

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2017

PREZNOTES



Reach Out and Offer a Friendly Smile

I would argue that the majority of folks are rather shy, especially if attending a social gathering for the very first time. I know I am. I am particularly intimidated if I turn up to an event without knowing anyone else in the room. Perhaps I saw a flyer about joining the local Film Noir group, or turned up to check out whether in fact the local Republican caucus is right for me. Either way, I am a tad nervous, as I don't know the correct social etiquette of the group, having of course never attended before. What I am hoping is that someone sees me, recognizes that they haven't seen me before, and so introduces themselves. Chances are if they do, it indicates they are a friendly, outgoing sort, and thus I am encouraged to stick around, rather than remaining alone at the back for a meeting or two, and then quitting.

IPMS Seattle has been picking up new members regularly over the past year or two. We have made a great attempt at community outreach, especially via our public displays at the Flying Heritage Collection events such as TankFest and SkyFair. If you are a member of more than a few years, I encourage you to take the opportunity to introduce yourself to the new faces that are at our meetings. We do of course invite those who are new to the club to stand up at their first meeting and introduce themselves. But after that? How about making an effort at the next meeting to look out for "someone new", and say "Hello". Perhaps you will make a new friend for life?

See you all at this Saturday's meeting.

Also: A reminder that this Saturday is also the Galaxy Hobby (Lynnwood) Spring Contest [see page 10 for more details - ED]. I believe entries can be registered on Friday afternoon/evening, for those who will be at our meeting during the period for

Saturday entries (10AM to Noon). So, enter your models Friday, come to our Chapter meeting, and then head back to Galaxy for the Awards ceremony at 3:30 PM.

Cheers,

Andrew

Upcoming Shows

Saturday, April 8, Galaxy Hobby, Lynnwood host their Spring Contest - every subject except Sci-Fi (That's later this year)

Saturday, April 22, IPMS Seattle Spring Show, Renton Community Center

Sunday, May 8, PSAMA Model Car Sunday, Puyallup Elks

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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 \$15 per annum, and may be paid to Twyla Birkbeck, 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 425-885-3671 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 2017 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.

April 8
May 13

April 22 (Spring Show, Renton)
June 10

IPMS/USA MEMBERSHIP FORM

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

Signature (Required by PO): _____

Type of Membership: Adult, 1 Year: \$10 Adult, 2 Years: \$18 Adult, 3 Years: \$26
 Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$1.00 for 1st Junior) How Many Cards? _____
 Canada & Mexico: \$15 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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2017 IPMS Seattle Spring Show at a Glance

Saturday, April 22

Registration - 9 AM until 12 noon*

Public Viewing - 9 AM until 3 PM

Judging – 12 noon until 3 PM

Awards Ceremony - 3:30 PM

Show Close – 4 PM

* Entries must be registered by noon for judging.

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Entry Fees:

\$10 for Adults (unlimited entries)

\$5 for Juniors

\$5 for Spectators

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have put the form on line for people to fill out ahead of time. Please feel free to download the form as a PDF from the address below and fill it out ahead of time.

<http://www.ipms-seattle.org/springshow/springshow-registration.php>

DO NOT FILL IN THE NUMBER! This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

PLEASE NOTE: There will be no names on the registration forms. The registration number assigned to your model when you check in for the contest will also identify you.

Raffle:

As in years past, we will have a raffle this year with lots of great models and model related prizes. You will be able to buy tickets at the raffle table during show hours.

