

# Seattle Chapter News



Seattle Chapter IPMS/USA  
February 2015

## PREZNOTES



### In Praise of Volunteers

It is that time of year again when we call all hands to the pump, so to speak, and start staffing requests for our upcoming IPMS Seattle Spring Show. As you know, this is the biggest non-National Convention model contest on the West Coast of North America, and is looked forward to by modelers in the area with much anticipation. For the past ten or so years, we have been averaging 800 models for the Contest and Display, allowing modelers young and old to see the very best of our hobby on display under one roof.

As with all volunteer events, the more people that volunteer, the less work for each individual volunteer. As your Show Chairman this year, it would be great if people could put in two hours' time to help make the Show a great success. Given that the event is open for over six hours, anyone who volunteers for two hours obviously has four+ hours of free time to enjoy the Show on their own.

The main areas that require volunteers are:  
Meet and Greet: this section is run by Robert Allen, our esteemed Newsletter Editor, and involves you holding a clipboard with a contest category table layout, and guiding folks and their models to the appropriate category tables. And this only takes place from 9 AM until Noon, so if you volunteer here, you get the afternoon free. Also on the morning shift, which also comes with a chair to sit on, is model entry/registration. This section is run by the inimitable Morgan Girling. You sit at a desk, you take people's money, and/or you register their models in a log book. We also have a position out in the corridor taking \$5 from the walk in guests. Again, with registration for the contest ending at Noon, those doing this task get the afternoon off.

Judging: a serious yet fun task, judges are grouped into teams of three or four, and

get to be up close and personal with the models in their judging categories. The Judging Task Masters are once again Mike Millette and John Chilenski. This task can take a little longer than others, but does insure you get the morning off, as the Judges' Meeting doesn't take place until 11 AM.

Show Raffle: Eric Christianson is once again leading this very popular part of the Show. The raffle runs all day, requiring volunteers to sell tickets, pull winning tickets and write up the winners on the Notice Board, and of course the really fun task of giving away great models to the winners! Feel the love when handing someone their raffle prize!

Finally, we need volunteers to help set up, and tear down the contest room. Set up occurs on Friday afternoon, April 24, from 2 pm until we are done. Teardown obviously occurs post show, on Saturday afternoon.

NONE of the above jobs are difficult/complicated. NONE of these jobs should take away from your enjoyment of the Show. NO!: doing them should ENHANCE your enjoyment of the Show. You get to help out fellow modelers and members of

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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 accessible place.

**February 14**  
**April 11**

**March 14**  
**April 25 (Spring Show)**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_ M \_\_\_\_\_ LAST \_\_\_\_\_  
(leave blank)  
Address: \_\_\_\_\_  
\_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Signature (required by PO): \_\_\_\_\_

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

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_ )  
 If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

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## Metal Earth Creations and Our Most Valued ‘Droid’

by Scott Kruize

No, no: not ‘Middle Earth’! Not where Bilbo Baggins and our other favorite stalwart heroes venture out on long perilous journeys, and must overcome ‘Perils of Pauline’-esque series of dangers from the nefarious Dark Forces!

I mean Metal Earth®, in the here-and-now, whose engineers and craftsmen have managed to find a portal to ‘a Faraway Galaxy A Long Long Time Ago...’, where Luke Skywalker and our OTHER favorite stalwart heroes venture out on long perilous journeys to face ‘Perils of Pauline’-esque dangers from the nefarious Dark Forces!

Metal Earth has a remarkable and growing line of kits, to a formula new to me, and possibly new to most of us modelers. They’re computer-generated three-dimensional CAD/CAM cutouts: Origami via precut stainless steel plates.

They don’t look like our regular kits and aren’t hobby-shop staples... at least, not yet. I’ve seen them at Magic Mouse Toys in downtown Seattle, and at the nearby Bartell Drugs. I expect they’re in toy, novelty, and maybe office supply sections at lots of general retail outlets. Look for 12x17 centimeter (about 5x6-½ inch) blue envelopes.

I learned first hand about Metal Earth because of my advanced age, relatively speaking...

We all have to endure Trials of Life. One of mine occurs yearly, during three days each May. It comes in the form of remarks: ‘How’s the OLD MAN? Eyesight not so faded you can’t read this card? Fingers not too arthritic for you to open this present?’

It seems that Ken Murphy, whom I’ve known for an astonishing number of DECADES, was born three days after me. During each anniversary of those three days, he’s only tolerable AFTERwards.

