

# Seattle Chapter News



**Seattle Chapter IPMS/USA**  
**August 2014**

## PREZNOTES



### Most Models Are Never Built

You know this is true. Just look at your model display shelves, and then over to the groaning shelves containing your yet to be started kits. I rest my case. You also know this to be true because of the number of kits that get great “in box” reviews, yet when you try to build them, you find they are a disaster. Yet where are the masses of modelers with pitch forks raised, torches lit, demanding their money back?

Case in point: a certain Czech resin firm that has over the years produced some amazingly detailed (from what I have seen in the boxes of a few of their kits) models, and yet a couple of friends who have attempted to build them gave up. And these are extremely competent builders. In one case, the two fuselage halves were different lengths. The modeler complained in a note to the manufacturer. The manufacturer denied it. The modeler took photos of the kit, and sent them to the manufacturer. Finally the manufacturer responded, yes, ALL the kits had different length fuselages. But would the modeler please keep this to themselves...no one builds their kits, they just stack them like cord wood, awaiting a cold winter...

Dragon Model's 1/72nd line of kits originally looked awesome in the boxes. They kept putting them out, which means folks must have been buying them. I rarely read any complaints about the fit of the parts. Almost every review was an in box review, saying how awesomely detailed and accurate the kits were. But my friend locally said they were some of the worst fitting kits he had ever had the misfortune to build. Look around the contest tables these days, and see how many 1/72nd Dragon aircraft kits you see on display.

And now we come to the cause of my gripe this month: Eduard's 1/48th scale Fw 190 series. Doesn't matter if it is an “A” or the “D” versions, they all suffer from the same issues if you try to build them. They are overly engineered, overly complex in terms of parts count, and many of the hatches that come with the model are meant to be built in the open position, to show off all the detail provided. The in box reviews say these are the most accurate Fw 190s in 1/48th scale on the planet. They certainly do LOOK impressive in the box. But don't try to build them with everything buttoned up. The parts provided simply don't fit without MAJOR surgery, cursing, more surgery, test fitting, and more cursing. Ask Woody Yeung, he's building one as well. The aftermarket even provides resin replacement parts to fit the awesomely detailed kit parts. The aftermarket usually provides the modeler with a more detailed part than what comes in the kit. In this case they provide a part that actually FITS the kit.

Yet there aren't hundreds even thousands of online rants about how poorly these kits fit together. That's because most reviews, the vast majority of reviews, are in box. And most kits purchased aren't immediately started, but rather stacked, on shelves, for “later”...

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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 2014 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.

**August 9**  
**October 11**

**September 13**  
**November 8**

**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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## IPMS 'Show the Flag' Event at the FHC Museum

by Eric Christianson

The Flying Heritage Collection in Everett hosted a new event this year called SkyFair. This was a major military aircraft and armored vehicle event, boasting an entire day of flying demonstrations as well as ground vehicle maneuver and fire by many of the museum's own pieces as well as aircraft and vehicles from other collections. The museum invited IPMS Seattle to set up a modeling area at the event, and several volunteers brought models to display and kits to work on, as well as reference material, unbuilt kits, etc., so we could talk to the general public about our beloved hobby.

Wow – what a show! The place was packed, and the ease of getting there and relatively small footprint of the grounds made it just about the best air show around. The armor drove around and fired guns, the planes flew at tree-top level over and over again - excitement all day long. We had over 700 people walk through our little display in Hangar 1 – Bob LaBouy, Woody Yeung, Alex Tula, Daniel Carey, and Tom Dunford joined your VP and handed out a lot of flyers and (hopefully) generated a lot of interest in our club. We met a boatload of kids and their parents, young and old, looking for clubs just like ours. Many of these folks might turn up at the next few meetings so if you see any new faces on Saturday, make sure to extend a warm welcome! And the next time one of these events comes around, try to make it out there if you can – it really is a great experience and you get the opportunity to build models sitting amongst the real thing!





## Tamiya 1/35th Scale Nashorn 8.8cm Pak43/1 auf Geshtzwagen III/IV (Sd.Kfz.164)

by Andrew Birkbeck

With the invasion of Russia in 1941 by German forces, and their encounter with hitherto unknown powerful tanks such as the T-34/76 and KV-1, the German forces clearly required a mobile anti tank weapon to help counter these Soviet tanks. In February 1942 the arms firm of Alkett came up with a tank destroyer design (Panzerjäger) that utilized components of the Panzer III and Panzer IV tank, and mounting an 8.8cm long barreled anti tank gun, the Pak 43/1. This was basically the same gun that was later to be mounted in the Tiger II tank.

