

Seattle Chapter News



Seattle Chapter IPMS/USA
December 2016

PREZNOTES



'Tis The Season? Gratitude

We have just celebrated Thanksgiving (to give thanks), and are heading towards "and goodwill to all men". A time, perhaps, to reflect on the year that has been, and the new one about to begin?

A Jesuit priest I once listened to on the radio said he spent a few minutes each day during his lunch break, jotting down five things he was thankful for in his journal kept for such jottings. They didn't have to be "big" things, but such items as "turned on the hot tap, and hot water came out". Whereas, he said, half the world didn't have ANY running water in their abode, let alone instant hot water when needed. Or "reached into the fridge for a cold drink on a hot day", when again, billions don't have access to any sort of cooling system for their drinks.

Which brings me to the important idea of "gratitude" in one's life: "He is a wise man who does not grieve for the things which he has not, but rejoices for those which he has." We all of us reading this have plenty to be grateful for. After all, we enjoy a wonderful hobby, AND we have the resources to indulge in it, and great club mates to share it with.

"Gratitude opens your eyes to the limitless potential of the universe, while dissatisfaction closes your eyes to it." "Enjoy the little things, for one day you may look back and realize they were the big things." "Forget yesterday - it has already forgotten you. Don't sweat tomorrow - you haven't even met. Instead, open your eyes and your heart to a truly precious gift - today."

And as you think about the festive season, remember this: "The deepest craving of human nature is the need to be appreciated." So to those who have made your life easier or shown you some

kindness, let them know it was appreciated. "You cannot do a kindness too soon because you never know how soon it will be too late."

Anyway, enough from me, I hope to see you ALL at the December "Festive" meeting this Saturday. Please bring food and drinks to share. We will have a huge door prize drawing again this year.

Cheers,

Andrew

Please remember to bring food and (non-alcoholic) beverages to our December meeting. There will also be door prizes!

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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 2016 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.

December 10

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 Juvenile) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (airmail) Checks must be drawn on a US bank or international money order

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

Credit Card No: _____ Expiration Date: _____

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

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Dragon 1/35th Scale Flakpanzer T-34(r)

by Eric Christianson

(Editor's note – this abridged version has been edited for use in our newsletter, removing most of the construction notes. 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 has once again cobbled together parts from several of their kits to produce a scale representation of an unusual vehicle used by the German Wehrmacht on the Eastern Front. This time around it is the Flakpanzer T-34(r), a combination of the Soviet T-34 tank hull, and the four-barreled German 2cm Flakvierling 38. To complete the conversion, the kit includes a selection of extra parts, such as the turret, to produce an accurate replica of this fascinating late-war vehicle. An array of photo-etched parts and Magic track links are also included to enhance the detail.

With its 76mm gun and well-sloped armor, Germany's armed forces were shocked when they were confronted by the Russian T-34 tank's superior qualities. Due to desperate shortages in their own armored units, the hard-pressed Germans often adopted captured Russian tanks into their ranks, especially the T-34. One of the more unusual adoptions was the Flakpanzer T-34(r). Based on a T-34/76 Model 1943 chassis, German field workshop technicians replaced the original turret with a quadruple mount for a 20mm Flakvierling 38 antiaircraft weapon. The makeshift turret was constructed from armor plates removed from damaged halftracks. This Flakpanzer vehicle was then used by the headquarters of Schwere Heeres Panzerjaeger Abteilung 653 on the Eastern Front in mid-1944.



The contents of the box include:

Lower hull, packaged separately.

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

2 photo-etch sheets, including mesh engine exhausts

1 set of Dragon MagicTrack individual links in two bags.

1 6-page blue and white instruction sheet with 11 steps

The kit comes with a single finishing scheme represented, using a blue-and-white ink three-view drawing; and a small (but perfectly registered) sheet of decals from Cartograph of Italy. The unit represented is S.Pz.Jg.Abt.653, Eastern Front, 1944. There are paint callouts for GSI (acrylic and lacquer) lines as well as Model Master enamels.

Things to consider before building: The hull sides and fenders on the Flakpanzer are completely smooth, which means all that nice, molded on T-34 hull detail must be removed and sanded flat. This task is best done before you begin, since doing so later (as the instructions will have you do) is problematic.

The main weapon is designed in such a way so you can paint the guns and ammunition cases separately and put everything together at the end.



The lower hull allows complete access to the track so it can be added at the end of the build, if desired, but I usually add Magic Track early so I can paint it with the rest of the vehicle.

One of the great things about Dragon models is that there are always options to open things up to expose detail, and this kit is no exception. You can open a nice driver's hatch up front (with interior hatch detail), a rear escape hatch, as well as the main hatch covering the engine compartment.

The Flakpanzer T-34 offers some tricky steps in painting and weathering, especially if you want to leave the four guns in metallic paint and any panels or hatches open. I painted several parts separately (see image), and attached them after painting but before weathering. Otherwise, the kit can be completely assembled before painting, including the track.

