

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2015

PREZNOTES



Belated Happy July 4th Greetings

I trust folks managed to not overeat, over drink, over sun themselves, nor burn down their neighborhood igniting illegal fireworks! I know, where's the fun in your President...

THREE NOTICES:

Notice #1

We need volunteers to staff model display tables at the following Flying Heritage Events during the Summer months. What is expected is that you bring a few models appropriate to the event theme, together with a model to work on, some modeling tools, perhaps some reference material. You display the models next to where you are working, and make friendly like with the General Public. A great way to show off our beloved hobby, potentially bring in a few new members, and enjoy a wonderful day out with the chance to see some great historical aircraft and military vehicles. Volunteers need to arrive at FHC in Everett at 8:30 - 9 AM, and we can break down our displays after 3 PM, or stay until close at 5 PM. Here are the dates, and themes. For more info, visit the FHC web site here: <http://flyingheritage.com/>

July 25th, FHC Skyfair

This year FHC will be flying their Fw 190A, Hurricane, P-47 Thunderbolt, B-25, and Zero. Joined by Historic Flight Foundation with their DC-3 and Planes of Fame Museum is scheduled to fly their Korean War-era MiG-15 and F-86 jet fighters.

August 15th, V-J Day 70th Anniversary

Celebrate the 70th anniversary of the end of World War II: FHC will be flying its P-47 Thunderbolt, F6F Hellcat, and P-51 Mustang.

August 29th, Luftwaffe Day

Bf 109, Focke-Wulf Fw 190, and Fieseler

Storch are expected to take to the air. Pilots' autograph signing is mentioned too.

September 19th, Battle of Britain Hurricane, Spitfire Vc, and Messerschmitt Bf 109 along with the Historic Flight Foundation's Spitfire Mk IXe!

We need a critical mass of SIX modelers per event. Email me directly at acbirkbeck@comcast.net to reserve one of the six spots. You will be granted free admission to the event in return for your volunteer time.

Notice #2

I have a large quantity of custom mixed lacquer paint to give away at the July Chapter meeting, along with other items.

Notice #3

Your esteemed President and Vice President are both working on aircraft models. See this extremely rare confluence of cosmic proportions, and view our creations at the July meeting. "Film at 11"...

See you July 11th

Cheers,

Andrew

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

Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 2015 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

July 11
September 12

August 8
October 17

IPMS/USA MEMBERSHIP FORM

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Airfix 1/24th Scale Hawker Typhoon Mk.IB – Part 1 of 3

by Eric Christianson

Airfix has been producing some of the finest model kits in the industry for 75 years - models that we all grew up with; models that absorbed our allowance money; models with box art that filled our imagination. The company has gone through a lot of changes over the years, but, like our hobby, it's always been there in the background, beckoning us back to the workbench. Following their recent trend back into 1/24th scale aircraft kits, Airfix has released the venerable Typhoon Mk.Ib by Hawker Aircraft.

The Typhoon was arguably the RAF's premier ground attack fighter of World War II. Armed with rockets, bombs and Hispano cannon, the 'Tiffy' lorded over the Normandy skies, disrupting or completely paralyzing German road traffic and sapping morale, for even the prospect of a rocket attack by the dreaded 'Jabo' was unnerving to those on the ground.

This review is the first installment of a three-part series on building and finishing this wonderful kit. Out for some time now, the kit already has several excellent reviews available for it, including several books. That said, there are none that I have found that show how to expose one full side of the engine and cover up the other side, a popular display option that Airfix (curiously) doesn't offer. Since you cannot attach the engine cowling over the completed engine, exposing specific portions of the engine is not as simple as it might sound. This review will show you how to do this, and what parts you will need to put on and leave off.

Opening the box

The normally dependable US Postal Service did a number on the shipping box containing the kit (see photo below left entitled 'My Tiffy Arrives'), and apologized profusely when it was finally delivered. Examining the contents of the kit, however, produced two conclusions; 1) Airfix did an excellent job bagging and boxing the parts, since the separate bags were able to slide around inside the large box, avoiding damage; and 2) the softness of the plastic used by Airfix, in this particular situation, was key to saving the day. Even the largest parts were able to bend and spring back against what must have been an enormous, yet brief, impact, considering the condition of the outer box. Good Job, Airfix. Not so much, USPS!



Inside I found eight or ten large bags of sprues, an instruction booklet and an enormous single sheet of decals. I didn't count the sprues as I thought there would be a Parts Map somewhere (there is not). The largest sprue is more than two feet across, the smallest one, perhaps 10 inches.

I must confess – I haven't built an Airfix kit in years... and was unprepared for the amount of clean-up required, mostly in the form of mold release lines, ejection pin holes, sink holes and such. Just about every one of the 453 parts will require careful attention beyond the normal sprue attachment points. Once cleaned, however, the fit of the parts was excellent. The surfaces of the fuselage and wings have fine raised and recessed panel lines and other detail – a remarkable sight, even in this large scale.

The fuselage comes together in three parts; left and right fuselage halves, and a third large piece along the belly that starts at the rear of the wing root and travels back to the tail section.

Likewise, the wings come in five parts; one large lower span with openings for wonderfully-detailed wheels wells, lower port and starboard sections on each side, and two, single top sections with open areas for the gun bays. Three spinners are included, one four-bladed type, and two three-bladed types. One of the three-bladed spinners is



shorter and sports a less-pronounced point. Propeller blades are the same for both spinner types. Wheels are delivered in two halves each, and the main gear wheels come 'pre-flattened'. Wing stores include two types of rockets and rails (8 each), two types of bombs (250lb and 500lb), and what looks like external fuel tanks. Two types of tail planes are included; the initial Typhoon tail, and the later, somewhat larger (Tempest) tail planes. Two sprues of clear plastic are included, and although there seems to be a lot of hubbub on the internet about a flaw on the main canopy (which also exists on mine) I can't get too worked up about it – the flaw can only be seen from a certain angle and even then, only if you're looking for it. A big dance around a small fire – in my opinion.

Finally, Airfix chose to go without photo-etch, and I know I wouldn't be the first in line to congratulate them on this decision. A subject of this size, with PE, would have been a completely different modeling experience, and not nearly as enjoyable - at least not for me.

