

Seattle Chapter News



Seattle Chapter IPMS/USA
November 2014

PREZNOTES



Time for YOU to Step Forward?

As we head into the early nights of late Fall and Winter, we need to start thinking about our volunteer opportunities for 2015. We have a Spring Show set for April 25, 2015, and we need to staff it. We have agreed to think about putting together a bid for the 2017 IPMS USA National Convention, and we have to staff our bid committee with capable coordinators and foot soldiers if we are to have any chance of being chosen as the Convention hosts. These matters will be discussed at the November chapter meeting, along with the usual fun and frivolity, and Show and Tell too!

See you Saturday.

Cheers,

Andrew



2015 IPMS Seattle Meeting Schedule

Here are the dates for the 2015 IPMS Seattle meetings at North Bellevue Community/Senior Center:

1/10/15
2/14/15
3/14/15
4/11/15
5/9/15
6/13/15
7/11/15
8/8/15
9/12/15
10/17/15 (Third Saturday to accommodate IPMS-Vancouver show)
11/14/15
12/12/15



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

Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 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.

November 8

December 13

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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Building Tamiya's 1/48th Scale Kawanishi N1K1-J George

by Djordje Nikolic

The Kawanishi N1K1-J George was considered by both its pilots and opponents to be one of the finest land-based fighters flown by the Japanese during World War 2. It was both heavily armed and well protected, standing out from the typical Japanese aircraft designs that included light weapons and little to no armor.

Tamiya's model of the N1K1-J in 1/48th scale is a great representation of the real thing. As usual, Tamiya is right on the spot with respect to all the details, fit and finish. It was a pleasure building this kit. No major difficulties were observed. The interior was painted and weathered and to complete the already nice amount of details in the kit, I added photo-etch seat belts from Eduard.

The model was painted with Model Master gray primer and then pre-shaded with black-grey (Schwarzgrau) RLM66. I find that RLM66 shows well beneath most colors and tend to use it solely for pre-shading. After this was dry, I painted the underside and top with Model Master enamels from the IJA line.

After a coat of Future, it was time to place decals. These laid down well only after being soaked with ample amount of Mr. Mark Softener. I hope Tamiya figures out their decals soon as they are, on some models, just too thick. After another coat of Future, it was time to do the weathering. I used a Vallejo brown shade of wash for the panel lines and an AK Interactive grime shade for streaking. Once all the weathering was complete, I applied a final layer of Model Master flat coat to blend all the colors.

This was also the first model I used AK Interactive's set (which comes with three different products) for weathering the landing gear and I have to say that I am very happy with this set and will continue to use it in the future.

I am happy with how this kit came out. I experimented with several different products and in my opinion, it paid off.







Dragon 1/35th Scale M6A1 Heavy Tank

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 on the IPMS USA website, in the 'Reviews' section.)

The M6 Heavy Tank was designed and produced in small numbers during World War II, but never saw combat. By 1942, three prototypes were built by the Baldwin Locomotive Works. The prototypes differed by power plant, transmission and hull assembly method - one had welded hull and two cast hull.

However by the time the M6 was ready for production, the Armored Corps had lost interest in the project. The advantages the M6 offered over medium tanks were offset partly by the shortcomings of the design. By the end of 1942, the Armored Corps were sure that the new M4 Sherman gave adequate solution for the present and the near future.



On 14 December 1944 the M6 was declared obsolete. Only forty units were produced and they never left US soil. Several toured the United States for propaganda purposes, where they gave performance displays (such as car crushing) at War Bond drives and the like. All were eventually scrapped except for a single T1E1 which is on display at the United States Army Ordnance Museum, Aberdeen, Maryland.

The M6's armament consisted of a single, vertically-stabilized 3-inch (76.2 mm) gun and a coaxial 37 mm gun in a single three-man turret. The turret had a commander's cupola identical to that of the M3 Medium Tank. Additional armament consisted of two .50-caliber machine guns in a bow mount, two .30-caliber MGs in the front plate, one .30-caliber in the commander's cupola and one .50-caliber in a rotor mount in the right rear of the turret roof.

