Seattle Chapter News

Seattle Chapter IPMS/USA
August 2015

PREZNOTES

This Just In: "IPMS Pays No Attention to Accuracy?"

At the recently held IPMS USA National Convention in Columbus Ohio, the Judges' Best In Show (George Lee Memorial Trophy) went to a 1/48th scale P-47D. Those who attended our Spring Show this year would be familiar with this model, as it was entered there as well. The model was laid out on a grass field display base, minus the cowling and with the wing gun panels open, all to expose the intricately detailed engine and gun bays. For a week or more following the announcement that the P-47 had won the most prestigious award at the National Convention, a howl of protest emanated from many posters on the likes of the Hyperscale modeling web site. The protests weren't that this model wasn't well detailed, and that the detail wasn't executed to near perfection, but that there were a number of "factual errors" apparently built into the model. Error #1 was that apparently the engine variant utilized by the modeler wasn't accurate for this particular variant of the P-47D. Error #2 was that "in the field", no P-47 would have had its engine cowling removed AND both its gun bays wide open, sitting in a field.

Debate these two points all you wish, but the bottom line is: accuracy isn't a judging point at IPMS sponsored contests. WHAT! , "that's ridiculous" some (even many) might say. "How can inaccurate models win major prizes at shows?" Well, it's simple. If there are say 20 models in a contest category, unless the judges can be assured of having intricate knowledge of ALL of them, then that they have intricate knowledge of one that has accuracy issues makes it unfair for the well-known model. For while the judges might have known in the case of the National Convention winner that the P-47 had some inaccuracies, another model that they were unfamiliar with might have had as many, if not more inaccuracies. So to dismiss models because they have known inaccuracies, when equally inaccurate models may be lurking nearby undetected is to IPMS unfair. Thus IPMS judges on the criteria of quality of construction and finish (how well the paint and decals are applied etc). It's that simple.

We continue to need volunteers for the Flying Heritage events this summer:

V-J Day 70th Anniversary, August 15th
Luftwaffe Day, August 29th
Battle of Britain Day, September 19th

Check the FHC web site for additional details: **http://www.flyingheritage.com/TemplateEventsCalendar.aspx?contentId=54**

Contact me at the August meeting, or directly at **acbirkbeck@comcast.net** if interested.

See you on August 8th at the Chapter meeting!

Cheers,

Andrew

In This Issue

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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 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 accessable place.

August 8
September 12
October 17
November 14

IPMS/USA MEMBERSHIP FORM

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(If Renewing) First Middle Last
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Signature (required by P.O.) _____
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Hasegawa 1/32nd Scale Mitsubishi J2M5 Raiden (Jack) Type 3

by Andrew Birkbeck

The J2M Raiden (Allied code name Jack) was designed by Jiro Horikoshi (of A6M Zero fame) and built by Mitsubishi for the Imperial Japanese Navy as a land-based point interceptor. It was designed to counter high altitude bombers. It relied more upon speed, climb-rate, and armament over maneuverability to perform this task. Initial production aircraft suffered from numerous problems with its Mitsubishi Kasei 13 engine, which in turn delayed production until solutions were found. The Kasei 13 was eventually replaced with the Kasei 23a engine on J2M2 and J2M3 production aircraft. The J2M5 Type 33 aircraft, represented by the model under review here, featured an enlarged cockpit and canopy and a Kasei 26 supercharged engine, giving this variant more speed at high altitudes with a consequent lowering of effective range. The J2M Raiden was the preferred bomber destroyer of IJN pilots late in the war, but due to its technical development problems the aircraft series did not see large scale production, a total of only approximately 500 being produced from 1942 to the end of the war.

Hasegawa's J2M5 kit is one of a series of J2M kits produced by the company in 1/32nd scale. The parts contained in the all-plastic kit are very well molded with finely engraved panel lines on the fuselage and wing exterior surfaces. I did encounter a few ejection pin marks here and there on part surfaces that needed a little attention with putty and sanding stick. I also found a few sink marks here and there.

Construction begins with the nicely detailed cockpit. Color notes are called out using the Gunze acrylic or lacquer ranges of paints. I utilize the latter myself, so this caused me no difficulties, and I highly recommend them. All the parts for the cockpit have fine details, and the fit is excellent. The front instrument panel, part G5, has raised detail for the instrument clusters, which can be carefully hand painted by the modeler, or you can utilize the decals that are supplied in the kit. I chose the latter, and by paying careful attention to alignment, these fit precisely right over the raised details, so I got the best of both worlds. The kit comes with a nicely detailed seven-part pilot figure, with the choice of two different heads. The cockpit seat is minus harness detail, but there are numerous aftermarket options for this, and I happened to have on hand a set of Eduard pre-colored belts which did the trick nicely. Once the cockpit "tub" is completed, it sandwiches between the two large fuselage halves. Make sure prior to gluing the fuselage halves together you carefully test fit the tub into its space to get things aligned nicely.

Next in the construction phase comes the wings. Hasegawa's approach is to provide the modeler with two upper wing halves, and one large lower wing unit. Sandwiched between these three parts is a five-piece wing spar set up to help align the wings. Hasegawa's wings do not have separate positionable wing flaps. During the construction of the wings, the instructions indicate that the modeler needs to choose between two different wing armament layouts (20mm vs. 30mm cannon). Call me stupid (and some do) but I didn't find these instructions the most informative, and I highly suggest the modeler find some good head-on photos of the wings to check on exactly what the wing armament looks like before carving up the wing parts. Note that Hasegawa states in their instructions that the wing armament is deflected upwards at a 4 degree incline.

On the main gear doors (parts A20/21) in instructions Section 7, I found some ejection pin marks which will need taking care of. On the smaller gear doors (parts A23/24) in Section 8, I found some difficult to remove ejection pin marks.

The propeller is a seven-part unit, with four separate prop blades. Each blade has a sink mark at its base which needs careful removal.

The cowling assembly is Section 10, and here we have the issue of dealing with a complaint leveled against Hasegawa in its attempts to provide multiple variants of a given airplane from a common set of molds. The cowl armament was deleted from the J2M5 compared to the J2M3. Hasegawa includes the cowl which was obviously produced for the J2M3 kit (as it has the armament openings), and asks the modeler to glue in a couple of "plugs" and fill the gaps that exist due to the poor fit of the plugs with filler and sand the area smooth. This inevitably leads to destruction of molded detail, which has to be "restored".