This last May—probably realizing how hopeless would be any search for a boxed plastic model kit not already in my stash—he gave me something different. It’s in Metal Earth’s *Star Wars* series: a model of R2-D2, the little robot we know and love... and wish we could have as personal assistant.



Opening the envelope (not box) found R2-D2’s components on two stainless-steel metal sheets, eight-thousandths of an inch thick. Components are laser-cut—so the printouts say—and have very tiny connections to the sheet, like our plastic kit sprues, but smaller: closer to brass photoetched frets. Instructions are printed on a single folded yellow A4 (metric letter-sized) sheet. There’s a parts map. Not much text, nor is much needed: general advice ‘To create the best connections’; a warning about sharp edges; and small ‘balloons’ pointing to parts in the build that need special handling, or where a fitting sequence needs to be clarified. The build guide is basically a stepped set of diagrams, from subassemblies to final.



The manufacturer warns that this is not a toy, and not recommended for small children. 14+ is the suggested age. (I exceed this comfortably... which Ken will happily point out is by three days more than he does...)

On to the build, starting with tools. Nothing is needed modelers don't have at hand already. As promised in the packaging, "No glue or solder needed."

I used standard fine-point Xuron® snippers to cut the parts free, then a fine, narrow flat-blade needle file to clean up each tiny metallic equivalent of a sprue-gate scar. I do mean tiny: the connection points taper almost to nothing as they reach a component's edge. By comparison, the tabs to be used to connect the parts to each other are much wider: thirty thousandths of an inch!

Most parts work requires simple straight bends, often at right angles. For these, I used two pairs of fine needle-nose pliers, one with straight jaws, the other with jaws that curve over to about a 30-degree angle. For certain substructures, angled jaws made the bends easier to see and make.

You'll also need some rounding or forming tools. Many components require rounding flat sheets into simple curved ones. (No attempt whatever is made to bend parts into compound curves.) See this picture of the three forms I used: high precision, no expense spared!



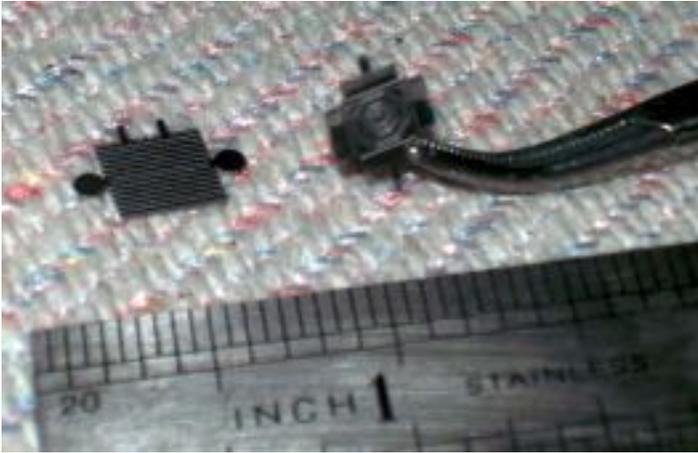
There's one other tool I found essential, one I've never used on a kit build before: a small LED flashlight. Some steps require maneuvering, just so, a whole set of tabs into a matching set of slots. I would backlight the slotted piece so I could see to move the tabs around into the light coming through the slots. Those slots are just barely larger than the tabs, which as I've said are only thirty thousandths wide by eight thousandths thick. I needed sharply contrasting light and dark to see holes that small.

The diagrams, in the form of exploded views, show components being folded and tabbed together. The sequence of steps is sensibly done, with the very smallest parts being gathered into subassemblies, which in the last couple of steps are put together into the whole assembly.

With R2-D2, the flow was: head, main body, arms, feet, then major assembly onto the baseplate. Each step required subcomponents—many quite small—bent appropriately and tabbed into larger parts. At each step, those tiny tabs and slots were always perfectly matched...theoretical CAD/CAM perfection conclusively demonstrated.

Once together, two substructures are joined by merely twisting or folding over each tiny tab. These are quite sturdy enough, small though they are. But having to un-bend or un-twist them is difficult and risks breakage. Similarly, most fold lines are perforated, and are therefore easily bent...but they mustn't be re-bent in the opposite direction, upon realization that you've made a mistake. In short: read the directions, match the parts in your hand to the right diagram, and make sure you're doing the right thing before you twist or bend.

(I'm a fan of the *Calvin & Hobbes* cartoon strip, and mourn its passing...but hold onto lessons from it, such as when our heroes took a WHOLE AFTERNOON to build a Phantom jet kit. In the course of which, Hobbes asks, "Shouldn't we read the instructions?" —to receive Calvin's contemptuous comeback: "Do I look like a sissy?")



