

# Seattle Chapter News



Seattle Chapter IPMS/USA  
June 2016

## PREZNOTES



### Modeling as Public Art

I am a huge fan of public art museums, where Joe Public can examine up close the great art of human civilization. As opposed to private art collections where only a few rich folks and their friends can enjoy such works. As such, I am also a huge fan of public displays of our own special form of art: scale modeling. Anyone who knows me can attest to my continual beating of the drum in an attempt to get our members to bring their models to our annual Spring Show, one of two huge modeling displays in our area each year (The other being NWSM's February event at the Museum of Flight). Why just hide your works at home in display cases when you can share them with other aficionados?

We are also blessed with other venues for the public display of our art besides the RCC Spring Show and Museum of Flight: we now have the recent collaboration between Everett's Flying Heritage Collection and IPMS Seattle to present public modeling displays at various FHC events. May 30th saw a half dozen IPMS Seattle members with six tables of displays and "public building" at FHC's TankFest. Hundreds of people came by this display to "ooh" and "aah" at the models on display, and where the modelers fielded all sorts of questions about our great hobby.

If you feel that showing off your modeling skills to an appreciative audience is right for you, and that spending a day working on a kit surrounded by really cool aircraft and military vehicles is something that intrigues you, why not sign up for one of the upcoming FHC/IPMS Seattle events:

Battle of Britain Day, Saturday July 16th  
Skyfair, Saturday July 30th  
Luftwaffe Day, Saturday August 13th  
Flying Tank Day, Saturday September 17th

Check out the FHC website to see what is going on at each event. Those volunteer-

ing to man the IPMS Seattle tables gain free admission to the event, in return for sitting around and modeling all day!

<http://www.flyingheritage.com/TemplateEventsCalendar.aspx?contentId=54>

Talk to me at the June chapter meeting about signing up, or e-mail me directly at [acbirkbeck@comcast.net](mailto:acbirkbeck@comcast.net)

See you at the meeting!

Cheers,

*Andrew*

---

---

### IPMS Seattle October 2016 Meeting Date Change

We have changed the October 2016 meeting date from October 8 (second Saturday) to October 15 (third Saturday), in order to accommodate the IPMS Vancouver BC show, which is October 8. This way we should get a maximum turnout for both events. To give IPMS Seattle members the opportunity to attend the Vancouver show without missing our monthly meeting, we thought this was appropriate.

#### In This Issue

<b>Dragon Panther Ausf. D V2</b>	<b>3</b>
<b>Eduard Spitfire Mk.VIII</b>	<b>6</b>
<b>Italeri Fw 190A-8</b>	<b>7</b>
<b>ANZAC Girls</b>	<b>8</b>
<b>Warpaint H-19/Whirlwind</b>	<b>9</b>
<b>Bronco sWS w/2cm Flakvierling</b>	<b>10</b>
<b>Tarangus SAAB J32 Lansen</b>	<b>15</b>
<b>Books &amp; Kits for Sale</b>	<b>16</b>
<b>Skyway Model Shop Sale</b>	<b>16</b>

**SEATTLE CHAPTER CONTACTS**

<b>President:</b> Andrew Birkbeck P.O. Box 15983 Seattle, WA 98115 Ph: 206-522-3539 acbirkbeck@comcast.net	<b>Vice President:</b> Eric Christianson 18215 NE 95th Way #103 Redmond, WA 98052 Ph: 425-591-7385 ModelerEric@comcast.net	<b>Treasurer:</b> Twyla Birkbeck P.O. Box 15983 Seattle, WA 98115 Ph: 206-276-3855 birkbet@comcast.net	<b>Show Chair:</b> Andrew Birkbeck
---------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------	---------------------------------------

IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

**Public Disclaimers, Information, and Appeals for Help**

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

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

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

**Upcoming Meeting Dates**

The IPMS Seattle 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.

**June 11**  
**August 13**

**July 9**  
**September 10**

**IPMS/USA MEMBERSHIP FORM**

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

Signature (required by PO): \_\_\_\_\_

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

Payment Method:  Check  Money Order  Credit Card (MC/VISA/AMX)

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

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

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

**IPMS/USA** P.O. Box 2475  
 Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org) North Canton, OH 44720-0475

**Newsletter Editor:**  
 Robert Allen  
 12534 NE 128th Way #E3  
 Kirkland, WA 98034  
 Ph: 425-823-4658  
 baclightning@yahoo.com

## Dragon 1/35th Scale Panther Ausf. D V2

by Andrew Birkbeck

This kit from Dragon Models of the World War Two German Panther tank prototype is somewhat of a curate's egg. Some parts good, some parts less so. However, it IS the first mainstream injection molded plastic kit of the prototype of this seminal German medium tank, and so for this Dragon are to be commended for issuing it. But it is, as I say, not without its faults.

The V2 prototype kit is apparently derived from Dragon's Panther Ausf. D released approximately 15 years ago. This was a very good kit for the time, and there is nothing wrong (IMHO anyway) with utilizing parts from previous kits provided those parts are accurate for the new version of the vehicle being modeled. This Panther Ausf D V2 prototype kit measures up nicely with the drawings provided in the publication Panzer Tracts 5-1. The main new parts are for a new turret, and sadly this isn't up to the standards of the 15 year old parts from the original Panther Ausf



D. The new parts lack finesse such as delicate weld marks, and the sprue gates are on the thick side, with the parts a tad on the rough side. This said, the outline of the new turret parts matches the Panzer Tracts drawings well. But the chattering nabobs of negativity that are out on the web have indicated that the Panzer Tracts drawings are wrong, based on recently published photos of the Panther V2 prototype taken from above the vehicle. These photos show that the rear engine deck has items missing from the Panzer Tracts' drawings. However, it has also been pointed out that this Panther prototype was constantly being modified as it progressed through the various development stages, so the kit as produced by Dragon, and depicted in the Panzer Tracts drawings, was most likely correct at some stage in its life.

