

# Seattle Chapter News



Seattle Chapter IPMS/USA  
February 2016

## PREZNOTES



### Time to Be Counted

As has been said a number of times in the past, membership of our illustrious model club asks relatively little of each member. A \$15 membership fee helps defer the cost of the monthly room rental, the cost of the web domain, and other sundry items necessary to maintain the club as it currently exists. On a month-to-month basis, all you have to do is turn up to the meeting, and you find the lights on, the heat on (in the cooler months), tables and chairs ready etc. If you bring in a model to share at the Show and Tell section of the meeting, then you are asked to spend a couple of minutes discussing your work of art for the greater enjoyment of everyone in attendance.

The one time each year that the club DOES ask for more than the above time allotment is for our annual Spring Show in April. This is when the club gives back to the modeling community, by hosting a large gathering of great models and vendors under one roof. It's when we reach out to the youth modelers and their families, by offering up a Make N Take event. And even with this request, the club asks for very little of your time. A minimum of two hours is all that is requested, participating in an area of the Show that best suits your frame of mind: Registration (Model Contest or General Admission), Raffle, Meet and Greet, Contest Judging. Please give some thought to which area you would like to participate in this year, and we will have sign up lists at this month's chapter meeting.

Remember that annual dues are now "past due", and if you have yet to pay for this year's membership, please drop a check in the mail, payable to "IPMS SEATTLE", and mail to:

Twyla Birkbeck  
PO BOX 15983  
Seattle, WA 98115-0983

See you all at the meeting!

Cheers,

*Andrew*

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### Complete 2016 IPMS Seattle Meeting Schedule

Here are the dates for the 2016 IPMS Seattle meetings at North Bellevue Community/Senior Center. This version includes the date for the October meeting, which was TBA on the original calendar. The Spring Show will be on April 23, at Renton Community Center.

1/9/16  
2/13/16  
3/12/16  
4/9/16  
5/14/16  
6/11/16  
7/9/16  
8/13/16  
9/10/16  
10/8/16  
11/12/16  
12/10/16

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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.

**February 13**  
**April 9 (Meeting, Bellevue)**

**March 12**  
**April 23 (Show, Renton)**

**IPMS/USA MEMBERSHIP FORM**

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

Signature (Required by IPMS): \_\_\_\_\_

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

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

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

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

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

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## Hurricane Mosquito Bookshelf Puzzle: Mosquito = HARD!

by Scott Kruize

The Mosquito was the hardest project De Havilland's management ever tried to persuade the Air Ministry to fund; the hardest offering the Ministry had to consider when needs were so great, Great Britain's resources stretched so thin, and the enemy pounding so hard on the gates.

It was hard to imagine that anything made of birch and balsa - hardly the hardest materials known - was worth spending even one pound sterling in hard cash to fund the project to proceed, even though the hard truth was: the nation was in its hardest crisis.

Once in service, the Mosquito became a hard-hitting warplane in all its various roles. Its astonishing performance made it the hardest to oppose: as bomber, fighter, or recon plane, it was faster than enemy interceptors! How hard it must have been for Axis pilots to even climb into their mounts, knowing their hardware wasn't up to the job.

The British night bomber offensive was catastrophically hard on the cities, and while the RAF lost lots of its planes, the Mossie was the hardest night bomber the German cities had to try to fight off. Even the much-vaunted Heinkel He 219 'Uhu' failed after brief success: as soon as the RAF pilots learned of the Uhu, they just flew higher and faster than before, well within their maximum capabilities, and were once again nearly invulnerable.

Without weapons, some Mossies took on the even harder task of flying all over the Continent to bring home critical photoreconnaissance pictures of enemy activities, post-raid damage, and future targets. Flying through the hardest, nastiest weather the North Sea could churn up, BOAC's Mosquito VIP transports zipped unscathed between Scotland and Sweden, past all the hard work spent trying to stop them.

At sea, one Mosquito version was fitted with 57mm Molins cannon: the hardest-hitting anti-shipping strike weapon Coastal Command ever fielded.

It seems to have been the hardest specific Allied warplane for Reichsmarshal Goering to acknowledge. "It infuriates me to even think of the Mosquito!"



Its Airfix portrait is the hardest puzzle I've ever attempted to assemble.

From way back, I've already had experience with Airfix Mosquitoes. Around 1962 or -63, when I was introduced to the Airfix 1/72nd Constant Scale models, I ended up with all three of the 'Series 3' models: the Lockheed Lightning P-38J, Supermarine Walrus, and DeHavilland Mosquito FB VI. These were released in 1957-58.