The prototype weapon was presented for inspection by Adolf Hitler in October 1942, and entered production at the start of 1943. It was initially known as the Hornisse (Hornet) but the name was changed to Nashorn (Rhinoceros) apparently at the behest of Hitler himself. The Hornisse/Nashorn did not provide its crew with much protection, just a simple walled in superstructure for protection against small arms fire. It turned out that this was adequate due to the long range killing power of the 8.8cm weapon, capable of effectively engaging and destroying any Allied armored vehicle deployed during WW2 at great distances. Just under 500 Nashorns were produced in the latter part of the war, most of them in 1943, though production continued at a slower pace through 1944 and into 1945.

The Nashorn was issued to the heavy anti tank battalions of the German Heer (schwere Panzerjäger-Abteilungen), a total of six of which were formed during WW2. Tamiya's Nashorn comes with markings for vehicles from three of these AT battalions. The Nashorn appeared on the battlefields of the Eastern Front, Italy and in Western Europe, where it performed very well against Allied armored forces. Its debut was during the Battle of Kursk on the Eastern Front in July/August 1943.

Tamiya's Nashorn kit is basically all new 2014 components, with the exception of the lower hull running gear such as the drive sprockets, idler wheels and road wheels. These come from earlier Panzer III and Panzer IV kits in the Tamiya range, but are nicely detailed. The one exception is the kit tracks, which appear a bit tired in my opinion, being rubber band type tracks from 20 years ago. (They also look to me to be on the malnourished side compared to the tracks that come in recent Dragon Model kits, or the aftermarket products such as FruiI model and Model Kasten). All the parts within this kit are without flash, or sink marks, but there are many ejector pin marks, not all of them hidden once the model is complete. Thus they need careful filling and sanding to remove them.



Construction of the kit starts as is normal for such models, with the lower hull running gear. As mentioned many of these components originate in kits produced by Tamiya within the past 20 years, but do not suffer any from this fact. The road wheels are three parts each, plus a vinyl poly cap sandwiched between the inner and outer road wheel. The poly cap allows the modeler to assemble the wheels, then slip them on and off for ease of painting them and also the lower hull. (The main lower hull tub part interestingly has a mysterious separate underside access plate, part C20. Is Tamiya still making motorized models?) The rear hull plate, part C14, has very nicely rendered weld marks, but in the same series of construction sequences we have tow hook parts C19 and C18, both of which have nasty, visible ejector pin marks.

In assembly section 9, we attach the two fenders to the main hull. There is absolutely zero detail on the underside of these fender parts, C17/27, whereas on similar fenders over the past decade on the competitor's product, the underside of the fenders are extremely well detailed. Tamiya's motto must be "out of sight, out of mind", and it must be admitted that you will be hard pressed to see such detail unless you use a dental mirror. It is, nonetheless, an interesting design philosophy between Tamiya and its competitors.



As the modeler works their way through the construction of the Nashorn's crew compartment, Sections 11 through 20, you are struck once again by the fact that parts that will be clearly visible when construction is finished, have unsightly ejector pin marks. For whatever reason Tamiya refuses to utilize mold designs that allow for the elimination of such marks. Thankfully these ejector pin marks aren't in areas festooned with raised detail so that while they are an annoying pain to fill with putty and sand out, they don't end up destroying the lovely detail that Tamiya has incorporated into this model kit.

Construction Sections 26 through 41 cover the assembly of the 8.8cm main gun and its surrounding superstructure. The detail on all the parts is excellent, and the fit of one part to another is very precise as you would expect from the master of model engineering. The barrel is a very impressive one piece main unit, with a three part muzzle brake. Care of course will need to be taken to insure that the mold lines on this lengthy part are very carefully removed to avoid any "flat spots" on the barrel. In Section 27, the barrel assembly sequences, make sure that you get Part D32 the right way around. Tamiya gives the gun the ability to be raised and lowered, so Section 32 sees the need for superglue for the installation of two metal shafts. Despite the complexity of the gun assembly, with care and attention to detail, everything fits together extremely well.

When you come to Section 40, and the mounting of the gun and its superstructure to the main hull assembly, take your time, test fit, and test fit some more, and then go for it. My gun assembly appears to sit just a tad tall. I could have used clamps to apply pressure to the unit to try and seat it better, but I felt this might lead to disaster, and damage to all my painstaking work on the gun assembly. I feel my mounting is "close enough", but be warned this is a tricky part of the kit's assembly.

Tamiya provides the modeler with the ability to show the two ammunition storage lockers in the rear of the crew compartment either open, or closed. If open, there are some nicely rendered shells to display in the storage lockers. I chose to have one shown open, the other closed. For the brass color I used Alclad II "Pale Gold", which to me makes for a nice brass shell casing!

Section 43 sees the crew access doors at the rear of the fighting compartment installed, and once again, large raised ejection pin marks are present, four per door part. Being raised they are less work to remove than had they been indented, but still, come on Tamiya, I think you can try a little harder!



