

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2015

PREZNOTES



IPMS Seattle Spring Show Needs YOU!

This Saturday at the Chapter meeting we need to sign up more members to help out with the Spring Show. With 100 or so paid up members, you would think it would be a cinch to pull off a model show, even one the size of the IPMS Spring Show. But it simply isn't. Our Show is a big deal, and requires a massive amount of bodies to make it work effectively.

By effectively, I mean that in order to get folks to volunteer, we don't want to be a burden by requiring them to work so hard, and for so long, that they can't personally enjoy the show. We need to balance out the effort, so that while people volunteer to work the event, they also can find time to shop with the vendors, and view all the lovely models on display. This means limiting folks to working less than half the show time, so that they can spend the other half, well, NOT working. Otherwise next year, having been overburdened, folks will balk at the idea of putting on a show.

So if you want this Show to continue, if you want to have fun helping people out, while at the same time enjoying a great day at the region's largest scale model contest and show, please sign up for a task slot or two at one of these areas: Registration or Raffle (both provide a seat to sit on), Hosting, or Judging. We also need help with the Make N Take, if you enjoy working to help young modelers learn about the hobby.

I look forward to seeing you all at the Chapter meeting this Saturday.

Cheers,

Andrew

2015 Show Calendar

Thanks to Chellie Lynn

4/11/2015	Lynnwood Galaxy
4/18/2015	Portland 25th Model Car Fest
4/25/2015	Renton IPMS Seattle
5/3/2015	Puyallup MCS 26
6/27/2015	Chehalis Billetproof
6/27/2015	Kitsap Fair NOPMS
7/24-26/2015	Puyallup Good Guys
7/22-25/2015	Columbus OH IPMS Nationals



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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 2015 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.

April 11
May 9

April 25 (Spring Show at Renton)
June 13

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____

Signature (required by PO): _____

Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
 Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$1.00 for 1st Junior) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (airmail) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order Credit Card (MC/Visa/Amex)
 Credit Card No: _____ Expiration Date: _____

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
 Name: _____ IPMS No.: _____

IPMS/USA
 Join or Renew Online at: www.ipmsusa.org P.O. Box 2475
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2015 IPMS Seattle Spring Show at a Glance

Saturday, April 25

Registration - 9 AM until 12 noon*

Public Viewing - 9 AM until 3 PM

Judging – 12 noon until 3 PM

Awards Ceremony - 3:30 PM

Show Close – 4 PM

* Entries must be registered by noon for judging.

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Entry Fees:

\$10 for Adults (unlimited entries)

\$5 for Juniors

\$5 for Spectators

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have put the form on line for people to fill out ahead of time. Please feel free to download the form as a PDF from the address below and fill it out ahead of time.

<http://www.ipms-seattle.org/springshow/springshow-registration.php>

DO NOT FILL IN THE NUMBER! This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

PLEASE NOTE: There will be no names on the registration forms. The registration number assigned to your model when you check in for the contest will also identify you.

Raffle:

As in years past, we will have a raffle this year with lots of great models and model related prizes. You will be able to buy tickets at the raffle table during show hours. If you have kits you would like to donate as raffle prizes, please contact the raffle coordinator, Eric Christianson, at **modelereric@comcast.net**

Ticket Prices: 1 ticket - \$1; 6 tickets - \$5; 15 tickets - \$10

General web site address for Spring Show information: **<http://www.ipms-seattle.org/springshow/index>**

IPMS-Seattle Spring Show Categories

Note: * Indicates categories eligible for Out of Box award

JUNIOR:

(Ages through 17. At their discretion juniors may enter senior classes)

- 001. Aircraft *
- 002. Armor *
- 003. Automotive *
- 004. Space Fact/Experimental/Future Technologies/Sci-Fi. *
- 005. Prefinished (any subject. must have some modification from out of the box)
- 006. Miscellaneous (incl. figures, dinosaurs, naval) *

BEST JUNIOR AWARD

AIRCRAFT:

- 101. 1/73 & smaller; all subjects *
- 102. 1/72 single prop, turbo prop and gliders *
- 103. 1/48 single prop, turbo prop and gliders *
- A. Axis *
- B. Allied *
- 104. 1/72 multi prop, turbo prop *
- 105. 1/48 multi prop, turbo prop *
- 106. 1/32 & larger prop, turbo prop and gliders *
- 107. 1/72 single jet *
- 108. 1/48 single jet *
- 109. 1/72 multi jet *
- 110. 1/48 multi jet *
- 111. 1/32 & larger jet *
- 112. Airliners, civil, sport, racing, airships; all scales *
- 113. Rotary wing; all eras & subjects *
- 114. Biplanes/Vintage Types *
- A. 1/72 and Smaller *
- B. 1/71 and Larger *
- 115. Miscellaneous; scratchbuilts, vacs & conversion.

BEST AIRCRAFT AWARD

MILITARY VEHICLES & WEAPONS:

- 201. 1/35 & larger, closed top through 1945 *
- A. Axis *
- B. Allied *
- 202. 1/35 & larger, closed top after 1945 *
- 203. 1/35 & larger open top AFV, half-tracks & self-propelled guns *

- 204. 1/36 & smaller, all eras & subjects *
- A. 1/36 & smaller (except 1/48), all eras & subjects *

- B. 1/48 all eras & subjects *

- 205. Soft-skinned, all eras & scales *
- 206. Towed artillery & missiles, all eras & scales *

- 207. Miscellaneous; scratchbuilts, & conversions

BEST MILITARY VEHICLE/WEAPONS AWARD

FIGURES:

(Horse & rider, mounted or dismounted are a single figure. Two figures on base are a diorama.)

