

# Seattle Chapter News



Seattle Chapter IPMS/USA  
October 2015

## PREZNOTES



### SHOW TIME!

I simply LOVE attending model shows/contests...

Truth be told, I have always had a problem (not that I view it AS a problem) with focusing my modeling interests. I love to build armored vehicles, but am not particularly fussy about in which scale. I like 1/48th and 1/35th equally well, but am not averse if the moment seizes me to build in 1/72nd scale either. Recently I have also been working on aircraft models, having completed a full build review of a 1/32nd WW2 Japanese fighter, and last month completed a 1/48th scale WW2 twin-engined bomber for a Museum of Flight/NWSM project.

My model display cabinets also are home to model racing cars, in particular those of the World Rally Championship, in both 1/24th and 1/32nd scales. I have not yet build any ship models, but hope to one day, and certainly love to see the work of nautical modelers whenever I can. And figures: I have simply dozens of them in various scales, all the paint to finish them, and the expensive brushes to apply the paint. This winter I hope to get stuck in diligently with the figure painting once the days are short, cold, and wet.

I have been known from time to time to build a Gundam, and certainly had lots of fun working on them when my son William was younger. And Sci-Fi models in general have always fascinated me, such great imagination from Hollywood, and individual modelers' imaginations as well.

The problem with this "Modeling ADHD" is that with there being SO many models out there to build, and more coming almost daily it seems, I can't come close to getting even one tenth of 1% of all the cool models I have seen built for my own collection. Thus I must rely on others to see these models built. This is why I LOVE

attending model contests! In one fell swoop I can see 300, 500, 800, or at the National Convention 3,500 models!

If you like to see the creative work of many in one location, I highly encourage you to journey North this weekend, Saturday October 10, to attend the IPMS Vancouver (Canada) Fall Show. For full details, please visit their Show web site at: <http://www.ipmsvancouver.com/fall-show>

Sadly I missed the opportunity to attend the OHMS Show a few weeks ago, so I look forward to hearing the tales of those Seattle members who DID make it, at the October chapter meeting. **WHICH IS THE THIRD SATURDAY IN THE MONTH, October 17th, to accommodate the Vancouver BC show.**

Hope to see you at the Show!

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.

**October 17 (Third Saturday)**  
**December 12**

**November 14**

**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/AMX)

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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## Meng 1/35th Scale A7V

by Bob LaBouy

### First Observation Notes:

- Beautiful kit, light years ahead of the older Tauro or smaller Emhar 1/72nd scale kit, both of which are more toy-like as opposed to an accurate scale model.

### Construction Notes:

- Remember there were only about 20 of these early ‘tanks’ built and only two exist in replica form today (Munster ‘Wotan’ and Bovington ‘Schnuck’) collections. There is only one intact A7V located in Canberra, Australia, ‘Mephisto.’
- The big picture is great, though the devil is clearly in details as you can quickly see and I will attempt to illustrate.
- One decision you have to quickly decide is if this kit is going to be constructed to permit the interior details to show. Not an easy decision to make, especially when you see the absolutely stunning rivet and surface detail (external and internal) on this kit. The raised sheet steel and t-shaped strengthening ribs, bolt heads (both round head and hex shaped), even the interior of the roof demonstrates this same attention to details. Some of the interior detail highlights include the gun ports (both for rifles and machine guns, which are very nicely thinned and accurately portrayed (based on personal observations of the Munster replica). Other interior details include the machine gun firing stands, a rack with four Mauser rifles, both front and back radiators and a very realistic raised driver control area.
- Lots of trimming needed, flash is a constant problem throughout the build including numerous attachment points where the underlying molds have been broke from the molding press.
- I’m clearly not an engineer; however, I don’t understand why there are so very many attachment points? On the roof top where are the controls (all detailed in the kit).
- Another costly lesson learned: assemble the track as called for in the instructions and perform the necessary painting and install the track and use various masking techniques to cover the assembled track. I of course followed my long standing practice of holding off on the track sections, making a more difficult build for myself.
- In another example of the highly detailed areas in this kit: the driver’s compartment alone has 36 parts (without the separate driver shutters open used). I hated to see these details not be seen, but this was not part of what I was building the German A7V for. In reality there is an entire kit that can’t be seen unless all the doors and access panels are left open. For the skilled artisans among us (certainly not me) this kit will allow for some fantastic diorama scenes and construction.
- In my efforts I still wound up with a small gap around the main gun turret, which shouldn’t be there. I corrected this gap with small pieces of white plastic sheet, trimmed to fit the offending space.
- The individual tread sections are comprised of two parts each. I am surprised with the very workable tread available from some other manufacturers that these are so difficult to put together. But this part of the construction is mind-boggling in my opinion—in both the time required to glue the mounting pieces together and then the time needed to squeeze the individual sections together to form the two tread assemblies. This has proven to be a real pain in the \*@%\*#.
- Another problem is in the kit’s instructions. Somehow, translations seem to become muddled and there are a number of miscues, e.g. parts no. C15 are mislabeled and should be K7 and the small number ‘504’ decal is shown as decal # 7, which is entirely missing from the kit decals.