Be a sissy: follow Metal Earth's assembly instructions!

In ancient times, mere mortals like us had to appease the gods with offerings. In our 'Enlightened Age' (!) we profess not to believe in the need for that...except that we modelers are in fear and awe of the Carpet Monster, who force sacrifices from us—like it or not—in the form of tiny irreplaceable model components. What theology they follow at Metal Earth isn't stated, but they do provide spares for several of their tinier parts. I had to use a couple, even though I try to frustrate the Carpet Monster by working over a tile floor.

At the end, setting down the completed little R2-D2 gave a very satisfying sense of accomplishment. After how long? As I've written before, my modeling is not on any regular schedule, but rather Catch-as-Catch-Can. I don't keep logs of build times, like

some of you more organized and conscientious builders. I bent small parts, and made subassemblies from them, in roughly 10-20 minute work sessions. Final gathering of the sub assemblies was done in one continuous two-hour time slot. Probably the whole build took about five hours.

It seemed then that all in all, the work was much like for a good plastic model. No one who's ever build one such should have any trouble with these metal kits. If you've been adding lots of photoetch parts to your builds—replacement cockpits and wheel wells—you'll find working with Metal Earth parts a cinch. Even with little or no photoetch parts experience, though, don't hesitate to try one of these kits.

However, let's be clear on certain limitations of these models. Without compound curves, they cannot exactly follow the lines of the subject. There are visible seams between many of the panel edges. There is no reference whatsoever to painting or decals. The closest to the latter: some insignia is engraved into some larger panels on the aircraft models; there's nothing like that on R2-D2.

I wonder whether to try doing at least blue trim would improve the model. I'm not contemplating painting most of his body white first, then trimming. I doubt the attempt would either look good or show off this kit at its best.

These kits do not make a suitable basis for accurate scale modeling. They give a steel impression of their subjects. An interesting build exercise in its own right; a break from conventional modeling; something different.

There's no shortage of subjects:

- For tabletop architect/engineers: how about a Ferris Wheel, London's Tower Bridge, the U.S. Capitol Building, Eiffel Tower, and Himeji Castle?



- For armor guys: Sherman, T-34, and Tiger I tanks
- For airplane buffs: Graf Zeppelin, Spirit of St. Louis, SR-71 Blackbird, Bell UH-1, and—how could there NOT be?—a P-51 Mustang
- For space cadets: Apollo Lunar Module, and the Mars Rover
- For vintage auto fans: the epitome of classic cool American 'iron': the 1965 Ford Mustang
- For model shipwrights: the Titanic and Golden Hind
- For seekers of the unconventional: farm tractor, steam locomotive, San Francisco cable car

- For Nature lovers ( or perhaps haters?): a scorpion and a dragonfly

If the *Star Wars* saga interests you, there are more models than R2-D2. Some equipment that appeared with our favorite hero-types:

Han Solo is better than Val Kilmer, Tom Cruise, and the other *Top Gun* pilots—because they have to fire missiles and guns from their Tomcats to defeat the Bad Guys... whereas he effortlessly zips the big Millennium Falcon through asteroid belts with such skillful dodgeball tactics that pursuing enemy spaceships all crash and blow up. The Falcon is a Metal Earth kit. So are Luke's X-Wing Fighter, and Darth Vader's minions' Tie Fighter, and the big armored menace on the snow planet: that AT-AT walking tank.

For aspiring citizens of that other space epic series, the Federation in the 24th Century, where our OTHER favorite stalwart heroes, Captains Kirk and Picard, with Spock and Data and Worf, venture out on long space treks to overcome 'Perils of Pauline'-esque series of dangers from the nefarious Dark Forces... There's a Klingon Bird of Prey, to oppose the 'D' version of your favorite NCC – 1701 starship!

This is not a comprehensive list, and probably since I wrote this article, more have been added. Fire up your Web browser to see what's available from Metal Earth today. They come from Fascinations®, whose slogan is "Wonders created by physicists". IPMS contest-winning accurate replicas, they are not...but they are wonderful!



## NorthWest Scale Modelers Show, February 14-15

by **Tim Nelson**

The NWSM Show is fast approaching, Presidents Day weekend at the Museum of Flight. This event is a pure exhibition of modeling, without the stress of judging or being judged. Bring all your models, or at least lots of interesting stuff, to show. You can work on your latest project at one of the many working tables provided.