- 301. Smaller than 54mm (excluding 1/35)
- 302. 54mm (including 1/35)
- 303. Larger than 54mm
- 304. Sci-fi, Fantasy Figures and Creatures, Real Space

BEST FIGURE AWARD

SHIPS:

- 401. Powered - 1/700 and smaller *
- 402. Powered - 1/699 to 1/350th *
- 403. Powered - 1/349 and larger *
- 404. Unpowered, all scales *
- 405. Submarines *
- A. 1/73 and smaller *
- B. 1/72 and larger *

BEST SHIP AWARD

AUTOMOTIVE:

(All scales; non-military)

- 501. Factory Stock *
- 502. Hot Rods *
- 503. Custom *
- 504. Pick-up trucks *
- 505. Commercial Truck, Van, Fire & Rescue, Misc *
- 506. Competition - Closed Wheel *
- 507. Competition - Open Wheel *
- 508. Large scale autos/trucks, all subjects, 1/19 and larger *
- 509. Motorcycle *

BEST AUTOMOTIVE AWARD

SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES (all scales)

- 601. Space Fact *
- 602. Aerospace Testbeds & Record Breakers *
- 603. Sci-fi, Vehicles *
- 604. Sci-Fi Figures and Creatures *

- 605. Gundams *
- Gundams 1/144 and smaller *
- Gundams 1/100 and larger *

BEST SPACE FACT/EXPERIMENTAL/SCI-FI VEHICLES AWARD

DIORAMA / VIGNETTE:

(all scales) A diorama is two or more models relating to tell a story.

- 701. Aircraft
- 702. Automotive
- 703. Armor
- 704. Space fact/ Future Technologies/ Fantasy (Including dinosaurs)
- 705. Naval
- 706. Figure

BEST DIORAMA / VIGNETTE AWARD

OTHER CLASSES:

- 801. Collections (5 or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Animals/Dinosaurs
- 804. Group Builds
- 805. Miscellaneous (anything not covered above)
- 806. Mentored (Built by one adult and one Junior)

NOTES

- a. Prior IPMS-Seattle First Place winning models are not eligible (except in Collections Category and Group Builds).
- b. IPMS-USA National Contest Rules generally apply.
- c. Head judges' decisions are final! If you have a question please contact them.
- d. Only one category per model.
- e. Where classes are subject to interpretation, the entrant may choose the category. Judges may reassign models to a more appropriate classes at their discretion.
- f. If your diorama is overly large, or has special requirements, please contact the show chairman prior to the show.
- g. At the judges' discretion "HIGHLY COMMENDED" ribbons may also be awarded.
- h. At the judges discretion categories may be split.
- i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.
- j. There will be One "Best Out of the Box" award per designated (*) category.

- k. Models in display cases during judging will NOT be judged. No exceptions.
 l. All Out of the Box entries must have the kit instructions on the table with the model to be eligible for an OOB award.

Special Awards 2015

Best in Show Ted Holowchuk Award sponsored by IPMS Seattle
 Best British/Commonwealth Subject sponsored by Robert Allen & Andrew Birkbeck
 Best Canadian Subject sponsored by IPMS Vancouver BC
 Best Submarine sponsored by Oregon Historical Modelers's Society
 Best Bare Metal Finish sponsored by IPMS/Tacoma Green Dragons/Les Sundt Memorial Chapter
 Best Small Air Forces sponsored by Mike Millette & Mike Medrano
 Best Pacific War Subject sponsored by Tracy White
 Best U.S. Subject sponsored by Eric Christianson
 Best Fire/Life Safety Subject sponsored by Seaside Fire Service
 Best 1/32nd Scale Aircraft sponsored by Craftworks
 Best Street Rod/Custom sponsored by IPMS/PSAMA
 Best Sci-Fi Subject sponsored by Galaxy Hobby
 Best Military Vehicle - In Memory of Dale Moes, sponsored by George Stray, Roy Schict & Shawn Gehling
 Best French Subject sponsored by Djordje Nikolic & Jacob Russell
 Best German Subject sponsored by Andrew Bertschi & Jon Fincher
 Best Italian Subject - In Memory of Stephen Tontoni, sponsored by Will Perry & Ralph Braun
 Best Japanese Subject sponsored by Tim Nelson & Woody Yeung
 Best Middle East Wars Subject sponsored by Middle East Wars SIG IPMS/USA
 KaylorMade Award for Outstanding Kitbashing sponsored by Kris Kaylor of KaylorMade

Sponsors/Vendors

The following companies and individuals have helped sponsor this year's annual Spring Show by renting a vendor table at the event. We wish to thank these people for their interest and generosity, and encourage visitors to visit their web sites and their tables at the event.

