

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2016

PREZNOTES



Time For a Change?

Fact: IPMS Seattle currently has a membership of around 100 people. It is one of the largest chapters in the IPMS/USA network of model clubs.

I have been a member of IPMS Seattle for over 30 years, joining in 1985. The Chapter has a few key positions that have needed filling in each of those 30 years: President, Treasurer, Vice President/Secretary, and Newsletter Editor. Since the popularity of the internet skyrocketed, we came up with the idea of having a web site, and thus needed a Webmaster. The chapter also hosts an extremely popular Spring Show, and thus we have a Show Chairperson together with a Show Committee, consisting of the various area show managers: Head Judge(s), Registration, Raffle, Make N Take, Meet and Greet.

At this moment, I am currently the Chapter President. Spring Show Chairman. Show Publicity Manager. Show Vendor Manager. Eric Christianson is our Vice President. Raffle Manager. Robert Allen is our Newsletter Editor. Spring Show Meet and Greet Manager. Show Awards Manager.

When I joined the chapter in 1985, a gentleman by the name of Tom Weinel was President. He was also the Newsletter Editor. I took over the latter position within a couple of months of joining. And shortly thereafter Mr Weinel quit the Presidency. A group of three stepped up to help run the Chapter: Terry Moore, Keith Laird, and Andrew Birkbeck. In the last 25 years of running the Spring Show, we have had a small handful of Head Judges: Andrew Birkbeck and Kevin Callahan. Jim Schubert and Ted Holowchuk. Charlie Sorenson. Mike Millette and John Chilenski. Terry Moore was affectionately called "President for Life". Spencer Tom and Norm Filer did yeoman service as Treasurers for ages. Norm, Tracy White, Jon Fincher worked

the website before John Kaylor took it over. Jon Fincher also was Spring Show Chairman. Prior to Robert Allen taking over the Newsletter back in 1998, we had Bob LaBouy running the presses.

Many of the above named folks have occupied multiple positions within the hierarchy of IPMS Seattle over the past 30 years, or have held the same position year in and year out for five, ten or even more years. Some of us are happy to continue, at least for the time being. Others have recently quit: Eric Christianson is finished as Spring Show Raffle manager. Spencer Tom is finished with being Treasurer and Membership Secretary. Others are now over the age of 80, and perhaps are in need of a well earned break.

So if your name isn't listed above, if you aren't currently a manager with the Spring Show Committee named Morgan Girling or Tom Dunford, if you haven't been Newsletter Editor for 18 years like Robert Allen, then PLEASE consider which of the key positions within the chapter might be right for you. We need volunteers moving forward to start learning the ropes to allow us to transition smoothly one officer or manger to the next. Think about this, please.

Cheers,

Andrew

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

Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 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.

October 15 (Third Saturday)
December 10

November 12

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.: _____

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Airfix 1/72nd Scale F-51D in Canadian Colors

by Jim Bates

In 1982, the Canadian Warplane Heritage acquired a former RCAF (Royal Canadian Air Force) P-51D Mustang that was soon repainted in the colors of an RCAF Mustang 4 that flew with 424 Squadron, an Auxiliary Fighter Squadron that flew out of Mount Hope, Ontario, in the late 1940s. I was just 10 years old at the time and I was captivated by the large tiger badge painted on the side of the Mustang. The tiger was adapted from the CFL Hamilton Tigercats logo, and knew I just had to build the model. In 2016, I accomplished that goal!



Although a few RCAF Squadrons flew the Mustang with the RAF during World War Two, it was just post-War that the RCAF took the Mustang on strength. The RCAF wanted to replace their P-40s and Mosquitos and they sourced over 100 P-51D Mustangs from the United States and designated them Mustang 4. Two regular strength Squadrons, 416 and 417, were equipped with the type, but most of the Mustangs were passed to the Auxiliary Squadrons. The 424 Squadron Mustangs, flown by former fighter pilots now serving as weekend warriors, helped defend the population centers of Hamilton and Toronto. Most of the Mustangs were struck off strength in the late 1950s and early 1960s, after a decade of service. Many of the aircraft survive to this day; RCAF Mustangs make up a large portion of the "warbird" P-51s still flying at airshows.

Why did it take me over 30 years to build the coveted "Tiger" Squadron Mustang? For the longest time, it was sourcing the appropriate decals. Both Ventura Decals and Arrow Graphics took a crack at the Tiger markings but neither were satisfactory. When Leading Edge Models released their 72.81 Eastern Squadrons decal sheet in 2012 the model came to the forefront of my project list. Airfix released their new tool F-51D at about the same time, so there was no question it was time to get moving and build the model I had been looking forward to for years.

There have been at least three boxings of the Airfix "New Tool" P-51D since 2012. The best boxing to search out is the F-51D, which includes an additional sprue with bombs, rockets, and the uncuffed Hamilton Standard propeller I required for my chosen subject.

The Airfix Mustang is molded over two sprues of soft grey plastic and one clear sprue. As with all of the newer Airfix kits, the moldings look good and have nice detail. However, one is struck with the thought that, if Airfix used a slightly harder plastic the kit could look much better. The detail is excellent, although the cockpit instrument panel is represented by a decal. The panel lines are engraved, though some might find them a tad too emphasized.

