

Seattle Chapter News



Seattle Chapter IPMS/USA
January 2015

PREZNOTES



If It's 08:00 in Seattle, It Must Be 19:70 in New Zealand

Up way too early at 05:00 to drive to the airport to catch my flight to Taupo, NZ. By the time I have a quick shower and shave, my Uncle is sitting in a darkened kitchen, drinking his cup of tea. I throw my suitcase in the back of his stately Jaguar saloon as the garage door slowly opens. We drive up the steep drive that leads from the cliff top property overlooking the Pacific Ocean and out the gates that swing open silently as we approach.

Auckland City is deathly quiet at this time of the day, the sun's rays just beginning to appear over the horizon. The sky is clear, the air humid and warm, for it is summer in the Southern Hemisphere. The traffic is extremely light in this city of one million, and after an uneventful 40-minute drive, we pull up to the front doors of Auckland's relatively small domestic flights terminal. I thank my Uncle for his hospitality, shake his hand and collect my suitcase from the truck of the Jag (or boot as they call it Down Under), and stroll into the terminal. There is some but not much activity at this early hour. My Sister, bless her, booked me on a 06:40 flight to Taupo "to save money"!

I have my boarding pass, printed the night before from my Uncle's computer. But what to do with my large suitcase? A quick read of the relevant signage indicates that I need to print out my own baggage sticker from the nearby kiosks, and attach it to the suitcase's handle before placing it on a nearby conveyor belt, which I do. A quick stop at the airport cafe for an egg, cheese, and bacon muffin and a hot drink, and then off to the departure gates. "Where's the security in this place?" I think to myself. No one checked my ID before I loaded my suitcase onto the conveyor belt, nor asked me "did you

pack this bag yourself, Sir?" No one asked me to take my shoes off? Surely someone wants to scan my carry-on baggage? How about at least a manual rummage through it?

I DO see a "security gate" at the entrance to the corridor leading to the departure gates. But it is only a moveable "belt" barrier with poles, like the ones at US movie theaters, and staffed by two smiling female Air New Zealand staff members in their smart crisp uniforms. One of them announces the boarding of my flight. I approach the "security gate" and am asked for my boarding pass. No ID? "No, just your boarding pass. Thank you, have a pleasant flight Sir." Down the corridor, and down the gangway at my gate, and out onto the tarmac, where we are met by the co pilot of our flight, aboard a twin-engined Beech 1900D. He deploys the boarding door and steps to the aircraft and helps everyone aboard. Seat 2F, front of the aircraft on the right, but no window next to me to see out. The flight is quickly loaded, and the aircraft cleared by air traffic control for take off. A short run to the end of the runway, and we are ready to go.

The pilot receives clearance for take off and down the runway we go, engines

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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.

January 10
March 14

February 14
April 11

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) M LAST

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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Dragon 1/35th Scale Sd.Kfz.10/4 fur 2cm Flak 30 w/Ammo Trailer

by Eric Christianson

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

Dragon has expanded their family of Sd.Kfz.10/4 utility halftracks to include a new version towing a standard ammunition trailer. This fully detailed kit sports an engine and gearbox, with an open passenger compartment and poseable hood panels to expose these beauties. Upgraded road wheels and MagicTrack have resulted in a spectacular halftrack/trailer combination. The kit comes with an array of new parts like the loading ramps which can be either assembled for dismounting the gun in the rear or attached to the front of the vehicle.



Germany fielded a wide range of halftracks during WWII. The Sd.Kfz.10, one of the lighter types, was conceived as a prime mover for small towed guns such as the 3.7cm PaK 36. Measuring 4.5m long and weighing 4.9 tons, this Demag-designed vehicle had a one-ton payload capacity. Around 14,000 Sd.Kfz.10 halftracks were built from 1938-45. Several specialized vehicles were based on this halftrack design, among them the Sd.Kfz.10/4, the subject of this kit. This type had a platform on the rear for carrying an anti-aircraft 2cm FlaK 30 cannon. The purpose-built platform had fold-down sides and rear for the seven-man crew to serve and traverse the weapon. The Sd.Kfz.10/4 was used by both the Wehrmacht and Luftwaffe, and commonly pulled a two-wheel trailer containing ammunition.

There are a lot of parts in the box, especially for such a small vehicle. I must say, however, that this kit has some of the finest molding that I've seen coming out of Hong Kong. There are many parts so delicate that I feared breaking them while handling the sprues. To Dragon's credit, no parts arrived broken or damaged, and I managed to get through everything without breaking anything myself.