•References

There are a number of references to the A7V Sturmpanzerwagen which encourage interested modelers to review, including a broad introduction to the tank itself at Wikipedia (<https://en.wikipedia.org/wiki/A7V>), a very informative article at the Tanks Encyclopedia site ([http://www.tanks-encyclopedia.com/ww1/germany/sturmpanzerwagen\\_A7V.php](http://www.tanks-encyclopedia.com/ww1/germany/sturmpanzerwagen_A7V.php)), a good YouTube video clip of the Tank Museum's replica (<https://www.youtube.com/watch?v=ztKkJUQB4rU>) [which is a replica of the 'Schnuck' tank for which the kit decals are provided], and a large selection of period photos of the A7V tank itself.

•Overall Evaluation

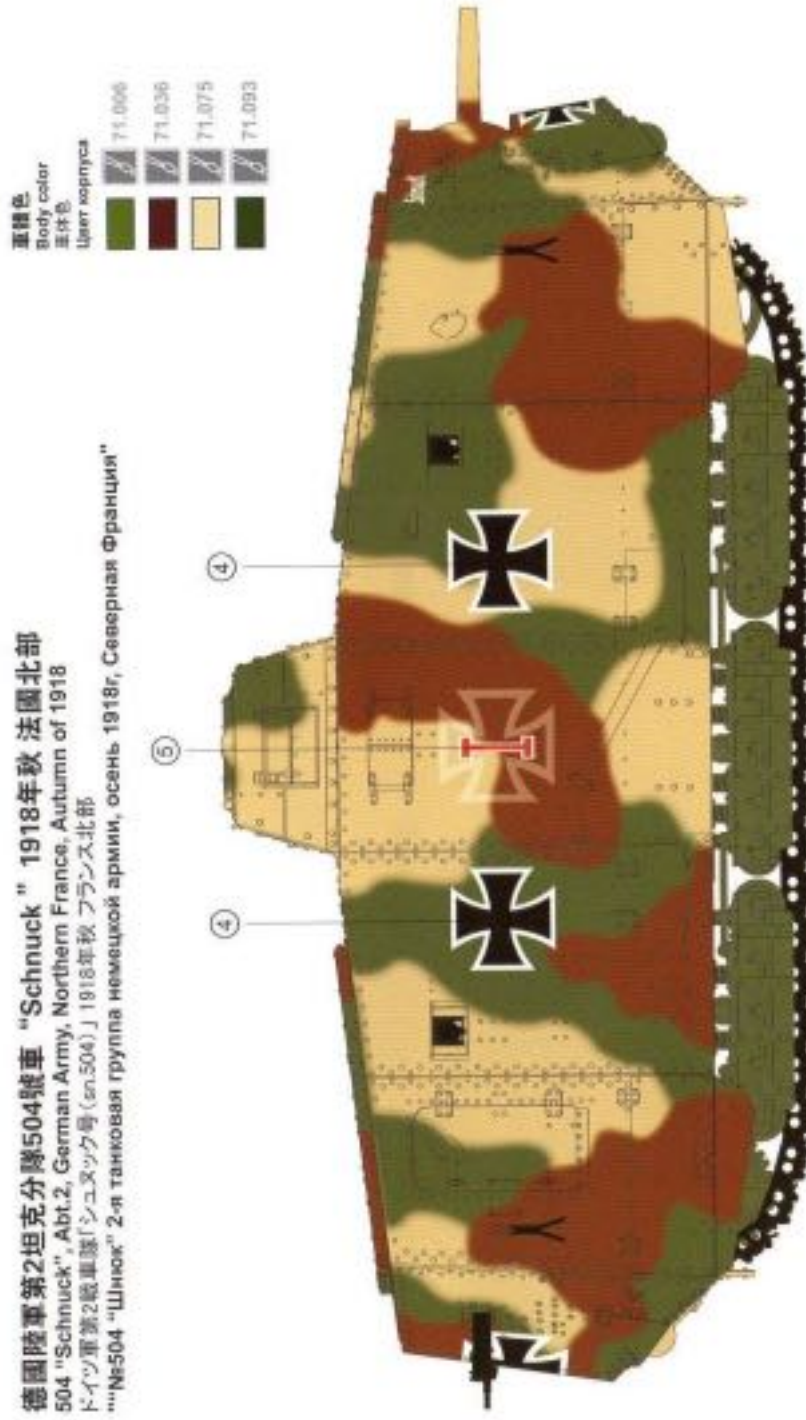
This kit is a winner -- in any sense of the word. It provides the modeler with a very accurate model of one of the German's first tank vehicle from the World War I period. My overall quality rating is 9 (on my self-invented rating scale of 10).