The cockpit floor also includes the under fuselage scoop ducting, so do not forget to pre-paint the ducting and fuselage sides before assembly. The cockpit consists of a seat, instrument panel with decal, gunsight, seat, and a control column that I defy anyone to remove from the sprue without damage (I broke mine and had to create a new one from plastic rod). I painted the cockpit with various dark greys in order to create the "scale black" necessary for the cockpit of most RCAF's Mustangs. I assembled the fuselage halves with no issues, but I did struggle fitting the wing to the fuselage. I had to shave the wing root so that the correct dihedral was maintained. It is very possible that I didn't remove enough plastic from the rear of the wing where it slides under the lower fuselage scoop, because I could not get the wing to fit cleanly and some filler was needed under the nose. Otherwise, the filler stayed in the jar with this build. You can also lower the flaps, the first 1/72nd scale P-51 kit with this option. Most P-51Ds at rest are parked with the flaps lowered so I choose to fit them extended. The standard kit includes only drop tanks, but the additional sprue includes a set of rockets and bombs. My original plan was to separate the rocket mounting stubs from the rockets and fit only the stubs...a common RCAF fit. But I lost a few of the minute stubs, so my Mustang has only the wing pylons fitted.

While my kit's landing gear was well molded, it is not odd to find the main landing gear warped. They should be easy to bend back into alignment. Much like the control column, it would take much more skill than I possess to remove the fuselage antenna from the runner without it shattering. Finally, something appears to have gone wrong with the horizontal stabilizers and a few panel lines that delineate

the elevators are missing. The fastidious modeler will scribe them in, but I was lazy and ignored it.

Sadly, Airfix has aped the Tamiya design of the clear parts and molded the solid frame and clear bubble separately. I was able to carefully join the parts with Tamiya Extra Thin Cement, but it wasn't without stress. Also, the windscreen is a butt joint to the fuselage with no lower framing with which to hide any mistakes. Sadly, I didn't get as clean a joint as I wished. I masked the canopy and gave the airframe a coat of Mr. Surfacer. To my shock, no remedial seam work was necessary! I sprayed the Mustang with Gunze Mr. Color H8 for the natural metal, Tamiya Flat Aluminum for the separate rudder, and the Gunze Chrome for the spinner.



The Leading Edge decals are interesting. They are beautifully printed, but they are quite thin and willing to fold over with the slightest provocation. Oddly, they take minutes to release from the backing paper, not the seconds we are all used to.

Once the decals were dry, I added the small parts, removed the masking, and I applied a wash to the perforated cooling vents under the nose. Finally, 34 years after I first fell in love with it, I now have a 424 Squadron Mustang on the shelf.

While the Mustang is my least favorite of the new tool Airfix kits I've built, it is still a very nice kit and great value for the money. The self destructing control column and antenna, odd canopy engineering, and missing scribing on the horizontal stabs are frustrating, but it does have the lowered flap option. The Tamiya kit has slightly better detail and panel lines and shares the same annoying canopy engineering choices, but it has the flaps molded in the retracted position and is quite a bit more expensive. I guess it's just a matter of paying your money and making your choice!

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





Vallejo Thick Mud Weathering Effects

by Eric Christianson

We live in a Golden Age of modeling, we do. It seems that not a day goes by before some new product is offered to plastic modelers. This time around comes a set of excellent diorama weathering effects offered by Vallejo called 'Thick Mud'. As the name suggests, each of six varieties offered contains a different shaded sludge mixture that looks, acts, and cleans up like mud.

This is the stuff that I have tried to perfect for years: a magical mixture of water, paint, pigments, dirt, sand, and a fixing agent. Vallejo has simply taken the guesswork out of it, and cleverly rendered the concoction in an easy-to-use and easy-to-clean acrylic medium.

The set includes the following shades:

73.807 European Mud – this is probably the closest shade to the kind of mud we have up here in the Pacific Northwest. It can best be described as light-brown in color.

73.808 Russian Mud – I would characterize this as Black, but then I might get it confused with a still blacker mud below. This mud is certainly a very dark brown.

73.809 Industrial Mud – A light greyish shade, almost like wet cement.

73.810 Light Brown Mud – This takes the cement-colored mud above and adds a yellow tint to it - easily the lightest color in the bunch.

73.811 Brown Mud - This is darker and browner than European Mud, and offers a nice middle ground to the other shades.

73.812 Black Mud – this stuff is Black. Sludgy black. I'm not sure where I am going to use this, but when I need something really black and dirty, I'll know what to reach for.



These products have a consistency of imported brown mustard. Don't bother shaking the bottle; nothing is going to move around inside if you do. While you can thin it with water, doing so defeats the purpose since the result will be a runny, dirty, mess. Kind of like watered down mud, actually!

When used on a model, the mud is light-weight and perfectly colorfast, meaning the color you set down is the color it dries to. It will stick to anything when dry, including DS and rubber track.

I found that applying the mud with a short, stiff-bristled, flat-ended brush works best and provides the most control, allowing you to brush it on a surface, build it up in corners, or push it into cracks.