The display is primarily by modeler, so you can show your collection as a whole. There will be special displays on the 75th anniversary of the Battle of Britain, 80th birthdays of the B-17 and DC-3/C-47, and an encore showing of the Galaxy Sci-Fan Franco-Prussian Steampunk War diorama. Skyway Model and Galaxy Hobby will again graciously host make & takes for kids.

Saturday is unfortunately a conflict with the Feb meeting, so set up your models Friday night or Saturday morning if you want to do both.

Final logistical details will be provided the weekend prior to the show. If you received a “heads up” email during the holidays, you’re on the list. If not, please contact me at [timndebn@comcast.net](mailto:timndebn@comcast.net) to ensure you’re covered. We hope regular exhibitors will return, and would love to see new participants!



## A Slick Fix for Drag Slicks

by Mark Andrews, Bozeman, MT



Photo 1.

How many of us here have opened a new dragster or show rod kit with great excitement in building such a flashy machine to only be disappointed in the very soft vinyl material used in making the drag slicks? (Photo 1) I think we all have. The tires are very soft and no solvent based cements work to glue the halves together. Super glue won't hold due to the tires flexing and breaking the bond. And never mind that the halves never line up and there is a very unsightly seam all the way around the tire. I have come up with a solution that solves all the above problems.



Photo 2.

First, you have to get the tires glued together. The best way I have found is to use two part epoxy. My personal favorite is Gorilla Glue Epoxy. It has a 5-minute set time which is both slow and fast enough for this application. When the epoxy sets it gives the tire rigidity so it won't flex. If more stiffness is desired, you could line the inside of the tire with foam rubber before gluing the halves together. After the tires are glued, I set them aside for at least 24 hours to assure that the epoxy is fully cured. I will usually place the tire side down on my bench then use some weight to assure a good bond. I have a 1500 count BB container I use. I place it on the tire while the epoxy cures. (Photo 2)

Once this is done you will most likely have a seam all the way around the tire. Use a fairly aggressive grit sand paper and sand down the seam by rotating the tire as you drag it across the paper. (Photo 3) Remember to keep the flat spot flat on the tire so it will have the right 'sit'. Don't worry about getting the seam perfectly sanded down. It just needs to be knocked down so the tire tread is relatively flat.

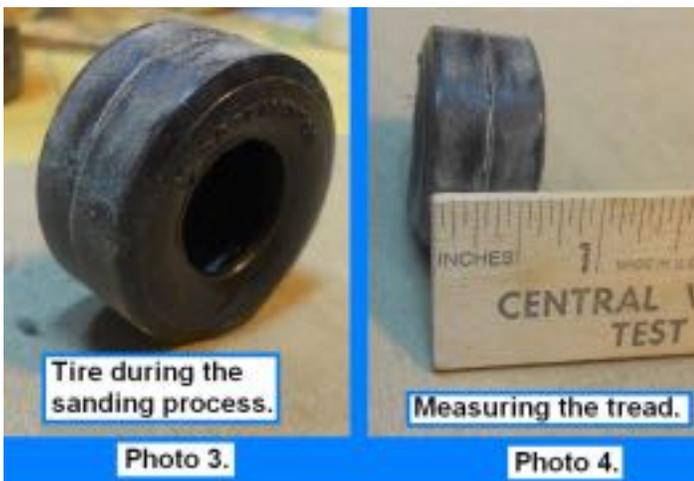


Photo 3.



Photo 4.

Here is where the magic starts! Measure the width of the tread of the slick using either a ruler or a digital caliper. (Photo 4) Using standard index cards, cut a strip at your measured width, and long enough to go around the tire except for the flat spot. (Photo 5) Working your way around the tire from one edge of the flat spot, glue the card stock down using super glue. (Photo 6) I prefer to use the super glues that come with a brush applicator. It is much easier to control how much glue you put down. Use the thin type, not the gel. (Photo 7) Once you have the card stock glued down around the tire, except for the flat spot, soak all of the card down in super glue and let it set. (Photo 8) When the super glue dries it gives the card a bit of a texture that is commonly found on drag slicks.