Company/Individual Contact Web Site

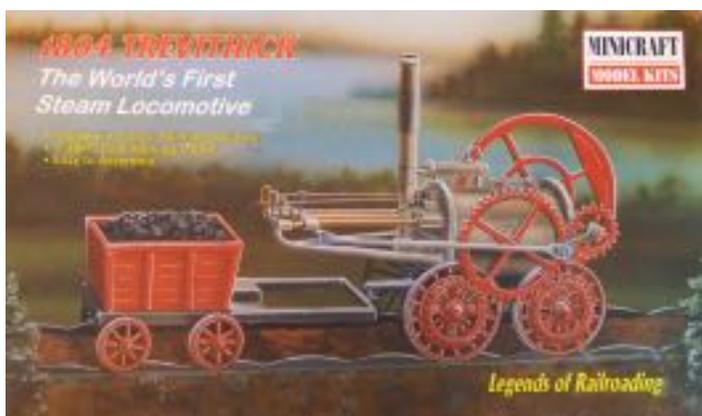
J&S Hobbies	Roy Schlicht
Bob Jacobson	Mike Lane
Scott Baumann	Ky's Daily Deals Kylee
Michaelminiatures Mike Cramer www.Michaelminiatures.com	Roberto Otero
BarracudaStudios Roy Sutherland BarracudaCals.com	Support the Troops Mark Aldrich, Tacoma IPMS
Galaxy Hobbies Mike www.galaxyhobby.com	Dan Johnson
Skyway Model Shop Emil Minerich www.skywaymodel.com	Joseph Koczur
Terry Davis	Richard Drury
Carl Broberg	Terry Moore
Robert Scott	Patrick Foltz
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Everett Quam	Steven W Lewis
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Garland Angleton	
Steve Cozad	
Steve Hilby	
Rick Rountree	

Building the Minicraft 1804 Trevithick Steam Locomotive

by Ken Murphy

Now for something completely different.

Every now and then it's good to break out of our usual routine and try something new. When my good friend Scott Kruize presented me with this Minicraft kit last September, I knew it would be something very different! His clever plan was that I would build this kit and he would build a model of the more famous Stephenson 1829 *Rocket* and we'd enter them together in the railroad category at the IPMS Vancouver show in October. It seemed like a good idea at the time. I figured I had a good month before that show, and this kit seemed fairly simple. It has a grand total of 74 parts and it seemed it would be a fairly quick build. But as is often the case with my best-laid plans...



First, a little history:

Richard Trevithick is not exactly a household name; at least I had never heard of him but this relatively obscure English engineer was responsible for designing the world's first locomotive. I had always thought it was Stephenson's *Rocket*. No it was Trevithick – 25 years earlier!

In 1775 when he was only 25 years old, Trevithick was building working models of high-pressure steam engines. One of his early engines powered carts used in 1800 by Welsh and Cornish coal miners and in 1804 he unveiled his first steam locomotive.

The most revolutionary feature of Trevithick's 1804 locomotive was the fact that it had smooth wheels operating on smooth metal

rails. Until Trevithick's breakthrough, engineers had said it was impossible to achieve sufficient traction without using gear-like wheels on a slotted track. Trevithick also devised a method for drafting the firebox, via a smokestack, which has been used on steam locomotives ever since.

While on its maiden journey on a small circular track and London, the 1804 Trevithick hauled 70 men, 20 tons of iron and five wagons over 9-½ miles of track at the breakneck speed of 5 mph.

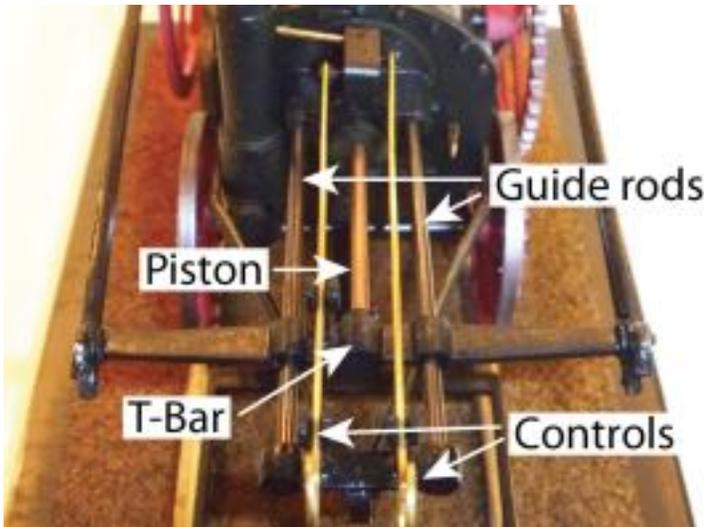
The Minicraft kit has a couple of interesting features right off the bat. First, it's an "authentic 1/38th scale working model kit." It's an unusual scale, and a "working" model? I will touch more on that feature later. The kit comprises 74 parts on five sprues with a base and rails, and 9 metal parts. The sprues are molded in black and wood brown (the parts for the coal car). The metal parts are axles for the coal car and the engine and two control rods for the boiler and two guide rods for the single piston. There are 17 steps in the construction process and the diagrams are fairly clear although as I was putting it together I was having a hard time trying to imagine how the whole thing worked (to skip ahead for just a moment, in my haste to get this done for the show, I had assembled most of the working mechanism before I took the time to do some research on how it worked. Turns out I had it all backwards.)

I was thinking the guide rods were the piston rods. It's actually the center rod that drives the single piston as you can see in this 3-D animation:

http://www.f-lohmueller.de/pov_anim/ani_6023d.htm

or this Youtube video of a replica:

<https://www.youtube.com/watch?v=pLJaboxC3Do>



Had I realized that, I could have bored out the T-bar and the piston hole so the rods and bar would slide and freely move the gears and wheels. Oh well...