Ticket Prices: 1 ticket - \$1; 6 tickets - \$5; 15 tickets - \$10

General web site address for Spring Show information: <http://www.ipms-seattle.org/Springshow>

Special Awards

Best Canadian Subject sponsored by IPMS Vancouver
Best British/Commonwealth Subject in Memory of George Allen sponsored by Robert Allen & Andrew Birkbeck
Best Submarine sponsored by Oregon Modelers Society
Best Bare Metal Finish sponsored by IPMS Tacoma Green Dragons/Les Sundt Memorial Chapter
Best Fire/Life Safety sponsored by Seaside Fire Service
Best Street Rod/Custom sponsored by IPMS PSAMA
Best Sci-Fi Subject sponsored by Galaxy Hobby
Best Military Subject in Honor of Dale Moes sponsored by George Stray, Roy Schlicht & Shawn Gehling
Best U.S. Subject sponsored by Woldale
Best French Subject sponsored by Djordje Nikolic & Jacob Russell
Best German Subject sponsored by Andrew Bertschi & Jon Fincher
Best Small Air Forces Subject sponsored by Mike Millette & IPMS Seattle
Best Italian Subject in Memory of Stephen Tontoni sponsored by Will Perry & Ralph Braun
Best Japanese Subject sponsored by Tim Nelson & Woody Yeung
Best Pacific War Subject sponsored by Tracy White
Best P-40 sponsored by IPMS Albany, Oregon
KaylorMade Award for Outstanding Kitbashing sponsored by Kris Kaylor of KaylorMade
Best 1/72nd Scale Bomber Aircraft sponsored by Fred May



In Our Own Backyard: An Occasional Look at Aircraft in Our Area

by Norm Filer

This is the second and last look at Kenmore Air. This time the profiles are less in yearly order and more of a “fill in the blanks”.

Taylorcraft:

Kenmore flew several Taylorcrafts. Along with the Aeroncas they were used for both rentals and flight training.

Beech Staggerwing:

The Beech probably is not one of Kenmore’s favorite airplanes. They acquired it when the owner defaulted on the repair bill. Customers loved it but while fast and luxurious, take off performance left a lot to be desired. Then there was an engine failure at Campbell River, BC that resulted in a primitive beach engine change. To top it all off the airplane and some of the passengers as well as the pilot were lost in landing in the dark on Lake Shannon.

Grumman Goose:

Another more obscure member of the Kenmore fleet. Note the three bladed props and retractable tip floats. This aircraft was later operated by Catalina Island Airlines.

The Kenmore Torpedo Bomber Beaver:

A bit of exaggeration, but nevertheless fun to think about. The Navy test facility at Keyport, just North of Bremerton, operates a torpedo test range on the inside passage near Ranch Point. After the tests the torpedoes were being trucked back to Keyport. This long difficult trip was taking about two days.

Kenmore had been hauling all kinds of stuff, from rowboats to lumber strapped to the floats of their aircraft and proposed to the Navy that they could carry two torpedoes back to Keyport in about two hours. The torpedoes were mounted in cradles backwards. More to this story below.

Rocky’s Flying Beaver:

This is a leased airplane with a whimsically interesting paint scheme. An updated, revised scheme was repainted after overhaul.

Turbo Beaver:

I said I wasn’t going to do one, but to leave out this important part of the fleet wasn’t a very good idea. So here is a typical Kenmore Turbo Beaver. To my eye, it looks better as a profile than in real life.

Cub Crafter’s Top Cub:

If this looks a lot like a Piper Super Cub that might be because that is really what it is. Cub Crafter, over the hill in Yakima has been building/rebuilding repairing selling a whole series of Super Cubs. Many aimed at the Bush pilot’s needs, but the Top Cub is a new build Super Cub. Kenmore uses them for flight training and rental. The Yellow and Black scheme is more appropriate for the old J-3 than a Super Cub, but it still says Piper Cub.

Turbo Otters:

The standard Kenmore scheme needed to be included as this is by far the prevalent markings for Kenmore’s fleet. The *Evening Otter* is of Course just a bigger *Evening Magazine* effort. A complex and nice scheme. Sure would be a challenge to model.

Cessna Caravan:

This is probably the future workhorse that will replace both the Beaver and Otter. The Grand Caravan is probably the first dedicated wheel bird Kenmore has ever flown. This Grand Caravan is used by Kenmore Express to fly between the various airfields here in the Pugetropolis area.