The engine in this kit consists of seven individual parts, with good detail. There were some prominent mold lines on various parts that will need removing, but nothing taxing. Getting the engine to sit inside the cowl in the correct position took a bit of work, trimming, test fitting, trimming a bit more, but in the end everything appeared to work out nicely.

Hasegawa provides a multi-piece canopy, allowing the modeler to build the canopy in the open position, or buttoned up. The difference is in the rear part and starboard parts, and the open and closed parts look almost identical, so be careful to choose the correct ones. The parts are very nicely molded, distortion free, and commendably thin. The fit is good too.

Hasegawa provides the modeler with two color and marking/decal options. It isn't really made clear (at least to me) if both versions have the same armament layout, as Hasegawa uses the same color and marking wing diagrams for both options. And the side profiles, which are different, are minus the armament. Both options are from the Chushi Naval Flying Group, Shanghai, August 1945.

I primed the model exterior with Gunze Sangyo "Mr Surfacer 1200", then painted the model exterior silver, utilizing Floquil's "Old Silver". This was then allowed to dry for a couple of days. I wanted to show an aircraft with paint adhesion problems, which from the reference photos I found, was a common problem for the J2M Raiden, at least late-war. I tried three different "chipping" techniques at the same time. For the propeller, I utilized liquid mask dabbed here and there. For the cowl, I utilized the hair spray technique, spraying the product directly from the can onto the cowl. For the rest of the upper surfaces, I sprayed hairspray into my airbrush cup, and then airbrushed it onto the model. The results were as follows: using the liquid mask, I found it hard to get a "random" pattern, so I won't use this method again. Spraying hairspray directly from the can onto the cowl resulted in fine spray all the way up to large "blobs" landing on the model surface. Thus when it came time to scrub off the paint, I ended up with huge chips and tiny chips and everything in between. Utilizing the hairspray out of the airbrush resulted in a much more easily controlled situation, both in its application, and when it came time to scrub the surface to produce the chipping. See the accompanying photos of the finished model to see the differences with the chipping: propeller/spinner, cowling, wings/fuselage. For the color paint, I utilized Tamiya XF-11 J.N. Green for the upper surfaces toned down with some white, and Gunze's Mr. Color 35 IJN (Mitsubishi) Gray, each thinned with Mr Self Leveling lacquer thinner. The wing leading edge yellow areas were masked and sprayed Gunze 58 Orange Yellow. The model was then over coated with Tamiya X-20 Gloss Clear, prior to the decal application.

The decals themselves are well printed, with good color saturation, and performed well with Gunze's Mr Mark Setter and Mr. Mark Softer decal solutions. For those that went over panel lines, after letting the decals adhere to the model for about six hours, I then took a sharp scalpel blade and dragged the blade down the panel lines, thus slicing the decals. I then applied more setting solution, thus helping to delineate the panels better. After leaving the model to sit for two days, the decals were sealed with more Tamiya X-20 Clear Gloss. Panel line washes were applied utilizing appropriate oil paint colors. Once the oil paint washes were given a week to dry thoroughly, I over-sprayed the entire model with Gunze Mr. Color matt clear.

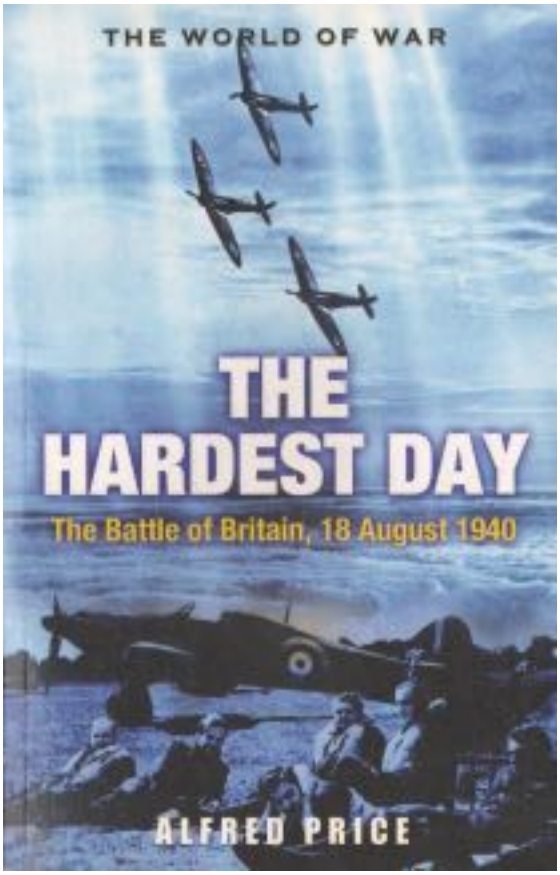
Hasegawa's J2M5 model is a real gem, with highly detailed plastic parts that fit together very well. The kit has a relatively low parts count compared to many similar models on the market, yet this in no way detracts from the detail provided, and certainly helps with

getting the model built! I am extremely pleased with the way the kit turned out, and recommend it without reservations to any modeler with a few 1/32nd aircraft models under their belt. I wish to offer my sincere thanks to Hobbico/HasegawaUSA for providing the review model to the IPMS USA Reviewer Corps.

Hurricane Bookshelf: 'Hard Day'…and Fun Toys

by Scott Kruize

The Hardest Day: The Battle of Britain, 18 August 1940
by Alfred Price. Copyright 1979, 1988
This edition from Castle Military Paperbacks. 8x5 inches, 223 pages



Realizing it was time for entries to our August newsletter, I had a brainstorm. Why not put into the 'Hurricane Bookshelf' column a review of a book about the Battle of Britain, where Hawker Hurricanes played a major role? Maybe even a book with a cover illustration of one…!

Mr. Price needs no introduction to aviation history buffs. He's written quite a few books, and my own bookshelf has his *Instruments of Darkness: The History of Electronic Warfare, 1939-1945*, about the advent and development of radar and avionics for electronic warfare. There's also *Spitfire: a Complete Fighting History*. (Yeah, I have books on that 'other' British fighter…I just don't need to bother giving them much space in my column. Adding to Spitfire fame is impossible, whereas I still frequently stumble across supposedly historical accounts of the Battle where the Hurricane, then mainstay of the Royal Air Force, doesn't even get mentioned.)