Another item of note, which is new: Dragon has thoughtfully stamped each section of each sprue with the sprue letter (A, B, C, etc.). For example: Sprue 'A' has six separate sections, which are (now) all stamped with 'A'. With the way I build models, this has been a tremendous help in distinguishing the many sprue sections, especially after I am well into the build and the sprues have become barely recognizable. Bravo Dragon – great idea.

The contents of the box include:

Lower body, packaged separately.

11 sprues in soft, light grey plastic, packaged separately.

1 clear plastic sprue - includes windshield, complete with clear frame.

1 set of windshield masks, inside and out

1 photo-etch sheet, including mesh deck side and rear panels

1 set of Dragon MagicTrack

1 10-page blue and white instruction sheet with 30 steps

The kit comes with two finishing schemes represented, both German Grey, using blue-and-white ink three-view drawings; and a small (but perfectly registered) sheet of decals from

Cartograph of Italy. These units include:

1. Unidentified Unit, 1939
2. Unidentified Unit, 1940

Several websites for this kit clearly shows a PE gun shield in Kit 6711, but no such part was included in the kit.

Things to consider before building:

The SdKfz 10/4 is an 'open cockpit' model, meaning that wandering eyes will explore every exposed nook and cranny, and you have to plan for that. I assembled the entire vehicle and trailer, including the track, leaving off the following parts to be finished separately and then attached at the end of the build:

1. Front wheels and trailer wheels.
2. Bucket seats.
3. Steering wheel.
4. Rear-view mirror and windshield wipers.
5. Starboard side hood panel (so the engine could be exposed)
6. Rifle racks

One of the great things about Dragon models is that there are always options to open things up to expose detail. I chose to drop one side panel on the rear deck, open the engine hood on one side, and open the trailer. If you choose to build either of the side panels up, you will need to move the adjacent seat cushion(s) slightly inboard from where the instructions tell you to put them in order to make room for the bottom of the panel (see Step 14). Dragon expects you to build the panels deployed in the flat position.



Dragon included an impressively detailed engine and transmission in the kit. The fit of the engine parts is excellent, and there is enough detail to warrant posing the hood parts open, which is what I did. The five-part belt and pulley assembly is finicky but worth the effort in the end.

The Front End and Drivers Compartment: Step 9 brings us to the hood and bumper area. All I can say is that the two hood parts, front grille and two side fenders fit perfectly – an area that, many times, causes a lot of grief. The two fenders fit so well that you can use gravity to hold them in place while applying glue. Nice.

Dragon thoughtfully supplies adhesive paint-masks for both inner and outer sides of the sturdy windshield, although the masks are not mentioned anywhere in the instructions or parts map. I dipped the windshield in

Future and applied the masks, leaving the mirror and wipers off until later when the masks come off. (Note: After painting the frame, I removed the masks and re-cut sections to fit the arc of the wipers and re-applied them for weathering.)

Unfortunately, Dragon has decided to go with MagicTrack instead of DS track in this kit. I am a big fan of both types of their track – they are quite literally the reason I started (and continue) to build armor models. But for this kit, I feel DS would have been the better choice for two reasons. The first is the size of the links, which are small, and tend to move around a lot during assembly. The second reason is that this particular track has to be assembled with the uneven side down, so you can attach the track pads, which come as separate pieces. Strange, because Dragon's recent kitting of the Kettenkrad uses even smaller track of the same design, but comes in plastic DS runs.

I solved the problem by using a scrapbooking product called 'Wonder Tape', which is a slightly tacky, two-sided, spongy tape that has just enough push in it to hold on to the rough side of these links. You can find Wonder Tape at any well-stocked craft store. I stuck the 1/8-inch-wide strip of tape on a glue-proof surface, about 1/4-inch above and along a 12-inch ruler.

After laying out the links for one side, I applied two drops of Model Master 'black bottle' slow-drying cement to the area that would receive the pad on each link in the run. I then went back and dropped on the pads and let that sit for about 20 minutes. I then took a razor blade and slid it under the run to help it off the tape and draped it on the vehicle. One more session for the other side and I was done.



The SdKfz 10/4 offers some tricky steps in painting and finishing, especially if you want to leave the hood and other panels open. I painted several parts separately (see “Things to consider before building”, above), and attached them after painting but before weathering. Otherwise, the kit can be completely assembled before painting.