The kit comes with the following four color and decal schemes represented:

1. 'D-Day Spearhead', MN666 'CG' Aircraft flown by Wing Commander Charles Green, No. 121 Wing, Royal Air Force Holmsley South, Hampshire, England, and B.5 Le Fresne-Comilly, Lower Normandy, France, June, 1944
2. 'Normandy Workhorse', DN252 'ZY-N', No. 247 Squadron, 2nd Tactical Air Force, France and Belgium, June-September, 1944.
3. 'Sharkmouth', MP197 'MR-U' No. 245 Squadron, 2nd Tactical Air Force, Germany and RAF Warmwell, Dorset, England, June-August 1945.
4. 'Canadian Bomber', RB389 '18-P' No. 440 Sqn (Royal Canadian Air Force), 2nd Tactical Air Force, Netherlands and Germany, February-May, 1945.

The Instructions

The instructions are printed in a gorgeous, full color, large-format booklet, that with everything else on my workbench, I found a little ungainly. As a consequence, the first thing I did was to cut this beautiful booklet up into separate pages (!), and organize these into several sections: 1) what I've done, 2) what I still need to do, and 3) finish options. Cutting down the somewhat cumbersome booklet allowed me to use single pages on my workbench, as well as separate decal and painting keys for easier access.

One thing Airfix does that few other manufacturers do is to use up sprues in order of assembly. That kind of thing really helps on projects of this size – some of the sprues are three feet wide! That said, there are a few exceptions...don't spend a lot of time trying to find out where parts A18 and A19 are used – you didn't miss them – they pop up out of nowhere in Steps 204 and 205! For the most part, however, the approach Airfix took in organizing the parts and instructions really helped me find the next part I needed.

On the down side, I did notice that some of the images are missing detail found in the plastic, making orientation more complex than it needed to be sometimes. Also, the image of the control console used for decal placement is missing some of the dials found in the clear plastic and on the decal sheet - nothing big, but an unusual oversight for such a comprehensive document, as is the lack of a parts map of any sort.

The instructions, however, do contain four color photographs of the painted pilot figure and nine full pages of beautiful color photographs and drawings of the four painting and camouflage options, along with comprehensive decal placement directions.

(Note from the Airfix website) Step 67 in the kit instructions omitted the attachment method for the Coffman starter inlet pipe, part C14.

Display Options

There are several fundamental decisions that must be made before starting, since parts are used (or not used) as a consequence of using one of several display options. This is because the engine, radiator, and gun bay covers are not made to be removable, and will not fit correctly when placed over a completed assemblies. This was a surprise for me, since some of the options I wanted to use were not included in those offered by Airfix.

Display Options - Engine and Radiator – Airfix has provided three display options for the front end encompassing the engine and radiator.

First Option: Completely buttoned up. This option will show the front end of the aircraft as it would look sitting on the ground, ready to fly. All the engine and radiator detail is covered up.

Second Option: Completely exposed. This option will have you (literally) cut off the entire front end of the aircraft's outer panels, from the cockpit firewall forward, using pre-cut guides on the inside of the cowl parts. This option will display all of the considerable detail found in the front end as if the aircraft was sitting in a hangar undergoing major maintenance.

Third Option: A modified version of the option above, covering the radiator and the lower portion of the engine on both sides, and exposing the engine from the exhaust pipes upward, on both sides and over the top.

It seemed to me, then, that the only way Airfix wants me to preserve those nice lines of the Typhoon superstructure is by completely covering up that beautiful engine. Hmmm...

After much review of the instructions and the plastic, I chose to use a **Fourth Option** – the one not offered. I wanted to cover up the port side of the Typhoon, showing off the long, masculine front of the aircraft, while opening up the starboard side showing off that beautiful engine all the way down to the radiator intake. This would require some minor surgery and a lot of circumvention of the manufacturer's intentions, but I felt it would produce what I was looking for in such an interesting subject and kit. Rest assured, the Airfix instructions are easy to follow and will show you how to proceed with Options 1-3, but the content of this review will also include the steps I took building the one option not offered.

Display Options - Wing Cannon Bays and Wheel Wells – These decisions are easier. Airfix allows you to show one or both wing cannon bays open or closed, and to show the Typhoon with wheels retracted or lowered (Airfix offers an after-market stand – it is not included in the kit). Sticking to my theme using 'Option 4', above, I went with exposing the starboard wing cannon bay and covering up the port side bay, as well as showing the landing gear lowered. The excellent wheel-well detail alone easily drove this last decision.

Airfix conveniently color codes the part numbers (white, green and blue) for all of their display options and includes the following statements in the instructions:

"Part numbers indicated (in Green) should only be fitted to the model if the engine and gun bay details are to be left visible and left uncovered."

"Part numbers indicated (in Blue) should only be fitted to the model if the undercarriage is to be fitted in the extended position."

I found that most of these parts, however, can be used and do actually fit under the cowls and/or wing panels. The color codes simply mean that the parts are not required and will be covered up. Opening up the aircraft in the manner that I plan to, however, will require that some of these parts be used, and I have identified these in the appropriate section, below. I built the full engine and radiator, took some photos for this review, and then snipped out the few parts that kept the engine cowls from seating correctly – these are identified in the appropriate section below as well.

I wanted my Typhoon dressed in full invasion stripes so I am using scheme one ('D-Day Spearhead'), although I'll be going with different unit markings.

