

# Seattle Chapter News



Seattle Chapter IPMS/USA  
March 2015

## PREZNOTES



### It's Time to Bang the Gong and Shake the Trees to See What Drops Out

At the March meeting I will be bringing my big yellow pads of paper and easels, to sign folks up for the April 25 Spring Show. The turnout at the last meeting was low, due to the event at the Museum of Flight, so I am hoping to get more worthy volunteers to help us with what is our biggest, and main, event of the year. It's YOUR show; those on the Spring Show Committee just organize it for you so that you can maximize your enjoyment of the event. We need judges for the Contest, Registration Personnel, Meet and Greet folks, helpers for the Make N Take, and of course Raffle helpers. And we need your kit donations to make the raffle the raging success it has been the past many years.

So please turn up to this Saturday's meeting with a desire to volunteer to help make the Spring Show THE model show

people will be talking about for the rest of the year.

Did I mention membership dues...if you haven't paid, please do so.

See you all this Saturday!

Cheers,

*Andrew*

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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.

**March 14**

**April 25 (Spring Show)**

**April 11**

**May 9**

**IPMS/USA MEMBERSHIP FORM**

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

Signature (required by PO): \_\_\_\_\_

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

Payment Method:  Check  Money Order  Credit Card (MC/VISA/NO)

Credit Card No: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Chapter Affiliation, (if any): \_\_\_\_\_

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

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## Tamiya 1/35th Scale WWI British Tank Mk.IV Male (w/Single Motor) & British Figures

by Andrew Birkbeck

The First World War, which marked its 100th Anniversary this year, was the first truly “Industrial War”. The slaughter on the battle fields, at sea, and in the air was aided, and the conflict prolonged, due to the industrial capacity of the belligerents to churn out the machinery of warfare. In particular, the relatively new invention of the internal combustion engine provided new killing “machines” in large numbers: the aeroplane in the sky, and the tank on the ground. And while both sides utilized aeroplanes for reconnaissance, bombing and aerial combat, it was the British and then the French who came up with the tank, the German and Austro-Hungarian forces having next to no tank production of their own during the war. The vast majority of the tanks utilized by the Germans on the Western front were in fact captured Allied tanks!



Over the years models covering air combat in The Great War have been fairly numerous. Airfix, Revell, Esci, Roden, Eduard to name just a few have produced lots of 1/72nd kits, while Eduard, Dragon and Roden have produced a goodly number in 1/48th scale. Lately the New Zealand firm of WingNutWings has taken the modeling community by storm with their superlative 1/32nd aviation models. On the ground, however, it has been a quite different story. YEARS ago Airfix produced a British Mk.I Male tank in HO/OO scale, and it must be 20 years ago that Emhar started producing models of British and German WW1 tanks in both 1/72nd and 1/35th scale. However, with the 100th anniversary of the start of the conflagration, things started to heat up on the ground pounding front. Meng Models from China issued a French FT-17 tank in 1/35th scale, while Takom of China did the same vehicle in 1/16th scale, while Takom also produced the French St. Chamond tank in 1/35th scale as well. Now hot on the heels of these kits, comes Tamiya’s very first WW1 kit, the British Mk.IV Male tank. And as part of their 40th Anniversary celebration of their motorized model kit line, this new Mk.IV Male tank kit comes with a motor to drive its tracks!

Despite what some might refer to as the “toy like” motorization of this kit, the quality and detail of the parts is first rate. When the kit is completed the modeler is left with an excellent replica of this iconic British military vehicle. The kit parts (other than the motorization bits and bobs) are almost exclusively injection plastic, but Tamiya does throw in some metal chain to detail the unditching beam that was carried on these vehicles. The kit also comes with a set of five British soldiers in the US market release of the kit.

Construction of the kit starts with the assembly of various motorization parts such as the clockwork drive mechanism, the battery holders etc. I dispensed with ALL of this paraphernalia as it simply wasn’t necessary for the kind of static display model I wished to create. In fact I am not quite sure what the goal of this kit as originally envisaged is? The set up allows for a vehicle that goes forward in a straight line. There aren’t any wires coming out the back as there were when I was a lad, allowing you to steer the vehicle through a small control box. And just starting the vehicle and putting it on the ground to go rushing forward and to crash into the first hard object it hits, seems like a sure fire way to damage your creation? But I digress...

The kit is yet another wonder of Tamiya engineering, with all the parts fitting together perfectly. The instructions don’t leave you in any

way guessing as to how the parts go together, nor are the instructions overly crowded, so that no confusion exists as to where a part goes, exactly. Being of a simple rhomboid shape, there are a few large flat sided panels festooned with excellent rivet detail. Since the kit was designed to “work”, there 54 two- and four-part “road wheels” to assemble in Section 13 of the instructions, and these need to be carefully sandwiched between the inner and outer panels of each “side” of the hull. Since I didn’t intend for my model to “move” I didn’t have to worry about these



parts getting glue on them in the “wrong” spot, and thus having them stuck fast and not rotate. If you DO plan on a moving vehicle, care is required here obviously.