Now onto the parts as contained in the kit. As with most armor models these days, construction starts with the lower hull and running gear. Dragon has included newly tooled road wheels in the kit with the correct 18 bolts configuration. This is obviously good. However, what is not so good is that Dragon has provided a number of parts from the 15 year old Panther Ausf D kit that need "surgery" to convert them into accurate parts for a Panther Ausf D V2 model. In particular: construction Section 4, Dragon's instructions call for the modeler to take the rear hull plate, part A14, and carve 5mm off the base. The instructions also instruct the modeler to carve off four round access hatches on the lower extremities of this same part. Additional mild surgery is also required on the front lower hull, part C. The surgery required isn't difficult for a veteran modeler, but might be a bit intimidating for a newbie. Some might also question that such recycling of parts and surgery should be required on a kit with a MSRP of \$81.95?

The tracks in the kit are of the one-piece "rubber band" style, made from glueable "DS 100" rubberized plastic. Thus they are very flexible, and the detail is pretty good for this sort of track type. I found that the track was of the correct length allowing for it to sag appropriately and rest on the tops of the road wheels, per the real vehicle. I started by painting the tracks with Vallejo's acrylic polyurethane black primer, and when this had cured for three days, I applied a couple of thin coats of Tamiya XF-84 Dark Iron. I wanted the tracks to have an initial layer of acrylics, because I have heard over the past few years that DS-100 track is susceptible to being chemically damaged by enamel thinners. In general other rubberized parts over the years have been susceptible to such negative

reactions, so rather than take a chance, I have erred on the side of caution. Once the Tamiya paint had been allowed to dry for a few days, I mixed up a couple of rust colored oil paints with some mineral thinner (Mona Lisa) and applied some pin washes of "rust" to the tracks. They were then put aside while I continued work on the other sections of the model.



On to the upper hull construction, and here we have an issue that rather surprised me about this model. There are no parts included



in the kit to stop a see-through effect in terms of the rear deck engine air intake grills: neither depiction of the fans that existed directly under the grills, nor any photo-etched screens to go over the grills on the upper hull exterior. The modeler is left staring directly into the rear hull interior, clearly showing that there is no interior detail. To counter this, I stole the PE parts from my Dragon Panther Ausf. D kit, and also cut up some Evergreen plastic card which I painted black to blank off the underside of the grills. The PE screens plus the Evergreen plastic did the trick, though of course I will have to figure out where to get replacement PE screens when it comes time to build my Panther Ausf. D kit!

On to the turret shell, and as mentioned earlier these are newly tooled parts for this V2 kit, and are a tad under detailed compared to the parts from the Ausf. D donor kit Dragon utilized for other areas of the model. Some of the holes in the turret shell are too large for the parts Dragon has you attach to it. And more carving is required: the rain channel above the gun mantlet binocular sight needs removing, and the front end of the two-part gun barrel needs cutting off and replacing with a newly tooled two-part gun muzzle. The latter has a more ball like shape to it, compared to the muzzle that came later in the Panther's career. If you look carefully at the photos of my review model, you will see that I messed up and got the model built, painted and weathered before I realized I had forgotten to chop off the later version of the muzzle and replace it...

The fit of all the parts is pretty good overall and there are only a few ejection pin marks that need removing here and there. Additional work is required with the extra large sprue gates and the subsequent cleaning up of the newly tooled parts, but nothing that will tax you as a modeler.

There are four color and markings schemes depicted in the instructions, two listed as "1942" while two more are listed as "1943", all "unidentified unit". All four come with small German black and white crosses to be placed on either side of the front hull, while two additionally have a small license plate stencil on the front lower hull. I decided to paint my model German panzer yellow, utilizing Vallejo's German Yellow acrylic polyurethane primer. I mixed this with a little white primer from the same range for panel highlighting. You will notice if you look carefully at the photos of the review model that the gun barrel, the gun mantlet and the turret are all slightly different in the German yellow color, with the gun mantlet being much darker than the barrel for example. I did this to represent a prototype under continuous testing, with new parts added as they worked out the bugs or improved things, my story being that parts would have been painted at different times with different batches of paint, even if ostensibly the same "color".

My German crosses went on the turret "just because" over a coat of Future clear acrylic gloss. The decals were of acceptable quality, and going onto a completely flat surface caused no problems whatsoever. Another coat of Future sealed the decals. I then made up some burnt umber "wash" made from oil paints and Mona Lisa enamel thinners, and spread this in all the recesses and around raised detail. The excess was removed with Q-tips dipped in thinner, and when all this had dried for a couple of days the whole model received a few coats of Vallejo acrylic matt varnish. I then set to with some Vallejo "Black Gray" acrylic paint and a fine tipped brush, making scratches and paint chips. A small piece of sponge was also dipped in the Black Gray paint, the excess wicked off on a paper towel, and dabbed about to make more paint chipping effects. Then some rust colored oil paints were mixed with Mona Lisa thinner, and applied about the model because "rust never sleeps"! I then attached the tracks, which as mentioned earlier had already been painted and a rust application applied. The tracks fit well, and just required gluing down onto the road wheel surfaces. Finally I mixed up some "dry mud" from plaster of paris plus a suitable color of paint and splattered this about utilizing an old paint brush and my airbrush. Then I applied some "fresh mud" again utilizing plaster of paris and a suitably colored darker paint. Being my first time utilizing this "mud technique", I probably overdid it a bit, but I had fun! Finally some oil stains were applied randomly about the running gear and on the rear of the engine deck utilizing an appropriate AK Interactive product. Lastly some rust streaks were added where the paint had been "chipped".

