

Seattle Chapter News



Seattle Chapter IPMS/USA
December 2017

PREZNOTES



Twas The Night Before ChristNabiKwanznukkah

Well, it is that time of year again, when the days are way too short, the sun doesn't shine, and the stress levels for many rises through the roof. The "festive season" is upon us. Stress about what to give Uncle Bill for a present this year, even though you dislike him intensely. But he HAS been invited by your spouse to the family celebration, thus a present is required. Or it's your turn to cook the Roast Beast, and the last time you did this, it didn't turn out right, and you have a dozen coming over for the meal this year, and you are in a panic about culinary failure again. There's always "Festive Meals by Dick's Burgers" if all else fails, so don't sweat it! (Nope, they aren't open, so start sweating again...!)

Want to come to an event where everyone loves you, no panic is required, AND you might get a gift without having to supply one yourself? LOOK NO FURTHER: the IPMS Seattle "Festive Meeting and Door Prize Giveaway" event is this Saturday, December 9 at the North Bellevue Community Center! Come one, come all, and if you are so inclined, please bring something to eat or drink for the members.

ALSO: Your 2018 Membership DUES are DUE at the December meeting. Treasurer Twyla will be there to take your personal checks, or cash. \$15. If you can't make the meeting, please send your check, payable to "IPMS Seattle" to:

Twyla Birkbeck
PO BOX 15983
Seattle, WA 98115-0983

I hope to see you at the meeting!

Cheers, and Festive Greetings to One and All!

Andrew



Everyone is
invited to bring
food and (non-
alcoholic) drinks
to the December
meeting!

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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.

December 9

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____
 Signature (required): _____

Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
 Junior (max renewal \$17) Family, 1 Year: \$25 (adult - \$5, child 6-18 years) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (surface) (Checks must be drawn on a US bank or international money order)
 Payment Method: Check Money Order

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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MiniArt 1/35th Scale T-54B Early Production Soviet Medium Tank

by Andrew Birkbeck

The T-54B variant of the T-54 range of Soviet medium tanks was the last major variant prior to the introduction of the T-55 series. Production occurred from 1957 to 1959, and saw the introduction of a rifled barrel as the main turret armament, together with a two-plane main gun stabilization system which dramatically improved the probability of hitting the target.

This is the third T-54 kit from MiniArt that I have had the great pleasure of reviewing for IPMS/USA. The first, MiniArt Kit #37003, was of the T-54-1 Model 1947, the first production variant of this important Soviet Cold War warrior. For this review, see here:

<http://web.ipmsusa3.org/content/t-54-1-model-1947-soviet-medium-tank>



The second was Kit #37012, the T-54-2 Model 1949. For this review, see here:

<http://web.ipmsusa3.org/content/t-54-2-model-1949-soviet-medium-tank>

The T-54B under review today, like the T-54-1 Model 1947, is an “Interior Kit”, which means it includes an almost full interior: driver’s area, hull shell stowage, and a superb engine, plus a fairly complete turret interior. For the record, MiniArt seems to have a release program that offers the modeler a “first choice” of an “Interior Kit” followed by the release a number of months later of a “stripped-down” version, being minus the interior. I think this is a great marketing idea, leaving it up to the modeler to decide which form of the kit they wish to invest their hard-earned money in.

What’s in the MiniArt Box

- 89 sprues large and small of gray plastic parts
- 2 sprues of clear plastic parts
- 2 frets of photo etched brass parts
- 1 sheet of water slide decals with 4 different marking options
- 1 booklet, with 21 pages of black and white assembly instructions covering 100 assembly steps and incorporating a color markings and painting guide

As I said in my earlier reviews of MiniArt’s T-54 series of kits, before you start construction of this kit, you will need to figure out a very important matter: how to create a sane system to keep track of where each sprue is on your workbench and the parts thereon. With over 90 sprues of plastic parts, this is quite a task! I came up with the idea of getting a large document storage box, and a bunch of large file folders. These were then labelled “A”, “Ba”, “Cb”, “Hk” etc and the appropriate sprue(s) slipped into each folder. Then as you need a part, you reach into the storage box and pull out the appropriate folder and the sprue(s) contained therein.

The MiniArt T-54 series of kits are a tour de force of model engineering. Whether you tackle a full interior kit, or one that is minus the interior detail, each model is loaded down with parts that contain the highest levels of detail, and, thanks to CAD, that fit together surprisingly well for incorporating such a smorgasbord of parts, both plastic and photo etched brass.

Everywhere you look you find crisp bolt detail, fine weld detail, and great representations of cast metal. Strangely for a kit as new as this one, there were a number of parts with “flash”. This isn’t a big deal as some simple work with a hobby knife and sand paper soon eliminates this imperfection, but it was a surprise to see it present. The parts in this kit were without ejection pin marks that were visible once model construction was completed with one exception. One note however before construction begins: make sure you have a VERY fine razor saw blade, one such as this available from UMM USA, as seen here:

http://umm-usa.com/onlinestore/product_info.php?cPath=21_28&products_id=35

Why? Because if there is one “fault” to MiniArt kits that I have built, in terms of ease of assembly, it is that some very fine parts are attached to the sprues by masses of sprue attachment points. Even though the plastic used by MiniArt in this kit is fairly robust and flexible, there is a risk of damage if you try to remove these finer parts from the sprues with regular sprue cutters. Be warned!

