

Seattle Chapter News



Seattle Chapter IPMS/USA
September 2015

PREZNOTES



Time to Crank up the Airbrush!

Two weeks ago contractors started work on my roof and methodically went about tearing off three layers of composite and cedar shingles. After the first day's work I stood in my attic, looking up and out through the bare rafters watching the sun set! As the contractors worked in the blazing sunshine I thought "thank goodness I chose this year to have the roof replaced, as it has been so dry, so sunny, so little risk of things going wrong, weather-wise". Less than 48 hours after they completed the job, the wind began to howl, and the heavens opened up with an August-record rainfall, and I sat in the dark with no power. "Dodged a bullet there, pal," was all I could think!

For me the September meeting is the start of "modeling season", when the days turn noticeably cooler, the gray clouds start to block out the bluest skies you've ever seen, and the rains start up again. After what seemed like an endless Spring and Summer of cloudless sunny skies, last weekend reminded me that I did indeed live in Seattle! Gone were the months of California dreaming, and I could feel good about heading into the basement model room, without fear of a guilt trip concerning being inside when the weather was so lovely outside. I am not one to hold thoughts of guilt, but modeling on sunny days is one thing that has always bothered me! September onwards, gray skies and rain, THESE are modeling days and evenings!

A reminder that the Oregon Historical Modelers Society is hosting their annual model show and contest at the Evergreen Aviation and Space Museum in McMinnville Oregon, on Saturday September 19. For full details go to the OHMS web site here: <http://www.ipms-portland.org/show-main.htm>

And for a look at the very cool exhibits that you will be able to see at the Evergreen Museum, check out their website here: <http://evergreenmuseum.org/>

I hope to see you all at the September meeting this Saturday!

Cheers,

Andrew

2015 Show Calendar

Thanks to Chellie Lynn

9/19/2015	McMinnville, OHMS
9/26/2015	Sci-Fan, Galaxy Hobby, Lynnwood
10/10/2015	Burnaby, IPMS Vancouver

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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.

September 12
November 14

October 17
December 12

IPMS/USA MEMBERSHIP FORM

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

by Eric Christianson

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

Part One of this review can be found here, or the July issue of the newsletter.

<http://web.ipmsusa3.org/content/hawker-typhoon-mkib-part-1-3>

Part Two of this review can be found here, or in the August issue of the newsletter.

<http://web.ipmsusa3.org/content/hawker-typhoon-mkib-part-2-3>

Down the home stretch! Last time we had just completed the wings, fuselage, nose and wheel-wells, leaving just the final assembly and finish for this last segment of this three-part review.

To recall: I chose to display only the starboard wing's gun bay and starboard engine detail, and to cover up the lower front end encompassing the oil cooler/air intake.

Painting

Painting this aircraft is a complex task, and you will need a plan to suit. Fortunately for me, writing this review gave me the opportunity to plan each and every step before I hit the paint booth – and I strongly suggest you do the same. I think I fell asleep each night for a week working through all the steps required. My first big decision was what type of paint to use. I wanted to employ the 'hairspray technique' for chipping and wear since this model is unlike any other aircraft model I've ever seen, sporting a dizzying array of raised and recessed panel lines and rivets that scream for using this particular technique. Fortunately, Tamiya paint, an acrylic-lacquer, is perfect for the job and Tamiya offers all the colors I need without mixing.

I also wanted to provide depth to the finish, so I used a dark pre-shade color throughout, meaning that every single painted part had to start with a pre-shade color if the final result was to look reasonably consistent. Things got particularly crazy with areas like the invasion stripes and the canopy – distinguishing between what was needed as a pre-shade color and what was going to be uncovered with the chipping technique became quite a puzzle! Painting the Typhoon was going to be a lot bigger job than it seemed at first.

A silver lining to mention...Airfix provides optional parts for closing the gun bays and landing gear doors, as well as parts to cover the engine and air intake. While some of these parts won't exactly fit once the detail is added, they fit close enough to act as plastic 'masks' – very handy. Instead of masking the wheel wells, for example, I just pushed on the wheel-well covers. Bang, done.

I also stuffed the cockpit opening (Egads! - so small now!) with tissue paper that I moistened with water so I could form it along the irregular shapes found there.

Note: I thin Tamiya paints about 50/50 with Gunze Leveling Thinner, or until I can see light through it when I draw it up the side of a 1-oz. plastic fast-food sauce container. I use a Grex TG airbrush for detail work and my trusty Pasche H airbrush (#3 tip) for coverage, both set at about 20 lbs. pressure.

The Hairspray Technique for chipping, explained...

I use this technique because I feel it gives me more control than using salt, and it is far easier than painting chips by hand – especially on a model of this size.

The idea is to add a layer of hairspray between the base coat (of any kind of paint) and the top, camouflage coat that must be an acrylic. The hairspray causes the top acrylic coat to dissolve in a very particular way when it comes in contact with water. Even though Tamiya paint is not a true acrylic, it seems to work perfectly, and is my go-to choice for this technique.

As far as the hairspray, I think any kind will do. I use TRESemme' #4 Extra Hold because it has never let me down AND...it comes in a cool little black can. You can buy hairspray in a pump bottle which will allow you to airbrush it on without decanting, or you can buy it

is an aerosol in a can. I prefer the ease of use of the aerosol, and, more importantly, I don't want to run hairspray through my airbrushes! Yuck!