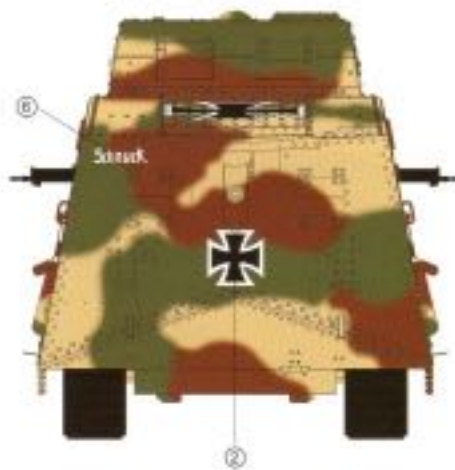
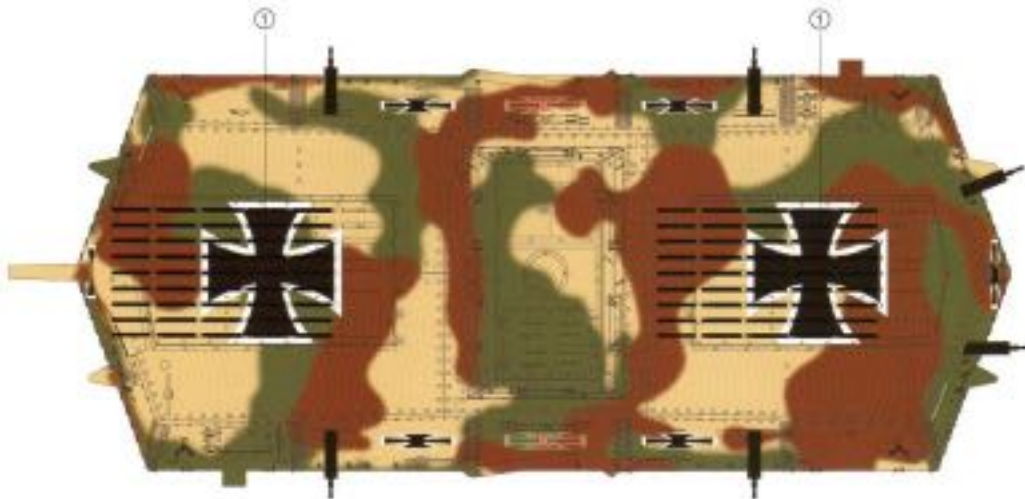
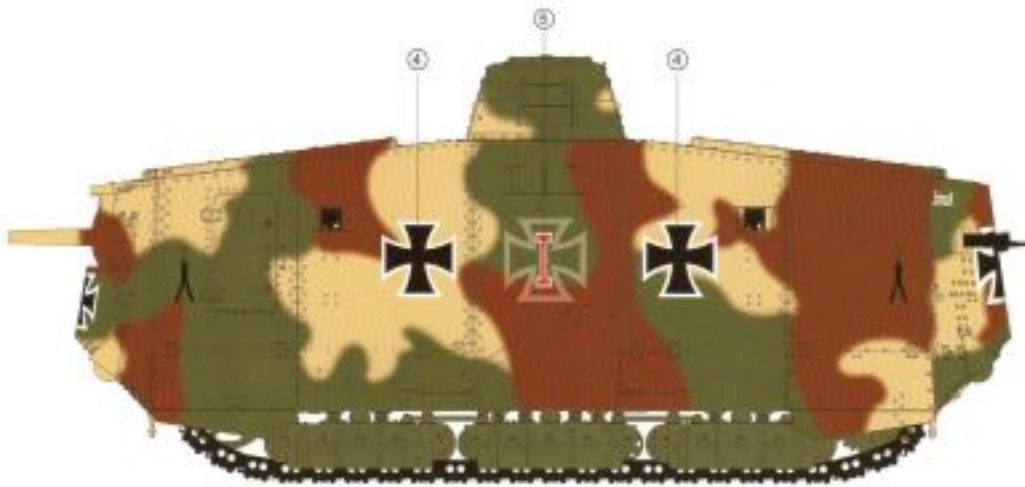
•Summary

If you are remotely interested in discovering and modeling the initial armor history of the First World War, you will quickly become interested in Germany's entry into armored cavalry. It is not a difficult kit to construct and I believe it will lay the ground work for their panzer tanks from the WW II and modern era. I really enjoyed building my A7V and find these early armor models provide me an extremely interesting insight in the development to the tank.

颜色对照表 Color reference カラー対照表 Таблица цветов				
皮革紅	Red leather	レッドレザー	Кожа красно-коричневая	70.818 
帆布色	Sail color	パイプ	Хаки (Брезент)	70.976 
白色	White	ホワイト	Белый	71.001 
迷彩緑	Camouflage green	カムフラージュライトグリーン	Камуфляжный зелёный	71.006 
橄欖緑	Olive green	オリーブグリーン	Коричнево-оливковый	71.007 
麻色	Hemp	ヘンプ	Бежевый	71.023 
迷彩棕	Camouflage brown	マルガニー	Камуфляжный коричневый	71.036 
紅棕	Red brown	タンクブラウン	Красно-коричневый	71.041 
黒色	Black	ブラック	Черный	71.057 
黄銅色	Brass (metallic)	ブライトブラス(メタリック)	Латунный	71.067 
錆色	Gungrey (metallic)	ガン(メタリック)	Металлический серый	71.072 
金屬黒	Black (metallic)	ブラック(メタリック)	Тёмный(металлик)	71.073 
沙黄	Sand	サンド	Песочный	71.075 
原野灰	Field green	フィールドグリーン	Серый	71.093 

## A7V Paints (03-10-15)





## Eduard 1/72nd Scale EE Lightning Photo Etch and Canopy Mask

by Andrew Birkbeck

There can't be a modeler on the planet who doesn't know the brand name Eduard, from the Czech Republic. They launched into the business of providing Photo Etched brass detail parts decades ago, and have expanded into injection molded plastic kits, resin detail parts, cloth seat belt sets, and canopy masks, and I am sure a couple of other lines, and seem to cover every scale, and every model subject out there. This review covers two products designed to be used with the Airfix English Electric Lightning F.2A in 1/72nd scale, an extremely nice kit that has recently been released.

