

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2016

PREZNOTES



The Contest Dilemma: Part of the Problem, Or the Solution?

My great friend Ted Holowchuk, modeler extraordinaire, once said to me: if you have a problem in life, Birkbeck, the first place to start looking for a solution is in the mirror. So it was at this year's IPMS Seattle Spring Show as the clock ticked towards 12 Noon, and the categories in the 200 series remained ominously barren. These are the military vehicle categories, and as all those who build armor attending the Show were saying: the entries looked a bit thin? And sure enough the official statistics from the judges showed the problem: we were witnessing the lowest military vehicle entries in the past five years and down 31% from 2015's numbers. Compared to the high point in entries: 2009? Down 74%!

Where were all the military vehicle models? It soon became apparent as I circled and re-circled the contest room, talking to my armor building friends. To my question: "so what did you bring to the contest this year?" the answer was invariably "nothing". And who was I to complain to them, as despite my best intentions to at least bring some models for the "Display Only" section, I had failed to bring anything myself. In the end it seemed like I had too much on my plate as Show Chairman to worry about getting my models ready for the Show.

Most modelers come to shows to see models. The vendors are important, yes, but bottom line: it is a model contest and show, and without models to look at folks won't be happy. So following our Spring Show I have become more determined than ever to help make all future shows in our area a success. Firstly I need to attend the show in the first place. My goal in the second half of 2016 is to do everything in my power to make sure I attend the

September OHMS Show in the Portland area, and the IPMS Vancouver (BC) Show in October. Secondly, having made the decision to attend, I need to go out of my way to bring models to help provide attendees with something to view. With this in mind I have come up with a build plan that will have me entering at least one model in all three main military vehicle scales: 1/72nd, 1/48th, and 1/35th. I also have a further goal which is to have ten entries for each of these two shows. Since I haven't attended an OHMS show in a few years, this goal has already been met. For Vancouver I will have eight new entries completed since last year's event by the end of this month. I need to finish off a new 1/72nd entry, plus come up with a tenth over the next three months. This should easily be within my reach if I don't procrastinate.

Looking forward to seeing you all at the July meeting!

Cheers,

Andrew

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 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.

July 9
September 10

August 13
October 15 (Third Saturday)

IPMS/USA MEMBERSHIP FORM

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Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
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Tamiya 1/35th Scale French Light Tank AMX-13

by Andrew Birkbeck

The French military has a proud history of tank design, starting with the grandfather of all modern tanks, the FT-17 during the First World War. This was the first tank to incorporate a gun mounted in a rotating turret. Immediately prior to the start of the Second World War, the French Army fielded a good number of world class tanks such as the Somua S-35 (Tamiya kit 35344). But disaster struck the French, and their massive Army was humiliated when it was outmaneuvered by German forces in May 1940.

However, immediately following the cessation of hostilities in Europe in 1945, French designers once again began to think of new designs from which to produce home-grown tanks. One of the first such designs was a 1946 specification for a 13-ton air-transportable light tank, which military commanders realized would be a priority given the conflicts brewing throughout the French colonial empire. Of the three designs submitted to meet the 1946 specification, that of the firm AMX (Atelier de Construction d'Issy-les-Moulineaux) was chosen: the AMX-13, the "13" referring to the tonnage of the tank. It initially mounted a 75mm gun based on the WW2 German design as found on the Panther tank, which was housed in an innovative oscillating turret. This is the version depicted with this Tamiya kit. Later upgrades included a change in the gun, first to a 90mm and then to a 105mm version. Over its long production cycle (1952 through to the late 1980s) 7,700 vehicles were produced, of which 3,400 were exported to over 25 nations. The AMX-13 was fielded in a number of conflicts including by French forces in the Algerian War and the Suez Crisis of 1956. The AMX-13 was Israel's first modern tank, and as such took part with IDF forces in the Suez Crisis of 1956 and the 1967 Six Day War. U.S. forces destroyed two AMX-13 tanks when the US invaded the Dominican Republic in 1965. And AMX-13s were fielded by the Indian Army in the Indo-Pakistani War of 1965, and also saw extensive service during the Lebanese Civil War.



What's in the Tamiya Box

- 5 sprues of tan plastic parts plus separate lower hull and upper turret parts
- 1 photo etched nickel part
- 1 small sheet of decals, typical Tamiya, in register
- 2 small bags of poly caps
- 1 black and white instruction booklet, 12 pages, with 23 assembly steps

Under Construction

The instructions that come with the kit are typical of Tamiya's excellent range of kits, being well laid out, easy to understand and leaving the modeler with no doubt as to where any particular part goes. The kit parts are very nicely detailed. Molding is crisp and without any hint of flash, although there are ejection pin marks to deal with on a few of the parts though they are only a minor inconvenience and easily dealt with. The small decal sheet is typical Tamiya, the decals being in perfect register, though the decal film is a little on the heavy side, but caused me no problems whatsoever. Markings for only two vehicles are provided, both French Army, and both overall Green. Marking Option A: Unknown unit, no date. Option B: Unknown Unit, 1967.