The mud dries fairly quickly depending on how thick you layer it on (about an hour or so for a medium thick coat of varying applications). While some modelers may prefer the slightly glossy finish the mud has when dry, I felt a flat finish (using Vallejo Matt Varnish) looks more realistic, at this scale at least.

I used these products with two other Vallejo Weathering Effects (Snow and Crushed Grass) on a recent IPMS build review (Dragon Soviet Su-76i Self-Propelled Gun), and while this was my first attempt using these effects, I felt the results weren't half bad.



As a military modeler, I am really trying to move to acrylics across the board, and Vallejo's recent effort into weathering effects goes a long way in helping me towards that goal. These Thick Mud products are relatively cheap at \$3.75 each, they're colorfast, and they're easy to use and clean up. I heartily recommend these products for all modelers.

I would like to thank Vallejo for providing these review samples and to IPMS USA for giving me the opportunity to try them out.



Above right: Su-76i track

Above and middle left: Dragon Su-76i with Vallejo Weathering Effects

Below left and right: Working the Su-76i



Bronco Models 1/35th Scale Pz. Kpfw. III Ausf. A (Sd Kfz 141)

by Andrew Birkbeck

The Panzer III (Pz Kpfw III) was Germany's first main battle tank, all previous designs being smaller so-called "scout" tanks. In early 1934 the German Army, now rearming after the National Socialist (Nazi) takeover of the German national government in 1933, put in motion via the Army Weapons Department plans for a new medium tank weighing 24 tonnes and with a speed of 34 KPH. Daimler-Benz, Krupp, MAN, and Rheinmetall all submitted design proposals and produced prototypes, with Daimler-Benz being awarded a contract for production of the new tank in 1937. The new tank was designated Panzerkampfwagen III Ausf A, and ten vehicles were completed by the end of the year. Armor on the new tank varied from 5 to 15mm and was designed to protect it from small arms fire and shell shrapnel. The main armament, mounted in a revolving turret, was the 3.7cm KwK. 36 anti tank gun. Also mounted in the turret were two 7.92mm MG-34 machine guns, with a further machinegun mounted in the front of the hull. Of the ten vehicles produced under the designation Panzer III Ausf A, two were unarmed. Small batches of vehicles under the designation Panzer III Ausf A through D were produced (10 – 15 vehicles per batch) before the first mass produced version of the Panzer III, the Ausf F, started rolling off the assembly lines in 1939. The Panzer III Ausf A is easily recognized by its large five-per-side road wheels, whereas the Panzer III Ausf B through Ausf D all have much smaller road wheels, eight per side, before arriving at the mass production versions, which have six road wheels per side. The Panzer III Ausf A vehicles fought in the Battle for Poland in September 1939 before being withdrawn from frontline service.



What's in the Bronco Box:

- 6 sprues of gray plastic parts
- 3 large gray plastic parts: lower hull, upper turret shell, upper hull unit
- 1 small sprue of clear plastic parts
- 4 small sprues of brown plastic parts (track pins)
- 17 small sprues of brown plastic parts (tracks)
- 1 fret of photo etched brass parts
- 1 sheet of water slide decals with four different marking options
- 1 color instruction booklet, 20 pages, with 27 assembly steps

The instructions that come with the kit are typical of Bronco's range, that is very well laid out and easy to follow. As with every Bronco military vehicle kit I have ever built, this Panzer III kit is loaded down with masses of parts, all very well detailed, and many of the parts are very small, and quite fragile. Care must be taken when removing the parts from the sprues to avoid them being damaged, or flying off into the nether regions of your model room, never to be seen again. The parts are for the most part flash free and mainly free of unsightly ejection pin marks. There were no sink marks experienced on any of the parts. The photo etched brass parts are in some cases so small as to be almost unusable. I will be honest and say that this kit is for the experienced modeler. This isn't a criticism as it can be in some cases, but simply an honest assessment of the complex nature of this kit, and its numerous small parts.

Lower Hull – Sections 1 thru 4

Construction begins as with most armored vehicle models, with the lower hull. Bronco gives the modeler a large one-piece hull tub, which has clearly been produced with the latest in slide mold technology. It is extremely well detailed. The road wheel cushioning springs are lovely three-part units, and when assembling them, study the assembly instructions carefully, as there is a small pin on the assembly's base that needs to be facing in the correct direction in order to mate up with the road wheel arms. Note too that the front and rear road wheel arms are different part numbers than the middle three, even though on the instructions they look identical. Don't mix them up. Use a straight edge ruler to align the ten road wheel arms, five per side.

Running gear – Section 5 & 6

If you examine the main road wheels, parts A62 and A63, you will notice that they have a “step” in the rubber tire section of the wheel. There should NOT be such a step, and it appears Bronco misinterpreted a photo of the Panzer III Ausf A’s road wheels in the book *Panzer Tracts No. 3-1 Panzerkampfwagen III Ausf. A, B, C, und D* by Thomas L. Jentz and Hilary Louis Doyle, page 3-34.