Tamiya curiously (or not so!) includes both pressed metal drive sprockets for this kit (for the motorized version), and similar all-plastic parts. However, Tamiya doesn't provide instructions on how to install the plastic parts (and they aren't completely identical to the metal ones), so you are forced to use the metal parts whether you want to or not. You do need to insure that these drive sprockets are free moving, as it will make the track installation at a later stage much easier. If you were to glue them, you run the risk of the tracks not fitting properly.

The gun positions in the two side sponsons are fairly well detailed, and the crew entry doors are separate parts. However there is still a lot of missing detail inside these sponsons, so if you wish to have the doors open, you will need to scratch build additional detail. The guns pivot both up and down, and side to side, utilizing a series of plastic washers. Everything fits nicely as you would expect from a Tamiya kit, and the sponsons then fit snugly to the hull sides, utilizing yet more washers (as if you are going to motorize your model, you need access to the hull interior to change the batteries when they wear out, and this is done by removing one or both of the sponsons!) Or you can do as I did, and employ plain old fashioned modeling cement.

The Tracks: Tamiya has hit a home run here as far as I am concerned, as the tracks are similar to the style utilized in their Char 1 bis kit of a couple of decades ago. These come as separate parts in little baggies, and have one small sprue attachment area that needs (to me anyway!) cleaning up prior to painting. I painted the parts with Mr Surfacer 1500 primer, then with Tamiya's XF-84 Dark Iron (track color) thinned with Mr Color Self Leveling thinner. Once the paint was allowed to set up for a few days to dry rock solid, these tracks simply “snap” together, quite literally. I had both 87 link runs of track assembled in under an hour. They pivot about their hinge nicely. They were a bit (but only a bit) of a chore getting them onto the hull, as there is no “sag” in a Mark IV Male's tracks! So be careful when applying brute force to “snap” the run together around the hull. Alternately you could just glue them in place! But I was determined to get them on as advertised, and I did. There IS provision to adjust the track tension a smidge, so you are given some leeway by Tamiya, smart people that they are! Study the instructions carefully to see how this works.

The unditching beam on WW1 British tanks is a common feature, and Tamiya provides a nicely detailed multi part set up, including the aforementioned metal chain. I painted the wooden beam Vallejo “New Wood” followed by an application of Vallejo “smoke” to weather the wood nicely. The chains were primed and then sprayed an appropriate “rust color”, and then the set up was attached to the model once it was painted, using white glue.

Tamiya provides the modeler with a nice color painting instruction sheet on glossy paper, which includes about 20 color photos of “the real machine”, taken at Bovington Tank Museum in the UK. Three color and marking schemes are provided on Tamiya's decal sheet, which is the normal Tamiya affair: a bit thick, but nicely printed and perfectly useable. Scheme A is vehicle “Glamorgan”, G Battalion, “location unknown” 1918. Scheme B, and the one I chose, is H45 Hyacinth, H Battalion, near Ribecourt, France November 1917. Scheme

C is B28 Black Arrow II (as opposed to *Black Adder*), B Battalion, Fontaine-Notre-Dame, France November 1917. All three are in an overall Brown color, almost identical to RAF Dark Brown as seen on WW2 aircraft. I utilized a bottle of the old Aeromaster enamel RAF Dark Brown for my model. I applied an overall color coat, then lightened it some and applied some panel shading. Decals were applied over a coat of Tamiya X-22 Clear Gloss, utilizing the Mr Mark Setter/Softer system of decal setting solutions. Another coat of X-22 Clear to seal everything nicely. I then rattle canned TS-80 Flat Clear from the Tamiya range of acrylic lacquer paints, which gives a lovely dead flat appearance. Oil paint “washes” were applied to highlight the rivet and other panel details, and some rust colors applied to the exhaust pipes, and to the chains on the unditching beam.

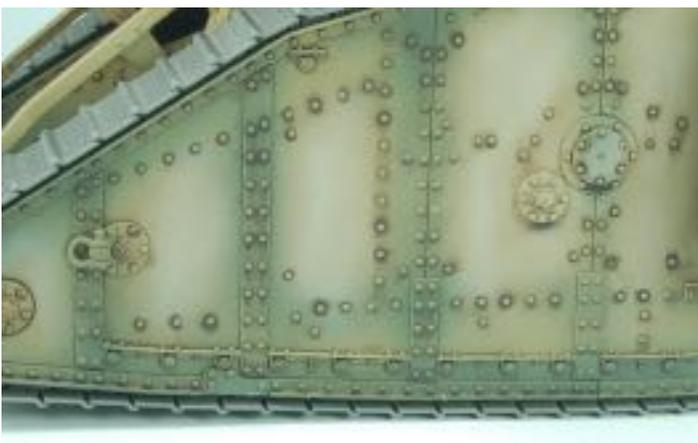
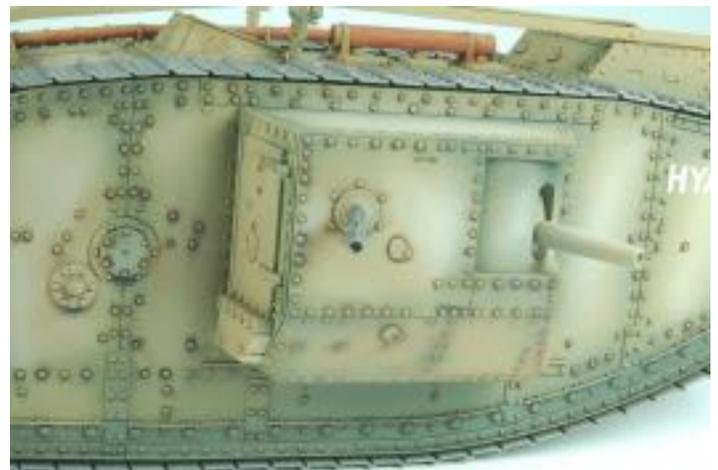