Lower Hull: Assembly Sections 1 - 4

Construction begins as with many armored vehicle models with the lower hull. Tamiya's AMX-13 has a lower hull consisting of three main parts: a well detailed main tub, plus a main front and rear plate. The suspension arms are separate parts, A36, and these are easily aligned thanks to a "hole and pin" method of assembly: on the rear of the suspension arms is an alignment hole, and on the hull sides are a series of pins that fit into the holes. The drive sprockets are two piece units. The road wheels are two plastic parts, plus a nylon poly cap sandwiched between these two parts. The drive housings have poly caps trapped between them and the hull side, onto which slip the drive sprockets. The road wheels fit snugly to the suspension arms, and then were aligned using a simple two-part jig.

The Tracks: Assembly Sections 5 & 7

Over the past decade, Tamiya has gone back and forth on how they have designed the tracks for their 1/35th scale military vehicle models. The last model I reviewed, Tamiya's Su-76M, had link and length hard plastic track, my MUCH preferred option when building a model. For reasons best known to them, Tamiya has reverted with the AMX-13 to the one piece "rubber band" form of tracks. These are well detailed for the genre and fit nicely. They are glueable using standard model cement, and paint up well. Even though Tamiya instructs the modeler to attach the tracks in Sequence 7, I left them off until later in the assembly process for ease of painting.



Upper Hull: Assembly Sections 8 - 15

Next comes the assembly of the upper hull stages, and there is nothing out of the ordinary here. Interestingly, there are no clear parts on this model. No clear lenses, no clear periscopes, nothing. As is usual with my model construction, all the on board tools are left off until the end of the construction and painting of the main vehicle. The tools are painted separately, utilizing Vallejo acrylic "New Wood #311" for the handles, over-coated with thin layers of Vallejo "Smoke 70939", with the metal parts painted the hull color. I then glued the tools onto the vehicle using thinned white glue once the vehicle was painted as mentioned..

Turret: Assembly Sections 16 – 21

The turret of the AMX-13, remember, is a two-part affair. The gun is mounted fixed in the upper turret section. In the kit this consists of a large upper shell part, a lower section, and a third rear plate part. Then there is the lower turret unit, which includes the cradle where the upper hull rests so it can pivot up and down. The gun barrel is a one piece unit, with a two-piece muzzle brake. Once the seam lines are cleaned up, these fit together nicely, and then slip into the upper turret opening. The turret has the option of being built with or without the canvas cover that is prominent on AMX-13s, so make sure you study this part of the instructions carefully to avoid mistakes. I built my kit with the canvas on. The parts for this are of the same plastic as the rest of the kit, not rubberized as another firm's kit provides. The detail is very good in this medium, I feel, and the fit was very good. The turret cupola is minus any sort of detail depicting the periscopes, which I thought a bit strange. That said you will just have to tell folks they are deployed in the retracted position! The cupola hatch is a separate part, and thus can be deployed in the open or closed position. The kit comes with a commander figure depicted from the waist up, and who obviously goes in the hatch. He is well detailed for the medium, and has a separate head, helmet, and separate goggles, together with two separate arms.

Section 22

The kit comes with precisely ONE photo etch part, a mesh screen that covers the upper front hull engine air intake. It is made of a nickel colored material, and is more difficult to cut from its fret than brass PE I have used, but this didn't cause any particular issues. It cleaned up nicely with a diamond dust file, and fit the opening precisely.



Painting and Markings

I first airbrushed the model with Badger's Stynylrez Water Based Acrylic Polyurethane Surface Primer, SNR-403 Black. Badger states you can airbrush this right out of the bottle, but I felt it could do with a little thinning, so utilized some distilled water and a few drops of Vallejo airbrush thinner. The primer went on without any issues. Tamiya's instructions only provide painting instructions calling out colors from their own range of paints. The instructions inform the modeler to paint the vehicle overall

“US Air Force Olive Green, AS-14” from their rattle can paint range. Myself, I didn’t have that particular Tamiya color to hand, but did have “Forest Green #065” from the Ammo by Mig range of acrylic paints which looked suitable for post WW2 French Green. Having airbrushed the entire model using this color, I then mixed some of the Forest Green with Ammo by Mig “Warm Sand Yellow #061” and used this to post shade various panels on the model. The rubber areas on the road wheels were painted Vallejo “Dark Rubber #306”. The model was then given an overall coat of gloss clear, utilizing Johnson’s Future, or as it is known today, Pledge Floor Care Multi Surface Finish. I spray this without thinning; being very careful not to apply too much at once or it runs badly. I then let this dry for 48 hours to make sure it had cured thoroughly. Next I applied the Tamiya decals, utilizing Marking Option A: French Army, Unit Unknown (date too apparently). I used the Gunze Sangyo Mr Mark Softer and Mr Mark Setter decal setting solutions. The Tamiya decals as always are a tad on the thick side, but this was not noticeable once I had finished the decal work. The decals adhered well to the flat surfaces upon which they were applied. Once they had been allowed to dry for 24 hours, the decaled areas were given a couple of light coats of Future to seal them.

I must say that the one area of disappointment with this kit was the poor choice of markings. Two overall green vehicles which Tamiya can only list as “Unknown Unit” is a bit poor if you ask me, given the vehicle was exported to over 25 different nations. And even if Tamiya wants to stick solely to French vehicles for this release, surely a little research could have revealed markings for specific units, with more precise dates?