In conclusion, I am very happy with the final model. I have always wanted an example of the prototype Panther in my display case, and this kit allowed me to produce one. Some may say that Dragon cut corners in producing this kit, utilizing parts from an older kit which had to be cut up by the modeler to achieve accurate parts. Others will say that the price is high for what you get, given it is without PE parts, such as the engine intake screens, for example? I feel that for anyone wanting a Panther Ausf D V2 prototype and who has moderate modeling skills, purchasing this kit will be a worthwhile investment. My thanks to DragonModelsUSA for generously providing IPMS/USA with the opportunity to review this kit.



## Eduard 1/48th Scale Supermarine Spitfire Mk.VIII Profipack

by Jacob Russell

The Supermarine Spitfire Mk. VIII preceded its more famous stablemate the Mk. IX in production. It was developed alongside the pressurized Mk. VII. In comparison to the Mk. IX, the Mk. VIII had wing leading edge fuel tanks, reduced span ailerons, the broad chord rudder, horizontal stabilizers with enlarged mass balances, the 'C' wing, and a retractable tailwheel.

Early Mk. VIIIs, which appeared in November 1942, had the pointed, high altitude wing. The Vokes Aero-Vee tropical filter was first fitted to the Mk. VIII, and it was considerably more aerodynamic than the bulky filters worn by the earlier Mk. V Trop (tropical).

This is the Profipack boxing of the new Mk. VIII. It consists of 226 injection-molded parts, molded in grey and clear on five sprues, plus a masking set and a photo etch fret containing 25 parts, some of which are pre-painted. 54 of the parts go unused.

The Mk. VIII is based on Eduard's previous Mk. IX tooling, with the correct short span ailerons, wing leading edge fuel tanks, broad chord rudder, enlarged pointed wingtips, and "late" elevators with enlarged mass balances. The surface detail is excellent, and the multi-piece cockpit in particular comes in for high praise. The wheels in particular are superb. Even though Brassin wheels are available the kit wheels are just fine with me! The kit includes six different decal options:

1. "DG-R", LF Mk. VIII, MD280, F/Lt. Paul Olander, No. 155 Squadron RAF, Burma, 1945. The plane was Dark Earth and Dark Green over Medium Sea Grey, with a yellow band around the forward cowling with SEAC roundels and white bands around the wings and horizontal stabilizers.
2. "HL-R", F Mk. VIII, JF470, 31st Fighter Group, 308th Fighter Squadron USAAF, Fano Air Base, Italy, 1944-1945. This plane was Medium Sea Grey over PRU Blue, with a red spinner and wing bands, and yellow wingtips. It also had "clipped" wingtips.
3. "HB", F Mk. VIII, JF330, AVM Harry Broadhurst, RAF, 1943. This plane had the extended wingtips and standard rudder. It was painted Middlestone and Dark Earth over Azure Blue with a red spinner.
4. "GZ-M", F Mk. VIII, JF404, No. 32 Squadron RAF, Foggia Air Base, Italy, early 1944. This plane was Medium Sea Grey over PRU Blue (the "high altitude" fighter camouflage scheme) with a Medium Sea Grey spinner, extended wingtips and the standard rudder.
5. "FT-F", LF Mk. VIII, MT714, F/Lt. A.W. Guest, No. 43 Squadron RAF, Ramatuelle Air Field, France, August 1944. The Squadron codes were red outlined in white. The plane was painted Ocean Grey and Dark Green over Medium Sea Grey. The spinner was red with a white backing plate. It had the pointed rudder and standard wingtips.
6. "RG-V" HF Mk. VIII, W/C Robert Gibbes, CO of No. 80 Fighter Wing, RAAF, Dutch East Indies, 1945. This plane was Ocean Grey and Dark Green over Medium Sea Grey. It had a red spinner, white wing leading edges, and Sky Squadron codes. One of the "Grey Nurse" aircraft (that commemorated the nurse shark), it features elaborate shark mouth nose art.

The decals are very well printed, in register, and have accurate colors, and there is a separate decal sheet of stencils. The overall impression of this kit is of an excellent presentation that oozes quality.

This is a superb kit. The number of manufacturers who tried and failed to get the Merlin powered Mk. VIII and IX correct is legion (Occidental, Hasegawa, ICM) but Eduard has nailed it with their Merlin powered Spitfire series. It's accurate and well detailed right out of the box, and of course if so inclined you have recourse to Eduard's Brassin enhancements. I recommend this kit, and I would like to thank Eduard for providing the review sample.



## Italeri 1/48th Scale Focke-Wulf Fw 190A-8

by Jacob Russell

The Focke-Wulf Fw 190A-8 entered production in early 1944. It was powered by the 1,700 horsepower BMW 801D-2 14 cylinder, twin-row radial engine. The A-8 was heavily armed, with 2 MG 131 machine guns and 4 MG 151 20mm cannons. More than 6,500 A-8s were constructed by the time production ended in May of 1945.

This a reboxed Trimaster/Dragon Fw 190A-8 kit. It consists of 135 parts on nine sprues and two photo etch frets. 17 of the plastic parts go unused. The surplus parts include the large prop blades and 15-blade cooling fan for the rare A-9/F-9 variant. The photo etch frets are stainless steel, rather than brass and come directly from the Trimaster kit.