This was an epochal day in history, including battle over a wide swath of southern England and the Channel, among more aircraft than had ever been engaged at one time. The book's back cover says:

"On…a fine summer's day, the Luftwaffe launched three major assaults. In the course of these and numerous smaller actions, 100 German and 136 British aircraft were destroyed or damaged. On no other day in the Battle of Britain would a greater number of aircraft be put out of action… It was a day that changed the destiny of the war."

I've read many books about many battles, including several about the Battle of Britain. The amount of detail among such books is all over the place, from sketchy—just the main elements of the battle described—to quite detailed, down to smallest parts of the action fought by individual units. This must all depend on the writer's purpose and proclivities, plus the amount of material available. But I've never read anything like this.

The author went to great lengths not just to go through all the existing historical records, but to have interviewed many of the people involved: fighting aircrew and observers on the ground, both military and civilian. Direct quotes from interviews with these people fill this history of the day, described nearly minute by minute.

Here's a single example from the long chapter 'The Lunchtime Engagement'. The 9th Staffel of Bomber Geschwader 76 attack the Royal Air Force field at Kenley, just after being mauled by Hurricanes of No. 111 Squadron:

"Unteroffizier Schumacher, on the right of the formation, watched fascinated as the bombs from the leading aircraft rammed into the hangers. 'Other bombs were bouncing down the runway like rubber balls. Hell was let loose. Then the bombs began their work of destruction. Three hangers collapsed like matchwood. Explosion followed explosion, flames leapt into the sky', he later wrote. 'It seemed as if my aircraft was grabbed by some giant. Bits of metal and stones clattered against the fuselage; something thudded into my back armor and splinters of glass flew. There was smell of phosphorus and smoldering cables.' Schumacher's airspeed indicator, turn-and-bank indicator, artificial horizon and fuel pressure indicator all gave crazy indications. It also seemed that his left motor had been hit: it belched brown smoke and the revolutions started to fall."

A vital component of the narrative: the same small action seen from different viewpoints…British and German, aircrew and people on the ground. There's a photograph of surviving members of this action, re-united long afterwards, old and gray but keen in their memories of that day. It's easy to see how hard it must always be, trying to piece together what actually happens in combat. Everyone is hyper with adrenaline and has only a unique and limited view of the action, which comes and goes in a flash. No wonder victory claims are wildly off!

It's exciting but certainly requires effort to read through this book, and follow all the details. It'll bear at least one future re-reading, and I'm sure I'll catch more a second time around. It's clear enough, though, that the most important British fighter of this most important aerial battle, up till then, was the Hawker Hurricane.

The Encyclopedia of the Motorcycle
by Peter Henshaw. Copyright 2006 by Chartwell Books of Edison, New Jersey and Regency House Publishing, LTD. 6.5 x 8.5" size, softbound, 448 pages

Not that you'd imagine it now, but in the impossibly-distant past, needing get to and from Green River Community College from my parents' home in Kent, I had my mother drive me out to the home of someone who placed a 'want ad' in the local newspaper. (You date yourself if you remember what those were.) I was able to buy a used Honda Sport 65. (That's engine displacement in cubic centimeters…sixty-five of them…almost as many as what some MODEL AIRPLANE engines have nowadays!) I rode it happily for a year.

Later, during Hinshaw's Honda 1971 New Year's Clearance Sale, I spent $400 on a brand-new prior-year candy-apple-red Honda Scrambler 125. I rode this happily for another year.

Way later, losing my car (the only new one I've ever bought in my life) in the divorce from that blond musician whatzhername, and needing some kind of wheels, cheap and quick, I bought from Aurora Cycle a secondhand Suzuki T350. This one, too, I rode happily for a year.

I'm not the only one in our club to have a soft spot for motorcycles. Back when I was delivering papers on my Sears 3-speed bicycle, Ken Murphy covered his own, much larger, paper route in Lakewood astride a secondhand Honda Trail 90. He rode that everywhere till his sister, flush with earnings from her job at the 'Cow Palace' drive-in, financed his new motorcycle. He bought a Honda Scrambler 175—with 50 ccs more power than mine. (Not the first time Ken's 'one-up'-ed me, nor the last…)

Anyway, reminders of motorcycling recur. Every time I fill the car at a gas station, I remember that I used to putt around for a week on less than a dollar. I still like motorcycles, miss riding them, and had to indulge a fantasy last year, by building the Revell-Monogram kit into the chopper I imagined having someday owned. So when I spotted this 'Encyclopedia' at a used book store, I had to snap it up.

Lots of cool motorcycles to drool over, from the beginning up till now, in beautiful clear, well-reproduced photographs, most in color. The photos augment clear, precise descriptions of the manufacturers' histories and the development of motorcycle technology, introduced in new models over time. The makes I used to know and admire—and own—are all here, along with some really obscure ones. I wonder that there might be some material here that even Will Perry doesn't know. He's indulging motorcycle nostalgia right in the here-and-now with a well–restored and –maintained classic Velocette. He's a fountain of knowledge about the multitude of English makes, which are mostly gone now, or at least have migrated—as replicas—to India and other Asian locations.

A wonderful book in many ways, good for armchair reminiscing or inspiration to modeling. And it's a good antidote to my instant fury whenever the neighborhood's peace and quiet are shattered by one of those for whom having a high-performance motorcycle isn't enough: everybody in King County must know he's got a high-performance motorcycle…and to that purpose, has thrown away the perfectly good factory-designed muffler system, and substituted pipes that actually increase the engine's noise!