I next took a dark brown oil paint from my stash, and mixed it with Mona Lisa brand odorless mineral thinner to create a “wash” and applied this to the model to highlight the rivets etc. After the wash had been given 12 hours to dry, I cleaned up the excess with Q-tips dipped in the mineral thinner. The model was then left alone for 48 hours to make sure the oil paint wash had thoroughly dried. I then airbrushed the entire model with multiple thin coats of Alclad 2’s Klear Kote Matt, which is a lacquer product. This leaves a VERY flat matt surface on the model.

Next came the addition of paint chips to the model, using a dark gray Vallejo acrylic color, and utilizing both a fine tip paint brush, and some sponge material. Again, this adds “interest” to the model. I next broke out my rust colored oil paints, and made up to different washes. These were applied one at a time, with drying time in between, to the tracks, and to other areas of the model. This “livens up” the model, at least in my opinion! and gives interest to the overall Forest Green vehicle. Once I was happy, I airbrushed a last thin coat of Klear Kote Matt over the entire model to seal everything.

In conclusion: this is a superb kit of an extremely important Post-WW2 French military vehicle. I am building a collection of tanks titled “100 Years, 100 Tanks” in honor of the 100th anniversary of the first combat use of tanks at the Battle of Flers-Courcelette (part of the Battle of the Somme) on 15 September 1916. Given its high production numbers, wide service around the globe, and use in many military campaigns, the AMX-13 amply deserves inclusion in this collection. Detail on the model’s parts is to a very high standard, and thanks to the usual exemplary Tamiya engineering, the model goes together with great ease. I can unreservedly recommend this kit as a pleasant building and finishing experience, even for the novice modeler. I would like to thank TamiyaUSA for the opportunity to review this kit.



You Must Remember This: “BALSA Flies BETTER!”

by Scott Kruize

Okay, so at the April IPMS Seattle meeting I brought a stick-and-tissue model, to show evidence that while I'm still busy modeling in plastic, I've been digging through my old stuff and resuming some balsa butchering. How was I to know that this would provide an 'opening' for another member?

Ralph Braun caught me after the April Show-and-Tell session and challenged me to a head-to-head build, at our next meeting, of the Delta Dart. Frank Ehling, a pillar of the Academy of Model Aeronautics, introduced his design in 1966, specifically so fledglings could build something simple that would actually fly. With AMA promotion and use in classroom workshops over the years, it's been built in at least the tens of thousands, and maybe hundreds of thousands. It's also known as the 'AMA Racer', has appeared in several modeling magazines from time to time, and has been kitted by Sig, a long-time balsa and model supplier, as the 'Cub'. It's still available as single kits or bulk packages, and could hardly be an easier model airplane to scratch-build from basic materials.



Built at our meeting

Of course I couldn't refuse the challenge, so we had fun at the May meeting. Ralph bought the two kits, from Sig. He built his stock, gluing the balsa stringers to the light flimsy paper plan, directly. It's much like the slick 'erasable typewriter paper' that was once available. (Boy, do I date myself! "What's a typewriter, Grandpa?") I did a slight variation: taping red tissue paper over the plans and gluing the structural parts to it.

Both of us quietly put together this classic simple flying model during the regular Show-and-Tell and finished as the last model was applauded. As the official meeting closed, we walked over to the adjoining empty space and flew both planes.

Our flights weren't very impressive. We flew under the meeting room's low ceiling, dared not put many winds into the rubber motors, and—like all flying models—our creations needed tuning. Specifically, flying models must be trimmed for optimum climb, for existing conditions, with the existing power, and made to turn appropriately: loosely for park flying, tightly for gym flying. As it happened, Ralph's flew naturally in a tight circle, and mine flew in a more-or-less straight line to crash into whatever was next in the way. But we had fun with the build, and I believe we demonstrated how quick and simple this plane is to build, and actually works! Would that I could use a time machine to send back a sample of it to my 10-year-old self. As I've observed before, the only planes I could get to actually fly back then were the simple North Pacific snap-together sheet-balsa planes, like the Strato Flyer and Skeeter. I tried building some of the Guillows and Comet stick and tissue planes, but got only short crash-glides from them. I get enough sympathy from other modelers, when I say this, to know that many of them—that is, many of YOU—have similar memories. "If I knew then what I know now..."

I had a head start on my build, having once volunteered to teach science classes at Sanislow Elementary, in the early 1980s. One chapter was 'Fundamentals of Aeronautics', which I taught to fourth-through-sixth graders. It was very basic: the four forces that operate on aircraft in flight; an airplane's three axes of rotation and what control surfaces steer them through three dimensions; what power- and wing-loading measurements mean; types of powerplants for models and full-sized planes; and really basic concepts about structure and aerodynamic design.

In my picture at the top of the facing page, the leftmost one is my build from that class. I made 'kits' myself, stripping balsa from my own supply and drawing tissue paper and white glue from the art class supply cabinet. Prop assemblies I bought in bulk from Peck Polymers and Sig, and from the latter, got a spool of decent, not too expensive, rubber strip.

I covered my own model in baby-blue tissue. Over the intervening years, the tissue has faded to dull off-white, but it still holds the plane up in the air. All of the planes I had my students build worked and actually flew quite well. At the end of my little course (which some of the other teachers slipped into), we all did a group build, followed by a group fly-off on the school playground. Pretty small cleared area, but we managed to get decent flights. To everyone's surprise, including her own, one of the second grade teachers, who'd never dabbled with model airplanes in any way, shape, or form, got in the winning longest flight of just under one minute.