When the super glue is dry, it is time to paint the tire. I use Tamiya Flat Black paint. (Photo 9) I give not only the tread a coat of paint, but I apply paint to the whole tire so it has a uniform sheen and color. After the paint is dry, you can weather the tire in your normal manner. (Photo 10)

After all this has set and dried, it is time to mount the tire to the model. I use super glue or epoxy again since the solvent glues won't work. Once the tires are installed, you will have the proper looking drag slicks! No more ugly seams, and a scale 'texture' on the tire. (Photo 11)



[Thanks to John DeRosia - ED]

## 2015 Show Calendar

Thanks to Chellie Lynn

- 2/22/2015 Mt Vernon 19th Annual
- 3/21/2015 Burnaby AMB 31st
- 3/20-22/2015 Portland Roadster
- 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

## Inedicabilis Ingens

by Scott Kruize



I believe that what with all the education I've accrued, all I've read, seen, and heard, and all my life experience, I have a pretty good grasp of the principles of communication.

As proof, let me cite two phrases I understand:

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

Just the facts, ma'am.

The first of these remarks was from our own late colleague and friend, Stephen Tontoni, the latter from the fictional Sgt. Joe Friday of the TV show *Dragnet*. I'm confident that all you readers

of this newsletter understand them, too. Shortly, you can consider, and perhaps even comprehend, a remark directed at our Prez, as recounted in the December issue 'PREZNOTES'.

'Just the facts...': On the second Saturday of October 2014, on a table at the Bonsor Recreational Center in Vancouver, B.C., five entries were placed around the sign designating 'Automobile Models, Category 301: Out of the Box'. A panel of judges appraised these, mindful of the principle stated above, even if they couldn't quote Stephen's exact phraseology.

Their examinations revealed all five of the entries on the table having flaws, but not in equal amounts. After due deliberation, they awarded the one with the fewest flaws a First Place ribbon, the one with the next-fewest a Second Place ribbon, and the one following it, a Third Place.

That entrant winning First Place was a recently-assembled Mini Cooper belonging to Andrew Birkbeck, member and current President of the Seattle Chapter of the IPMS, and like many others of us, guest of the host Vancouver Chapter. Those are the facts.

All would seem to be as it should be... as the founders of the International Plastic Modelers Society intended...as the Vancouver Chapter members and organizers of their yearly Contest and Show meant it to be.

What's the problem?

Apparently somebody thinks there is one, because he came up to Andrew and said: "Well, had there been some really good models in your category, you wouldn't have placed First."

Does this remark even have any meaning? I doubt it, but surely the speaker intended to convey something. I just can't figure out what it might be.

The title of this article can be clarified if you reverse the process of translating English into Latin; it's 'Inexplicable Remark'. But the remark made to Andrew presumably doesn't need translation...so?

Would it be equally enlightening to observe that if the manufacturers stopped introducing new models, not many new kit reviews would be written? Or how about: if the Sun doesn't come up over the horizon tomorrow morning, it'll stay dark?

About the observation, compared to the facts: it's likely there are other car models, around the world, that qualify for entry into Category 301, yet have fewer flaws than Andrew's Mini Cooper. It may even be that, somewhere or other, there are other builds of that exact same kit, that have fewer flaws than Andrew's. I don't know, and can't see how the speaker could know, either. The point is: none of these hypothetical models-with-fewer-flaws (i.e., 'really good models', in that speaker's words) were on that particular table on that particular day.

Our Prez doesn't need to be hoisted onto a soapbox to get him to repeat, to all who will listen, that the whole purpose of a Contest and Show is for builders to put models out on the tables, and have the other entrants and guests come to see them. He says further that you never know but that the model you yourself put on the table, at a particular location on a particular day, is exactly the model that 'makes the day' for somebody who sees it.

So I bring builds to each Contest and Show I attend. Among other things, I brought to NOPMS and Vancouver this Fall, a vacuformed 1/72nd scale (more or less) AirModel Chance Vought F7U Cutlass. The kit was wretched almost beyond my ability to describe, and the most complimentary thing one could say about my build, when it was done, is that the resulting object resembles a Cutlass. It got First and Second at those shows, for a simple reason: it was the only entry in its classification at the former, and only the second at the latter.

That particular category is usually entitled 'Scratch Builds and Conversions'. Had John Alcorn's De Havilland DH.9 been on either table—as our Prez observed in his essay—it would have won First Place. The judges would've given my Cutlass model a cursory glance first, at best. But that DH.9 WASN'T on those tables. I can't see what possible relevance this observation could have.

My father used to say: 'That has nothing to do with Life!' As Andrew tries to explain—and I hope I'm supporting him—what matters is: modelers bringing actual builds to actual tables at actual contests on actual dates, where all the attendees get to see them. That's why we go! Models among the best three, in each tiny, unique time-space segment, get ribbons.

My spiel is finished. I'll now stop trying to decipher the remark made to Andrew, except to say to any who do understand why it was made:

If you don't think IPMS Contest and Show ribbons are being given out appropriately, the fix is within your grasp: put your own 'really good models' on the table.



