

Seattle Chapter News



Seattle Chapter IPMS/USA
September 2016

PREZNOTES



Summer Is Over, But the Fun Has Just Begun!

At the start of each summer here in my neighborhood, a small white painted wooden shack appears on a patch of vacant grass next to the Post Office. This is the fruit stand of Spooner Berry Farms, a family owned farm out of the Olympia area, providing daily fresh picked berries almost right to my front door. Starting with the most delicious strawberries you will ever taste, they move through to raspberries, marionberries, and end the summer with blueberries. The last blueberries went on sale this past Friday, and sold out quickly. Hint one that summer is over.

Hint two that summer is over involves the return of the kids to school. Having borne the brunt of 11 weeks of "summer vacation", parents around the area of grinning from ear to ear knowing that the little urchins will be returning to school within a few days' time! My son being one of them (not so little), entering his final year of high school here in North Seattle, GO RAIDERS!

And finally, hint number three: a rainy Labor Day Weekend! NOTHING says "End of Summer in the Pacific Northwest" like a soggy Labor Day Weekend! And true to Mother Nature, Seattle has delivered yet again, witness the multi car pile ups up and down I-5 as my son went to Starfire Stadium in Tukwila to play a soccer game in the rain yesterday morning! Time to remember how to drive in wet conditions, oh my Seattle area brothers and sisters!

But fear not, dear readers, for ALL IS NOT DOOM AND GLOOM! For with the end of summer, comes MODELING SEASON! Rainy days, fewer daylight hours: for some this bodes ill, but for me all it means is increased modeling productivity as I switch from yard work and other outside

activities, to indoor projects, especially modeling! And with the Autumnal equinox occurring on September 22, the new season brings MODEL SHOWS! Time to dig out the newly finished models, pack them into travel containers, and drive south or north to visit two of the best shows going: the Oregon Modelers Society Fall Show at Camp Withycoumbe, Clackamas, Oregon on Saturday, September 24 - see further details on pages 14-15 of the newsletter or visit <http://www.ipmsoregon.org/show.html> [Note: The OMS flyer reproduced on those pages does not include times for opening doors - 9AM - and closing registration - 12 noon. - ED]. Secondly, there is the IPMS Vancouver Show Fall Show on Saturday October 8, see details at <http://www.ipmsvancouver.com/fall-show>

So it's time to think of forming a carpool to attend these great shows and choosing which of your creations to bring along to display at the contest. Remember: folks pay good money to SEE MODELS. So bring as many as you can to spread the joy of the hobby!

See you at the September Chapter Meeting.

Cheers,

Andrew

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Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 2016 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

September 10
November 12

October 15 (Third Saturday)
December 10

IPMS/USA MEMBERSHIP FORM

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(if Renewing) First Middle Last

Address: _____
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Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
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Dragon 1/35th Scale M48A1

by Andrew Birkbeck

The M48 tank was the third in a series named for the famous WW2 US general, George Patton. The first two were the M46 and M47 Patton tanks, and the M48, though looking similar to its immediate predecessor, the M47, was in fact a completely new design. It incorporated a 90mm main gun, and had a cast steel hull and turret, which was much more rounded than its predecessors, thus offering superior ballistic properties. Initial variants of the M48 had gasoline powered engines, but these proved to be poor performers, and so the M48A3 introduced a better performing diesel engine. Production of the M48 lasted from 1952 until 1959, with a total of just over 11,700 vehicles manufactured.

This is Dragon's third M48, the first being an M48A3 Mod. B released in 2013 (kit 3544) followed by an M48A3 (kit 3546) in 2014. The initial offering lacked parts for the main gun mantle dust covers, but the second kit, together with this M48A1 variant comes with rubberized DS100 parts for the mantle dust cover.



What's in the Dragon Box:

- 10 sprues of gray plastic parts
- 1 small sprue of clear plastic parts
- 1 small "sprue" of tan rubberized DS100 plastic parts
- 1 fret of photo etched brass parts
- 1 length of twisted metal tow cable material
- 1 set of rubberized DS100 plastic tracks
- 1 sheet of water slide decals by Cartograph of Italy, with 6 different marking options
- 1 black and white instruction booklet, 6 pages, with 16 assembly steps

The instructions that come with the kit are typical of Dragon's range of kits, being a bit on the "busy" side for my liking, so very careful study of each section is recommended to make sure the correct parts go in the right spot. The instructions have a handy sprue map, and as seems the case with all Dragon kits, there are lots of "parts not for use" areas marked, so again, make sure you are using the

right parts for the job at hand! The plastic parts themselves are nicely detailed, without flash, and I didn't find any sink marks or ejection pin marks in annoying places. Back to the instructions: there are a few sections that allow the modeler to choose from a couple of alternative layouts, such as the main gun mantle area. Be careful again to study the options thoroughly. I didn't, and messed up, see later...



Lower Hull – Sections 1 & 2: Construction begins as with many armored vehicle models, with the lower hull. First off we assemble the road wheels, which consist of FOUR parts each: inner and outer wheel hubs, plus inner and outer "tires". I assembled the hubs, but left the rubber tires off until after painting. The drive sprockets too are four-part units. Make sure you study the sprocket assembly diagram carefully to get the parts aligned the right way around, as it is possible to do it backwards. Once the wheels and sprockets are together, we move onto the assembly of the lower hull suspension, and again, check the instructions twice

to make sure the correct parts are going in the right spot, with the correct alignment. Next come the return rollers, and I glued their hull mounting bracket, part C4, to the inner return roller part C3, which then was glued to the lower hull. I left off the outer return roller to allow for it to be painted separately.

Rear Hull Plate and Engine Deck – Section 4 & 5: The assembly of the rear hull plate requires some use of putty to fill in a couple of notches on part D35, due to the multi-version nature of this part. The rear engine deck parts need careful alignment so that unwanted gaps don't appear. Test fit, test fit, sand/file where necessary, test fit again, and finally glue the parts in place.

Next glue the main upper hull part, A1, to the lower hull unit, again insuring it lines up on all sides. I managed to get things aligned such that no putty was required. All that was needed was a simple sanding of the seam area where the two parts jointed together.