I started by airbrushing a primer/pre-shade coat of Gunze Mr. Finisher 1500 Black to give the plastic and PE some grip for the following coats, and to fill in the recesses and create a shadow effect near the flat surface edges, adding depth for the subsequent coats to come. I really like Gunze’s new product – it goes on beautifully and it combines what used to be two coats of paint applied in two painting sessions all into one. I allowed that to sit overnight to de-gas.

I used Vallejo Model Air colors on my halftrack, in my continuing transformation over to true acrylics. I went through a bit of experimentation up front, but eventually found them to spray beautifully once I dialed in the right setup and thinning ratio. To do that I had to throw out most of everything I had been told since very little of it worked for me.

First, I dialed the pressure up to 20-25lbs (Vallejo recommends 12-15lbs). I think the higher pressure is needed because I use a siphon-style airbrush (Pasche H) as opposed to a gravity-feed airbrush. Once I did that, the spray pattern evened out and I lost the scatter-shot look of the paint on the surface.

Next, I found that using very thin paint worked well and (almost) never clogged. A Q-tip wetted with Vallejo thinner was kept nearby during my painting sessions for knocking off the little ‘paint clod’ that would form on the nozzle tip when minor clogging did occur. I found that I needed to thin their Model Air paint (which supposedly comes already thinned) roughly 2:1, thinner to paint, and used small batches to achieve a near-perfect session. So, five drops of paint to ten drops of thinner for small jobs, 15 drops of paint to 25 drops of thinner for larger jobs. Anything more than that and the brush seemed to ‘fatigue’ and clog more often with dried paint.

Cleaning the airbrush also became a must-do chore afterwards, which is a break from using other paints when I just blew some thinner through the brush and put it away.

On the flip side, Vallejo paints are odor-free and allow me swap my heavy, uncomfortable vapor mask I use with distillate-based paints for a simple painters (particulate) mask.

I followed the pre-shade coat with Vallejo’s three-color German Yellow recipe of Dark Yellow (71.025), Sand Yellow (71.028) and Sand (Ivory) (71.075), applied in that order. What starts out looking yellow-green ends up as a nice, light, German yellow. I worked each color from the center of the panels outward to preserve some of each color showing through from underneath.

Some parts I left the original dark yellow and some parts were nearly ivory-white, depending on where I thought the sun would hit, achieving sort of a forced-color perspective (called 'color modulation' now in the industry).

(Note: For hand-brushing Vallejo paints, I put a drop of Vallejo Slow Dry and a drop water onto an old CD and then single drop of all the colors I need. I mix the colors with the water and slow dry until the paint flows smoothly off a red sable brush.)

I painted the wooden portions of the pioneer tools with a mixture of Vallejo Panzer Aces New Wood (311), Old Wood (310) and (Model Color) German Cam Medium Brown (70822). I painted all the steel parts Vallejo Oily Steel. I then added a wash of Mig 110 Black. To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown oil paint straight from the tube and let that set overnight. Don't let this paint leach out its oil beforehand, like you would when you are using oils for dry-brushing. The oil helps it stay workable. In the morning I carefully removed most of the oil paint using a brush dampened with Mona Lisa Paint Thinner, leaving the areas near the latches and metal parts darker than the center of the wooden shafts. I then let a little black wash puddle up on the horizontal surfaces of the metal axe and shovel heads. When dry, I think this gives them a convincing look of used steel.

I painted the metal surfaces of the engine, the 3.7cm PaK 36, and the trailer contents Vallejo Oily Steel, following by a wash of Mig 110 Black and Mona Lisa. The tires received a coat of Model Master US Army Helo Drab followed by a treatment of Mig PO27 Light Dust Pigment. The eight seat cushions were painted using Vallejo Panzer Aces 'Leather Belt', followed by a dusting of Mig PO27 pigment.

I hand-brushed the areas that would receive decals with Future acrylic to give them a smooth surface to set up on. I applied the decals using the Red and Blue Micro Sol/Set system without any problems, followed by an additional layer of Future to seal them.

Before applying an overall coat of Future, I applied a filter of Mig Wash Brown while the surfaces were mostly still flat, and used AK Interactive Track Wash on the track. I thin all of my washes and filters using Mona Lisa Odorless Thinner, which will not affect underlying layers of paint. Once dry, I airbrushed a coat of Future over the entire vehicle to set it up for a pin wash using Mig Dark Wash (aka Raw Umber) straight from the bottle and a small red sable brush, concentrating on the panel lines, recesses, buckles, pioneer tools, etc.