Primer and Pre-Shade: I started by applying a primer consisting of Krylon Color Master with Durable ColorMax Technology rattlecan (Flat Black) lacquer paint. This is the third rattlecan primer I've tried, and I'm glad I kept going because this stuff is a superior product, drying super thin and very tough (not to mention cheap and quick). Once the lacquer paint degassed overnight, I touched things up back in the paint booth using Alclad (lacquer) Black Primer and Microfiller – also very quick, and no thinning required.

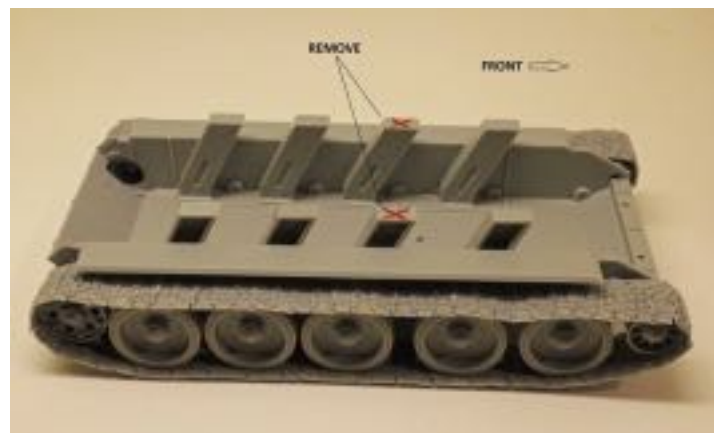
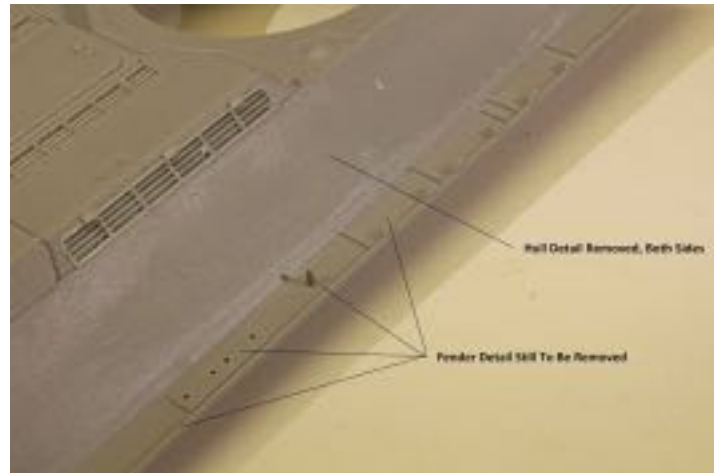
The primer/pre-shade coat gives the plastic and PE some grip for the following coats, and fills in the recesses, creating a shadow effect near the flat surface edges. This will add depth for the subsequent coats to come.

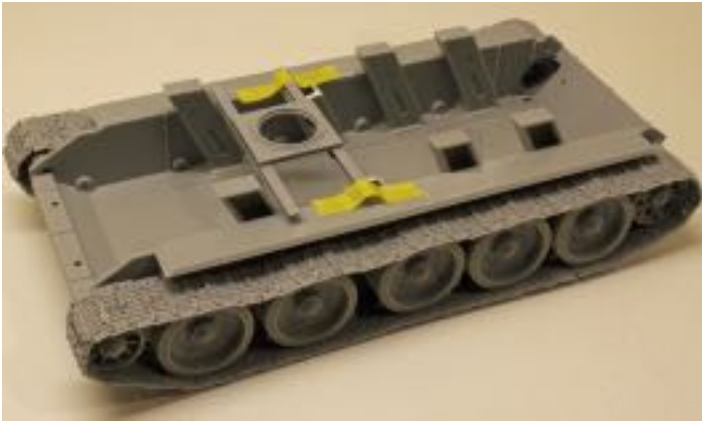
Camouflage: I followed the primer/pre-shade coat with Vallejo's three-color German Yellow recipe of Dark Yellow (71.025), Sand Yellow (71.028) and Sand (Ivory) (71.075), applied in that order. What starts out looking yellow-green ends up as a nice, light, German yellow. I worked each color from the center of the panels outward to preserve some of the pre-shade showing through from underneath. Some parts I left the original dark yellow and some parts were nearly ivory-white, depending on where I thought the sun would hit, achieving sort of a forced-color perspective (called 'color modulation' now in the industry).

I followed this with (first) a mix of 2/3 Vallejo Panzer Green and 1/3 Yellow Ochre, and then a mix of 2/3 Vallejo Burnt Umber and 1/3 Yellow Ochre, applied in a loose pattern. I felt the Yellow Ochre blended well to tie the darker camouflage colors with the light yellow base. The light finish would be toned down with weathering later.

I painted the ammunition cans using Tamiya X-10 Gun Metal thinned with Gunze Leveling Thinner. I then used AK Interactive's Track Wash to color the track by hand, being careful to miss the wheels and surrounding painted areas.