Construction of the kit starts with the engine components, Construction Sequences 1 through 8. MiniArt provides the modeler with incredible detail in this area, a total of just over 40 parts for the engine and its hull mount platform. The fit of the parts is superb, and about the only thing “missing” is the wiring harness for the spark plugs.

Next comes the lower hull plate, part L19, and the start of the torsion bar installation. MiniArt offers the modeler the ability, if they are careful, to install “working” torsion bar suspension, or “fixed” torsion bars. Study the Construction Sequence (10) carefully to choose the parts appropriate for which method you wish to incorporate into your model. There are a great number of parts that need to be free moving if you choose the “working” torsion bar set up, so make sure you are very careful as to where liquid cement is used to avoid gumming up the “working” parts. If you go with the “fixed” torsion bar set up, make sure that you carefully align the parts so that when you come to install the road wheels, they will sit evenly.

Next in the instructions come additions to the interior of the lower hull plate. This includes the driver position and lower hull shell storage areas. I noticed that during the construction of this particular variant of MiniArt’s T-54 series there were a number of parts that were misidentified. The first of these appear in Construction Sequence 22. Here you will find the construction of a multi part box shaped sub assembly that fits onto the engine. At a guess (for I am no engine expert) it is an air filter unit. Parts are Ha4 through Ha18. The part labeled Ha11 is actually part Ha5. Also in this Construction Sequence, there is a shell for the main gun listed as Ha2 that attaches to the hull sidewall. It is actually part Na2. In Construction Sequence 23, part Gf8 is shown only from the rear, and thus you are clueless as to which way is “up” (the detail is on the front of the part).

In Assembly Sequence 26, we come to the assembly of the ten pairs of main road wheels. MiniArt generously provides the modeler with two distinct variants of road wheels: a version that appeared on earlier variants of the T-54 with welded ribbing, and a later all-stamped version no doubt introduced for ease of production. Be sure to avoid getting the parts for these mixed up when making your choice of road wheels. It was on these road wheels that I noticed a number of instances of “flash” appearing. Nothing major, and fairly easy to remove, but interesting on such a new kit.

When it comes to the mounting of the main road wheels to the hull, there is a rather poor join incorporated by MiniArt. MiniArt utilizes a “pin”, parts Hm3, that holds the road wheel to the hull, via a slotted point that is supposed to fit into a notched groove. This has not worked once in the three T-54 kits that I have now worked on, and I suggest dispensing with part Hm3, and gluing the road wheels directly to the hub on the side of the hull.

Another area where MiniArt has its part numbers mixed up is Construction Sequence 30, the construction of the rear hull fuel barrel mounts. There are two photo etched parts listed as “PE a12” but in fact they are parts PE a15. Also, in Construction Sequence 29, make sure you carefully study part Ca30 (rear hull plate), and drill the appropriate holes into it PRIOR to gluing it into place on the rear hull.

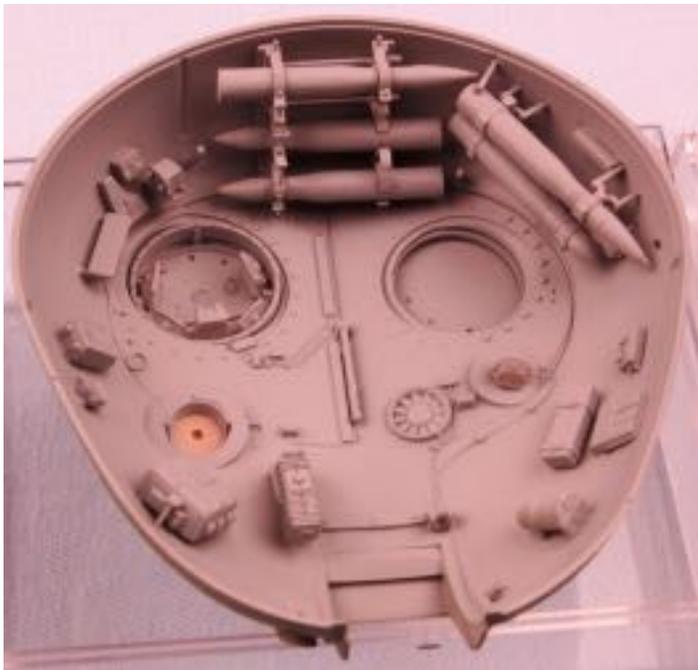
When you arrive at Construction Sequence (CS) 34 through 38, you will see a number of rear hull engine deck sub assembly sequences. Note that in CS 37 and CS 38, you install four photo-etched screens atop this detail. I would advise the modeler to take the time to prime and paint the sub-assemblies AND the PE screens PRIOR to installation. Otherwise if you simply glue these parts all in place thinking you will paint them later: A) you risk the screens getting clogged with paint, and B) the screens interfere with the paint reaching the plastic parts underneath.