Road Wheels and Suspension Arms – Section 6: Dragon's instructions have the modeler assemble the road wheel suspension arms to the assembled road wheels, and then glue these units to the lower hull sides. I deviated from the instructions by gluing the suspension arms to the hull side, and using a straight edged metal ruler, insuring the arms are all in alignment with one another. I left the attachment of the road wheels for later in the construction sequences. I also did not follow Dragon's instructions, and left off the drive sprockets until later when I added the tracks.

Turret Parts – Section 9: As proof of how "all over the place" Dragon instructions can be, we now turn to the assembly of the turret gun mantle and the commander's turret cupola. The clear plastic parts for the vision ports (H9 & H10) of the cupola I left off until the cupola was painted and weathered. Nothing at all complex involved with this Section, just follow the instructions.

Hull Fenders – Section 10 thru 12: Next comes the assembly of the tank's fenders. Storage lockers, strengtheners, on-board tools, all come together nicely. There are a number of photo etched brass parts utilized in this area, but nothing that should cause anyone any issues, as the PE parts are pretty simple, and are large enough to grip successfully with pointed tip tweezers. The front hull headlight arrays are also assembled and attached at this stage in the proceedings. I decided to keep the headlights off at this stage to avoid having them damaged during the rest of the construction sequences. I drilled holes in the base of the headlights, and affixed thin brass wire into the holes using superglue. I then drilled mounting holes into the headlight frames (parts J4 & J5) to mount the headlights at a later stage. Once the various parts were glued onto the fenders, the fenders were in turn glued to the hull sides. A little putty was required to fair the fenders in around the turret ring. I utilized an acrylic, water soluble putty called "Perfect Plastic Putty" by Deluxe Materials. Excess putty can be cleaned up with a wet Q-tip. Thus I was able to get away with next-to-no sanding of the cured putty.

Turret Assembly – Section 13 thru 16: We now come to the assembly of the M48A1's turret. Due to the use of the main upper turret shell part F20 in multiple variants of the M48, Dragon has the modeler carefully cut off some small parts of this turret shell for the M48A1, and also fill some holes not required for this variant of the M48. I then jumped straight to the assembly of the tilt mechanism for the main gun, so that I could get this installed inside the turret quickly, thus allowing me to glue together the upper and lower main turret shell parts, F13 and F20. Once the glue set, the seam line could be cleaned up, before moving on with the attachment of the exterior parts to the turret.

The assembly of the rear turret basket, which comes in five parts, proved a little tricky to line up. You really need three hands to do this easily, but I persevered, and got things nicely in alignment prior to attaching to the turret's rear. And why did Dragon's instructions have the modeler assemble this way back in Section 8, rather than with the rest of the turret? Probably for the same reason they had you assemble the commander's cupola in Section 9: i.e. "who knows". This is a slight annoyance with many Dragon kits I have built over the years, the occasional lack of logic in the assembly sequences.

The main gun in the kit comes in two parts, but not top and bottom, but rather front and rear. The gun muzzle and about one quarter of the gun tube is part F16, while the rest of the gun tube is part F14. Thus you have to be extra careful to line these two parts up in order to have a straight gun tube. This design does however eliminate the seam line which occurs on a top/bottom gun tube assembly sequence common on many other model kits. Once the gun tube was solidly glued it came time to attach the rubberized DS100 dust



protector “canvas”, parts I4 and I1. This on the instructions is an alternative feature, and I have photos of many M48A1 tanks both with, and without the dust covers, so it is up to the modeler which to do.

And here is where disaster struck for me. The first part of the disaster involved putting the wrong dust cover on. For some reason as I built the model, I had a series of M48 photos I kept referring to, but most turned out to be M48A3s. This variant has an accordion shaped dust cover at the base of the gun tube. And the Dragon M48A1 kit includes this on the DS100 “Sprue”. So silly ol’ me installed it on my gun tube. WRONG, the M48A1 has a different cover, which looks a bit like a shortened elephant’s trunk, part I4. But this error was the LEAST of my problems. For as usual, I assemble all of my models utilizing Tamiya liquid cement, in the green topped bottle. I swear I have utilized this to glue DS100 parts before, but something REALLY bad happened this time. Anywhere the Tamiya glue touched, cracks started to appear in the DS100 plastic, fissure-like cracks! The DS100 parts were literally tearing themselves apart before my very eyes. As I watched the cracks literally appearing before me, I grabbed some super glue, and put a drop immediately before where the cracks appeared to be heading, and this stopped the continuation of the cracks. I then doused the DS 100 parts “suffering” from this destruction with extra thin super glue. The cracking ceased. But the damage was massive cracks everywhere. The next day I took two part Epoxy Sculpt Modeling Clay, mixed some up into tiny balls, and with a wet toothpick, started to fill up the cracks. Then a damp Q-tip was used to smooth and contour the Epoxy Sculpt. I then took the two other DS100 parts that I had yet to glue onto the model, part I1 and I5, the first being the main mantle dust cover, the latter being the cover for the Commander’s cupola, and super glued them onto the model. Result: no reaction, no damaged parts.

As I say, I swear I have used Tamiya green topped liquid glue before on DS100 parts without disaster. So I am not sure why this tragedy occurred with these parts. Has Dragon changed the formula for their DS100 plastic? I have heard recently of other issues with DS 100 plastic reacting badly to the harsher paint solvents such as lacquer thinner and even strong mineral spirits. Who knows, but forewarned is forearmed. Use super glue to be sure of avoiding damage!

I now found myself with three main subassemblies: the hull with fenders attached; the main turret with gun barrel and dust covers attached, and the Commander’s cupola. Plus a bunch of road wheels with separate rubber “tires” and the drive sprockets. These were all primed with Vallejo’s black acrylic polyurethane primer, and left to dry for two or three days. I have found that if you allow the three day drying time (which is the manufacturer’s recommendation), the primer is very resilient.