The Build

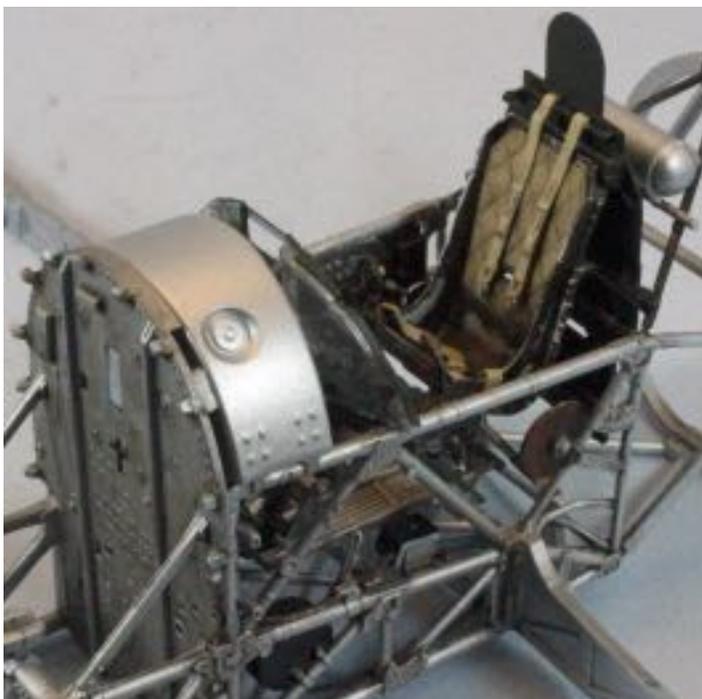
Internal Framework in the front end

Everything starts with the complex-looking - but surprisingly simple - framework that makes up the front-end and main wing spars. It's a good idea to get familiar with this assembly because you will become close friends with it in the next 90 or so steps to come. Even though I was very, very careful to get everything perfect in these first few steps, I continued to have some fit problems later, so a word of warning: don't rush. Part 56 in Step 4 was a poor fit, and I am pretty sure things were cleaned and lined up right. I skipped Step 6, as the parts here are (green) colored-coded and I was going to cover up the oil-cooler/air intake. After completing Steps 1 – 8, I stopped to paint everything Tamiya XF-16 Flat Aluminum, following by Mig Dark Wash and Mig Brown Wash oil washes. At this point it's hard to know what will be visible in the end so everything gets painted and weathered.

Parts Not Used for 'Option 4':

Step 6 Parts A25, B19, B20.





The Cockpit

Arguably the most challenging - and certainly the most time consuming - part of the build, the Typhoon cockpit is a wonder in miniature...and somewhat frustrating, since most of what you create will be hidden within the relatively small opening in the top of the fuselage. Still, in this scale, time spent on the cockpit matters.

Encompassing 29 steps starting with Step 9, most of the finish will involve just a few colors and washes, with the decals and stenciling taking up the majority of the effort. I finished most of the non-metallic parts in off-black per the instructions, but other reviews have many of these parts in interior green. I left the reasonably detailed figure and parachute out so I could expose the seat and seatbelts.

I began with snipping off and cleaning all the parts identified in Steps 9-38 and assembled, painted and weathered the five or six subassemblies therein before going back to the framework and instructions. While the seat and seatbelts were molded with a nice cross-hatch pattern, I would have liked it to be a little more pronounced - the pattern was so shallow it was difficult to apply a wash to it - I had to actually paint the hatch pattern on by hand. On the other hand, the choice of providing molded plastic

seatbelts vs over-engineered photo-etch versions, in my opinion, was brilliant. Thank you, Airfix.

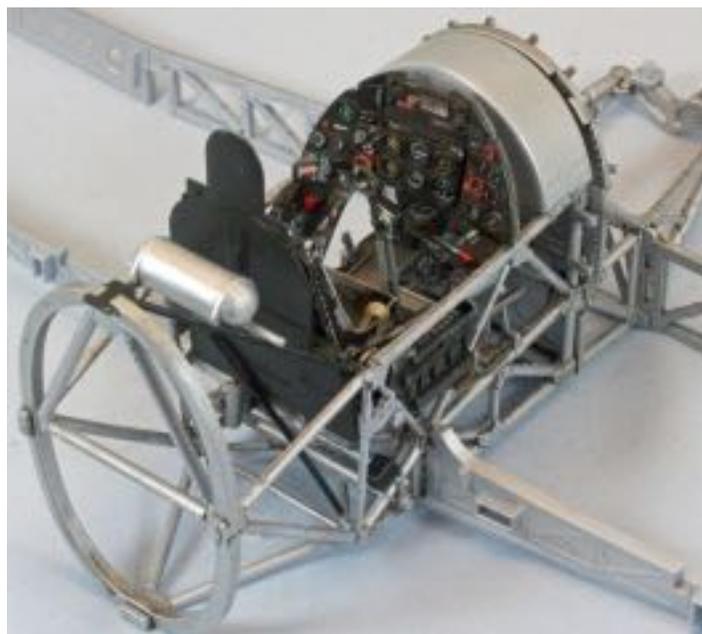
Construction generally followed what Airfix had in mind, with one exception: I installed the pilot's seat in Step 20 instead of Step 16. After trimming the connection points, the seat snuggled nicely into its place with the proper angle to accept the two shoulder harnesses since, in this later step, the seat had the rear armor plate to lean against.

I had to pry parts B14 and B18 apart in Step 23/24 and remove the guide pins before re-attach them to get them to line up right. This was not an uncommon task, throughout the build.

Curiously, the oxygen bottle (Parts A04 and B15 in Step 32) is marked in green, meaning this should be left out if you choose to close up the fuselage - but the bottle is nowhere near the engine compartment so I'm not sure what that's about.

I painted the cockpit framework Tamiya XF-16 Flat Aluminum and applied Mig Dark Wash and Mig Brown Wash oil washes to it. For the pilot's seat I used Tamiya XF-16 Flat Aluminum, shot it with hairspray, and then covered that with Tamiya XF-69 NATO Black, before rubbing off some of the black paint with a stiff brush and a little water to expose the metallic finish underneath. I used Vallejo Model Air 71.028 Sand Yellow for the seat cushion, Vallejo Model Air 71.075 Sand Ivory for the belts, and then applied Mig Dark Wash and Mig Brown Wash oil washes to both.

The instrument panel and side consoles were painted Tamiya XF-69 NATO Black, and detailed with Tamiya X-11 Chrome Silver, Vallejo Model Air 71.085 Ferrari Red over Model Air 71.001 White, and washed with Mig Brown Wash oil wash. I used Vallejo Panzer Aces 312 Leather Belt for the trim wheel and all cables, Tamiya XF-69 NATO Black for the black boxes and compass structure, after dabbing some liquid mask on the compass face itself.



Decals and placards: These were a mixture of the Airfix kit decals and an after-market set from Airscale put together specifically for this kit when it first went on sale. The Airscale set is no longer offered, but a generic 1/24th scale RAF set by them can be found here: (<http://www.airscale.co.uk/store.php#!/1-24-scale-RAF-Cockpit-Decals/p/39176437/category=9842272>). A separate review of the set I used with this build, can be found here: (<http://web.ipmsusa3.org/content/cockpit-instrument-decals-hawker-typhoon-1b>).