Construction Sequences (CS) 39 through 47 cover the assembly of the fender fuel tanks and storage boxes, and their attachment to the fenders. MiniArt provides the modeler with very delicate fuel lines such as parts R10 and R8 in CS 45. These were attached to the sprues by no fewer than 16 (!) attachment points. Despite utilizing a very fine razor saw, these parts both broke as I attempted to remove them from their sprues. Also in CS 43, photo etched parts are once again misidentified. Parts “PE a13” are actually parts PE a12.

Construction Sequence 48 covers the tank tracks. The track parts are individual links, are beautifully detailed, and are WITHOUT any injection pin marks, so bravo to MiniArt for this! However, each track link is attached to its respective sprue by four attachment points that need careful clean up, and there are 90 links per side! I would suggest say cleaning up 10 links per modeling session over multiple sessions, to avoid “parts clean up fatigue”!

In Construction Sequence 49, you will find that tow cable parts Kb1 are fairly well detailed as such parts go, but again there are numerous sprue attachment points which tend to mar the braided cable texture of these parts. My solution was to remove the “cable” section, drill out the tow loop ends, and instead utilize an appropriate diameter of the superb line of Eureka brand cables. I love Eureka cables because the wire material they use is so forgiving when it comes to bending the cables to the angles required.

Next comes the assembly of the turret interior parts, and the detail that MiniArt has managed to incorporate into these “Interior Kits” is really nothing short of breath-taking! About the only thing “missing” is any electrical cabling that links the various sub units together in such a turret interior. The molded-on detail of the various small parts is amazing, and the fit of the parts one to another is excellent. The key to success in assembling all the various sub-assemblies into a “whole” is careful study of the instructions, and making sure that each sub assembly goes EXACTLY where it is supposed to. Get this right, and everything manages to fit onto the two main turret parts, R33 (lower turret ring) and L1 (turret shell). There are some molding flaws on the interior of turret shell part L2 which need removing. I utilized a scalpel blade with a curved blade, together with some appropriate grit sand paper to achieve a superior finish.



Following the interior of the turret, comes the exterior turret parts. Note there are alternative parts for “night operation mode”, so study the instructions carefully and make notes as to which mode you want your model in. The exterior turret grab railings that are attached in Construction Sequence 80 (parts Tc3 and Tc2) are very fragile and once again probably have “too many” sprue attachment points for their own good. Five in the case of parts Tc3, so extreme care is necessary when removing them from the sprue, and cleaning up the attachment points and seam line. Also, yet another misidentified part appears in Construction Sequence 82. The large part listed as “L6” is actually L4.

The exterior hatch-mounted 12.7 mm DShK anti-aircraft heavy machine gun, Construction Sequence 92 through 95, is a gem. Consisting as it does of nearly 30 extremely well detailed photo etched brass and plastic parts, it is far and away the best example of this gun in 1/35th scale that comes in a T-54 or T-55 kit. On the other hand, the D-10T main gun barrel comes in the kit as a one-piece unit with a small photo etched part for the barrel tip. There is excellent detail around the bore evacuator and barrel tip. The modeling quality is such that the gun is not warped, and the mold line that runs the length of the barrel is relatively easy to remove using sanding sticks, sand paper and steel wool.

Paint and Decals:

MiniArt provides the modeler with four marking options. All are for Soviet/Russian vehicles, three in standard “Soviet Green” and one in a green/white “winter” scheme. All are from the 1950s/60s time period, though no specific units are listed, nor exact geographical locations or dates. Based on my experience with the previous two MiniArt T-54 variants I have built, I presumed the decals would be perfectly serviceable, and conform well to the standard setting solutions such as MicroSet/Sol, Mr Color’s range of decal setting solutions, or Tamiya’s etc. HOWEVER, having built two Soviet T-54s already, I decided to utilize a simple set of aftermarket water slide decals from the “Star Decals” range (www.star-decals.net), sheet 35-950 “Modern African Wars, Part 1” for the kit under review. I chose a Somalia Army tank in overall green, with yellow markings. I painted the model using Mission Model Paints.

I first airbrushed the kit in my favorite primer, Tamiya rattle can “Fine Surface Primer Light Gray”. This is an acrylic lacquer product and one of the best primers on the market IMHO. I first get a bucket of hot water from the tap and immerse the rattle can in the water for five minutes. I remove and dry the can, and then shake the living daylights out of it, to insure a thoroughly mixed can of paint. The hot water heats the paint, thus allowing it to flow better, and by heating the can, I also increase the pressure within the can, thus providing a higher PSI as the paint exits the spray nozzle. This is particularly helpful when the can is less than a quarter full near the end of its life. The Tamiya primer leaves the model with a very smooth surface once fully cured, and doesn’t obscure the fine detail on the kit parts. It adheres very well to both injection molded plastic parts as well as photo etched brass parts. I let the primer cure for at least a week. I then airbrushed Vallejo Black acrylic primer over the entire model. This was allowed to cure for three days.