Next came the application of color, in this case overall green. My research indicated that at the time these tanks were in frontline US service, they were painted two different hues of green, one for Army M48s, the other for Marine M48s. Since it was the Army that utilized the M48A1, Army Green it was to be, and a good match for this is Tamiya XF-74 Olive Drab (JGSDF). Normally I would thin this with Mr Color Self Leveling (lacquer) thinner HOWEVER due to the earlier disaster with the DS100 parts I decided to be cautious and thin with Tamiya’s alcohol based acrylic thinner. I airbrushed all the sub assemblies bar the rubber “tires”, and when dry, I then took the base color, and lightened it with some Tamiya XF-60 Dark Yellow. This was then used to lighten various panels and highlights on the main parts. The tires were left black primer color and cemented onto the painted wheel hubs. Then after a day’s drying time, a few light coats of Pledge Floor Care Finish (aka Future acrylic clear) were airbrushed over all the painted parts and again, left to dry overnight.

The decals for the kit are produced by Cartograph of Italy, and are top quality. Everything is printed in register, the colors are opaque, and the decals commendably thin. There are six different color and marking options, or should I say markings options (as all the colors are the same, green!). Five are US Army, one is West German Bundeswehr.

- Option 1: 3rd Battalion, 35th Armor, Lebanon 1958
- Option 2: 4th Armored Division, W. Germany 1959
- Option 3: 3rd Armored Division, W. Germany 1960
- Option 4: 40th Armored Brigade, W. Berlin 1961
- Option 5: 40th Armored Brigade, W. Berlin 1961
- Option 6: “Unidentified Unit”, Bundeswehr 1965

I went with Option 4. The decals went on extremely well, utilizing the Gunze Sangyo two-part decal setting solutions in the green and blue topped bottles, Mr Mark Setter and Mr Mark Softer. Mr Mark Setter, Blue Top, includes a milky white substance in its formula, which seems to act as an anti-“silvering” compound. You apply this to the model’s surface, then apply the moistened decal onto the Mr Mark Softer solution, and position the decal. Mop up any excess solution, and leave to dry about ten minutes. Then apply some Mr Mark Setter, to help the decal conform better to the surface. My one major objection to this kit’s decals were the vehicle serial numbers that go on each side of the tank, on the storage lockers. On my vehicle they say “US Army” plus a six letter/number serial. WHY Dragon/Cartograph couldn’t have printed these as one decal, instead of SIX individual decals, I don’t know. It was a real pain getting

the six to line up evenly. Once all the decals were in place another 24-hour drying period was allowed for before I airbrushed multiple thin coats of acrylic clear over the decaled areas, both to protect them, and to blend them into the model's surface.

The three main sub assemblies were then given an application of a dark brown "wash", consisting of artist's oil paint, thinned with Mona Lisa brand mineral spirits. This is the least harsh mineral spirits I have come across, yet it does the job just fine. The "wash" was applied to all the rivet detail, and the recesses, and left to dry overnight. The next day I took a series of Q-tips, dipped in Mona Lisa thinner, and cleaned up the excess "wash". I now left these subassemblies to dry for three days, to insure the oil paint had a lengthy time to dry.

Once things had dried thoroughly, I painted the rubber portions of the outside return rollers a dark gray, and when dry, glued them in place on the model. Next I glued the road wheels in place. I had already glued the DS100 rubber band track together using SUPER GLUE, having learned from my earlier mistakes. The two track sections had been painted with Vallejo acrylic polyurethane dark gray primer both to seal the track material with a non-corrosive material, and to color the rubber sections of the track. I now took the track and mounted it onto the model. I slipped it over the front idler wheel and road wheels first, then took the drive sprockets, and applied glue to their sprocket mount on the hull side. MAKE SURE you test fit the sprocket to the mount first, as you will find that it fits perfectly one way, and not so perfectly the other way. Even though the sprocket LOOKS like it can fit on either way, clearly it doesn't, so get it right! I then mounted the sprocket with track to the model, and clamped the sprocket in place to dry for six hours. Repeat on the other side of the hull. I found that the track was a near perfect fit for the vehicle, given it has so called "live track", and thus no sag. Utilizing more super glue, I then super glued the track down onto the return rollers, to the idler wheels and to the sprocket, so it was firmly in place.

The very last item on the instructions, Section 16, shows the mounting of the track to the model. It also shows the mounting of two small wheels and what I presume is a track tension arm. These units exist on the earlier M46 and M47 Patton tanks. Looking at photos of the M48 prototype, the tension arms and their wheels are present. Looking at photos of M48A1s in action, they are there in some photos, but not in others. They appear on photos of early M48A2s, but then seem to disappear on later marks of the M48 completely. So I am not sure for the M48A1 if the wheels/tensioner arms were optional, or were deleted either on late production M48A1s or when these vehicles went in for major overhauls later in their life? Either way, what is troubling is that Dragon's instructions are VERY poor when it comes to how to mount these wheels/arms. I can't for the life of me figure out a sturdy mounting platform for them based on looking at the parts, and looking at the instructions. So I just left them off.

With the tracks now installed, I airbrushed the three sub assemblies with multiple thin coats of 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. Once this was dry, I applied some "rust" to the metal parts of the tracks, using various shades of rust from the Life Color acrylic range. I applied some rust to other parts of the vehicle randomly "just because" as I think it makes an otherwise dull green vehicle more interesting.



I attached the on board tools using Gator Glue then I attached the headlights, and I painted and drybrushed the cupola machine gun to give it a gun metal look. Then the three main subassemblies: hull, main turret, and commander's cupola were mated together. Last but not least, the hull antenna was mounted again utilizing Gator Glue.

Overall this was a fun project, and Dragon's M48A1 looks to be a very accurate model. If you carefully follow the instructions, and avoid using the "wrong" glue on the DS100 parts, you should be able to build this kit up into a super looking representation of this important Cold War warrior. My thanks to DragonUSA for providing IPMS USA with the opportunity to review this kit.



Hurricane History-Up-to-the-Minute Bookshelf: Aviation History, Right Here!

