

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2013

PREZNOTES



With a Little Help from Your Friends

As the immortal Billy Shears sings on the album *Sgt. Pepper's Lonely Hearts Club Band*, "I get by with a little help from my friends". It was this sentiment that

recently resonated in my mind upon learning of the death of my friend and club mate Charlie Sorensen, and amplified by the sudden death this past week of IPMS Seattle/NWSM member and friend Stephen Tontoni.

Thanks to e-mail, Twitter, Skype and Facebook, and "smart phones", we are "never alone". Yet at the same time, people seem more isolated than ever, in terms of real, live, human contact. You know, the

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This month's IPMS
Seattle meeting will
take place on
**Saturday,
October 19,**
to allow members
the opportunity to
attend the IPMS
Vancouver show on
October 12.

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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.

October 19
December 14

November 9

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank) _____

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

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

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

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Hasegawa 1/12th Scale 2002 Honda NSR250 "Team Spain' No1 Honda Gresini"

by Jon Fincher

Last year, I received Hasegawa's Honda RS250RW model to review, and you read my article for that kit right here in the August 2012 issue. My experience building the RS250RW will certainly prepare me well for taking on this kit, the 2002 version of the Team Gresini Honda NSR250.

This bike is an odd choice for a kit, as it doesn't seem to have any major wins or major riders associated with it. The 2002 season was dominated by Aprilia, who won 14 of 16 races with riders Marco Melandri and Fonsi Nieto taking first and second that year. Team Gresini had two 250cc riders in 2002, Roberto Rolfo and Emilio Alzamora, who placed third and seventh respectively. Both riders left MotoGP shortly after this season, with Rolfo moving to Superbike and Alzamora leaving the sport entirely. Notably, Alzamora's sole claim to fame is having won the 1999 125cc championship without ever having won a race that year. This kit can be built up into either Rolfo's or Alzamora's bike - you can pick whichever non-winner you want to represent.



As with the previous preview model, Hasegawa molded the bike in grey and white, with a clear sprue for the windshield and, oddly enough, the wheels for the bike stand. Separately bagged tires, hoses, and other hardware complete the kit - no clear body panels were present in my kit, and oddly no screwdriver for the long bolts which hold the wheels on. And as before, there is no chrome in the kit - builders will have to provide their own metallics as they build, and protect them from wear and tear from handling as they work.

This kit is typical Hasegawa quality - crisply molded, little to no flash, and well-defined detail. The engine is nicely detailed and should respond extremely well to brush painting. The frame does not capture the engine, and so it can be completely painted and detailed on its own. Hoses and other hardware provided will also add to the realism of this kit.

However, there are some things which stood out as challenges. Weld lines on the frame have no weld detail - they're just raised lines. There are ejector pin marks on the front and rear brake rotors which will be difficult to remove without removing other detail. The chain has seven sprue attachment points, and another nine injection channels attached to it which will require cleanup - on such a fragile part, this will require care. As with the previous kit, bolts which hold the engine in place are injected parts with the sprue attachment on the visible bolt head.

The ten-page instruction sheet is well-detailed, and provided plenty of good quality images to guide the builder. Information on the bike, riders, and the racing team is accurate and helpful.

Paint colors are provided with GSI Creos and Mr. Color, and as before, I recommend http://www.ipmsstockholm.org/colorcharts/stuff_eng_colorcharts_gunze.htm for color conversions. TIP: For easy reference, I write out my color conversion chart for each model on a separate sheet of paper, and keep it with the kit so I don't need to flip back and forth in the instructions all the time.

The decals are very high quality, with minimal carrier film and very good color. Numbers for both Rolfo and Alzamora are given, and a full set of logos, sponsor decals, and paint details are provided. However, these extra details will require planning so they don't cause more problems down the road.

As with most racing motorcycle kits, the body work is what differentiates one kit from another. And it's in the finish that the most planning needs to be done. Looking at the decals, I noticed some potentially big problems.

The large "Spain'No1" decal spans the upper and lower body panels, and will need some care to get placed correctly. However, this is child's play for the experienced modeler, and having met that challenge, the builder will need to address the next one.

The main color of the bike is day-glo or fluorescent red, which is approximated in the Spain No.1 decals. This color will need to be matched on the tank, front cowl, rear part of the underbelly, and the wheels, lest the bike appear to have been painted by different people on different days. Even this can be overcome with a little effort, but once that foe is vanquished, the builder must yet confront another, deadlier adversary looming on the horizon.

The body is two-tone, silver and day-glo red, with decals marking the transition between them. From my previous build of the 2009 RS250RW, I know that finding the right place to make the color transition so it can be covered properly by the decal is difficult. In my previous attempt, I tried using photocopies of the decals to locate the color transition for masking, but was not always 100 percent successful. In trying to clean up colors and decal placement, I found that the silver paint did not allow the decals to adhere properly, so masking after clear-coating lifted them. Addressing this challenge will require some planning on the part of the builder.

The kit is high quality, which is typical of Hasegawa, and varies only slightly from other racing motorcycle kits they have offered. For the most part, the detail is crisp and even, with some minor issues to rectify as the build progresses. The main challenges will lie with the finish, primarily with color selection and decal placement. While an odd selection for a subject, it's one I look forward to building and displaying - I am eager to apply my learnings from the RS250RW kit, and prove to myself and the rest of the world that I can build this kit.