Once everything was dry, but before attaching the subassemblies and instrument panel, I sprayed a light coat of Vallejo Matt Varnish over all the exposed surfaces, followed by drops of Future on all the dials.

With the subassemblies and instrument panel completed, I attached everything per the order specified by Airfix without any significant issues. Installing the right-hand console in Step 24 is easy once you realize that one of the cables underneath the panel passes outside the cage – the illustration in next Step (25) shows this clearly. The three small boxes with cables coming out of them (Parts A10, A12, and B11) fit into their various positions perfectly. Apparently, unlike some manufacturers, someone at Airfix actually built this kit, and they got it right.

The Engine

Similar to the assembly sequence used with the cockpit, I cleaned all the engine parts (Steps 39-74) first and then went as far as I could before stopping to paint. I sprayed the engine block Tamiya XF-69 NATO Black after Step 48, save for the three parts in Step 46, which were painted Tamiya XF-16 Flat Aluminum and then attached underneath. I painted the various parts marked with (Humbrol 56 Aluminum) in the instructions using Tamiya XF-16 Flat Aluminum, and the parts in Step 51, 55 and 56 with Alclad Pale Burnt Metal over Alclad Black Primer & Microfiller. I hand painted the parts in Steps 57, 58 and 63 a mixture of NATO Black and Flat Aluminum. When everything was dry I had a ball putting everything together! With very few exceptions, the fit of all the parts was superb, including the long and snaky piping that seemed to hug the engine block and framing perfectly. In Step 53 I had to shorten the curly end of Part C19 by just a bit, and drill a small hole in the appropriate place on the engine block to receive it.

Before weathering, I took some pictures and then went about cutting and chopping the following parts off to fit under the cowling parts:

Parts Removed to fit the top and port engine cowls

Step 38 – Part C21

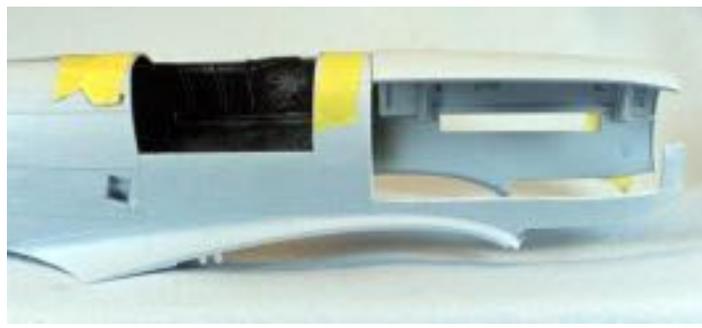
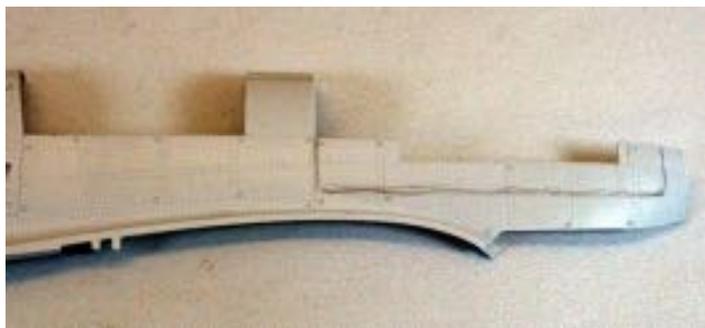
Step 55 – Part C06

Step 57 – Part C09, C47

Step 61 – Part C35, C39

Step 67 – Part C23 – Only snip off the half that is covered up...

I knew I was going to cut away a section of the starboard side-cowling, and now that the engine was complete, I had an idea of what I wanted to expose. I drew a line on the plastic with a pencil (see images below) and cut the piece away to expose as much as possible.



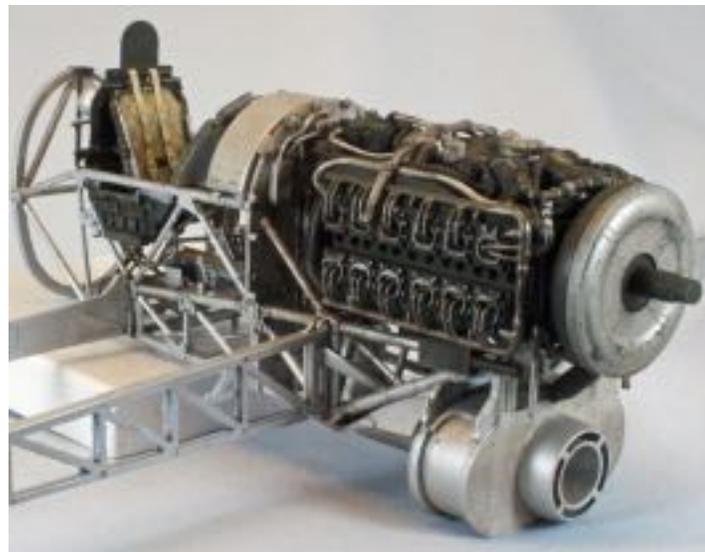
The Radiator and Lower Front End

I chose to cover the bottom of the front end up. The detail is nice, but I felt the several large pieces found there didn't inspire the same 'wow' factor as the engine and cockpit. The fit of the two halves (Parts D09 and D10) in Step 76 was poor and took some filling and sanding to smooth up. I made sure to paint Part D15 in Step 75 Gunze Mr. Color C363 Medium Sea Grey before attaching it...the first (external) paint color used so far – progress!

I assembled all the parts in Step 80 and Part D17 in Step 86 before painting them Tamiya XF-16 Flat Aluminum, and while I had the airbrush going I painted the rest of the odds and ends the same color per the instructions.

The instructions contain a scary-looking set of images in Step 81 that show angles and measurements in millimeters, making one think that things are pretty crucial here, but, once you start putting the big pieces where they go you will find that there is precious little movement or play in any of the parts to adjust one way or the other. All you are able to do is put the glue on and cross your fingers that it's right! The only problem I encountered was attaching the assembly from Step 85. In place, it wanted to push the air-cooler out just a bit, producing an angle that wasn't 90 degrees. I ended up snipping off the point where it connects to the air cooler and adding weight while the glue dried. I hoped this wasn't a harbinger of things to come – all I could do is trust my instincts and wait.