I recall having fun putting together that Mosquito kit, and was really happy with how it turned out, especially the wicked-looking battery of rockets under the wings. Slightly later, I began to build Monogram's 1/48th scale World War II series, and was just aiming towards getting and building their Mossie version when I left for

college and entered my 'Dark Ages'. Nowadays I have enough Monogram kits for a build of multiple versions/roles to enter the IPMS 'Collections' category (five or more related models), and hope to do just that someday. So far, I've got a Night Fighter almost done!

I've also acquired Airfix's 1/48th scale kit, first released in 1980, and one of Tamiya's. These are leagues ahead of Airfix's 1950s offering, and I'm pleased that a resurgent Airfix finally proceeded with its spectacular 1/24 scale version. How all our modeling standards have risen: THESE are the 'good old days'!

But back to ancient Airfix artwork. This is the box art of the kit I built so long ago, and next to it is a picture of alternate art that I don't remember ever seeing at that time.



All the Airfix World War II models had box art overflowing with blood and thunder, and that formed a large part of my emotional draw to the kits. I bet most members of our club will endorse that, and share my disgust with that period when the kit manufacturers dared only put a "Photo of Actual Assembled Model" on the cover. This is rumored to have been because of some silly lawsuit a mommy instituted because her stupid little kid (just like the rest of us, that is...) put a model kit together and was seriously traumatized to see it didn't look at all like the spectacular box art. Aw, boo-hoo! Let's all cwiy together!

Anyway, whether as kids we could ever assemble something that looked remotely like it, this Airfix painting of a rocket-firing Mosquito fighter-bomber careening wildly through the low sky over some industrial area practically leapt out at me from the Tukwila Half-Price Book store. Sandy and I went there looking for after-Christmas bargains, saw the puzzle was quite reasonably discounted to about six dollars, and of course I snapped it up. Sandy and I built many puzzles together, and I was confident this would be a really fun build.

'Really fun'? Well, it certainly turned out to be challenging. I think that's the term experienced puzzle builders use when they're describing one whose pieces are almost impossible to relate by search to another that it fits.

When this painting is reproduced in a thousand bits to cover an area half by three-quarters of a meter, no single part is remotely recognizable, with the exceptions of the fuselage roundel and fin flash. The trouble with the image is that it is so 'painterly'. I'm not sure if that's the right term, but am trying to convey that it was originally done with little bitsy dabs of paint. Looking at any given piece gives next-to-no clue what it might represent. And the colors kind of fade into each other, with no sharp borders. Here are three sample pieces: can you identify them?



All three have to do with the port engine: first is part of the airscrew, second part of the spinner, and third part of the lower rear edge of the engine nacelle.

I might've given the whole mess up, but for Sandy's perseverance. She finished putting together the border, and started nibbling at the sky around, and the industrial area under attack in the lower left-hand corner. I was able to put together the pieces of the spectacular ground explosions - with one piece, in plain view, eluding me for the longest time - and from there was able to get

the rest of the industrial area filled in. Then things ground to a halt for me. But Sandy stuck with it, and managed to put together the sections of the wings' outer panels that held the rocket launchers, and got together most of the outline of the tail.

What I finally ended up doing: I gathered all remaining brown-to-orange-to-yellow-to-cream pieces, which clearly composed the airplane itself. Away from the puzzle perimeter, I then managed to stick together blocks of three to five pieces. Individually, they were mysterious, but in small blocks it was possible to see where they simply had to fit. Once several such blocks were in place, it became possible to fill in the rest of the plane.

The very last part of the puzzle was finishing up the areas of open sky, slightly smoke-streaked, between the plane and the puzzle parameter, and I confess many of those pieces I did via the no-brain, brute force method of rolling a particular piece all around an opening, and trying the pegs at each location until I found a place it would fit. A monkey could've done this as well as I did - and probably faster.

Altogether, although Sandy and I kept no log, she guessed that we put in 20 to 30 hours between the two of us. We admired the results briefly, took a picture to prove we'd done it, and broke it back into individual pieces. It's back in its box, ready for the next victim...I mean, puzzle enthusiast.

I don't know how big this series is, but it contains at least two. Just before Christmas, I found a similar puzzle, with Airfix's old artwork of their Messerschmitt 109, and this went to Ken Murphy. He'd told me what a formidable puzzle assembler was his wife Lauren, who'll be bound to work her way through it, come what may. Watch this space for developments.