As mentioned at the start of this review, included in this kit, the US Export Version, is a set of five well detailed WW1 figures, one officer leading a charge, together with a Lewis gunner in a prone

position, two men crouching, and one charging with a rifle and bayonet. These are actually VERY nice figures, the best I have ever seen from Tamiya, and should paint up very nicely to go along with any diorama incorporating the tank model.

Overall this is a lovely model of the iconic British tank of World War One. It goes together extremely well, is very well detailed, and “looks the part” with its unditching beam when finished. The motorization features are for me an unnecessary feature that puts the price of the kit above what some modelers might deem “reasonable” if all you want to build is a static display model, though the inclusion of the excellent figure set somewhat mitigates the higher price should you be into figures. I believe the model as packaged does offer very good value for the money, and certainly produces a lovely model with the application of some general modeling skills. And isn’t this in the end what it’s all about!

My sincere thanks to Tamiya USA for providing IPMS USA with the opportunity to review this superb model.



## Hurricane Bookshelf Television: Lysander Resurrected

by Scott Kruize

The word leapt out of the page at me.

It may be that it also would have for ancient history buffs: there was a Spartan general so named, instrumental in the Peloponnesian War. Or for Shakespearean theater-goers, because of a character in *A Midsummer Night's Dream*.

Among this readership, it's recognized as a late-1930s Royal Air Force army co-operation plane...and later, the 'airliner' that carried shadowy secret agents in and out of Occupied France.

I don't know how our brains can extract important information from a casual, not-quite-conscious scan of a whole pageful of text. I caught the word while looking through the month-before-last's TV Schedule for KBTC Channel 28. Read in full, the entry around 'Lysander' told about a program I'd not previously heard of: *Ultimate Restorations*. It seems its leader, Bob McNeil, shares our love of technology, but has deeper pockets—or at least, more connections that do. He's doing all he can to help preserve and restore 1:1-scale examples.

Sandy and I have now watched his shows about the 19th century schooner/luxury yacht *Coronet*, the Illions Supreme carousel, and steam locomotive *Sierra #3*—this last, all worn out and needing a thorough rebuild after appearing in the hundreds of old Hollywood Westerns we all love so well.

But the first show I watched by myself: restoration of *The Lysander: Canada's Unsung Hero*.

The Westland Lysander was acquired by Vintage Wings of Canada a couple of years back. The program says three thousand were made in England, and about 200, under license, in Canada, with only three left now. Nearly all were scrapped out shortly after the war, providing usable parts and materials for farms out in the Canadian hinterland, of all places. Anyway, this particular one was in substantially complete and decent shape, and still had its Bristol Mercury engine. That they sent away for overhaul in Great Britain, and the TV show picks up as it's back on its mount, while the cleaned-up airframe gets the remaining equipment (cockpit instruments, canopy, controls, etc.) fitted and tested.



Not long into the show, they have an interview with Deryck Hickox, the restoration coordinator. A Hurricane in 'bare bones' can be seen in the hangar's background... just a little touch to encourage more attention, and make me an instant admirer and supporter of Vintage Wings.

In early scenes, the structure was completely open as the techs worked on it. That structure is very much what many 1930s English aircraft were like, including the Hurricane. Before light aluminum alloy stress-skinned (or semi-monococque) construction became the norm, airframes of the time had a basic structure of steel and light aluminum alloy tubing, reinforced and brought into final alignment by steel cabling inside. Around this stress-

bearing structure, plywood formers and long wooden stringers gave the final aerodynamic shape. The whole was then fabric-covered.

(Trivia question: what cloth was used, starting in World War I? Don't say 'canvas'! It was Irish linen; no expense spared. But Vintage Wings, like all other restorers I've ever heard of, uses modern polyester: stronger, more durable, less degraded by ultraviolet sunlight, and much less appetizing to mold and bugs.)

In the course of the restoration, several problems came up and had to be overcome, such as re-fitting and realigning the wing panels on their long supporting struts, all different and not interchangeable. All the fittings had to be carefully futzed with to finally fit well. (Like the way we have to 'dry-fit' our model parts, but on a way bigger scale?)