In Section 47 I replaced the length of string Tamiya would have you utilize for the tow cable with a length of aftermarket twisted copper cable from Eureka of Poland, which made for a MUCH more convincing part. Sadly, I lost Part E18, the tow cable securing latch, to the carpet monster. I will need to scratch build a replacement part at a future date.

Tamiya includes a set of four figures in this kit, providing a crew for the vehicle: a commander with field glasses held to his eyes, a gunner, and two loaders. They are dressed in winter cold gear, and will fill out the fighting compartment nicely. Detail appears acceptable, though I would probably replace the heads with resin ones from the likes of Hornet for slightly better detail.

When it comes to painting this kit, Tamiya provides the modeler with a separate large fold out sheet covering the three marking schemes in color, as well as a color figure painting layout, and 14 small photos of a Nashorn from the Kubinka Museum in Russia. There is also a nice potted history of the Nashorn. I chose to do my model as a version of "Red Heart" from the 3rd Company, 88th Heavy Anti-Tank Battalion, "Eastern Front 1944". I utilized Tamiya acrylic lacquer paints, thinned with Mr Color Self Leveling lacquer thinner, my favorite combination.

Tamiya's decals worked just fine: once the color coats were applied and then allowed to thoroughly dry I airbrushed the entire model with Tamiya X-22 Clear Gloss. The decals were laid down over a thin puddle of Mr Decal Soft, followed by Mr Decal Set, carefully wicking up the excess each time with a small piece of paper towel. Allowed to dry for 24 hours, a few thin layers of Tamiya X-22 Clear Gloss were then applied over the decals to seal them. After a couple of days' drying time, I applied a few washes of thinned oil paints such as Burnt Umber to pick out the excellent raised details Tamiya provides. After looking over the kit supplied rubber band tracks, I decided that since the kit was going to grace my model shelves for (hopefully) a good few decades, I wanted something more to my liking. So I must confess that what you see on my review model are Fruilmodel tracks, not Tamiya's. They have been treated via BlackenIt solution and some MIG rust pigments.

What then of Tamiya's new Nashorn kit? Well, despite my complaints about the ejector pin marks that are scattered about the kit parts, everything else about the plastic parts is first rate: fidelity of detail, ease of assembly, fit of the various subcomponents: Tamiya at their best in other words. I just wish Tamiya had paid a little more attention to the kit tracks. Tamiya has shown that they can produce excellent injection molded link and length tracks for their models, such as on their Hetzer, BT-7, and JS-2 vehicles in 1/35th scale. This said, the kit tracks are nicely glue-able with standard model cement, and for many would be perfectly acceptable. I felt that the model I ended up with looks excellent and the overall building experience was extremely good with this kit. With far fewer parts than some of their Chinese competitors, Tamiya has delivered a very worthy kit to the modeling public.

My thanks to TamiyaUSA for providing IPMS USA the chance to review this kit.