The artwork on kit boxes *Way Back When* was truly inspiring, and I'm glad it drew me deeper into this hobby. I've now looked at book compilations of such art, and subscribe to the Web group 'Box Art Nostalgia'. Meanwhile, I think I'll go back to assembly of kits. Unlike in puzzles, the parts start out all the same color - but by now I'm usually able to figure out - even without good instructions and diagrams! - what parts go where. I draw my courage from those premier modelers, Calvin and Hobbes. Calvin: 'Hobbes, you stick these parts together, and I'll stick these parts together, and then we'll combine them all together into the model.' Hobbes: 'Shouldn't we read the instructions?' Calvin: 'Do I look like a sissy?!'

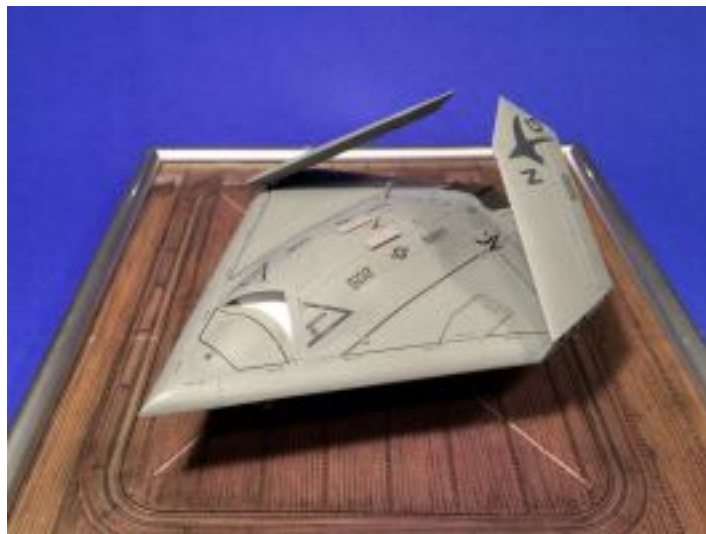
Jigsaw puzzle is produced by Robert Frederick LTD, in Bath. Copyright 2015. Manufactured in China. Box is about 14x9x2 inches; assembled 1000-piece puzzle is 750 x 500mm.



## Droning On...The Platz 1/72nd Scale Northrop-Grumman X-47B

by Jim Bates

There is no question that Unmanned Aerial Vehicles - or UAVs - are a major component of future US Naval aviation, with several types in service and others in the development stage. The Northrop Grumman X-47B unmanned combat air vehicle (UCAV) is a demonstrator for a stealth carrier-born strike bomber. Similar in concept to the cancelled A-12 Avenger II, the X-47B first flew in 2011 and made its first catapult launch at sea from the USS George H.W. Bush in May 2013. In July 2013, the X-47B completed the first arrested landing of a UAV on an aircraft carrier at sea; again on the USS George H.W. Bush. In April 2015, the X-47 became the first aircraft to undertake a fully autonomous in-flight-refueling transfer from a contracted Boeing 707 tanker. It was intended that the X-47Bs would be retired and delivered to museums in 2015, but the Navy decided to keep them airworthy. Northrop-Grumman hopes to develop the demonstrator into a full combat ready UAV to compete in the Navy's UCLASS (Unmanned Carrier-Launched Airborne Surveillance and Strike) program.



While UAVs are not everyone's cup of tea, the X-47B is quite a historic type with many firsts to its name. Therefore, I was glad to see Platz issue a kit of the type.

Molded in grey plastic, the X-47B is made up of two large top and bottom parts for the main section of the flying wing and optional folded or extended outer wing panels spread out over two runners. The panel lines are recessed and very crisp. Some ribbing detail is included in the landing gear and weapons bays and the landing gear detail is impressively stout, as required for a carrier aircraft. Two JDAMS are provided for the weapons bays, but some cutting will be required if one wishes to close up the bays. A well printed decal sheet is provided for the two X-47B demonstrators along with some additional, what-if wing art.

Thankfully, for the sake of the reader - and this modeler - construction did not start with the cockpit. With the main airframe consisting of two large halves, assembly is simple, but it may be best to pre-paint the white areas of the large nose intake. I did so, and while my seams are seamless, they are good enough for me. Once the halves are assembled, construction continues with a choice of extended or folded wings. I chose to build mine folded and assembled and painted the wings separately. The fit of all parts is excellent, and the only filler I used on the model was where I carelessly removed the top fuselage half from the sprue. A little gap-filling CA fixed my carelessness. I decided to close the bomb bays, and after cutting off the seven mounting pins per door, they fit fine. I also chose to close the spoilers, but it appears that they should be slightly cracked when the wings are folded.