My thanks to Hasegawa USA for this review sample.

Remembering Stephen

by Scott Kruize

I met Stephen Tontoni when I emerged from my 'Dark Ages' and decided to get back into plastic modeling. Emil at Skyway Hobbies urged me to check out the NorthWest Scale Modelers, so I went to the Museum of Flight on a first Thursday, some dozen years ago. How time flies...

Stephen and the others did not laugh at the crude model I brought to that first meeting. To the contrary, he and the other members were nothing but encouraging. After learning from them that the good modelers of the Seattle area didn't bite, I started coming to meetings of our IPMS Chapter club, where Stephen was just as active. Under his influence—and yours—it became clear that I could not only enjoy plastic modeling again—which I might've done all by myself, as way back Then—but also begin to improve.

Early on, Stephen expressed his viewpoint that in each and every build, a modeler should 'stretch', trying and learning new techniques. He also put things into perspective:

"No model is perfect; some models have fewer flaws than others."

As with models, so with living things. I wish Stephen hadn't had things wrong with him that would stop him at such an early age. Of course it didn't occur to me that would happen. So another lesson he's taught—or at least reminded us of yet again—is that none of us know, day by day or even hour by hour, how much time we will have to spend at anything, not even our favorite hobby, or the company of friends who share it.

Eventually, Stephen and I became good friends. He was always interested in my projects, and after observing that my modeling got better—at least in part because of him—he "generously" gave me more! He pulled me into the quarterly display Theme projects for the Museum of Flight. Although I was no master modeler, and may never be, I did actually build things for those deadlines, so Stephen got to depending on me to fill gaps in the next upcoming project.

The model I'm working on now came from him: an ancient Bilek kit of the MiG-19, evidently played with first by Bill Osborn, and then by Stephen. It's providing a steady supply of problems...ah, I mean 'opportunities to stretch'—in keeping with his encouragements.

I say the same thing to many of you as I say now about Stephen: my life is better for having known him. Let's continue to model, in solitude much of the time, but also let's continue to get together and share. The pleasure we get from being with each other will honor Stephen's memory, and memories of our other departed colleagues, in the best possible way.

Cyber-Hobby 1/72nd Scale De Havilland Vampire FB.5

by Chris Banyai-Riepl

De Havilland developed the Vampire for the Royal Air Force during the Second World War, and it was the second RAF jet to enter service, behind the Gloster Meteor. While too late to see combat during the war, the Vampire saw extensive use both in the RAF and abroad, with some remaining in the training role well into the 1960s. Well over 3,000 Vampires were built, and the design evolved into the De Havilland Sea Vampire and Venom.



For a long time, the only Vampire kits in 1/72nd were the old Heller or Frog kits, both reboxed by several companies over the years. In recent years, though, we have seen some superb resin kits from CMR and some new-tool injection kits from Amodel. Earlier this year, Airfix released an excellent kit of the T.11 two-seat trainer version. Now Cyber-hobby and Dragon have jumped into the Vampire world with this new release of a Vampire FB.5. Taking advantage of their slide mold technology, there are fewer parts than one might expect for a Vampire kit. There is a detailed cockpit, the expected recessed panel lines, and several decal options in the kit.

Starting with the interior, this comes with a one-piece cockpit tub that gets a separate seat and control column added to it. There is some nice molded-in detail in the tub, including various knobs and dials for the side console. Unfortunately, the entire cockpit bears little resemblance to a Vampire cockpit, and those interested in even a modicum of accuracy will have to replace the entire thing. Given how much information is out there on the Vampire, this complete departure from anything realistic is quite surprising.

With the disappointment of the interior over with, the fuselage assembly comes next, and this assembly includes both the fuselage and wings. Split into upper and lower pieces, the fuselage/wing assembly also has some nicely done separate intake inserts, as well as a separate nose wheel bay. The instructions indicated to add some weight in the nose, a fact true of just about every Vampire kit. While all of this is a simplified assembly, there will be some extra work needed in finishing the fuselage, as the nose features extensive panel lines that are nonexistent on the real aircraft. Manufactured of plywood, there are actually very few seams found on the fuselage, especially the nose. This kit has quite a few panel lines on the nose, most of which are spurious.

The remaining construction will go quite fast. The tail booms are molded as one piece, with a separate insert fitting into the wing. The horizontal stabilizer is also a single piece, while the upper rear fuselage is separate (I would expect to see a Vampire Mk II with the large intake scoops in the future, given the parts breakdown). Flipping the plane over, the landing gear is well detailed yet quite sturdy. The kit also comes with wing fuel tanks.

The decal choices are extensive in this kit, and perhaps make up for some of the other deficiencies of the kit. There are five silver options and six camouflaged options. The general markings and schemes are similar, so the only real changes across all these schemes are found in the serials and squadron markings. For the silver options (which are painted aluminum, not natural metal), the units covered are 502 Squadron RAuxAF, 202 Advanced Flying School, 185 Squadron RAF, 16 Squadron RAF, and 603 Squadron RAuxAF. The camouflaged options include 603 Squadron RAuxAF, 602 Squadron RAuxAF, 605 Squadron RAuxAF, 607 Squadron RAuxAF, 118 Squadron RAF, and 98 Squadron RAF.