Consolidated PBY-5A Catalina:

Well, right up front - Kenmore never actually operated this bird. But they did come very close. Remember the Torpedo Bomber above? Well the Navy was so happy with the service they wanted to haul more. They approached Kenmore with the intent to add an aircraft

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Aircraft of Kenmore Air



Taylorcraft BC5



Beechcraft D17 Staggerwing



Grumman Goose



Early Kenmore Beaver With Torpedo



Aircraft of Kenmore Air



Rocky One Beaver



"Rocky Two" Beaver



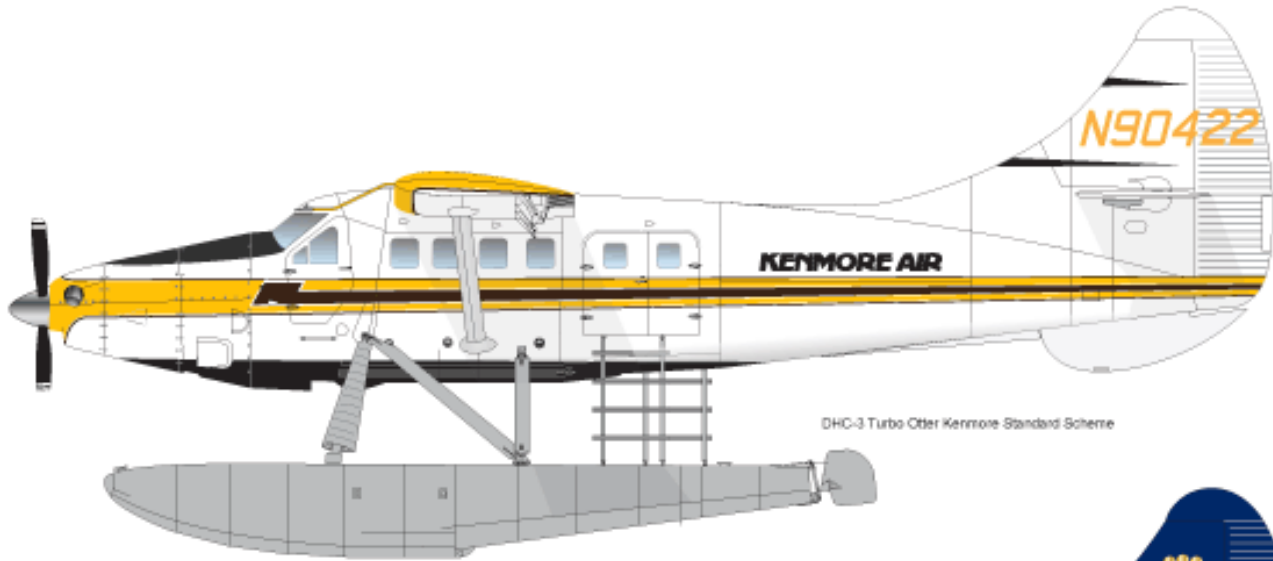
Stock Kenmore Turbo Beaver



CubCrafter's Top Cub



Aircraft of Kenmore Air



DHC-3 Turbo Otter Kenmore Standard Scheme



DHC-3 Turbo Otter Evening Magazine



Cessna 208 Caravan



Aircraft of Kenmore Air



Cessna 208 Temp. Scheme



Cessna 208 Grand Caravan



Consolidated PBY-5A Catalina

GALAXY HOBBY

We Take Your Fun Seriously!

Annual Model Contest

April 8th, 2017



- | | | |
|------------------------|---------------|---------------------------|
| Classes: Armor | Street Cars | Ships |
| Military Prop Aircraft | Race Cars | Figures |
| Military Jet Aircraft | Lowrider Cars | Dioramas |
| Civilian Aircraft | Trucks | Display Only (Free Entry) |

Huge Model Sale!!!
Lots of Door Prizes
Entry to Get Coupon for Plastic Model
FUN! FUN! FUN!