I decided to leave off the engine exhaust and all of the smaller domes and antennas to ease painting. The wing and fuselage section were painted Tamiya Medium Sea Grey and then glossed with Aclad Aqua Gloss clear acrylic. (The Aqua Gloss sprayed beautifully, but was difficult to clean out of the airbrush. Sadly, after use, a full strip down of the airbrush was necessary.) I was impressed with the shine I was able to achieve with two coats of the Aqua Gloss.

The most difficult part of the project was applying the decals. They are of excellent quality - easy to apply, easy to move on the

model, and tough - but there are tons of them. I chose to build AV-2 aircraft 502 which was the first X-47 to land and take off from an aircraft carrier and the first to conduct in-flight refueling. The wing walkways must be pieced together from individual sections. Sadly, I'm not a puzzle expert, but I got there in the end. Oddly, an Air Force refueling marking is provided. Photos show it on AV-1, but not AV-2, so I left it off. After applying too many "No Step" decals, I breathed a sigh of relief.

During a break from decals, I painted all the small antennas Tamiya Sky Grey and the engine exhaust using Testors Metalizers. The small parts were added and a coat of Alclad Matte Klear Kote dulled down the finish. The large wheel bays, and landing gear parts, were painted Mr. Colour Off White and then it was time for final assembly. The landing gear are very sturdy with some nice detail that looks excellent after a light wash was applied. Everything fit perfectly, the only caution being to get part B11 located correctly, and pretty soon I had a finished drone on my desk. The Platz kit looks just like photos of the X-47B and is impressively large in 1/72nd scale. Oddly, photos show that the tail hook was left exposed on AV-2, but Platz depicted it covered. You would think that a stealth bomber would not have an exposed tail hook hanging out, but on at least one of the airplanes that appears to be the case.

Platz's X-47B is a simple and fantastic kit of this historic Air Vehicle. Highly recommended for those that need a break from canopy masking.



## Revell 1/72nd Scale Gato Class Submarine

by Eric Christianson

Revell has re-released their vintage WWII Gato Class Submarine in enormous 1/72nd scale – topping off at just over 52 inches in length! Surface detail of the deck and fittings is excellent, as well as their renderings of the 20mm, 40mm, and 4inch deck armament. Also included are three sets of pre-bent, steel wire steps as well as a variety of pre-drilled stanchions for stringing safety cabling.



Overshadowing everything, however, is simply the sheer size of the hull – an ambitious project for any modeler.

The United States Navy Gato-class was the first mass-produced US submarine class of World War II. Together with the Balao and Tench classes, their design formed the majority of the United States Navy's World War II submarine fleet. The subject of this review is the U.S.S Drum (SS-228), named after the Drum fish, known for their ability to make a drumming sound.

Drum is on display as a museum ship in Mobile, Alabama, at Battleship Memorial Park. She was laid down on 11 September 1940 at Portsmouth Naval Shipyard, Kittery, Maine, launched on 12 May 1941, and commissioned on 1 November 1941, with Commander Robert H. Rice in command.

Drum was the twelfth of the Gato class but was the first completed and the first to enter combat in World War II. She is the oldest of her class still in existence.

The first thing you notice opening the box is the great job Revell has done in packaging everything, and designing the model to minimize exposed seams. The two halves of the hull (split down the middle) are sandwiched around a thick piece of cardboard, while the single piece bow and stern sections are packaged separately, as are the three deck sections that cover the seam down the middle of the hull. The contents in the enormous box are compact just enough to keep these large parts from damaging the smaller parts on individual sprues.

And speaking of sprues, a model of this size requires some structure, and many of the sprue connections are massive, yet Revell made sure that the smaller, delicate parts have tiny connection points that are easily snipped and cleaned.

The contents of this box include:

- 9 main plastic sprues in hard, grey plastic
- 1 bag of single ply black nylon thread used for antenna wire and rigging.
- 1 28-page black and white instruction booklet in three languages (English, French, and Spanish)
- 1 good-sized decal sheet, perfectly registered, with optional flags and national markings

The instructions include a handy, four-page parts list with the proper nautical names to help those of us not used to terms like 'Breech Caps' or 'Sight Trim Boxes'. Most steps contain simple images with notes scattered here and there to assist when needed. The parts count is relatively low, so Revell kept things pretty simple.