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## PrezNotes

*from page 1*

the general public enjoy a heck of a great event, knowing that you contributed to its smooth running. What more can you ask for from a volunteer position?

I will have sign up boards at the February Chapter meeting this Saturday. I'll even supply the pen to sign up with!

Cheers,

*Andrew*

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## Finishing Dragon's 1/72nd Scale Neubaufahrzeug with AK Interactive & MiG Products

by Djordje Nikolic

Development of the Neubaufahrzeug (German for "new construction vehicle" - a cover name) started in 1933 when the then Reichswehr gave a contract for the development of a Großtraktor ("heavy tractor") to both Rheinmetall and Krupp. Großtraktor was a codename for the development of a heavy tank, Germany being still forbidden to develop tanks under the terms of the Treaty of Versailles

Though these tanks were never placed in production, they provided a propaganda tool for Nazi Germany, for example being shown at the International Automobile Exposition in Berlin in 1939.

This propaganda role was extended with the German invasion of Norway, when a special Panzerabteilung was formed which took the three armored prototypes with them to Oslo. They saw some combat there, with one being blown up by German engineers when it became stuck in swamps near Andalsnes.



Inside of the box one finds two large and two small size gray colored sprues. All parts are molded very well with no flash. The detail is exceptional for 1/72nd scale tank. Parts come off the sprue easily and there are no major sink marks or ejector pins that need to be addressed. As most parts are located on the major hull, it comes together fast and can be handled easily with no finicky bits. The most challenging part is attaching the side fenders, as there is a large gap between them and the hull. This was filled with water-soluble acrylic putty twice as the putty shrinks some. Small parts such as tools, antenna and gun barrels were left off the model at this time.

The whole assembly of the tank up to painting took two hours.

This is the first time I used Tamiya acrylic colors. Being a Model Master Enamel user, I had to adjust my airbrush by halving the pressure to around 20psig and thin the paint in different ratio. I first applied the sand color XF-60. Then instead of airbrushing the green XF-71 and the brown XF-64, due to potential difficulties in masking the complex camouflage, I decided to hand paint these on. I thinned these paints in a 2:1 ratio so as to not be too thick or too runny for brush application. To blend the three colors I airbrushed Tamiya XF-57 Buff that was diluted in 5:1 ratio. Painting took the longest out of the whole process; it was completed in about four hours.

After reading a lot about the AK or MIG products, I decided to give them a try for weathering. Prior to applying any washes, I airbrushed Tamiya XF-21 Clear to protect the paint. I used AK's brown wash for the panel lines and pin washes, Streaking grime for the streaks and Fuel stains for the fuel stains around the engine hatches. I found these to work well and the excess to be cleaned off with thinner rather easy.

Chips were made with a dark brown pencil as well as graphite pencil to give corners some metallic shine.

Mud effects were made with MiG Europe dry mud (fine) and were applied with an old brush all around and below the vehicle. Last but not the least some pigments were used for light dusting.

Weathering of this model took two hours, mostly due to experimenting with new products.

I highly recommend this model to all modelers who would like to add something unusual, intriguing, and simple to build to their collection.



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

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## **Dues to Be Collected at February Meeting**

**Remember, if you have not yet paid your 2015 IPMS Seattle Dues, you may pay them at the February meeting to treasurer Twyla Birkbeck.**

**Thanks!**

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## Aoshima 1/72nd Scale Kawasaki Ki-100-I Otsu Type 5 Army Fighter

by Robert Allen

Aoshima is not a well-known brand among aircraft modelers. They are far more notable for their car, ship, and sci-fi models. Most of their 1/72nd scale aircraft models date from the 1960s, and they make Lindberg kits of that era look good. They are crude, lacking in any detail whatsoever, and often feature working parts that make the model seem toy-like. Their one saving grace is the subject matter – the kits were often of aircraft ignored by other model companies, such as the Kawanishi E15K1 Shiun, Mitsubishi A7M2 Reppu, and Nakajima C6N1 Saiun. For many years, if you wanted to build a model of those aircraft, the Aoshima kits were your only choice. These kits have been reboxed many times over the years, but in the mid-1990s, Aoshima came out with two new kits, a Focke-Wulf Ta 152H, and a series of versions of the Kawanishi N1K-J Shiden and Shiden-Kai. These were modern kits, light years removed from their 1960s efforts, and although they were well received, Aoshima didn't follow them up.