Finally, I applied a 'road-dusting' coat consisting of Vallejo Model Air Sand (Ivory) (71.075), followed by a coat of Vallejo Flat Varnish to kill any shiny spots still remaining. I cut each of these 50/50 with Vallejo Airbrush Thinner to improve flow.

I attached the separate pieces and this little guy was done!

Building this kit was a challenge, a lot of that having to do with the poor instructions. At the same time, there were a large number of very small parts, and a lot of photo-etch parts without plastic alternatives. One of these challenges by itself would be OK, but all three together translate into a build that I would highly recommend, but only to experienced modelers. There is a lot going on for such a diminutive subject.

On the positive side, Dragon kits are simply amazing – the detail, the design and engineering, the subject matter, DS and MagicTrack, opening hatches, slide molding...they produce some of the very finest models in the industry. That's what keeps me coming back for more.

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



Democracy is Not a Magic Gift Factory

by Scott Kruize

Notice the hard-working members of our IPMS Nationals Bid Committee are advertising for volunteers. Particularly, they need a roster of committee positions: coordinators or directors for the various critical functions needed to get our bid built into plausible real capability.

We voted to do a National Contest. That vote was only the first, and perhaps the smallest, step towards making it real. Casting ballots doesn't make things happen; actual effort does. We all know this; we've all experienced it in our national, state, and local elections. American democracy is a fine thing. We support it; we endorse it; we participate in it. It's just that - by itself - democracy doesn't provide things we want.

So now the actual work must begin. As the December newsletter article explains clearly, many of us have to 'emerge from the amorphous mass' - as my high school World Literature teacher used to say - and volunteer our time, talents, and efforts. Our Chapter is large, and a National Contest is well within our capacity. Clubs with far fewer members have held successful Nats.

But it won't happen automatically, and not because ballots were cast. It will happen if - and only if - our substantial manpower gets into action. What absolutely will NOT happen: any work with a collective attitude of 'Let George do it', or - to be specific - expecting Andrew, Tim, and the couple of other Bid Committee members to do it all.

I've told the Committee what I will do, based on my experience helping with our own yearly Contest and Show these past several years. The Committee needs to hear from lots of members about what THEY will do. And soon: that list of directors for the various critical functions ought to be full by the end of this first month of 2015. Time passes faster than we expect.

The Committee members will have more faith that volunteers coming to them will actually do the work, when it's needed, if those volunteers prove their commitment and ability by THEIR work at our own yearly Contest and Show. An excellent start would be to tell our current contest organizers how they'll pitch in this coming April. Till now, they haven't been overwhelmed by offers; haven't had to turn away any surplus. Let's change all that. Let's remember 'Many hands make light work!' Let's have the best-operated Contest and Show just a couple months from now, then aim higher and farther - CONVINCINGLY so - for the year 2017.

Building Tamiya's 1/35th Scale DKW NZ350 Motorcycle

by Djordje Nikolic

The new NZ series of motorcycles was announced with two new models, a 250cc and a 350cc, for the first time in the DKW dealers' bulletin of 28 December 1937. In the bulletin from 28 March 1938, the factory once again announced the launch of these new models, with the first NZs leaving the factory in November 1938.

In early 1941, the production of the NZ250 stopped. The NZ350 continued to be built for Wehrmacht use only (from VIN 595200 onwards only NZ350s were built). At the same time, the gearbox was reinforced and the gear ratio was changed to facilitate driving at low speeds in a convoy. The reinforced gearbox can be identified by the letters VG "verstaerktes Getriebe" on the engine case from engine number 1180601.

During the war, the production of the company was restricted from the spectrum 125 - 500 cc of different types to just two



models - NZ 350/NZ 350-1 and RT 125. The NZ 350 was adopted for army service and became the "middle-class 350 cc motorcycle" in the Wehrmacht's catalogue. In the company's catalog it was known as NZ 350-1.

The NZ350 I built came in the box with the Tamiya 1/35th King Tiger model. I set the King Tiger aside and wanted to finish something rather small, something different than what I am used to building, plus I also wanted to try using new Vallejo Air colors.

The assembly of the model took probably around an hour. It would have taken even less if I did not have to do some sanding to remove the seam lines and wait for a putty to dry prior to another coat of primer. Luckily, it worked the first time so I went straight to painting.

I was surprised with the Vallejo Air colors as they dried almost instantly and my fingers left no marks as I handled the model during painting. This was one of the main reasons (toxicity too) why I wanted to try the acrylic paints instead of enamels.