Back to our story...

On close examination of the parts I quickly realized that this was not going to be a quick build after all. Virtually every part had sink marks, ejector pin marks, ample flash and mold seams. So I spent a good part of the build cleaning up parts. The kit dates from 1997 or at least the copyright on the instructions indicate that, so I wasn't expecting the kit to have so much cleanup. It seems like a kit of a much older vintage (which it may be). The most difficult part of the cleanup was the wheels, every single spoke of which had to be scraped and cleaned out.

But with all that done I finally got around to gluing some parts together. I assembled steps 1 through 5: the smokestack and the

major boiler parts before hand painting them with a mixture of flat black and gloss black Model Master acrylics. This gave the parts a satin finish that I felt most closely resembled the images I had seen online. With the boiler section complete, I skipped to building the coal car simply because it gave me something I could quickly construct in a short period of time (which I was finding was all the time I had to work with as life was getting in the way as usual). Next I assembled the parts for what I would later discover was the return flue (nothing is actually identified in the instructions). The two halves of the cylinder were not even approximately round, so much sanding and filling was required to fix that misalignment. I painted it and other non-black parts with Testors enamel brass, copper and silver which I find are finer for metal shades than grainy acrylics. The wheels and gears I painted red, dry brushing the gear teeth with silver and polishing the road surfaces with graphite dust. I painted the coal car red over a coat of Model Master wood and tan, weathering with burnt umber oils and dry brushing with Model Master wood to simulate wear. I was tempted to leave the coal unpainted plastic since it had a convincing sheen, but I flooded it with thinned burnt umber to deepen the shadows and finished, at the suggestion of my modeling guru Jim Schubert, by touching the highlights with a black Sharpie. Very clever - and it turned out very convincing.

The kit comes with a simple plastic base that includes a part to align the tracks and two braces that can be glued to it to hold the axle of the steam locomotive to the base. I opted not to include these supports and just let the engine sit on the tracks. The tracks themselves I painted with Alclad steel. I considered weathering them with some rust and dirt but realize that since this was a representation of the first locomotive that the rails would probably be in pretty pristine shape. After gluing the rails in place, I masked off the edges of the base and sprayed on a layer of Woodland Scenics cement. I poured a coating of their Fine Brown Ballast to represent the rail bed.

When that was dry I flooded the surface with another coat of the cement. I still find that some of the ballast falls off if I handle it. Perhaps another coat of the cement would be a good idea. I suppose I should admit at this point that I took a bunch of coffee stir sticks, cut them to size, weathered them with burnt umber intending to use them as railroad ties only to realize on closer inspection that this particular railroad track did not use ties. The tracks were anchored in place by a series of round disk supports which look like they were metal but I couldn't confirm that with anything I found. Nonetheless this out-of-the-box base, I thought, turned out to be just fine for this model.

Although I would not recommend this kit for its quality or fit, it is a kit of a unique subject. If you really wanted to go all AMS (Advanced Modelers Syndrome) on it, I'm sure you could build a wonderful museum quality model and if you wanted to build a working version, you can certainly do that as well though it would be a good idea to fully understand how it works before attempting



that. It would also be a good idea to find more track for it so that you can actually move it more than an inch or two. Also, expect to spend some time on it. I don't time my builds (for sanity's sake), but it certainly took much longer than expected. And no, I did not get it done in time for the show. Instead of four weeks, it was more like four months! But I am a slow, often interrupted modeler. Yet, I have to admit that for all of its trials and tribulations it turned out to be an interesting build and I certainly learned a great deal about a subject of which I had no previous knowledge, which is always fun. The final result looks interesting and it's a great conversation starter, so get off the beaten path, try something new, try something completely different.



Accumulating the Drift...Weathering Products

by Eric Christianson

With the sky-rocketing cost of modeling products these days it's hard to settle on just the items you need, especially if you haven't even tried them yet.

Enough people have asked me what products I use for weathering models that I thought I'd create a little list of those items that I feel are indispensable for my own work. Keep in mind, some folks may disagree on what I've included (or excluded) so hopefully this list will open a discussion on that as well.

Except where noted, all of these products can be purchased at local hobby shops and/or online.

I use the following products perhaps 90% of the time, for weathering aircraft and/or armor, listed in order of use/importance:

Mona Lisa Odorless Paint Thinner – I use this to thin all non-acrylic weathering products, including washes, filters and pigments. It will not affect underlying paint. It comes in several sizes and can be found at Home Depot, Ben Franklin's or Michaels.

Mig Wash Brown (tube) Oil Paint – This has a very fine pigment; I mix it with Mona Lisa and keep in a jar. I use it for filters and washes.

Mig Dark Wash (pre-mixed bottle) – I thin this in a puddle on an old CD and apply it as a wash. This is nearly identical to Burnt Umber Oil Paint in color and hue.

Vallejo Model Air Light Brown (squeeze bottle) – I spray this on as road dust thinned heavily with Vallejo thinner and one drop of Liquitex Flow Aid.

Mig European Dust Pigment – I apply this mixed with Mona Lisa for mud or as is for dry pigments.

Mig European Dark Earth Pigment – Same as above.

AK Interactive Track Wash (bottle) – I use this un-thinned on armor track before pigments.

Vallejo Model Color Oily Steel (squeeze bottle) – I use this to paint steel items (guns, shovels, etc.) before applying a black wash.