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





Future to seal them. Once dry, I carefully slipped the 20mm guns into the Flakvierling assembly and dropped that into the four base plates of the turret, a somewhat clumsy process. Once I had everything lined up however, it swiveled freely on the turret ring. I then airbrushed all the shiny areas with Vallejo Matt Varnish to prepare the vehicle for filters.

Weathering and Finish: With all the surfaces sporting a flat finish, I started the weathering process with two or three overall filter coats of Old Holland Warm Sepia Oil paint, heavily thinned with Mona Lisa thinner. Old Holland's oil paint, which I first learned about from Tony Greenland's excellent book, *Panzer Modeling* (Osprey), is the perfect hue for this kind of work, and its pigment is as fine, or finer, than products made specifically for modelers.



I applied this to the entire vehicle, including the guns and wheels. I next added a (Mig 110 Black Oil) filter to the engine intakes and Mig Light Rust Brown to the rear exhausts pipes.

Now that the filters were applied, I sprayed an overall coat of unthinned Future floor polish to prepare the surfaces for washes and streaking, which are easier to control when applied over a smooth, glossy surface.

Once the Future was dry, I added some very light, vertical streaks along the hull sides, rear, and front using AK Interactive's Streaking Grime. I tried to limit the effect, drawing downwards from protruding detail, like what might accumulate from rain washing off a dirty surface. I let the streaks dry, and then worked them downwards with a long soft-bristled brush, lightly dampened with Mona Lisa thinner, until I had what I was looking for. Next, I used Mig Dark Wash thinned with Mona Lisa for highlighting the panel lines, bolts, air intakes, wheels, guns and any other areas with detail needing a little attention.

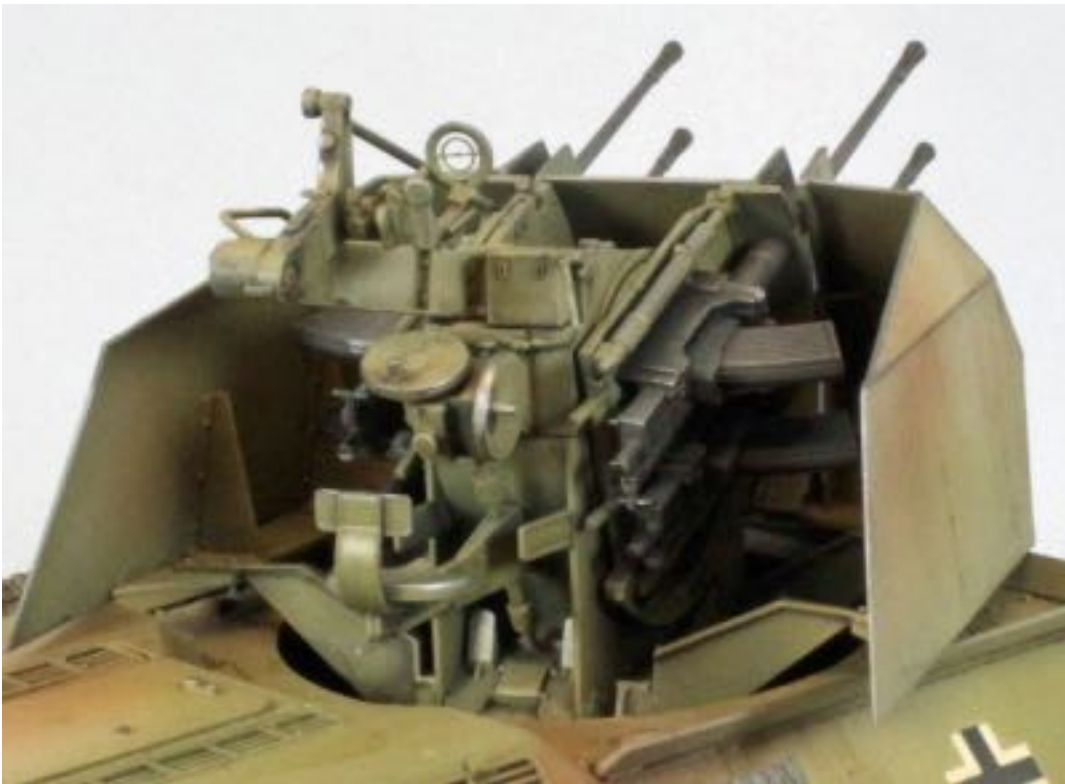


Once the oil-based products had a chance to dry, I added the 20mm ammunition cans to the hull side racks and applied a 'road-dusting' coat consisting of Vallejo Model Air 71.027 Light Brown, followed by a coat of Vallejo Flat Varnish to kill any shiny spots still remaining. I cut each of these 50/50 with Vallejo Airbrush Thinner to improve flow. The last touch was to go over some of the edges and the weld seams with a graphite pencil and Uschi Chrome Metal Polishing Powder. Done and done.