The model was finished with AK Interactive Brown Wash, and I also used a brown pencil for dents and scratches. The engine was weathered with AK Interactive Engine Grime Wash and the exhaust pipe with some brown pastel.

I spent around five hours on this model. Most of the time was spent trying to adjust my airbrush to work with the Vallejo air acrylics (being that to date I exclusively used Model Master paints). It is lots of fun to throw in an odd subject like this into my modelling queue; it sparks my interest in modeling and makes me think outside of the box.



Building Hasagawa's 1/32nd Scale Kawanishi N1K2-J Shiden Kai "George"

by Steve Gallacci

Here we have another new Hasegawa kit, not too over done with fiddly-bit details or unnecessary engineering complications. As this was supposed to be a simple build review, and given the experience of other recent Hasegawa releases, I figured this was going to be a pretty straightforward build, little more than a week-end job. To be sure, the part count (just over 150) and general engineering of the kit was well within that level of simplicity and, for the most part, it lived up to that expectation.

To start, the kit comes with a very nice multi-part pilot figure and includes alternate heads, cap flaps up or down, and a wide range of decals to dress him up. The cockpit canopy has an open option, with separate elements to accommodate the over-lapped open parts.



The cockpit is nicely detailed and has most of what you need to represent the busy interior. The original is a bit busier, but only by degree, and the kit is just fine as is. There are a couple decal options for the instrument panels, and while the clear film plus dials conformed nicely to the surfaces, the black option did NOT conform at all even with substantial decal setting solution and I'd suggest cutting out the dials on to a painted panel instead.

The basic fuselage, with the added stiffening bulkheads will make for a solid build, but test fitting the elements is critical, as mine didn't go together as tightly as I'd expected without. I also missed the little rear cockpit deck insert part A1 as part of the assembly before plugging in the cockpit. I also found the first real build bug; the rear fuselage and tail unit is a separate part and the joint is a chore to align and putty up. I would recommend attaching the fuselage fore and aft part halves together to align the panel lines and general fit rather than trying to plug the tail group as a unit into the fuselage as a unit.

The wing assembly also had a little fit problem in that the left upper wing half did not line up quite right to the bottom and the whole wing assembly did not fit quite right to the fuselage and needed some jiggering. Like the separate tail to fuselage joint fuss, there are wing panel inserts that need very careful fitting to greater or lesser success. Finally, the kit has optional position flaps, but the flaps are not really engineered to be mounted in the up position, even with the kit instructions, and to get them properly in the up position will take some extra effort in grinding down the flap to fit in the flap well.

The engine and the rest is straight forward enough, though even the instructions note that you need to pay careful attention to which way is up for the engine element stack. Painting instructions and decals were okay, with the exception of the previously mentioned instrument decals. I chose to finish the build in a more generic basic scheme just to keep it simple.

As previously mentioned, I expected the build would be simple enough, but the option assembly joints took a lot longer to get fully filled and smoothed than I planned and some of the other basic kit fit was a bit less precise than what I expected. Absolutely none of which were any kind of deal-breaker for the general merits of the kit, only that it drew the work out to weeks instead of days, though most of that was in waiting for putty and primer to dry.

The results of all this does make for a fine looking build of an up-to-date kit of the subject. Highly recommended. Our thanks to Hasegawa USA for the review kit.



Hurricane Bookshelf Puzzle Corner: Puzzle With a Few ‘Puzzlers’!

by Scott Kruize

Ah, the need for constant vigilance among us modelers...I mean, de facto aviation historians. Even at a festive, gift-giving time of year such as this. We need to be ready to step in any time, any place, when we encounter the kinds of errors and omissions foisted— inadvertently or not—on a public not as knowledgeable as we are...

I stopped by the Museum of Flight's Gift Shop, just before Christmas. It was full of noisy young fledglings, running around with enough energy to take off under their own power, if only they had little DaVinci-esque strap-on wings...looking at all the shiny aviation-related toys...which many of their elders were busy buying them.

A puzzle cover caught my eye. What a great idea: teach aviation history during assembly of a jigsaw puzzle! By the time the last of a thousand pieces went in, anyone working on it would have its printed contents firmly engraved in their memories. Not unlike the way we learn everything there is to know about the structure and fittings of AFVs when doing a Bronco build, or when we assemble a 1/32nd scale Great War biplane from a WingNuts kit! As Ken Murphy says of such boxed contents: “There are actually MORE PARTS in the kit than there were in the original machine!”