If a totally inexperienced person like her and the elementary students can build this airplane, so can you. Even you award-winning Master-Class plastic model artisans! And so can all the children in your life. I wish you'd take the opportunity. Although I've always done computer technical support for living, I deplore letting kids spend too much time tapping on keypads and staring at LCD screens. I want them to do things with their hands and brains, and I know of no better exercise in the 'real world' –as opposed to a virtual one—than taking a few bits of balsa and tissue and making a real airplane that really flies!



Brand-new, and thirty years old

Thank you, Mr. (late) Frank Ehling, and thank you Ralph, for having the two of us demonstrate this fine notch-above-a-toy at our Chapter meeting.

If you want to build one, it takes only a few thin strips of balsa, a piece of tissue paper, and a little white glue or a glue stick plus and a bit of medium viscosity CA. The all-in-one prop assembly is readily available, or you can make a simple mount with a balsa scrap, piece of wire, length of thin plastic tubing, assembled with a wind of thread. [See the close-up of the prop assemblies on my two planes.] I've given our Webmeister files of simplified plans and instructions, last revised a few years ago when I urged members of the NorthWest Scale Modelers to do a build.

You know: the thought occurs that if several of us club members build some, we could have fun ending an upcoming meeting with a real fly-off. "Off we go, into the Wild Blue Yonder..." because "BALSA flies BETTER!"



Two types of prop assemblies



More components; easy plans; any color tissue

Stearmans and Berlin Airlift Daks

by Jim Bates

A few weeks ago, a thick envelope arrived in my mailbox containing the latest decal sheets from Iliad Design of Canada. These two sheets were specially released for some hot new plastic, specifically the 1/48th Revell PT-17 Stearman and the 1/72nd Airfix C-47 Skytrain.

48030 Stearman PT-17

The Stearman trainer really is an unsung type in the modeling world, but the new Revell kit does it justice. Sadly, the decal options in the kit were restored warbirds, so it has been up to the aftermarket to provide in-service schemes.

Iliad came up with some stunning options on this sheet. First off, we have a PT-17 from Number 4 British Flying Training School (BFTS) in Mesa, Arizona. Yep, you read that right, many British pilots were trained in the U.S. under the Arnold Scheme. (For an interesting read about a British pilot training in the United States, check out *Wings Over Georgia* by Jack Currie.) This PT-17 is in the standard U.S. Army scheme of a Light Blue fuselage with Yellow wings. The large fuselage codes start with B, which indicates it hails from a BFTS, and the rudder is painted in the USAAF early war red, white, and blue stripes. The second option is PT-17 42-16546 based at Kunming, China repainted in Dark Green with Dark Earth blotches on the rudder and the upper surfaces of the wing and horizontal stabilizers. The third option is a pretty Navy N2S-3 in aluminum dope and yellow, while the final US aircraft is a very neat Navy N2S-4 from Grosse Ile, Michigan, that retains its U.S. Army blue and yellow color scheme but with Navy markings, including the Buzz number repeated under the fuselage. The final option on the sheet is FJ888, one of the last PT-27s on RCAF strength. This aircraft is overall yellow with Type B roundels above the wings. It appears from period photos that the Boeing painted the RCAF PT-27s in U.S. Navy Orange Yellow rather than the correct RCAF shade of yellow. The U.S. shade has more of an orange component than the RCAF shade.

72016 1/72 Berlin Airlift C-47s

The Berlin Blockade and associated Airlift are one of the most important events of the early Cold War, but the aircraft involved are rarely featured in scale model form. Maybe it's because the associated aircraft are transports, but I see many WWII and post war C-47s, whereas rarely is a Berlin Airlift Dak featured online, in magazines, or on the model table. This may change with Iliad's latest 1/72nd decal sheet which includes four C-47s that participated in the Airlift.

Three USAF and one BOAC C-47 are included. The British Overseas Airways Corporation Dakota is overall natural metal with a Union Jack on the tail, a blue BOAC Speedbird on the nose and black civil registration numbers on the fuselage and above and below the wings. G-AGIZ made 21 flights into Berlin between October and November 1948. One USAF C-47 is also in natural metal with red cowls and tail flash. This aircraft served with the USAF's European Air Transport Service and features some nice logos. But it is the two Olive Drab over Neutral Grey C-47s that will make the most interesting models. Both aircraft have pretty generic markings, but because they were war-weary types, they feature multiple shades of Olive Drab, substantial chipping, and replacement flying surfaces. C-47 43-15672/52 is the more restrained aircraft with some Olive Drab overpainting of older markings and a nice black and yellow tail flash. The ailerons and elevators are doped silver replacements. The C-47 nicknamed the



“Fassberg Flyer” will be the most difficult model to pull off, but very eye-catching when completed. The Flyer is a mix of faded Olive Drab and multiple touchups, natural metal replacement cowlings, a replacement aluminum dope rudder, a mostly removed S code from its prior Squadron, and red and white “Fassberg Flyer” codes in red and white. Fans of weathering will love these two options.