Keep in mind that your results might differ since there are several variables that 'affect the effect'; thickness of paint, amount of hairspray used, amount of elapsed drying time, materials used to rub the paint off, etc. There are several approaches that work, but the following is how I do it:

1. Once I am sure the base coat has dried and cured, I spray on a healthy coat of hairspray. I make sure the areas I want to chip are well covered but not so much as to produce drips or runs. I either wait for that to dry or move things along with the help of a blast of air - it doesn't matter, so long as it's dry to the touch before I move on.
2. I then load up the camouflage colors and spray that on. The more paint I use, the harder it is to rub it off, so I take it easy. I've got some working time so I don't need to rush.
3. About two hours after I finish painting, I wet a small area of the model with some water using a soft brush. The water will bead up at first, so I just keep at it and soon the water starts to spread out as it gets absorbed by the paint. I let the water set for about a minute or so.
4. I then take a stiff, flat, squared-end paint brush, dip it in water, and start to rub the areas where I want to expose the underlying (base-coat) paint. I work in one small (wet) patch at a time. The process takes some patience, but eventually some foam will appear and then tiny flecks of the top coat will start to come off. I keep wiping the brush off on a paper towel and re-moistening it with water before continuing. If large flakes or sections of paint come off, I stop immediately - the water has soaked the paint too much and completely removed the adhesion to the coat of hairspray. This is why I work in small patches at a time. On the other hand, if the paint just won't rub off, I either missed a spot with the hairspray, put too thick of a coat of paint on in the first place, or I waited too long, letting the top coat cure.

The first time I tried using this technique was like the first time I tried using a pressure washer – I just blasted away at everything. This method works best with a subtle hand, so stop often and review your work. Less is better.



Back to the Typhoon -

I started with dipping the two canopy parts in Future and letting them dry in a dust-free container that I made. The thick acrylic coat takes a while to cure, so I like to start there.

I set the canopy 'dust-box' aside, and sprayed a base coat of Tamiya XF-16 Flat Aluminum on the wing walks and the four propeller blades. This color will be exposed when I 'chip' off the coat on top of it. I didn't care about overspray on the inner propeller hub, since the whole area will be covered by the outer hub.

Next I made a sticky board for the parts that would receive a pre-shade coat of NATO Black, including the eight rocket rails, four drop flaps, the rear canopy interior part, four gun bay doors, pitot tube, pilot's step, the belly antenna, and the four landing gear doors.

Once the Flat Aluminum paint had dried, I sprayed a coat of hairspray on the wing walks and the propeller blades.

While the hairspray was drying, I mixed up a big batch of NATO Black and laid down a primer/pre-shade coat, first hitting the sticky boards (flipping the drop flaps over to get both sides), and then the main model.

After a couple of hours I rubbed a little NATO Black off the wing walk areas and the leading edge of each propeller blade. After the paint had fully cured, I hand-brushed Future over the wing walks so when I mask them off later the lines will be crisp for the next color.

I made a new sticky board for the parts that would receive a coat of Tamiya XF-83 RAF Medium Sea Grey 2, including the four drop flaps (both sides), the pitot tube, pilot's step, and the four landing gear doors.

I then mixed up a batch of the Sea Grey and airbrushed the sticky board (including both sides of the drop flaps) and the bottom of the main aircraft. I started in the middle the large panels and worked my way outward, leaving just enough shadow from the pre-shade coat visible, creating a nice 'depth' effect.

I moved on to the rocket rails, which at this point had a cured, pre-shade coat of black, and the eight rockets, which were still unpainted plastic. I laid down a coat of hairspray to the rails and, once dry, airbrushed a coat of Sea Grey on both the rails and the rockets. After a couple of hours, I chipped the rails up using a brush and water. The rockets were left alone – the grey is the base coat for these.

The tires and wheels were started in the second part of this review - I had pre-shaded the main strut assemblies in Steps 183 and 184, the tail wheel strut parts, the wheels and the tires with Alclad Black Primer & Microfiller. I had then over-sprayed the outer portions of the main tires with a pre-shade coat of NATO Black to produce a little differentiation between the sides and outer portions of the huge Typhoon tires.

I then sprayed the struts and wheels with a light coat of Alclad Duralumin, making sure to avoid the tires. I then loaded up Model Master 2024 U.S. Army Helo Drab and dusted the three tires until they took on the look of hard, worn rubber. Over that I dusted a coat of Vallejo Model Color 70826 German Cam. Medium Brown.

Moving back to the rockets, I sprayed on a coat of hairspray, followed by a coat of Tamiya XF-62 Olive Drab. I waited a couple of hours and went to work with water and a brush, uncovering some of that Sea Grey base coat. Once dry, I sprayed them with a coat of Future to prepare them for decals.

Before moving on to the main camouflage coats, I took the (now dry) rear canopy section, placed it over the cockpit as if it were closed, and lightly traced the area underneath it with a black coloring pencil. I then put it back into the dust-free box it was in. I carefully masked off the area inside the traced line, so it will remain NATO Black after I spray the main camouflage colors.

I made a new sticky board for the four gun bay doors that would receive a coat of either Tamiya XF-82 RAF Ocean Grey 2 or Tamiya XF-81 RAF Dark Green 2 (depending on the camouflage pattern). See photo to the right.

It was time to take out the masking tape. I used the two wing walk decals to trace replicas onto Tamiya tape before cutting out the patterns and laying them down over the appropriate areas I had already painted and chipped before. I then masked the demarcation line along the lower fuselage around the entire aircraft. Next, I used some blue painters tape to mask any areas on the lower fuselage that might catch overspray.

I then masked the interior and exterior of both canopy parts, exposing just the exterior frames. I attached them to the sticky board as well.

With everything masked and ready for paint, I shook up my can of TRESemme' and gave everything a healthy coat of hairspray (except the canopy parts).

Setting aside a block of time and using the excellent Airfix color shots of the scheme I was using as a guide, I sprayed (first) the Ocean Grey and (second) the Dark Green colors where appropriate on the main aircraft. I also sprayed the gun bay doors, and the canopy parts roughly matching the camouflage pattern of the main aircraft. The outer propeller hub and the propeller backing plate were painted Ocean Grey (as a base coat). The colors on the canopy would be those that are visible from the inside of the canopy – the outside colors come later.

With each color, I laid out the overall pattern and then filled each in, again, starting in the center of the bigger panels working outward. I wanted a suggestion of that dark pre-shade color to show through. After I cleaned up the airbrush, I removed the masking tape from the aircraft, but left it on the canopy for the time being. After a couple hours I turned on the TV and started to rub off some of the paint using a paint brush and water. I did not rub any paint off the canopy parts.