The Mission Models Paint Russian Green 4BO (MMP-031) was thinned utilizing their own thinner. For panel shading, I took the base green and added some MMP-019 Dunkelgelb Late 1944. I then found a couple of additional green colors from my various paint stores, and airbrushed these randomly about the place, including various fuel cells, hatches, etc. This to break up the “uniform green” look of the original MMP color. This isn’t necessarily accurate, but it certainly is appealing to my eye, in a sort of “Impressionist” way of painting a model kit. Like the original Impressionists from the late 1800s, my intention isn’t to portray life “with complete accuracy”, but rather to give the viewer something interesting to look at. My model, my way of enjoying the hobby, and I have found many people enjoy looking at this way of depicting a vehicle model.

Once the paint had cured for a couple of days, I airbrushed a few thin layers of Tamiya X-22 onto the model, and applied the decals, of which there were only four in total. I utilized the Gunze Sanyo setting solution combo (blue top, green top), and after allowing them to dry for 24 hours, applied some light coats of Tamiya X-22 to seal the decals.

After the final clear coat was given a couple of days to cure, I mixed up some dark brown oil paint “wash”, and applied it liberally to the areas of raised detail and in the various recesses. This was allowed to dry for 24 hours before some Q-tips dipped in odorless mineral spirits were used to remove any excess “wash” and clean up “tide marks”. The model was then left alone for 72 hours to allow the oil paint wash to set up, before a few light coats of acrylic matt clear were applied. My favorite is AK Interactive’s “Ultra Matt Varnish AK 183”, the “matt-est” matt on the market. I airbrush this without thinning it, straight from the bottle. All my paints are airbrushed utilizing an Iwata HP-C and the paint is sprayed at between 12 and 15PSI depending on the consistency of the paint (if thin for post shading, then 12PSI, but otherwise 15PSI for most applications).

I then took a suitably dark gray color from the Vallejo range of acrylic paints and mixed a couple of drops with a drop of distilled water, plus a dab of Vallejo airbrush thinner to break the surface tension. I snipped off a small piece of sponge from a sheet I have of this material, and dipped the sponge material in the paint utilizing some tweezers. I then wicked most of the paint off on a paper towel, and then proceeded to dab the paint-covered piece of sponge randomly about the model, “chipping” the Soviet Green paint. I then repeated this process using a dark rust color, only less so. I added to the “chipping” using both these colors, and a fine tipped brush, making scratch marks etc.

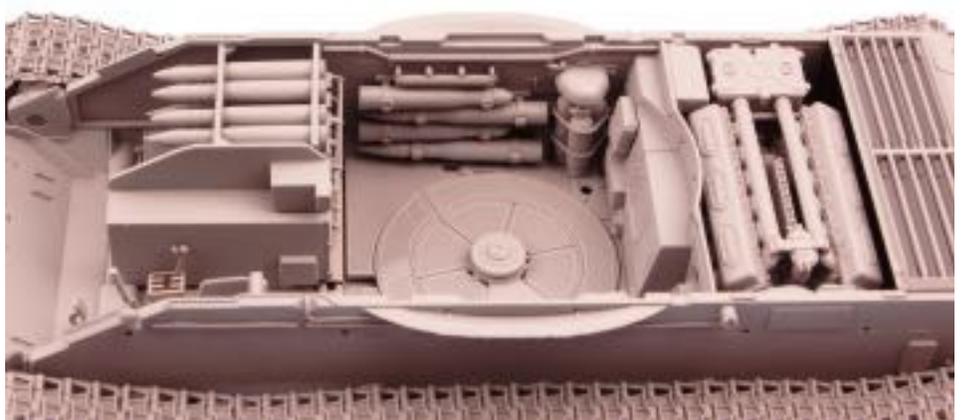
Once this was dry, I got out two suitable “rust” colors from my store of artists’ oil paint, mixed these up with some odorless mineral thinner, and went about beating up the vehicle’s condition. Given the climactic and environmental conditions in Somalia together with a generally “lax” vehicle maintenance environment, I decided to add a fair bit of “rusted metal” to this model tank. Besides, the rust color helps give “life” to an otherwise “green” vehicle.

The tracks were hand painted utilizing Vallejo “Track Color”, a dull rusty brown color. Various shades of “rust color” oil paint were utilized as “washes” for the tracks.

I then airbrushed some Tamiya XF-57 Buff over the running gear and parts of the lower hull as “road dust”. A very light coating was applied to the entire vehicle.

The AA gun was attached to the turret, and the turret to the hull, and the whole model given a few light coats of AK Interactive Ultra Matt Varnish to seal the whole deal.

I very much enjoyed the challenge of this model kit with its full interior. It was a very time-consuming build, though due to the excellent fit of most of the parts, it wasn’t in any way a frustrating build. The end result of all one’s effort is a really great model kit. If you are looking for a great T-54 kit, you need look no further than the MiniArt range. This kit is HIGHLY recommended for its superbly detailed parts, and excellent parts fit. My sincere thanks to MiniArt for allowing IPMS USA to review this wonderful model kit.