The photo etched set, 73500, comes in two frets, one of which is colored and mainly covers parts to detail the kit cockpit tub, and ejection seat. The parts are a vast improvement over what is supplied with the kit, which are either decals, or nothing at all. Airfix supplies plain black and white decals for the cockpit front instrument and side consoles. The Eduard replacement PE parts are multi colored, and have raised relief as well. The Airfix ejection seat is fine in terms of shape, but lacks any of the multitudes of harness belt details which are so prominent on Lightning ejection seats. Also included in the Eduard set is pilot foot rests, ejection pull handles etc. All these Eduard parts dramatically improve the look of the plain Jane Airfix parts.

Also included with the PE set is a second fret, this time minus any color, the parts being rendered in plain brass. These parts include engine piping detail, undercarriage wheel well detail, speed brake detail etc. Also included are a number of exterior fuselage lumps and bumps, and some tricky interior canopy details.

Having never used an Eduard colored photo etched set before, I was curious to see how it would work out. The parts are easily cut from the fret with a standard curved hobby knife blade and a block of clear Perspex I utilize for cutting my PE. I thought initially the color was provided via a paint process of some sort, but I noticed that the "burs" where the parts joined the main fret had a raggedy plastic/nylon like appearance, so I am not exactly sure now what the color material is! I did have a problem with one part where the color "chipped" off the Photo etched metal base material, which was unfortunate, but easily touched up with the appropriate color of model paint. It happened only once.

I utilized my favorite "glue" for PE parts, Gator's Grip Acrylic Hobby Glue. This is water soluble white glue, but seems to be "stickier" than Elmer's type white glue, and holds better than many other white glues I have used. This said, the parts can't have any tension working against them, as it does not stick like super glue. That said, I find that super glue doesn't give me the positioning time that Gator's Grip gives me.

The canopy mask is made from yellow masking tape, Kabuki type, such as Tamiya's yellow Kabuki tape. If you are familiar with the Tamiya product, you will know exactly how the Eduard canopy mask performs. The mask is die cut, and utilizing a sharp knife point to get a corner of each piece lifted off the backing paper, you peel off the tape with a pair of pointed tweezers, and then place in the correct position on the canopy. You can peel the mask back up if you mis-position a piece, and "scrunch" it into position with a toothpick as well. The instructions advise the modeler to fill in any missed sections needing masking with liquid masking solution. Once happy, burnish the edges down with the toothpick, and spray paint the part. The mask set also covers the undercarriage wheels.

All in all then, these two Eduard products can definitely be recommended to dress up the Airfix EE Lightning kit, especially in the area of the cockpit ejection seat and consoles, and the mask will help the modeler get crisp demarcation lines on the canopy. See these and the many other Eduard aftermarket modeling products by visiting their excellent web site. My sincere thanks to Eduard for providing these products to IPMS USA for review.



## Airfix 1/72nd Scale Boulton Paul Defiant

by Hal Marshman Sr.

Airfix has had a Boulton Paul Defiant in its kit list for 55 years, and from all reports, it was not a very good replica. In line with their recent policy of remaking, bones up, many of their better selling kits, Airfix has given us a new mold version of this unusual R.A.F. fighter. This is an accurate, well thought-out kit.

\*The kit is cast in pale blue/gray plastic, of a moderately soft consistency. Panel lines and surface detail is pettily engraved. You are offered two versions, a day fighter, and a night fighter. Airfix casts the ailerons as a complete entity in the upper wing surface halves. Along with the separate rudder, and the elevators, this makes for a nice razor edge to these control surfaces. The wing itself is cast as fine as possible, keeping the trailing edges quite thin.

\*Interior parts consist of a forward bulkhead, and instrument panel, with the panel given as a decal, a floor, rudder pedals, small details for the cockpit sides, and a rear bulkhead, to which you cement the seat. The spade handle stick is cemented to the seat front. There is a rudder pedal assembly. For the turret innards, a rear deck is provided, with a detailed unit containing the seat, knee panel, guns, and their mounting.

\*Clear parts are quite nicely cast, with framing quite prominent in the usual Airfix manner. You are provided with enough clear pieces to model the bird with the canopy open or shut, area aft of the cockpit either full height, or semi retracted, and of course the Bolton Paul turret. You also receive lenses for the landing lights in the leading edges of both wings. I'll mention now, a fact that just came to light somewhat recently. That is this, a Boulton Paul turret came with its framework painted black, regardless of the type aircraft it was to be attached to, and regardless of the paint scheme on the host airplane. Airfix has provided two separate turtle decks for the area aft of the turret, allowing a fully raised, or retracted turtle deck.

\*For externals, you are provided with two sets of exhaust stacks, forward and aft mounted antenna masts to place on the undersides, and a pitot tube. The pettily done prop is in one piece, and sandwiched between the spinner front and rear.

\*Landing gear is nicely rendered with all the necessary activators and braces, and with suitably thin gear covers. The gear wells are a separate feature, nicely detailed, and installed into the lower wing half, before wing assembly. The wheels, both main and tail, are adequate. A nice alternate that Airfix offers is closed gear covers, in the event you'd like your model to be posed in flight. I am happy to say, that with a minimum of edge trimming, they fit nicely flush.