Next I loaded up just a touch of NATO Black and hit the two canopy parts again, laying down the pre-shade coat for the outer coat of paint to come.

I then sprayed a coat of hairspray where the vertical fuselage band would go near the tail, as well as on the propeller hub/backing plate, and on the front of the wings where the yellow recognition striping is.

Once the hairspray was dry, I masked the borders around the rear fuselage band area, the propeller tips, and the recognition stripe areas on the leading edges of the wing. I sprayed the fuselage band with Tamiya XF-21 Sky and the propeller tips and leading edges of the wings with Tamiya XF-3 Flat Yellow. Once that was allowed to dry for a while, I rubbed off some of the color from these parts to uncover the paint underneath, paying particular attention to the front of the wings where the invasion stripes were NOT going to be.

Returning to the canopy, I noted where the grey and green camouflage pattern fell across the canopy if it was closed, and sprayed the appropriate color (Ocean Grey or Dark Green) to match. Once dry I removed the masking tape and carefully hand-painted the bottom surfaces of the canopy parts that would touch the airframe NATO Black to match the airframe. This would prevent light from being trapped between the canopy and the surface of the aircraft. I then attached the rear part (# L19) to the interior of the rear canopy and back into the dust free box it went.

Back to the rockets – always back to the rockets. Airfix chose to mold the rockets to their own release hardware, which were a real chore to paint. I used Vallejo 71.062 Silver for the task which worked out well. Vallejo makes such great paint. All that was left on the rockets now were the decals...all 32 of them!

The invasion stripes were next. You'll need to decide if you want to use full stripes, or half-height stripes on the fuselage, or if your unit markings will require an adjustment in how the stripes appear. Airfix suggests that you make the stripes 19mm wide and 95mm across all five stripes. A quick measurement would prove, however, that 95mm is too wide if you want to use their four-view color paint diagrams as a guide. 18mm, however, juuuust fits between the outer gun and the wing walks as shown in the diagrams. And it just so happens that Tamiya offers that same width in their excellent line of masking tape, so 18mm it is. Since the stripes were hastily applied in the field, I couldn't get too worked up about it either way.

Unfortunately, in 1/24th scale, I still couldn't use that tape as is – wide, straight tape and curvy surfaces don't make a good match. I ended up cutting each 18mm-wide strip of tape into three smaller strips that I knew, once laid next to each other, would add up to 18mm. The thinner strips went on quickly and conformed to the surface easily. This approach worked out very well and saved me a lot of time since I didn't have to measure anything.

There are several approaches to painting invasion stripes, but only one that lends itself to using the hairspray technique. Some folks will paint the whole striping area white, and then mask the white stripes off and paint the remaining areas black. Doing so however makes removing paint over hairspray problematic – rubbing off the black exposes White first, and then Green/Grey. My approach adds only one more taping step.

Before taping, I attached the temporary covers to the wheel wells and the exposed gun bay, using them as masks to keep paint out. I then slid the four dropped flaps into place (laying even with the wing for now) – they would need invasion stripes as well. The actual wheel well covers were painted separately.

I started by spraying all the areas that would receive the stripes with hairspray. This included the wings (upper and lower), the fuselage (all the way around), and the outer skin of the four gear



doors and gun bay covers. While the hairspray was drying I started pre-cutting 10-inch long 18mm strips of Tamiya tape. A lot of them.

Taping commenced with defining the outer lines of the areas to be striped with a thin piece of Tamiya tape. Using that as a guide, I used (the much cheaper) blue painters tape to mask off everything that might be hit with overspray. I then taped up the gear doors and gun bay covers and set them aside on a sticky board.

After some analysis it occurred to me that if I painted the black stripes first, things would go a little faster, and, more importantly, I wouldn't have to lay tape down on top of white paint.

Accordingly, I carefully masked off the inner and outer white stripes on the wings and fuselage. Using tape 'spacers' to pinpoint the location of the center white stripe, I (first) placed a block of tape in the appropriate spot on each side of the fuselage for the squadron symbol, and then laid down tape for all three the center white lines.

Once all the tape was down, I painted the six exposed stripes using NATO Black and left them to dry at least three hours so I could safely mask over them. I came back and tested the black areas with some tape to see if any paint came up. Satisfied, I removed the tape from the areas to be painted white and laid tape down over the just finished black areas. I used Tamiya X2 Flat White for the 21 white stripes. Once completed, I removed all the tape from the entire aircraft and, for the first time, gazed upon my Typhoon in full dress.

Wow.

Later, I went over the entire aircraft and rubbed paint off using a brush and water to reveal the colors underneath. Done and done.

Decals

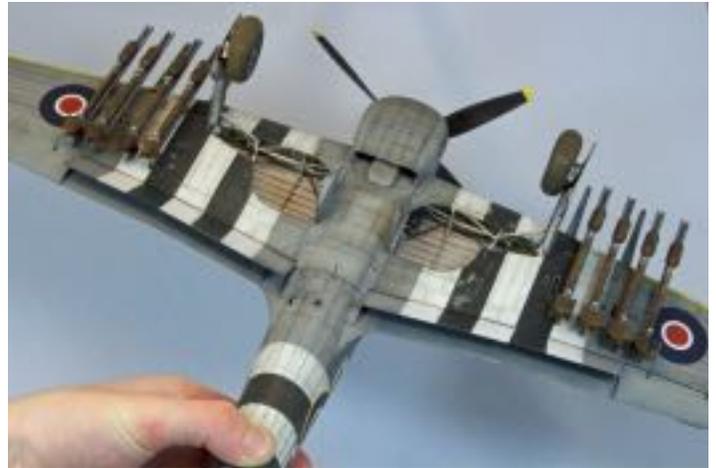
The decals provided by Airfix come on a large, separately-bagged sheet and are in perfect register. The yellows and the reds are not too bright and look right. The decals are thick which, in this scale, is a good thing. The huge wing roundels are easy to handle, and the yellow areas completely cover the invasion stripes underneath with no bleed-through. There is a good amount of stenciling provided, and wing walks are included if you choose not to paint them.