The Kit

This is a brand new kit of the M6 in 1/35 scale from the Dragon Models Black Label series. The kit's contents include:

- Main lower hull, packaged separately.
- Eleven sprues in soft, light gray plastic, packaged separately.
- Four runs of DS Track.
- One six-page blue-and-white instruction sheet with 15 steps.

The kit comes with a single scheme (Fort Knox, 1942) on a very small sheet of decals (perfectly registered) from Cartograf of Italy and illustrated using the ubiquitous Dragon blue-and-white three-view drawing.

The Instructions

As this kit is for a vehicle that had only a single version built, every part in the kit will be used! A first for Dragon and me. There are some minor inconsistencies in the instructions and these are pointed out where needed, below. Before starting, there are a few things to consider:

- The build sequence is pretty straight forward: lower hull and bogeys first, the main deck, and finally the turret and gun.
- The turret can be built separately and dropped on last, as well as the track which will easily slide over the side skirts at the end.
- The build-it-all-and-then-paint-it approach will work (it's what I did), but it still pays to plan ahead.

Lower Chassis and Running Gear

The running gear of the M6A1 is unusual; there are two sets of bogies on each side, for a total of four separate track runs. One set of four bogies (eight wheels) is attached to the outer slab of armor on each side; the other set of four bogies is attached to each side of the hull. Needless to say, slow-drying, thick cement, such as Model Master Liquid Cement in the black bottle, is useful here.

I left the return rollers off since they would be hidden, but I may regret that decision later. When finished, the track is tight enough not to sag, but that may change over time. I did, however, leave off the two assemblies made up of parts B22+B13 and B21+B12. These also cannot be seen and their absence, as well the absence of the return rollers, changed an almost unmanageable task into a manageable one for me.

Main Deck

Apart from the cages that protect the headlights being a little fiddly, the rest of the main deck assembly fits very well. The twisted wire tow cable is too long for where it goes, but by the time I realized that I had already glued on the two ends. Instead of fixing it, I found a bracket in my spare parts box and simply ran the cable up towards the turret to take up the slack. Dragon calls out the length of the cable as 138 mm, which is probably what I should have measured out before attaching the ends! You can pose the driver's hatch open or closed, but no inner detail is provided.

Main Gun and Turret

Steps 12–14 are where you put together the main business end of the M6. The fit of everything here is excellent, and I really like the design and engineering of the four lifting bolts around the circumference of the turret. The .50-caliber machine gun up top lacks some detail, but it looked good enough for me when finished. It sports an unusual looking ammunition case. Typing “50 caliber ammunition case WWII” into Google resulted in pages of ammunition case images without a single hit on this one, so I can't figure out where it comes from. You can pose the commander's hatch open or closed, and there is bit of detail inside, consisting of a grab handle and a periscope.

Final assembly and...what? Again?

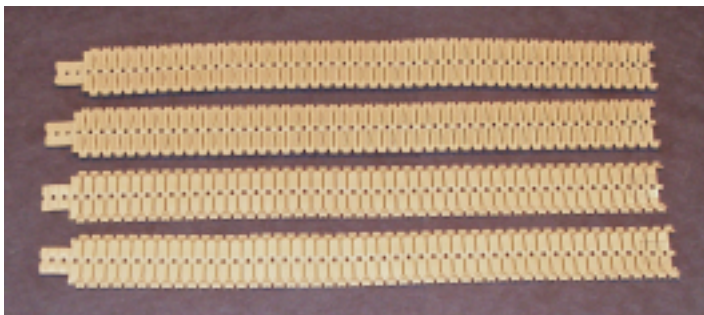
Everything comes together in Step 15. The tracks are added and the turret is attached to the main deck. While attaching the turret, you will find that turning it to face forwards will snap off the grab handle that sits on top of the port-side hatch. This is the second Black Label kit where the turret doesn't rotate without breaking something; the M-103 was my first experience with this. Yikes, that's two for two! I hope that the Dragon Black Label group can remedy their turret issues in their next release.