As the book claims to be an 'Encyclopedia', though (that is: complete and comprehensive) I want all our club members, and motorcycle fans around the world, to write to Mr. Henshaw and his publishers about getting into the next edition of the book a vital entry, now missing. The 'G' section ends:

GUSTLOFF Germany 1934-40 98CC (6 in.^{3}) Sachs-engined mopeds

G&W England in 1902-06 Used Minerva, Peugeot and Fafnir bought-in engines

How could this 'G' section fail to have an entry in between? It should say:

Guthrie, Arlo Songwriter/singer of 'The Motorcycle Song' with the inimitable immortal words:

I don't want a pickle
Just want to ride on my motor-sickel
And I don't want a tickle
I'd rather ride on my motor-sickel
And I don't want to die
I just want to ride on my motor-CY
-cle

Me, too… I just want to ride on my…

John's Top Secret Model Building Formula (Learned from Life)

by John DeRosia

This short article is meant for brand new, intermediate, long time, and anytime modelers!

I have cracked (after 30+ years of modeling) the 1/1 Scale Enigma 'top secret model formula'. See Figure 1.

Things I have learned from the Model Enigma:

1. Have fun
2. Have fun
3. Have fun
4. Compare your models to others to learn- not to put your own work down. Every single "wow'' model by someone started in the same spot at the beginning of their learning.
5. Be proud of your accomplishments. They are works of art –results of your imagination, your hands and maybe learning something new (research, etc)! You are unique and that's something to be proud of!
6. You'll meet some great good and humble people along the way and make new lifelong friends also!
7. It only takes 'bunches' (different number for everyone) of models to get pretty good at 'things'...but always still have fun on the journey...you have to start somewhere...go for it!

P.S. We get through the 'yucky trials' (which no one can escape) of life by some of the stuff above!

Sniff that plastic my friends!

Figure 1.

Steve Cozad Made Me Do This (or the 1/35th Scale M1070 Truck Tractor & M1000 Heavy Equipment Transporter Semi-trailer - Hobby Boss Kit # 85502)

by Bob LaBouy

Charles Dickens was correct: "It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness"…I'm sure he was talking about this Hobby Boss kit when he penned these words in the mid-19th century.

My sad tale of woe began almost eight months ago, when Steve forced himself on me and asked me to have him build a base for a model. What I didn't realize at the time was the extensive nature of depravity that was involved in this project. Those of you who attended our July IPMS Seattle meeting noticed that he was wisely absent from my review comments (cowardice in the face of the enemy is a ugly thing indeed).

I am afraid to start these notes, except that I hope they will save some other unsuspecting modeling soul from actually starting to build this kit. In my approximately 70 years of modeling I have seen many great kits (and some, many actually, not so good) and I feel the best advice I can offer is to avoid this kit. Run away while you still have your money and what little sanity is left. Why you ask? It has clearly been my Rubicon and I admit I reached a point of no return several weeks ago with this kit.

On the other hand, it is a beautifully designed and well-engineered kit. So what's wrong with me? I'm afraid I just ran out of steam. Normally I build approximately one kit monthly and took on this project, just to mount another model on top of it (and to help poor Steve with his base).

• It's a very large and complex piece model (I suspect you'll become more 'tweezer skilled' as you complete this model). It's your basic 28+ inches long by 9 inch wide (on Steve's base) and very early you realize it's too large to manhandle or even turn around in your modeling area. That is also too large to fit into my display case is just another 'hidden bonus' for the M1070 and M1000 project.

• You need to fully embrace your love of photo-etch and the bending, folding P-E and the ancillary skills of using cyanoacrylate glue. For the few uninitiated, these are not basic skills and will require some practice (and very likely some De-solve and Zip Kicker…no, make that a lot). The basic kit only contains about a whopping 1,800+ parts, 12 separate PE frets (with a few pieces of extra PE tiny pieces thrown in) and assorted pieces of wire, tubing, thread, springs and small chain to boot; there are 24 pages of reasonably detailed instructions alone.

• One of the few engineering issues I ran into included several items needed to be adjusted in length (i.e. the drive shafts); prior dry-fitting did not seem to correct this aspect of the model. Filing and sanding will also become your very good friends during this build.

• Lots of ejector marks and a good deal of fine flash around the edges of small pieces, and a whole lot of scraping, detail seam-line cleanup that will test your dedication to modeling (at least it seemed that way to me).

• There were several tight fits and some parts had to receive added sanding and shaping to fit into mating parts. In this regard Hobby Boss kits are not the greatest kits and clearly do not compare with Dragon, modern Tamiya, or AFV kits. However, the overall fit, dimensions and certainly appearance look just great.

• There are two color references provided. Very little color references, aside from the basic exterior color tables provided, only a few small notes on pages with color notes (using Mr Hobby, Vallejo, ModelMaster, Tamiya and Humbrol paints).

• One major 'gripe' is that concerning construction drawings are vague, incomplete or totally unclear; there are numerous places where the instruction drawings 'allude' to the placement of often small details and the builder has to 'divine' their intent or placement—which is very frustrating and may lead you to misinterpret the part's placement (as I was often). In more than one situation, I had affixed a piece, only then to discover that it needed to be moved just slightly to ultimately fit with another sub-assembly elsewhere.

• I finally gave in and surrendered to shortcutting after working for almost an hour attempting to fit the required hydraulic hoses to just one of the wheel assemblies (there are ten separate such assemblies required for the trailer alone).

• The wheel rims are a major piece of work (in my opinion): there is a fit issue with almost every one of the outer rim halves (P-25), there is a needless amount of flash which has to be carefully trimmed off, and good deal of care needs to be taken to ensure that when removing the wheels to insure that your trimming is carefully cut and that not too much is removed (breaking them off the sprue tree will result in gaps around the edges of the completed wheel assemblies). All together, there appears to be an inexplicable amount of issues involving these wheels and they proved to be a major hurdle in the construction of the M1000 trailer assembly, and they accounted for almost two full days of this modeling project. This is another example of where the engineer who designed one-half of the wheel rim apparently hadn't been introduced to know the other design engineer who mastered the other half.

Summarizing this project:

Once completed, I am impressed with the overall 'impression' of this kit. However, the cost in terms of human tragedy and marital bliss may not be something we should be subject to.

I strongly suggest that anyone still considering building this kit, aside just running away while there's still time to escape, would be to invest a couple of hours reviewing these basic reviews and videos. It could mean a great deal to your overall mental health.