While this kit does have some issues, it does look like it will build up nicely, and given the great number of Vampire schemes out there, one can never have too many Vampire kits. Still, for those looking for an accurate out of box Vampire, the new Airfix kit might be the better route to go. My thanks to Dragon USA for the review sample.

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

Academy 1/35th Scale Pz.Kpfw. 35(t)

by Andrew Birkbeck

In the mid 1930s, the nation of Czechoslovakia had one of the most sophisticated military arms manufacturing industries in Europe. Upon the German annexation of the Czech territories known as the Sudetenland in 1938, and the occupation of the entire country in 1939, the Czech armament factories fell into the hands of German forces. Two main tanks originated from these factories, known as the Panzer 35(t) and Panzer 38(t) to the Germans (“t” is short for the German word for Czechoslovakia, “Tschechoslowakei”). The Panzer 38(t) chassis soldiered on throughout World War Two as the basis for a number of tank destroyers and self propelled flak guns, while the Panzer 35(t) had a shorter career.

Academy has produced a state-of-the-art kit of the Panzer 35(t) in what one might call in today’s modeling language a non-hi tech model. There are no photo etched parts in this kit, or turned aluminum barrels, and the plastic parts count is low by the standards of others such as Bronco. This, however, does NOT mean that this is an inferior kit in any way. In fact, what it does make it is an eminently buildable kit, a bit of fresh air in today’s “1,000-part model” market.

Academy’s instructions are very well laid out and easy to comprehend. The building sections number only 11 in total, and I found no errors involving mislabeled parts or missing assembly sequences. There is a nice parts locating diagram included on the main instruction sheet. In addition to the construction instructions, there is a separate double-sided painting and markings sheet.

The parts are molded in gray plastic, with very nice surface detail. The plastic is rather soft, but this is not a detriment in any way. The parts felt a bit greasy to me, so after the model was constructed but before the painting began, I gave it a nice bath in some warm water and Simple Green all-purpose cleaner. As for visible ejection pin marks, there were only a couple, and they were easily filled with liquid putty and sanded smooth. The kit comes with injection molded link and length tracks, with the upper run on each side already nicely pre-sagged.

One small issue with my kit: the Panzer 35(t) was of riveted construction, and so the model parts are festooned with protruding rivets. A small number of these were missing on the kit parts, apparently having been knocked off during the packaging process. I then managed to knock a couple of additional ones off myself as I went about building the kit. So be careful! Replacing the rivets was achieved by slicing some off not so obvious parts such as the underside of the hull.



The fit of all the parts was exemplary. All that was required was careful test-fitting of each part with the next and, if needed, a little trimming and/or sanding. The only use of putty occurred in Step 8 of the construction sequence, with the construction of the two-part muffler, Parts E16 and E4. Nothing major at all, and immediately fixed.

The weakest part of the kit is the two figures, driver and commander. The driver is a half-figure; the commander is a full-body one. Detail is only average, and if you like to put figures with your models, I would find some replacements. Me, I can’t paint figures and steer clear of them anyway, so for me this wasn’t a problem area.

The other weak area of the kit was the decals. The decals and painting diagrams allow the modeler to build two vehicles, one from the 6th Panzer Division, France, May 1940, while the other is also from the 6th Panzer Division, Russia 1941. The markings for these are relatively simple, consisting of white German crosses and small yellow divisional markings. The decal film was a tad on the thick side, though the markings themselves were well printed. When applied to flat surfaces, there is no real issue. However, whenever the decals were placed on surfaces with raised rivet detail, they refused to snuggle down properly over the rivets. I used my favorite decal setting solutions from Gunze Sangyo, but without success. I then brought out the big gun, Solvaset, but again, with no noticeable results. So, if you have a chance, replace the white crosses (these are the ones that needed to go over the rivets) with spares from the likes of Cartograph or any other brand you trust.

The model was painted with Tamiya German Grey XF-63, and then panel fade was achieved by mixing in a little Tamiya White XF-2. These acrylic lacquer paints from Tamiya were thinned with Mr Color Self Leveling Thinner, then airbrushed on. To prevent the model from being a monotone lump, I painted the jerry cans that sit atop the rear of the hull a dark grey color from the acrylic range by Vallejo, while the track links were hand-brushed with Vallejo Track Color. Once the paint was dry, some Tamiya X-22 clear gloss was airbrushed on the model to prepare for the application of the decals. When the decals had dried thoroughly, another coat of clear gloss was applied to seal them. Various applications of artist's oils were used to make pin washes, and this all results in a very nice-looking model.

I would like to thank Model Rectifier Corp. for providing IPMS/USA with this very pleasant-to-build model of an important early war "German" tank, and IPMS for allowing me to review it. Anyone with modest modeling skills should have no problems whatsoever with turning this kit into a very nice addition to their completed collection of models.