Recently, the company has dipped its toe into the 1/72nd aircraft pool again, and the subject matter is a completely new tool of a much needed aircraft – the Kawasaki Ki-100. The Ki-100 was a brilliant improvisation that took the in-line engined Kawasaki Ki-61 and fitted it with a radial Ha-112-II, resulting in what became, with the Ki-84, one of the two best Japanese Army fighters of the war. Introduced into combat in March 1945, the Ki-100 saw extensive use in defending the Japanese homeland until the final surrender. The Ki-100 has not been well catered for in 1/72nd scale – Aoshima did one in 1964, Fujimi did a 1/70th scale (well, it's close) version, also back in the 1960s, and Fine Molds released what had been the only modern tooling, in 1999. Fine Molds kits are of limited production, and are often hard to get outside of Japan, so Aoshima's new version is essentially the first new readily available 1/72nd scale kit of this subject in a half-century.



Above: The box art for the new mold kit.  
Below: the box art for the re-issue of the 1960s mold.

Aoshima's Ki-100 comes in three different boxings, representing three versions. The first is the Ki-100-I Kou, with the standard canopy as seen on Ki-61; the second is the Ki-100-I Otsu, with a teardrop canopy and cut-down rear fuselage; and the third is the Ki-100-II, which had a turbosupercharged engine. The first two versions saw operational service, while the Ki-100-II was flown in prototype form by the end of the war, but did not see production. My kit is of the Ki-100-I Otsu, probably the best known version of the Ki-100.

The first thing that strikes you upon seeing the box is a feeling of *déjà vu*. Aoshima has done something I don't think I've ever seen a model company do before. They have recycled the box art from the most recent release of their old Ki-100 kit. The graphics are different, but it's the same painting. I have no idea why Aoshima would do this. I'm sure that more than a few modelers will see the box art and just assume that it's yet another reboxing of the crude 1960s mold, rather than a new tool kit. This seems like a major tactical error on Aoshima's part.

Once you open the box, you'll find 52 parts on four sprues molded in dark gray, plus 13 clear parts on two more sprues. There's a fairly extensive decal sheet, and a four-page instruction sheet showing exploded assembly drawings, and a painting guide. Colors are given for Gunze Sanyo Hobby Color and Mr. Color, and English is one of the five languages included.

Aoshima has provided different fuselages for the three versions (only the appropriate one is included in each kit), unlike some companies which produce one basic version and require you to fit parts to make the sub-types as needed. This greatly eases assembly. The cockpit detail is outstanding for a 1/72nd scale fighter, the tub being assembled with side railings and inserted into the fuselage halves before they are glued together. A pilot figure is included, should you choose to use it. Wheel well detail is not as impressive. One

peculiarity for a low-wing fighter is that the wing assembly is glued on the fuselage, and then a panel is glued over the bottom of the wing. The Fine Molds kit has the same quirk, so I'm assuming there is a logical reason for this, but I don't know what it is.

The canopy comes in three parts, with a windshield, rear bubble part, and a sliding middle section. Two versions of the middle section are provided; they are of different widths, to make one suitable for use in the closed position, while the wider one can be positioned over the rear canopy in an open position. There are seven of the tiniest clear parts I've ever encountered; these are to be used for the navigation lights, two on each wingtip, two on the tail, and one on the upper rear fuselage. I have no idea how you're even going to get them off the sprue, they're that small.

Because the kit is specific for one version, there aren't many options included. Aside from the open or closed canopy, about all you have to decide is whether to use the wing drop tanks. One option that isn't included is the container for the small aerial burst bombs that were sometimes carried in lieu of the drop tanks.

The decal sheet features markings for four aircraft, plus stencils, walkways, and the yellow wing leading edge stripes. The problem with the decals is that all four aircraft are from the 5th Sentai; they vary only in the individual aircraft number. The Ki-100-I Otsu was used by several other units, including the 59th and 111th Sentais, so why only one unit was chosen for the decal sheet is a mystery. You have a choice between aircraft Nos. 33, 39, 48, and 88. Number 39 is probably the most famous Ki-100, representing the aircraft flown by the leader of the 5th Sentai, Captain Yasuhide Baba.

I don't have any accurate drawings of the Ki-100 to compare to Aoshima's kit, but from what I can see, it seems to capture the outline of the Ki-100 well. It is actually superior to the basic Fine Molds kit in the cockpit and engine details, but the FM kit was offered in a basic version, and one with photo-etch parts for the details, so that's not too surprising. I bought this model from HobbyLink Japan for \$14, plus \$8 postage, which doesn't seem too unreasonable. The Ki-100 is an important aircraft in a collection of WW2 Japanese fighters, and this kit is a welcome addition. I just hope modelers don't mistake the packaging for the old kit, and fail to realize this is a new mold.