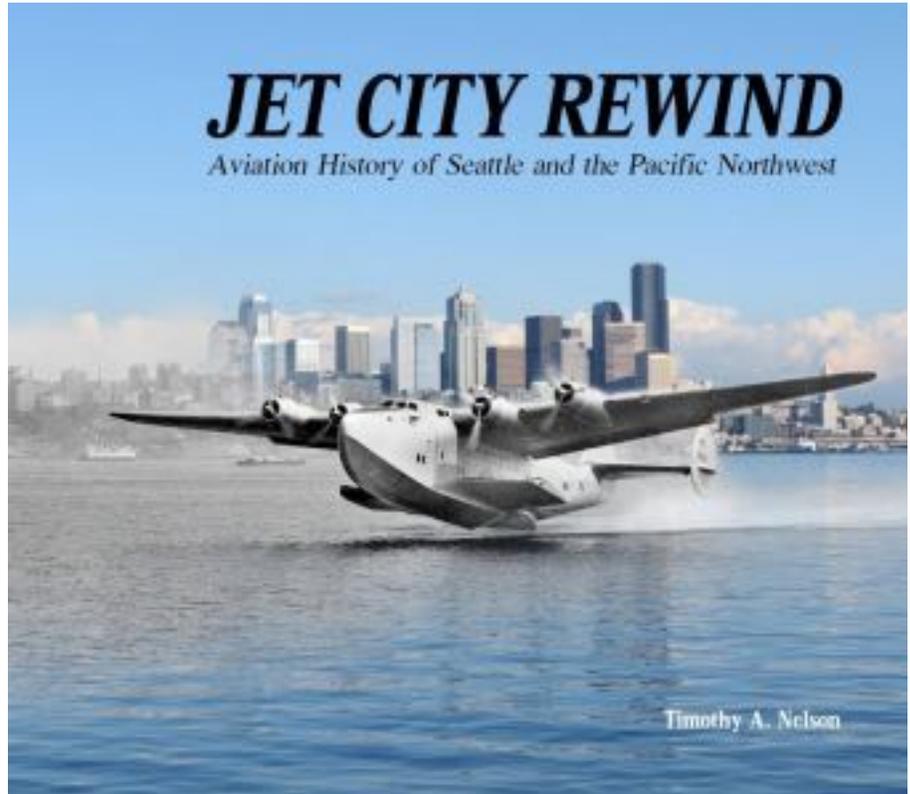
by Scott Kruize

Jet City Rewind: Aviation History of Seattle and the Pacific Northwest

Copyright 2016 by Timothy A. Nelson.
Published by Schiffer Publishing, LTD, of
Atglen, Pennsylvania. 8.5 x 9.5" hardbound,
160 pages. Archival photographs and current
pictures by the author.

[“Whozis ‘Timothy A. Nelson’?” “Why, that’s
Tim.” “Really? RocketMan?” “Yeah.”
“Oh...how about that!”]

I have a mandate from our Newsletter Editor: this month's book review is to be about the arrival of our colleague's new history-cum-local-travelogue. Recall that I must get along with Robert, not just in the normal relationship between writer and editor...but because I sometimes need an interpreter's help with many English publications. He's the only club member that can translate 'BritSpeak' and interpret the value of old English currency. I suspect Robert knows all this from his Long-Ago Past, which is somehow also tied in to his instantaneous response whenever I remark that the Lockheed Starfighter is the coolest jet fighter that ever was. “No, no! –The English Electric Lightning!”



Regardless, I would have had to write about this book release. I paged through Tim's very own courtesy copy direct from his publisher. Then Ken Murphy logged onto Amazon, as soon as they had stock, and bought copies not just for himself, but for me. It's my un-birthday, or belated birthday, or early Christmas present. Or payment for Gatorboard, or for computer consulting. Or something. Thanks, Ken!

I went through the entire book in two relaxed sittings, between build sessions for a model for the latest NorthWest Scale Modelers display at the Museum of Flight. It's Tim's take on local aviation history. Obviously him: the text is just as he speaks to us...low-key, pleasant, precise. He's dug through the archives over many years, and describes in his own words historically-significant aviation events around here. Then he does something that I've never even heard of anyone doing: he goes to these epochal event sites, stands where they took place, and photographs and describes them as they are today. You realize “Why, I could go there...I could place myself right there!” In my case, I read with amazement that I've been around such landmarks without realizing their aviation significance. I went to the UW, never relating my walks past Drumheller Fountain to the 1909 dirigible flyover during the Alaska-Yukon-Pacific Exposition. I live in Tukwila and of course frequent the MOF, without ever realizing that I've walked the Meadows, scene of the first airplane flight in the state.

Formal reviews in big-name publications often include an Interview with the Author. We can do that! I sent Tim an e-mail inquiry, and he immediately replied:

Q: You're from Texas? When did you come to the Pacific Northwest?

I lived in the Houston area from 1967 to '75. Actually lived in Bellevue 1965-66, and returned for good in 1977. I'm a second-generation Boeing guy.

Q: Can you remember when you first became interested in aviation? In rocketry and space travel?

Apollo 8, December 1968. Living in Houston during that time was pretty exciting for a young boy. As we know, that was the “golden age” of spaceflight. I loved space first, and winged flight second.

Q: Did you aim your higher education at the aerospace industry? Did you specifically plan for a career at Boeing?

Yes, I studied Aeronautics & Astronautics at the UW. I interviewed with several of the aerospace giants of the Reagan ‘defense boom’, but knew deep down I wanted to work for Boeing and stay in the Northwest.

Q: A passage in your book said you compiled and wrote it over the last five-year period, 2010 to 2015. It's obvious you've been accumulating material since way before then. Did you have anything like an ‘Aha!’ moment, when your thoughts suddenly turned to writing a book?

The idea for a “guidebook” type of history started percolating about ten years ago. There were probably two events in 2010 that served as the catalyst to really get going with it:

The 100th anniversary of Charles Hamilton’s flights at The Meadows in March 2010. Wrote an article on that which was published in cahoots with Don Conrard for Alaska Airlines’ employee magazine. That exercise was quite fun and interesting, so it fed the idea of a complete book with similar treatment of other local aviation subjects. “The Meadows” section of the book is based largely on that text.