Both decal sheets are screen printed by Canuck Model Products. All decals are glossy, well printed, in register, and have very minimal carrier film. Each sheet has a full color instruction sheet with side and top views of each scheme.

These really are some neat off-the-beaten-path options and both decal sheets are quite inspirational. I can’t wait to dig into the Revell PT-17 and the Airfix Dak in order to put the sheets to use.

Thanks to Bob at Iliad Design for the samples. For more information, or to order, see the Iliad Design web site at <http://www.iliad-design.com/new.html>

Stearman PT-17

PT-17 Lead by 48775 British Flight Training School at Mess. Alcock, early 1940s. The aircraft is in standard US Army scheme of Light Blue #33 and yellow #4. The “50” code designates 48PT5. Note that the finish on this aircraft is rather weathered and faded.

Note: yellow #4 is similar to #15 1945C, but darker, less orange, and less vibrant.

PT-17, 218546, Kuremberg, Okla., 1943. The aircraft has been finished in the US equivalent of Dark Green, with something of what is believed to be Dark Earth (some colour as used on their P-40s) around the living surface edges. The national insignia has mostly had white bars added to the earlier style markings.

N25-B (D) Navy designation for PT-17, 38123, ca. 1944. The aircraft is a mix of aluminum-doped and Orange Yellow (FS 13536) areas. The aircraft has a wood propeller.

Light Grey undercoating

N25-C, 20993, Grosse Ile, Michigan, Oct. 1943. Originally built for the USAAF as a PT-17, but finished over to the Navy; the aircraft retains its Air Force colour scheme of early Light Blue #33 and yellow #4. The rudder has been painted in the fuselage colour. The bottom light wing is a replacement, stripped in Australia. The aircraft had a second prop.

PT127 (RCAP) version of the PT-17, P. 1888, of 38 FTOL, Pease, Alberta, Summer 1942. The aircraft is overall Orange Yellow (FS 13536).

Original Boeing Stearman colour scheme seen to show that standard US colours were used for all foreign national insignia they applied.

Autoclave wheel hub

Berlin Airlift C-47s

The “Fassberg Flyer”. This aircraft is a **REVVY** faded Olive Drab with more recent painting and touch-up in a weathered, with an olive drab naturally faded. The control surfaces have been replaced, and are doped aluminum. The control surface aluminum replacement. The original paint seems to have been scraped off and replaced in non-standard style numbers. Lower surfaces are faded Neutral Gray. (Believed formerly with the 76th Troop Carrier Squadron.

US Army and Nationalist Air Force

C-47 in faded Olive Drab over Neutral Gray, at Tempelhof in 1948. The aircraft had been touched-up and some markings painted out with areas of former OD – some darker than others. The stripes are replacements.

C-47 of 6422 Squadron in Transport Command. The aircraft is overall dull neutral metal with aluminum-doped fabric control surfaces. It has red cowling and band on the fus, and a black anti-glare panel on the nose.

One of three RCAP C-47s operating along the 49th. It is overall dull neutral metal with aluminum-doped fabric control surfaces and a black anti-glare panel.

Note: the flag is similar to the left wing side.

Note: 3-402 is a C-47A, with the main fuselage in yellow.

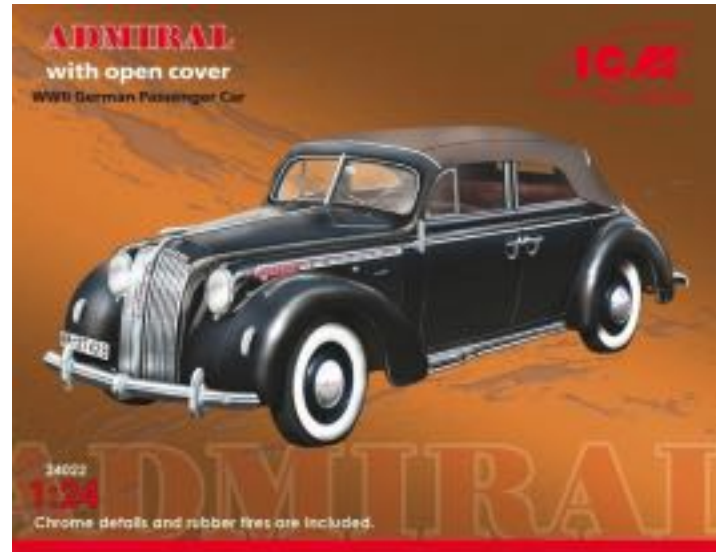
ICM 1/24th Scale Opel Admiral With Open Cover

by Jacob Russell

The Opel Admiral was produced from 1937 to 1939, and then again from 1964 to 1977. The older Admiral was a luxury automobile designed to compete with cars from Horch, Maybach, and Mercedes-Benz, but at a substantially lower price. The Admiral had a separate chassis, unlike its smaller sibling, the unit-body Opel Kapitän.

The chassis could therefore be fitted with bespoke custom bodies like the competition. It was powered by a 3,626 cc 74 horsepower, straight six cylinder engine. A 70 liter fuel tank allowed a range of nearly 250 miles. Admiral production ended abruptly with the onset of World War Two, when the German Military insisted that its six cylinder engine be installed in the 3.5 ton Opel Blitz army truck.