Painting and Finish

The M6A1 is going to be green, US Army green. Still, with pre- and post-shading you can get a little depth in all that green. I thought that I would take this opportunity to try painting the tank with Vallejo Acrylics instead of my go-to set of Model Master olive drabs and khakis for American armor. Do note, I thin Vallejo Model Air paints to a 50/50 ratio using their own thinner. I also thin all filters, washes, and wet pigments using odorless Mona Lisa Paint Thinner. I use a Paasche H single-action airbrush, with a #3 tip, set at 20 psi for everything.

Track

I painted the bright yellow/tan DS tracks with rattle-can Rustoleum Flat Black Primer, followed by a dusting of rattle-can Krylon Light Brown. Krylon/Rustoleum is just about the only paint that will cover DS track initially, in my opinion. I could have used model paint and my airbrush but that just takes too much paint and too much time. I really wish these DS tracks came in, well, some version of a track color? Once the Krylon paint was dry and did not exhibit any more tack, I gave the tracks a heavy wash using AK Interactive Track Wash, straight from the bottle.



M2 .50 cal. Ma Deuce Machine Guns

I started painting the M2s 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 model paint. I painted the ammunition case Model Master Faded Olive Drab. I then used a Prismacolor Silver artist pencil to liberally highlight the flat-black metal parts and the ammunition cases. I finished by giving everything a filter using MIG Wash Brown thinned with Mona Lisa Paint Thinner.

The Rest of the Vehicle

I spray painted a pre-shade coat using rattle-can Rustoleum Flat Black Primer; this is a cheaper alternative to hobby paint and doesn't seem to have any adverse effect on the plastic or detail. Plus, you can do the whole tank and track runs in about 1.6 seconds! Just keep the can moving and spray in short bursts to keep from flooding the paint on. The dark paint fills in the recesses and creates a shadow effect near the flat surface edges, adding depth for the subsequent coats to come. Once the paint was dry and had a chance to de-tack and outgas, I touched up areas missed by the rattle-can with Tamiya XF-89 NATO Black.

The next step was the first camouflage coat of Vallejo Model Air 71.016 Dark Green. I airbrushed it carefully, trying to avoid the tires and allowing some of the black to show along the edges, underneath the protruding detail, etc. Finally, I applied a post-shading coat using Model Air 71.044 Light Grey Green, lightening up all the panels moving from the center outwards, paying special attention to the upper surfaces exposed to sunlight and leaving what was in shadow darker.



Decals

With painting finished, I airbrushed the surface areas that would be receiving decals with a coat of Future floor polish to give the decals a smooth surface to slide on to.

Once the Future was dry, I went about applying the few decals in the kit. Dragon has thoughtfully included a fully registered decal along with one that you can assemble yourself. I used MicroSol and MicroSet without any problems. Once the decals were dry, I hand-brushed another coat of Future to seal the edges of the decals.

On-Board Tools

While the Future was drying, I painted the wooden portions of the pioneer tools with a mixture of Vallejo Panzer Aces 70.311 New Wood and 70.310 Old Wood, along with Vallejo Model Color 70.822 German Cam Medium Brown. I painted all the steel parts Tamiya XF-56 Metallic Grey. For hand-brushing Vallejo paints I mix a tiny bit of Vallejo Slow Dry and water with each color until it flows smoothly off a red sable brush.

To give the wooden parts of the tools more depth, I brushed on a little MIG Wash Brown oil paint straight from the tube and let it set overnight. Don't let this paint leach out its oil beforehand, like you would when you are using oils for dry-brushing. The oil helps it stay workable. In the morning I carefully removed most of the oil paint using a brush dampened with Mona Lisa Paint Thinner, leaving the areas near the latches and metal parts darker than the center of the wooden shafts. I then let a little black wash puddle up on the horizontal surfaces of the metal axe and shovel heads. When dry, I think this gives them a convincing look of used steel.