And:

The imminent demolition of Boeing Plant 2; realized some of our heritage is disappearing.

Q: Of course I and all your fellow members of the IPMS and NorthWest Scale Modelers can ask this: how does time at your own modeling bench relate to your wider, more general interest in aerospace history?

Modeling is directly related to my historical interests, and vice versa. I only build models of subjects that are interesting to me, and those subjects (factual spacecraft, civil aviation of the 1920s and ‘30s, X-planes, etc.) condemn me mostly to the world of limited-run or cottage-industry kits. But I could never imagine 15-20 or more years ago the kits of esoteric subjects, the decals, tools, etc. we would have available today. We have been in a sustained “golden age” of modeling for quite some time now.

Q: Have you any plans—or even hopes you’re willing to share—for any future books or other writing?

I do have some ideas but they will percolate for a few years. Meanwhile, I have a day job, and time-consuming hobbies.

I’ve known Tim long enough to share speculation about all the Fame and Glory, mobs of fans, and floods of huge royalty checks ‘undoubtedly’ coming his way, which will far exceed dreams of avarice among all of us friends-and-relations of his...

Tim concluded his exchange with me by naming public signings planned, so far:

Saturday, September 17 at Page 2 Books in Burien, the independent book store, 11:00 AM – 1:00 PM; and Saturday, December 3 at the Museum of Flight. Presentation and signing, a multi-author event. Check their Web site for further details. Also, Tim plans to attend the October IPMS meeting, since it will be 3rd Saturday, so as not to conflict with the Vancouver BC Contest & Show.

Last detail, and confession: I was totally taken by—and taken IN by—the cover art. That’s the great 1938 Boeing PanAm ‘Clipper’ taking off from the Sound in front of the PRESENT-DAY Seattle skyline! That Tim: not just a fine modeler and a great historian/author, but a ‘Total Clever Dick’ photo-illustrator!

Dragon 1/35th Scale SU-76i

by Eric Christianson

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

Dragon has recently released the interesting "cross-over" SU-76i Self Propelled Gun (SPG) in 1/35th scale, marrying their excellent and accurate Panzer III/Stug III chassis with what appears to be an out-sourced superstructure. The superstructure features intricate bolt detail, and is accompanied by new storage boxes on both sides as well as rear-mounted fuel tanks. This was an unusual armored vehicle used by the Soviets, and promises to build into an unusual subject for German and Russian WWII armor fans.



Germany and the USSR employed a large number of captured enemy vehicles during WWII because of shortages in their inventories. Sometimes they also created hybrids by combining domestic and foreign components, and one example of this approach was the SU-76i SPG used by the Soviets (the 'i' denotes Inostrannaya (or 'foreign')). This vehicle is based on the chassis of either the (PzKpfw or StuG) III and featured a Soviet 76.2mm F-34 main gun. The Russians captured a large number of Panzer III/StuG III armored vehicles, many at Stalingrad, and Factory No.38 added an enclosed superstructure to the hulls. They were first issued to tank and SPG units in the fall of 1943, but were withdrawn the following year from frontline service and relegated to training use. An estimated 611 SU-76i SPGs were converted.

Opening the box - The SU-76i comes in a relatively large box for such a diminutive subject – there is a lot of space inside which is unusual for a Dragon kit. Of note: you can tell at a glance the difference between the smooth, soft, and highly detailed (Dragon) PzKpfw III sprues and the two rough and slightly brittle (non-Dragon) superstructure and weapon sprues. On the plus side, the superstructure has a nice textured surface, but the engineering and molding is rough and outdated by Dragon's standards. Not surprising, the barrel is not slide molded and comes in two halves. Since the assembled barrel has no specific orientation, the exposed seamline can be along the top or on each side, modeler's choice. Luckily, I found an extra barrel in my spare parts box for the build.

Needless to say, there are a LOT of extra parts for your parts box since only the lower hull of the PzKpfw III is used. Even the pioneer tools and other deck equipment are set aside.

The contents of the box include:

Lower hull, packaged separately.

10 sprues in soft, light grey plastic, packaged in four separate bags.

2 runs of DS Track, each run packaged separately.

1 photo-etch sheet, including mesh intake panels

1 8-page blue and white instruction sheet with 19 steps

The kit comes with six finishing schemes (one German and five Soviet) represented, using blue-and-white ink three-view drawings; and a small (but perfectly registered) sheet of decals from Cartograph of Italy. These units include:

1. Unidentified Unit, 1943 (four schemes)
2. 58th Tank Regiment, Winter-Spring 1944
3. Panzerjaeger Abt.128, 23rd Panzer Division, December 1943

The 'E' and 'K' sprues have very thick sprue connection points and are of a more brittle, grey plastic. I damaged the main upper hull snipping it from the sprue requiring cleanup with putty and sanding – take care here.

The Instructions - This is a 'fortified re-box', containing sprues from several different Dragon kits, which sometimes leads to inaccuracies in the instructions. The issues encountered have been noted below.

Things to consider before building - The lower hull is a pretty straight-forward build. The upper superstructure has fit problems, and lacks some of the modeling 'aids' Dragon uses, so I suggest dry fitting everything. You will probably need to pick up some good putty for help around the gun mantle.

Since there are no pioneer tools and other deck equipment, you will need to fill a bunch of pre-drilled holes, many of which are in surfaces that are delicately textured. I glued very thin rods of plastic into these holes and snipped them flush since sanding would ruin the texture.

Unfortunately, Dragon did not provide parts to mate the lower hull to the superstructure, instead relying on the modeler to remove large sections of plastic out of the deck and forward panels. This is a much easier process when performed before cleanup, in fact, it's probably the first thing you should do (see Step 11).