The model comes in a very sturdy top opening box, with nice artwork of a black Admiral with a gray roof. It consists of 144 pieces, four of which go unused, on nine sprues. Six of these sprues are molded in gray plastic, one sprue is chrome and one is clear. Four rubber tires come on a "sprue" of their own. The unused parts are for the "open" version of the kit, but I suspect that you can build the model with the top down if you have the instructions for the other version.



The kit is well detailed. The mold quality is good, but not quite as nice as Aoshima, Hasegawa, or Fujimi car kits. The chrome parts are very nicely done, they're not overly shiny, and the sprue attachment points are well positioned. If you have a very sharp scalpel blade or sprue cutters, you might be able to remove these parts from the sprue without marring them.

The clear parts are also well done. I initially dismissed the head lamps as overly thick, but given both the large size of the headlamps and their prominence, the thickness of the lamps is appropriate. That way you won't notice the absence of BULBS in the reflectors...

Both the engine and the chassis are multi-piece, well detailed assemblies that will look great when painted. The engine in particular will look quite impressive with an oil wash and dry brushed details, especially with the hood opened up. The four rubber tires have good tread detail.

The interior is very well done. It accurately depicts the sort of luxury the wealthy took for granted in the days of coachbuilt automobiles. I recommend a light interior color, lighter than one might ordinarily choose. Otherwise most of the interior will be invisible, due to the small size of the rear window. I'm not suggesting the use of an inaccurate color, just a light one.

I also recommend that you pick up a copy of issue 239 of *Tamiya Model Magazine*, and read Fabrice Marechal's article on Tamiya's new Mercedes 300SL. He did a masterful job on the interior, and all of his methods will work quite well on the Opel.

There is a small decal sheet that includes instrument panel gauges, hubcap logos, and four pairs of license plates. One pair of the plates is for a solid black car and another pair are for a two-tone (blue and gray) car. Both cars have a medium gray convertible roof.

The instructions are well printed and well illustrated with a parts map and logical build sequence. Color callouts are for Humbrol enamels.

I like this kit. It is accurate and well detailed. It's also the sort of subject I might ordinarily expect to see in a 1/43rd scale die cast or an expensive resin kit, rather than a 1/24th scale injection molded model. I think the market needs more, off-the-beaten-path subjects like this: it's a nice alternative to all the muscle cars, drag racers, and sports cars out there. I would like to thank ICM for the review sample.

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

Airfix 1/48th Scale Boulton Paul Defiant

by Hal Marshman Sr

A couple or three months ago, the president of Bay Colony IPMS mentioned the new Airfix 1/48th scale kit of the Boulton Paul Defiant, and wondered if one of the early purchasers of an example of same, might not do an "in box" review of the kit. No one else has stepped up, and whereas I'm the proud possessor of an example of the kit, I offer the following impressions.

Upon opening the box, I was immediately impressed with the cleanness of the castings. Surface detail is restrained, and of the etched variety. All very crisp and neat, a credit to the mold makers.

I have taken some parts from the sprues, and dry fitted them, even cemented a few into place. The parts just click together with a very satisfying "Snick!" Fit of everything I dry tested was bang

on. Keep a sanding stick handy, when removing parts from the sprues, as even the slightest deviance from a smooth mating surface, will throw off your assemblies. The engineering is top notch. I found no dimples, nor parting circles in any place that would be visible on the finished model.



Airfix has designed their model with a few very innovative features. The wings are in five sections, a center bottom, outer bottoms, and full length tops. A hollow box-like affair has been designed to fit into cast in areas of the upper and lower wing sections, assisting greatly in proper lineup, and providing strength, as the castings are delightfully thin. Excellent trailing edges. The ailerons are separate, as are the elevators and rudder, each also being in two halves. Airfix has presented us with some of the nicest fabric surfaces I've seen in some time. They are totally flat between the ribs, no unrealistic troughs, just a raised line to simulate the fabric seam reinforcements. If you've never been up close to a fabric-over frame-airplane, let me assure you, if properly done, the fabric is taut between the ribs, and does not sag. The only relief is as mentioned, the fabric reinforcements where the main fabric is sewn over the ribs.

One of my favorite parts of building a kit is the interior. Airfix has not skimmed here, with separate "skeleton" sides to the cockpit, with black boxes and throttle quadrants, etc. cast in relief on them. Floor, bulkhead, seat, and other accoutrements are all well detailed, with the actual sides and floor being corrugated. The instrument panel has instruments, etc., boldly cast in, with a decal provided for the dial faces. The rear areas are also nicely catered to, as befits an airplane with a rear turret.

The landing gear is just as well done as the rest of the bird. The gear wells are a one-piece insert, installed in the wing before assembly. It is well detailed. All the various supports, and actuators are separate, and well rendered. The tires are separate from the wheel hubs, and pre-flattened. There's a nice little extra; Airfix has provided closed gear covers, should you want to display your finished Defiant on a pedestal, as if in flight. I envision these as a nice little labor saving device, planning to use them as a masking agent when painting the undersides of the plane. Prop, spinner, and backing plate are all separate. Two sets of exhaust stubs are provided, with one set being the night fighter type. (Looks like a future boxing for that variant.)