\*Instruction sheet is very well illustrated, and most complete, consisting of several pages. Most unfortunately, the color call outs, aside from the main paint scheme, are referred to only by their Humbrol numbers. As mentioned above, the kit caters to two separate aircraft, a day and a night fighter. Full color four-views are presented for your assistance.

\*There is a separate general arrangement four-view drawing, providing locations for the various and numerous stencils provided on the decal sheet.

\*The decal sheet is quite complete, and includes all markings for either version you select. There's even a shark mouth decal for the nose of the night fighter. For those that love tiny stencils, they are here in profusion.

My kit is assembled and ready to paint, and all the parts seemed to assemble well, with a bare minimum of filling needed. A real pleasure to build, and I am most happy that I made purchase of this kit. I won't be spilling any beans, if I mention that Airfix has announced a forthcoming 1/48th version of this charismatic bird, scheduled for release in February of 2016.





## PE Generic Screens

by Morgan Girling

I find that I need a variety of PE generic screens, meshes, walkways, etc. for a variety of models. K&B brass did some a few years back, though they quickly vanished (and were a bit thick). Since some of you are also into scratch building, I thought I'd pass on my findings.

Greenweld Hobbies (UK)

[http://www.greenweld.co.uk/acatalog/Shop\\_Sheet\\_196.html](http://www.greenweld.co.uk/acatalog/Shop_Sheet_196.html)

(Brass screens, mesh, perforated sheets, truss work, etc.)

Website does not show pictures of products)

Accurate Armor (UK)

<http://www.accurate-armor.com/showaaproducts.cfm?category=7&subcategory=43>

(Diamond mesh, square mesh, tread plates, PSP planking)

Scale Link (UK)

[http://www.scalelink.co.uk/acatalog/Etched\\_Brass\\_Frets\\_Photo\\_decoupe.html](http://www.scalelink.co.uk/acatalog/Etched_Brass_Frets_Photo_decoupe.html)

(Architectural details in various scales for use in model railroads -great for dioramas & steampunk. Also generic meshes, tread plates, etc.)

Eduard

Hobby Link Japan (Japan)

<http://www.hlj.com/scripts/>

[hljlist?Word=photoetched%20mesh&Dis=2&DisplayMode=mages&Sort=std&qid=ATDY17W3RKMD95&set=1&q=1&Scale2=0](http://www.hlj.com/scripts/hljlist?Word=photoetched%20mesh&Dis=2&DisplayMode=mages&Sort=std&qid=ATDY17W3RKMD95&set=1&q=1&Scale2=0)

(square, diamond, hex mesh from Eduard, Hasegawa, etc)

BNA Model World (USA)

<http://www.bnamodelworld.com/car-cycle-aftermarket-set/general-detailing-sets/metal-mesh>

(wide range of meshes)

Plano Model Products (USA)

[http://www.planomodelproducts.com/boxreef\\_scq.html](http://www.planomodelproducts.com/boxreef_scq.html)

(freight car roof walks, walkways - rectangular grid mesh)

And a good primer on PE can be found at:

<http://italianhorses.net/Tutorials/Photoetch/pe.htm>

Addendum from Jim Schubert:

Three more makers popped into my consciousness after reading yours:

1. Gold Medal Models of Orcas Island
2. White Ensign of the UK
3. Tom's Models of the US

I'm sure there are a lot more.

A bit of trivia: The first PE made and sold in the US was by IPMS-USA back in, IIRC, the late seventies. Harry Woodman, "St. Harry"- a Brit, was the first to write about the use of PE in an issue of *Scale Models* magazine in, IIRC, the early seventies.

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## Hurricane Bookshelf Video: Wild Rides Flying in the Frozen Far North

by Scott Kruize

YIPES! Yipes and double-yipes!

I don't normally sit before the television and cry out in dismay, watching even the most frightening moidah-mysteries...but this DVD set practically requires it.

My wife and I finally went to Alaska. We knew there were great things to see there, and it was high time to stop finding excuses not to go, living as we do right next to SeaTac airport, the major hub for air travel to Alaska. We flew in on Delta, and out on Alaska Airlines, and both flights were comfortable, routine, and cheap: only about \$100 apiece each way.

We went to Anchorage and saw some of the sights there, well worth doing. Being railroad fans, we really wanted to ride the famous Alaskan Railway. We took this from the city up to the 'bustling megalopolis' of Talkeetna: a couple blocks long, a few hundred residents. The host of the Paradise Inn came and drove us to the lodge, way back in the Alaskan woods, overlooking a lake, and in the far distance, the Alaskan Range. You can see a picture from the Lodge's front porch. The most 'developed' parts of Alaska are pretty wild, even by Pacific Northwest standards.



The lake was long enough to show what'd we'd heard about many times: hunters, campers, and other tourists will take bush planes out to remote sites, often the only way to get there. The far end of that lake was just such a site, and all time we were there, we saw little float-equipped light planes fly in and out. I got a picture of one of them taxiing on the lake.

Talkeetna is a busy hub for these bush planes, being where three separate air services fly out passengers out to see, or land near, the big mountain Denali. (Till the Prez's recent visit, officially 'Mount McKinley'—although while we were up there, it was clear that pretty much all Alaskans, pretty much always, have referred to it with the native name that means the 'high one'...)

So we saw the planes fly in and out, although we didn't make any such flight ourselves. When we got home, I got a couple of books from the library about bush flying in Alaska, to supplement two such that I'd read before, and one still on the 'Hurricane Bookshelf'.