Dry-Brushing

Once the pin washes were dry, I dry-brushed everything sticking out with Model Master Afrika Dunkelgrau 1942 RAL 7027, which helped the detail pop out.

Finishing Coats

Once satisfied with the model's look, I gave the whole vehicle a coat of Vallejo Flat Varnish followed by a dusting of Vallejo Model Air Light Brown, working from the bottom up, to blend everything together.

Metal Highlights

The last step in finishing the model was to go over the vehicle with a silver pencil and MIG Gun Metal pigment to bring out a metallic sheen where appropriate.

This kit provides some challenges with the complex double sets of bogies and track, but otherwise the Black Label M6A1 was a very smooth build. All the various weapons were well engineered, fit well, and look great. The finished model looks like a rolling battleship!

I recommend this kit for all modelers, regardless of skill level, although beginners might have issues with the instructions and the running gear. That said, if you go slowly and use slow-drying cement, you should be able to produce a fine and interesting looking model.

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



Another Fallen Flag

by Morgan Girling

Another classic hobby shop has closed. Uncle Bill's Hobby in Calgary, Alberta closed its doors in May of this year when its owner, Rick Chin, passed away after battling cancer. He will be missed by the Calgary modeling community.



2015 NorthWest Scale Modelers Show: Save the Dates!

by Tim Nelson

As darkness descends upon the Northwest, it's time to start thinking about when the days will be getting longer again. That will mean it's time for the NorthWest Scale Modelers Show at the Museum of Flight, a terrific exhibition of modeling in a spectacular venue. Show dates for 2015 are back to Presidents Day Weekend, February 14-15. Yes, this is Valentine's Day and it will conflict with the IPMS meeting, but you can't have it all!

As always, the centerpiece of the show is the massive model display in the MoF Great Gallery. Bring lots of your most interesting models to show off.

There will be more working tables than ever, and a variety of seminars in the small Murdock Theater (see Eric Christianson about volunteering for one!). Emil Minerich of Skyway Models and Mike Shaw of Galaxy Hobby will continue their great sponsorship of Make & Take programs for kids on both days. We expect MoF Senior Curator Dan Hagedorn – a great friend of the local modeling community – to continue with his Curator's Choice award for his favorite model. Other than Dan's award, this is a pure exhibition, not a contest.

Although the main model show is organized by modeler, we will have two (really three) special group displays for 2015: "The Battle of Britain" and "80 Years of the B-17 and DC-3". More on that in the meetings.

If any questions at this early stage, please let me know (e-mail timndebn@comcast.net or mobile 425-941-4429). See you under the Blackbird in February!

IPMS Vancouver Fall Show Report

article by Eric Christianson

photos by by Eric Christianson and George Tufnail

O Canada! Where pines and maples grow....

Feet on the ground, safe and sound, just back from our annual trek up to the Great White North to see the IPMS Vancouver Fall Show. This trip is always a lot of fun and falls just under our car-trip-length-to-see-models-pain-threshold, so to speak. The show this year was on October 11, again at the Bonsor Community Center in Burnaby.

Up at 5:00am, wheels-rolling by 6:00, stumble in to applause from a host of Seattle club members at Denny's in Mount Vernon at 7:00, across the border at 8:30, and into a parking spot at the Bonsor Community Center just after the doors open at 9:00am. Snap – Jackie and I are actually getting pretty good at this!

I've brought 15 models for the Display-Only table, so I need to deal with that as Jackie slips into the Vendor room for a quick look-see. She's back in 10 minutes with models in hand, and they're not for me! She has a fancy for Egg-Planes and is building quite the stash, scoring two kits for \$10 Canadian – me thinks she was sweet on the guy to get that kind of deal!