Building this kit should have been easier than it was, since it is based on an excellent T-34 kit and the ubiquitous Dragon Flakvierling Anti-Aircraft set. The Magic Track for the T-34 is relatively large and easy to assemble, and the fit of nearly everything was up to Dragon's excellent standards. At the same time, I felt that the removal of detail from the hull sides, the vague location of the turret ring, the fiddly Plastic/PE side racks, as well as the design of the turret base was enough to recommend this kit only to modelers with some experience in solving problems. That said, if you go slow and take care of some tricky issues up front,

anyone should be able to produce a fine and interesting addition to their display case arsenal. 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.



Eduard 1/72nd Scale Fw 190A-8/R2 Weekend

by Jacob Russell

The Focke Wulf Fw 190A-8 followed the A-7 variant into production. The A-8 incorporated the MW 50 water injection system. It provided the BMW 801-D motor a short lasting power increase to 1,440 hp at approximately 18,700 feet. The MW 50 system necessitated a cylindrical 115 liter tank in the rear fuselage. This installation required that the ventral ETC 501 rack be moved 20 cm forward. The A-8 also incorporated the strengthened wing introduced with the earlier A-6. This wing substituted MG 151s instead of MG FF cannon in the outer position.

The Rustsatze 2 (R2) variant replaced the MG 151s with a pair of 30mm MK 108 cannons with 55 rounds per gun. The R7 had additional internal and exterior armor plating. The R8 combined the armor plating of the R7 with the outboard 30mm MK 108 cannon of the R2.

The kit comes in Eduard's customary box with a nice illustration of an A-8/R2 in flight. It consists of 128 parts on three sprues, one of which is clear. 44 of the parts go unused for this variant, so you will have lots of parts for the spares box.

It's worth giving special notice to the clear parts. The canopy flexed as it slid backwards on its rails and Eduard has captured this detail. Nicely done, Eduard!

The surface detail of the wings and fuselage is superb, with fine rivet detail right where it is supposed to be. The fuselage is different in that the external armor below the cockpit has been added. The wings are also modified to accurately depict the R2 variant with the outer cannon. By the way, the kit includes all of the pieces to model an R2, R7, or R8.

The ailerons and rudder are separate pieces so you can display them displaced. The wheel wells are deep and convincingly detailed. The cockpit is shallow but it is sufficiently detailed to look the part.

You get two styles of tires, smooth and ribbed, plus the early (perforated) and late (smooth) wheel faces. There are two propellers included, one of which is the wide blade, wooden VDM 9-12157H3, which is applicable to the later A-9 variant. There's an ETC 50 rack plus a drop tank and an SC 250 bomb. The BMW 801-D is well molded but it will be all but invisible behind the prominent 12 blade cooling fan and propeller.

There are two well printed decal sheets, one of which is devoted to airframe stencils. The main decal sheet includes a pair of instrument panel faces and a set of seat belts. The decals are up to Eduard's usual standards. They are well printed, legible, and in register. There are two decal options in the kit, both of which are painted in the standard mid-War Luftwaffe colors of RLM 74/75/76:

- 1) "Black 13", Werner Gurth, II. (Sturm)/JG 3 "Udet", July 1944. This plane had an all black cowl and stylized black panes aft of the exhaust panels. The spinner was black with a white spiral. There was also a white fuselage band. The fuselage was heavily overpainted with RLM 74 and 75. There was a large area of RLM 76 with the Balkankreuz on top of it.
- 2) "Yellow 13", Paul Lixfield, 6./JG300. This plane had an RLM 04 yellow lower cowl, and a rust red fuselage band. The spinner was RLM 70 with a white spinner.

The instructions follow Eduard's standard format, with a parts map and a well illustrated, logical build sequence. Color callouts are for Gunze Mr. Color paints.



Just about every manufacturer has tried their hand at the radial engine Focke Wulf Fw 190. Hasegawa led the field for many years with their 1/72nd kits. Airfix recently introduced Fw 190A-8 and F-8 kits that have more accurate wheel wells and better detailed cockpits than Hasegawa's.

The new Eduard kits are a decided cut above the rest. They are accurate and well detailed. They look good right out of the box, and if so inclined you can go to town with Eduard's photo etched sets and Brassin detail parts. I recommend this kit and I would like to thank Eduard for providing the review sample.

References:

Focke-Wulf FW190, Volume I, by Krzysztof Janowicz, Kagero Publications, 2003

FW-190 in action, Aircraft Number 170, by Brian Filley, Squadron/Signal Publications, 1999

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

Spitfire in Sweden, by Mikael Forslund

reviewed by Chris Banyai-Riepl

Few aircraft are as recognizable as the Supermarine Spitfire. The hero of the Battle of Britain and workhorse throughout the Second World War, the Spitfire was an iconic design. While its history with the Royal Air Force is well known, the Spitfire also served with other nations, in some cases long after the Second World War. One nation that operated the Spitfire post-war was Sweden, who purchased several PR XIX Spitfires after the war, and this book documents their complete history.

While most of the book talks of the Spitfire PR XIX in Sweden, there was some earlier Spitfire history in the country, with a couple of RAF Spitfires making unscheduled arrivals during the Second World War. In the 1940s, several plans were suggested for Sweden to purchase Spitfires to complement their fighter force, but dealings with the United States resulted in Sweden purchasing the P-51 Mustang instead.