The photo etch parts include an instrument panel, seat harness, rear upper decking, canopy armor, etc. The clear parts are well done but only include the "flat", standard canopy. This is an old kit, but it is accurate and well detailed. The surface detail is excellent and the mold quality compares well to the Eduard and Hasegawa Fw 190 kits.



The decal sheet is by Cartograph and it is superbly printed, in register and it features bright colors. The sheet includes a complete set of stencils and national insignia (but no swastikas) for a single aircraft. There are six options on the sheet:

"White 2," Uffz. Julius Handel, 13/JG54, Eastern Front 1944. This plane is in the standard mid War Day Fighter colors of RLM 74/75/76. The lower cowl, spinner, and 1/3rd of the prop blades are RLM 04 Yellow.

"White 9," Uffz. Martin Ullmann, 9/JG5, Norway 1945. This plane is also painted RLM 74/75/76. The armored cowl ring is white and the spinner is RLM 70 Dark Green with a white spiral.

"Red 1," Uffz. Alfred Fritzsche, 4/JG1, Operation Bodenplatte, January 1 1945. This plane is painted in the late War colors RLM 81 Braunviolet and 82 Hellgrun over 76. There is an RLM 23 Red fuselage band and the spinner is RLM 70 with a white spinner.

"Yellow 17," Gfr. Ludwig Sauter, 6/JG300, Lobnitz, November 1944. RLM 74/75/76 camouflage with an RLM 25 Red fuselage band. The spinner is RLM 70 with a white spinner.

"Yellow 13," Lt. Gerard Vogt, 7/JG26, France 1944. RLM 74/75/76 with RLM 04 Yellow lower cowl and black spinner.

"Yellow 7," Ofhr. Walter Kohne, 3/JG1, Lippspringe, Germany 1944. RLM 74/75/76 with RLM 04 Yellow lower cowl, RLM 23 Red fuselage band and a black spinner with a white spiral.

This is a good kit that has stood the test of time. It has great surface detail and it is well molded. I think it may be easier to build than the Eduard kit. The stainless steel P/E parts might be difficult to bend. I would buy an Eduard Zoom set to replace the instrument panel and seat harness. I recommend Eduard or Ultracast wheels to replace the kit wheels. They lack the inner rim between the tire and wheel, and they just don't look right. This kit is still a viable alternative to other Focke-Wulf kits on the market. I recommend it and I would like to thank Italeri for the review sample.

### References

*HT Model Special, Focke-Wulf Fw 190A/F/G/S*, by Josef And'el, HT Model, 1998

## Video Review: *ANZAC Girls*

by Scott Kruize

We're halfway through the Centennial of 'The Great War', which our President, back then, labeled 'The War To End All Wars'...

We modelers like recreating in miniature the technology of World War I. So many new things were introduced: giant dreadnoughts, submarines, gigantic artillery pieces, and tanks. And especially airplanes: the whole world had perhaps a few hundred of them before the war broke out. By the time it ended, over a hundred THOUSAND of them had been made and deployed in every conceivable role.

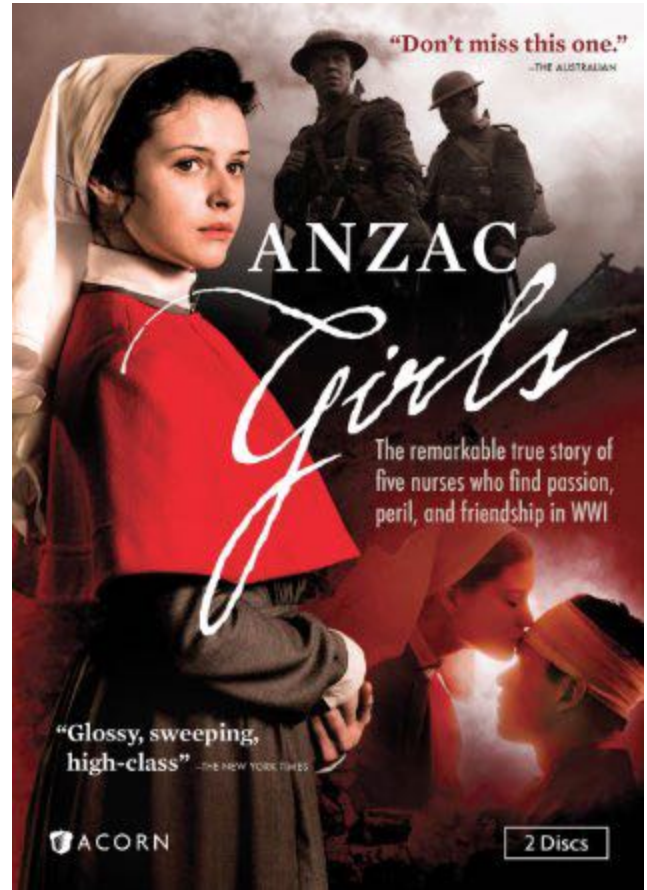
It's beyond our abilities to recreate what they were all used for: rolling barrages along hundred-mile fronts; poison gas warfare; unrestricted submarine attacks on every ship on the high seas; total blockades as economic warfare raged among whole huge empires; shelling and bombing of cities far behind the front lines. Something especially new and disastrous: civilians were previously noncombatants as long as they weren't directly in the path of battling armies. But now they could now be shelled and bombed anywhere, even at home hundreds of miles away from any battlefield. Those incredible advances in technology were purchased with rivers of blood shed by millions of people.