1/25th Scale Crane Amundo

by John DeRosia

We can never be old enough to keep 'playing' with toys. Keeps our spirit young!.. A lot of us call them models of course.

Here is another "Toy To Model" conversion. How about TTM? Cool – new acronym!

Anyway – needing to satisfy my Tonka Toy craving from an earlier childhood of NEVER having my own vehicles, I'm now on a kick to right that wrong. Don't laugh. My friends charged me by the hour to play with their Tonka Toys on the playground. That's why I will not go near a playground today...GGGggggRRRRrrrrr!

I have several toy construction vehicles yet in my inventory to re-build. This crane is the next one in line. (See Figure 1). I can't recall where online I ordered it from, but it was around \$10. Its scale was noted as 1/32nd. All my orange fleet is of course 1/25th. No big deal to 're-scale' the vehicle.

The fun, and dangerous, thing is taking it apart to start from ground zero. Dangerous? Would you like me to include the number of cuts just taking it apart? No bandages left in stores within three miles of our home during these conversions.

I notify the Red Cross when I am doing these projects...just in case. I will say though - the German toys from the Bruder company are the toughest in the universe to take apart. Rent a jack-hammer before doing one of these TTM conversions.

Also, remember the 'Art of the Illusion" in model making. There will always be a lot there in your mind about the model subject that I never even included.

The steps for my TTMs are about the same for each of the projects I do.

1. Take them apart.
2. Add plastic details if needed. Upscale/downscale as required. Most of this is as simple as making the right sized seats/controls/steering wheels.
3. Prime (I typically use cheap white spray can primer).
4. Paint (typically spray cans - many have great fine mist nozzles these days).
5. Do detail painting (filling in black for grills etc...).
6. Make decals and apply.
7. Weather as needed or wanted.
8. Sit back and enjoy and share.

Make sure to visit our Seattle IPMS Blog to see a lot of build pictures. I will keep adding pictures until the crane is completed. Here is the link to the crane and the progress so far (See Figure 2):

<http://ipms-seattle.org/modeltalk/2017/11/29/1-25th-scale-crane-amundo/>

See you on the playground!

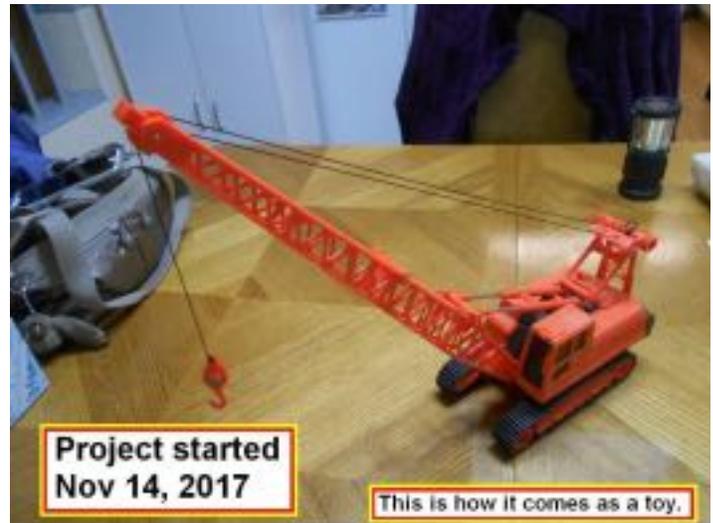


Figure 1.



Progress Thru Nov 28, 2017

Figure 2.

Hurricane Bookshelf - Hey: Hold Up There with that ‘Anglophile’ Assumption!

by Scott Kruize

This column is going to take a different tack this issue. The thought occurs that some of you might think that because the Hawker Hurricane is my favorite airplane...the one I’ve built the most models of, with several more in my stash...and because it was built (mostly) in England, that I might be an Anglophile. Or you heard me talk to our Prez and ‘Rocket Man’ about their trip to the IPMS Nationals in England. Or that you found out that the first LP I ever bought was the Beatles’ *Abbey Road*. Or that I regard the BBC World News Service on PBS to be more reliable than, say, Fox News. But consider:



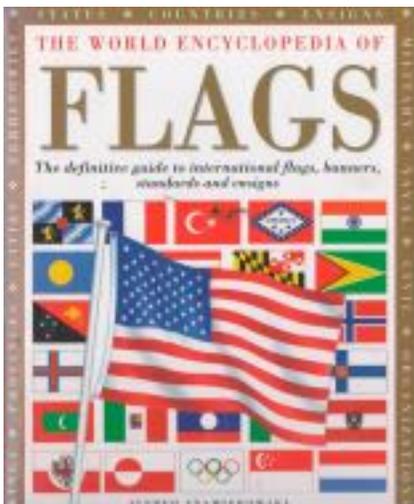
My wife Sandra and I next-to-never actually watch a TV program while it's being broadcast. Instead, I handle the DVR and set us up for an hour or so of viewing each evening, after we watch the news together. Once, awhile back, I said:



“Sandra dear, tonight I want us to watch a *Globe Trekker*. Now, these particular people in this episode are really weird: their dress, their language, their customs and rituals, even the food they eat...but we should try to keep an open mind and think that probably – in some deep-down way – they’re people that we must have at least some things in common with...” Sandy looked at me with that ‘face’ she sometimes wears, and asked: “The English?”