After shooting the aircraft and the rockets with a healthy coat of Future, I used the Blue and Red Microsol/Microset system without any problems. I sweated out the fact that the large roundel on the starboard wing partially covered the two (removed) gun bay doors. After I applied the decal and let it dry, I carefully cut off the portion overhanging the gun. I then temporarily attached the two gun bay doors together and applied the decal piece to them, using a lot of Micro Set solution. I then carefully separated the doors again with a knife and they looked great. I was very proud of myself until I realized that you can't see any of this since the doors would be attached decal-side down, on the wings. Sigh.

The decal thickness required repeated applications of (Red) MicroSet over some of the more prominent detail, but soon relaxed and snuggled down just fine. Once dry, I gave everything a second coat of Future to seal the decals and prepare the surfaces for a wash.

Weathering

With the decals on, this model was itching to be finished. That said, every picture I've seen of a Typhoon in combat is a mess, and I wanted to convey that weary look in my build, which is why I spent so much time and effort using the hairspray technique for chipping. All that was remaining to do was to dirty things up a little.



With the model still sporting a glossy Future finish, I started with a 'sludge' wash using Mig Dark Brown enamel, straight from the bottle. Working in sections, I 'painted' the wash over every panel line and rivet head. It's ok to be a little sloppy - 99% of it will be removed. I let the wash dry for about 20 minutes and then I used a soft cotton cloth to rub the wash off in the direction of the air flow. A tiny amount of wash was left behind in the panel lines and such, really 'popping' the detail. And on a 1/24th scale Typhoon, there's a lot of detail, so this step was worth the time and effort. I made sure not to forget the twelve detached flaps, wheel covers and cannon-bay covers.

Back in the paint booth, I loaded up some Tamiya X19 Smoke, thinned 50/50 with Mona Lisa Paint Thinner, and went over the areas around the engine, behind the cannons, behind the shell-ejection ports underneath the wings, and in the open cannon bay. Not too much, just a hint.

Final Assembly

Once satisfied with the weathering, I prepared the model for its final flat coat. I first reworked my jig so the Typhoon could sit comfortably with lowered flaps and extended gear, then flipped the model over on its back and went to work. I started by attaching the four drop flaps and tail wheel hardware, followed by the rocket rails and rockets, pitot tube, pilot's step, belly antenna, and then I got to the wheels...

The Wheels

To my dismay, the wheels provided in the kit have holes that are too small for the axles provided in the kit. No matter what combination I tried, the result is the same. What's more - if you whittle down the main strut so that it fits in the hole in the wheel, and align the two-step 'male' end with the two-step female receptacle, the 'flat' portion of (one) wheel does not meet up with the table top. It's not even close.

Perplexed, I typed '1/24 Typhoon fit problems wheels axles' into Google and received a list of hits describing the problem in detail; some even with art, such as here: http://cs.finescale.com/fsm/modeling_subjects/f/2/t/161294.aspx

I sent two emails to Airfix; one to Airfix UK and one to Airfix USA, asking if there was some solution or new part available. After waiting three weeks with no response, I called Airfix USA and spoke with their representative who was unaware of the problem. He asked me to document the issue and send it to him, which I did, and he would forward the issue to Airfix UK. That was two weeks ago. Boo.



I had no choice but to move on. I drilled out the holes in the wheels, slipped the wheels on and filled the spaces with 2-part epoxy. While the epoxy was drying, I balanced a piece of flat cardboard on all three wheels to assist in lining up the 'flat' spots so they would sit properly on a table top when the model was set on its wheels.

Once the epoxy had time to cure, I carefully drilled holes in the wheel/strut/epoxy 'blocks' and inserted a small section of a steel hypodermic needle in each, fixing them with super glue. What a mess. Moving on.

Once the wheels were firmly set, I flipped the model over and attached the cannon bay doors, and the propeller and hub. With

everything on except the canopy and wing lights, I gave the entire model a thorough coat of Vallejo Matt Varnish. I painted the inside of the wing lights Tamiya Clear Green (starboard side) and Tamiya Clear Red (port side) and put them on using Gator's Grip Hobby Glue, described as a 'white glue on steroids'. I then attached the canopy sections, touched up the shiny glue spots with a little Matt Varnish and poured myself a tall, cool drink. The Typhoon was done.

Conclusion

Looking at my hand-written notes across the 47 pages of instructions, I remember now what a considerable project this was, start to finish. Airfix did a great job with the instructions - I never once felt lost or overwhelmed. With a few exceptions, the fit was flawless and the assembly and finish brought forth all the positive energy I look for when I build a model - the big Airfix Typhoon was never once a chore.



That said, I had two significant problems; the first was with the fit where the parts came together under the nose of the aircraft, but I acknowledge this problem may have been self-inflicted.

The second problem was with the fit of the axles and main wheels, which can definitely be attributed to a problem with the kit I received. This issue's significance lies in the fact that this is a relatively heavy airplane, and sturdy landing gear is absolutely essential. Equally as perplexing, I waited five weeks for Airfix to respond (in any way) to this well-documented issue before completing this review. Since it is not practical to add a third-party gear solution once the wings are assembled, I strongly recommend that modelers purchase an after-market set of landing gear and wheels to replace those in the kit before you start. As it is, my Typhoon sits unsteadily on wheels slapped together with epoxy and steel pins – not an ideal solution for a \$149 kit.

On the other hand, if you are able to get through these two issues, a novice could build the rest of the kit. Assembly is straight forward, the plastic is workable and forgiving, there is no photo-etch or other quasi-exotic materials used, and as I said, the instructions and images are simply brilliant. What's more, the decals are high-quality, thick, and go on with ease.