Apparently, one hundred and fifty thousand dollars for an engine overhaul wasn't enough for bench running. Since the engine had not been run, its first startup was more than a bit of a nail-biter. It did start and run, but lots of tweaks were needed before it ran reliably and well enough to risk a first flight. There was a time constraint as Vintage Wings's big yearly airshow date approached, but in the event, all went well. A last 'glitch': the Lysander is steered on the ground by differential braking, and a slightly draggy right brake made for a bit of awkward ground handling before the first flight, all captured on the camera.

The day of the airshow arrived with bright blue sunny skies. The plane looked drop-dead gorgeous as they wheeled it out, all in its bright new aluminum paint job, decorated with British roundels and lettering printed on modern vinyl stickers. These are much like I used to make for espresso trucks and the like at Olympic Poster Company, and continue to make for my R/C flying models. Of course, my planes might approach a hundred miles an hour, in a dive, and on the TV show, they explained that the graphics had to survive at least three times that speed. But they said they'd used similar stick-ons on their Spitfire—they have a Mark XVI, with bubble canopy, almost the fastest version—and other fighter planes, so they weren't worried that the Lysander would suffer any peel-offs.

Mention was made of the Lysander's role, covered in some detail earlier in the show, including its recognition by France of its critical nocturnal Resistance missions. And always touching: close-up interviews with a couple of veterans from the Second World War, having a chance once again to see the planes they flew during those desperate days. They'll be gone soon, but their historic mounts will still be admired, in museums and airshows, long after.

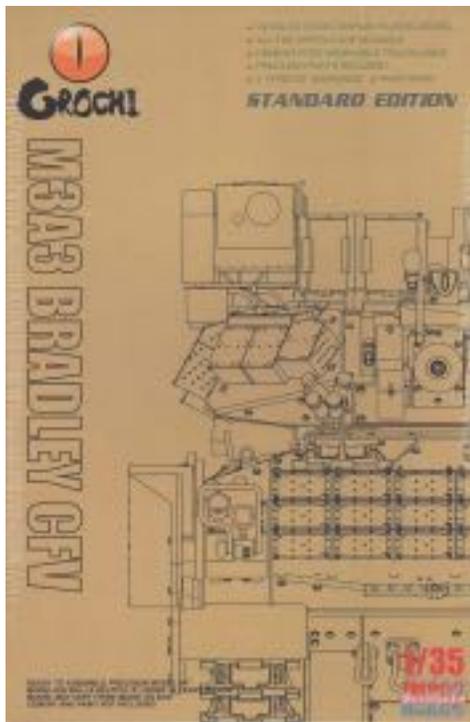
Bob McNeil has a fine narrator's voice, and his comments overlay three live shots as the airshow gets started: "The English Lancaster bomber arrives. P-51 Mustangs...and the fabled Spitfires take their place." The first two shots match; the third shows two fighters in camouflage and British/Canadian markings, engines running, beginning their turn together onto the runway: a Curtiss P-40N 'Kittyhawk'...and a Hawker Hurricane Mk. IV!



Oh, well, I'm resigned to a world with a kind of Divine Karma Regulation, namely 'The Spitfire Gets All The Glory!' But never mind: during the closing credits, the restored Lysander takes off with its stunning STOL performance, and flies gracefully over the admiring crowds. At least on this day, it's the Star of the Show...and it gets the glory.

## Orochi 1/35th Scale M3A3 Bradley CFV

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 in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)*

In a market flooded with M2/M3 Bradley vehicles, new player Orochi, out of China, seems to have scored an ace with their new M3A3 Bradley. The kit sports many of the features of the higher-end manufacturers, but offers it at a much lower price – representing one of the best values on the market. The biggest surprise is the track – Orochi has found a way to provide truly snap-together individual-link track that stays together. The track is not some unusual variety that lends itself easier to assemble this way, but standard, run-of-the-mill U.S.A. AFV track. Innovations such as this and value-pricing will motivate more modelers to try building armor.

The M3 Bradley Cavalry Fighting Vehicle (CFV) is an American tracked armored reconnaissance vehicle manufactured by BAE Systems Land and Armaments (formerly United Defense) based on the Bradley Fighting Vehicle family. The M3 CFV is used by heavy armored cavalry units in the U.S. Army. The M3 Bradley CFV is very similar to the M2 Bradley IFV (Infantry Fighting Vehicle) and is fielded with the same powerful two-man 25mm Bushmaster Cannon turret with the coaxial 7.62mm machine gun. It only varies from the M2 in a few subtle ways and by role. The M3 is classified as an armored reconnaissance and scout vehicle and does away with the firing ports found in the M2 series. The M3 also carries more TOW missiles as well as more ammunition for its 25mm and 7.62mm guns.

The Bradley family as a whole was originally intended to support the M113 Armored Personnel Carrier (APC), but ended up replacing it altogether. Today, the Bradley is fielded in conjunction with the M1 Abrams series of main battle tanks and often accompanies infantry squads into combat. In the 1991 Persian Gulf War, Bradleys and their powerful 25mm cannon/TOW anti-tank missile combination destroyed more enemy tanks than the M1 Abrams. Only three Bradleys were lost to enemy fire, however, at least 17 were lost to friendly fire. Improvements to the Bradley family have included enhanced identification features, as well as anti-tank missile countermeasures (for first generation wire-guided missiles only) and improved armor protection in the form of ERA.