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## Raffle Donations

by Eric Christianson

It's that time again – our annual IPMS Spring Show is coming up, and with it is our annual plea for raffle donations. The success of our thriving Seattle club is due to the enthusiastic participation of our members in our various events and meetings, including the raffle that takes place during our annual show and contest. We've been very fortunate in the last few years to be able to offer some really good kits to the people attending the show – and subsequently have sold a pile of raffle tickets in the process. Our hope is that we can achieve similar success this year. Or maybe even surpass it!

But we can't do it without your help. So take another look through your stash for those kits that you are willing to part with – or anything else that you would like to donate (books, tapes, modeling-related tools or toys, etc). What we are not able to raffle off we can sell via a Silent Auction, or at the end of the show, so we can use anything you have. Our goal, however, is to spur ticket sales – so the higher quality kits are the real means to this end. For those of you that are currently holding on to any kits and materials you intend to donate, please bring them to me at one of the meetings listed below.

Or you can bring them directly to the Spring show. If you cannot meet with me beforehand, you can bring them to the show yourself, but we need to ask one more favor of you in that case. We need you to e-mail a few details describing what you will be donating so we know what we will have to raffle off, or what to create auction pull-sheets for. Please send your emails to **ModelerEric@Comcast.Net**. The kind of information we need regarding your donation is Kit Manufacturer, Scale and Name/Description. Thanks again for making this club what it is!

I will be at the following places in the coming weeks to accept your donations (or someone will do so in my place).

- Saturday, February 14th, at our monthly IPMS meeting in Bellevue
  - Thursday evening – March 5th, at the Northwest Scale Modeler's Club meeting at the Museum of Flight
  - Saturday, March 14th, at our monthly IPMS meeting in Bellevue
  - Thursday evening – April 2nd, at the Northwest Scale Modeler's Club meeting at the Museum of Flight
  - Saturday, April 11th, at our monthly IPMS meeting in Bellevue
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## IPMS Seattle Dues for Calendar Year 2015

Your 2015 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with this issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via e-mail. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the February meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

**IPMS Seattle Dues for Calendar Year 2015** **Remit to:**  
**IPMS Seattle**  
**Twyla Birkbeck**  
**P.O. Box 15983**  
**Seattle, WA 98115-0983**

**Full Name** \_\_\_\_\_

**Mailing Address** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip Code** \_\_\_\_\_

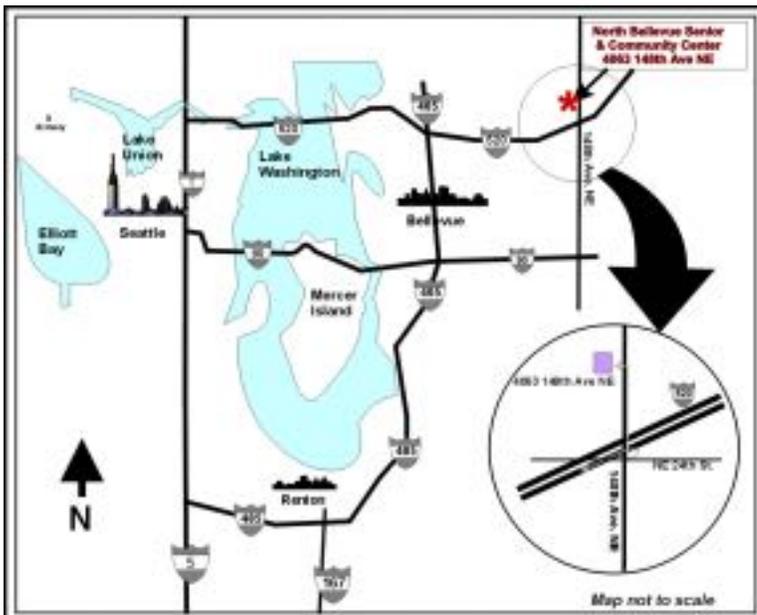
**Telephone (Area Code) ( \_\_\_\_\_ )** \_\_\_\_\_

**E-mail address** \_\_\_\_\_

- E-mail delivery of the newsletter (\$15).**       **Regular mail delivery of the newsletter (\$25).**
- Please do NOT release my e-mail and phone information for distributed club rosters.**

## Meeting Reminder

## February 14



**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.