So I mentally commended the designer and manufacturer of ‘Allied Air Command – World War II Fighters’, by Eurographics, which, despite its name, has a product ‘Made in the U.S.A.’



I started looking at the little color profiles...then went on to read the tiny captions. - Hey!

The caption for the Dewoitine D.520 was repeated under the picture of a Bloch 150-series fighter. And the D.520 profile was identified as being a plane of FRANCE...after all, this is the 'Allied...Fighters' print, right? But it's marked with the red-and-yellow nose- and tail-stripes of VICHY France...nominally (at least) an Axis ally. I don't know what our French cousins will think about this, but it can't be good...

Besides, the core of the Armée de l'Air's fighter force, the Morane-Saulnier MS.406, is missing altogether. If the excuse is: "Well, the puzzle designer left it off because they couldn't very well fit ALL the Allied WW2 fighters on the page, now could they?" OK...but then why was there room for the Seversky P-35, which had the most minuscule role at the very beginning of our involvement in the war? Or for the Ryan FR-1, which didn't enter service until November 1945?

The Supermarine Seafire illustrated is a Griffon-powered later mark that, like the Ryan, entered service well after the War was over.

The Fairey Firefly profile is not an F.I, but the F.R.Mk.IV, which was also too late.

The center of the poster shows the Ilyushin Il-2 'Stormovik', which of course was not a fighter at all.

That's all I noticed in my superficial look at the puzzle. You esteemed cognoscenti colleagues may find more errors. [*Such as not including the highest scoring fighter for one of the air forces pictured? - ED*]

All I'm saying is: be prepared to enumerate and explain away the boo-boos to your puzzle-building friends-and-relations. I haven't said not to buy this puzzle. Its contents include the one critical entry, essential to its title. High on the left, where the eye wants to begin a detailed examination...right next to the Polikarpov I-16, which certainly deserves inclusion in this set...is the Hawker Hurricane!

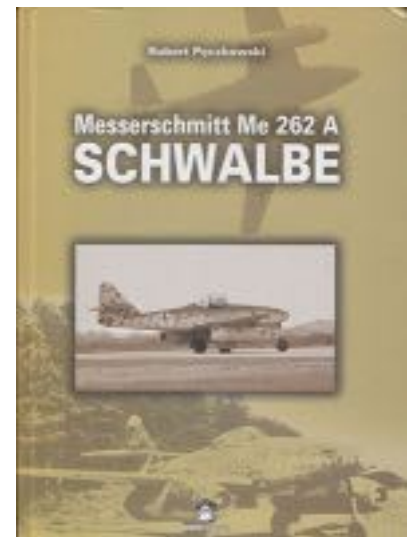
***Messerschmitt Me 262A Schwalbe*, by Robert Peczkowski**

reviewed by Chris Banyai-Riepl

The Messerschmitt Me 262 is one of the most famous jet fighters, being the first to see widespread combat operations. Because of that notoriety, the Me 262 has been the subject of a great number of books. Even with all that attention, though, there seems to always be new information showing up, and every now and then a new book consolidates the latest research. With this breadth of coverage, it can be difficult to find a book that simply documents the variants and details. That's where this book from Mushroom Model Publications comes in, as this is a simple variant overview that documents the evolution of the Me 262.

The book starts out with a technical overview of the Me 262, which highlights the development and production of the plane, including prototypes. Following this is the section detailing the individual variants, and each of these variants are documented with drawings and photographs. A handful of color profile illustrations highlight the camouflage and markings of the Me 262, and the remaining pages of the book provide dozens of detail photos, many of which are in color.

For those looking for a good basic reference on the Me 262, this definitely fits the bill. It presents the information clearly and concisely, and the quality of the photos add to the value. My thanks to Mushroom Model Publications for the review copy.



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

Great Wall Hobby 1/144th Scale RAF Strategic Bomber Victor B.2

by Chris Banyai-Riepl

Alongside the Avro Vulcan and Vickers Valiant, the Handley Page Victor was one of the RAF's famous V-Bombers forming part of Britain's airborne nuclear deterrent. While the Victor remained in this role for a short time, it received a much longer lease on life as an air tanker. As tankers, the Victor remained in RAF service until the 1990s.

Great Wall Hobby continues to hit 1/144th scale with British bombers with their latest release of the Handley Page Victor. For those familiar with their 1/144th Vulcan kits, this one is similar in detail, with finely recessed panel lines, plenty of detail including an interior, and a nice decal sheet that includes markings for three options.