Moving on to the photo reconnaissance Spitfires, the book begins with an overview of Swedish aerial reconnaissance, then covers Wing F11, the long range aerial reconnaissance unit. The remainder of the book is a fascinating, if somewhat disorganized, history of the Spitfire PR XIX, its construction and systems, and its colors and markings while in Swedish service. This book is easily the most complete collection of Swedish PR XIX photos in print today, with both black and white and color images throughout. Complementing these are a handful of color profile illustrations that highlight the subtle color and marking changes worn by the Swedish Spitfires throughout their life.

This is another excellent book on an aircraft from the Swedish Air Force by Mikael Forslund, an author that has made great strides at bringing the aircraft of this small air force into mainstream aviation history. While the organization might be a bit out of order, the stories and photographs more than make up for it. My thanks to MMP Books for the review copy.



Modeling Generation Mind-Set Shift and the 3D Future

by John DeRosia

Sometimes I feel like one of those 100-year-old-people we read about who were born at the beginning of the 1900s. They've seen the world shift from horse and buggy and out-houses to moon walks, driverless cars, and cell phones that do everything except their laundry. What? Please don't tell me there is an 'App' for laundry?!? We have seen incredible changes in less than half their long lifespans.

Keep up with me now. Put on that visionary hat and think of what modeling will be like BEFORE YOU KNOW IT! It has already started with lots of examples in the 3D printing world. I helped the engineering department at the University of Washington (in cooperation with Boeing's sponsorship) "human submersible" design with their first 3D printed sub propeller back in the mid '90s. Just think, the next generation space craft to take men into orbit (in 2017) already has parts 3D printed. Cheaper and faster. Instead of the 'old' way of machining parts and removing material - they 3D print them and add material as you go. Say what! Absolutely fascinating as you study 3D printing. They can 3D print plastic, metals - you name it.

No limits barred on what I think we will see very soon. Bear with me on my thoughts. Remember - they laughed at 'electricity' - who needs that anyway? So here is what I believe it will be like for the younger generation in particular.

They will be able to 3D print working engines-drivelines, doors-hoods open, any figures, structures, paint and decals somehow available in the 3D process also in the future...

If we can get them to sit still during dinner hour (what is dinner hour?) – We can tell them old geezer stories like:

"Back when I was young, we bought this box with plastic parts in it and we actually had to glue the pieces together...and we had to fight traffic and go to a hobby store to buy the kit and paints...or worse, ordered it online and waited two or three weeks to get it..."

As they are smirking at "I've heard that before dad (or grandpa or friend)"...here's some things they will be going through.

Kids will make fun of kids who DON'T have the latest 3D printing machine. "Gosh Johnny- yours is already three months old- you need to update".... "Johnny- did you pack your machine for 4th grade 3D printing class today?" "Dad - don't go to the parts store for that part. I'll have it 3D printed for you in five minutes...you want it in Stainless Steel? - No problem".

The next generation will not be packing models for a show. They only need to carry their cell phone sized 3D printing machine with them. Two hours before the doors open, they will print their twelve models to enter.

Don't ask me how it will all work. But indeed – someone will figure it out. We laughed at the Star Trek body scanners. But, exactly how many years have they been a reality now?

This is what one of the 3D printing machines will probably work like:

3D Printing Machine (Item # 12-M-DPL-Deluxe Version for \$15.78):

Button 1: Pick the model subject (vehicle, structure, figure, sci-fi etc...)

Button 2: Pick ANY scale

Button 3: Pick the color(s) and which color gets painted where...

Button 4: Pick the decal(s) if any

Button 5: Pick ANY diorama you would like to place the model in

Button 6: Pick Pizza, Burger or Ice Cream for snack watching 3D model come to life

Button 7: Click to call 911 while your old geezer dad, or grandpa, or family friend has heart attack watching you push buttons to make a 1st prize best of show model.

I'm starting my ballet classes next Tuesday...

Academy 1/72nd Scale US Navy F/A-18C VFA-82 "Marauders"

by Chris Banyai-Riepl

The F/A-18 Hornet has been a mainstay in the US Navy for decades, first appearing in the 1980s and continuing to serve today and well into the future. Originally designed as a replacement for the ageing A-7 Corsair, the F/A-18 has gone on to replace the A-6 and F-14 as well and stands as the main frontline fighter and attack aircraft for the Navy.

The Academy F/A-18C kit is a fairly new one, showing up in the late 2000s. As such it features details that we would come to expect of a kit from that era, with recessed panel lines and overall fine detailing throughout. Recently, Academy has been re-releasing this kit with some of the more colorful squadron markings, and this boxing is one of those instances. This one features colorful markings of VFA-82 from 2004.