For those who have not made the trip for this show, the venue takes up several rooms on the second floor of a large, modern community center that houses a full sports facility including pool, exercise rooms, weight training - the works. The center squats right across the street from a huge, two story shopping mall sporting an impressive food court. You can say the whole show is a convenient one-stop shop for out of town modelers. Burnaby Hobbies (a small, but well-stocked shop with a Skyway vibe and a Galaxy-esque product line), is minutes away as well. Perfect! Remember to bring Canadian money – greenbacks are accepted but they seem to get in the way of an easy transaction, both at the show and elsewhere.

Back at the venue I wandered into the Vendor room myself. It is small and stuffy, and the tables are piled high, but a lot of the product is showing its age. While there were some new figure vendors this year, most tables are folks simply selling their stashes. There are a lot of out-of-production kits mixed in with the usual fare. The prices are high, but there is always that promise of hidden treasure! I picked up some aftermarket Sherman tracks, a barrel or two, and a 54mm figure at what I considered a fair price.



Next I hit the raffle, which is held up on stage, above the main display room. Experience tells me that early ticket buyers are big winners and this year is no exception (for me at least). Four of my \$10 worth of tickets are winners and I pick up two new Dragon armor kits (for our raffle), a sheet of PE for a Demag halftrack, and a 1/72nd scale Revell 'See-Hund' Submarine. My hat is off to the folks who tirelessly work the raffle all day long.

The display room is large and comfortable, with a back wall consisting of floor-to ceiling windows letting natural light into the already well-lit room. The models that appear at this show have



historically been extraordinary compared with other shows, and that trend continued this year. Long tables of beautiful aircraft, figures, dioramas, and armor, with space/sci-fi and ships filling in as usual. Post-event numbers, however, show that the overall model counts are slightly down from last year even though the numbers of modelers/spectators were up. More aircraft, but slightly less in nearly every other category, figures especially.

I was fortunate to be able to judge this year, and I joined a three-man team looking at some of the armor categories. As always, judging is tough at a show with so many great entries. That said, I always find the process rewarding as a modeler – I learn so much and I get to recognize others for the incredible amount of effort and passion they put into their work. I strongly urge everyone to participate in this important part of our IPMS shows.

Once judging was completed, the special raffle prizes were handed out and the modeling category awards were presented, bringing the show festivities to a close. As usual, the 'fur ball' of Seattle modelers then morphed into two groups – one group heading back home and the second group merging with a small group of our Canadian friends for after-event activities.

What do we do? Make a beeline for the Hobby Shop – Duh! Canadian hobby shops are both different and the same as their American counterparts. Different in that they have many foreign-produced kits and magazines that we do not see in the States, but the same in that much of the major vendor's products are still available. Burnaby's is packed with wonderful stuff to buy, but just a little overpriced for my tastes. Still – you can find new and interesting things to pick up, and certainly a lot to look at.

Normally, before going on to dinner, Jackie and I would drive to Granville Island (our favorite Vancouver haunt), and check into a hotel there so we can have an amazing breakfast and stroll through their indoor public market the next day. But this trip we had to get back, so we headed straight for the White Spot restaurant for dinner with the gang. When the combined (Seattle + Vancouver) group of 20+ hit The White Spot, well, you'd think the world had ended. Modelers!

Good food, good beer, good company, and what? What? Gravy again?

After dinner, Tim Nelson joined us for the ride back across the border and home, arriving in Redmond at 9:30pm. Great day, good memories - we always have a great time up in Canada.

There are far too many categories and winners to list here, (you can find this information on the Vancouver IPMS website), but the winners from our club were as follows:

Tim Nelson –

- Aircraft - Best Aircraft - Civilian - Vultee V-1A
- Aircraft - Civilian airliners, all scales - Vultee V-1A (1st)
- Aircraft - Civilian, sport & racing aircraft, all scales - Blue Max (2nd)
- Aircraft - Biplanes, all scales - Fokker D VII (3rd)

Bill Osborn

- Aircraft - Civilian airliners, all scales – F-27 (2nd)
- Aircraft - Multi-engine prop, 72nd – Chance Vought V-173 (2nd)
- Aircraft - Multi-engine prop, 72nd – DH Caribou (3rd)