Age Groups
 Adult
 Junior (12-16)
 Youth (11& Under)

Contest Notes:

1. You may enter as many models in a class as you want but can win only ONE award in that class.
2. First place winning models of previous Galaxy Hobby contests are not eligible for additional awards.
3. It takes 4 models to make a class. If fewer models are present we will combine classes.
4. We may add classes as required.

Registration: Friday, April 7th: 3:00-7:00
 Saturday April 8th: 10:00-12:00

Entry Fee: \$5.00 for up to five models; \$1.00 for each extra model.

Schedule: Judging 1:30-2:30; Awards: 3:30
 Pick up Models: 4:00



GALAXY HOBBY

196th & Highway 99
 James Village Shopping Center
 Lynnwood, WA 98036
 425-670-0454 www.GalaxyHobby.com

Dragon 1/35th Scale MIM-104B Patriot Surface-to-Air Missile PAC-1

by Eric Christianson

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

The Black Label collection from Dragon Models offers an interesting range of novel model kits. Their latest offering, a 1/35th scale MIM-104B Patriot Surface To Air Missile (PAC-1), is not the only kitted offering of this venerable anti-missile missile system on the market; it is not even the first version of the kit produced. But, with its relatively low parts count and absence of photo-etch, it is a kit clearly aimed at modelers with a focus on buildability. Dragon includes not only the complete launcher and four possible missile pods, but also the U.S. Army HEMET prime mover – quite an undertaking in one box.

The MIM-104 Patriot is a surface-to-air missile (SAM) system is used by the United States Army and several allied nations. It is manufactured by Raytheon and replaces the MIM-23 Hawk system as the U.S. Army's medium tactical air defense system. In addition to these roles, Patriot has been given the function of the U.S. Army's anti-ballistic missile (ABM) system, which is now Patriot's primary mission. The system is expected to stay fielded until at least 2040.



Prior to the First Gulf War, ballistic missile defense was an unproven concept in war. During Operation Desert Storm, in addition to its anti-aircraft mission, Patriot was assigned to shoot down incoming Iraqi Scud or Al Hussein short range ballistic missiles launched at Israel and Saudi Arabia. The first combat use of the Patriot occurred on January 18, 1991 when it engaged what was later found to be a computer glitch. There were actually no Scuds fired at Saudi Arabia on January 18. This incident was widely misreported as the first successful interception of an enemy ballistic missile in history.

Throughout the war, Patriot missiles attempted engagement of over 40 hostile ballistic missiles. The success of these engagements, and in particular how many of them were real targets, is still buried in controversy.

What I personally remember, and what motivated me to review this kit, was the sense of great relief I felt back in 1991 when it was apparent that Israel was not going to enter the conflict, even after being on the receiving end of multiple Scud attacks. The CNN coverage of the enormous Patriot missiles heading up into the nighttime sky to meet incoming Iraqi rockets in defense of Israel was remarkable and inspiring, even if the actual results weren't.

Opening the Box:

Right off the bat, this box is big. Real big – you'll need to make some room on your workbench once you break the seals and take a look inside. The plastic used for the trailer and missile pods is crisp and flash free, and the surface detail excellent - what we have come to expect from Dragon. The HEMET prime mover, however, most likely comes from another source – the plastic is harder and shinier, resistant to adhesive, and requires significantly more clean up.

The contents of the box include:

- 13 sprues in soft, light grey plastic, packaged separately.
- Separate baggie containing 9 DS tractor tires.
- Separate baggie containing 5 DS trailer tires.
- 1 small sprue of clear plastic
- 1 piece of black thread
- 1x10-page blue and white instruction sheet with 30 steps.
- 1x2 page go-by for camouflage schemes and decal placement

The kit comes with three schemes represented, using the ubiquitous Dragon blue-and-white three-view drawings, and a very small (2x3"), perfectly registered sheet of decals from Cartograph of Italy. The camouflage schemes are loosely described as:

1. U.S. Army 1990s (European scheme – black, green, brown)
2. U.S. Army Gulf War, 1991 (Overall sand)
3. A 'hybrid' of the two, and the one used in this review – 1990s three-tone scheme with desert-sand missile pods. This scheme is represented in several photographs showing the early deployment of the system in the Gulf War.