### What's in the Box:

- 6 sprues of soft, tan-yellow plastic, individually wrapped. Some minor flash in places.
- Separate upper and lower hulls, individually wrapped
- 20 sprues of individual-link track made of hard black plastic
- 2 sprues of clear plastic parts
- 1 sprue of poly-caps allowing removal of the wheels for painting and weathering
- 1 small sheet of photo-etch containing grill covers and other detail
- 1 small brass painting template for wheels and tread
- 1 small sheet of decals
- 1 poly-urethane flap that fits over the base of the gun
- 13-page booklet of cad-illustrated instructions with 31 steps, printed in black and white ink.

The decals are very thin but in perfect register. There are no color schemes provided other than what is printed on the side of the box. Paint callouts for Tamiya Acrylic/Lacquers are included in the instructions.

The benefit of having very few pour-tabs and knock off pins on the sprues is slightly off-set by some pretty thick sprue-connection points in places.

Things to consider before starting:

Orochi thoughtfully provides the rubber portion of the wheels as separate parts to help with painting and finishing. If you choose to paint them separately, however, you will need to completely assemble, paint and mask off the lower hull before continuing on with the upper hull, because once the upper hull is in place you will not have access to wheels and/or the track. I did not paint them separately in this build.

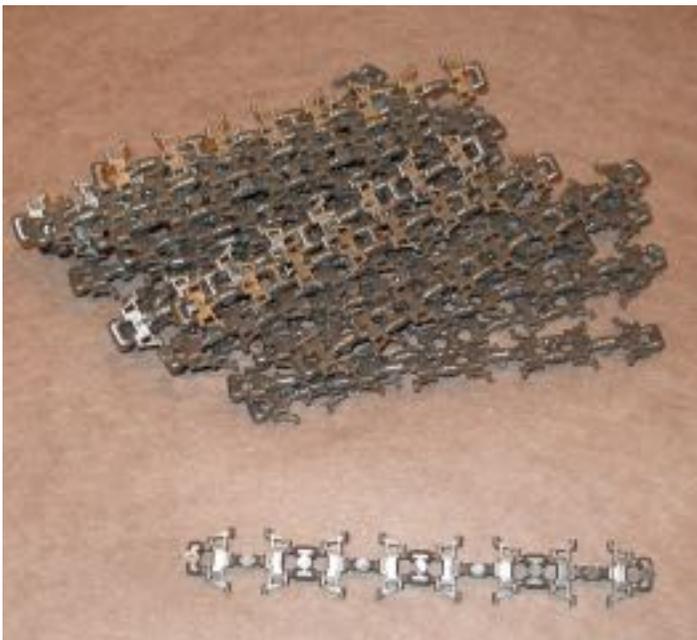
Decal placement is identified in the instructions throughout the build – I suggest you keep track of where things go as access to some of the areas is difficult in the later stages of the build.

Orochi includes a ‘Read Before Assembly’ page in the instructions. On this page you are shown where to place 22 bolts/rivets that you remove from Sprue A. They are small and require a deft touch to shave off the sprue and place on the surface of the upper hull and rear hatch.

There are many places in the build where the receiving ‘female’ divots that are supposed to receive the ‘male’ posts on parts, and are not deep enough for the task, leaving many parts standing proud of the surface. I suggest that you drill out the divots whenever you encounter this before applying glue.

The large storage basket at the back of the turret needs something, so I went to my stash of Value Gear products for things that would fit in there. Likewise for the antenna – there are none included in the kit. I used the excellent products put out by Orange Hobby for those.

The instructions are excellent and show a lot of care has been taken by this new company to get things right. I only found one oddity: there is no three view drawing or color schemes provided - several times I had to resort to the internet to find where and how parts should be placed.



The two runs of track in this kit are made of black, individual-link plastic parts that ‘chunk’ together, and hold remarkably well after connected. Take a link in your left hand and one in your right hand, slip the right hand link into the top of the left hand one and push the bottoms together until you feel (and hear) a solid ‘chunk’. Do that 78 more times and you have a complete run. I had both runs done in about 20 minutes. What’s more, careful removal of the links from the sprue even eliminates the need for clean-up, although purists might differ. In truth, the sprue separation points are hidden on the completed track. The toughest part was getting that last link together while the run was on the model. I managed to get the first side done, but for the second side I decided to scrape off the tiny pins and glue the last link in place.

While this track is amazing, it will come apart if enough torque or pressure is applied, so I recommend hitting the runs with a little Tamiya Liquid cement once you have the track in place on the model. The instructions call for 79 links per side which is spot on, with 10 links left over. Great job Orochi!

Before moving on, I sprayed the lower hull and track with a layer of pre-shade black, followed by an initial camouflage coat of Buff

on the wheels (see painting notes, below for specific brands). Once the upper hull is seated you will have very limited access to this area.

The fit and finish of nearly everything on and around the turret was superb. Many of the smaller parts and assemblies looked complicated but ended up coming together perfectly – even the weird rubbery flap that covers the base of the main weapon. Normal hobby cement worked perfectly to secure it in place.