Once the entire engine and radiator sections were assembled, I gave everything two coats of Mig Brown Wash and let that dry. I then used Mig Dark Wash straight from the bottle on many of the aluminum parts to knock them down a bit. Finally I used a Quilters (Silver) Pencil and highlighted various areas that were painted NATO black.



I then sat back to look at my creation. The jowly front-end of this big guy was starting to look like a Typhoon!

Parts Not Used for 'Option 4':

- Step 68 – Parts D24, D26
- Step 70 – Part D01
- Step 71 – Part D25
- Step 72 – Part D02
- Step 73 – Parts D18, D19
- Step 80 – Part D12
- Step 82 – Parts D07, D08, D11
- Step 83 – Part D03
- Step 84 – Part D04
- Step 87 – Part C17
- Step 159 – Part N03

Conclusion

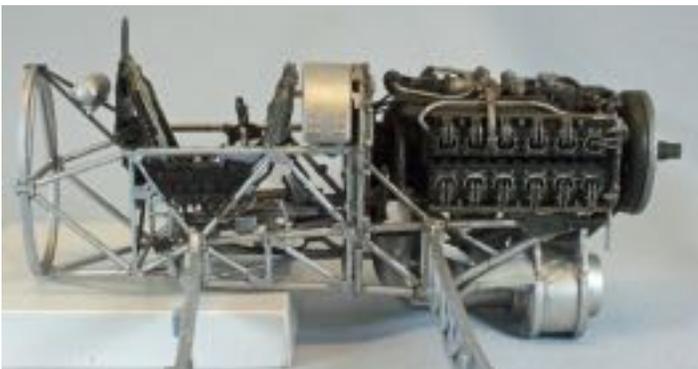
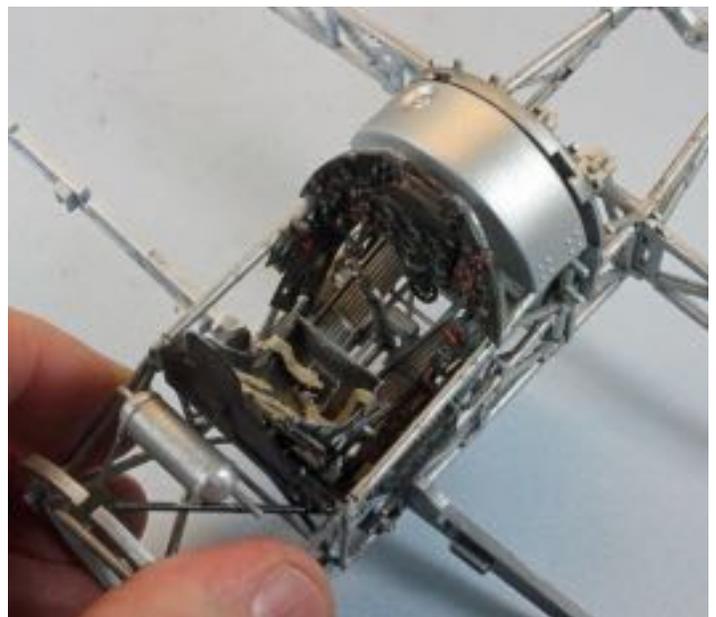
When I started this project, I was a little intimidated. I had not built an Airfix kit in a long time; and precious few aircraft kits in the last few years for that matter, focusing mainly on armor. Those that I did build, however, were complex projects and I enjoyed them, so I knew I would be able to build this kit. Now that I've finished the cockpit and engine, I find myself really excited about the remainder of the build coming up. This, to me, is a clear personal indicator that Airfix has a real winner in the big scale Hawker Typhoon 1b. The fit is wonderful (which always helps), but other decisions peculiar to Airfix also make it a lot of fun to build: molded plastic (yet separate) seat belts, no photo-etch, sprues that are used up in a rational order, crazy piping that at first looks like a headache, and then simply slips through holes and clicks into place like a dream – all of these things help to create 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. 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. Slow down, use your references, and enjoy the ride!

Next segment: Wing, gun bays, wheel wells and weapon stores.

Last Segment: 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.



Hurricane Bookshelf: We Know from Cameras Above, not James Bond

by Scott Kruize

Eyes In The Sky: Eisenhower, the CIA and Cold War Aerial Espionage, by Dino A. Brugioni. Copyright 2010, 466 pages. Printed by the Naval Institute Press of Annapolis, Maryland.

We're about halfway through our Centennial remembrance of the Great War. The 'Great' refers not just to the size of the conflict, but to the huge change in technology. It advanced (or was perverted) in a multitude of new ways. Particularly striking was the addition of the third dimension to the battlefield. Military aviation, mostly as aerial reconnaissance, became essential to the war efforts of all participants.

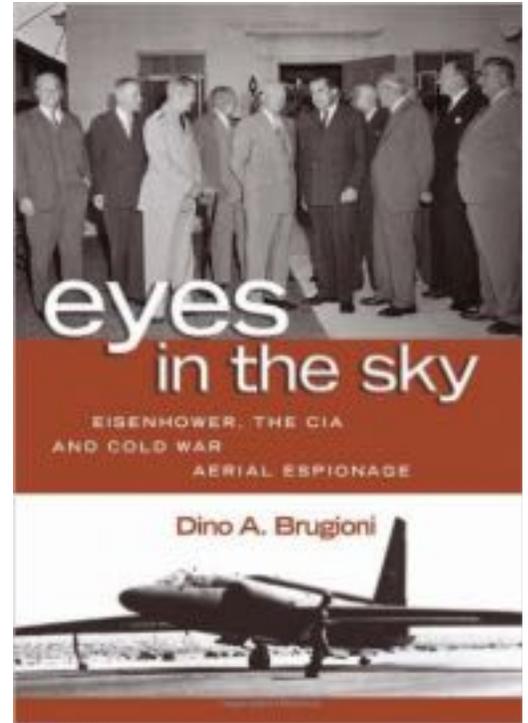
The Second World War saw more development and deployment of this technology. So how could aerial reconnaissance lose its obvious importance in the minds of government and military leaders, as tensions re-arose in what came to be known as the Cold War? It seems the mindset of intelligence communities was: information on what the Other Side was doing comes from planting spies there.