One issue I had was the lack of sprue letters, which forced me to look over all nine sprues for a lot of the smaller pieces identified (with letters!) in the instructions.

Things to think about before you start:

With the Gato, you will need a lot of clamps and a lot of room. You should also think about starting with a full bottle of glue – I found that Testors 'Black Bottle' liquid cement was the only product up to the task. Its slow drying time and the solid bond after drying was critical to bringing some of the larger and more cumbersome parts to heel.

Since no two Gato-class submarines were exactly alike, Revell gives you several options as far as placement of the deck weaponry and other significant detail. Study the boat you want to build so you can decide which holes to open up and where you want to place the guns, etc.



The instructions begin with attaching a bilge keel to each side of the main hull, but I would suggest that you attach these after putting the two halves of the hull together. Doing so will allow you to use any and all means available to clamp the two halves together while the glue is drying. I followed the instructions and the two keels got in the way of applying pressure to the center portion of the hull – meaning I had to hold the halves together by hand for about 30 minutes, while very wide and strong rubber bands held the rest of the hull.

The two halves of the hull are brought together with the assistance of eighteen plastic pins and two large support bulkheads – a thoughtful - and key - design. Engineering the pins separately allowed the hull halves to be ever-so-slightly manipulated while the glue was drying – a big plus since you cannot ‘see’ all the angles and sides of the hull at the same time in this scale.

Each keel has five round ejection pin holes that should be removed before being attached. Fortunately, the round marks are of the ‘outtee’ variety and can simply be sanded away. The two troughs that the keels fit into are slightly larger than they need to be, and could benefit from a little putty to close things up. The instructions provide a nice diagram for the angle of each keel.

The bow planes and connecting hardware can be left off until just before painting. As far as connecting them, I suggest you use the following procedure instead of what the instructions would have you do:

1. Slide the Bow Plane Strut (Parts 24) into the upper bow plane so that the part that fits into the hull faces forward, not aft as in the instructions. Facing it aft causes it to be visible through the limber holes.
2. Glue (only) the top bow plane onto the hull attachment point (Part 23), fitting the Strut into the hole just above it.
3. Once that is on, put plenty of glue on the bottom bow plane and attach it to the top bow plane from underneath. Clamp the two planes together to get a good seal.

Rear Hull: Part 29 (Rear torpedo tube door bulkhead) has several large sprue-ejection marks - these are not visible when in place.

Make sure to remove the ‘Revell/2006 Made in China’ raised lettering on the aft sail plane (Part 25). I’m pretty sure that wasn’t part of any USN Measure scheme!

The propeller guards in Step 8 could have been a headache to bring together, but Revell chose to offer a simplified design that made the job a snap. Keep the parts in order and everything fits perfectly as shown. Good job, Revell.

Attaching the three parts of the main deck was a significant challenge for me. I stand 6’3” tall with a proportionate ‘wing span’, yet I could not find a way to see my way around the hull while attaching the deck. I couldn’t exactly pick it up and flip it back and forth check things, so to speak. As a consequence, I had larger gaps than I would have liked where the pieces met the main hull halves, and I had to guess at the angle of the deck since the center section seemed to rock slightly from port to starboard when being glued down. I’m sure that a judge could find something wrong, but in the end things worked out well enough for me. Considering the task at hand, I think Revell did a pretty good job getting things to fit overall.





Once the deck and hull were dry, I settled down to a full modeling session just adding Perfect Plastic Putty to all the cracks and seams that aren't supposed to be there, leaving behind those that were.

There is a significant seam down the middle of the top of the conning tower that will have to be worked out since it is plainly visible on the completed model, especially if you put figures there to attract the eye.

The two crossbars that wrap around the front of conning tower (Parts 91) weren't even close to being long enough for the job, even if I bent the two railings they are supposed to bring together, inwards. I ended up leaving them off.

The ladder provided in the kit does not fit between the rear deck locker tube and the top of the tower, as shown in the image in Step 17. Also, the railings around the rear deck do not fit well at all – I had to bridge the gaps between the rear railing section and both sides with thick glue, applied over several sessions. The design of the connections between the three rail sections could have been improved here.

All three on-deck weapons were pretty basic affairs. That said, after painting these I'm not sure aftermarket replacements would have looked that much different. It is a big submarine...but still 1/72nd scale – meaning the detail is still pretty darn small.