The library also had some videos, so I checked out *Flying Wild Alaska*, a joint production of GAIAM and the Discovery Channel, copyright 2011.



There are two discs, 10 episodes totaling 443 minutes. Not one of them was I able to watch without saying "YIPES!"

The video is about the crew and pilots of Era Alaska, which serves much of northern Alaska, all the way up to Point Barrow. I gather from watching these episodes that Alaskan bush pilots routinely—all day, every day—make takeoffs, flights, and landings under conditions and in weather that make the rest of us want to stay home, close the curtains, and curl up under blankets with nice hot food and drink.

I build and fly radio-control models, so I know a little bit about taking off and landing under less than ideal conditions. I can even get an airplane landed in a crosswind without breaking it. But that's a four-pound model, in perhaps a 20 mile an hour cross-

wind, where if I make a mistake and botch the landing, it means I'll have to spend some time at the repair bench—and a few dollars. Not quite the same as crashing a full-size airplane, probably overloaded with passengers and freight, coming down out of fog and snow flurries, to land in a 40-knot crosswind!

Given what it is, this DVD still deserves my unreserved recommendation. It's educational, it's entertaining, it will give you a good feel for what the Alaskan bush pilots do for a living, and you'll watch their work with admiration and even astonishment. You'll take to Jughead's observation: "Ah, back on Terra Firma—and the more firma, the less terra...that's what I always say!" What you will say as you watch these episodes—frequently—is "YIPES!"



## *Lockheed F-94 Starfire* by Alan C. Carey

reviewed by Chris Banyai-Riepl



The Lockheed F-94 Starfire was one of the interim jet interceptors developed in the immediate post-war period, as a stopgap until purpose-built interceptors such as the F-89 and F-102. By building off the already solid T-33 airframe, Lockheed was able to field a radar interceptor fighter quickly, though by the final F-94C variant, the differences were significant.

This latest title in the Ginter Air Force Legends series takes a detailed look at the F-94, an uncommon subject as the Starfire is often rolled into books on the P-80 and T-33. The book is split into two sections, one covering the development and production of the F-94 and one on the individual units that operated the type. The development section details Kelly Johnson's rapid creation of the F-94 from the T-33, as well as the evolution of the F-94 from the initial cannon-armed variants to the final rocket-armed versions. This section also includes information on the various test bed designs, including the F-94D and the Bomarc-nosed F-94.

The squadron coverage is a high level look, providing a brief outline of the squadron usage. In some cases for those units that used the F-94 for many years, this description can be more in depth, but most tend to be only a paragraph or three. Complementing these written descriptions, though, are the photos, and these offer a very thorough look at the markings worn by the F-94 in regular squadron service as well as training, testing, and evaluation use. The book finishes up with a useful overview on the scale models of the F-94.

Given the recent interest in the F-94, this is a timely book to show up. The thorough coverage of both manufacturing and the operational units will make it useful for researchers and modelers alike. My thanks to Ginter Books for the review copy.

## IPMS Seattle Elections to be Held in November

IPMS Seattle will be having an election for the positions of President and Vice President in November. Applicants will be invited to make a presentation at the November meeting, and voting will take place between the November and December meetings. If you would like to be a candidate, please contact Robert Allen by e-mail at [baclightning@yahoo.com](mailto:baclightning@yahoo.com) or by phone at 425-823-4658.

## Dragon 1/35th Scale Tiger I - 131 s.Pz.Abt.504 Tunisia Smart Kit

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.)

Dragon Models offers up yet another premium early Tiger I kit for German WWII armor enthusiasts; this time with the famous '131' vehicle captured in North Africa. This particular vehicle was shipped to Tunisia between 12 March and 16 April 1943. The tank was assigned to No. 3 Platoon in No. 1 Company of the 504th Schwere Heerespanzerabteilung (German heavy tank battalion) during the North African Campaign. It bears the turret number 131 by which it has come to be known. Preserved at The Tank Museum in Bovington, England, it is the only operating Tiger tank in the world.

Knowing that the Allies were preparing a major push towards Tunis, the Germans launched a spoiling attack on the night of 20/21 April 1943. Four points were attacked simultaneously, including a pass on the north side of a hill called Djebel Djaffa. Two Tigers and several other Panzers advanced through this pass before dawn, and were gradually driven back during the day. Tiger 131 was hit by three shots from British Churchill tanks of A Squadron, 4 Troop of the 48th Royal Tank Regiment. A solid shot hit the Tiger's gun barrel and ricocheted into its turret ring, jamming its traverse, wounding the driver and front gunner and destroying the radio. A second shot hit the turret lifting lug, disabling the gun's elevation device. The third shot hit the loader's hatch, deflecting fragments into the turret. The German crew bailed out, taking their wounded with them and leaving the knocked-out (but still drivable and largely intact) tank behind. Their identity and fate are unknown. The tank was secured by the British as they captured Djebel Djaffa hill.



This tank was used in the 2014 film *Fury*, the first time a real Tiger has appeared in a feature film since *Theirs Is the Glory* (1946) and *They Were Not Divided* (1950).

The kitted version is the early production Ausf E, sporting smoke dischargers, the prominent cupola, exhaust hoses, and other distinguishing features of the early type. Dragon has packed the box with a wide array of options as well, and includes DS track again to help those who feel slightly track-challenged.