Online kit reviews and build articles:

AMPS Review (including lots of great images, especially those related to the hydraulic lines and 'steering linkages' which I really don't understand at all…?): **http://www.amps-armor.org/ampssite/reviews/showReview.aspx?ID=2244&Type=FB**

Finescale Modeler review: **http://cs.finescale.com/fsm/modeling_subjects/f/3/t/148175.aspx**

Armorama review: **http://www.armorama.com/modules.php?op=modload&name=SquawkBox&file=index&req=viewtopic&topic_id=182156**

Real Model review (with very detailed step-by-step instructions, including many added after-market parts and pieces): **http://www.realmodel.cz/index.php?option=com_content&view=article&id=117:m1070-het-step-by-step&catid=41:work-in-progress-&Itemid=85**

ScaleMates review (with lengthy summary of the kits available, after-market accessories, decals, product timelines, photo galleries and lots of other potentially useful 'stuff' for crazed modelers (like me): **https://www.scalemates.com/kits/101463-hobby-boss-85502-m1070-truck-tractor-and**

Prime Portal: (This is an amazing location for lots of armor-related photos covering a vast area of spectrum of time and subjects. I hadn't stumbled onto this site (or series of sites) myself, but was referred by Chapter member Martin Paietta—thanks again Martin!) for just the M1070 alone there are literally hundreds of useful images, revealing much greater details than I thought possible): **http://www.primeportal.net/transports/m1070_home.htm**

Online kit video reviews and builds articles:

HobbyBoss M1070 HET in box review https://www.youtube.com/watch?v=hERHG9Ds7KE

Airfix 1/24th Scale Hawker Typhoon Mk.IB – Part Two of Three

by Eric Christianson

Part One of this review can be found in last month's newsletter, or here:
[**http://web.ipmsusa3.org/content/hawker-typhoon-mkib-part-1-3**]

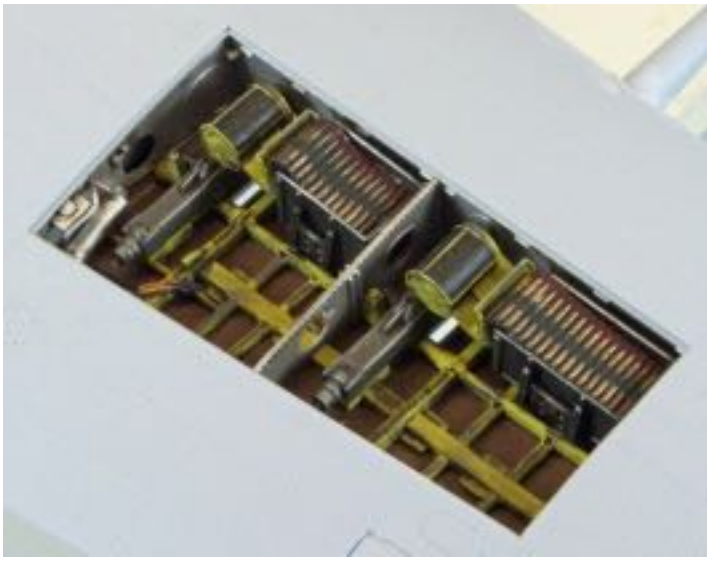
[Editor's note – this abridged version has been edited for use in our newsletter. You can see the full build article posted on the IPMS USA website under 'Reviews', or in the 'Reviews' section of our club website.]

Welcome back! Last time we had just completed the internal framework, engine, lower front end and cockpit of the big 1/24th Scale Airfix Typhoon Mk.Ib. This second installment will bring the wings, fuselage, nose and wheel-wells together, leaving the final assembly and finish for the last segment of this three-part review. To recall: I chose to expose only the starboard wing's gun bay and starboard engine detail, and to cover up the lower front end encompassing the oil cooler/air intake.

Work is going along very smoothly, with a single exception being the front end of the aircraft. Whether the problems I encountered were self-inflicted or due to some flaw in the kit remains to be determined. More on that later – for now, let's get back to work!

The Wings - The wings of the Typhoon are substantial, and Airfix chose to put a lot of structure into the kit even though much of it will be covered up on the completed model. Looking at my references and what Airfix specifies in the instructions, some parts are interior green, some flat-aluminum, some a yellow-green, and some a port-wine colored leather (!).

I started by drilling out the holes in the lower wing needed for the wing stores. Each scheme in the instructions requires its own holes so check your references here. Assembly was simply amazing. Each piece of the wing structure slipped into the parts surrounding it like a glove. Even though the fit was excellent, I didn't want to take any chances. I used a variety of clamps to hold the lower wing to the bottom of the engine/cockpit/wing spar assembly to insure that the upper wing fit later on. I took this opportunity to lay down a little weathering around the gun bay and exposed aluminum, using a wash of Mig Wash Brown diluted with Mona Lisa Thinner.



The Hispano Cannon and Wing Bays - While the detail in the cannon bays looks impressive, there really isn't much to it, and there is plenty of room for folks who want to spice that area up even more.

I pre-painted the ammunition feed motor (Parts F09/F12) Tamiya XF-4 Yellow Green over a pre-shade of Tamiya XF-69 NATO Black. Once assembled, it must be finished by hand and will equire a deft touch and smooth flowing paint (I used Vallejo Model Color 70950 Black). The good news is that Airfix gives you a pretty good edge around the areas to be painted; the bad news is, each half of the motor has a sprue attachment point molded right smack dab on that same edge. Ouch.

I painted the electric cables Tamiya X-4 Blue and Testors (Enamel) Copper. I pre-shaded the ammunition can in Steps 119-120 using Alclad Black Primer & Microfiller, followed by a light coat of Alclad Duraluminum. The Hispano cannon were each given a pre-shade coat of Tamiya XF-69 NATO Black, followed by a light spray of Alclad Duraluminum because I wanted them to have a slightly different look than the ammunition cans.

Airfix chose to provide solid gun barrels in the kit which, in this scale, requires you to drill out the ends. Never my strong suit, I knew that any mistake made would be hard to cover up. My plan was to assemble the guns, take some pictures, snip off the barrels, and then replace the tiny portions that stick out past the barrel sleeves with brass tubing. Having nothing to lose, I decided to try my luck on one of the barrels anyway. Ninety seconds and three drill sizes later I had a perfectly hollowed-out barrel-end. Repeating the process, I had all four done and cleaned up in less than ten minutes. I attribute my success more to the soft plastic Airfix chose to use in the kit, however, than to my own skill at carving centered holes in plastic.