What to do about this error? Well, you could always ignore it and move on, but I must admit that not only is this “step” wrong, it also just “looks wrong”. The moment I looked at the wheel parts I said aloud, “wow, what gives?” So for me, leaving them as is wasn’t an option. The next thought was to grind the step off, which would leave the modeler with wheels that were too small, and not enough rubber on the wheels. And the rubber section is quite prominent on the Panzer III Ausf A’s wheels, so this didn’t work for me either. In the end I found some Evergreen plastic strips of the correct width, though slightly on the thick side, and glued these into the “gap” next to the step. Once the glue had set up for a couple of days, I took a sanding stick and sanded down the slight step caused by the height of the Evergreen strip, and evened it out with the step of the Bronco part. This took a little time, but it fixed the issue nicely.



Note that the parts A46 and A45 are small “caps” that are sandwiched between the road wheel halves, parts A62 and A63, as well as between the idler wheel halves, parts A1 and A2. These caps look identical, but they are NOT, so again, don’t mix them up. In Section 7 Bronco has the modeler glue the road wheels, idlers and drive sprockets to the hull sides. This is a delicate operation, as the whole suspension is very much to scale, and the attachment points for the wheels to the suspension arms isn’t that “bulky”. I glued the first and last road wheels to the arms first, and then put them in a little homemade jig to get them lined up nicely. Once these were solidly set up, the middle three road wheels were glued to the arms, and the lower hull put back into the alignment jig. Once this was completed for both sides of the hull, the idler wheels were attached, lined up with a jig, and when set solid, the drive sprockets were attached. No jig required for the sprockets!

Muffler/Rear End and Front Upper Hull – Sections 8 thru 10

The two mufflers that attach to the rear of the lower hull are five-part units, and drilling out the exhaust pipe, parts B17, will improve the look of things. On the front upper hull plate, part D3, the modeler glues headlights and a siren. I left these parts off until the end of the kit’s assembly to avoid potentially knocking them off. I drilled the mounting holes for the headlights, parts A28, a little deeper so that the posts weren’t glued flush to the main plate. The front hull access hatches are four separate parts, and allow the modeler to position them open or closed. But having them mounted open at this point is rather pointless, as there is no interior detail underneath them. However, should you wish to wait for a potential aftermarket detail set, or scratch build your own, the “open” option exists for you!



Track Assembly – Section 11

“Be careful what you wish for”, as my Mother used to say. Bronco gives the modeler the opportunity to build a fully articulating set of tracks, utilizing individual links, individual track pins, and a handy dandy assembly jig. Many modelers have asked for such detail over the years. Bronco obliges. The jig is made from a vinyl-like plastic which is impervious to my usual Tamiya green top liquid cement. Each track link has three sprue attachment points that if you are very careful with your snipping, won’t have to be cleaned up with file or sandpaper. But the tracks are true to scale, so a bit on the fragile side, and need careful removal from the sprues to avoid damage. THEN the modeler needs to line up the links on the jig, and mount the track pins in such a way that they hold the links together, but without getting too much glue on the pins/tracks so that the modeler ends up with NON-articulating tracks, or worse, tracks glued such that you can’t drape them

accurately. And while the instructions say that each side should have 97 to 99 links, I advise that the modeler stop at 94 links for a test fit, and then add one link at a time until they have the correct number of links. And don't assume that each side is identical! The assembly of the tracks was very tedious, and time consuming, but ultimately fulfilling! For the record, I ended up with one set of tracks on "backwards". HOWEVER, all was not lost (I had glued them down to the return rollers, drive sprocket, road wheels and idler wheel: they weren't going to be easily removed and repositioned). Turns out that it wasn't unheard of for Panzer III tracks to be put on backwards in the field! So I can sleep soundly at night, knowing my model with backward tracks isn't "wrong".



Fenders – Section 12 thru 15

There are a lot of fiddly little parts when it comes to the assembly of the fenders. Bronco gives the modeler the option to deploy the front and rear fender "flaps" up or down, and they give you the delicate locking mechanisms in a series of fragile plastic and tiny PE parts. Unfortunately they don't give the modeler alternatives, i.e. the ability to utilize ALL plastic parts or a mixture of plastic and PE. You have no option but to use the PE parts, which turned out to be a bear to remove and clean up. And being PE, they were flat, when they should have been curved. In the end I opted for the flaps up at the front, and down at the back, and didn't use the locking mechanisms. So sue me...

The on-board tools for attachment to the fenders are very nicely detailed, and come with latch mechanisms molded on. Not quite to scale, but far easier for the modeler than tiny PE latches, IMHO. The vehicle jack comes in eight delicate and very well detailed parts plus two nicely detailed mounts which are plastic, NOT PE. These latches have tiny plastic wing nuts!

Rear Hull Assembly – Section 16 and 17

Here you will find the use of some small PE parts for the towing cable holds, plus PE engine screens. Nothing here to concern the modeler who takes their time to read the instructions carefully. Note there are options for the engine louvers, so make sure you don't mix things up.

Upper Hull/Turret Ring – Section 17 and 18

Bronco allows for the modeler to mount the hull vision hatches open or closed, utilizing some very tiny PE parts for the hinges. The front hull machine gun is a very well detailed multi-part assembly, and there are a number of other detail parts for mounting inside the hull in the area of the machinegun. However, despite these detail parts inside the front of the hull, there are for all intents and purposes no driver or machine gunner station detail parts. The model includes a well detailed folding antenna for the side of the hull. This was left off and painted separately to be installed at the very end of the modeling process, to avoid damage.