### Opening the box

All of Dragon's Tigers come with enough parts to completely fill a sturdy box and then some. There are extra parts on nearly every sprue for your stash, including pioneer tools, wheels, gun mantels, track links, road lights, etc., etc., etc..

The contents of the box include:

Lower hull packaged separately.

25 sprues in soft, light grey plastic, most packaged separately.

1 clear plastic sprue

4 photo-etch screens (engine exhaust mesh), individually wrapped.

2 runs of yellow-tan DS track



1 8-page blue and white instruction sheet with 19 steps

The kit comes with three color schemes represented, using blue-and-white ink, three-view drawings. A small (but perfectly registered) sheet of decals from Cartograph of Italy includes the following units:

1. s.Pz.Abt. 504, Medjez el Bab, Tunisia, April 1943
2. s.Pz.Abt. 502, 2nd Battle of Lake Ladoga, March 1943
3. s.Pz.Abt. 505, Ukraine, Spring 1944

#### The Instructions

This is a 'fortified re-box', so there are sprues from several Dragon Tiger kits included in the box. This results in a slightly-confusing parts map (three sprues marked M, two V's, two P's, two C's, etc.), but Dragon-kit builders should be used to this by now. The

duplicate sets of sprue letters are conveniently distinguished with different colors (blue and black) throughout the instructions to assist the builder in any case.

#### Things to consider before building:

The three build options represented by the three color schemes are labeled (a), (b) and (c) – (a) being the Tunisia 131 version - throughout the instructions. In some cases the differentiation is vague and busy; care must be taken to avoid adding (or omitting) features for your specific build.

That said, the Tiger is a pretty straight-forward tank to build. Chassis, fenders, main deck, turret, gun, hatches – it's all there. There are an abundance of options (18) even though this is a representation of a specific vehicle. As a consequence there are some up-front decisions to be made, mostly with hatches and wheel alternatives. You'll need to decide whether you will build your tank in travel mode or combat mode as well.

There is a Balkan cross decal that goes underneath the track-cable on the port side of the hull. By selectively applying glue I was able to attach the cables before painting and then slip the decal down behind the cables once the paint was dry. You may want to simply attach the cable after applying the decals, but then you will need to match the cable hardware color with the background paint.



The area beneath the fenders is un-obstructed so the DS track can be attached late in the build without any problems. You can build the entire vehicle before painting, with the only exception being the interleaved wheels if you want to paint the tire portions separately. I left the outer layer of wheels off until final assembly to simplify this task.

#### The Track

The two runs of DS track in this kit are beautifully detailed, and assembly was a snap using Tamiya 'Green Top' liquid cement. The track can be painted using any type of paint, although it might be prudent to first put on a coat of primer. I used Rustoleum Leather Brown Enamel Primer, dusted with Tamiya XF-57 Buff and detailed using Uschi's excellent Chrome Metal Polishing Powder.

The track is attached in the last step, so it can be painted and weathered before gluing it and stretching it over the wheels.

Once the track was on, I applied Testor's 'Black Bottle' liquid cement to the tops of the running wheels and held the track in place with ear plugs and Q-tips until dry, capturing the proper sag of a Tiger at rest.

## Painting and Finish

This particular Tiger is famous for a variety of reasons. It was captured early in the war, and since then has been maintained as the only working Tiger in the world. I couldn't just paint it any old way I wanted - not this time. Doing some research I came across the results of a study of the issue detailed in Osprey 'Modeling the Tiger 1' book for the Bovington vehicle. I decided to use the colors listed there, specifically, Vallejo Model Air 71.030 Green Brown for the 'German Yellow' color, and Vallejo Model Air 71.024 Khaki Brown for the slightly darker color, arranged in a hard-edge camouflage pattern. The hard edge finish would also allow me to use Panzer Putty again, which worked so well on my British Saladin. Since I modeled three of the hatches open, I had to account for them as well as the open holes in the turret and main deck.

### Primer & Pre-Shade

I started by airbrushing a primer/pre-shade coat of Vallejo 73.603 DunkelGrau Ral7021 German Panzer Grey Surface Primer, thinned 50/50 with Vallejo thinner, and a few drops of Liquitex Flow Aid. I've never used the Vallejo primers before and the Grey went on beautifully; holding up well over the PE and DS track. One critique – the grey is very dark, nearly identical to the Tamiya NATO Black I normally use. I was hoping it would come out more toward the German grey color.

The pre-shade gives the plastic and PE some grip for the following coats, and fills in the recesses and creates a shadow effect near the flat surface edges, adding depth for the subsequent coats to come.

### Camouflage

In my eye, the two-color camouflage of the Tiger 131 is so close it's almost monochromatic – I knew that I would need to add a lot of depth and weathering to make it as interesting as possible. I laid down an initial camouflage coat of the Green Brown, making sure to leave some of the pre-shade showing through along the edges and in the recesses.



After about two hours I went to work with Panzer Putty, a great little product that I picked up last year. The putty has some particular traits that make it perfect for a job like this, especially with so many protuberances poking out all over the place. For one thing, it has zero adhesion to the model, it only sticks to itself. Secondly, it settles down using gravity in about 15 minutes.

