filter of MIG Dark Rust. I heavily thin all of my washes and filters with Mona Lisa White Spirit.
8. Once the filters were dry, I hand-brushed another coat of Future over the decals to seal them.
9. For years I used to give the surface of my model a glossy coat of Future acrylic at this point in the weathering process to prepare it for an oil-based pin wash and possibly some streaking. With experimentation, however, I found that the filters I applied gave the surfaces a slightly satin finish that assisted in spreading a pin wash like it should, using capillary action. Furthermore, using the very mild Mona Lisa thinner with Mig Oils did not disturb the underlying paint and/or finishes, no matter how thick I slathered stuff on. So, I gave the vehicle a pin wash using Mig Dark Wash (aka Raw Umber) straight from the bottle, paying special attention to the wheels, front grille, and various panel lines.
10. I followed this with a heavy road-dusting coat of Vallejo Model Air Light Brown, and then shot the whole vehicle with Vallejo Flat Varnish to kill any shiny spots still remaining. I cut each of these 50/50 with Vallejo Airbrush Thinner to improve flow.
11. Finally, I applied a splattered mud effect into the wheel-wells and fenders using an old brush loaded with a sludge of Mig European Dust and Mona Lisa Thinner, blown on with my airbrush set at 20 lbs. pressure.

What can I say? This kit isn’t for the purist. There are so many flaws and so much missing detail that to compare it to other Deuce and a Half kits on the market would be a fool’s errand. Instead, this kit should be built with the mindset of lost youth; a nine-year olds’ big dreams and empty pockets.

This would be the kit to use for filling out a big convoy diorama, even if the model itself is of Korean War vintage. After cleaning all the pieces, I assembled the whole truck in just under two hours, and it only took that long because I had to wait for the glue to set up at

least a little. This model was made for beginners – but it also delivers for experienced modelers as well, providing a welcome diversion from all the super-serious builds we normally busy ourselves with.

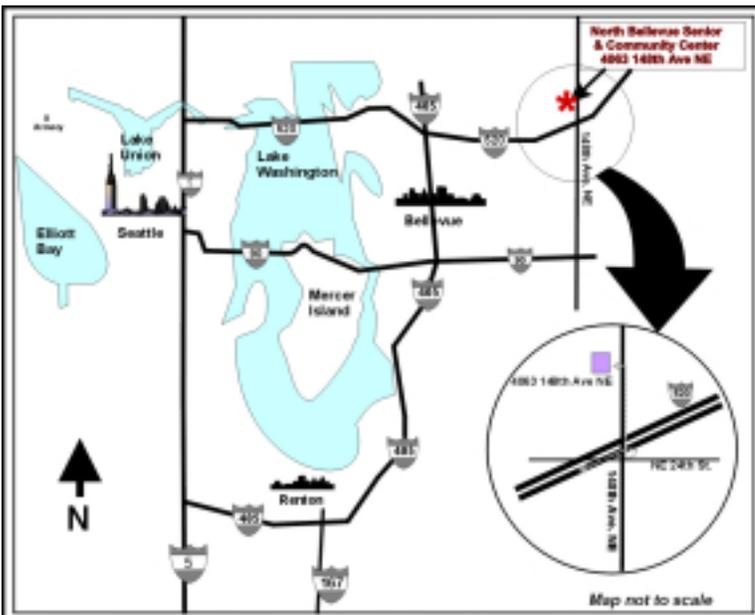
I recommend this kit for all modelers, young and old. There are no fit problems and assembly is a breeze.

I would like to thank Revell/Monogram for providing this kit for review, and IPMS USA for giving me the opportunity to build it.



Meeting Reminder

November 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.