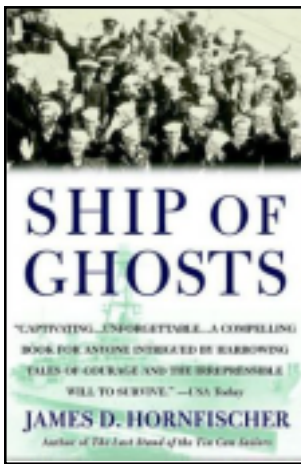


Ship of Ghosts by James D. Hornfischer

reviewed by Hal Marshman Sr

All my life, I've heard and read about Japanese atrocities during World War II, from the Rape of Nanking, to the execution of P.O.W.s at the war's end. Probably, the treatment of the prisoners who were forced into slavery to build a railroad through the jungles and mountains of Burma and Siam ranks among the most cruel. It's so hard to say that, because it's well documented that the Japanese military, with the benediction of their highest leaders, seemed to almost revel in how badly they treated those helpless individuals in their charge, not only military, but subjugated native populations.

Ship of Ghosts details the travail of the survivors of the *USS Houston*, a pre-war heavy cruiser, along with the Australian cruiser, *HMRAN Perth*, and later on, members of the U. S. Army's 131st Field Artillery Regiment, as they become captives, enslaved to build this "Death Railway" to aid the Japanese military in keeping the Southeast Asian Nations under their thumb.



The book starts out with a history of the *Houston*, her early years as President Franklin D. Roosevelt's "private yacht", and her place as one of the premier ships of the prewar Asiatic Fleet. We seldom hear of the early sea battles off Java, as the U. S. joined the British Royal Navy, the Royal Australian Navy, and the Royal Netherlands East Indies Navy, in the futile battles to protect the East Indies from the Japanese Imperial Navy in its quest to subjugate the entire Southeast Asian area. We are reminded, in no uncertain terms, of how Japanese Air Power played a great role in the defeat of the Allied Forces in the Java and Malaya Theaters, and how proficient the Japanese Navy was, with its night battle superiority, and its use of the superb Long Lance torpedo. The reader is also reminded of how the major Allies allowed the Netherlands Navy to command the battle, and the ships of all the Allied Navies. The end battle occurs when the *Houston* and the *Perth* wind up in a night battle with the enemy cruisers and destroyers that are protecting the Japanese invasion fleet. Heavily outnumbered, the Allied ships fought until they were sunk, with their colors unstruck. We then see how the survivors manage to save themselves, but eventually all come under enemy control. We also see how the U. S. Army's 131st Field Artillery Regiment joins the sailors. A few prisoners are sent to Japan, but the large majority were sent to S. E. Asia to build the railroad I mentioned above. Yes, this is the same railroad the movie *Bridge Over the River Kwai* is written about, and the author of the book makes mention of that movie several times, and whether it does or does not reflect the true story of building this railroad.

Several chapters detail the terrible day-to-day routine of cutting a railroad right of way through dense jungle, over and through mountains, and continuing this toil, even in the teeth of the months-long monsoon season. I am defied in my effort to find superlatives to describe the absolute horrendous conditions these men worked under. This was manual labor that could wear down a healthy strong man, so imagine how it affected prisoners who were very ill fed, and denied the medicines necessary to fight the numerous fatal tropical diseases the jungle was rife with. The Japanese could not have cared less how many prisoners died, or how they might suffer. "Speedo-speedo" build the railroad as rapidly as it can be done, with completely no regard whatsoever for those that are tasked to do it. Yes, and do it with crude hand tools, with only a bare few modern pieces of machinery to help. In retrospect, this must be the way the Pharaohs built their monumental pyramids, over the bodies of the slaves they worked to death. Indeed, Japanese Col. Yoshitada Nagatomo initiated the prisoners with a speech that in part said, "You will build the railroad if we have to build it over the white man's body. You are merely rubble...and there are many of you who will not see your homes again."

The brutality of the Japanese military system started with the officers who meted out corporal punishment to their NCOs. The NCOs visited that brutality on the common soldiers. It didn't stop there; the Japanese employed Koreans as guards, and the Japanese soldiers beat them. Who was lower than the Korean guards? Simple answer, the helpless prisoners in their charge. Of course the Japanese themselves, could and did beat the POWs often, it wasn't just reserved for the Koreans. Allied rank meant nothing; officers were forced to join their soldiers in the labor, and shared their beatings. It was in no way uncommon for a prisoner to be beaten to death. He could be beaten with the fists, feet, rifle butt, or flat of the sword. To strike back was to be executed, as was any attempt to escape. That anyone survived is a genuine miracle, but many did, and lived to see the day when their tormentors paid for their depredations. The book ends with a listing of all those from the *Houston*, and the 131st F. A. R. who died.

I feel that this book is a fitting tribute to the indomitable spirit of the dead and the survivors, and I offer my deeply heartfelt recommendation that anyone even slightly interested in World War II take the time to read and absorb this narrative.

2014 NorthWest Scale Modelers Show: Save the Dates!

by Tim Nelson

Mark your calendars now for the modeling event of the winter, the NWSM Show at the Museum of Flight! The dates for the 2014 event are February 8-9. Please note that this is the weekend prior to our traditional Presidents Day weekend time slot, an unfortunate fallout of personnel changes at the Museum. It also covers the same Saturday as the likely February IPMS meeting date, which inconveniently happens some years. (This was out of our control and impacted several organizations staging events at the MoF. We have been assured that for 2015 and beyond, we will return to Presidents Day weekend.)

The event itself will feature all of the expected great elements you know and love: huge model exhibition, modeling seminars, working tables for projects, etc. Last but not least, Skyway Model Shop (Emil Minerich) and Galaxy Hobby (Mike Shaw) will graciously sponsor Make & Take programs each day.