I painted the frame of the sectional shield around the commander's hatch without the glass in place. After dipping the glass in Alclad, I inserted it into the shield but waited to attach the assembly until the very end of the build so the clear parts would not be affected by airbrushing.

Orochi did not provide any content for the turret bustle on the Bradley, so I went to my spares box for period-appropriate baggage to fill up the void, including, conveniently, the big blank spot where the (torn and destroyed) decal would normally go. If you decide to leave the storage area empty, note that several prominent and visible ejection pin holes on the inside of the bustle will need to be filled.

I finished the M3A3 in a basic, one-color desert camouflage scheme, preferring to highlight and accent the monochrome finish using filters and washes. The kit can be completely assembled before painting, save the antenna and armored glass sectional.

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.

Airbrushing Vallejo Model Color Paints with a (syphon-feed) Pasche H Airbrush

I used with Vallejo Model Color paints 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. 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, regardless of what line of paint used (Model Air, Model Color, or Panzer Color), I found that adding a single drop of Liquitex Flow Aid and a hefty squirt of Vallejo Air brush Thinner to each cup worked well and (almost) never clogged. A Q-tip wetted with Vallejo thinner was kept nearby during my painting sessions for knocking off the tiny 'paint clod' that would form on the nozzle tip when minor clogging did occur.

Cleaning the airbrush 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 Model Color 70976 Buff, and then laid down a light coat of Model Air 71.075 Sand on the upper surfaces. What starts out looking yellow-green ends up as a nice pale 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 darker yellow and some parts were nearly ivory-white, depending on where I thought the sun would hit, achieving sort of a forced-color perspective.

I applied an overall filter of Mig Wash Brown while the surfaces were still flat, and used AK Interactive Track Wash on the track and a Mig 110 Black filter on the fenders, extra track links and the engine grills. I went back and added a second and third filter coat to specific areas to break up the monochrome surfaces. 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 decals. 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.

The decals were perfectly registered but very, very thin and thus prone to tearing easily. Orochi chose to show the paint callouts and decal placement throughout the instructions instead of in a single section. The placement of the large unit number on the starboard side of the turret is not shown, so I put it where it could fit.

I applied a pin wash of Mig Dark Wash (aka Raw Umber) straight from the bottle using a small red sable brush, concentrating on the panel lines, recesses, buckles, on-board tools, etc.

(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 tools with a mixture of Vallejo Panzer Aces New Wood (311), Old Wood (310) and (Model Color) German Cam Medium Brown (70822). 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 painted all the steel parts Vallejo Oily Steel. I then let a little Mig 110 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 left the main barrel black from the pre-shade step, went over it with a silver quilter's pencil to highlight the protruding parts, and then hit it with all the washes and filters as I went along. I think this gives it a convincing look in the end. I painted the lights Tamiya X7 Red and Tamiya Chrome Silver, and added a drop of Future when they were dry to suggest glass covers. I painted the backpacks and tarps (Vallejo Model Color) Buff and Canvas, liberally adding filters and washes using Mig Wash Brown and Mig Dark Wash.

The M3A3 Bradley has a four-piece section surrounding the commander's hatch that sports armored glass. Before adding the glass sections, I dipped them in un-diluted Alclad Armored Glass Lacquer, and let the paint wick off and dry before attaching them. I weathereed this section separately and attached it at the very end of the build.

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 and a drop of Liquitex Flow Aid to improve flow. Once everything was dry I dusted some Mig Russian Earth and Black pigments on the sides of the armor here and there, as well as the track to rough the visible surfaces up a little.

I attached the antenna and the armored glass sectional and this busy little guy was done!

The M3A3 Bradley was a lot of fun to build, and for the price, which I have seen heavily discounted, an unbelievable value. I think Orochi did an excellent job of translating the busy look of a modern U.S. AFV into this scale representation. A perfect kit would have included stowage gear for the turret bustle and a three-view drawing but that kit might have cost more as well. I think what you get in the box is a good compromise, and a great value.



The track is magnificent. Purists might find inaccuracies and opt for after-market replacements, but once all the paint and pigment is applied, who's to know? The easy snap-assembly of the links will attract new armor modelers to the fold, and there's nothing wrong with that.

There are design issues with some of the assemblies, and the instructions could use some rework with better angles in the drawings. That said, I can recommend this kit to all levels of model builders. If you go slow and follow the suggestions above, you should be able to have a lot of fun building this kit.

I would like to thank Orochi Models and Stevens International for providing this kit for review, and to *Internet Modeler* for giving me the opportunity to build it.



## **2017 IPMS USA National Convention Bid by IPMS Seattle: Go/No Go Decision**

It is decision time regarding the tentative IPMS Seattle bid for the 2017 IPMS/USA National Convention. A lot of words have been said, and written, to get to this point. A lot of spade work was done by Tim Nelson, Djordje Nikolic and Brian Cahill when they pulled information together for the initial presentation on a potential bid to the chapter in November 2013. Tim Nelson also arranged a number of trips by Chapter members to the Greater Tacoma Convention & Trade Center to check out the proposed event site. Articles were published in the newsletter, encouraging people to sign up for the key committee positions that needed filling for any bid to be taken seriously by the IPMS USA Bid Committee. This need was also stated verbally during a couple of chapter meetings in the past few months.