The 20 mm Oerlikon cannon is made up of seven parts, including a four-part stand, but it requires a lot of clean up for flash and a significant (and visible) sinkhole on my copy. I replaced the clear plastic sight with a photoetch version from my spares box on both the Oerlikon and the 40mm Bofors gun. I didn't like the look of the plugged up barrel on the 4-inch deck gun, so I left off the end and hollowed out the barrel. My model, my rules.

Once all the detail was good and dry, I went about adding the rigging. Revell provides the parts to string cables around the forward end of the conning tower, down both sides of the center deck section, and around the forward stairwell. In addition, antenna can be strung from the conning tower aft, on both sides. The stanchions provided are pre-drilled and reasonably robust – sturdy enough to handle a little tension, but not much. In the end, unless you replace everything with brass secured with epoxy, the lines will relax and sag a little.

I thought the nylon line provided in the kit was too thin and the wrong color for cabling, but satisfactory for the antenna wire (although too glossy, as packaged). I decided to open up the stanchion holes a little and substitute the nylon thread with slightly heavier, single-wound cotton thread for the safety cables.

In Steps 26 and 28, the illustrations showing Part 38 is either wrong (reversed) or the plastic parts are incorrect. The hole for the rigging is supposed to be forward, not aft. You don't discover this, however, until you are getting ready to rig the lines.

There is no information about rigging the antenna wire except for the picture of the finished boat.

The way I see it, submarine models are all about paint and finish, since, apart from the conning tower, there is (relatively) little other significant detail to be found. Many times I have marveled at the exquisite weathering applied on some WWII submarines at shows and, coming from an armor background where weathering reigns supreme, I couldn't wait to get to this part of the build.

Looking over a number of references and photos that I found online, I quickly came to the conclusion that there were no two Gato submarines much alike, or actually even close. Two basic color schemes, however, seemed to bubble to the top: all black, and a two-tone black/light grey.

While enthusiasts might want to pour over reams of official Navy documentation on the different USN Measures used during WWII, I thought instead I would invoke a little artistic license and use a variation of the Black/Grey scheme, heavily weathered after a long war patrol. I also wanted to break the rules and put designation numbers on my conning tower (even though this would not have been accurate for submarines on patrol). My goal was to add as much interest to the otherwise monotonous finish as I could – without painting the submarine pink!

(Note: I thin all Tamiya paints 50/50 with Gunze Leveling Thinner, a lacquer. I mix all Model Master Enamel paints 50/50 with their own Airbrush Thinner. I swish the paint around in a disposable plastic cup until it is mixed and pour it into the color cup on my Pasche-H Single-Action airbrush, Number #3 tip, set at 20 lbs. pressure.)

Conning tower, weapons (and everything else (not) attached to the hull (yet)) – I started with priming the conning tower (and all the items that would end up being light grey) with Alclad Black Primer & Microfiller. This primer is tough, very easy to use, and very thin. The dark primer fills in the recesses and provides the shadows near the flat surface edges, adding depth to the subsequent coats to come.

I followed this with Tamiya NATO Black on the areas of the conning tower that would remain black – giving these areas a slightly lighter, greyer tone. I then masked off the (NATO black) areas to protect them from the light grey color coming next.

For the light gray, I used Model Master Enamel 5-L Light Grey (USN), which differentiates itself from ‘Haze Grey’ by containing a slightly bluish tint.

When applying the grey paint, I made sure to let some of the primer coat show though.

Once this was dry, I went back and carefully sprayed NATO Black on all upper surfaces of the guns and stanchions and any other significant part, using period photos as a guide. The broom signifying a ‘Clean Sweep’ patrol was painted using Vallejo PA New Wood and Model Master Afrika DunkelGrau.

I painted the propellers and bell with Alclad Pale Burnt Metal over Alclad Black Primer and the stand Alclad Black Primer and Tamiya XF-9 Hull Red.

I picked up a set of CMK 1/72nd scale figures (#F72175) to place on the bridge to give the viewer a sense of scale. These nicely detailed resin figures comes with detached heads and arms that allow you to position them the way you want, although they seem to be a little small for the scale (or the conning tower railing is a little high). I placed small blocks of styrene under the Captain and XO to bring them up a little from the deck. After priming with Alclad Grey Primer with Microfiller, the figures were hand-painted using variations of Vallejo Model Air Blue (71.414) and White, along with Leather, Skin Tone, and Saddle Brown. Once dry, the figures received a wash of Mig Wash Brown oil paint.