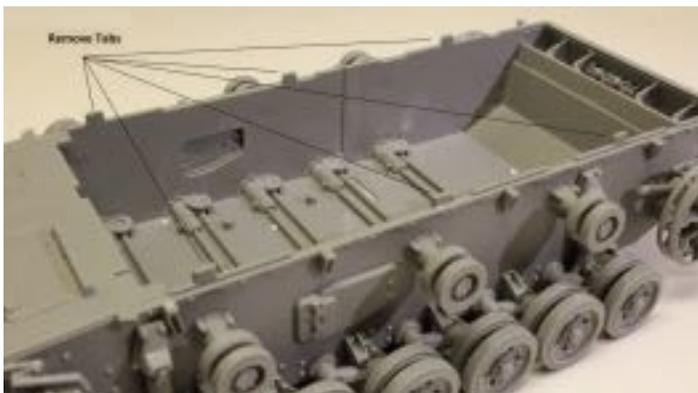
There are relatively few options (for Dragon) so there are few up-front decisions to be made. The area beneath the fenders is unobstructed so the DS track can be attached at the very end without any problems. I built the entire vehicle before painting, with the only exceptions being the two spare wheels, which were painted separately.

The Superstructure - Once the turret ring section is attached, you will be guided through assembling and attaching the superstructure – where you definitely 'move off the Dragon reservation'. The plastic is rough, the seams are significant (and visible), and the fit is poor relative to the rest of the kit. The attachment of the whole (internal) gun assembly to the inside of the turret housing is wobbly and unstable, relying on two small parts that themselves don't quite fit right since the attachment points are vague at best. Unfortunately, the location and orientation of the highly visible main weapon depend on these internal parts lining up correctly. I did the best I could and ended up with large gaps around the mantle that I used Perfect Plastic Putty to fill.

In Step 16, the rear hatches have no support and will fall into the superstructure without adding plastic supports on the inside. While the hatches can be left open, there is no detail provided on the inside if you decide go that route.

The same can be said for the two hatches in Step 19 – you will need to add plastic supports here as well. Also, the inside of the main gun shield has three significant, protruding sprue ejection marks that have to be removed since they are visible if left alone.

The Track: The two runs of DS track in this kit are very thin and beautifully detailed, and assembly was a snap. Once each run was painted and weathered (see below), I glued the ends using Tamiya 'green top' thin liquid cement and installed them without any problems. Unfortunately, Dragon did not leave enough slack in the DS track to adequately reproduce the sag common to the Mk. III, so it looks pretty tight when installed.



I am a German Armor enthusiast and I was pleasantly surprised when I saw that Dragon thoughtfully included a set of German 'Balkenkreuz' decals for a SU-76i that apparently changed hands (again!) I decided to paint the lower hull German Grey, the superstructure 4BO Russian Green, and then use some of the new Vallejo Thick Mud and Winter Weathering products to 'winterize' the lot.



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

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

Ultra Cover 'Satin Espresso' rattlecan enamel paint on the DS track, which is a little less harsh than the lacquer paint. The very thin DS material held up fine under this paint and Tamiya liquid cement.

Airbrushing Vallejo Acrylics with a (syphon-feed) Pasche Model H Airbrush: Except for my primer coat, I now exclusively use Vallejo paints in my continuing transformation over to true acrylics. I went through a bit of experimentation up front, but eventually found them to spray beautifully once I dialed in the right setup and thinning ratio. First, I pushed the pressure up to 20lbs - Vallejo recommends 12-15lbs, but I think I need the higher pressure because I use a siphon-style airbrush (Pasche H) as opposed to a gravity-feed airbrush. Once I did that, the spray pattern evened out and I lost the scatter-shot look of the paint on the surface.

Next, regardless of what line of paint I used (Model Air, Model Color, Panzer Color, or their Primers), I found that adding Liquitex Flow-Aid to an equal ratio of (Vallejo Airbrush Thinner and paint) worked well and (almost) never clogged. Not too much Flow-Aid: one drop to every ten drops of thinner. For example: in a typical paint session I would put two of drops flow-aid, 20 drops of thinner, and 20 drops of (any Vallejo) paint into a plastic, disposable cup and swish that around until it is mixed, and then pour it into the Pasche cup.

Also, and this is important: I keep the airbrush and the model moving as I spray, holding the model in such a way that I can see the reflection of the (nearly invisible) paint actually hitting the surface of the plastic. If I simply spray thinned acrylic paint until I see the color change on my dark primer, it will be too late - the paint will run. This is one mistake I made for a long time when using acrylic paint. The color is built up slowly on the surface of the plastic with consecutive passes.

Vallejo paints come in a huge variety, are odor-free, and allow me swap my heavy, uncomfortable vapor mask I use with distillate-based paints for a simple painter's (particulate) mask. I am sold.

Camouflage: I followed the pre-shade coat with Vallejo's 76.603 DunkleGrau (German Panzer Grey) Surface Primer for the lower hull and the same line's (73.609) Verde Russian 4BO Green on the superstructure. Normally I would apply a lighter shade of each as a post-shading coat, but since these colors would be 'winterized', I skipped that step this time around. After the paint was dry, I applied a coat of hairspray, followed by a light dusting of Vallejo Model Air 71.001 White. I waited several hours and then chipped away the white paint here and there using a short, stiff horsehair brush and water.

I hand-brushed Future (acrylic) on the areas that would receive decals to give them a smooth surface to set up on. I then applied the decals using the Red and Blue Micro Sol/Set system without any problems, and then followed that with an additional layer of Future to seal them. Once dry, I sprayed the entire vehicle with Vallejo Matt Varnish to knock down any shiny areas.

I received a set of the new Vallejo 'Thick Mud' weathering products (a full review will appear in next month's newsletter) and I wanted to try them on the 76i. These acrylic 'sludge gels' are colorfast and go on easily, providing you know what you are doing as far as color and layering (this is my first try!).

I started with dabs of 73.820 Snow here and there, followed (in this order) with similar applications of 73.808 Russian Mud, 73.811 Brown Mud, 73.807 European Mud, and finally 73.825 Crushed Grass. The 'Snow' and 'Crushed Grass' are from Vallejo's 'Environment' line, but look, act, and clean up just like the thick mud products. I worked from dark to light, using a short-bristled, flat-edged paint brush to blend and mash the mud into submission. The mud can be caked on or lightly worked across the surfaces using a motion similar to dry-brushing. This was especially effective along the hull and superstructure edges. I used the same colors, in the same order, for the track.