In the end, several key committee positions have remained unfilled. In some cases, filled positions became vacant due to people backing out for various reasons. We had a large number of people willing to be corporals in this endeavor, but very few willing to be captains. Thus it has been decided by the Convention Bid Chairmen, and backed unanimously by the E-Board, to vote "No Go" on a Seattle bid for the 2017 IPMS USA National Convention. There is no plan to pursue a convention bid for future years.

Sincerely,

Andrew Birkbeck and Tim Nelson  
Co-Chairs, 2017 National Bid Committee

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## **2015 Show Calendar**

Thanks to Chellie Lynn

3/21/2015	Burnaby AMB 31st
3/20-22/2015	Portland Roadster
4/11/2015	Lynnwood Galaxy
4/18/2015	Portland 25th Model Car Fest
4/25/2015	Renton IPMS Seattle
5/3/2015	Puyallup MCS 26
6/27/2015	Chehalis Billetproof
6/27/2015	Kitsap Fair NOPMS
7/24-26/2015	Puyallup Good Guys
7/22-25/2015	Columbus OH IPMS Nationals

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## **Query to My Fellow Modelers**

**by 'ZeroKitsCut'**

Late Friday I'm going to pitch in  
To my Eduard 'Weekend Edition'  
If I should get done  
by Sunday's setting sun  
Will I be accused of sedition?

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## NorthWest Scale Modelers Show Award

by Don Conrard

During the 2015 show at the Museum of Flight, Eric Christianson, left, was presented with the “Stephen Tontoni Curators’ Choice Award” by Dan Hagedorn, senior curator and director of collections. The award recognizes the model Hagedorn and John Little, assistant curator and research team leader, select as the best of the show. Christianson won for his 1/32nd scale Grumman TBF-1C Avenger.



## Eduard 1/48th Scale Messerschmitt Bf 109G-6 Profipack

by Jacob Russell

The Messerschmitt Bf 109G-6 had upgraded cowling armament and it was equipped with a pair of 13mm MG 131 machine guns, instead of the 7.9mm MG 17 guns of earlier variants. The new guns had larger breech blocks and cocking mechanisms. In order to fit them under the cowling two bulges (the so-called "Beules" or bumps) were added to the cowling, just in front of the windscreen. Another visual difference was the cowling's gun troughs: these were an insert on the cowlings of earlier Gustavs and a straight press fit, mounted further back along the cowling, on the G-6. The G-6 used the G-3's machined wheels, larger tires and tail wheel, with the associated upper wing bulges. Early planes had a long antenna mast and solid metal canopy armor, while late G-6s had a short antenna mast, armored glass canopy armor, and FuG 16ZY D/F loop. Both early and late variants had the lower fuselage antenna for the FuG 25A IFF (Identification Friend/Foe) equipment. Some G-6s used tall wooden tails and the Erla Haube clear vision hood, with "Galland Panzer" armored glass canopy armor. G-6 variants included the R-3 with 300 litre drop tank, the R-6 with MG 151/20mm cannons in under wing pods (the so called "Kanonenboote"), and the R-2 reconnaissance fighter with the Rb 50/30 camera installation. A small number of G-6 aircraft were fitted with the DB 605AS engine. The G-6/AS had an enlarged supercharger with a larger port side engine bearer mount that required a redesigned, larger cowling with asymmetrical bulges. This cowling eliminated the need for the "Beules" (bumps) of non 605AS equipped aircraft.



Eduard's new G-6 comes in their customary sturdy cardboard box with colorful artwork depicting Heinrich Bartel's Kanonenboote, "Red 13", in battle with Lockheed P-38s. It consists of 220 parts on five plastic sprues, plus 44 parts on a pre-painted photo etched fret. 167 of the plastic parts are molded in medium gray and 9 in clear (including a see-through fuel line) on their own sprue. 56 of the gray pieces go unused, including a tall fin and rudder, a bomb rack and bombs, two surplus propellers, etc. The tall fin and rudder ARE applicable to certain late G-6s, just not any of the kit's decal options, so their inclusion is appreciated. The photo etched fret includes an instrument panel, rudder pedals, seatbelts, radiator faces, direction/finder loop, under wing FuG antenna, etc.

My overall impression of the kit is positive. The landing gear have molded-on brake lines. The prominent in-cockpit fuel return line is molded in clear plastic. All you have to do is mask off the sight glass and paint the rest of the line in yellow. This is a great touch of accuracy that's way overdue in Bf 109 kits. The multi-piece cockpit is highly detailed and it will greatly benefit from an oil wash and some dry brushing of the raised detail.

The rudder, tail planes, and flaps are molded separately so that you can position them displaced if so inclined. The fabric control surfaces are well done. The wheel wells are also separate pieces, enhancing both their accuracy and detail. The wheels are molded with both inner and outer faces as separate pieces which will certainly make them easier to paint.