Finishing the Typhoon is another matter, especially if you choose a scheme with invasion stripes. Fortunately, every modeler is different and can take that part of the project as far as they want to go with it. The sheer size and weight of the model takes some getting used to - a properly built jig is a must-have. The other key to a nice finish is planning. I suggest you do as I did – write out all the steps required in detail, starting with dipping the canopy in Future though to attaching the pilot's stirrup at the end, moving steps around as you go. The extra work will really pay off in the saved time and effort.

One thing is certain - when you are finished you will have an awesome model of an awesome airplane on your hands, combined with a huge sense of accomplishment.

I recommend this kit to experienced modelers only if they stick with the landing gear that comes in the kit. On the other hand, if an after-market product for the landing gear is used, then I feel just about any modeler who is up to the small challenges that a kit with so many parts and options offers will do fine. As always, I suggest that you make your big decisions up front.



Build a nice jig, spend the time to carefully clean the parts thoroughly once separated from the sprues, and dry-fit everything. Try to remember to slow down, use your references, and by all means enjoy yourself. This is a great kit, and a great hobby!

First segment: Internal fuselage and wing structure, cockpit, engine and front end.

Second segment: Wing, gun bays, wheel wells, fuselage and tail.

Last Segment (this one): Final assembly and finish.

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

See page 15 for more photos.

Hurricane Bookshelf: Ancient Modeling Mag 'Time Capsule'

by Scott Kruize

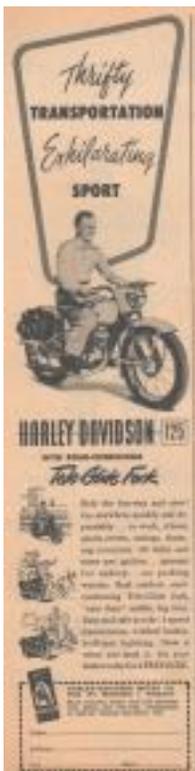
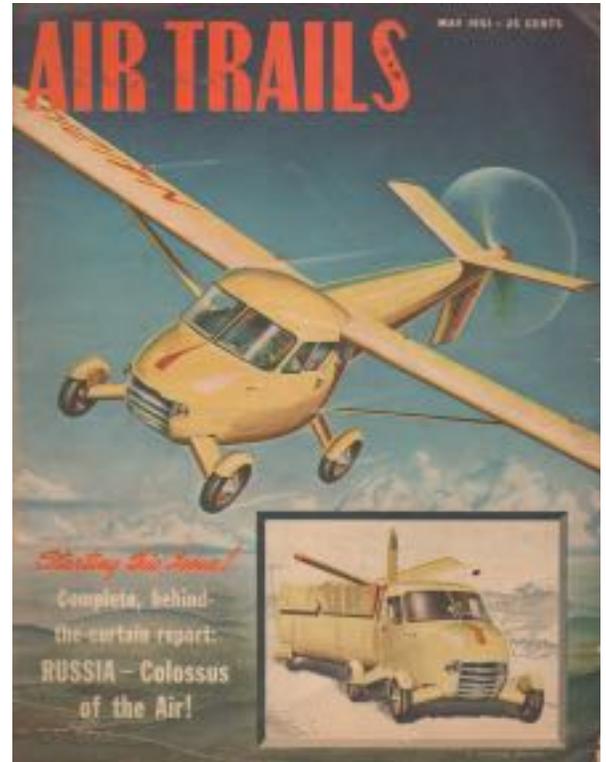
I can't fault my parents for not buying me the May 1951 issue of *Air Trails*, even though it would cost only a quarter. I doubt I'd have expressed any gratitude, and it would be a whole decade before I'd even care about its modeling contents...having just arrived.

However, one of the great pleasures of going to swap meets in the modeling community is that old magazines frequently show up. As it happened, I had to pay more for this issue than its original cover price, but not as much as might be expected, given inflation between Then and Now.

The issue can't help but being a time capsule, starting with its cover. That flying car we all admire at the Museum of Flight? Such were front-page news in mid-1951. I've heard a lot of perfectly sensible reasons why we're not all zipping around in flying cars, with our skies today abuzz with millions of them. But isn't it still too bad we're such pathetic wussies?

Also a front-page issue, more-or-less constantly, more-or-less in every single media outlet back then, was Russia, the monstrous threatening power back east. (I'm having the strangest feeling of *déjà vu*...)

The essay named on the cover: "Russia—Colossus of the Air (part 1)" contains some reasonably accurate information and artist's impressions of several warplanes, starting with the first VVS jet fighter, the MiG-9, and including 'MiG-15 flown on Korean front by Chinese Reds is also in service in Eastern Germany.' There's a chart of the 'Main Aircraft Types in Service with Soviet Air Force' and a diagram of the 'USSR Air Forces vs. the Atlantic Pact Air Force and USAF.'



If you ride planes on smaller 'feeder' airlines, you know turboprops. Apparently, in 1951, they were fairly new — and newsworthy.

The 'Air Progress' center page by Douglas Rolfe illustrates the 'Evolution of the SuperFort', from the 1937 Boeing XB-15 up to the current (then) B-29/B-50.

There's an article about 'Big Dirigibles for the Airlift', a topic which seems to recur from time to time. I don't know how far any of these reviving plans have ever gotten. The only big airship I've ever seen has been the Goodyear blimp.

I love to go through the old ads. America's Hobby Center in New York City was celebrating its 20th year. Its ads list multitudes of model engines and flying models, most of which were for U-Control. But Free Flight was still very popular, and radio control was just getting within reach of average modelers. I can't help but wish for a time machine and the ability to go back Then and buy things like all those kits, long out of production and available Now — if at all — only on eBay for substantial fortunes. How about a McCoy .19 glow engine for \$13.50, and a full 1/2A U-Control outfit built around a Whitman special and the K&B Torpedo Jr. engine, all for \$7.95? But speaking of inflation: what we really mean is that we wish we could buy things at 1950s prices with our CURRENT incomes. When we think of buying them with 1950s wages, they're a lot less attractive.