Yes, as a matter of fact it was. Justine Shapiro guided us around: a visit to a popular small local pub in a typical English village (looking like Miss Marple would be along any minute to solve a mystery), a reenactment of the Battle of Hastings, etc. Between Justine, Judith Jones, and Ian Wright, we’ve been led through three more episodes of visiting the British Isles.

So I figured the quiz in this last Sunday's *Seattle Times*, reprinted from the *New York Times*, should be easy. It was in the front section's *Nation and World Report*, and followed the article “Prince’s Bride-To-Be will face a true test”. Seems Prince Harry is going to marry our actress cousin, Megan Markle from L.A. OK, Megan, if that’s the guy you want...just make sure you do your homework, and know what you’re letting yourself in for...



The quiz was entitled “You need to pass this test to become British”, which sounds facetious, but apparently is not. There IS a British citizenship test. I don't know whether this quiz was related to the real thing, but Yonette Joseph composed it in London, while working for the *New York Times*. Presumably she knows the ‘form’. (See: I know some English terms!)

Anyway, I breezed through several of the questions. I know the country's formal name is ‘The United Kingdom of Great Britain and Northern Ireland’. I knew which crosses are incorporated into the Union Jack, because I have Alfred Znamierowski’s *The World Encyclopedia of Flags*. [Copyright 1999 and 2003 by Hermes House, an Imprint of Anness Publishing, LTD, of London. I wrote about this book, which has lots of stuff about heraldry and vexillology (flag history from ancient to modern times), in a previous ‘Hurricane Bookshelf’ column.]

I think that design is brilliant, incorporating flags of four countries into a powerful symbol of union, recognized by everybody all over the world. From a graphics arts standpoint, if nothing else, we should hope that ‘Brexit’ doesn't break it!



I knew who built the Tower of London: it was William the Bastard...OOPS! Sorry! I meant William the Conqueror. I'm cradle-Catholic, which means I'm exceptionally appalled by how Queen "Bloody Mary" got her name...hard to imagine how anyone could ever believe that torturing and burning people who don't adhere exactly to your particular practice of religion is going to make them - or you - any better off in the eyes of Heaven...

I knew about Shakespeare, having actually been to Stratford-Upon-Avon during an art/culture/literature European three-week whirlwind tour that I took an 'eternity' ago, while attending Green River Community College.

I confess to asking Sandy's help on the question of what country has the traditional food called haggis. Sandy knows much more about food and nutrition than I ever will, so she knew this dish was from Scotland. I had to cut her off with "That's TMI!" when she began to talk about sheep's intestines...

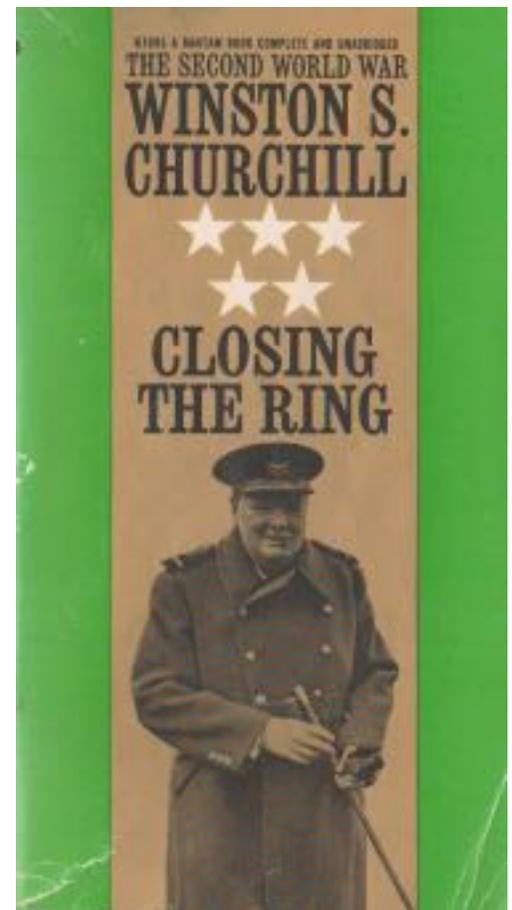
I did have to guess about the Butler Act of 1944. But I've studied World War II history, and Britain's role in it, enough to know that even in the course of the war, they turned some of their thought and energy inward towards reform of their own society and institutions. (Congress take note...)

I knew about using up all the eggs, milk, and fat at home before fasting for Lent: that's "Shrove Tuesday". "Fat Tuesday" here in America...knowing it precedes New Orleans's Claim to Party Fame: Mardi Gras.