Decals - I applied Future floor polish\* to the sides of the conning tower that would receive decals by hand. Once the Future was dry, I applied the decals using the Red and Blue Micro Sol/Set system without any problems. I then laid down another coat of Future over the entire conning tower, guns, and grey detail to seal the decals and prepare the other surfaces for weathering.

(\* Future is now sold as ‘Pledge Multi-Surface Floor Finish’ and ‘Pledge Tile & Vinyl Floor Finish with Future Shine’ as well as ‘Pledge Floor Care Multi-Surface Finish’. The manufacturer says the formula is identical to the old Future, regardless of the name. I’ve had my 27oz bottle of Future for 25 years, and still use it regularly.

Main Hull - Painting the main hull was a challenge. I custom-built my large spray booth to be able to handle Monogram’s 1/48th scale B-29 on a turntable, with room to spare, and this submarine dwarfs even that. Luckily, most of what I needed to do was with a rattlecan, so I managed to fit everything else into a pair of airbrush sessions in my garage, with a night in between.

I first went out to the driveway, set up a large piece of cardboard on a trash can, set the main hull on the (still un-painted) stand and sprayed the entire hull with Tamiya AS-3 Grey Green. I felt this color best represents faded black, taking ‘scale effect’ into consideration. I moved the hull back and forth on the stand so I could make sure to get everything painted, although I knew any flaws in the finish could be hidden by weathering in the end. This color would suffice for the pressure hull, outer hull, and the steel portion of the decks. It is also dark enough to serve as a pre-



shade for the areas that would be painted light grey. I then went over the steel and teak decking on top of the boat with Tamiya (rattlecan) XF-1 Flat Black.

Once everything had out-gassed, I brought the hull back inside and masked off the teak-wood center section, and the upper pressure hull so the light grey areas on the hull sides could be airbrushed safely.

I then moved a table, chair, two lamps, Co2 tank, airbrush and all the required supplies out to my garage, banishing our cars into the wild January elements – the things we do for modeling.

I first dusted the fore and aft steel deck sections with Model Master Steel. This would serve as a base for weathering and to differentiate these areas from the darker center section. I then loaded up the Model Master 5-L paint and sprayed the light grey areas, allowing some of the pre-shade dark grey to show through, especially along the weld lines and deck edges. Once those areas looked decent I added a short section of White Ensign Models Haze Grey to each side, aft of the 5-L sections.

On many of the photographs I studied I found that there were significant salt-water marks on the pressure hull, especially on the areas that remained underwater while the submarine was patrolling on the surface. I wanted to bring those areas out a little, so I loaded up Tamiya Liquid Surface Primer (my go-to White paint) and cut it 50/50 with Gunze Leveling Thinner. I then spent the next 90 minutes outlining the steel hull sections along the raised weld-lines. I also dusted these sections with white, making sure to keep everything below the ‘waterline’. In the end, these areas will be weathered much more than the areas that were exposed on the surface.

I let this out-gas, and then gave the hull a thorough coat of rattlecan Tamiya TS-13 Clear to give the surface a smooth, glossy finish. The entire submarine was now painted and ready for final assembly and weathering.

This step would make or break the build. Relying on my experience with armor models, and several photos from the Internet, I went about bringing a little ‘life’ into my three-dimensional canvas.

I started with the Conning Tower, which had a gloss finish over the decals. Using heavily diluted Mig Wash Brown, I gave the entire tower and guns a couple of filter layers, sopping up excess wash as I went.

I followed this with a diluted pin wash using Mig Dark Wash (aka Raw Umber), paying special attention to the protruding and recessed detail. While I had the wash handy I hit the main deck hatches and the 4-inch gun mount. I would hit these same areas with each successive step, building up the layers as I go.

Staying with the ‘browning’ theme, I diluted some AK Interactive Rust Streaks and streaked it vertically down the sides of the tower starting each streak from some protruding surface detail.

I then went around the upper sides of the hull (the areas that are exposed when the submarine is on the surface), and used a new product to add streaking here and there; Humbrol Enamel White Wash, heavily diluted with AK Interactive White Spirit.

Once satisfied, I addressed the lower hull using a pin wash of AK Interactive Rust Streaks, focusing on the raised weld lines and other detail. While I’m not sure rust actually forms underwater (?) I liked the look it gave the submarine...dark, worn, beat up.

The last step was to hit the shiny areas with Tamiya rattlecan Clear Flat. This boat was done and done.