Jumping into the construction, the overall build process is very straightforward, but well engineered. There is a cockpit included, with a couple of seats molded in place in a one-piece tub. Not much detail is here, but in this scale and through those small windows, not much can be seen. That said, there are no instructions on what colors to paint the interior, so some additional research will be needed. A quick Internet search suggests that the interior should be black, with green or tan cushions and blue or tan belts on the seats.



Other bits for inside the fuselage include the nose gear well and an insert for the rear fuselage air brakes. The latter can be skipped if you choose to display those brakes closed. The instructions also indicate that you will need 3.5 grams of weight to keep this one on its nose gear. Luckily, there is plenty of space in the nose for this weight, and you will have no problem finding places to stash it. With all those bits in place, you can button up the two fuselage halves and add the two clear pieces for the main windscreen and lower nose windows, as well as the one-piece bomb bay door section.

For the flying surfaces, we'll start with the simple one, the horizontal stabilizer. The stabilizer is built up from four pieces, with the one-piece upper section accurately capturing the sharp dihedral of the stabilizer. The forward bullet and rear fairing are also separate, and the finished stab fits nicely onto the vertical fin.

The wings are a bit more complex, but the engineering of the kit takes it all in stride. Each wing is split into upper and lower halves, with the upper wing half incorporating the outboard wing leading and trailing edge undersides. The completed wing fits into a cutout in the fuselage, making for a near perfect fit that will require no filler. Before putting the wing together, though, you'll have to add the exhaust pipes, which are molded individually, and the intakes, which are split into upper and lower halves and feature separate engine faces. While these will have some seams to fill on the sides, the overall engineering of the intakes is very nice and the finished intakes fits into the wing as best as could be expected. Like the cockpit, though, there are no painting instructions for what color should be on the inside of the intakes. Add the large underwing tanks and this is looking every bit like a Victor.

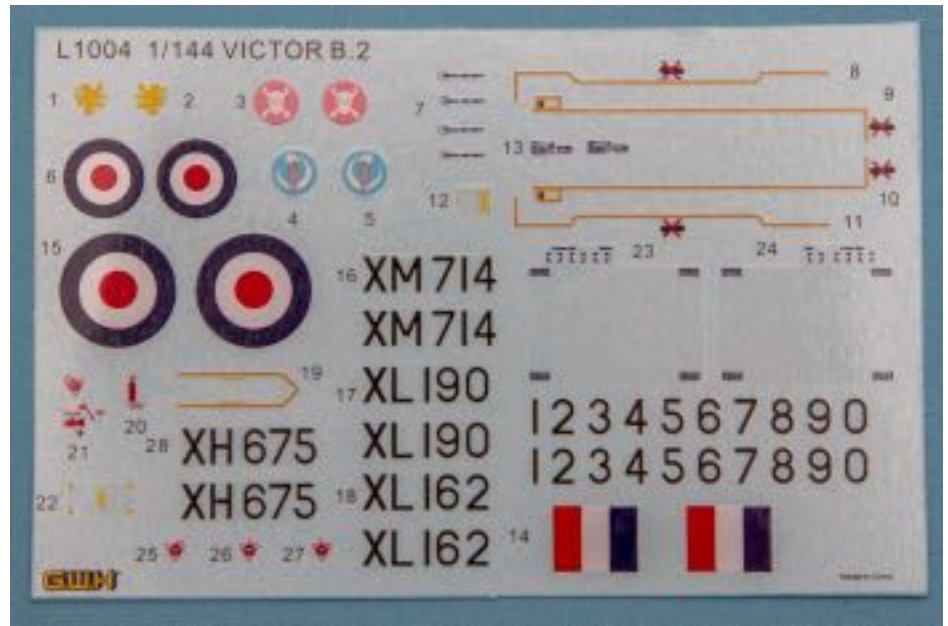
The remainder of the assembly is all the fiddly bits. For the fuselage, this includes a separate refueling probe, nose ECM bumps, rear cooling vents, and upper fuselage antennae including the prominent towel rack antenna over the wings. For the wings, there are a few scoops on the underside as well. The majority of the small details, though, revolve around the landing gear. The nose gear has separate wheels, a three-piece strut, and separate fenders. The main gear features a nice way of doing the double wheels, with one wheel including both hubs and the second tire sliding over that. The strut is sturdy, built from two pieces, and given the rest of the engineering of this kit, there is likely not going to be any issues with having all the wheels on the ground with this one.