Like everyone else, probably, in the whole breadth of the International Plastic Modelers Society around the world, I can't help but have absorbed enough military history to not have any trouble identifying who the Royal Navy fought at the Battle of Trafalgar.

I was easily able to identify the fact about the United Kingdom Constitution, namely that it's "unwritten". That's because I've known about this since at least fifth grade, when my teacher John Hankens worked it into our Social Studies segment. I hadn't a clue what "unwritten constitution" meant back then, nor did Mr. Hankens. I still didn't catch a clue through a multitude of Political Science courses at the University of Washington, nor ever since.

I did know new citizens swear loyalty to the Crown (for a very long time now, the Queen), because Prime Ministers come and go, sometimes at remarkable frequency. And who could ever bring himself/herself to swear loyalty to Parliament? After watching the ever-so-polite, stiff-upper-lip, punctiliously-mannered screaming and yelling in the House of Commons? Or the boring-beyond-belief non-activity in the House of Lords? And finally, I do think we're all aware that: Churchill is dead! (Although his multi-volume *History of the Second World War* is still in print...and I'm still working my way through it...)



Book Review: *The Fairey Barracuda*, by Matthew Willis

reviewed by Robert Allen

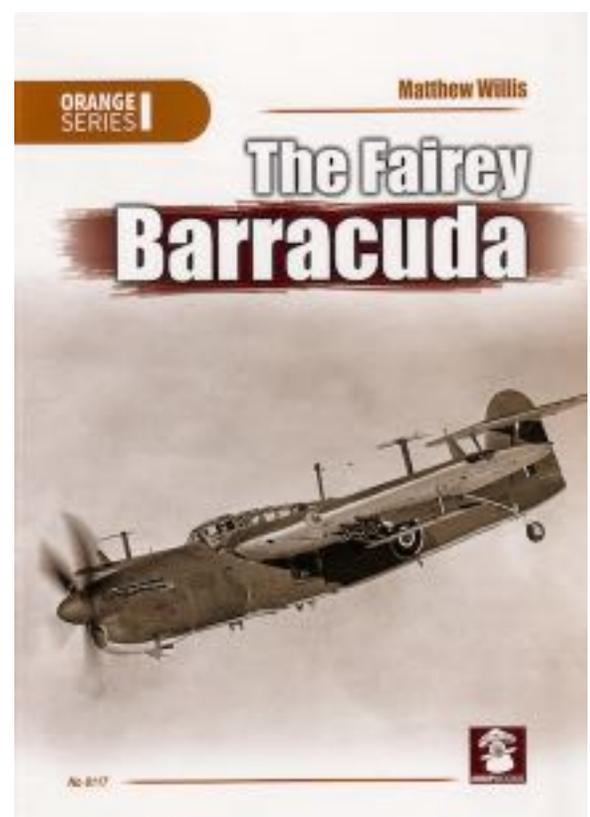
The first line of the introduction to Matthew Willis's 168-page history of the Fairey Barracuda in Mushroom Model Publication's Orange Series reads, "The Fairey Barracuda stands among the most reviled aircraft of the Second World War." That's laying the cards on the table right from the start. The Barracuda has a poor reputation, but it also has some points in its favor. The Barracuda was the most widely produced British naval aircraft ever built (a fact that could probably win you a trivia contest or two), and it remained in Fleet Air Arm service until 1953, which indicates that it wasn't seen as utterly useless. Willis's previous book on the Blackburn Skua and Roc managed to show that the Skua was actually a successful aircraft given its inherent limitations (nothing could redeem the Roc), and much of the material in his book on the Barracuda serves the same purpose, although it's harder to get a handle on the aircraft.

The consensus on the Barracuda is that there's little consensus at all among the recollections of those who flew it and worked on it. Willis interviews many ex-aircrew and ground staff, and discovers that for every one who hated the aircraft, and some hated it with a passion, there was someone that actually liked it. One pilot recalls that he had the task of taking several aircraft for test flights after maintenance, and discovered that it was fully aerobatic, in direct contrast to what the Pilot's Notes claimed! The Barracuda was handicapped by having the engine it was designed for, the Rolls-Royce Boreas, cancelled before the aircraft flew. Forced to use the Merlin as a second choice, most pilots found it underpowered. It was criticized in Parliament before it even entered service, and suffered some fatal crashes early in its career that established its poor reputation. The more powerful Griffon-engined Mk.V was a much better aircraft, but didn't make it into service before the end of the war, and only 30 of that mark were built as the production contracts were reduced after VJ Day. It was also one of the more ungainly looking aircraft of WW2, with a stalky undercarriage, and a high wing and tailplane that didn't help its appearance. Yet the Barracuda's actual combat record was quite good – during its raids on the *Tirpitz* it recorded more hits than the Royal Navy assessments of the time gave it credit for, and it performed well during raids against Japanese targets in Sumatra. It was regarded as having excellent qualities as a dive-bomber. The Barracuda saw post-war service as an anti-submarine aircraft, and in its only use in non-British service, a handful served with the French until 1954 conducting espionage behind the Iron Curtain!