Mobilization of all the resources of all the combatants resulted in unprecedented carnage and consequent large numbers of casualties. So the need for medical services also reached levels never before imaginable.

*ANZAC Girls* tells the story of five young women from Australia and New Zealand who volunteered for nursing duty with their expeditionary forces. They were young and full of energy and idealism...and of course had no clue whatsoever what they were getting themselves into. But who did? Certainly not the fighting men they had to try to put back together, in enormous numbers, after an endless stream of battles. "I'm so sick of this bloody war!" one of the nurses blurts out, after yet another man under her care succumbs to his wounds despite her best efforts. And this is 1916. We viewers knew there were still two years to go...participants in the Great War must have thought it would never end.

These episodes are mostly drama, with a little romance creeping in here and there. With youthful hormones running in such emotionally-charged conditions, how could there not be? But the budding attachments are just as fragile as the forward tent-housed 'hospitals' the ANZAC girls work at, and the war wrecks everything indiscriminately. Some of the wrecking is just psychological: strain and burnout and personal loss and trauma. But some of it is flaming physical fury: there are several horrific scenes within these episodes. One occurs at a forward casualty station. When the nurses arrive, the camp commander reassures them that the railroad marshalling yard – a legitimate military target—is easily more than a hundred yards away! A night bombing raid—with big German bombers fleetingly, terrifyingly visible directly overhead—show how insignificant that separation is. While cringing at the scene, you can't help but make the connection to the 'Doctors Without Borders' trying to cope with the multitude of wars we have nowadays. Each may be small compared to the Great War, but there are so many of them, and the medical personnel get bombed, along with their patients, just like back then...

Over the series, the nurses move around: from a decent hospital in Cairo to an unequipped island near the Gallipoli invasion, later to the Western Front, near the Somme Valley. Watching their skilled perseverance, as they actually save large numbers of men who would certainly have died otherwise, is inspiring enough. Watching them exhibit physical and moral courage in the midst of catastrophes is almost beyond belief.





I can't say that this miniseries is enjoyable, but it's certainly well done. All the production values are high. My wife Sandy and I watch lots of dramas on PBS, but have never before seen any members of the cast of *ANZAC Girls*. It's produced with the cooperation of the national film boards of Australia and New Zealand, however, so the actors and actresses may be experienced players in the film industry there. In any case, everyone does a fine workmanlike job of portraying the drama and trauma of serving in 'The War To End All Wars'.



Copyright 2013

From the original history book: *The Other ANZACS*, by Peter Rees

Six episodes, about one hour each.

## *Sikorsky S-55/H-19 Chickasaw & Westland Whirlwind*, by Adrian M. Balch

reviewed by Chris Banyai-Riepl

A name almost synonymous with helicopters is Sikorsky. While Igor Sikorsky got his start in fixed wing aviation, he set out to be the leader in helicopters in the 1930s. In the post-war years, Sikorsky developed the S-55, a large helicopter with a radial engine in the nose. The first prototype flew in 1949, and it soon found its way into the air forces of dozens of nations worldwide. License production by Westland further expanded the design's distribution. The clean design and durable construction kept the S-55 and its derivatives in the air well into the 1970s.

The latest title in the Warpaint series covers the Sikorsky S-55 and all its variants, including the civilian versions and Westland license-built variants. The text does a great job of detailing the construction of the helicopter, both by Sikorsky and Westland, as well as touching on the evolution of powerplants, starting with the radial engine and moving on to the later turbine option. Also covered is the operational record of the S-55, both for the military and civilian operators. The latter offer some very interesting subjects, from airlines to sightseeing flights to crop dusting and just about everything in between.

Complementing the text are the photos, and like the written part, these cover the depth and breadth of S-55 operators. The military examples run the gamut of color schemes, from overall sea blue in early US markings to the overall yellow RAF rescue examples. For those wanting something a bit more garish, there are several pages devoted to the US Army's Square Dance team of four creatively painted H-19Ds. Civilian options include colorful Sabena and New York Airways schemes, as well as the classic red, white, and blue Bristow scheme. Complementing the photos are dozens of color profile illustrations, and the center section includes some nicely detailed scale drawings that help identify the differences between the various subtypes.

This is quite a nice book on one of Sikorsky's more famous helicopters, and the great number of color schemes coupled with fascinating stories should excite many into wanting to build a model or three of these. My thanks to Warpaint Books for the review copy.



## Bronco 1/35th Scale sWS w/2cm Flakvierling 38 Halftrack

by Eric Christianson

*(Editor's note – this abridged version has been edited and formatted for use in our newsletter, removing most of the construction notes. You can see the full build article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)*

Following right on the heels of their Schwere Wehrmachtschlepper (sWS) IR-Searchlight halftrack, Bronco Models has now offered the same wide-tracked vehicle sporting a four-barreled 2cm Flakvierling anti-aircraft gun.

Like the one before, this 'new' kit is actually a reissue of the high-quality Great Wall (Lion Roar) kit from a few years back. Aside from the box art and the color of the plastic, the main difference between the two kits is that Bronco includes a complete engine assembly. At some point GW introduced these parts as an aftermarket set you had to purchase separately for their sWS kits.

Bronco brings everything together into another solid offering, with more to come.

Unlike the 'Uhu' searchlight version, the subject of this kit was actually produced and served in combat late in the war. A simple 5-ton, low-speed, half-track designed to replace the Sd.Kfz 6 and Sd.Kfz 1 prime movers, the sWS was used primarily for cargo transport. The initial, un-armored cargo version was produced by Büssing-NAG from December 1943 till the end of the war with a total of 825 produced. There is no information on the number of these vehicles fitted with the Flakvierling weapon, but photographs do exist.