Of course, this did not work against the Soviet Union. That society was at least as closed, regulated, and policed as any of the Axis powers had been. Agents sent behind the Iron Curtain were quickly identified and eliminated.

The main issue for us and our allies was how much military hardware the Soviets were producing and deploying: how many tanks and other vehicles were available to their large armies; how many big strategic bombers were being added to their air force, and how quickly; how far along they were, testing and deploying the new nuclear-armed ballistic missiles.

The solution was to examine the Soviet Union with photographs taken from above. A few individual machines can be camouflaged and hidden, but when deployed in numbers, they're obviously out there. The same basic methods that identified and located targets in Nazi Germany and Imperial Japan were now needed—with upgrades and enhancements—to spy on the Soviet Union.

This was a huge task, not just because of the sheer size of the country. The principal was recognized that aerial reconnaissance over other nations' territory was so provocative and aggressive as to amount to an act of war. And as a practical matter, it was known that the Soviet Union had deployed large numbers of potent new jet-powered interceptors, such as the MiG-15 and -17, and was working hard on anti-aircraft guided missile systems.



But advancing technology suggested these could be overcome. Mr. Brugioni flew missions on United States Army Air Force bombers during the Second World War. He then served as an intelligence analyst for the CIA and was directly involved in the planning, development, and use of the new technology. He was right there to describe how brilliant people from a number of fields, such as Dr. Edward Land of the Polaroid Corporation, film and photochemistry experts from Kodak, and Clarence "Kelly" Johnson's Lockheed engineers, worked to give us the ability to see into the U.S.S.R.

My opinion of all the people involved in this history, which took place while I was growing up, has gone up by several notches. So has my opinion of President Eisenhower. I remember my parents made casual disparaging remarks, observing that he played a lot

of golf, and like everybody else, seemed to think 'Ike' was no more than a reliable, down-to-earth, all-around Nice Guy 'placeholder' of a president. Now we learn much more how, although he never blew his own horn much, he had firm control of his administration and our military. He didn't get stampeded into foolish, expensive, and provocative action during the so-called 'Bomber Gap' and 'Missile Gap' crises. He deliberately turned us away from ever-more provocative confrontation during a time when too many believed that war with the Soviet Union was inevitable.

In this book, his decisions and interactions with the participants are detailed by Mr. Brugioni, who ended up briefing President Eisenhower and his successors on important intelligence matters. Eisenhower grasped the value of developing this aerial surveillance ability, and got us taxpayers one of the greatest bargains ever. He quietly got thirty-five million dollars to fund it, including cameras that could pick out a dinner plate on a golf course from 70,000 feet, plus twenty-two planes to carry them at that altitude—the incredible U-2 from the Lockheed 'Skunk Works'—for about a million dollars apiece!

Following chapters tell how these technical leaps continued—with progress and setbacks—until satellite reconnaissance became our intelligence staple. We take for granted that everything is open to scrutiny from above.

A century past the Great War—which joined airplanes and photography into a form of weaponry—technology continues to advance, often primarily for warlike purposes. This book tells the story of developments in overhead surveillance up to the state of the art today. We wish the 'War to End All Wars' had done so, but at least, in a world with many tensions and conflicts, large military activities and deployments cannot be kept secret. This is a very good thing, allowing for reasonable and timely response to threats, and for the deployment of appropriate—not overly massive—force to oppose them.



The Hawk 1/48th scale kit came out when the U-2 was a news headliner, in 1962. An eternity ago, but the moldings are still available in a re-boxing by Testors, and it's still a good build!



Would You Like to Share Your Review on the IPMS Website?

by John Kaylor and Eric Christianson

It's simple to post your reviews on the IPMS-Seattle website – here's how!

E-mail your article to Robert as you normally do (at **baclightning@yahoo.com**), and to send to the website as well, CC the address **reviews@ipms-seattle.org**.

That's all it takes! Or if you have a review or other article that is not already on the IPMS-Seattle site that was published in the newsletter some time ago, send the review as an e-mail to **reviews@ipms-seattle.org**.

How do I e-mail my Articles to Robert for the Newsletter, and to John for the IPMS Website?

The content of the article, kit review, technique, show summary – anything you think others might be interested in - can be submitted as a MS Word document, or as a text document. Make sure to pay attention to spelling, sentence structure, etc., as much as possible as this will save John and Robert a lot of time and effort.

Images

Try to keep the size of images to around 1MB each (maximum). These are easier to move around and store, and are plenty large enough for where they will be used.

For the website, keep in mind that bigger is not always better. A 5MB image at 300 DPI (dots per inch) and an image size of 5000x3000 pixels will be pared down to the maximum resolution for display on a monitor (72 DPI), and the image size will be scaled down to 1600x960, with a file size of under 200 KB. The important thing to take away from this, even if you don't understand all the resolution and DPI mumbo-jumbo, is that you will have only been able to send between one and three 5MB images with your article, when you could have send 15 if they had merely been sized appropriately! (See Sizing Images below if you need help with sizing images.)

You can use any type of photo image software you are comfortable with to clean the images up and reduce their size - the easier to use the better. Eric Christianson's personal favorite is Adobe Photoshop Elements (APE). APE is reasonably priced, yet powerful and (most importantly) easy to use. It is the red-haired little brother of Photoshop, and priced accordingly, retailing for about \$75 online. Keep in mind, the best image software is the one that you know already how to use!

If you are using a Mac and don't have photo editing software, you can open the images with Preview, then use Preview's Tools menu, and select 'Adjust Size'.

When taking pictures, try to use a background made of a light, solid color, and use plenty of lighting – the more the better. If you are submitting a model review, make sure to include an image of the box top.

For reviews, Eric sends between 5 and 15 images from all different angles – that will give John and Robert enough to choose from when editing their work. Robert is restricted as to how many pictures he can publish in the newsletter, but John will generally put all of the distinctly different images that are submitted onto the website. Images that do not differ dramatically or show significantly different subject matter will be omitted from being posted on the website.

Sizing Images

If you do not have any image manipulation software, or you find the software that you have to be tedious or difficult to use, you might like to try a free website that provides a image resizing service: PicResize.com (<http://picresize.com/#>)

PicResize is pretty self-explanatory, and it works extremely well. In summary, you drag an image onto the page, press Continue, select "Fit To Screen 1280 Resolution", and press "I'm done, resize my image."