The Wheel Wells – Part 1 -Airfix gives you the option to model the landing gear deployed or stowed, and they sell a nice after-market stand if you choose the latter (I finished my Typhoon with the gear down).

The inner 'roofs' of the exposed wheel wells are single pieces of plastic that are quite a production. Each piece bends slightly along several axis and is augmented by seven reinforcement joists. Each joist is slightly different from its neighbor, so again, caution must be used to keep them straight after separating them from the sprue.

To this are added a variety of cables, boxes, etc., and while there is a lot of clean up to be done on each part, the fit of everything is perfect.

Before dropping the 'floors' onto the top of the lower wing, I painted the beacon lights (Parts R07/R08) Tamiya X-27 Clear Red.

Finishing the Wing - Steps 132–142 finish the huge Typhoon wing, and I have to tell you, the result is something to behold. This model is HUGE. The two outer portions of the lower wing slip right on giving you the first impression of just how big the plane will be. Based on the scheme you are building, you can decide to include the clear, wing-mounted landing light sections or model them covered up, as in my version. Once those are dry, the two upper wing sections drop right down on to the lower wing. Once again, I used a variety of clamps to hold the wing together while the glue dried, but they weren't really needed – the fit, even over all the structure underneath, is that good. I left the clear wingtip lights off for later, and modeled the service step on the starboard wing root closed. Leaving it open would add busy complexity to the wing-walk decals coming later.

Use caution when snipping the Hispano barrel sleeves off the sprue – both bottoms and tops are 'sided' so you need to keep the eight parts separate as you assemble them. In the end, they will only fit one way (thank you, Airfix) but you can save yourself the anxiety I experienced when (at first) nothing seemed to line up right!

The engineering and design here is fascinating. Airfix took a rather complex problem and designed each of the eight pieces to fit together perfectly using different thicknesses of plastic and a set of bent prongs that grab and hold a part that protrudes from the inner wing to keep everything in place. I am impressed.

The Tail - Airfix provides both types of tail in the kit, the smaller tail that I used is earmarked for the first, third and fourth schemes, and the larger 'Tempest' tail for the second scheme. The tail is split into two halves and I added each tail half to each fuselage half as instructed. The last step you take before attaching the two fuselage halves is to add the rear tail wheel well and strut hard-ware. I painted the wheel well and the exposed fuselage areas Tamiya XF-16 Flat Aluminum.

Bringing the Fuselage Together - If you are building the model using any of the three display options offered by Airfix, the instructions tell you which parts to remove from each fuselage side before gluing them. I made those cuts long ago for the (fourth) display option that I decided to use (see Part One of this review for more information).

Airfix has designed the fuselage to come together in three parts; right and left fuselage sides, and a lower center section that runs from the wing roots back to the tail. The instructions will have you glue each fuselage side to the superstructure; one at a time, hoping things will align once the two sides are on. My experience with this

type of approach is that if there is a problem, I end up with a visible seam line along the top of the fuselage where the halves meet. Personally, I'd rather have all of my (big) problems safely out of sight – in this case, along the bottom of the aircraft somewhere, and looking around the Internet and my references, it seems that I am not alone in this respect. Consequently, I decided to glue the fuselage halves together and then once dry, attach that to the superstructure as one piece.

This approach worked out well. Once the two halves were glued together and allowed to dry overnight, all I had to do was slip the fuselage over all the bumps in the front end and between the wing roots. The fit along the wing root on each side is not perfect, but I'm not sure it would have been any better had I followed the instructions (in fact it probably would have led to that center-line gap I was concerned with). An application of water-based Deluxe Materials Perfect Plastic Putty [**https://www.deluxematerials.co.uk/en/**] here and there fixed everything up without sanding.

Some folks had some fit issues with the underside center section, but mine snapped into place perfectly once the rest of the fuselage was together.

The exhaust manifold pipes on each side of the engine are attached in Steps 151-152. Each pipe has a weld line down the middle which I didn't recognize as such before I sanded one of them off while preparing the parts for painting. A quick application of one of Archer's excelled surface detail product [**http://www.archertransfers.com/AR88013.html**] replaced the missing seam. I mounted the pipes on a chunk of clay and painted them Alclad ALC123 Exhaust Manifold over a primer coat of Alclad ALC309 Black Primer and Microfiller, before gluing them on each side of the engine, starting from the rear and working forward.

The Front End - Airfix tried their very best to stay true to the actual panel lines around the front of the aircraft, yet still make the model buildable. As a consequence, there are no fewer than eight significant parts that need to converge perfectly around the spinner base in front of the engine. Unfortunately, the fit comes up short, and required some filling and fiddling – in my case, a whole lot of filling and fiddling. What makes matters interesting is that the area is question is essentially un-sandable due to the compound curves on every surface, and the amazing raised and recessed detail throughout. Consequently, it comes down to preserving the round opening in the front by carefully lining up the edges and then filling the resulting gaps with Perfect Plastic Putty. I had to saw Part N09 in half (!) to preserve the upper curve, which resulted in a gap almost 1/8th inch wide. Yuck.

I started by test fitting the parts that surround the spinner base, using Tamiya tape to hold things together. This exposed significant gaps along several lines, although the gaps are uniform and were mostly simple to fill (see photos).

Once I knew where the problems were, I took everything off and started with Step 153 and proceeded in the order Airfix instructs.

You can model the rear of the air intake open or closed, as well as one of three air-scoop configurations, based on the scheme you are building.

I looked around the Internet and in my own reference materials and failed to find even one description of the assembly process up front. Either the builders left the entire front end uncovered or they built it up and didn't talk about it to any useful extent, citing 'some cleanup required'. Airfix, to their credit, tells you in the instructions to pay particular attention to Steps 77-81 (the steps where the oil-cooler/air intake come together) – but I did, and I remember having a fit problem (which I discussed in Part One of this review), so perhaps the front end problems I had were a result of that. I don't know. Nevertheless, the area cleaned up OK, but unfortunately, I'm afraid the fix will prevent this build from being competitive.

The upside is that once I began to attach the nose parts, a metamorphosis started to take place – the unmistakable lines of a Typhoon emerged – big, bad and beautiful!