The core Academy kit is designed to fill both the single-seat and two-seat Hornet variants, and this modularity is apparent right away in the construction of the interior. The cockpit tub has both a front and rear section, of which only the front will be used. The seat is built up from four pieces, and the instrument panel and control stick are separate. Instruments and side consoles have molded-in detail, with decals providing the multi-function displays.

With the interior together, attention can turn towards assembly. The F-18 has a fairly complex shape, at least when it comes to producing an injection-molded kit. To keep detail sharp, this means breaking it up into some odd shapes. The nose, for instance, is built up from four pieces: two sides and two belly inserts. The upper fuselage is one-piece, but has inserts on the underside of the LERX and a chunk of the upper spine to cover the unused second cockpit.

The lower rear fuselage is separate as well, while the intakes are yet another separate part. All told, the fuselage assembly features no less than twelve pieces, plus four more for the intake lips and splitter plates. For all of this, take time and dry fit often, and you should have no problem with this assembly.

Once that's out of the way, the rest of the build is really downhill at this point. The wings are solid right and left halves, as are the vertical fins and stabilizers. Detail bits include a separate air brake, separate chaff and flare dispensers, several antennae and strakes, and a separate tailhook. The landing gear is well detailed with control arms, nose light, and all the separate doors to carefully paint a red outline on. For the underwing fun, this kit comes with a nice load out consisting of two AIM-9L/M Sidewinders, four GBU-12 Paveway II bombs, two AIM-7M Sparrows, an AN/ASQ-173 LDT/SCAM Pod, an AN/AAS-38 FLIR Pod, and an AN/AAR-50 TINS Pod.

For the decal scheme, this is a pretty colorful Hornet, with the vertical fins in blue with a maroon eagle on it, and an eagle's head on the side of the fuselage (although it looks a bit more duck-like than an eagle to my eye). The decals provide most of the markings, but you will have to paint the tails blue to match the blue of the decal. The instructions say it should be insignia blue, but looking at the photos and the decal sheet suggest something much lighter. I would recommend taking the decal sheet to your local hobby shop and finding a close match. Luckily the vertical fins are far enough away from the other blue parts to not need an exact match. Overall the decals look to be nicely printed and include quite a bit of stenciling as well.

This is another nice re-release from Academy that puts their solid F/A-18 Hornet kit back on the shelves. Whether you use the in-box decals or hit up the aftermarket world, this is a great Hornet kit to add to your shelf. My thanks to MRC for the review copy.



Hurricane Bookshelf: *Target: Pearl Harbor* - Details In Depth of the 'Day of Infamy'

by Scott Kruize

As I've said before, I don't know how my eye and brain pick out titles of interest during a cursory, casual scan of vast numbers of totally unorganized stacks and piles of books at—say—the PAWS Shelter Garage Sale at Ocean Shores. However this fixation occurs, I'm glad for the finds it produces. On the last visit there, I came across this book, which I'd never seen or heard of before.

No mystery about the latter. *Target: Pearl Harbor*, written by Michael Slackman, is from the University of Hawaii Press in Honolulu and the Arizona Memorial Museum Association. Sounds like a small publishing concern, with output unlikely to be found at Barnes & Noble. The retail label is from the University of Hawaii book store.

The first book on Pearl Harbor that I ever read was *Day of Infamy* by Walter Lord, first printed in 1957. I was in fourth or fifth grade when I found it in the school library. This excellent introduction is worth re-reads from time to time. The author pieces together the overall story from the memories of individual participants he interviewed. The accounts are personal and immediate, and I remember being impressed with how different this approach to history was, compared to the dry textbooks I've been taught from in the classroom.

Since then, I've seen other books on Pearl Harbor, each having something to contribute to an understanding of the disaster. This one draws on an astonishingly large and varied set of sources, including books that I've never run across and many official government publications. Its 'Notes' section and bibliography would be greatly useful to any scholar.

The writing itself is clear, precise, matter-of-fact. The rhetoric is not exciting, in and of itself, with no literary frills. The story of the disaster is interesting and exciting (if that's an appropriate word) only because of the actual events.

I learned a lot of new details about the attack. Since I'm a warplane modeler first, I found 'Part 3: The Air Battles' especially enlightening. The author has compiled descriptions of all the sorties our airmen made, beyond the famous exploits of Welsh and Taylor. Students of international relations and the origins of the Pacific War will take particular interest in 'Part 1: Setting the Stage for Disaster'. This goes into details of Japanese political machinations surrounding Admiral Yamamoto's conception and proposal of the attack. This section also considers the various contradictory responses of our military and political leaders, as events in Asia got worse, along with our relations with Japan.



Quite new to my prior readings was information about the evacuation and care of the wounded, during and after the attack. Finally, 'Part 5: The Aftermath' covers in detail the controversy that flared up at the time, continued throughout the war, and even spilled over afterwards. There were multiple investigations and hearings, military and political, trying to establish who was at fault. The author neutrally sums up the vast amount of material he's obviously read through, concluding that there are no reasonable grounds to lay the blame on any individuals—not even on Army

General Short and Navy Admiral Kimmel—nor on any single failure in the handling of such information that was at hand then.