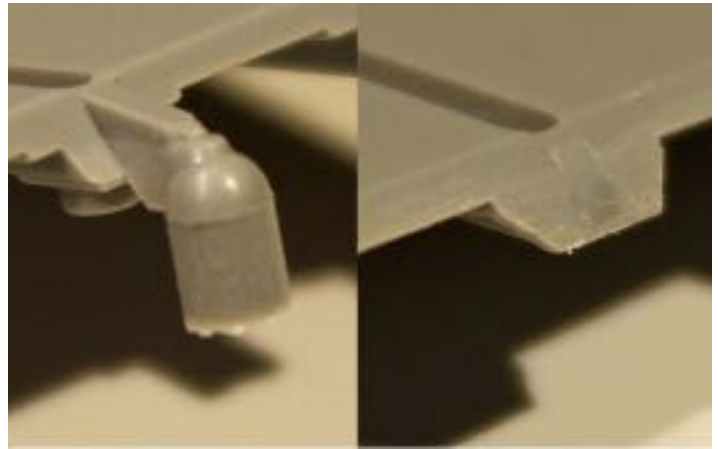
This is a brand new kit from Black Label, so every part of the trailer and launcher is used. The HEMET has some unused parts, but not many. Aside from several minor instances of the instructions not matching the sprues (called out below), the instructions are excellent.

Things to consider before starting:

The build sequence starts with the trailer and launcher, then rounds out with the HEMET prime mover. All 14 tires (12 plus two spares) can be attached at any time, so things are pretty straight forward.

The trailer has a walkway surrounded by chain link fencing. Dragon provides simple black thread for this. I wanted to show the characteristic 'droop' of chain link, so I replaced the thread with impossibly small chain link I found at a train store (see below left). Even with chain that small, the original holes in the stanchions had to be carefully enlarged.

The launcher comes with four six-part, rectangular boxes, with a total of 16 long side pieces. These parts have numerous, thick sprue plugs – 400 in all, that have to be snipped and carefully sanded flat in order for the boxes to cleanly fit since, unfortunately, they are molded onto the mating surfaces themselves (see image). I spent nearly a week on just this one task, and still ended up with large gaps between many of the joints.



The HEMET prime mover is built around two long frame members (Parts E3 and E49) that must be assembled perfectly. Somewhere along the line, while attaching one of the many cross-members, I slipped and ended up with the two frame parts slightly 'askew', unnoticeable at the time. This caused me a number of significant problems later on – enough to warn other modelers to pay very close attention to this part of the build and check your alignment with every part you add!

I treated the excellent DS tires with paint, washes and pigments before attaching them, with the two antenna) at the very end of the build.



The build-it-all-and-then-paint-it approach will work (it's what I did) but it still pays to plan ahead for the interior of the HEMET cab.

Patriot Launcher: The hardware that lifts the four boxed missiles is articulated so that you can orientate the launcher at any angle. That said, once you've decided on what you want to do, you will need to glue everything to fix it in place. 'Articulated' in this context does not mean 'workable'.

Once I cleaned up the four sides and two ends of each missile pod, the six parts came together easily but slid around a lot while drying. I was reminded of my Rubik's Cube days while I frantically flipped each pod around to make sure the many straight edges were true as the glue dried.

The HEMET Prime Mover: The plastic used for the HEMET is harder, shinier, and doesn't react to my normal glue (Testor's black bottle liquid cement) as expected, requiring me to hold or clamp pieces in order for the glue to solidify. Also, there is considerably more clean-up to do on all the parts from these sprues.

On the plus side, the clear parts are nicely beveled to snuggle into where they go in the frames inside the cab.