Flaps, Ailerons and Tail Planes - The Typhoon has quite a few control surfaces, and Airfix gives the builder a variety of options to pick from. All control surfaces can be built in open/closed, left/right configurations, some of which are determined by the scheme you are building.

While the control surfaces are movable, I suggest that you check your references for the proper placement and glue everything to hold fast. At rest, the two outer flaps should be placed in accordance with the position of the control stick in the cockpit, and opposite from one another (one up and one down, or both in neutral (flat) position). I didn't like the look of having one of the flaps up, so I glued them both flat. The way the flaps are assembled, however, (around a long bar with three attachment points, they want to both point downward, and I had to use clamps to position and hold them in the neutral position while the glue dried.

I attached the cover to the port-side cannon bay, and left the articulated covers for the open starboard bay off until later.

Wheel Wells – Part 2 - If you wait until Step 175 to finish the landing gear bays instead of doing so back in Step 132, you will need a sturdy jig to hold the aircraft upside down, and the jig will have to be movable along several axes. This is because the fit of the parts is a little tight in places and the size of the overall superstructure at this point is a bit cumbersome to flip around.

The wheels come in two halves, leaving a noticeable seam down the middle of each. The only technique I know that is up to the task of removing a seam line while not affecting the curvature of this kind of part is using Super Thin CA glue and sanding pads. I first brush a thin layer of glue along each seam, hit them with accelerator, and then employ a padded sanding set used by my car modeling friends produced by Micro Mesh. The six pads are used in sequence, from 1500-4000 grit, and leave a baby-smooth finish when done.

Once the paint had dried, I started building up the wheel wells. The majority of the parts are crammed up into the front of each well and overlap each other. I could not get the initial two parts (D34/35) to fit well – there is a little bump near where the lines split that rides up and over one of the joists in the well and these just wouldn't line up for me. Since everything else is placed over these parts, the whole assembly on my finished model ended up being a little 'customized'. No worry (for me) – since it still looks pretty good. Once everything was dry I gave the wells a good filter of Mig Wash Brown and a pin wash using Mig Dark Brown.

I left off the main strut assemblies, the wheels and the gear doors until the end of the build so they wouldn't get in the way during painting and finishing.

Conclusion - I am well into this project now and one thing I have learned is that this kit is not forgiving if you get something wrong. As I said in the first part of the review, Airfix has put a lot of effort into making sure the parts fit, and if they don't, there is a good chance that you've got something wrong. I only had a few fit problems, and I admit these could have been self inflicted. That said, I really thought I paid attention to the instructions and I dry fitted everything, several times, before committing glue. If this wasn't a review, I fear that I might have committed the kit to my 'closet of unfinished projects' when I encountered the 'nose problem' in Step 156. But this is why I love doing reviews – the time commitment forces me to stop over-thinking things, and to just 'do it' and move on. Each challenge is a learning experience that improves my skillset, and that's a good takeaway no matter how you look at it.

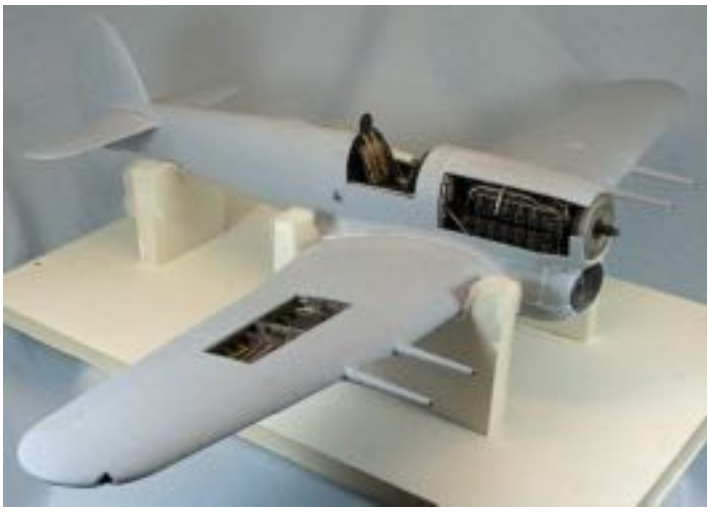
While the nose area of my Typhoon may not come out perfect in the end, the aircraft still inspires awe at this point, even unpainted. The sheer size of the model, and the masculine lines and intimidating look of the Typhoon trumps any downside I've encountered. This will be one great looking aircraft in my model case, and Airfix has done a superb job getting me there.

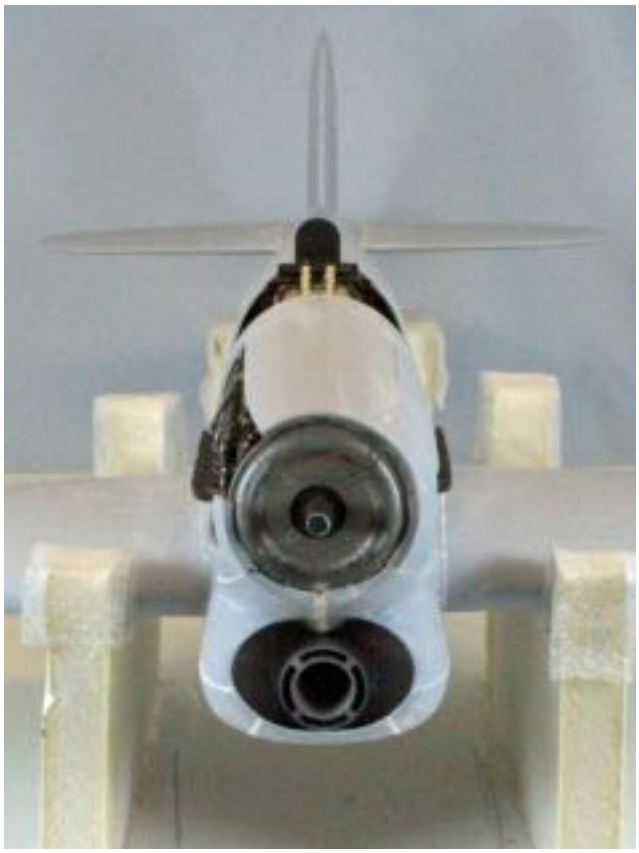
As I said in Part One of this review, this has been a thoroughly enjoyable modeling experience.