Dragon 1/35th Scale Type 95 Ha-Go Early Production

by Eric Christianson

From the early 1930s, the Japanese Army began experimenting with a mechanized warfare unit combining infantry with tanks. However, the Type 89 Medium tank could not keep pace with the motorized infantry, which could move at 40 km/h by truck. To solve this problem, the Army Technical Bureau proposed a new light tank of seven tons or less capable of 40 km/h speed and started development in 1933. The prototype of the new tank was begun in 1933 and completed in 1934 at the Army's Sagami Arsenal.

Initial tests were positive but it was too heavy at 7.5 tons and had to be reworked bringing the weight down to 6.5 t. Due to doubts by the infantry as to its capability for infantry support it was tested in Manchuria in the winter of 1934/1935. The reports were favorable and a second prototype built, being completed in November 1935. In 1935, at a meeting in the Army Technical Bureau, the Type 95 was proposed as the main tank for mechanized infantry units. The infantry had concerns that the armor was insufficient; however, the cavalry indicated that the improved speed and armament compensated for thin armor. In the end, the infantry agreed, as the Type 95 was still superior to the only available alternative, which was the armored car.

Production was started in 1936 by Mitsubishi Heavy Industries. By 1939, 100 units had been built. Mitsubishi would go on to build a total of 853 in their own factories, with another 1,250 units built by the Sagami Arsenal, Hitachi Industries, Niigata Tekkosho, Kobe Seikosho, and Kokura Arsenal.

The Dragon Ha-Go comes with:

- 1.Eight sprues of soft, grey plastic
- 2.Two lengths of tan DS plastic track in a semi-rigid plastic package
- 3.One sprue of clear plastic
- 4.One small sheet of photo-etch with fan and filter covers
- 5.One small sheet of decals made by Cartograph of Italy
- 6.Separate turret, upper and lower hulls, individually wrapped
- 7.A folded ten-page Instruction Sheet printed in blue and black ink, with the following color schemes shown in three-view images:

1st Tank Regiment, Malaya 1941 (four-color camouflage, character, white 20)

Kwantung Army, Manchuria 1944 (four-color camouflage, character, white 101)

2nd Company, 7th Tank Regiment, Philippines 1942 (four-color camouflage, insignia, white 9502)

13th Tank Regiment, China (four-color camouflage, character).

The instructions for this first run kit with new molding shows that the build uses 100% of the parts provided - a new experience for me from Dragon. Consequently, the instructions are accurate and the assembly sequence logical. That said, the (physical) Part C24 on the sprue is not the part identified as C24 in the image of the



sprue, which matches the assembly instructions. As it turns out, the part you are given is not critical to the build and can be included or left off.

The three-view painting go-by could have used a fourth and fifth view (the right side and top of the tank are missing) since the paint scheme for all four options is complicated. You are left to wing it on your own.

Construction starts with the hull and suspension and, like the rest of the kit, the fit is superb – in many places the parts do not require any glue at all. The coaxial machine gun (like the turret-mounted machine gun) does not have any support without gluing it fast in place. I like the way Dragon engineered the placement of the return wheels (tight or loose) by using a sliding PE shim on the two wheel mounts. When assembling the four wheels that make up the two main return wheels, take care to keep track of which ones are which - they look the same but are not.

In Step Four, do not attach the main drive sprockets. The clearance required for the DS track later on will not be there if you do. I painted these two parts separately and attached them to the hull with the track already wrapped around them. In Step Six, there are two PE hatch mounts (MA12 and MA13) that are only needed if you intend to attach the hatch in the open position. In Step Eight you will need to attach the main upper deck before attaching the front of the hull to the lower hull.



As already discussed above, the lower bracket (Part C24) in Step Ten was not in my kit, but you will find that its omission will not affect the assembly of the main weapon unless you want it to be movable, which I didn't. In Step Thirteen, I suggest that you assemble all the parts for the muffler at once with slow drying glue so you can line things up correctly, saving Part A6 for last.

At one point in time DS track runs were thick and difficult to work with, tending to bow outwards when installed. Replicating the track-sag common to some AFVs such as the Ha-Go involved a lot of effort and rarely looked right. Not anymore. The two runs of DS track in this kit are very thin and beautifully detailed.

Assembly was a snap. I connected the ends using Tamiya 'green top' liquid cement and installed them without any problems. I then dabbed a little Testors 'black bottle' liquid cement to the wheels

and return rollers, pulling each section down on the upper portion of the track just a little as the glue set. Perfect.

The Ha-Go is a challenge to paint correctly – I gave it my best shot. The diminutive size of the vehicle, however, makes it quick work providing you have a steady hand, since 80% of the work (can be) done without the help of an airbrush. I personally find coverage using paint brushes unsatisfactory, even with Humbrol enamels or Vallejo acrylics, so I used Tamiya paints and an airbrush. I chose the first scheme option (1st Tank Regiment, Malaya 1941) because I liked the markings, but painted the vehicle more like the third option because I liked the 'vertical fall' of the paint scheme. 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 it, you should. I use a Paasche-H Single-Action airbrush, Number #3 tip, at 20 lbs. pressure for everything. I use Vallejo's own thinner for their paints.