What can I say? This is a big model. It takes a lot of glue, paint, and space. What it doesn’t take is a lot of time. Revell did an excellent job of keeping the parts count down, while still delivering the all-important ‘wow’ factor. There are flaws and missing detail, and without aftermarket interior spaces, it’s not a model for purists. Instead, this kit should be built with the mindset of just creating something really cool – it’s great to see something so massive come together. From a finishing standpoint, this build required me to solve a lot of new problems, and I feel that I’m a better modeler for the experience.

If you’ve got the space and a serious budget for paint, I recommend this kit for all modelers, young and old. There are no significant fit problems and assembly is a breeze.

I would like to thank Revell/Monogram for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.

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## Seminar Schedule for NWSM Show at the Museum of Flight

by Eric Christianson

### Saturday, February 13

- 11:00am – 12 Noon "Reel Planes, A Look at Airplanes in the Movies"
- 1:00pm – 2:00pm "Advanced Weathering Techniques"
- 2:00pm – 3:00pm "Historical Research for Your Models"
- 3:00pm – 3:30pm "Basic Tools and Techniques for Building Plastic Kits"
- 3:30pm – 4:00pm "Watercolor Washes"

### Sunday, February 14th

- 11:30am – 12 Noon "Track Tricks – Taming Armor Model Tracks"
- 12:00 Noon – 1:00pm "Painting Figures with Oil Paints"
- 1:00pm – 2:00pm "Airbrushing with Acrylic Paints"
- 2:00pm – 2:30pm "Watercolor Washes"
- 2:30pm – 3:00pm "Creating Your Own Decals"
-

LT. ALEXANDER PEARSON MODELEERS  
INVITE YOU TO OUR ANNUAL  
**THE JOY OF MODELING**  
SHOW THEME IS: Mediterranean Theater  
**FORT VANCOUVER ARTILLERY BARRACKS**  
600 E Hatheway Road (corner of E Hatheway Rd and E Ft Vancouver Way)

SATURDAY, MARCH 5, 2016                      10:00a.m. to 4:00 p.m.

PARKING AT E McCLELLAN RD LOT AND MARTIN CT LOT  
(Way finding signage will be posted)



SHOW ADMISSION: \$5 AT THE DOOR (10 AND UNDER FREE)

Contest entries: Adults, \$5 for 3 models, \$1 for each additional (17 and under, \$1 total)  
Registration forms made available at the show or download at our site on Facebook



## IPMS Seattle Dues for Calendar Year 2016

Your 2016 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 this 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 February 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 2016** **Remit to:**  
**Twyla Birkbeck**  
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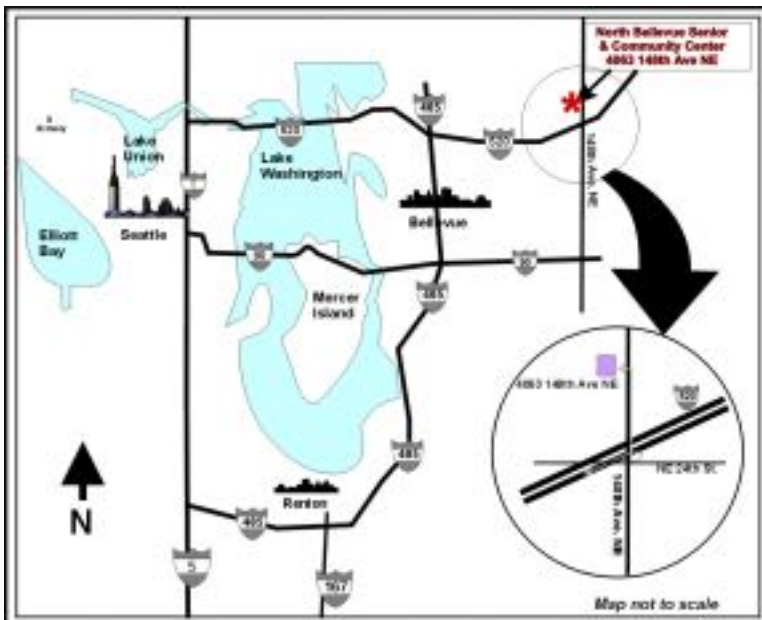
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- E-mail delivery of the newsletter (\$15).       Regular mail delivery of the newsletter (\$40).
- Please do NOT release my e-mail and phone information for distributed club rosters.

## Meeting Reminder

## February 13



**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.