The decal sheet is small but comes with lots of nice details. There is a good bit of stenciling, including various walkway markings and rescue markings. The national insignia are of the red/white/blue variety, while the individual markings cover three different Victors. The

camouflage scheme consists of gray and green over light gray, and the color instruction sheet provides a nice four-view drawing that will aid greatly in masking the camouflage scheme.

For marking options, you get both Victor B.2 units: 100 Squadron and 139 Squadron, with the latter having two different tail emblem options. The first of the 139 Squadron aircraft is XL190 with a lion emblem on the tail. This plane served with 139 Squadron from 1962 to 1964, when it was transferred to the Wittering Wing [Note: *The lion emblem is that of the Wittering Wing - ED*] and converted to carry the Blue Steel. In 1970 this plane was again converted, this time to K.2 tanker status. In 1993 the plane was retired to a ground trainer, and the nose section is currently preserved at Manston.

Following a similar path is the second 139 Squadron aircraft, XL162, which features the squadron emblem on the tail. Delivered in 1963 to 139 Squadron, transferred to Wittering in 1965 and converted to Blue Steel, tanker conversion in 1970, and withdrawn from service in 1986.



For the 100 Squadron aircraft, XM714, this aircraft had a shorter history. The plane took to the skies for the first time on October 16, 1962, and was delivered to 100 Squadron the following month. On March 20, 1963, XM714 took off from RAF Wittering and stalled during the climb out, killing all five crewmen. This plane carried the skull and crossbones marking of 100 Squadron on the vertical fin. The decals are very nicely printed, with good color and alignment.

Overall, this is an excellent kit of the Victor. In fact, if Great Wall Hobby scaled this up to 1/72nd and added just a bit of extra detail in the cockpit, we'd have a kit far better than the Matchbox kit. The engineering is excellent, a fact highlighted by the fact that I tore into the kit and have it close to painting stage after only an hour's work or thereabouts. The only thing that slowed things down was the lack of color information on the interior bits, both the cockpit and intakes. Given the nice detail, simple construction, and colorful options, this will be a popular kit and undoubtedly we will see a tanker version and perhaps a Blue Steel version. My thanks to Dragon Models USA for the review sample.

PrezNotes

from page 1

roaring. After what seems like only a few feet, up we rise, climbing, climbing, watching the altimeter over the right shoulder of the co-pilot through the door opening (no door!), 2,000...8,000...13,500 which apparently is our cruising height. Ears popping in the unpressurized cabin as we climb into the bright, clear morning sky. The roar of the twin engines drowns out any chatter from my fellow passengers. The sun is streaming through the cockpit windows, and the pilots adjust their small sunscreens as the aircraft bobs about the sky. Now THIS is a FUN way to fly!

Andrew

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 that 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 January 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

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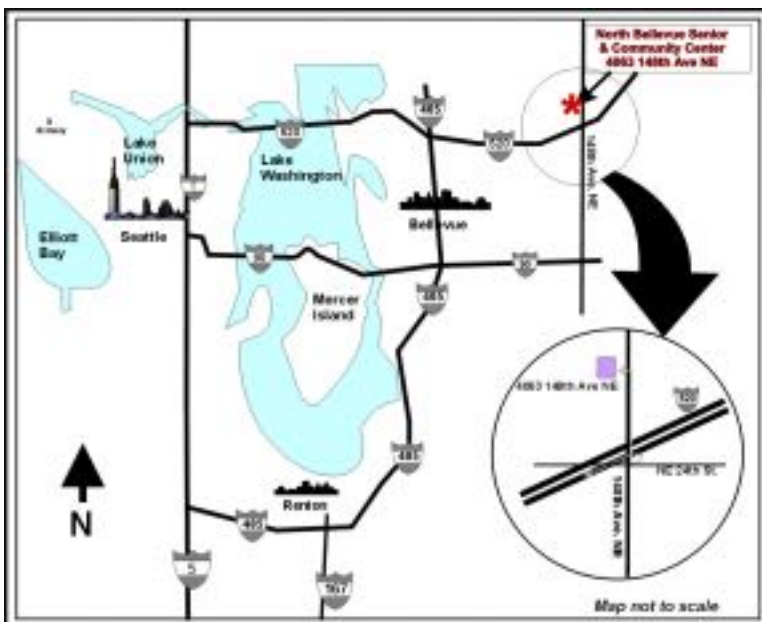
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E-mail delivery of the newsletter (\$15). **Regular mail delivery of the newsletter (\$25).**

Please do NOT release my e-mail and phone information for distributed club rosters.

Meeting Reminder

January 10



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.