Strange to relate, the intervening years have not taken everything in this magazine out of our reach. The Jim Walker A-J 'Interceptor' folding-wing catapult glider can still be gotten from a new maker, and while it's now rather more than fifty cents, it's still the same nostalgic handful of fun. You can still buy a Harley Davidson motorcycle

MAXWELL---Build This Great Favorite In A Fascinating Scale Model!



Everybody loves this little red Maxwell! Once you complete it, you'll treasure it and use it as a mantelpiece or office decoration! So easy to assemble--so small in price! Maxwell is 7 1/2" in length when completed. 14 famous models to choose from!

 1911 BUICK 1917-1918 \$1.50	 1916 FORD 1917-1918 \$1.50	 1915 PACKARD 1916-1917 \$1.50
 1914 STUTZ 1915-1916 \$1.50	 1913 MERCEDES 1914-1915 \$1.50	 1912 BUICK 1913-1914 \$1.50
 1911 BUICK 1912-1913 \$1.50	 1910 FORD 1911-1912 \$1.50	 1909 BUICK 1910-1911 \$1.50
 1908 BUICK 1909-1910 \$1.50	 1907 BUICK 1908-1909 \$1.50	 1906 BUICK 1907-1908 \$1.50

Check "OLD TIMERS" for more information. MONOGRAM Models and Collectors will have complete Antique Automobile sets every to assemble with... (text continues)

"OLD TIMERS" MONOGRAM MODELS

— yes, Harley-Davidson was advertising in this air-related magazine. I wonder why the economical 125 is no longer available; the smallest I've ever seen was my neighbor's Sportster 1200cc at last week's garage sale.

In those days, eager young aviation enthusiasts could open a magazine like this one, quickly scale up a simple dimensioned plan set, take out an X-Acto #1 knife with #11 blade — notice that's still our 'weapon of choice' — and build a new flying model. In this case, it's the air 'Adventurers Power Model #2': 'This semi-cabin scale-type rubber-powered flyer will give excellent flights.'

There are others: a classic high-wing pylon-type free flight glow-engine powered airplane, a set of stick-and-tissue towline gliders, another set of solid balsa sheet hand-launch gliders, a scale 'Fleet Trainer' biplane for U-control, and a tiny all-balsa model of Consolidated Vultee's X-92A, for the Jetex 100 inexpensive rocket motor. (Jetex is long out of business, but a small 'garage operation' in England offers reproductions of these engines and their fuel.) There's another high-wing free flight glow-powered plane illustrated and diagrammed called the 'Clipper Chisai': 'From far-off Tokyo comes a new contender for PAA-LOAD honors...'. The Motor Of The Month is the Baby Mac .049, variations of which were eventually made in the hundreds of thousands. I actually had such a motor in a plastic ready-to-fly U-Control P-26 — with throttle, even! — way back Then, but for some reason, probably my own technical ineptitude coupled with wimpy starting batteries, I never could get that engine to actually run for more than a few seconds.

Many airplane kit manufacturers have gone, leaving no trace: Berkeley, De Bolt Model Engineering, Joy Products, Mercury Model Airplane Co., Veco Products, Cleveland Model Supply Co., Sterling Models, F-B Fly Boys Model Aircraft, Miniature Aircraft Corporation, and Master Model Craft. Comet's gone, although computer-scanned plans for all of its balsa flying models are available from a Web source.

But Top Flite is still with us, as is Paul K. Guillow, and Monogram models was going strong in 1951; see their full-page ad.

Plastic 'static display' airplane models, like we build, existed then, but this issue has none — or at least none referred to as such. Polk's Model Craft And Hobbies of New York had a line of tanks made in metal, to 1" = 108. And see this ad for 'Old Timers' Miniature Auto Sets, available from the Scranton Hobby Center of Scranton, Pennsylvania. The photo of the completed little red Maxwell certainly looks to me like injection-molded plastic. Anybody in our club know more?

I really enjoy going through these old 'time capsules', and in taking a break now and then to build a kit from the time back Then when I was actively modeling, 1961 to '72. Still, I wouldn't go back. The incredible diversity and quality of the model kits available to us Now make this truly the best 'good NEW days'.

22 All-Time Favorite MONOGRAM MODELS

Famous for Fun... Extra Value... Easy Construction



Here is a selection of 22 of the famous Monogram Models... (text continues)

MONOGRAM MODELS, INC. • 225 N. RACINE AVENUE • CHICAGO, 7, ILL.

Revell of Germany 1/32nd Scale Focke-Wulf Fw 190F-8

by Bob LaBouy

Overview and first impressions:

In almost any analysis, this new Revell of Germany kit ranks among the best kits I have had the opportunity to build. On the other hand is what I call the 'good, bad and ugly' aspects of this kit and there are several of those. I really wish I had the patience and time remaining to see what this kit would look like if finished in the hands of a modeler like John Frazier. The potential is there I am convinced, to produce a truly magnificent model of the Fw 190 — I only wish I had the time to go along with my inclination.

Among the superlatives very quickly one observes is the price, which at MSRP of \$29.95 (and widely available at \$23.96) is an outstanding price. When compared with the once reigning king of the Fw 190 kits (e.g. Hasegawa) listing commonly in the \$27 to \$75 range. The obvious level of engraving and fine level of detail, this kit is a 'steal.' There is no PE in this kit, though the aftermarket items will quickly begin to fill our hobby shop shelves.



This kit consists of approximately 186 parts distributed in 13 different sprue trees, including four separate canopies (open and closed versions, with straight and bulged versions). I found the base to be an ingenious and interesting development—it will rotate through fully and allow some different positioning and attitudes for the completed model. It will permit several flap configurations and allow the modeler to build it with the gear either deployed or fully retracted (should you decide to display this way).

I found the plastic to be a bit softer than many others, which actually allows for some benefits in terms of overall fit and finish. There is also a good deal of flash around many of the pieces, though this doesn't seem to affect the overall fit. When looking at the flaps and control surfaces there is a tendency to not quite fit as tight as I had hoped; this requires a bit of filling (most of which I did using Perfect Plastic Putty, really good stuff for such filling and finishing).