Daniel Carey

- Aircraft - Twin engine jet, 72nd – EA-18 Growler (1st)
- Aircraft - Twin engine jet, 72nd – F-18 Hornet (3rd)



George Stray -

Armor - Soft skinned vehicles, trucks & bikes, 35th & larger - Ford MMGS (1st)

Armor - Open top AFV & artillery; 35th & larger – Semovente (2nd)

Andrew Birkbeck –

Armor - Out of the box, all scales, all types - FT-17 (1st)

Automobile - Out of the box, all scales, all types - Morris Mini (1st)

Armor - Out of the box, all scales, all types - M103 A1 (2nd)

Armor - Open top AFV & artillery; 35th & larger – Nashorn (3rd)

Jon Fincher –

Automobile - Small Scale, All types, 32nd & smaller - Nissan BE-1 (2nd)

Scott Kruize –

What If - Aircraft, all scales - AN-2 Colt (1st)

Miscellaneous - Climax Battle Mountain (1st)

Congratulations, Guys!





AvantGarde Model Kits (AMK) 1/48th Scale Aero L-29 Delfin

by Morgan Girling

The L-29 Delphin (Dolphin) was Czechoslovakia's first indigenous jet aircraft, and was designed and produced by Aero Vodochody. It became the standard jet trainer for the Warsaw Pact countries in the 1960s, with 3,600 examples built. This simple, rugged aircraft has been flown by 27 countries well into this century, often being replaced by the more svelte L-39 Albatros. Several are now in private hands, flying the airshow circuit or offering combat flying instruction to all of us Walter Mitty types.



Opening the box, one is struck by the production values and presentation, which were like the high-end gift boxes of moon cakes one finds in Asian markets. Inside is a nicely produced 12-page instruction booklet captured between two end bands. Once that is pried free of the box, the topmost of the mylar parts bags holds the clearest, most optically perfect canopy I've ever seen on a model. The word that popped into my head was "exquisite."

That word was oft-repeated as I dug down through the other bags of parts. The recessed panel lines and "anti-rivets" are deep enough that they won't be obliterated by paint, but not so deep that they will leave memories of Matchbox at the pin-wash stage. The jet exhaust is a separate one-piece insert with a delicately fine trailing edge.

The wings are split horizontally and have separate parts to line the intake trunks, complete with guide vanes. The flaps can be built up or down. If building deployed, one must add in 20 photo-etched rib ends before buttoning up the wing, which should give a very nice scale effect. All the landing gear bays are fully detailed. The nose bay consists of a bulkhead and a horizontal panel separating the nose gear bay from the equipment bay above. Both sides of the bulkhead are detailed and one can build the model with the nose access panel open if desired.

The cockpit assembly looks very straightforward with each seat consisting left and right halves. This has been criticized in Italeri's 1/72nd F-5 as leaving an unfillable seam, but the separate cushions and seat pan conveniently hide them here. In these days of sandwiched photo-etch and transparent instrument panels, the kit panels are a bit of a throwback, consisting each of a one-piece plastic part with a decal for the instruments. In an acknowledgement that not all of us are perfect modelers, they provide spare decals for each instrument panel. The cockpit tub, control sticks, and glare shield are pretty standard.

One nice touch that I rarely see is the molded detail of the quilted padding on the cockpit sides. The canopies can be assembled open or closed - the canopy quality is good enough that you don't have to leave them open to show the cockpit detail. On the other hand, with the front canopy hinged on the side and the rear canopy sliding aft, the open combination should look interesting in its own right.

The rest of the assembly instructions are de rigueur.

The only error I see in the instructions is that the illustration in step 4 would have you install the front of the engine backwards. Similarly, the only nit I have is with the full-color paint guide. AMK goes to great lengths to accurately render the colors, call out their names and the paint numbers. Unfortunately, they don't tell you whose paint numbers they are, so you're left matching color chips in the hobby shop. In spite of this oversight, the painting guides for the different marking schemes call out the colors as "silver", "aircraft grey", and an assortment of FS colors, so all is not lost.