The clear parts are a treat, being crisply cast, and ultra clear. Just about any contingency is covered, with a separate windscreen, sliding cover, and two glassed areas for behind the cockpit, one in the raised position, and one in the tilted down mode. Ditto the turtle deck behind the turret, up or down, your choice. (No, this is not a clear part, but this was a good place to mention it). There are two turrets provided, one whole, and one opened in the back. The turret would be swung to point to starboard, and the gunner now had access from the left wing. There are also clear covers provided. Interior detail is every bit as satisfying, as that found in the pilot's office. On the real bird, the guns were four Browning weapons, chambered for the British .303 round. Airfix has even duplicated the rectangular cooling holes in the jackets, unlike the round ones found on U. S. Brownings. Be careful clipping them from the sprue, as they do have the conical flash hiders at the muzzle.

The decal sheet is complete and caters to two day fighters, the only difference being the color of the spinners, and the different code letters and serial numbers. Paint scheme and insignia are the same. There's a nice complete set of stencils, and the instructions provide a map for their use. The instruction sheet also provides four-view color drawings for the two schemes. Paint call outs are numerical, for

Humbrol, a fellow Hornby company. The turret framework is black in color, not camouflage colors. Boulton Paul were turret manufacturers, and provided turrets for many different planes, among which were the Lockheed Hudsons provided to the R.A.F. through American Lend-Lease. The turrets came from Boulton Paul, and were installed without further ado, black paint and all.

I have had an affinity for the Defiant since I was a kid during the war. Pep or Kix cereal gave you a colored cut-out on the back of the box, of different single engine airplanes of the U.S. and its allies, to be assembled (Simple, as all were flat,) and played with. The Defiant was one such, and I fell in love with the general looks of the bird, as well as that massive four-gun turret. C'mon, as an eight-year-old kid, I knew little of gun calibers, nor for that matter, aerodynamics. I only knew what I liked the looks of, and the Defiant filled the bill. In any case, if I have been complimentary to this kit, I meant every word. It's well worth the price, which appears to be somewhere between twenty-five, and thirty-five dollars.

Modelfy for Spring 2017

by John DeRosia

As the honored humble winner of this year's Modelfy 2016 category, I understand I can pick a subject and this will set the mad pace to complete a model for next year's IPMS Seattle Spring Show Modelfy!

Trust me, I have thought about it. How to maximize the fun among members and just going bonkers and goofy at the same time. So here is what I am going to submit for the category.

Scale: 1/10

Subject: NASA's Space Shuttle Crawler Transporter

Color: Must be Orange!

Stop! Don't quit! Only kidding! Hey- take that straight jacket off! Put the Barbies down...get back to that plastic!!

Okay, let's get serious here...well okay...just this once!

What has big wheels kids love (and adults who will not admit it!) – MONSTER TRUCKS! Vroom Vroom – noise to make you go deaf!
My kind of machine!

Yeah – think of the endless possibilities to make a monster truck into a – well, heck if I know! That's what Modelfy is all about. Engage that brain into fourth gear, crank up the brain cells and Modelfy a monster truck into something extra cool and crazy.

Please note - most monster trucks are 'cheap'. They are in hobby shops for around \$15-\$25. They are also on-line everywhere and also cheap - but then you do have postage if you order it – or order another model or two to make it cheaper!

Remember, as a bare bones minimum - at least one monster truck tire should be recognizable. That's not too hard is it??

Scale: 1/32, or 1/24th, or 1/25th.

Subject: Monster truck model (snap-kit or otherwise) Please see Figure 1.

That's it! What are you reading the rest of the newsletter for? Stop – get going on that what-if Modelfy! Until next year!

Model-Fy 2017 Monster Trucks

There are many model Monster Trucks in 1/32, 1/24 and 1/25 to pick one from. Prices will vary depending on where you purchase your kit from. Some examples below;



The Munsters Chevy Munster Truck

by AMT in 1:25 Scale



\$14.99 ~~\$18.74~~



USA-1 Monster Truck

by AMT in 1:25 Scale



\$22.47 ~~\$29.96~~



Bigfoot Ford Monster Truck

by AMT in 1:25 Scale

\$25.86



Grave Digger Monster Truck

by Revell in 1:25 Scale

\$13.50 ~~\$15.00~~



Marvel Captain America Ford F-150 Monster Truck

by AMT in 1:32 Scale

\$16.67 ~~\$20.84~~



Nestle Crunch Chevy Monster Truck

by AMT in 1:32 Scale

\$23.52 ~~\$31.36~~

Figure 1

Applying Decals

by Eric Christianson

I use a very basic set of tools and materials to get decals to set down and disappear. The only item not shown in the image below is Future floor wax, which I use for dipping canopies, airbrushing gloss coats, and decals. It is sold these days under the name of SC Johnson Pledge Floor Care Multi-Surface Finish.

Link: https://www.google.com/?gws_rd=ssl#q=SC+Johnson+Pledge+Floor+Care+Multi-Surface+Finish&tbn=shop



I like the name 'Future' better!

There are tools for:

1. Cutting out the decals (sharp scissors)
2. Working the decals into place (tweezers, toothpick)
3. Evening out the surface once you get it there (Q-tip, ear plug)
4. Preparing the surface before and after applying the decals (Future, MicroSol/MicroSet, water)

Every modeler has a slightly different twist on working with decals. Keep in mind, I work with large aircraft and armor models; a modeler working with smaller scales might do things differently. The trick is to get the decal down in one piece, and to make the edges disappear.