Mig Dark Rust (tube) Oil Paint – I have a jar of this mixed with Mona Lisa thinner for filters.

Mig Black (tube) Oil Paint – I mix this with Mona Lisa and keep in a jar. I use it for washes and filters.

Gamblin Sliver (tube) Oil Paint – I apply this with my finger and/or an artist's blender to highlight metal edges.

Vallejo Model Color Buff (squeeze bottle) – I spray this on as road dust thinned with Vallejo thinner and one drop of Liquitex Flow Aid.

AK Interactive Streaking Grime (bottle) – I streak this on un-thinned, wait a few minutes, and then stump it with a clean brush damp with Mona Lisa.

AK Interactive Streaking Grime for DAK Vehicles (bottle) – same as above.

Fine grade sand, real dirt, and Plaster of Paris – I use these for mud. These items can be found at Ben Franklin's or Michaels.

Other Items I depend on...

Tester's (Black Bottle) Liquid Cement – I use this when I need time to work, such as assembling track, and with large parts, such as fuselage halves. It will be sticky in seconds and malleable up to six hours before drying rock hard.

Tamiya (Green Top) Liquid Cement – I use this when I want capillary action to draw the cement into assemblies.

Gator's Grip White Glue – use this for Photo-Etch and other applications when I want a strong and crystal clear bond.

Super Thin Zap and Super Thick Zap super glues – I use these products when nothing else but super glue will work.

SC Johnson Pledge Floor Care Multi-Surface Finish (a.k.a. Future Floor Polish) – I use this for all glossy coat applications, un-thinned.

Vallejo Matt Varnish – I use this for all flat coat applications, thinned 50/50 with Vallejo thinner.

Perfect Plastic Putty – I use this to fill seams and other gaps. It thins with water and requires no sanding.

If you are just starting out, I think the best way to approach something like this is to look at a modeling article that sports the finish you are looking for, and (hopefully), the author has listed what he or she used. Over time, you will accumulate just the items you need and (hopefully) not too much that you don't!

Kitty Hawk 1/48th Scale Grumman F9F-8/F9F-8P Cougar

by Gary Meinert

Grumman's Cougar was essentially a swept-wing version of the Panther. The F9F-6, the first version, entered U.S. Navy service in 1952. The improved F9F-8 featured a redesigned wing that offered greater range, payload, and better handling. A photo-reconnaissance version of the F9F-8 with an extended nose, the F9F-8P was also produced. Some of the F9F-8 Cougar fighters were later converted to drones (QF-9J) or trainers (TAF-9J).

Last year, Kitty Hawk released the two-seat trainer variant of the Cougar. Now comes the single-seat Cougar with optional parts to build either the F9F-8 or F9F-8P.

The gray plastic parts are well-molded without sink marks, gouges, or other obvious defects. Some flash is present on some of the smaller parts. The petite surface detail is recessed and is very well done. The sprue attachment points are medium-sized and strong enough to hold the parts securely to the part trees. I don't see ejector pin marks in visible areas, except for just inside the air intake lips. The clear parts are also of high quality.

The part trees are packaged in four large plastic bags with the trees folded over on each other, so there are actually eight trees when you cut them apart. Two separate small bags contain the clear parts, one for each version. The decals and photo-etched parts are in a separate resealable bag.

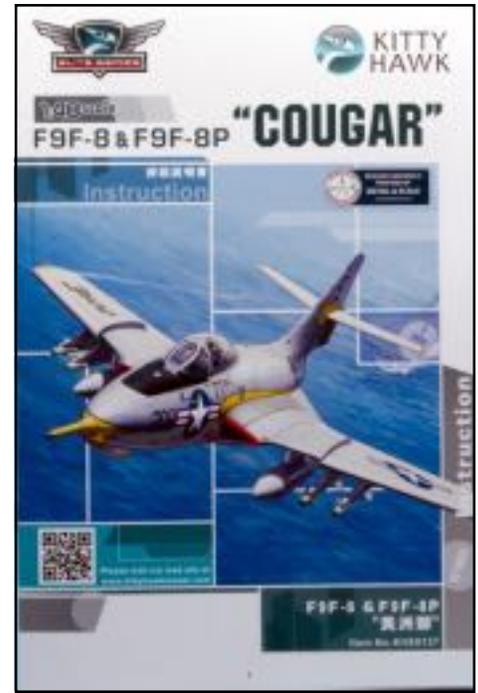
The instructions are the typical exploded-view diagrams grouped logically into sub-assemblies. Both a parts map and a full-color painting and marking guide are provided. Color call-outs are for Gunze Sangyo Mr. Color paints. One error throughout the painting guide and instructions is the call for Gray FS36222: this should be white instead.

The PE parts include seat belts, canopy mirrors, wing fences, lateral control spoilers (also called flaperons and flaperettes), console tops, and instrument panel faces. The console and instrument panel parts have recessed detail; decals are supposed to go directly over them. There are two different instrument panels, but the instructions do not say which one is for the -8 and which one is for the -8P Cougar.

The fuselage has a front section which contains the gun bay or camera bay, a middle section which encloses the cockpit and nose wheel well, and an aft section which includes the tail and the engine exhaust chamber. Each of these sections is split vertically into left and right halves. The inner wing sub-assembly has three large pieces which also form the bottom of the mid-fuselage section. The possibility of fit problems from this complicated design requires the modeler to take extra care in test-fitting and adjusting the sections as needed during the build.