The Main Turret – Section 21 thru 27

While there isn't much internal detail in the hull, the turret is another matter. It is festooned with delicate detail both outside and particularly inside. Crew seats, turret ring detail, extremely detailed twin machine gun units, and main gun breech detail is all included: both PE and plastic parts. All the various hatches, both side, front and top have internal and external detail and can be mounted open or closed. I chose to keep the hatch for the twin machine guns open, but closed up the rest. The commander's cupola is a multi part affair, allowing for the all round vision slots to be mounted open or closed. The main cupola part, J1, is a marvel of slide mold usage, but does have a mold seam line that needs careful removal. Careful study of the instructions allowed me to complete the turret assembly in good order.

Bronco provides the modeler with a small decal sheet covering four schemes. All the vehicle markings are white, and the printing appears to be nicely opaque and the carrier film thin:

Option 1: "Unidentified Unit", Germany, 1938-1939. This option covers a pre-war Panzer Gray and Red Brown color scheme, with minimal vehicle markings.

Option 2: "Unidentified Unit", Germany, 1939 vehicle "231". Overall Panzer Gray.

Option 3: "Unidentified Unit", Germany, 1940. Vehicle has no numbering, simply three small white Balkenkreuz.

Option 4: 1st Battalion, 1st Panzer Regiment, 1st Panzer Division, Battle of Poland, September 1939. Vehicle "223", overall Panzer Gray. This is the vehicle I chose to model.

Once the kit was fully assembled into two sub assemblies, hull and turret, I airbrushed these with Mr Surfacer 1200 lacquer primer thinned with Mr Self Leveling Thinner. I have recently become a huge fan of acrylics, but whenever I have a model with large photo etched brass parts, I revert to lacquers for their maximum “stick-ability” when it comes to paint adhesion over multiple materials. This primer left a lovely smooth surface on which to apply the main color coat, which was Vallejo’s acrylic-polyurethane German Panzer Grey Surface Primer, 73.603. This is an excellent and very robust paint, and I use it both as a primer and as a regular paint. I lightened the shade with the addition of Vallejo’s White Surface Primer, 74.600. This was thinned with Vallejo’s own acrylic thinner, plus a few drops of their acrylic airbrush cleaner.

Several light coats of this mixture were applied to the two sub assemblies, and when dry to the touch, I mixed the base color plus more white, and applied a panel preshade. I left the paint to dry overnight, before applying a few light coats of Pledge Floor Care Finish (aka Future acrylic clear) to provide an ultra smooth surface onto which to apply the decals.

The decals were cut from their sheet, and dipped into water, and I must say the decal glue only took about 20 seconds before the decals were easily slid off their backing cardboard. Before applying the decals to the model’s surface, I lay down some of Gunze Sangyo’s Mr Mark Setter, in the blue topped bottle, the milky white compound. Once the decals were in place, and I had mopped up any excess Setter, I let the decals sit for about ten minutes. Then I applied the more robust of my decal setting solutions, Walther’s “Solvaset”. I did this because the decals needed to go over a lot of heavy rivet detail on the turret sides, and I wanted to make sure the decals sucked down like limpets over this detail. After the first application of the Solvaset, I waited five minutes, and then gave each decal another application. After ten minutes, I wicked up any excess Solvaset with small sections of paper towel. I then left the decals to “do their thing” overnight. The next morning, the decals had performed admirably, and for the most part had indeed snuggled down like limpets over the heavy rivet detail. In a couple of areas though I thought they could do a little better. So I applied some more Solvaset onto the offending areas, and let it sit there for about two minutes. I then got a Qtip and dipped one end into the bottle of Solvaset. I gently pressed the damp Q-tip vertically down onto the decal, and “pressed” the decal down onto the rivet detail being very careful as I did so to avoid tearing the decal. This all worked like a charm, and after letting the decals dry again over a 24-hour period, they looked great.

I followed up with some more light coats of Future over the decals to seal them. I then mixed up some dark brown/black oil paints in Mona Lisa brand mineral spirits and applied this “wash” to the model to pick out the detail on the model’s surface. After 24 hours, I then took Q-tips dipped in Mona Lisa thinner, and whipped away any excess “wash”. When I was happy that things looked decent, I left the model to dry for 48 hours. I then airbrushed a number of thin coats of my new favorite “dull cote”: AK Interactive AK183 acrylic “Ultra Matt Varnish”. If you want the matt-est matt finish around using an acrylic, THIS is the stuff. I didn’t have any AK Interactive thinner on hand, so I used Vallejo’s Airbrush Thinner 71.161, and it worked just fine.