I set the drive sprockets and tracks aside so I could paint them separately; everything else was painted as assembled, which followed these steps:

1. I started with a primer coat of Gunze Mr. Surfacer 1200 thinned 50/50 with Gunze Leveling Thinner. I did this to give the plastic and PE some bite.
2. I then sprayed an overall coat of Tamiya Flat Earth (XF-52).
3. I followed this with three camouflage colors using Tamiya Flat Brown (XF-10), Black Green (XF-27), and Flat Yellow (XF-3). I used the three-view go-by on the back page of the instructions. Pulling off a four-color IJA pattern is not a simple feat on a tank with this many protuberances – the scheme provided really helped (for three sides at least!).

4. Next I hand-brushed Future on the spots where the decals would go.
 5. While the Future was drying, I painted the wooden portions of the on-board tools Vallejo Acrylics New Wood and all the steel parts Tamiya Metallic Grey (XF-56). For the hand painting I mix a tiny bit of Vallejo Slow Dry and water with each color until it flows smoothly off a 00 Liner Red Sable brush.
 6. 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 center of the wooden shafts.
 7. I applied the decals for my scheme next using the Red and Blue Micro Sol/Set system without any problems.
 8. 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 machine guns a filter of MIG Black. I applied a filter of MIG Dark Rust to the exhaust filter and cylinders on the starboard side. I heavily thin all of my washes and filters with Mona Lisa White Spirit.
 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 entire vehicle a pin wash using Mig Dark Wash (aka Raw Umber) straight from the bottle. This wash goes on very dark but, on the smooth surface, it stays wet and workable for a long time. Using a clean brush, Mona Lisa thinner and a paper towel, I worked the wash around until I had it just the way I wanted it.
 10. Once dry, I flipped the hull over and added a little fine craft sand to a mix of MIG Dark Mud (PO33) and African Earth (PO38) pigments, using Mig Thinner for Washes to create a thin slurry to apply to the tracks and lower chassis. I didn't want to overdo it, but I thought that a Japanese tank in combat is going to be dirty.
 11. Finally, I shot the whole vehicle with Vallejo Flat Varnish to kill any remaining shine, thinned 50/50 with Vallejo Airbrush Thinner to improve flow.
- The diminutive Ha-Go seems toy-like next to a number of builds I've done recently, but its uniqueness is a pleasure to look at. Both the size and the unusual camouflage pattern set it apart. I strongly recommend this kit to all modelers. The fit is superb, the instructions accurate, and together they make for a really great build.

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



The IPMS Vancouver 43rd Annual Fall Model Show & Swap Meet

Bonsor Recreation Complex 6550 Bonsor, Burnaby, BC

Saturday, October 12, 2013

9:00 AM - 4:30 PM

Entry registration closes at 12:00 noon

IPMS Vancouver's Fall Show & Swap Meet, a model competition and swap meet, takes place on the Saturday of the October long weekend.

This years special theme "The Korean War", open to armour, aircraft, figures, dioramas etc.

The Show is held at the Bonsor Recreation Complex in Burnaby, from 9 a.m. to 4:30 p.m. The main show room is closed to everyone but judges between 3 and 4 pm for final judging and ribbon placement. The event is not limited to IPMS members. Anyone can come and view the show. Additionally, anyone can enter a kit to be judged, the objective is for the best kit in a category to win, not the best kit built by an IPMS member.

This is the event of the year for modelers in the greater Vancouver area. The show attracts modelers from Western Canada and the Pacific Northwest. Recent Shows have had around 470 kits entered in dozens of trophy or ribbon categories.

Several other modeling clubs are involved, sponsoring trophies, door prizes, and volunteering to judge or just helping out.

Most of the hobby shops in the lower mainland contribute to the show, sponsoring trophies or donating door prizes. Several manufacturers and suppliers also contribute. There is a vendor room with tables set up in flea market fashion.

Door prizes, largely donated by hobby shops and suppliers to the industry, are given out during the day.

At the end of the day, awards and special prizes are handed out and the winning models are photographed for the clubs archives.

Admission:

\$5 CDN (17 and Older);

FREE (16 and Under)

Model Registration: from 9:00 am to 12:00 noon

\$7 CDN (17 and Older)

\$2 CDN (16 and Under)

Registration:

<http://www.ipmsvancouver.ca/page12/page12.html>

Vendor Tables:

\$40 CDN

Vendor Tables contact: Ross Hillman

Phone : **604-949-1918**

E-Mail: rhillman@wsb-eng.com

Trophy Categories

- Best of Show
- Best of Show Junior
- Best Aircraft - Jet/Helicopter
- Best Aircraft - Prop Engine
- Best Aircraft - Civilian
- Best Auto - Street or Show
- Best Auto - Competition
- Best Armour - Allied or NATO
- Best Armour - Axis or Warsaw Pact
- Best Figure
- Best Nautical Subject
- Best Diorama
- Best Sci-fi Space or Vehicle
- Best TV/Movie Monster
- George Price Memorial Award - Best Canadian Subject
- Best Royal Canadian Navy Subject
- Best Korean War Subject

Show Info Contact: Peter Hickey

Phone : **604-988-3253**

E-Mail: ipmsvancouverinfo@shaw.ca

Here are the themes selected for upcoming shows, now you can't say you didn't know!