The outer wings consist of top and bottom halves with separate flap parts. The rudder parts are also provided as separate pieces. The horizontal stabilizers have circular attachment pins so that they can be positioned as desired. Also regarding the wings, the landing light and trim tab should be on the left wing only - the kit has them on both wings. On the real aircraft, there are tiny fuel dump vents on the rear wingtips, but these are understandably not molded on the kit wings.

There is no mention in the instructions of nose weight for the model, but I suspect that it will be needed.



Options:

Among the other kit options are these:

- Grumman or Martin-Baker ejection seat
- folded or extended wings
- extended or retracted speed brakes
- camera bay hatches open or closed to show cameras
- gun bay with guns and associated parts, but no provision to show this area open (on the real aircraft the nose slides forward on rails to reveal the gun section)
- boarding ladder for left forward fuselage
- main canopy can be posed open
- external stores including drop tanks , Sidewinder missiles, and rocket pods
- boundary layer splitter plates (parts D7 & D8) Note: some Cougars did not have these plates.
- rear lower fuselage blade antennae (parts E17 & E18) Note: many Cougars did not have these.
- two dorsal beacon lights Note: many Cougars had only one of them.
- refueling probe Note: some Cougars did not have the probe installed.

The decal sheet looks very good overall, with bright reds and yellows and stencils that are actually readable (no gibberish). The red bar in the national insignia is slightly off-center. The "Blue Angels" lettering looks too large according to my references. The decal markings otherwise appear to be accurate when compared to reference photos.

The choices are for the following aircraft:

- F9F-8 of VF-61 in Gull Gray and white
- F9F-8 of VF-121 in Gloss Sea Blue
- F9F-8 of Blue Angels in Blue Angel Blue
- F9F-8P of VFP-61 in Gull Gray and white
- F9F-8P of USN Photographic School NAS Pensacola in orange and white

This is an impressive kit of a much-needed subject for naval aviation fans. From a First Look review perspective, my only major criticisms are the lack of air intake tunnels and the too short nose gear (it does not display the proper amount of oleo). I have not built any Kitty Hawk kits before, but I am very much looking forward to tackling this one.

Hurricane Bookshelf Video: Implausible Science Fiction

by Scott Kruize

No, “plausible science fiction” is not an oxymoron! Science fiction writing (and moviemaking) has the same requirement as any other form of fiction: it must be plausible. It must bring the reader or viewer into the state of being able to believe the story.

The first science fiction novel I ever read was Robert Silverberg's *Time Of The Great Freeze*. Its central plot setting: Earth is deep in a new Ice Age caused by our solar system passing through a seemingly insubstantial—but nevertheless significant—dust cloud. This is plausible! (Were it to happen, we'd be really nostalgic for Global Warming, before we froze...) The means for the band of adventurers to get around over the icy landscape: sun sledges, a sort of solar-powered snowmobiles. This, too, is plausible, clearly within the reach of some slight advances in engineering. Most important: the behavior of the adventurers as they leave the bleak underground warren of New York City and seek help. I could imagine myself behaving much like they did, under similar circumstances.

That's what I mean by saying science fiction has to be plausible. Not all is.

The NorthWest Scale Modelers share an e-mail newsgroup. Messages are mostly about mundane modeling matters, such as paint or decal malfunctions, or with significant news about 1:1 scale representations of the kinds of things we model. Lately, we were pleased to find out about—and drool over pictures of—the Museum of Flight's unveiling of its restored XF8U-1 (the Crusader prototype).

Sometimes a thread will go off into ‘left field’, such as one Jim Schubert sent recently about a YouTube video. Everybody in the group seems to have watched and loved it. It's a bit odd that he should have sent us that Link in the first place, and even odder that criticism of the piece has fallen to me. Normally he styles himself as the resident ‘Club Curmudgeon’.

Someone dug up an old science fiction video from the ‘60s, and it shows. Recall that before the movie *Star Wars*, directors, prop makers, and cinematographers showed off their imaginary technology as sharp and shiny, polished and perfect. Luke Skywalker's jalopy, battered secondhand robots the desert traders offered for sale, and the quirkily unreliable ‘Millennium Falcon’ starship were quite a change from the usual 1960s fantasy tech stuff.

In this YouTube video, the hardware is all of the shiny perfect type. The airplanes are immaculate, with not a sign of wear, paint chipping, or stains from fuel, oil, and hydraulic fluid. The ground vehicles are similarly pristine: all the paint is flawless; all the metal is polished. The grounds outside, and the fittings inside, of the ostensible airport are optimally laid out and function exactly as they're supposed to.

This could all be dismissed as the normal way 1960s science fiction cinematography was done. The inexcusable part comes when we see people supposedly making use of these futuristic aviation facilities. Staff personnel are all clean cut, immaculately uniformed, and carry themselves with ingrained professional ease. They all give excruciatingly correct service and support to the arriving travelers, and do so with cheerful, unforced smiles.



Passengers board the fictional aircraft with no sign whatsoever of confusion or overcrowding; nothing to rumple the men's neat, high-quality suit-and-tie outfits or the ladies' pretty, if conservative, dress ensembles. To the contrary, one scene emphasizes how easy and comfortable it all was. The normal-built guy and the stout guy settle into adjoining seats and fasten their seatbelts with plenty of room for both. There are enough flight attendants to care for the modest number of passengers filing politely aboard. The scene excludes even a hint of any concept of what we call ‘air rage’!