### What's in the Box

- 17 sprues of soft, light grey plastic
- 2 sprues of soft, light brown plastic (track links)
- 1 lower hull, packaged separately
- 1 small sheet of decals, thin, but in perfect register
- 1 sheet of photo-etch
- 1 color print of the box art suitable for framing.
- 1 large instruction booklet, totaling 19 pages with 40 steps, printed in color.

The Instructions - As with many other Bronco kits, the instructions come in a beautifully rendered, fully illustrated, color 8.5x11 booklet. The CAD images are sharp and show the assembly from a variety of different angles to help the modeler throughout the build. That said, this is a complex kit due to the fact that it has a lot of interior detail, including a reasonably complete engine. It is relatively easy to have things go sideways unless you pay very close attention to what you are doing.

The instructions come with specific paint call-outs for Mr. Hobby, Hobby Color, Humbrol, and Tamiya paints to help with painting.

Assembly sequence varies by modeler but the general flow of things go pretty much as Bronco intended. The exceptions I made are identified in the text, below.

A single, unidentified German tri-color scheme is included.

Unfortunately, the instructions from the 'Uhu' searchlight version appear to have been used as a basis for this kit, since some parts illustrated in the images are not in the kit or on the parts map (all parts on Sprues K and D, for example). What was particularly frustrating is that Bronco has a solid reputation for accurate instructions so I found myself going through the sprues over and over and over, convinced that I was just missing something.



Things to consider before starting - The kit contains many parts that have (male) connection tabs, but their (female) counterparts are not as much holes as they are very small indentations in the surface receiving the part - if they exist at all. As a consequence, more often than not the part doesn't seat correctly and/or stands just proud of the surface. To resolve this you can either deepen the indentations or sand down the tabs to fit. Either way, test fit everything before applying glue.

All eight doors to the six hatches can be modeled open or closed, so some up-front work is in order to figure out what you want to show and what you want to hide. There is significant detail exposed under open hatches, including the engine and driving compartments.

It's always important to keep in mind that Bronco kits are not for the faint of heart. That said, the parts fit, they are well-engineered, and with a little patience, will build into a great model.

The Engine and Interior - Bronco has included a relatively complete engine and an impressive amount of detail in the driver's compartment, most of which is visible from the cargo deck as well as through open hatches. The engine and drive train is made up of no less than 61 parts that fit relatively well.



Upper Hull and Main Deck - The upper hull (cab) section is made up of a number of flat panels that come together along beveled edges. I used Testors (black bottle) liquid cement here since it has a longer drying time. The panels slide around but come together nicely in the end to produce a solid top and rear compartment. The pioneer tools come with molded-on clasps, which can be removed and replaced with photo-etch alternatives provided in the kit.

The main deck is a solid chunk of plastic when completed, sporting a lot of nice PE, some of it optional around the storage compartments in the rear. Both compartments can be modeled open or closed.

The Flakvierling - I've built this particular assembly from Tamiya, Trumpeter, and Dragon, and, in my opinion, Bronco's version is the best fitting and most hassle-free experience I've encountered yet. The fit is perfect, and the design exceptional, with both painting and ease of assembly in mind. I loved using the (very thin) plastic gun shields provided by Bronco instead of over-designed PE versions found in other kits. Really - this gun was a pleasure to build and paint. Good Job Bronco!

The Track and Wheels - The individual track links are of two sizes; the larger part that contains the guide posts and the small part that links the larger parts together. Both come on sprues and have four attachment points each, and are not sided. Thanks to very small and easily accessible attachment points, I did not feel I had to do any clean-up whatsoever after removing them from the sprues. That said, there is a prominent ejection mark on the inside of each of the larger parts, and the small parts contain detail on only one side (the outside). Purists may want to replace them with aftermarket track, or spend a lot of time cleaning the track up before assembly - certainly more time than I have!

Assembly is tricky; the smaller segments drop into place between two of the larger segments, which would seem simple to accomplish if not for the fact that the larger parts want to move around while you are creating each run.

I solved the problem by using a scrapbooking product called Wonder Tape, which is a slightly tacky, two-sided, spongy tape that has just enough push in it to hold on to the links while you work. You can find Wonder Tape at any well-stocked craft store. I stuck the 1/8th inch-wide strip of tape on a glue-proof surface, about 1/4 inch above and along a 15-inch ruler. After laying out the larger links about 1/8th of an inch apart from each other, I went back and dropped the smaller parts into place. I then added two drops of Model Master slow-drying cement (the black bottled variety) to the connection points between the links and let that sit for about 30 minutes. I then lifted up the run and carefully removed the Wonder Tape, and draped the run on to the vehicle. One more session for the other side and I was finished. Nice.

As far as the wheels go, the sandwich-style design can only fit one way, and removes the need to address centerline and inner seams found in so many other kits. This is simply the best way to go with these.

Final Assembly - The last two steps bring the four main chunks of the superstructure down on to the chassis. This is where I had the most fit problems, and because there is so much breakable detail involved, the use of clamps is limited.

My cab section refused to seat firmly on the lower hull. I ended up gluing portions of the cab section, front to back, using simple homemade weights added to the top of the cab to assist in holding things down. The weights I use for this type of work are made up of different amounts of lead shot sewn into small cloth bags – perfect for when you need heft without sharp edges.