A bit dry it may be, but highly informative. I must recommend the book to anyone trying to come to is clear an understanding as possible of how we came to disaster on that ‘day of infamy’.

Target: Pearl Harbor

Copyright 1990, by Michael Slackman and the Arizona Memorial Museum Association

Printed by the University of Hawaii Press in Honolulu. Hardbound, 9 ½ x 6 ½ inches, 355 pages



Pearl Harbor Ramblings: Models and Movies

by Scott Kruize

I like to think my contributions to our newsletter have made informative and even enjoyable material for fellow club members to read. Whether this is actually the case, or is merely because of a need to supplement detailed armor-kit build/reviews by our Prez and VP, Robert continues to print my stuff.

Modeling way back Then, in the mid-60s, of course I put together models of planes involved at Pearl Harbor. I remember doing Airfix’s ‘1/72 Constant Scale’ Zero fighter, Monogram’s ‘49-er’ series P-40, and its 1/48th scale Douglas SBD Dauntless. The latter was far and away the best model kit I’d ever seen. It was supposedly accurate, Monogram claiming its designers worked off an actual SBD. It had lots of fine detail. Most of all, it had great working features: retractable landing gear, removable gunner’s canopy, his flexibly-mounted .30-caliber Browning machine gun, deployable dive brakes, and best of all, its big droppable bomb. Many desperate missions were flown, many Axis targets obliterated on the linoleum floor of the family room!



Since returning from the Dark Ages, I’ve built several more models of planes that were part of the Pearl Harbor attack. Early on, I had to do a NABBROKE (Nostalgic Aging Baby Boomer Real Old Kit Experience) with the Monogram SBD, still widely available. Then there was a special build for my collection of every operational Japanese WWII fighter, called “They Weren’t All Zeros”...namely, a Zero!

Back Then, when *Air Classics* magazine ran an article about an upcoming movie about Pearl Harbor, I practically drooled over the color photos taken of the production in progress. I don’t remember now whether I bought that magazine, and loaned it to Ken Murphy, or vice versa. Whichever: we were at the theater as soon as the movie opened. What a show!

Oh, yes: I know it wasn’t a big success, and got labeled as a ‘turkey’. That’s because it spends what seems an interminable amount of screen time trying to set the stage, with convoluted and almost incomprehensible behavior, in scene after seemingly unrelated scene, from a huge cast of military and political characters.

The battle itself only occupies about a quarter of the screen time. I wish the ratio was reversed!

[Still, as soon as it came available, quite a few years ago, I bought my own copy of *Tora, Tora, Tora!*. A VHS tape...I anticipate the day, as my granddaughter emerges from toddlerhood into the current Digital Age, when she'll ask "Grandpa, what's video-tape?"]

Much later, I saw another movie about Pearl Harbor, which inspired the only diatribe I've ever written. ("Diatribe: a bitter, sharply abusive denunciation, attack, or criticism." *Webster's Encyclopedic Unabridged Dictionary of the English Language*, 1989 Edition.) That was in November of 2003, after a NorthWest Scale Modelers meeting. Several members had gone to see the new movie *Pearl Harbor*, and of course I had to go. (Again with Ken Murphy)! WHAT A BOMB!!!!!!!!!!

We watched it intently, alternating between gaping with open-mouthed incredulity, and trying to stifle hysterical laughter that would've gotten us thrown out of the theater. The on-screen antics took every Hollywood war-movie cliché and amplified them with horrendous over-the-top technological CGI-Dolby-Stereophonic pyrotechnics into mangled 'history' that was Bad Beyond Belief.



The NWSMs got my diatribe shortly thereafter, and its revision was shared with the IPMS in January of 2008. This was because while Christmas shopping at the end of 2007, I stumbled across a hugely ornate gift-boxed set of this monstrosity. I calmed down some in the interim years, but writing the review of *Target Pearl Harbor*, and noting that this December 7th marks the 75th anniversary, brought it all back.

I won't offer it to Robert for a re-run, here and now, but here are a few of the movie's most...ah...memorable scenes...

- The introductory scene. Two rambunctious best-buddy little boys imagining themselves as Great War Flying Aces, in the cockpit of a derelict biplane in the barn. Later, the war would force their transformation into competent, cool killers of our evil Axis enemies. But for now, they're the embodiment of innocent, fun-loving, clean-living country kids here in the good ol' U.S. of A., so cute that—as Mother would say—you could eat them with a spoon!
- How the Battle of Britain Was Won. In all my reading, including books I've reviewed here on Hurricane Bookshelf, never mentioned was how that battle finally went over the knife-edge to favor the plucky British against the nasty Nazis. It was all because two American fighter pilots on loan to the RAF cut a huge swath through the Luftwaffe!
- Enjoying the romantic fringe benefits of Army Air Corps service in the early '40s. At the base, parachutes were all unpacked and hung up from the rafters to transform their storage shed into a lovely gossamer paradise that an airman could use for an intimate tryst with his lady love, before taking her up for a little jaunt in his P-40!
- The game of chicken, as only daring teenage AMERICAN boys learn to play. Our stalwart heroes sucked those nasty Nipponese airmen in their Zeros into a most deadly game they had no hope of winning...and they paid the highest price!
- The Japanese Empire's comeuppance. Alex Baldwin, as Jimmy Doolittle, was somehow short two bomber pilots for his B-25 raiders. But our stalwart fighter-pilot heroes were up to the job, and slipped right into that tight CGI formation, gritting their teeth and flying through thick fiery black clouds of CGI flak, until their CGI bombs fall in CGI unison, and beneath them, the CGI city of Tokyo erupts in flaming CGI total destruction!