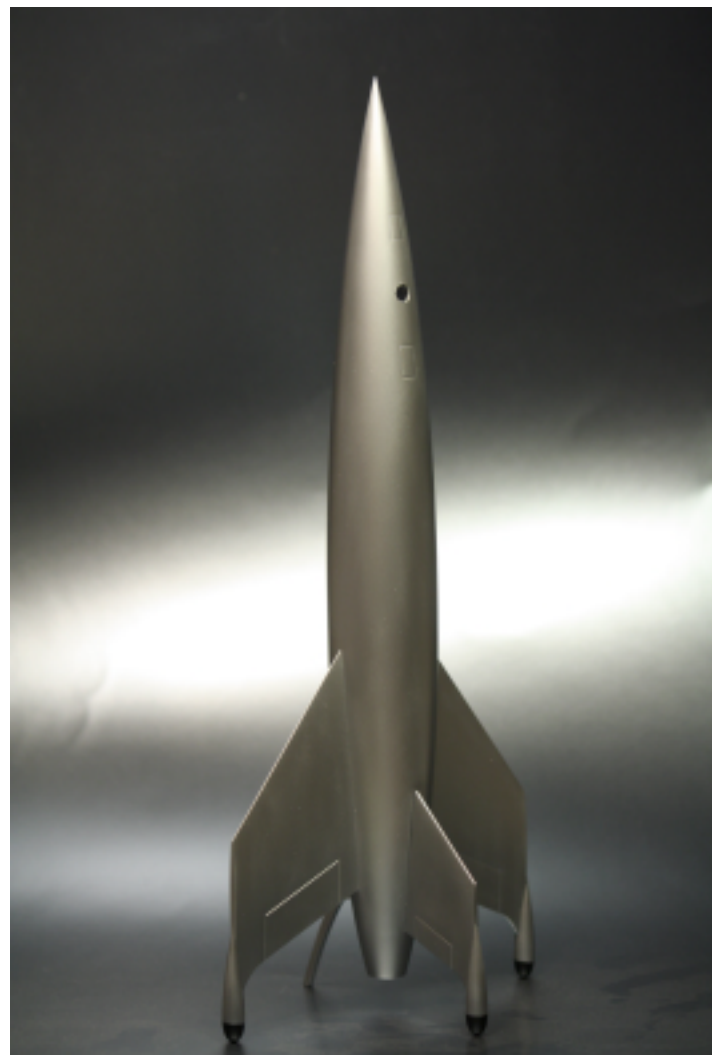


## Pegasus Models 1/144th Scale Luna

by Terry D. Moore

The latest Pegasus Model kit is the space ship Luna, with the classic lines of a 1950s vintage rocket ship. This ship appeared in the movie *Destination Moon*. The model is to 1/144th scale and contains 14 parts, two of which are clear and two parts which are taped to the model to keep the very pointed nose very sharp. There is also a very nice looking moon base to set the model on when complete. The base bears absolutely no resemblance to the moon in the movie - it actually looks more like the actual moon. All parts were off the sprue (there was no sprue in the box!) and the model in my box had the landing pad halves already attached to the fins, as well.

Being such a simple model it only took me a few minutes to assemble (I did refer to the instructions once). It has been a very delightful model to assemble. The body of the rocket did require some minor filling to remove the seam and after numerous attempts, the seam finally disappeared, especially important that the finish is natural metal. I used Alclad aluminum to finish the model. Did I mention that this model was a delight to assemble? The Luna was around \$27.95 at my local hobby shop.



## HobbyBoss 1/72nd Scale Mitsubishi A5M4 Claude

by Hal Marshman, Sr

I am not generally a 1/72nd kit builder, but the little A5M Claude is one of my most favorite Japanese fighters, and has not been well served in 1/48th. This little kit is one of the HobbyBoss easy build kits, thus has 21 pieces, including the clear windscreen. The construction departs from what we usually expect. The fuselage is split between top and bottom sections. The bottom section includes the wings and stabilizers all in one piece. No way you can screw up the dihedral on this one. The top half includes the fin/rudder assembly, and fuselage coaming from tail to cockpit. The cockpit is pretty basic, with rudder pedals cast in, and no sidewall detail. There is a separate control stick and seat. Unhappily, they do not include an instrument panel, thus I had to scratch one up from sheet styrene. For something so small, I merely cut the sheet to size, painted it black, and with various size drill bits, just cut through the black paint, making white circles. This simple panel serves quite well, though I really wish I had a decal for it. Seatbelts were scratched up using masking tape. That's enough to make what little cockpit is visible, interesting. The engine is cast into the cowling, and if you look closely, it barely resembles what should be there. Once painted up with washes and highlighting, it creates a decent impression. Were I to do another of these little birds, I believe I'd rob a single-bay 9-cylinder out of another kit, or purchase one aftermarket.



The decal sheet provides markings for two airplanes, the one I built, which was one that served in China, or one of the silver painted Claudes, where the slightly yellowed clear lacquer was applied. The prop is very delicate and quite a nice casting. The exhausts are separate, but benefit from being drilled out, as are mine. The main gear pants come in two halves, with a one-piece wheel. You are supposed to trap the wheel between the two halves when you cement them together, thereby causing a difficult masking situation when you go to paint the model. Well, I'm of the "props should not turn, nor should wheels roll" fraternity, thus I have solved this problem by not installing the wheels until the painting is done. Since I don't need the wheels to roll, I razor saw a small wedge from the outer rim to the axle hole. Now once painted, I merely apply glue to the inner axles, and slip the wheel into the pant, with the axle hole fitting right into the cast in axles. Works a treat!

The Claude I wanted to do was the China camouflaged plane. This was an aircraft flown by eight-victory ace Lt. Mochifumi Nango of the 15th Sentai, IJNAF, based at Anjing, China, in July 1938. The kit includes a colored drawing showing how the colors were applied. I found WEM Colorcoats RLM 79 tan and RLM 83 Dark Green to be a pretty good match to HobbyBoss' rendering. The bottom of the plane remains in silver, for which I decanted Tamiya rattle can Silver Leaf, and ran it through my airbrush. This is a pretty decent metal finish, and is tougher than most. I gave it a finish coat of Testor's Metalizer top coat, which served to protect the silver, and gave me a gloss base for the decal work. Just to be certain, I gave the vertical tail surfaces a brushed-on coat of Future. The decals went on beautifully, and once the model was Dullcoated, there was no silvering.