Kit Assembly Notes:

One other detail note observed: each of the places where drilling is required is nicely called out inside the location with a small raised area quickly and accurately noted. I have often had questions about these locations and in many kits there isn't any indication of the actual location intended — problems and questions solved with this kit.

It is not the cleanest of engineered kits: there is a good deal of mold marks, indentations, flash galore and mucho sanding needed to keep everything lined up as required. One engineering aspect that impressed me is the lower wing assembly; not only is the fit tight, but the design of the wing box is very sturdy. The entire fuselage fit was well done as well, which clearly demonstrates the Revell of Germany attention to even small details.

The BMW 801C engine is a wonderful display in its own right. Though I didn't attempt to add the any of the details beyond what the kit provides, I can envision a wonderful fully wired engine (should the builder have the skills and patience to do so). On the other hand, after carefully assembling the engine, I decided that it would have to be displayed with the cowl areas closed.

As I mentioned previously, there's 'good and bad news': the cowl sections didn't quite line up as indicated in the detail drawings. There are a series of indentations around the cowl sections, which never did fit as advertised (or illustrated). The backsides of the propellers have major voids that scream 'fill me.'

From my observations, the thickness of the various cowl and engine covers would be too thick, though again, I have not attempted to thin them to what I believe they would look like in scale. These are simply pieces of sheet metal covering the engine bay, which the kit portrays as heavy, thick pieces of metal. When attempting to install the two MG 17 machine guns, I was never able to convert the drawings and instruction images of how these two guns were installed and eventually settled for just installing the two barrels and leaving the gun cover closed. This also eliminated the need to do any of the added gun details, which are readily available in Internet

photos and research on these two guns. The two gun troughs were also out of alignment; while all of the critical fit was made using the bottom reference points, once I had moved to the top of cowl, the misalignment was evident. While I chose not to thin the trailing edges of the trailing edges, they appear to be much too thick from my reference photos.

The decal sheet provides for two separate aircraft allowing some personal preference for the builder. Although not totally a shock, I was surprised to see the Swastika not displayed on the tail surface. I was able to quickly replace the needed items from my unused collection of decals. The decals are a matt finish and settle onto the surface very easily, though I always use Solveset to insure a tight finish. There are numerous aftermarket decals for the Fw 190 readily available currently and I suspect this Revell effort will result in even more.

My only submission to aftermarket parts was to use the beautiful Eduard Fw 190F-8 seatbelt set (which is a 'kit' in its own right). While I had a bit of a struggle to bend them into realistic shape these are big improvement over the decal seat belts provided by Revell. In finishing this kit I used nothing but Vallejo Model and Model Air, which is the first kit that I've painted entirely with 100% acrylic paints. This kit was finished with both polyurethane matt and gloss varnishes as well. While there is a bit of a learning curve to use these paints I was impressed with the overall effect and finish appearance. With the almost daily increase of available acrylic products, I suspect many of us will be using them even more in the future. These paints, especially their ease of use, ease of cleaning, overall quality and much lower environmental impact certainly bold well for the future of acrylics.

Overall Evaluation:

I am not certain how many kits of the Fw 190 are even available in 1/32nd scale, especially when you consider all the decals and markings issued by Hasegawa alone. But this kit is a winner and I hope these few notes will encourage some of you to include the well know 'butcher bird' in your collection. It is very appealing from the price standpoint alone and builds into a model in this scale (which finishes at approximately 11 inches long by 13 inches wing span). It provides the modeler with a very accurate model of one the best-known German aircraft of the Second World War.

The few issues aside I recommend this kit to fans of the famous model of Prof. Kurt Tank's Fw 190. My overall quality rating is 8 (on my self-invented rating scale of 10). *Photos below courtesy of Revell of Germany.*



Modeler Tools Note #1

by Bob LaBouy

In a recent note to Robert, I mentioned that ours is in many ways a solitary hobby. We each work, mostly alone, and with the exception of our brief meetings each month, there is often little or no discussion about the tools we often use or encounter as we practice our modeling skills. With this thought in mind I would like to discuss some of our modeling tools, at least those many of us use every day.

Where to begin the discussion? I am hardly a professional writer (as evidenced from this point foreword), so I'll begin with the tools I'm using on my desktop now. There are several as I look at my work surface. Most of these products I've been using now for the last 25-60 years and they have served me well.

Tweezers: First up is my stainless steel tweezers, which I employ on every model. While I've amassed a number of these, my personal all-time favorite is the Dixon non-magnetic, with very precise, small pointed tip.

Hobby Knife: Next is my handy craft knife. During my modeling career, I've tried many and my current favored is the Havel 'Havalon' knife with its plastic handle. It's easy to open for blade replacements and has a small six-sided nut, which keeps them from easily rolling off the desktop. Over the years I have used #11 hobby blades almost exclusively, though with Havel I am pleased with their #AC 172 craft blades. This newer blade is slightly shorter, and less pointed—and less prone to breaking than the very pointed #11 tip, which is very helpful in trimming PE parts.

Cutting Shears: While I have two on my favorite list there are a great number of shears to choose from. These are used almost every time I cut or trim sprue trees or the tiniest of parts from the trees. I usually cut far enough from the attachment point to allow for final very close trimming. For 'bulk' cutting on sprue I use a Plato Model 1755 Shear and for the final, more precision cuts, use either the Xuron 410T Tapered Tip Shear or my favored, Xuron 2175 Maxi-Shear. The 2175 provides a more pointed and narrow point. I can also cut PE from their attachments points with the Xuron 2175

Straight Edge: A small 6" stainless steel ruler is my tool of choice. Used primarily as a straight edge, I use this little critter constantly to cut masking tape to size and shape needed.