Painting and Finish - I wanted to use the hairspray technique to show iron-red primer peeking through late war German Yellow, so I used Tamiya paints which are ideally suited for this technique.

(Note: I thin all Tamiya paints 50/50 with Gunze Leveling Thinner. I thin all Vallejo paints with 10 drops of their airbrush thinner and a single drop of Liquitex Flow Aid per 10 drops of Vallejo paint. I mix the paint in a plastic disposable cup, swish that around until it is mixed, and then pour it into the color cup on my Pasche-H Single-Action airbrush, Number #3 tip, set at 20 lbs. pressure.)

Primer, Base Coat and Camouflage Coats: I started by airbrushing a dark primer/pre-shade coat of (90% Alclad Black Primer + 10% Alclad Grey Primer) to give the plastic and PE some grip for the following coats, and to fill in the recesses and create a shadow effect near the flat surface edges, adding depth for the subsequent coats to come. Once that had a chance to dry and de-gas overnight, I gave everything a base coat of Vallejo German Brown Primer which blended nicely with the black undercoat. Next I gave everything a good coat of hairspray from an aerosol can. I use Tre-Semme, but I don't think it matters – a thick coat still dries thin and doesn't leave any tide marks.

I let that air-dry and then carefully sprayed a mix of Tamiya XF-60 Dark Yellow and Tamiya XF-55 Deck Tan, allowing some of what's underneath to show through along the edges and in recesses.

For the gun shield I added a little Tamiya XF-67 NATO Green and sprayed an easy wave pattern to hint that the gun came from another vehicle.

I let the Tamiya paint dry for several hours and then using a short-bristled paintbrush, a small cup of water, and a paper towel to rub the yellow paint off here and there until I had what I was after.

Pioneer Tools, Deck Equipment and other Details: I hand-painted the two front tires using Model Master US Army Helo Drab enamel. I painted the four interior seats using Tamiya XF-5 Flat Green and the assorted shift levers and foot pedals Tamiya XF-10 Flat Brown.

I used a mix of Vallejo New Wood and Vallejo Sand Ivory for the wooden portions of the pioneer tools.

Decals: With painting finished, I hand-brushed the surface areas that would be receiving decals with a coat of Future floor polish to give the decals a smooth surface to slide on. Once the Future was dry, I used the Red and Blue MicroSol/MicroSet products to apply the decals without any problems. Once dry, I gave the entire vehicle a good coat of Future to seal the decals and prepare the surfaces for washes and streaking.

Washes and Filters: Before applying a wash on the glossy surface, I brushed on a coat of Mig Wash Brown oil paint on all the wooden parts of the pioneer tools, and then rubbed it off with a Q-tip later, leaving it darker near the edges along the clasps. I used AK Interactive Track Wash for the track and Dark Wash diluted with Mona Lisa White Spirit for an overall wash. Once dry, I went over the entire vehicle with diluted Mig Brown Wash as a filter.



Finishing Up: I airbrushed Vallejo Light Brown along the bottom of the vehicle to simulate road dust, and shot a little Vallejo Matt Varnish on any remaining shiny spots. I then used Uschi Chrome Pigment applied with a rubber-tipped Colour Shaper for steel detail here and there.

Finally, I added a slurry of Mig European Dust pigment and Mona Lisa White Spirit to the front wheel tread, brushing off most of it off after it dried. Done and done.

Having so recently built Bronco's sWS 'Uhu' halftrack, this build was a breeze. I knew where the (minor) issues were, and what order to do things in. If I had come at this without that experience, however, I would have slowed down and taken my time. Bronco kits take patience and a little skill.

Sometimes there are no easily-defined connection points between parts, or they are absent altogether. I think this is a result of Bronco prioritizing accuracy over build-ability, which is fine, but anyone planning to build this kit needs to understand that. Dry fitting and methodical inspection is 'de rigueur' for a project like this.

In the end, however, extra effort brings satisfying results. The finished product is unique and I was able to experience a real sense of accomplishment with this challenging and interesting build.

The superb design of the front tires and the 2cm Flakvierling gun were a blessing, and the (optional) PE parts provided as an alternative to plastic parts most welcome. The plastic gun shields are very thin and delicate, and I prefer these to PE versions found in other kits.

I recommend this kit for all modelers with the understanding that some of the assemblies will require experience to get right. All things considered, the build went relatively smoothly and the result is worth the effort. My hat is off to Bronco for providing yet another ambitious and interesting project.

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





## Tarangus 1/72nd Scale SAAB J32B/E Lansen

by Chris Banyai-Riepl

The SAAB 32 Lansen evolved from a need to replace the old piston-engined B18 attack aircraft. The result was a two-seat transonic jet aircraft that proved to be a stable attack platform. Initially armed with four 20mm cannons, the Lansen was upgraded to four 30mm ADEN cannons with the introduction of the J32B. The J32B could also carry Swedish-built Sidewinder missiles, the Rb 24, as well as 75mm unguided rockets. In addition to the attack variants, SAAB also produced a handful of reconnaissance versions.

The operational record of the Lansen is a bit of a mixed story. While many found the Lansen to be a highly effective aircraft both in its attack mission and in maintenance, the aircraft also saw a third of its production lost in accidents, killing 100 crew. Still, the plane soldiered on for several decades, and while retired from military service, continued on until at least 2012 in various roles.

Tarangus already set the bar high for Lansen kits with their release of the J32 in 1/48th scale. They have now turned to 1/72nd and released what is now the definitive kit of the J32B/E in this scale. This is a short run kit, similar to those you might find from Sword, so there is some simplicity to deal with. However, that is more than made up for in the overall detail and accuracy of shape. Recessed panel lines, plenty of internal details, and a copious decal sheet make this a nice package.