I have to say, I really enjoyed building and painting this wee bird, and will most likely do another, with the yellowed silver finish, and red stripes and tail. The price is most reasonable, and if you grab it on a Squadron Computer sale, it becomes a very good bargain.





## Academy 1/35th Scale Magach 6B Gal Batash

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 or on our own IPMS Seattle website.)

Academy has released the first kitted example of the Magach 6B Gal Batash, an Israeli built derivative of the American M60A1 Main Battle Tank. The name is a derivative itself: as a result of the Yom Kippur war, Israel began a series of survivability and capability upgrades to their tanks. In the case of the M60 (designated as Magach 6), the type received the M60 RISE updates becoming Magach 6B. Fitting the Gal fire control system created the Magach 6B Gal, while the upgrades adding the 908 horsepower engine and Generation-4 passive armor rendered the Magach 6B Gal Batash configuration.



During the 1960s and 1970s, tanks were sold to the Israel Defense Forces (IDF) by West Germany and later by the United States. Several dozen Jordanian M48 tanks, captured intact during the 1967 Six Day War were also commissioned into service, adding to Israel's 150 vehicles already in service at that time. During that war, the Israeli tanks served in their original (American) configuration.

Following the 1967 war, several modifications were made to improve the tank to the M48A3 level, resulting with the Magach 3. These modifications included replacement of the original 90 mm cannon gun with the British 105 mm L7, lowering the command turret's profile, upgrading the communication suite, and replacing the flammable and underpowered gasoline engine with a 750hp diesel one.

When the Yom Kippur War broke out in 1973, Israel had a total of 540 M48A3 (with 105mm gun) and M60A1 tanks. During the war, the tanks suffered heavy losses. The location of flammable hydraulic fluid at the front of the turret was discovered to be a severe vulnerability. At the conclusion of hostilities, Israel had only about 200 M48A3 and M60A1 tanks remaining; the majority of those lost fell victim to entrenched Egyptian infantry armed with AT-3 Sagger anti-tank missiles. The war's losses were replaced with new M48A5 (Magach 5) and M60 (Magach 6) tanks during the 1970s.

Prior to the 1982 invasion of Lebanon (1982 Lebanon War), Magach 6 tanks were fitted with explosive reactive armor (ERA). Further work had been done on the upgraded Magach 6 models, including new armor, Merkava-based tracks, a new fire control system, a thermal sleeve for the gun and smoke dischargers, eventually resulting in the Magach 7 model which is still in use with the IDF.

Since the 1980s and 1990s, the Magachs have been gradually replaced with Merkava tanks as Israel's front-line main battle tank. However, the large majority of the IDF's armored corps continued to consist of Magach variants up until the 1990s, and the tank was continuously upgraded during this time. By 2006 all Magachs in regular units had been replaced with the Merkava.

### What's in the Box

- 8 sprues of soft, tan-yellow plastic
- 2 lengths of black, one-piece 'rubber-band' track
- 1 sprue of tan-yellow polyurethane wheel caps
- 1 2-foot long piece of white twisted cotton string
- 1 small sheet of decals
- Separate, turret, upper and lower hulls, individually wrapped
- Folded 8-page Instruction Sheet with 12 steps, printed in black and white ink

The decals are printed by a company out of Korea and are slightly thick but in register. One (un-named) color scheme is represented by



a very handy black and white, 8 ½ x 11, double-sided sheet containing seven photographs of the finished model. Not only are these photographs crucial in understanding the placement of some of the parts, they are annotated with decal placement as well.

No less than eleven paint product callouts are included in the instructions. These include Humbrol (Enamel and Acryl), GSI Creos Acrylic, GSI Mr. Color Lacquer, Life Color, Testor/Model Master Acrylic and Enamel, Revell Acrylic and Enamel, and Vallejo Model Color and Model Aire lines.

While I applaud Academy for including the sheet of photographs, I do not understand why it was printed in black and white. Fortunately, a quick check online will produce the same images in color.

### The Instructions

Academy is generally pretty good with their instructions, with some exceptions which are pointed out where appropriate below. The only real irritant is that in some cases the placement of significant parts is represented by a simple arrow saying, essentially, 'put it there someplace'. This results in things not fitting later due to improper placement (as with the side skirts in my case). The photo insert helped a lot, but I still had problems in places. On the good side, there is an excellent parts map, and a comprehensive set of paint callouts is included.

### Turret

The fit and finish of everything on and around the turret was superb. The bustle at the turret rear fits well and is HUGE – quite a space to fill – so start thinking about that before you add the spare track and twin fire extinguishers which may not be seen if you choose to fill the bustle up.

All in all, the busy turret comes together very well and looks positively intimidating when complete.