Following this, I picked up a suitable “Wood” color from Vallejo’s acrylic range (they have a couple in the line, “new wood”, “old wood” etc) and carefully painted the on board tool wooden handles. Once thoroughly dry, I then applied some Vallejo “Smoke” color over the wood, which gives a very nice effect. Once dry, a few mist coats of “Ultra Matt Varnish” were applied to the tools. Then I got out my container of Uschi “Metal Polishing Powder” Steel Type. This is as the title implies a very fine gun metal colored powder, which I apply to machine gun barrels to give them that shiny look. You paint the machine gun barrel matt black, and then rub the powder onto the black areas using your finger tip once the paint is thoroughly dry. Lastly I mounted the hull side radio antenna.

Overall this is a superb kit, with tons of finely molded detail. Thanks to the easy to follow instruction booklet, I did not experience any difficulties assembling the parts. But due to the large number of these parts, and the fact that many of them are very delicate, I would only recommend this kit to someone who has a good number of armor kits already under their belt. Lovely as it is, this to my mind is NOT a kit for the beginning modeler. But it does assemble into an intricately detailed scale model that will look great in your display case! My sincere thanks to DragonUSA for supplying IPMS USA with this review sample.



Williams Bros. 1/72nd Scale Northrop Gamma Kit Reissue

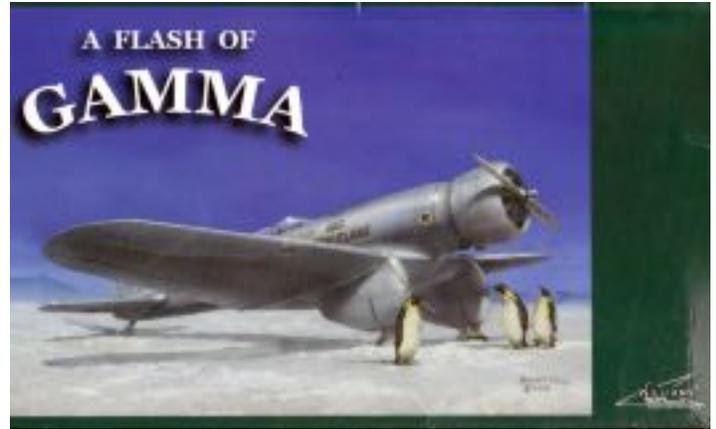
by Jim Schubert

Thursday September 22, on my regular trip into Seattle for the day, I visited, as usual, our local connection – Emil Minerich’s Skyway Model Shop and bought the only Williams Bros. reissue of the 1/72 Gamma kit that he had left for \$29.42, which includes sales taxes.

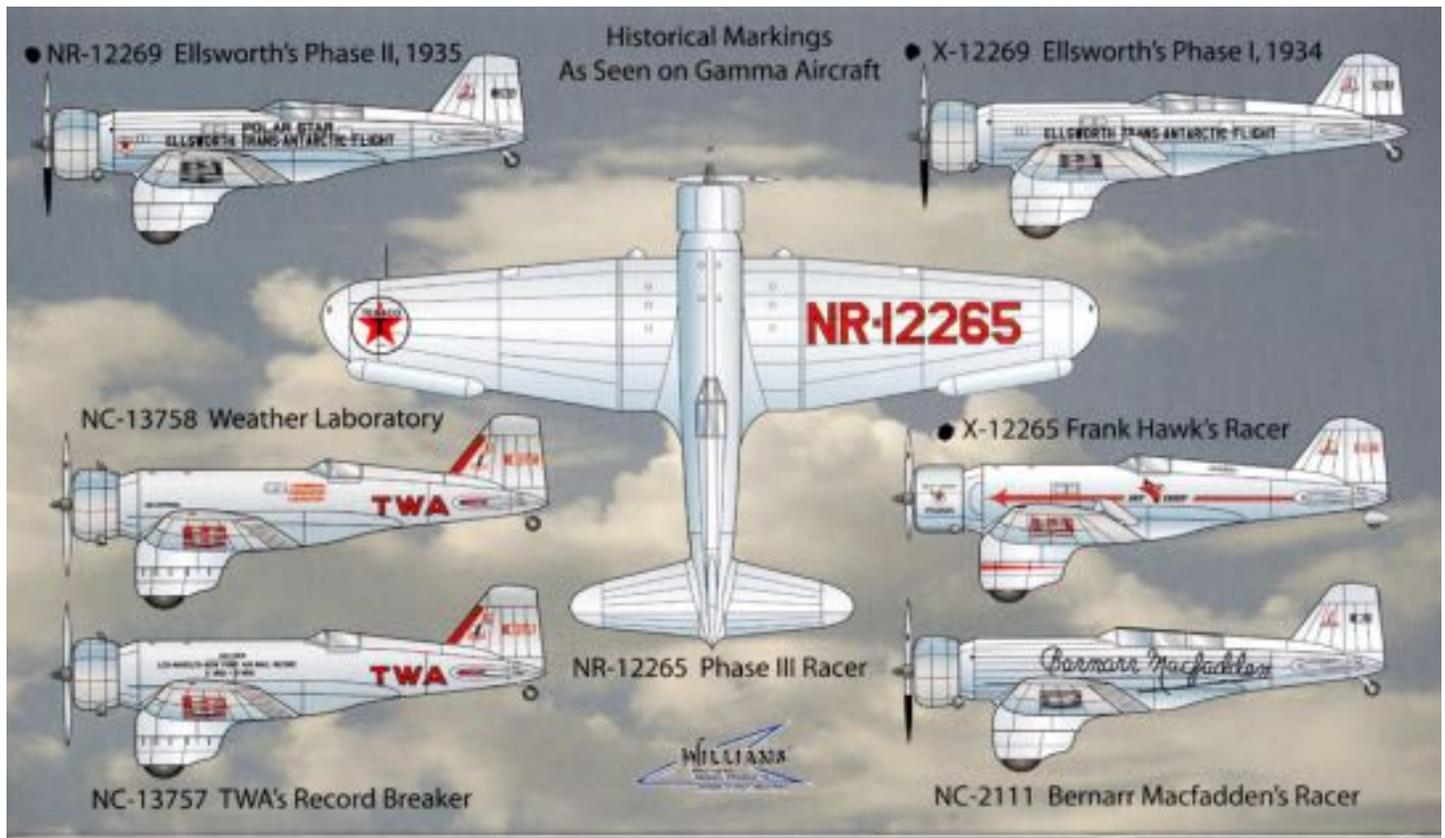
Don’t rush out and buy one until you’ve read the following!