I let the mud dry for about an hour and then mixed up a batch of Windsor Newton white acrylic gouache and applied that with a paint brush here and there, focusing on the areas of the superstructure that would remain 'clean' from the mud.

Now that all the acrylic products had been used, I switched to Mig enamels for the remainder of the weathering process. I used their excellent (Rust) and (Winter) Streaking products thinned with Mona Lisa thinner, applying them here and there with a thick brush, focusing on the lower hull and rear.

I usually apply a layer of road dust at this point in time, but skipped that step this time in light of all that mud! This little guy (with such a confusing heritage!) was done.

Building this kit was a challenge due to issues with the superstructure, which seemed to have been quickly added in from an outside source. The qualitative difference in engineering and design between their (excellent) lower hull and that of the superstructure is quite evident. On the positive side, the native Dragon parts are simply amazing – the detail, design and engineering, DS Track, opening hatches, slide molding... Dragon produces some of the very finest models in the industry, and that's what keeps me coming back for more.

In the end, the Su-76i is a real eye-catcher, providing a unique addition to my model case.

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



Oregon Modelers Society

Fall Model Show and Contest
September 24th, 2016

www.ipmsoregon.org - new OMS website under construction

NEW Location!
Camp Withycombe
15300 SE Minuteman Way
Clackamas, Oregon 97015

Entrants and Guests

OMS is pleased to present Camp Withycombe as the new location for our show!

Directions:

I-205 from either north or south to Exit 12A; OR 212/224 East,
Left onto SE 102nd Ave, continue to SE Clackamas Road,
Continue to SE Minuteman Way, Right into Camp Withycombe Gate.
Show opens at 9am, September 24th, for contest entries and guests.

Our famous RAFFLE at regular times during the day!

Awards Presentations at 4pm

\$10 entry for unlimited models in the contest, \$5 for spectators.

FREE entry and contest for ACTIVE duty military!

See the Category List on the back of this flyer.

Special awards list coming soon to the website.

Free Wi-Fi and a lounge!

There are many restaurants nearby Lodging within a mile of Camp Withycombe

- Hampton Inn Portland/Clackamas - 9040 SE Adams, Clackamas, OR
- Clackamas Inn And Suites - 16010 SE 82nd Drive, Clackamas, OR
- Courtyard By Marriott Portland Southeast/Clackamas - 9300 SE Sunnybrook St, Clackamas, OR
- Monarch Hotel And Conference Center - 12566 SE 93rd Avenue, Clackamas, OR
- Comfort Suites Clackamas - 15929 SE Mckinley Ave, Clackamas, OR
- Days Inn Portland South - 9717 SE Sunnyside Road, Clackamas, OR
- Motel 6 Clackamas - 12855 SE 97th Avenue, Clackamas, OR



Oregon Modelers Society
Fall Model Show and Contest
09/24/2016 Contest Categories



SPECIAL AWARDS

- Best of Show, Judges' Choice
- Best of Show, Peoples' Choice
- Best Rotary Wing Aircraft
- Best Middle East War Subject, all eras
- Best WW2 Pacific Theater Subject
- Best Soviet WW2 Aircraft
- Best Soviet WW2 Armor
- Best WW1 Subject
- Best 1:72 or smaller aircraft
- Best Artillery Subject
- Best Early Jet Fighter, pre. 1955
- Best Century Series Aircraft
- Best Theme Rod
- Best V-8 Muscle Car
- Best Civilian Airliner
- Best Natural Metal Finish
- Best Extreme Weathering, Aircraft
- Best Extreme Weathering, Ground Vehicle
- Best Mecha (larger than 1:144)
- Best Mecha (1:144 and smaller)
- Best Star Wars Vehicle

To sponsor a Special Award or reserve a vendor table, contact Neil Springer, 360-909-7023, mehins57@gmail.com

100 – Aircraft

- 101 1:73 and Smaller
- 102 1:72 Single Prop
- 103 1:72 Multi-Prop
- 104 1:48 Single Prop/Alled
- 105 1:48 Single Prop/Axis and Other
- 106 1:48 Multi-Prop
- 107 1:32 and Larger Prop
- 108 1:72 Single Jet
- 109 1:72 Multi-Jet
- 110 1:48 Single Jet
- 111 1:48 Multi-Jet
- 112 1:32 and Larger Jet
- 113 Civil, Sport, Airliners, Racing; all Scales
- 114 BiPlanes/Vintage/Airships; all Scales
- 115 Rotary Wing; all Scales
- 116 VacuForms/Scratch Built/Conversions; all Scales

>>> **Best Aircraft**

200 – MILITARY VEHICLES

- 201 1:35 and Larger, Fully Armored WW2 or Earlier – Axis
- 202 1:35 and Larger, Fully Armored WW2 or Earlier – Allied
- 203 1:35 and Larger, Fully Armored Post WW2

- 204 1:35 and Larger, Open Top AFVs all Eras (TDs and SPs)
 - 205 1:35 and Larger, Armored Cars and Half-Tracks all Eras
 - 206 1:35 and Larger, Soft Skins all Eras
 - 207 1:35 and Larger, Towed Artillery and Missiles all Eras
 - 208 1:36 to 1:71 (including 1:48) all Eras
 - 209 1:72 and Smaller all Eras
 - 210 Scratch Builds/Conversions/Displayed Interiors; all Scales, all Eras
- >>> **Best Military Vehicle**

300 - AUTOMOTIVE

- 301 Competition, Closed Wheel
 - 302 Competition, Open Wheel
 - 303 Competition, Dragsters
 - 304 Showroom Stock, Box Stock Cars
 - 305 Street Machines/Custom Cars/Hot Rods
 - 306 Pickups/SUVs
 - 307 Commercial Trucks
 - 308 Motorcycles
 - 309 Curbsides
 - 310 Scratchbuilt
 - 311 DieCast Modified (new Category)
- >>> **Best Automotive**