The cockpit is the first starting point, and for those who have built the old Heller kit of the Lansen, this will be quite different. First off, the front and rear cockpit tubs are separate affairs. The front cockpit assembly includes the nose wheel well on the underside, built up from four separate sides. For the cockpit itself, this has details molded into the sidewalls and details molded into the separate instrument panel. Also separate is the control stick. The rear cockpit is a separate tub, with a separate rear bulkhead and instrument panel. These then fit together to complete the overall cockpit tub. Fitting into these are the seats, which are nicely detailed and include the clear separators mounted to the headrest.

With the interior done, the next step is to get the fuselage ready. This entails adding intake ducts to either side of the fuselage halves, and the large main wheel well. The latter has some nice detailing molded in place, but the more fastidious will probably want to add some extra plumbing. Also added at this time is the exhaust pipe, which is made up from four pieces. With those bits in place, and the cockpit/nose wheel well assembly added, the fuselage can go together. The instructions don't mention whether you'll need weight in the nose, but if it's anything like the Heller kit, expect to add a bit here.

Once the fuselage is together, the next step is adding the flying surfaces. The horizontal stabilizers are separate, as is the vertical fin. You'll want to take some time here and make sure everything is aligned properly, as having these askew will be quite noticeable. The main wings are split into three pieces: a one-piece lower wing and two upper wing halves. The upper wing pieces get some small blade antennas, while the finished wings get a pair of wraparound wing fences. Other antenna blades are added to the fuselage as well, with the J32E getting a few extra for its electronic warfare role.

The landing gear is well detailed, with the nose gear molded in one piece and the main gear featuring separate struts and split wheels. The nose gear also has separate landing lights. The doors for all the wheel wells are all suitably thin and feature nice interior detailing. Finally, for underwing stores there is a belly tank and two Sidewinder missiles, should you want to arm up your Lansen. The only other thing to mention is the clear parts, which are decent and include the aforementioned seat windbreaks as well as the clear rear windscreen for inside the cockpit. The main canopy is molded as one piece, so if you want to have an open cockpit, be ready for some cutting.



For decal options, the kit comes with four choices: three J32Bs and one J32E. The J32E is 32507 from F16 in 1996 and is camouflaged in dark blue and dark olive green over blue gray. It features orange panels on the outboard wings and an emblem on the vertical fin. The J32B options are all finished in overall olive green. The three options are 32532 from F12 in 1968 that features red exercise markings, 32536 from F1, and 32615 from F4. The decals are nicely printed and include lots of stencil data to add that extra level of realism to your finished kit.

This is a very welcome addition to the world of 1/72nd Swedish aircraft. It will look great sitting in between the Tarangus 1/72nd J29 Tunnan and the Hasegawa J35 Draken, and I hope that they release a separate S32C version down the road. My thanks to Tarangus for the review copy.

*[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use his and Jacob's articles. - ED]*

## Aviation Books and Kits for Sale

by Andrew Birkbeck

I will be bringing a large number of aviation books and kits for sale to the June Chapter meeting. I will have titles from the following series of books:

Osprey Publishing "Aircraft of the Aces" series  
 Steve Ginter et al "Naval Fighters" series  
 AJ Press (Poland) series on WW2 aviation  
 Guideline Publications "Warpaint" series of aviation monographs

And MORE

Most titles \$3, discounts for multi-book purchases.

I will also be selling 1/48th and 1/72nd model airplane kits.

## Skyway Model Shop Sale

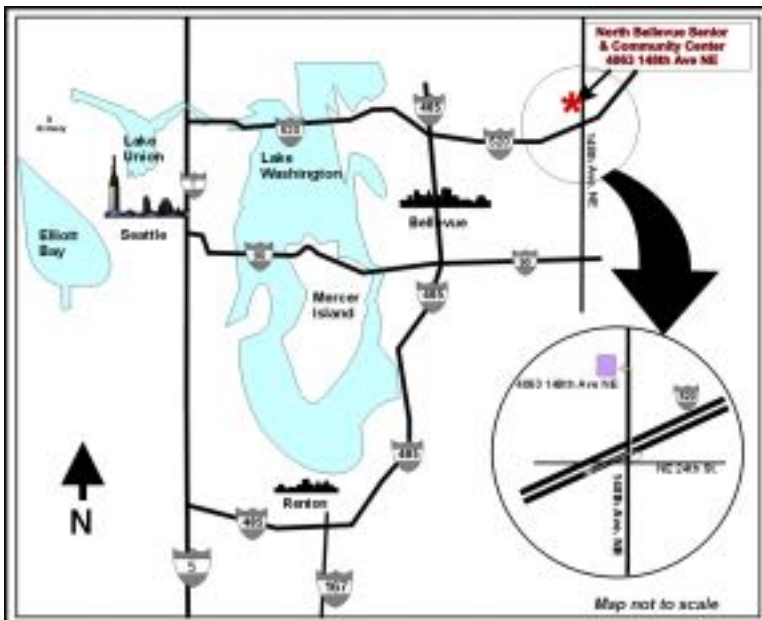
Skyway Model Shop will have their annual "June bug sale" the weekend of the meeting, June 11 and 12. There will be 20% off everything in the store and 50% off selected items.

Sidewalk sale, weather permitting.

For more information, see [www.skywaymodel.com](http://www.skywaymodel.com)

## Meeting Reminder

## Meeting: June 11



### 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.