The whole video flows this way: everything works, everything fits, everything's in order, everything takes place on time. Finally, an airplane rolls down the crack-free runway past golf-course-quality grounds, takes off in an absolutely straight line, and lifts

easily into its optimal climb rate and angle. No wonder, because the viewer sees the cockpit crew at work. It's obvious that they've done this so many times, and are so competent, that even the thought of any kind of glitch or error is inconceivable.

There's no relationship whatsoever to any of the air travel we experience in the Real World, and so—as I said—the video has no plausibility whatsoever. It may as well have been titled “Travel Reaches Pinnacle of Perfection in Erehwon”, or perhaps “Passenger Plane Perfection in Utopia”, or even “Superb Stress-Free Flight in Fantasy FunLand”. But the video actually has a short, quite plain title: “Orkus Airport”. See for yourself:

<https://www.youtube.com/watch?v=5CBSXrBI0K8>

Collecting Vintage Plastic Model Airplane Kits by Craig Kodera

reviewed by Chris Banyai-Riepl

Publisher: Specialty Press
ISBN: 978-1-58007-223-6
Binding: Softcover
Pages: 126

While most modelers buy kits with intent to build them (eventually), some kits have more value in an unbuilt state, as a collector's item. This book from Specialty Press takes a look at these kits, ranging in age from the 1940s through to the 1960s. All of the well-known companies are presented, like Revell, Monogram, Aurora, and Lindberg, as well as some of the lesser-known ones like Renwal, Allyn, and Comet.

The book looks at aircraft kit collecting from several angles, starting with a discussion on those kit manufacturers. Many of these are still around today, but some have disappeared into history. The book then delves into the question of why people collect kits and how these historical kits were marketed. This is where we see all of that amazing box artwork that was designed to grab the eye on the shelf. Stories of hobby shops follows that, and then the book goes into detail on some of the many collectible kits.

Throughout the book there are lots of images of colorful boxtops, engaging advertising, and photos of the original kit pieces. Rarities such as the ITC F-108 Rapier and Thor Missile Base are shown alongside the Revell X-17 Research Missile, Aurora Gotha Bomber, Frog C-119, and Sanwa C-124. With many of these kits valued at hundreds of dollars, these photos are likely the only way we'll see them, so having this broad a collection in the pages of this book is welcome indeed.

For those interested in classic kits and the kit collector world, this is a great title to pick up. My thanks to Specialty Press for the review copy.



Master Model 1/35th Scale German 2cm L50 KwK 38 Gun Barrel

by Eric Christianson

Master Model of Poland, well-known for producing high-quality, precision after-market products, has recently released a German 2cm L50 KwK 38 Gun Barrel. This barrel is made to replace the ubiquitous AA and infantry support weapon found in a variety of 1/35th scale kits.

The barrel comes in two pieces of turned brass; a shaft and a delicately perforated cone that slips over the end of the shaft. The shaft is shorter than the standard 2cm L50 KwK 38 barrel and must be cut-in to the plastic using super glue.

I looked across my stash and found the following three comparison barrels:

(DML) Dragon 6590 Flak 38(t) Ausf. M Late Production
(TAS) Tasca Pz.Kpfw. II Ausf. L "Luchs"
(ITAL) Italeri 380 Opel Maultier with FlaK 38

I decided to upgrade my Tasca "Luchs" kit for this article. It came with a barrel that, coincidentally, was the narrowest of the three.



Assembly of the brass barrel is a snap. The cone slips tightly over the shaft and only requires a dot of super-glue to keep it in place.

Cutting and drilling out the Tasca barrel to accept the Master Model end was more of a challenge since the diameter of the end of the brass barrel and the shaft of the plastic barrel were nearly identical. After carefully drilling a hole in the 'female' end using a 1.0mm drill (per the instructions), I had to file down the brass 'male' end so that fitting them together would not split the plastic.

Mating the two pieces using super glue worked fine and produced a perfect replacement for the original equipment.

I really love these Master Model products; they can turn your good model into a great one if you take your time and go easy on the glue.

I wish that the attachment end of the brass shaft would have been slightly smaller in diameter so that attaching it would have been easier, but in the end all went well.

I would like to thank the good folks at Master Model for providing this product for review, and to IPMS USA for giving me the opportunity to review it.



Hasegawa 1/72nd Scale A6M2-N Type 2 Fighter Seaplane & N1K1 Kyofu '934th Flying Group Combo'

by Chris Banyai-Riepl

To perform the role of reconnaissance in the Pacific islands, the Japanese Navy opted to use single-place floatplanes. While a powerful and advanced floatplane was being developed, the Navy decided to convert an existing aircraft to fill the gap. The result was the A6M2-N Type 2, which mated a large centerline float and two outrigger floats to the standard A6M Zero. First flown in December 1941, the A6M2-N flew throughout the war, although by the end of the conflict it was sorely outclassed.

Tasked with building the advanced floatplane fighter, Kawanishi developed their design alongside the land-based N1K1. Unlike the A6M2-N that was a simple conversion, the N1K1 Kyofu featured several differences, including contra-rotating propellers in the prototypes to counteract the torque of the powerful MK4D Kasei engine. The complexity of this system kept it out of the production aircraft, and by the end of the war 96 N1K1 Kyofu aircraft were built.