For people who don't know a single solitary thing about the actual event—especially young Americans turned off by history classes—*Pearl Harbor* teaches them the essence: in Ken Murphy's phrase, "Those Japs may have bombed Pearl Harbor...but WE bombed Tokyo and we WON!"

At this 75th anniversary, I will try very hard to turn my diatribal contempt for the Hollywood history-massacre-ers that inflicted this overblown, overpriced abomination on the world, into respect and gratitude towards those real Americans who suffered greatly in the actual event...and whose survivors and compatriots eventually won victory.

A Look in the Box: HK 1/32nd Scale Boeing B-17E/F

by Terry D. Moore

To say I've been eagerly awaiting the arrival of the Hong Kong Models 1/32nd scale B-17E/F would be a gross understatement. I've had their "G" kit for quite some time now (and yes, it will get built...some day) but my favorite variant of the B-17 is the B-17E.

For the most part, the kit is the same as the G, with the necessary modifications on new sprues for the E and F versions. This kit has 678 parts, probably more than my entire collection of B-17s in the Garage O' Kits. For the E you get all the necessary parts to build any E that came with the manned ventral turret. The kit provides the proper nose section, narrow chord props, and the correct cowlings. The nose section (and cockpit area) of the E has all the ribs showing and those will have to be filled in as the nose section was insulated. The control wheels in the cockpit are correct for the type. The F version provides two different styles of bombardier nose, plus the ability to alter the windows for the particular aircraft you want to build, including an astrodome. Also, two versions of the dorsal turret are provided. The kit has finely engraved panel lines and rivets, which are, of course, wrong for the B-17 but that won't be an issue once you have a coat of paint on the model. HK didn't correct the shape of the nose ahead of the cockpit (it should be slightly flattened instead of round) but that's not a major distraction.

My only niggle with the kit is that they retooled the "G" fuselage half with the staggered waist gun position, they did not do a very good job of hiding where the window was, so some filling and sanding will be required on the right half of the fuselage to hide the window's former location. Decals are included for Three+ aircraft: B-17E "Chief Seattle", B-17F "Knockout Dropper", and B-17F "Memphis Belle" for which decals are provided for both the real aircraft and the movie aircraft. I would recommend studying the instruction sheet to get familiar with the assembly. It's a welcome addition to the B-17 collection and someday will be hanging from the ceiling (with a stout line!).





IPMS Seattle Dues for Calendar Year 2017

Your 2017 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$40** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$40 for members receiving the IPMS-Seattle newsletter via e-mail. We will review this on an annual basis. You can renew by writing a check to IPMS Seattle and mailing it to the address below. Or you can bring the form and payment to the December meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

IPMS Seattle Dues for Calendar Year 2017

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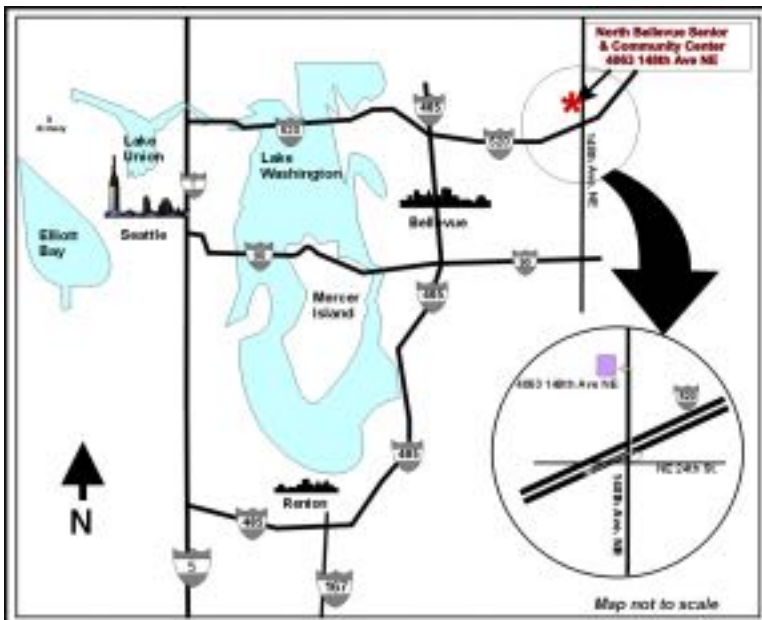
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Meeting Reminder

Meeting: December 10



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

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