Repeat the process for all of your pictures, and attach them to your e-mail with your Word document – Presto! You have submitted an article!

Tamiya 1/48th Scale German Panzerkampfwagen 38(t) Ausf.E/F

by Andrew Birkbeck

During the early 1930s, the nation of Czechoslovakia was a leading European arms manufacturer, whose armaments industry was dominated by the giant Skoda conglomerate. In 1933-34, Skoda produced what became known as the LT vz.35 light tank, and this was accepted into the Czech Army, becoming its main tank. However, the tank suffered from numerous flaws, and was much disliked by its crews. Enter the firm of CKD, a conglomeration of various engineering firms, one of whose acquisitions was the Praga Works, makers of trucks/passenger vehicles/tractors. Praga decided to go into the tank building business, selling its products both to the Czech Army, and a number of export markets. With the poor experience with the LT vs.35 in their minds, as well as the need for rearmament due to the rise of Nazi Germany on its border, the Czech military looked around for a new tank design. Praga offered up its TNH design, which proved very reliable and certainly better than anything Skoda had to offer. After exhaustive trials, the Czech military accepted the Praga design, placing orders for 150 vehicles in July 1938 for the new tank, designated LT vz.38.



However, none of the tanks had been delivered to the Czech Army prior to the German occupation of Czechoslovakia in March 1939. The Germans, on examining the LT vz.38, realized it was vastly superior to their own Panzer I and Panzer II tanks, and at least equal to the Panzer III then in service, and set about increasing the production rate of the Czech tank, renamed Panzer 38(t) (the “t” because Czechoslovakia in German is tschechoslowakei). When German forces launched Operation “Fall Weiss”, the invasion of Poland in September 1939, two of the six armored divisions involved utilized Czech tanks, including 59 Panzer 38(t). Two of the ten Panzer Divisions utilized for Operation “Fall Gelb”, the invasion of France in May 1940, the 7th and 8th Panzer Divisions, utilized Panzer 38(t), and this tank continued in operation with front line German units during Operation “Barbarossa” in June 1941, making up fully one third of German tank strength, just over 670 vehicles. Clearly then, a major “German” tank!

The Panzer 38(t) has been well served in the larger 1/35th scale, with Italeri producing a kit way back in the 1970s. Tristar of Hong Kong issued a couple of variants to a very high standard starting in 2006, followed by equally nice variants by Dragon Models a few years later. In 1/48th scale the one man firm of Kengi produced a very nice resin conversion for Tamiya’s 1/48th scale Marder III series of kits, but now Tamiya has issued their own Panzer 38(t) in 1/48th scale, and a gem of a kit it is.

The new Tamiya kit scales out very nicely according to the drawings in Panzer Tracts #18 (see bibliography at the end of this article). The model consists of four sprues of plastic parts, together with two metal “weights” and some of Tamiya’s traditional poly caps. The parts are well detailed, and with one exception there are no visible ejection pin marks to be seen on areas that will be visible once the model is completed. The exception is on the track parts, which have tiny marks present, though due to the way the Panzer 38(t) tracks are designed, these ejection pin marks are extremely difficult to see on the completed model. No photo etched parts are included with the model.

For the most part construction of the plastic parts is very straight forward, and the modeler is treated to yet another example of Tamiya’s world famous reputation for great engineering, making for excellent fit of parts. Construction starts off with a five part lower hull, front, back and two sides, plus belly pan. Tamiya then provides two metal “weights” for the modeler to attach to the inside of the hull, something that seems to be a feature of the firm’s 1/48th military vehicle range these days. Gone thankfully are the cast metal hulls of the first kits in the series, which were a bear to alter if this proved necessary. Attached to the lower hull are eight single-part main road wheels, which need carefully lining up as the glue dries. The idler wheels and drive sprockets are each two part, the latter having a poly cap inserted between the two parts. Again, make sure the idler wheels are lined up correctly as the glue sets. The drive sprockets with their poly caps align very securely without any issues. Once everything was firmly attached, I painted these parts with Mr Surfacer 1200 gray primer, followed by Tamiya’s XF-63 Panzer Gray. I added some white to the base cote, and did some “panel shading” on the parts. After waiting 24 hours, I hand painted the rubber rim areas of the main road wheels using Vallejo acrylic Panzer Aces 306 “Dark Rubber”.



While the lower hull painted parts were drying, I turned to the next step in the construction instructions, the “link and length” tracks. These were removed from their sprues, cleaned up, and then painted with Mr Surfacer primer. This was left to dry for a couple of days, and then the tracks were hand painted with Vallejo 304 “Track Color” from their Panzer Aces range of acrylic paints. These to me are the best hand brushing paints on the market. Once dry (48 hours) I then scraped the paint off the track parts where I would apply the glue, and ever so carefully attached the tracks to the painted road wheels, drive sprockets and idler wheels. Tamiya lists a specific order that the track parts should be glued in place, and I highly recommend that the modeler follows this order exactly. With a little adjusting here and there, the tracks fit very well indeed.

Following completion of the lower hull comes construction of the upper hull parts, Section 5 in the instructions. Make sure you follow the correct order of parts attachment, specifically part B1. The model has separate parts for the various tools such as a shovel, large hammer, axe, a two part jack etc. However the wire cutters are molded in place on the main upper hull part, B17. I left all these tool parts off the model so as to be able to paint them separately at a later time. In Section 6, I left off the smoke shell case, parts H36/37/38, as my research indicated these were used on the later Panzer 38(t) Ausf. F, and I wanted mine to be the earlier Ausf. E (the kit says the model can be built as either an E or an F, but doesn't tell the modeler which parts differentiate one variant from another.). Make sure you drill out the barrel of the front hull machine gun. I then attached the towing hooks, Section 6. Once all the glue had set, I sprayed an application of primer followed by Tamiya Panzer Gray to the completed main upper hull. Then came a light coat of Tamiya X-22 Clear Gloss, because the modeler, per Tamiya's instructions, needs to apply decals to the upper hull sides (German crosses) before other parts can be glued in place.