The decal sheet has five different options to choose from. These are well known planes, all of which are painted in the "classic" mid-War RLM 74/75/76:

W.Nr. 27169, "Red 13", Feldwebel Heinrich Bartels, 11./JG 27, Kalamaki Airfield, Greece, November 1943. This plane has the under wing cannon, an RLM 04 yellow lower cowl and white spinner spiral, fuselage band and rudder. The upper wing camouflage has the "sawtooth" camouflage pattern more commonly associated with the G-8 reconnaissance fighter.

"Yellow 1", W.Nr. 44041, Oberleutnant Wilhelm Schilling, CO of 9./JG 54, Ludwigslust Air Base, Germany, February 1944. This plane has an RLM 04 lower cowl and rudder and a blue fuselage band.

"Yellow 6", W.Nr. 18807, Oblt. Alfred Surau, 9./JG 3, Bad Worishofen, Germany, September 1943. This plane has the under wing cannon and an RLM 04 lower cowl, cowling bulges and spinner with a black spiral.

"White 10", Alfred Grislawski, CO of 1./JGr.50, Wiesbaden-Erbenheim Air Base, Germany, September 1943. This plane has the under wing cannon. The spinner is 1/3rd white and 2/3rds RLM 70 green and the lower cowl is RLM 04 with a white fin and rudder.

"Black Chevron", Maj. Ludwig Franzisket, CO of 1./JG 27, Germany 1944. This plane has the under wing cannon, an RLM 70 green spinner, RLM 04 lower cowl, green fuselage band, and a white rudder.

There are two decal sheets, one with the national insignia, instrument panel decal and individual aircraft markings and a second sheet for the airframe stencils. Both are printed by Cartograph and they are in register and cleanly printed. The instructions are in Eduard's customary clearly illustrated style with a logical build sequence. Color callouts are for Gunze (GSI Creos) Mr. Color and Aqueous paints.

The kit stumbles in the accuracy department. The supercharger backing plate is misshapen, the exhausts stacks are too tall and flared, the wings are over span in width, the landing gear rake too far forward in angle, etc. Noted modeler and webmaster Brett Green discussed the kit's accuracy problems at length on the well known *Hyperscale* website. These errors are disappointing, given that Eduard had access to at least one complete G-6 from which they took measurements to create the tool for the mold.

Eduard nailed their 1/48th scale Bf 109 Emil series and Spitfire Mk.IX, but this kit is less successful. The overall detail is superb, better than any other quarter scale 109 kit, but the accuracy problems, like the over span wing and oversized exhausts are difficult to excuse. None of these problems are insurmountable, but they are certainly surprising to encounter in what is otherwise such a great kit. Can you build it out of the box and ignore the problems? Of course you can, and I think you will still be happy with the model. But those of us for whom accuracy and scale fidelity are important will make the necessary corrections, and wind up with a great model. I recommend the kit with the reservations noted above and I thank Eduard for the review sample.

#### References:

*Messerschmitt Bf 109 in action Part 2*, by John Beaman, Squadron/Signal Publications, 1983

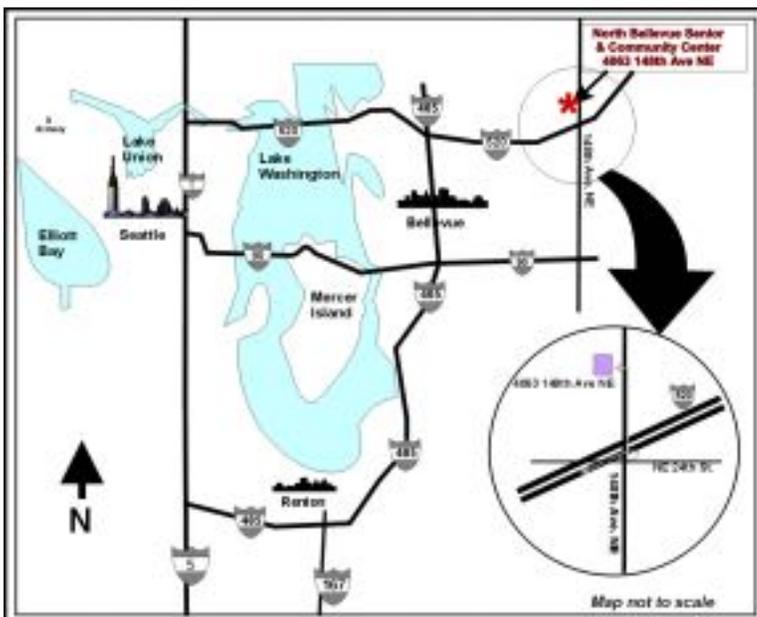
*The Last of the Eagles, A Scale Modeler's Guide To The Messerschmitt Bf 109G And K*, by John Beaman, 1976

*Messerschmitt Bf 109G/K Vol.1*, by Jakub Plewka, Kagero Publications, 2005

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

## Meeting Reminder

## March 14



### **North Bellevue Community/Senior Center 4063-148th Ave NE, Bellevue**

**Directions to NBCSC:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.