AMK provides decals for seven different schemes: three silver (Soviet, Czechoslovakian, and Iraqi air forces), two grey (Czech Republic and Indonesia) and two grey and green (East Germany and Slovak Republic). It is a shame they didn't offer at least one of the colorful schemes used by aerobatic teams, as the selection leaves one with a somewhat dowdy looking aircraft dressed in dowdy paint.

All in all, I think this is an excellent offering of this under-represented subject, which should be a breeze to build and obtain a very nice finished result. My thanks to Dragon Models USA for the review copy.

***Nakajima Ki-84 Hayate*, by Leszek A. Wieliczko**

reviewed by Chris Banyai-Riepl

Nakajima produced some of the best fighters Japan had to offer during the Second World War. Their Ki-43 Hayabusa remained in frontline service throughout the entire war, and was a formidable foe in the hands of a skilled pilot, even late in the war. The powerful Ki-44 Shoki was a dangerous opponent for Allied bombers, with its solid performance and powerful armament. It is no surprise, then, that their next fighter would combine the best of both of those designs, and the result was the Ki-84 Hayate.

The Ki-84 came from a directive in the early 1940s to provide a fighter that had the agility of the Ki-43 and the performance and armament of the Ki-44. Not only that, but it also needed to be simpler to build, as both of those designs required well over 20,000 hours of construction. The result was the Ki-84, which looked very much like a blending of the Ki-43 and Ki-44. Powered by the Nakajima Ha-45 engine, the Ki-84 had impressive performance, and could easily hold its own against anything the Allies could throw at it (as long as it was flown by a competent pilot).

This book covers the Ki-84 in a thorough manner, following the aircraft through from its initial design to manufacture to operations. The text is thorough and well written, with a nice balance between technical and anecdotal. The photo coverage is likewise comprehensive, a challenge when it comes to Japanese subjects. There are also plenty of detail photos taken from manuals and such to give the modeler lots of reference material. Scale drawings are superb, with sections covering the differences between variants as well as overall multi-view drawings. Color profiles complete the book, including both side views and top views.

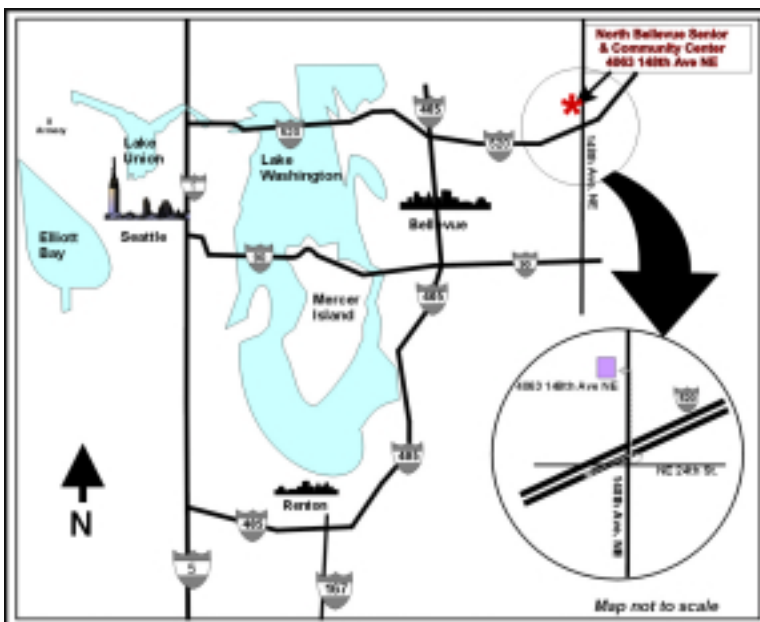


This is a great addition to the growing Kagero library of Japanese aviation subjects. My thanks to Casemate Publishing for the review copy.

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

Meeting Reminder

November 8



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.