The decal sheet is beautiful and quite impressive and the kit is in a delightfully illustrated box.

The kit includes decals and painting instructions for seven different configurations. Skis are not included to do the physical configuration shown on the box top; nor are the penguins.



The parts included in the kit will enable you to build only four of those seven out-of-the-box and they are the same four covered in the initial release of the kit many years ago. The parts in the reissue are identical with those of the original issue. This configuration problem revolves around the windscreen and canopy issued with the original kit and which are the only option given in this kit providing for either the single-seat cockpit or the tandem two-seat cockpit which are of the five-faceted, low, narrow, original configuration. The balance of the subjects require the three-faceted, high, wider configuration in either single-seat or tandem with high canopy fairing to match. These last parts are not included, nor is there any mention of the windscreen/canopy differences in the instructions. The colors and markings instructions show, but do not mention, the fact the windscreens/canopies are different. This omission of the correct windscreen/canopy parts implies that the five-faceted parts may correctly be used for all the configurations provided for on the



decal sheet; this is not right. Model builders will discover the differences in their researches and make the needed correct parts. The situation makes the presentation of the reissue a bit of a disappointment to me.

A paragraph in the instructions notes:
INTRODUCTION OF NEW TECHNOLOGY; 3D PRINTING – OUR FIRST STEP INTO TRYING SOMETHING NEW WILL BE THE INTRODUCTION OF 3D PRINTED PARTS SOON, ON THE WEBSITE, YOU WILL FIND A 3D DOWNLOAD FILE FOR THE SKI OPTION LANDING GEAR. YOU WILL BE ABLE TO USE THIS FILE TO PRINT YOUR OWN PARTS, OR HAVE THEM PRINTED BY A FRIEND, OR 3D PRINT SERVICE, COPYRIGHT FREE. THIS ALLOWS US TO PROVIDE THE OPTION OF A NEW PART WITHOUT THE COST OF CUTTING ON VINTAGE MOLDS, FOR AN OPTION THAT ONLY A FEW MAY UTILIZE. ANY FEEDBACK ON THIS CONCEPT IS GREATLY APPRECIATED!

The website is at www.wmbros.com

Personally, I think this idea is wildly premature for the state-of-the-art of 3-D printing and general access to it. The techies amongst you will, probably, disagree with me.

A general corrections (vac windscreens, canopies and high canopy fairing), after-market kit of parts and, perhaps, additional conversion kits for the skis and floats look to me like the better way to go. But then, I am a computer-illiterate, old, fuddy-duddy, traditionalist Luddite. Such correction/conversion kits would be a walk in the park for after-marketers.

I now have four of the Gamma kits, which are, on balance good kits. This sets me up to build three Gammas and one Delta. Some year – maybe; you know how it is. I have the Esoteric vac fuselage conversion for the Delta; the cockpit contours, of which are a bit off but easily correctable.

Whichever of the many Gammas you choose to build from this fine kit be sure to check your references; I don't think any two of the 60 (Some sources say 62) Gammas built were identical in configuration.



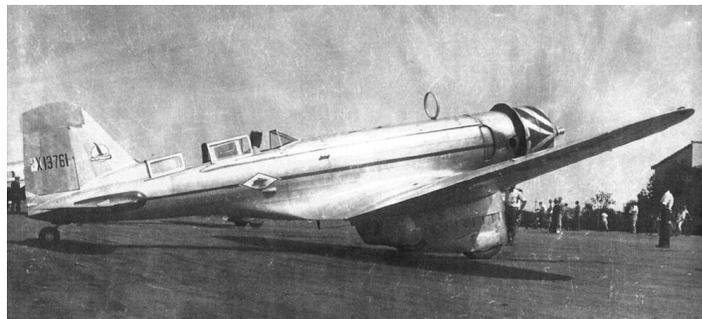
Original single-seat, low, five-facet canopy



Original two-seat, low, five-facet canopy



Single-seat, high, three-facet canopy



Two-seat, high, three-facet canopy



Daniel Carey's; skis not yet rigged

50/50 Model Partnership

by John DeRosia

Negativity! Complaints! Bad News! Unfortunately that seems to be the 'norm' for most peoples' lives. You almost can't escape it from the day you are born until, well, the day you just can't take the models with you anymore. Rats! Studies have shown in a typical ordinary day – we are exposed to 56 gigabillion12 trillionmillion negative things daily. Okay - I lied. Could be as much as eight less than what I stated.