400 – SHIP AND SAILING VESSELS

- 401 1:351 and Smaller, Military
- 402 1:350 and Larger, Military
- 403 Civilian, Plastic, all Scales
- 404 Submarines, all Scales
- 405 Non-Motorized, Plastic, all Scales
- 406 Civilian, Primarily Wood, all Scales (new Category)
- 407 Non-Motorized, Primarily Wood, all Scales (new Category)

>>> **Best Ship and Sailing Vessel**

500 – SPACE FACT/SCI-FI/FANTASY

- 501 Space Fact, all Scales
 - 502 Sci-Fi land vehicles, all Scales
 - 503 Sci-Fi Space vehicles, all Scales
 - 504 Large Robot/Gundam (larger than 1/144)
 - 504 Small Robot/Gundam (1/144 and smaller)
- >>> **Best Space Fact/Sci-Fi/Fantasy**

600 – FIGURE

- 601 53mm and Smaller
- 602 54mm, 1:32, 1:35
- 603 55mm and Larger

- 604 Space Fact/Sci-Fi/Fantasy Non-robot or Gundam
- >>> **Best Figure**

700 – DIORAMAS and VIGNETTES

- 701 Aircraft
 - 702 Armor/Military Small (1 Vehicle, 4 or less Figures)
 - 703 Armor/Military Large (2 or more Vehicles, 5 or more Figures)
 - 704 Automotive
 - 705 Ship/Maritime
 - 706 Space Fact/Sci-Fi/Fantasy
 - 707 Diorama – Miscellaneous
- >>> **Best Diorama and Vignette**

800 – OTHER

- 801 Flights of Fancy
 - 802 Collections (5 or more Related Models)
 - 803 Humorous
 - 804 Miscellaneous (anything not covered above)
 - 805 Group/Club Entries
 - 806 Egg Planes and Super Deformed kits
 - 807 Photoetch models
- >>> **Best Other**

900 – JUNIOR (Under 18)

- 901 Aircraft
 - 902 Armor
 - 903 Automotive
 - 904 Ships
 - 905 Space Fact/Sci-Fi/Fantasy
 - 906 Figures
 - 907 Diorama
- >>> **Best Junior**

EXHIBITION/DISPLAY

All Subjects/All Scales (Not Judged)

CONTEST RULES AND NOTES

IPMS rules and guidelines apply to contest and judging
 No Sweeps rule is in effect
 Judges will determine final model category and placement
 All judges' decisions are final.
 More rules and notes may be added in the future.
 See the OMS webpage, Contest Tab, for the most current changes.

www.ipmsoregon.org

Location – Camp Withycombe, 15300 SE Minuteman Way, Clackamas, Oregon 97015

Contact – Chris Bennett, 503-292-4390, strangeworld@q.com

Display/Diorama Material at September Meeting

by Scott Kruize

I brought a quantity of GatorBoard® to the August meeting, and it was quickly gone, so I'll bring more to the September meeting. GatorBoard® is intended for signmaking and art projects. It is different from—and superior to—artists' foam board, such as Fome-Cor®. That has paper facings over a Styrofoam inner core, but GatorBoard® facings are high-impact plastic. (I'm not sure if it's styrene.) This facing sheet material makes GatorBoard® much sturdier, more durable, and weather-proof.

It can be worked with ordinary tools. Your #1 hobby knife with #11 blade might be a bit inadequate, but a utility knife works fine, as does a fine-bladed saber saw. It can be drilled and sanded easily. CAs (superglue), epoxies, and polyurethane glues such as Gorilla Glue® all work well on its edges and facing.

For us modelers, the material is perfect as display platforms and diorama bases. In dioramas, it's useful construction material, such as for walls, paving stones, and the like. I've seen it cut into relatively light-weight but sturdy model-carrying boxes.

Being plastic, it will take tape, decals, and any of the paints we're used to. Altogether worthwhile for us to steal from the signmaking industry. Full 4 x 8' sheets are available from various industrial supply sources, but my scraps are at a much lower price per square foot.

DeRosia Likes His New Campaign Monster Truck

by Scott Kruize

I seem to have placed the first ModelFy entry for this year on the August meeting's Show-and-Tell table. It wasn't hard to make: no physical modifications to a monster truck chassis, just a patriotic new paint job and a set of braces supporting an

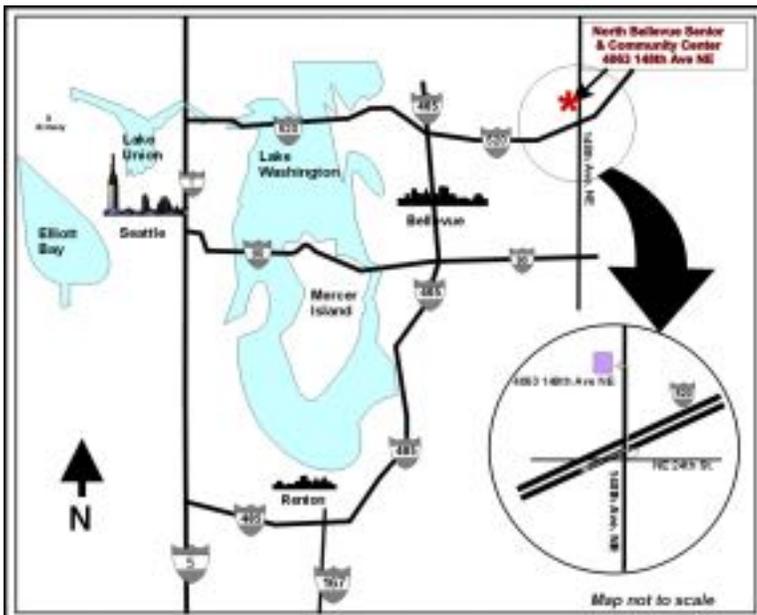
inspirational campaign sign. I hope it amused you other members; it certainly wound John DeRosia's cuckoo-clock.

I hope there will be lots of other entries to his Monster Truck ModelFy project, and I expect a more sophisticated entry will actually win the Major Award in April. But I stand by the political slogan campaign slogan I came up with: it's at least as credible as anything I've heard during this Presidential Election year! - And I'm proud to be my candidate's de facto SuperPAC!



Meeting Reminder

Meeting: September 10



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

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