2013 - The Korean War

2014 - The Great War

2015 - The End-1945

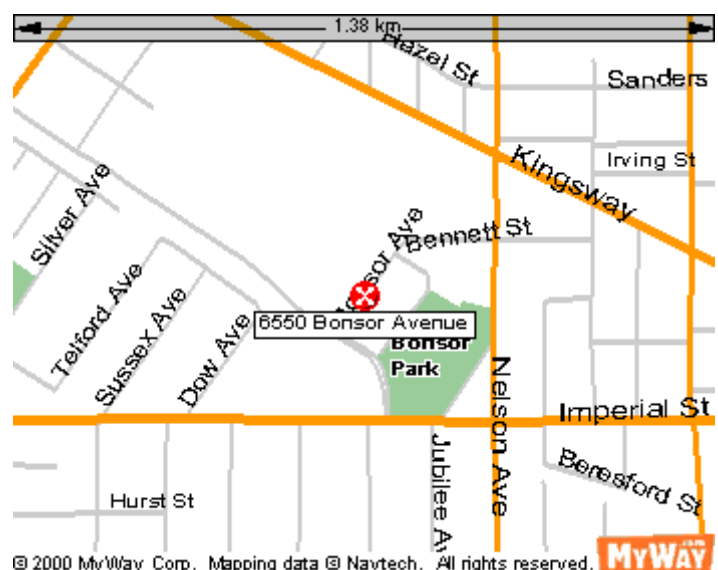
2016 - TBD

2017 - South East Asia

2018 - TBD

2019 - Blitzkrieg!

2020 - The Battle of Britain



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MyWay

Hasegawa 1/72nd Scale F-105B/D Thunderchief Combo – Limited Edition

by Scott Kruize

Hasegawa's "Formula For Success" these many years includes not just tooling up fine new models, but also re-releasing older moldings in new boxes, often with newer accessories or alternate parts, and always with well-researched finishing schemes and the fine decal sets needed to make them. Enclosed in inspiring box art!

This particular plastic molding was originally released in 1974. This most recent boxing has two of these kits inside, a 'B' model in Vietnam War-era camouflage, and a 'D' in natural metal. The 'B's scheme is number 784 with the New Jersey Air National Guard. The F105D is number 386 from the 23rd Tactical Fighter Wing, 563rd Tactical Fighter Squadron.



The decals are beautiful to look at, being sharp and in perfect register, down to the Air National Guard shield in four colors. Once I worked for a sign shop and screen printer, and am frankly amazed at modern decals, so incredibly sharp, clear, and well registered. Of course much is due to the application of computer technology to the process, starting with design, and finishing with the actual print process.

When I was modeling way back Then, I built a fairly wide variety of military models, mostly modern American jets. I thought they were so cool: polished metal finishes, bright red-white-and-blue insignia and all the rest of their bold and conspicuous markings. This was one of two periods in American aviation history when our color schemes and livery were great, the other one being the 'Golden Age', when our national insignia had the red dot in the middle of the white star on the blue background. This was applied to airplanes with bright Yellow wings, and fuselages in either Olive Drab, Light Blue or Grey, and Aluminum. All abandoned as we entered World War II. Since my youth, the glittery Cold War schemes gave way first to three-tone tactical camouflage, then to modern low-visibility shades of gray. BORING!

The closest, Then, to any build of Republic fighter jets was the ancient Revell F-84 in 'box scale'. By the time this Hasegawa F-105 was released, I was at the University, beginning my Dark Ages—abandoning plastic modeling. The last project I started, but didn't finish, was another Vietnam War jet, Monogram's A-7 Corsair II.

Back to the present. This kit's quality was high for its release time, if less impressive now. No high parts count in this box, even with two complete kits!

Two things serious modern builders need to know, right away: the level of detail is low by current standards, and all panel lines are raised.

Level of detail: there's no engine-bay structure at all, no wheel-well fittings, no internal cockpit detailing on the inner fuselage surfaces. The cockpit couldn't be more basic; just a seat, instrument panel, pilot, and canopy. That's all there is.

Raised panel lines: I suppose now is as good a time as any to take a stand. You all know that cover essay *Fine Scale Modeler* magazine did on that huge Lockheed C-130 military transport, finished in a light scheme with the most prominent panel lines imaginable. Ever since, our hobby seems **obsessed** with panel lines.

I don't share the obsession. Having been to lots of air shows, I observe that on real aircraft, about the least conspicuous things are the panel lines. They're visible, of course, from a few feet—or sometimes a few inches—but they're not accentuated in any way. Around engines, a bit of oily dirt sometimes accumulates, and around access panels, wear will be visible. But nothing like what I've seen at recent model displays and contests.

On kit builds, panel lines must be recessed if you want to accentuate them with a whole bunch of under-shading, counter-shading, layered colors, washes, and overdone weathering. My question: WHY? - You couldn't possibly do anything to your build that would make it look less like a replica of a real airplane.

If you must have recessed panel lines, you won't be interested in this kit. Trumpeter's release of the F-105 in 1/72nd has both recessed panel lines and a lot more detailed parts.

For those of you not determined to win every contest with panel line mania and hyper-detailing, let's continue with this Hasegawa kit. I want to go a bit beyond an in-the-box review of just admiring the parts, and try to answer the question: how does it build?