Let's get the facts straight. I also am one of the 'normal' people on this planet and what I am exposed to. The hardest thing is to try to tune the 'junk' out as much as possible.

Even hobbies – no matter what kind - have their share of negative things about them. From costs, people's comments, accuracy, locations of events, not liking so and so and on and on. (See Figure 1.) I remember someone at one meeting saying they read on a forum where a guy went on for pages how bad a kit is. But our member with the same kit did not have those challenges. Perspective? Mindset?

Let me talk models and me.

I view my life around this hobby as fun and positive. For most of it. Life around me and the planet is the item I am going to purposefully tune out. Some of you may be similar to me. In our hobby – models – you get to sink your teeth into being creative, artistic, dreaming, and so many tons of positive fun things.

Some people don't get it. Life I mean. They live in the junk day-in-day-out – no association to good stuff or people like we see all the time in our hobby. We can't change the world – but can help one person at a time who wants to enter a more positive environment and then make better changes to themselves.



Figure 1.



Figure 2.

Now - about kits. I think of all the kits I do – or parts I use in my scratch builds - as a 50/50 model partnership. Well, more like a 99.78% to my .22% relationship. Just my take. “John - what in the holy plastic do you mean?”

The 99.78% of the hard work to make a kit, I give major applause to the company that put it out for us. To me - doesn't matter if it is a state of the art, or an old kit with every part having flash.

They have to do the hardest part. I'm an engineer and have designed many parts/mechanisms etc. – that has its challenges for sure. But to then take and make them into something you can touch and feel. Sorry folks, these tool and mold makers are the wizards of our hobby. Just my opinion. I honor all of them - no matter from which company I use their kit.

Some of you have made 'masters' and maybe made a few parts here and there. But try to pump out a whole kit with 45 parts, 156 parts, 800 parts and on and on. Then get them molded, placed in boxes, add instructions and 1,001 other incredible details to have to do. It's not always going to be perfect. Realize this though. We get the easy part. We buy a kit 100% ready for us in a box.

Yeah – I have had my share of what some of you talk about: “It's a terrible kit!” But, I don't approach my challenges that way. I say to myself - I get to be artistic, paint it, fix it, alter it, and make it work for me. They (kit makers) already did the hardest part (the 99.78%). I just add the 100% ingredient called FUN. I applaud myself (humbly) for problem solving, and truth be told – if I complained so much to myself about a kit - I would hang up the hobby and take up ballet dancing. YOU DO NOT WANT TO SEE ME IN A TUTU!

“DANG my toes hurt in those stupid tiny flimsy slippers and those leotards are too tight and that music...blah blah blah...!!!!”...”

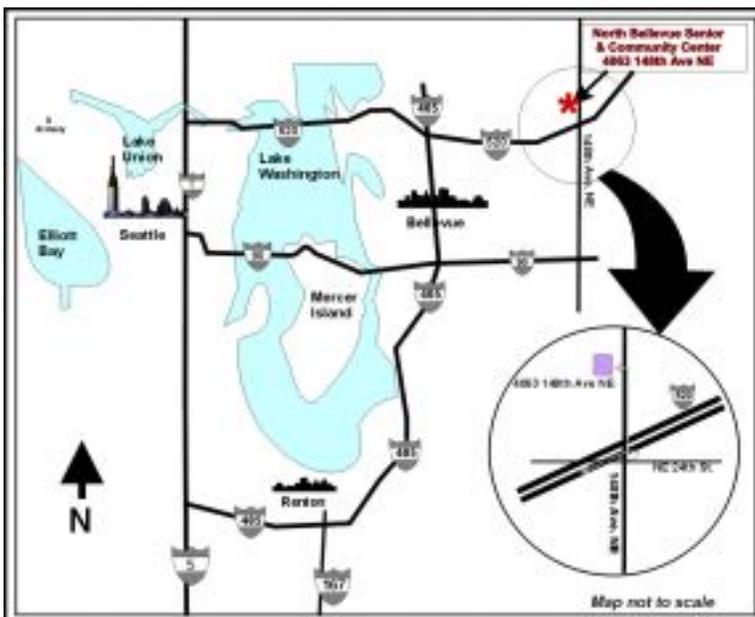
The challenge and the positive outcome is - you take that 99.78% hard worked molded plastic kit and made it into a 100% winner to you. You feel good, are proud of your work, and that's the message we love to hear from you. Be proud when you show it at meetings or enter a contest. Do not worry about the others and what they think.

Remember the saying. You get to control your self-talk. Talk and think it positive. (See Figure 2). Look for the good!

I want to see your happy face at the next meeting – no matter what you are working on! Have fun. Then some more...and don't stop!

Meeting Reminder

Meeting: October 15 (Third Saturday)



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.