Glues: I use several glues: Tamiya Extra Thin Cement, Humbrol Precision Poly Cement, Devcon 5-Minute Epoxy and Cyanoacrylate cement (my preference is the red-labeled 'Maxi-Cure', extra thick, 10-25 second). The Humbrol has a long 1.25" stainless tube which permits you to place the glue in tight or hard-to reach places and more precise placement of the glue. There is a learning curve, especially with the cyanoacrylate (or just 'CA' as is often called), especially in how to apply this medical glue. However, it's almost a necessity when working with small photo-etch pieces; it won't setup fast if placed on a piece waxed paper, most plastic or nylon surfaces (or I use the numerous CDs I get from advertisements). Typically, I apply these glues with the tip of a pointed toothpick and in the case of either epoxy or CA, I measure the amount with my Mk. 1s (or just eye balls if you prefer).

Cutting Surface Pads: Again, not sure you've experienced this marital hurdle, but I first ruined my first table top, with glue and blade cuts in the early 50s. Warning: Moms and wives have not adapted to these little problems over the years and have little sense of humor about such small problems; hence my banishment to the little work area I now clutter up with my 'toys.' I use two self-sealing cutting mat pads (17.5" x 11.5") and 4" square, a small 4" x 3" piece of plastic cutting pad piece of plastic (delrin I believe), and a 4" inch square piece of glass.

Masking Tape: I have long ago learned to appreciate masking tape and in recent years have stocked up on my favorite: Tamiya Masking Tape in 6mm, 10mm, 18mm, and 38mm. This masking tape is able to cover the items being masked off and prevent the paints from wicking under the tape. I also use the blue 3M tape for just holding parts together and holding pieces I am painting to the cardboard pieces I use to hold small pieces of plastic or when I am masking off a large being sprayed (using Kleenex, McDonalds' napkins or pieces of newsprint or paper).

Divider or Compass: This is a handy tool to have in duplicating the dimensions or sizes of parts. I most often use mine to measure and match pieces of masking tape.

Body Filler: I know there are numerous choices from a variety of sources, but I have used two for some time: 3M Acryblue Glazing Putty and most recently, Spies Heckler Permacron Fine Putty. Since I've been using my tube of the 3M Acryblue for many years (and still have approximately one-third of it left), I tumbled onto Permacron from a friend's recommendation. It's great, sets up fast and sands with little or no trace showing were the putty was placed (with some primer or paint used). I have also been using two other puttys: Aves Apoxie Clay (requires mixing two parts together) and Deluxe Perfect Plastic Putty. Apoxie wipes smooth with alcohol and the Deluxe with water alone.

Razor Blades: Another essential item on my work desk is the old standby one-sided razor blade, which I buy in a 100 pack at my local art store.

Hoping that your eyes are glazing over at this point, I leave you to rush and stock up on favorite tools. All kidding aside I hope my suggestions to this point, are useful to at least some of you and maybe result in an 'ah-ha' thought for some modelers in our Seattle Chapter.

Is there interest in more notes like these? Please give me your feedback, which you can leave for me (ok3wirebob@comcast.net) or by writing to Robert.

Airfix Typhoon

from page 9



2016 Modelfy – Mustang!

by Ken Murphy

As you may recall, at our last Spring Show, in a monumental and inexplicable upset akin to the last Super Bowl, I won first place in the A-10 Modelfy (really? I thought John DeRosia’s great orange thing-a-ma-jig, was the best, but sorry John, I’m not turning over the trophy).

The dubious honor of winning however comes with a penalty, er, responsibility: picking the subject for the next Modelfy. You know the criteria: create a fantasy-sci-fi-what if-something-or-other on which there must be at least one recognizable part from the chosen subject. The subject chosen should ideally be something readily available in a variety of scales, inexpensive and able to spark the imagination. That last part is the conundrum. I wanted to do something that hadn’t been tried and maybe a less represented category. Aircraft, tanks, and cars had all

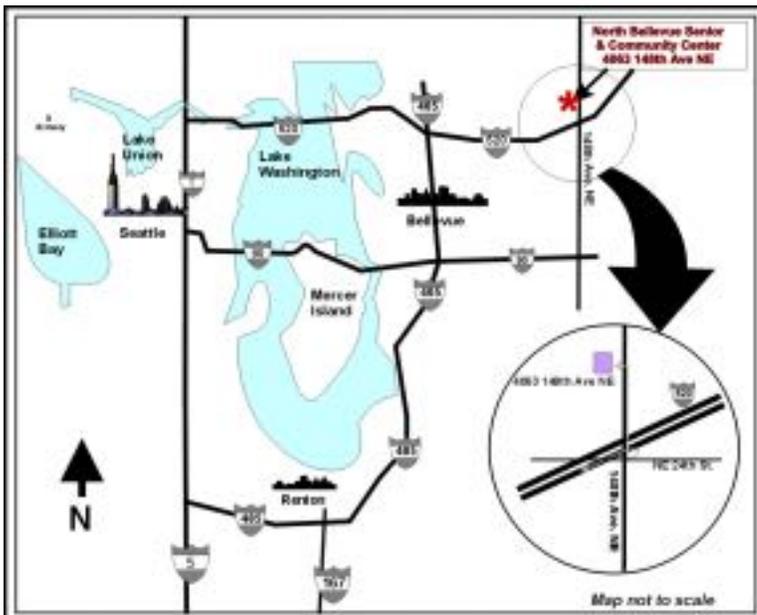
been done in one form or another. To that end and due to a lack of brilliant inspiration on my part, I solicited the advice of several of our distinguished members, including Bill Johnson, Mike Millette and President Emeritus, Terry Moore. Eliminating what they could recall of past subjects, I was surprised that an obvious one hadn’t been tried: a Mustang! But now for the twist: how about any Mustang, P-51 or

Ford? Or a P-51 and a Ford? The possibilities are endless! All that’s required are some cheap kits, imagination, creativity and time. You’ve got six months. At the end of which you could be the proud winner of this real cool special award: Best Modelfy!



Meeting Reminder

September 12



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.