The Wheels: I really like the unique engineering and design of the wheels in this kit. I am a big fan of Dragon's DS material, and its use here is a big plus for me. In a perfect world, I'd prefer plastic tires with a separate tread ring around the outside to avoid the normally unavoidable middle seam, but DS tires are a close second choice. What's more, Dragon has designed the wheels to be easily painted separate from the tires, and you can choose to attach the wheels/tires early on, or keep them both off until the end of the build, allowing full access to the detailed lower chassis.

The fit of the wheels on the trailer was perfect; you are rewarded with a nice 'chunk' when they are pushed on to the axles. The fit of the wheels on the HEMET, not so good. There are eight wheels, four forward and four aft. The instructions (and on-line images) clearly show the four deeply recessed wheels on the rear, but based solely on the fit it seems that they were made for the front. Regardless, following the instructions, I worked through eight ill-fitting wheels, one at a time. The front four were very loose and had to be carefully held in place while drying, lining them up as best as I could along the way. The rear four wheels barely fit on the axles – they pushed in about 1/32nd of an inch. I had to drill out the receiving hole in each wheel so that they would slip on to the axles. Unfortunately, the exact diameter of the holes fell between two drill bit sizes, so they ended up being loose as well, requiring another round of attention as each one dried.



Painting and Finish: I was captivated by a picture I found on the Internet (see image) of two launchers, near the beach, sporting a dark European camouflage and desert-sand missile pods. I don't know the history behind the image, but I like to believe that they were rushed to the Gulf after the Scuds started flying, and had their original (European Camouflage) pods replaced with locally painted ones. I decided to use that scheme to finish my PAC 1 Patriot System even before I discovered that Dragon included that scheme in their instructions. Plus, it would give me a chance to do a European finish, a slightly complicated scheme which I have not tried in a while.

Except for priming and pre-shade coats, I used Vallejo Model Air paints throughout. I've come to really like airbrushing this paint, and I appreciate the amazing variety of ready-made colors available.

Primer and Pre-shade: I started by laying down a coat of (rattlecan) Krylon Flat Black Lacquer Paint/Primer for my dark, primer/pre-shade coat. Surprisingly, this low-cost solution sprays on easily and dries very thin and level – replacing a time-intensive task I normally use an airbrush and more expensive paint for. I use a dark primer coat to give the plastic and DS tires some grip, and to fill in the recesses - creating a shadow effect near the flat surface edges, and adding depth for the subsequent coats to come. I always let lacquer paint sit overnight in the garage to de-gas.

I then sprayed the 15 tires with Model Master US Army Helo Drab and set them aside for pigments later.

Cab Interior: I airbrushed everything using Model Air 71.093 NATO Green (Aka Field Green), detailing the rest using Surface Primer 73.613 Desert Tan (seats) and Surface Primer 73.603 German Panzer Grey (remaining detail). I then applied an overall wash using Mig Wash Brown Oils, thinned with Mona Lisa. I then cut masks for the windows, installed them, and sealed up the cab before attaching it to the front of the HEMET.

Exterior Camouflage: I started with an overall coat of Model Air 71.093 NATO Green (Aka Field Green), going easy in the crevices, on the edges and the undercarriage so some of the pre-shade black would show through. I followed this with a splotchy pattern using Model Air 71.251 NATO Black. I finished the camouflage adding spots here and there using Model Air 71.249 NATO Brown. A veteran and fellow modeler friend of mine provided me with a complete set of official (TB) painting guides for the HEMET and I (tried!) to follow that busy scheme as closely as possible.

Decals: For some reason, Dragon (or Cartograph) made the decision to place all the decals and stencils for this large, three part vehicle on a tiny 2x3 inch piece of decal paper. Decals were placed between others, aligned vertically and horizontally, and squeezed into places that would normally be available for holding them with tweezers. As a consequence, it was difficult to identify and remove the decals I needed, and, frustrated, I ended up leaving many of the stencils off. There are no stencils for the four Patriot missiles included in the kit.

With painting finished, I hand-brushed the surface areas that would be receiving decals with a coat of Future floor polish to give the decals a smooth surface to slide on to.