Here is my system:

1. I airbrush or hand-brush a coat of Future where I want the all the decals to go, and let that dry, at least overnight. Sometimes this is the same coat I will put on before applying weathering washes, but that's another subject.

When the Future is smooth and not tacky to the touch, I am ready to put my decals on.

2. I pour some lukewarm water in a small dish.

3. I cut the decal I want to apply – one decal at a time, as close to the edges as possible. Sometimes I use a scalpel or an X-Acto knife – whatever's more convenient.

4. I place the decal in the water, making sure it is completely soaked and submerged. Some decals release right away from the backing paper, some seem to never want to let go.

5. While the decal is soaking, I take a brush and brush some Micro Set (Blue bottle) solution on to where my decal is going to go. A lot will simply run off the glossy surface, but enough will remain to do the job.

6. I pick the decal up out of the water with a pair of tweezers and gently try to slide the decal around with my finger. If the whole decal moves, it is ready to apply. If any part of the decal seems to want to stay put, I back off and plop it back into the water. I repeat this process until the entire decal slides around on the paper backing. Be gentle!

7. With the tweezers, I move the decal over to where it goes on the model and slide it off the paper using a toothpick. If the decal folds over on itself, don't panic – just use your toothpick to nudge and slide it around until it is flat on the surface and in the right place.

8. I then carefully roll a 'fluffed up' Q-tip over the decal to squeeze the excess liquid out from under the decal. If it moves (and won't easily move back into place), I'll put a dab of water on it and repeat this step until I have it where it needs to be, and the moisture is gone.

9. If the decal is sitting on top of some raised or recessed detail, I will let it dry for a few minutes and then use a brush to smother the area with Micro Sol (red bottle) solution and leave it alone to dry. Once it is dry, I might use a scalpel or X-acto knife to puncture air bubbles and/or slice the decal to resurrect a panel line underneath the decal. I then cover these repairs with another liberal coat of red-bottle Micro Sol.

10. For really rough surfaces, such as a decal applied over WWII (German) zimmerit coatings, I will apply the red-bottle Micro Sol and very gently press the decal into the surface using an (very soft) ear plug. This will snug the decal down into the small ridges of the zimmerit coating.

11. I let everything dry for an hour or so, and then apply a second coat of Future over all the decals I've just put on. This will help to hide the edges of the decals and provide a base for weathering.

Good luck and keep modeling!

Wanton Passion Breaks Out at Our April Event

by Scott Kruize

What a great Contest and Show we had this year! So many of us, so many guests, and all of us having such a great time. Particularly two of our guests!

No doubt in a high emotional state –being so privileged to attend our Club’s best yearly effort—one young man’s passion for his lady friend overwhelmed him, and he proposed to her right there in front of everybody. And she obviously reciprocated his passion: she accepted on the spot!

Wow! Not the sort of thing that the Renton Community Center or any of us were expecting, or had any contingency plans to handle. But our officers are nothing if not resourceful: they’ve seen it all, done it all, and are never at a loss. Our VP, Eric Christianson, witnessed the whole thing from his station at the Raffle Table. He took the PA-system microphone in hand and announced the engagement just seconds afterwards. The crowd clapped and cheered.

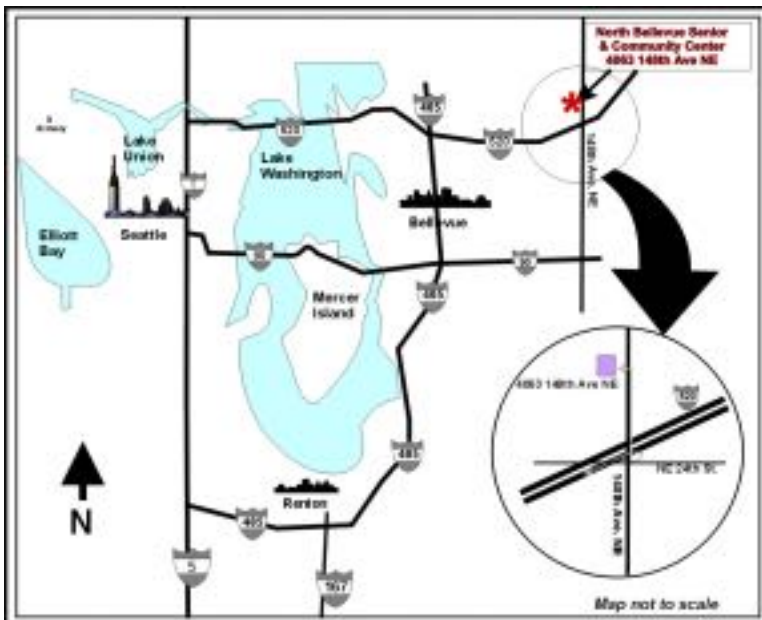
Then everybody went back to buying merchandise from our vendors, admiring the models all over our tables, and looking forward to winning ribbons and awards. You know: the kind of lustful behavior that’s routine...that we have at every Contest and Show we’ve ever hosted.

More Books for Sale at July Meeting

Andrew Birkbeck will continue his aviation book sale at the July meeting. All books, \$3 each. Additional titles added from last month’s sale.

Meeting Reminder

Meeting: July 9



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.