### Filling the Bustle at the rear of the Turret

The bustle on the Magach is positively cavernous and, in my opinion, cries out for something other than a tarp laid over the top. I collected a small pile of military detritus including spare kit parts, jerry cans and even a large rear ammunition locker from a WWII German sIG-33(!), among other things. I then broke into a couple of packages of 'Tents, Tarps and Sherman Deck Equipment' by a company called Value Gear (<http://www.valuegeardetails.com/>) and came up with enough stuff to fill the bustle and array various bags and such around the back of the turret. The neat thing about Value Gear's products is that they are made up of solid chunks of finished plastic instead of resin. No sprues, no cleanup, just paint em' and glue em' on.

### The Track

The two runs on one-piece 'rubber band' track are beautifully detailed and take paint well, but not cement. There are four pins on each run that are supposed to fit into similar holes to bring the two ends together for each side, but that didn't work for me. Fortunately, the side skirts hide the big staples I used to do the job instead.

### Painting and Finishing the AFV

The Magach could be a challenge to paint and finish depending on just how far you're willing to go; with so much going on up on top it's hard to say 'done'. I could have spent weeks on this, but (luckily) this is a review. I painted 99% of the model after assembly, and 90% of that was done with an airbrush.

Tamiya (acrylic-lacquer) paints are my normal go-to choice for armor due to their ease of use and excellent coverage, but I thought this time I would try something new. Lately, many modelers are using LifeColor acrylic paints and I wanted to see what using 'real' acrylic paint would entail. While I found the results satisfactory, I still haven't been able to dial into the ideal thinning and cleaning proce-





dures, ratios or thinners. Since this is an armor kit review and not a paint review, I will simply discuss what I used this time and my overall experience with this paint.

(Note: I thinned all LifeColor paints with their own thinner, trying different ratios but settling on a 1:1 mix. I thinned Gunze Mr. Surfacer 1200 primer and all Tamiya paints 1:1 with Gunze Mr. Color Leveling Thinner, which has its own retarder for airbrushing. For hand-brushing I use Vallejo's own thinner for their paints. I use a Pasche-H Single-Action airbrush, Number #3 tip, and while I experimented around with pressure, I settled with my normal 20 lbs. pressure for everything.)

I set the three machine guns, the track, and the side skirts aside so I could paint them separately; everything else was painted as assembled, following these steps:

#### Track

1. I started with an overall coat of Tamiya (XF-10) Flat Brown.
2. Once that was dry I applied a generous filter made of Mig Dark Rust, heavily thinned with Mona Lisa White Spirit.
3. I finished with detailing the parts that touched the ground and wheels using Model Master Dark Anodonic Gray Buffing Metalizer, applied with a Q-tip.

#### Machine Guns

1. I started by hand brushing the metallic portions of the guns and the ammo belts with Testors Flat Black – the only time I ever use flat black.
2. I painted the wooden parts with Vallejo New Wood. Once the paint was dry, I coated the stocks with Mig Wash Brown oil paint straight from the tube and let that sit overnight. In the morning I moistened (and then wiped 'dry') a small brush with Mona Lisa White Spirit and brushed off most of the oil paint, leaving the stock darker near the edges where it met the metal parts and lighter in the middle.
3. I painted the ammunition cases Model Master Faded Olive Drab.
4. I then used a silver Prismacolor Artist Pencil to liberally highlight the flat black metal parts and the ammunition cases.
5. Finally I gave everything a filter using Mig Wash Brown thinned with Mona Lisa.

#### Bags, Tarps and Tents

1. I started by airbrushing a primer coat of Gunze Mr. Surfacer 1200 to give the plastic some grip for the following coats, followed by an overall pre-shade coat of Tamiya (XF-69) NATO Black – this would fill in the dark recesses and provide the shadows near the flat surface edges, adding depth to the camouflage coat to come.
2. Next I used Model Master Olive Drab, Model Master Faded Olive Drab, and Tamiya (XF-58) Olive Green as the main camouflage coat on various packs. I used Vallejo (340) Highlight Afrika Korps for the straps, and Tamiya (XF-56) Metallic Grey for the tent poles.
3. Once the flat paint was dry, I brushed on several liberal filter coats made of Mig Wash Brown oil paint, heavily thinned with Mona Lisa thinner.
4. Next I laid down a coat of Future acrylic to create a smooth gloss finish, perfect for pin washes.
5. Once the future was dry I gave everything a pin wash of Mig Dark Wash (aka Burnt Umber) straight from the bottle.
6. Once I was happy with the results, I set everything aside to attach later, before the final flat coat was applied to the AFV.