Once the Future was dry I went about applying the decals using the Red and Blue MicroSol and MicroSet products without any problems. Once the decals were dry, I gave the decaled areas, as well as all the places I wanted to add a pin wash to a good coat of Future to set everything up for washes and streaking. I skipped applying filters this time around since I felt that the European scheme was dark enough.

Once the Future coat was dry to the touch, I went to work adding a pin wash using Mig Dark Wash thinned with Mona Lisa. Once satisfied, I knocked down any remaining shiny areas using Vallejo Flat Varnish to prepare the surfaces for pigments.

With such a dark vehicle, I felt it was necessary to lighten everything up, especially since the vehicle would have been bleached to some extent by the intense Persian Gulf sun. I started applying pigments, working from dark to light until I had what I was after. The pigments included (Mig) European Dust, Gulf War Sand, Light Dust, and Concrete.

I created a slurry of Gulf War Sand and Mona Lisa thinner, and brushed that on the 12 'working' DS wheels, and, once dry, rubbed most of the pigment off until they looked appropriately 'dusty'.

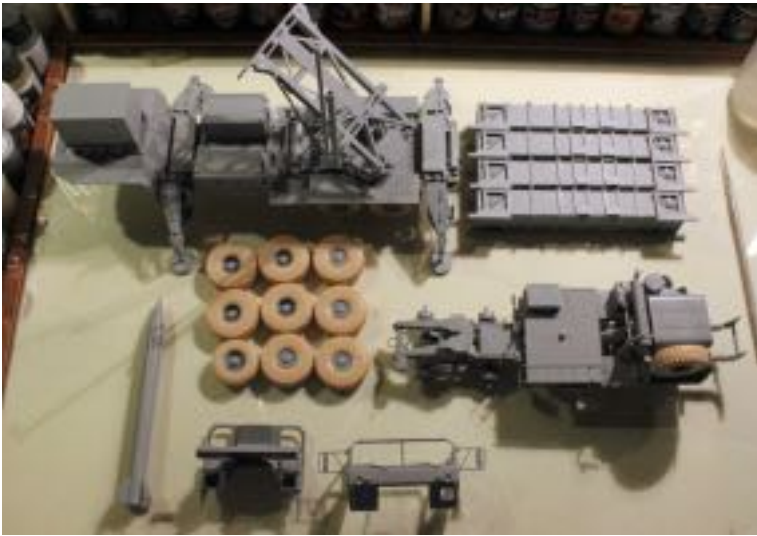
Once I was satisfied with everything, I attached the wheels, the two antennas, headlight and siren lenses, and this big boy was off to the photo booth.

Despite spending a full week of modeling sessions cleaning the parts that make up the four missile pods (!), and having some difficulty fitting the HEMET wheels on to their axles, this kit was a lot of fun to build. Most of the parts (and there aren't that many of them) fit perfectly, the design of several assemblies (wheels, stabilizer arms, launcher) is brilliant, and the instructions are mostly accurate and clear. I felt that Dragon did a good job providing this complicated missile system in a box aimed at less-experienced modelers.

Some modelers will want to trick out the rear of the launcher and perhaps the interior of the cab, but for me, this kit was good to go as is. This is my sixth Black Label build, and I think Dragon did a pretty good job here. I recommend this kit for all modelers and all skill levels.