I did not attach the following parts to the main upper hull assembly prior to the above listed painting sequence: all the separate on-vehicle tools, per my earlier statement. Parts H4 & H5, fender brackets and A6/A7, tracks and mounting brackets and part A12, Nortek light, all in Section 7. These were all cleaned up, primed, and then painted separately. Once I had applied all the decals to the model, and the upper hull was attached to the lower hull, then I applied these parts utilizing white glue as my method of adhesion. This included the two part engine muffler, Section 8, Parts H55/56, which was hand painted using Vallejo “Rust”, from their “Model Air” range. Since the parts weren't under stress, they adhered just fine with the white glue, and the glue didn't mar the paint work already completed.

Section 10 through 14 covers the construction of the tank's turret, which consists of a front face plate that incorporates a positionable main gun, and turret machine gun. Using a pin vice and small drill bit, I drilled out the machine gun, as I did for the front hull machine gun. The turret parts are well detailed, with a plethora of rivet detail. The turret cupola hatch can be positioned open or closed, allowing the modeler to incorporate the four part half figure tank commander if the hatch is left open. The detail on the figure is adequate for this scale, and assembles nicely. Once the turret was assembled, minus the positionable cupola hatch, I painted it Tamiya Panzer Gray, again with some panel shading. Decals were applied then to the model over a coat of Tamiya X-22 Clear Gloss, which was airbrushed over all the painted model sub assemblies. Gunze Sangyo's two part decal setting system was utilized to get the decals to adhere nicely. The decals are standard Tamiya, a tad on the thick side, but perfectly serviceable. Once allowed to dry for 48 hours, a sealer cote of Tamiya X-22 Clear Gloss was applied. This too was given a 48 hour drying period, whereupon I applied a couple of pin washes to accentuate all the raised rivet etc detail using oil paints of the appropriate color plus odorless mineral spirits. I then cleaned up any messy areas of the pin wash application with some Q-tips and mineral spirits, and set all the sub assemblies aside to dry (72 hours). I sealed the model with an application of Alclad Matt Clear.

Regarding the vehicle marking schemes, Tamiya provides the modeler with two options, both overall Panzer Gray. Option A: listed as 22nd Panzer Division, Eastern Front, 1942. Option B: listed as “unit unknown,” Eastern Front 1942. Neither is called out as either a Panzer 38(t) Ausf. E or an Ausf. F, but the color and marking drawings on the instruction sheet both show the smoke shell unit on the

rear of the vehicle, so can one assume they are both Ausf. F vehicles? Given the scarcity of aftermarket decals for 1/48th military vehicles, it would have been nice if Tamiya had provided the modeler with a few more options.

Overall then, Tamiya provides the modeler with a very nice rendition of the Panzer 38(t) Ausf.E/F utilizing the parts in this kit. The detail is good, and assembly is pretty straight forward, though careful study of the track installation will be very important if the modeler is to avoid any construction “surprises”. If you are at all interested in 1/48th scale military vehicles, this kit is will make a very worthy addition to your collection. I would like to thank TamiyaUSA for providing IPMS/USA with the opportunity to present this build review to their members.

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Kovozávod Prostejov 1/72nd Scale SK-38 "Komar" (SG 38 Schulgleiter)

by Chris Banyai-Riepl

Designed in the late 1930s, the SG 38 was the basic flight training glider for the Nationalsozialistisches Fliegerkorps (NSFK). Over 10,000 were built during the war, where it served an important role in training fledgling pilots. The design was simple and stable to fly, and after the war the design continued to fly throughout Europe, including in Czechoslovakia, England, France, Austria, Sweden, and other nations.

As this is a simple glider, so it is an easy model. So much so, that the box comes with two complete kits. Molded in a dark gray plastic, the kit features some very petite detailing throughout, and the decal sheet comes with four interesting options.



As noted, this is a simple kit, which means few steps. The instructions have just three steps, and overall there are only six parts to assemble. Everything is exposed on this glider, so the 'cockpit' has nothing hidden. The rudder pedals have a separate cross brace, while everything else mounts to the fuselage frame. There is a separate seat, a separate horizontal stabilizer, and a separate wing. The only thing missing is two thin supporting struts for the stabilizer and the rigging, both of which are clearly marked in the instructions.

For color schemes, this kit comes with two Czechoslovakian options, one Polish, and

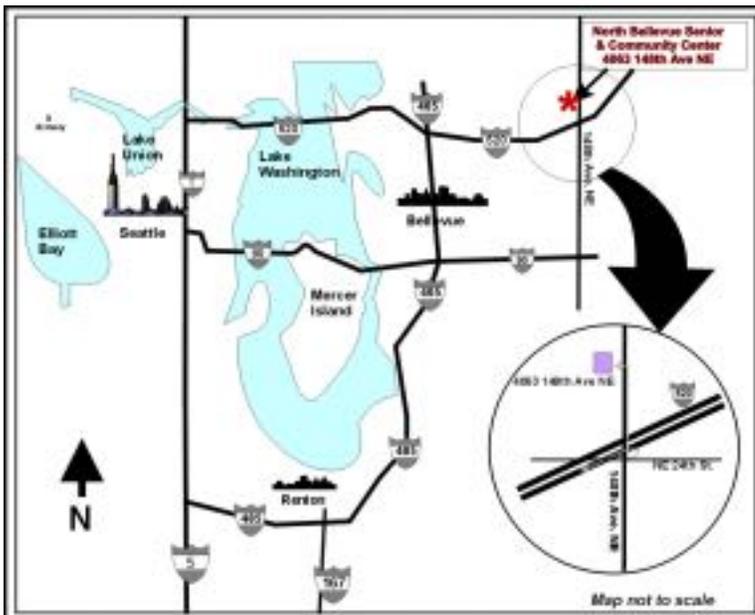
one Austrian. The first Czech example is from the Czechoslovakian aeroclub Rana in 1946 and has a mixed pattern of brown and dark green squiggles painted over the clear doped linen. The second is also from 1946, registered OK-5412, from another aeroclub Nachod, and is finished in CDL and wood. The Polish option is finished similarly, and is from a Polish aeroclub in 1945, while the final Austrian example is finished in a mix of yellow and CDL. In all cases the markings are very minimal, but the decal sheet is nicely printed and should pose no problem in application.

This is a simple yet interesting kit that has plenty of potential. Whether built as one of the kit options or as one of the many examples that operated around the world, this kit is a pleasant diversion from more complex modeling projects. My thanks to KP for the review sample.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his article. - ED]

Meeting Reminder

July 11



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.