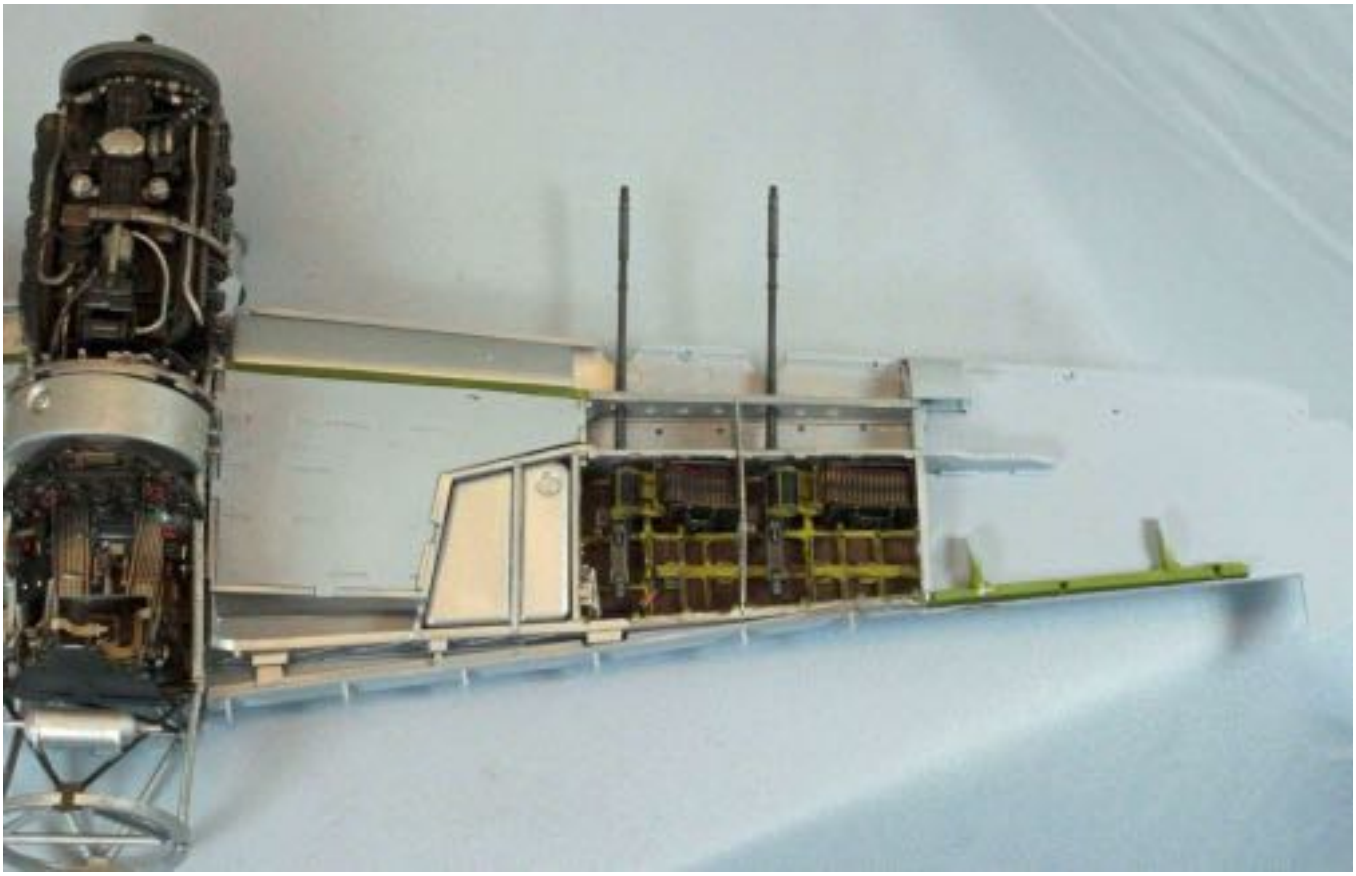
I recommend this kit to all modelers who are up to the small challenges that a kit with so many parts and options will offer. I suggest that you make your big decisions up front, spend the time to carefully clean the parts thoroughly once separated from the sprues, and dry-fit everything. Slow down, use your references, and enjoy the ride!

First segment: Internal fuselage and wing structure, cockpit, engine and front end.
Second segment: (this one): Wing, gun bays, wheel wells, fuselage and tail.
Last Segment: Weapon stores, final assembly and finish.

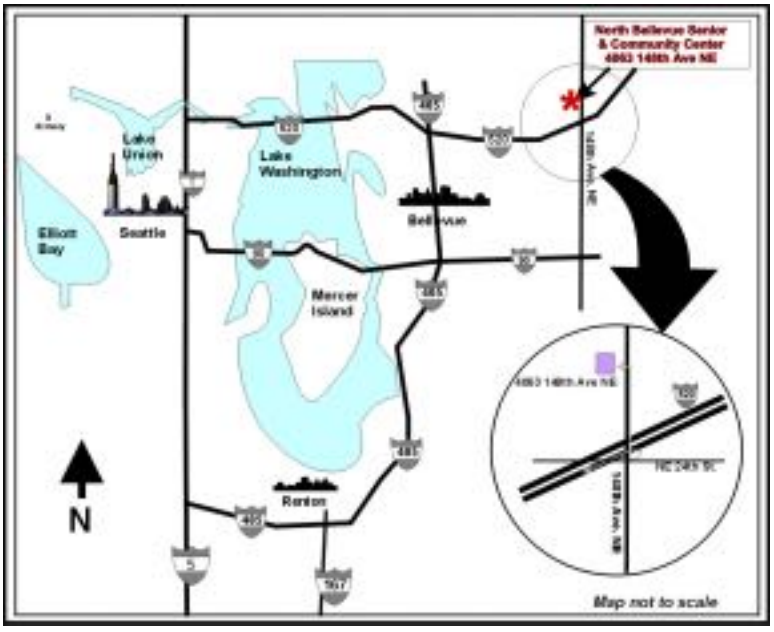
I would like to thank Hornby Airfix for providing this kit for review, and to IPMS USA for giving me the opportunity to review it.







Meeting Reminder August 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.