This latest combo kit release from Hasegawa brings a pair of classic mid-90s kits, their A6M2-N Rufe originally released in 1994, and their N1K1 Kyofu that first arrived a year later in 1995. Both come molded in light gray plastic and feature finely recessed panel lines. As these are floatplanes, the two kits both come with dollies to rest on, and each comes with two marking options each, all from the 934th Naval Flying Group at Ambon Island in 1944.

The A6M2-N

Starting with the A6M2-N, this kit is typical of mid-90s Hasegawa kits with a simple interior. You get a one-piece floor with a rear bulkhead, separate seat, and separate control stick. The instrument panel is also separate and mounts to the underside of the top fuselage insert. There are no raised details at all, and the instruments are provided in decal form. Given that the canopy is heavily framed and molded in a closed format, just the addition of seatbelts would be sufficient here. For those who want to open the canopy, though, you'll want to track down a resin replacement here.

The remaining construction is very straightforward, and will not take long to put together. The fuselage halves are split into halves, with that aforementioned top insert containing the complex curves around the guns. The cowl is separate and molded as mostly one piece, with just a separate scoop and exhausts finishing that off. The engine features both rows of cylinders, while the propeller is made up of individual blades and a two-piece hub.

The wings come in three pieces, with separate right and left uppers mating to the one-piece lower wing. The centerline float has a notation to add five grams of weight between the two halves, which will help keep the finished model sitting properly on the dolly. The rear support struts are provided separately as well. For the outrigger struts, the struts are molded in with one half of the float, with the other half separate. Overall, nothing very surprising here, and the kit quickly moves to the painting stage.

The N1K1 Kyofu

The N1K1 Kyofu kit follows the construction pattern of the A6M2-N, with just a few small differences. The cockpit also has a floor with a separate rear bulkhead, seat, and control stick, with the addition of a front bulkhead and instrument panel complete with a separate

gunsight. Like the A6M2-N, the instruments are provided in decal form. Again, since the canopy is molded closed, the addition of seatbelts is really all one would need for a decent interior seen through that framed canopy.

The fuselage is a big round thing on the N1K1 Kyofu, with the cowl separate and molded in three pieces. To keep the forward fuselage at the right cross section, there is a separate insert frame. The cowling only has a front-face of the engine, but the cowl is very tight fitting so not much can be seen once the propeller is in place. The propeller is made up from quite a few pieces, with separate blades, a three-piece hub, and a two-piece insert.

The mid-wing arrangement means that the one-piece lower wing incorporates a large portion of the fuselage underside, while the upper wing halves meet up with those enormous wing root fairings molded into the fuselage halves. Like the A6M2-N, this kit requires weight in the float, but an interesting addition in this kit is a solid plastic insert to provide that. The rest of the float assembly is the same as that in the A6M2-N, for both the main float and outriggers.

All four marking options across both kits are finished in green over gray, although the specific shades are different due to the different manufacturers. The A6M2-N also has the added feature of a black cowling with a silver spinner, while the N1K1 Kyofu has a camouflaged cowl and a green spinner. As noted earlier, all four options are from the 934th Naval Flying Group seen at Ambon Island in March of 1944, and with one exception, the only difference between the aircraft are the tail numbers. That one exception is the A6M2-N, 34-116, which features a yellow lightning bolt on the rear fuselage. The decal sheet provides some detail markings, including float warning markings.

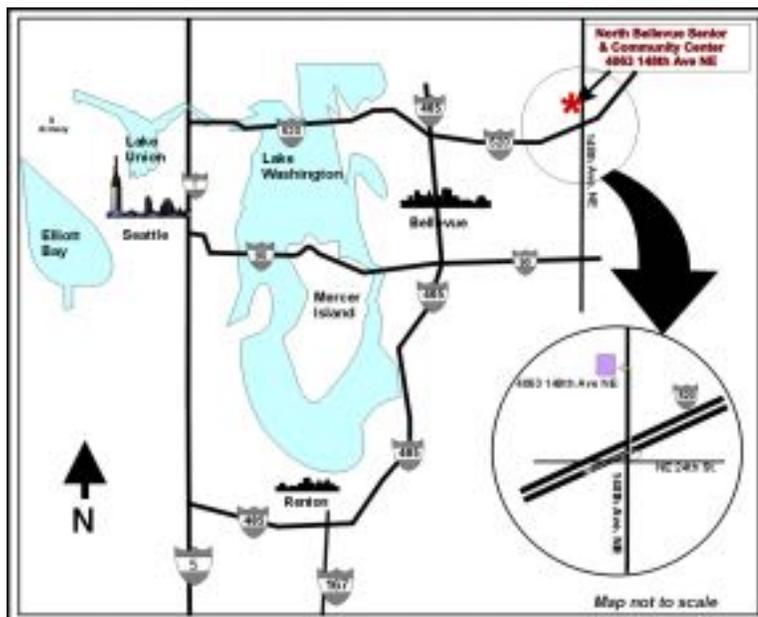
These are both nice little kits that will build up quickly out of the box. The interesting markings from the same unit and location makes for an interesting display option, as these two aircraft were quite likely anchored in the same harbor. My thanks to Hasegawa USA for the review sample.

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

Meeting Reminder

April 11 (Bellevue)

April 25 (Spring Show at Renton)



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.