#### The rest of the vehicle

1. I started with a primer coat of Gunze Mr. Surfacer 1200 to give the plastic and PE some bite.

2. I then sprayed an overall pre-shade coat of Tamiya (XF-69) NATO Black to provide the depth and shadow to the light camouflage and filter coats to come.
3. I followed this with a base coat of LifeColor Sand Grey. I had clogging problems but eventually came out with a decent base, leaving just enough of the NATO black peeking through along the edges and recesses.
4. Next I laid down a post-shading coat of a 50/50 mix using LifeColor Sand Grey and LifeColor Matt White. Regardless of the thinner ratios or pressure settings, I still had clogging problems with my Pasche, even after a thorough cleaning. With a little determination, however, I eventually got what I wanted: a light shade of the base coat in the middle of all the various panels and upper hull sections, giving everything a little depth.
5. Decals were next. I airbrushed a coat of Future acrylic on the portions of the vehicle and side skirts that would receive decals. I then applied the decals using the MicroSol/MicroSet line of products without any problems. The unit symbols on the side skirts and the turret rings needed a little more coaxing to settle down over the sharp protuberances here and there, so I pulled out my old bottle of Solvaset and used that to do the job with the help of an ear plug – the flesh-colored spongy kind – a great tool for this kind of task where a soft, yet firm pressure is needed. I laid down another coat of Future to seal the decals and let that dry completely before moving on.
6. While the Future was drying I masked off the front and rear rubber portions of the fenders and brush painted them using Tamiya (XF-69) NATO Black and I touched the tail lights using Tamiya (X27) Clear Red.
7. At this point the painting was complete, and I wanted everything on the vehicle before weathering started so I attached the track, side skirts, machine guns and deck/bustle packs, etc.
8. I shot the shiny spots with Vallejo Flat Varnish to bring everything back to a dead flat finish. Multiple layers of Future and Vallejo products make the decal edges simply disappear into the plastic. Nice.
9. Next, with a flat coat on the model, I applied several filters to enhance the base colors. I first gave the whole vehicle a filter of Mig Wash Brown, followed by a filter of Mig Black on the exhaust filters on the rear deck. I heavily thin all of my washes and filters with Mona Lisa White Spirit, which does not affect the underlying coats in any way.
10. 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.
11. I wanted some of the reactive armor panels on the front hull and turret to stand out and give the overall surface some variation, so I repeated the Mig Wash Brown filter until I had the shade I was looking for.
12. Finally, after I shot the whole vehicle with Vallejo Flat Varnish to kill any remaining shine, I laid down a dusting of Vallejo Light Brown, starting from the bottom, working up. I thinned both 50/50 with Vallejo Airbrush Thinner to improve flow.



The Magach is an intimidating beast when loaded for combat. I think Academy did an excellent job of translating that look into this scale representation. A perfect kit would have included ample stowage gear, a color set of photographs, and better tow cables, but that kit would have cost more as well. I think what you get in the box is a good compromise, and a good value.

There are design issues with some of the assemblies, and the instructions could use some rework, with better angles in the drawings. That said, I can recommend this kit to all levels of model builders. If you go slow and follow the suggestions above, you should be able to have a lot of fun building this Israeli beast.

I would like to thank Academy Models and Stevens International for providing this kit for review, and to *Internet Modeler* for giving me the opportunity to build it.





## Hasegawa 1/72nd Scale Shinmeiwa US-1 "Rescue Ivory"

by Chris Banyai-Riepl

The Shin Meiwa PS-1 was an evolution of Kawanishi's wartime flying boat experience coupled with post-war evaluation of the Grumman HU-16 Albatross. The result was a four-engined turboprop STOL flying boat with an innovative boundary layer control system. Japan ordered 21 of these patrol aircraft, which were eventually replaced by P-3s by 1989.

Shortly after the PS-1 entered service, the JMSDF wanted a search & rescue variant of the type. By removing the military equipment, Shin Meiwa was able to increase the fuel capacity, as well as add true landing gear (the PS-1 had beaching gear only) and rescue equipment. The US-1 first flew in 1974, and remained in service for decades. An updated version was then developed in the late 1990s, with improved engines and aerodynamic changes, which entered service in 2007.



The Hasegawa kit of the PS-1/US-1 dates back many years, and it remains the only choice for those wanting a 1/72nd model of this flying boat. As this is an older kit, it does feature raised panel lines and has a simplistic interior, but it is fairly accurate in outline. In addition to the medium gray plastic parts, this release includes some resin bits, including some corrected main wheel fairings. The decal sheet is large and includes standard markings as well as generic stencils, walkways, and more.

Jumping into construction, while this is a large model, it's also fairly simple overall. The cockpit, as noted, is basic, featuring a main floor, rear bulkhead, three seats, and a separate instrument panel. The control wheels are made up of separate wheels and sticks, and there are decals for the consoles and instrument panel. While there is undoubtedly room for lots of extra detail here, realistically not much will be seen once it is all together in the fuselage. Other fuselage interior bits include the nose wheel well, which fits into the lower forward hull.