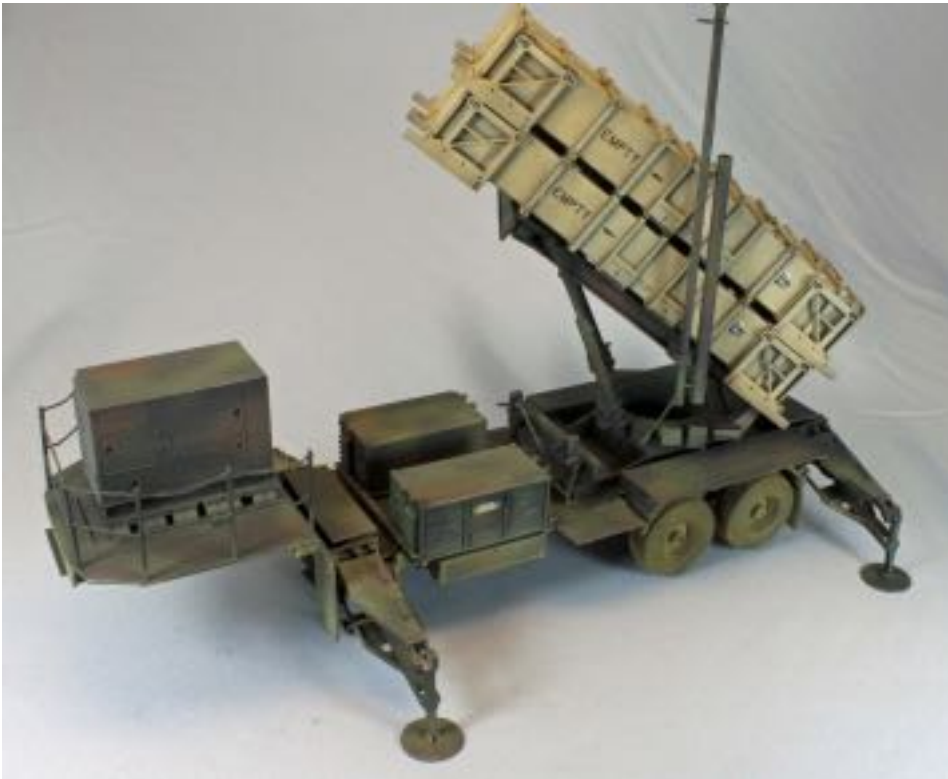
I would like to thank Dragon Models and Dragon USA for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.





Kenmore Air

from page 5



that would carry more to the existing contract.

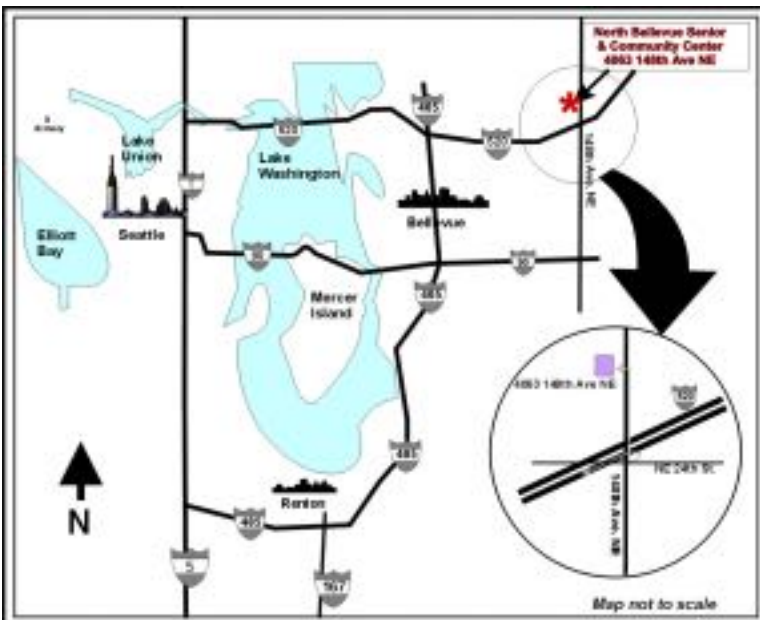
Bob Munro went to California and inspected a Catalina and determined the bird would do the job.

Instead of the planned simple addition to the existing contract, the Navy had to put it out new bidding process. Eventually it just got too complicated and the Navy went back to trucking them. So, this is a "what if" profile. In my opinion this would have been one neat Catalina.

And this wraps up my look at Kenmore Air. Not sure what will be next.

Meeting Reminder

Meeting: April 8



**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.