Once the putty was where I wanted it to be, I laid down the second camouflage coat using the Khaki Brown. Once the second layer of paint was on, I lifted the putty off in one piece and took a look – everything came out pretty well - the lines are sharp and there are no broken model pieces to be found.

### Decals

Once the paint was dry, I hand-brushed Future over the areas that would receive decals and applied them using the Red and Blue Micro Sol/Set system without any problems. I thought the three red '131' numerals were a little light and bright, so I gave those

areas on each side of the turret a grey filter later on to calm them down a bit. I hand brushed Vallejo Matt Varnish over the decals for now, to bring the finish back to flat.

### Remaining Details

(Note: For hand-brushing Vallejo paints, I put a drop of Vallejo Slow Dry and a of 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 parts of the pioneer tools and the jack block with a 1:1 mix of Vallejo Panzer Aces 311 New Wood and Vallejo Model Air 71.75 Sand (Ivory). Later, once a gloss coat was applied, I brushed a layer of Mig Wash Brown straight for the tube over the 'wood' parts, let that dry overnight, and then, in the morning, used a Q-tip to remove just enough oil paint to make them look right.

I painted the metal parts of the tools and the tow cables using Vallejo Model Color 70865 Oily Steel, and once dry, dropped a black wash on them to simulate wear.

I went over the hatch detail first with a brown wash and then with Uschi's pigment products (Chrome, Steel, Iron), buffing them out with a rubber artists blender.

#### Filters and Pin Wash

While the surface of everything was still flat, I applied a Mig 110 Black filter on the exhaust piping over the back of the deck, the four screens and the jack. I followed this with a filter of Mig Dark Rust on the tops of the two exhaust stacks.

Satisfied, I gave the entire model a good coat of Future acrylic to prepare the surfaces for a pin wash and some streaking.

Once the Future was thoroughly dry, I gave everything a pin wash using AK Interactive Wash for DAK Vehicles using a small red sable brush, concentrating on the panel lines, recesses, rivets, buckles, on-board equipment, etc. I thin all of my washes and filters using Mona Lisa Odorless Thinner, which will not affect underlying layers of paint.

I then added some streaking using AK Interactive's Streaking Grime for DAK Vehicles, concentrating on the vertical sides of the hull and turret – anywhere rain and condensation might roll down. The color of this product is a light, muddy gray and can overwhelm the existing base colors so I used it sparingly.

#### Road Dust and Final Assembly

After attaching the hatches, wooden jack block and fire extinguisher, I applied a 'road-dusting' coat consisting of Vallejo Model Air Light Brown, coming up from the ground, 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 a mix of Mig Russian Earth and Black pigments on the sides of the armor here and there, as well as the track to roughen the visible surfaces up a little.

#### Conclusion

The Tiger I is one of the iconic tanks of World War II, and it is no wonder that Dragon has taken on this family of AFVs to produce some of the very best models on the market. Dragon parts fit, and are beautifully detailed; together making these kits a lot of fun to build.

The design of the some of the parts such as the commander's cupola and opening hatch hardware is simply brilliant, and in my opinion, the very best available; Dragon sets the bar here.



The DS track has evolved into an excellent alternative to the Magic Track, which itself is a wonderful product.

The slide molding, included in all Dragon kits now, has really improved the detail and build-ability of their kits. This is nowhere more apparent than with their tank barrels which are, in my opinion, a vast improvement over the ill-fitting and hard-to-paint aluminum versions.

And last but not least, Dragon thoughtfully designs their models so that every hatch, door or access panel can be modeled in the open position, with more than enough interior detail to get you started.

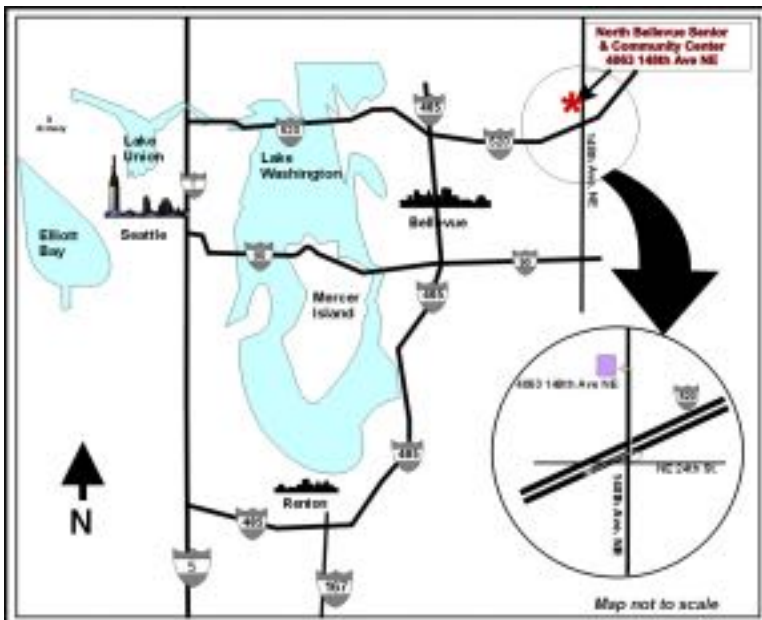
I heartily recommend this kit to all modelers who are up to the small challenges that a kit with so many parts and options will offer. If you mark up the instructions beforehand as suggested, and go slow, you shouldn't have any problems.

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



## Meeting Reminder

October 17  
(Third Saturday)



**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.