Moving to the wings, these have separate flaps, both inner and outer. These are both split into upper and lower pieces, inside of which are trapped the hinges so that you can display the flaps extended. These are then trapped between the wing halves, which have large tabs that mate up with the fuselage. This provides a very positive attachment point, and should ensure excellent alignment. The kit includes various parts for the PS-1 as well, such as the under-wing pods, so you'll have some interesting shapes for the spares box.

The engine nacelles are separate from the wings, and each one is made up from two side pieces, a separate front piece, and two small scoops. The instructions also include a diagram for the large fences that are found on the outboard side of the nacelles. The propellers are made up from a two-piece hub with separate blades. These completed nacelles then meet up with the rear section on the wings, and given the age of the molds, this might be an area that needs some extra help.

Putting the fuselage together is probably the most complex assembly, as it has a separate rudder, separate upper deck panel, separate lower hull panels, a completely separate lower forward hull, and a separate nose. All of these different assemblies will benefit from lots of test fitting, and in the case of the forward lower hull, perhaps the addition of some spacers to ensure a good fit. The canopy comes split into right and left halves, which adds to the challenges of building a filler-free model. With plenty of test fitting and some judicious use of added alignment strips, the need for filler should be minimized.

The resin main wheel bits look like they will fit nicely up against the fuselage, but there is a panel behind each one that might cause problems, so take care with fitting that piece. Other resin bits include a couple small antenna blades on the forward fuselage, and an exhaust vent on the vertical fin. The landing gear itself is simplistic, but to be fair, the real thing is a simple, sturdy design. With the

addition of the horizontal stabilizer, this one is ready for painting.

The color scheme found on the US-1 is an attractive one, with the lower hull and wings in aircraft gray, the upper fuselage in white, and an orange vertical fin, orange wingtips, orange nose, and orange tailplane tips. Further adding to the color, the rescue aircraft also featured a yellow band trimmed in black around the rear fuselage. With all those different colors, be ready for lots of masking, but the end result will be worth it.

For the actual decals, there are two schemes covered in the instructions, but there are enough numbers to do any one of the 14 US-1 aircraft built. The first option is a US-1A from the 72st SQ, aircraft number 90. The second option is a US-1 of the Iwakuni Air Detachment, aircraft number 71. This aircraft also has an emblem on the tail. Aside from that, the

markings are the same, and the decals even include the yellow/black fuselage band. Although provided as a decal, this is probably best painted. The decals are well printed and should go down well over the raised rivets.

This is a welcome re-release of the classic Hasegawa US-1 that is all the better due to the inclusion of the resin upgrades for the main wheel wells. If you have a desire to build a US-1, this is the one to pick up. My thanks to Hasegawa USA for the review sample.

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

## PrezNotes

from page 1

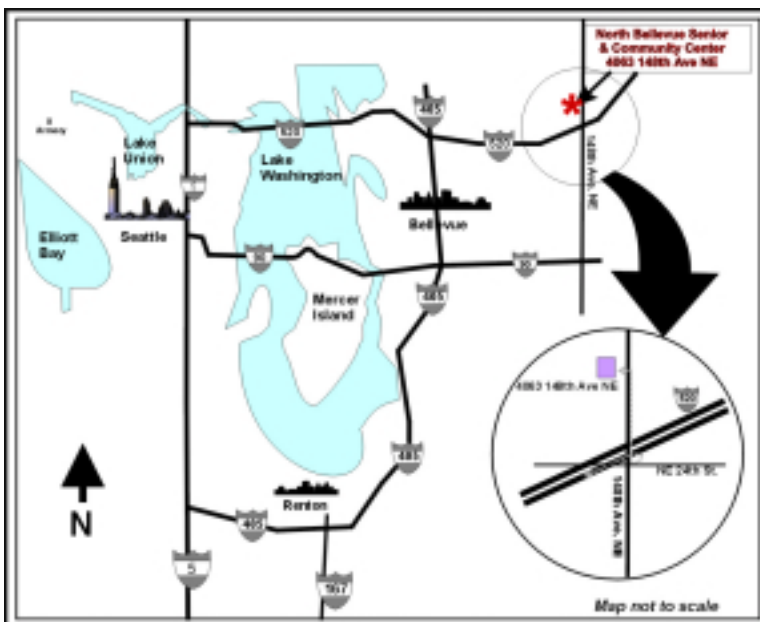
I WON'T see you at the August meeting, as I will be representing the Chapter at the National Convention together with VP Eric Christianson and a few other intrepid souls. The August meeting will be chaired by the ever jovial Mr. Terry Moore, reprising his role as "President for Life".

Cheers,

*Andrew*

## Meeting Reminder

## August 9



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

**Directions to NBCSC:** 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.