First, the condition of the parts on the sprues. As you might expect, the molds show their age some by allowing a bit of flash around many parts. This is by no means extreme. There's some flash around the emergency arrestor hook assembly, and the opening for the jet engine nozzle. It's nothing that can't be fixed in a few minutes work with the #1 knife and fine sanding stick...

With a bit of similar cleanup, I found the parts fit to be everywhere quite good. The wing panels were a neat match to each other, requiring only a little bit of care around the forward-swept air intake points. The fuselage sides lined up very well, and I glued them together after weighting the nose with some lead shot, anchored with epoxy.

This is an article about the kit's qualities, not about my own modeling skills, or my propensity—or not—to start putting in aftermarket details. I put the basic kit together straight from the box. The remaining photos should show how well the fit is. There's not a bit of putty anywhere.

Not that a little wouldn't be useful, in places. The primary problem area I see is around the jet intakes where they meet the fuselage. The splitter plates, that stand proud of the fuselage sides, are not a close fit to the wing, and will certainly need to have some gaps filled. Of course you may want to augment the slight detail of the cockpit area, and the basic kit build would allow you to see through the fuselage from the jet intakes through the tailpipe.

Nothing said so far should take away from the idea that this is an easy-to-build kit, and will look perfectly fine once finished and displayed. I can't remember when I was able to put a whole basic structure together in so little time. The assembled model you see represents approximately three hours of time. If you are after a simple build, just for your own amusement, and have some interest in the subject matter, I can unreservedly recommend this kit. Thank you, Hasegawa, for re-releasing these classic kits.

Members of the clubs I meet with remind ourselves from time to time that "This is a hobby—we're supposed to do this to relax!" Usually the line comes up when someone complains of the various pitfalls of assembling mismatched parts, in awkward assembly sequences, with hard-to-follow instructions, trying to fit multitudes of tiny parts into the right places, and the whole host of other problems that we know from experience from some of our builds. The kit will give you none of those aggravations. It's a perfect candidate for an easy and relaxing build — **two**, actually — and let's not forget that it **is** just a hobby.



PrezNotes

from page 1

face-to-face type where you see the twinkle in a person's eyes, hear the lilt of their voice, and smell the scent of their aftershave or perfume. Much of what goes for "contact" with one's friends and relatives these days are short little bursts of email or phone text, often shortened down to a few letters such as "did U C Brad Pitt on SNL? LOL".

Attending a face-to-face event such as IPMS Seattle's monthly meeting allows one to get some good old fashioned human interaction going. You can chat away to your heart's content about modeling, or anything else for that matter with an amazingly diverse group of men and women. Following the meetings most months, I take the opportunity for even more chin wagging by going over to the nearby Crossroads Mall food court, and sitting down and breaking bread, so to speak, with a number of the chapter's members. By exploiting such model club opportunities over the years, I have ended up with a host of close friends with which



Thanks to Tim Nelson for the photo of Stephen that appears on Page 1.

The photo above I copied from Facebook, but unfortunately I didn't record the name of the photographer. I hope he or she will forgive me for using this excellent photo.

to share my love of this hobby, as well as many of the other joys in life. Some of us also attend events at each others' homes, such as model building events, travel to model shows together etc. All, in my opinion, far more enjoyable than communing on Facebook, Twitter, or via badly written emails!

Given my great preference for "live" conversations rather than machine generated ones, I highly encourage those who haven't taken the opportunity to get together more socially with your fellow modelers to do so. Come join us for lunch following the meeting, carpool to a local area model show with a merry band of your fellow modelers, and get to know those who share your hobby a little better. Travel the road of life, as I do, with a little help from your friends. And don't leave it too late, as unfortunately too many of us seem to be passing away all too soon.

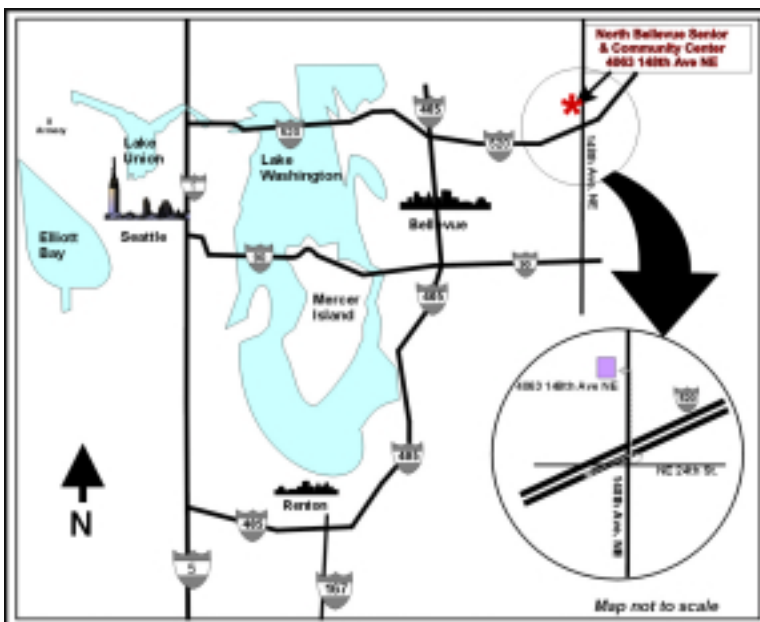
See you at the meeting,

Cheers.

Andrew

Meeting Reminder

October 19



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.