Willis navigates all of these contradictory facts well, providing a good mix of technical information on the aircraft and its development, and quotes from those who used the aircraft in service. The large A4 format of the book works well in allowing the photographs to be printed in a way that detail can be seen, and the collection of photographs, from both official and private sources, is exceptional, even if that means we get fairly non-essential photos such as one of the Commanding Officer of an anti-submarine research unit eating his Christmas dinner. One of the most disheartening things in the book is a sequence of seven photos showing a Barracuda being disposed of by pushing it off a Scottish cliff – disheartening because although it was, as mentioned, the most widely produced British naval aircraft, none were kept for preservation. The Fleet Air Arm Museum is attempting to rebuild an example from the remains of several wrecks, as the book details, but it's clear this will be a long and difficult project. The lack of a complete example in existence also makes it impossible to do a modern set of walk-around photos. Vintage close-up photos are included, as are those of the partial restoration, but understandably they're not as complete as they would be if a museum specimen was available.

The large format also works well with the graphics. There are six pages of 1/48th and 1/72nd scale drawings by Dariusz Karnas, and fifteen pages of excellent color profiles by JP Viera. This book provides a fine overview of an aircraft that has been overlooked in WW2 aviation literature. It's a welcome addition, and is highly recommended.

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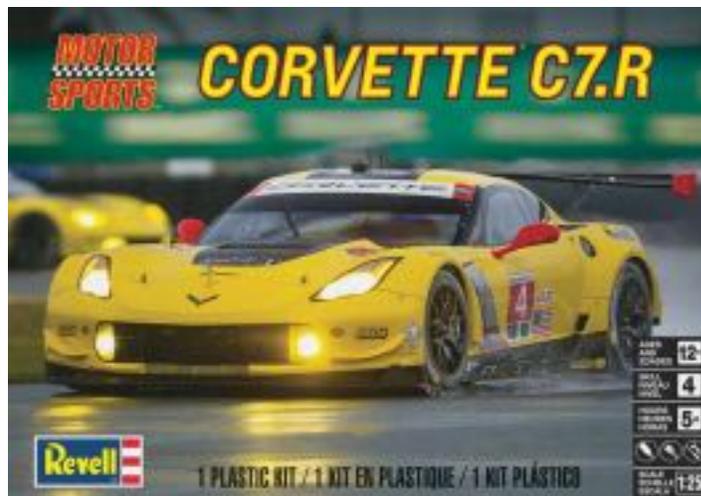


Revell 1/25th Scale Chevrolet Corvette C7.R Race Car

by Chuck Herrmann, IPMS/GTR

The successful factory Corvette GT racing effort began in 1999 with the modified C5 generation Corvette, and has been upgraded as successive new generations of the iconic American sportscar were introduced. With class wins at Le Mans, Daytona, Sebring and many IMSA races the program has been popular with American race fans. At the Road America IMSA events the lines for autographs and souvenirs during the lunchtime meet and greet sessions were the longest of any team. I never could get any because it meant I would miss the rest of the session waiting in one line.

The most recent upgrade to the C7 generation Corvette racer was launched in 2015 and was immediately successful, winning at the Daytona 24 Hours, the Sebring 12 Hours, and the Le Mans 24 Hours to win the unofficial Triple Crown of International Sports Car racing. With only minor changes the car raced in 2016, again winning Daytona and Sebring.



Revell has produced model kits of all three generations of Corvette racers, the C7 kit came out late 2016. There are both Revell USA and Revell Germany versions, the kits are the same except for the decal sheets. The USA version has markings for the #4 car, the German release the other team car #3. I have several earlier releases, a completed prepainted silver and black kit, the first version available, and also some later C5 and C6 kits, several in various stages of progress. When this new kit became available, I decided to build it so I had a contemporary sports racer on the shelf.

If you have built the earlier generation kits, the design and complexity level of this newest version will look familiar. The design is somewhat simplified, especially the suspension with metal axles. But there is a full engine and full interior details. I built the Revell USA kit, which comes molded in white with an extensive decal sheet.

Engine: There is an eleven piece 5.5 Liter V8 which mounts onto the top of the chassis/frame. It will be visible since there is a separate hood. The fan belt assembly is all one piece, much of the bottom detail is not there, but with the one-piece chassis it is not visible when installed. There is a slot just behind the fan belt to slide the metal axle through, which again is mostly hidden when done.

The last three pieces attach on the top once the body is attached to the frame due to the tight fit in the engine compartment. Once the air intakes are in place much of the lower detail is obscured from view. The exhausts are one piece for each side. It snakes through the side frame rails then under the interior pan to match with the body cut outs. Most of the engine was painted Model Master Aluminum with washes for details, the exhaust are Testors Jet Exhaust. The air intakes are actually carbon fiber pieces, it would have been nice if there were decals for this.

Chassis/Suspension: This part of the kit is very simply designed. One piece assembles with the brakes attached mount to the flat chassis pan, the wheels then attach to metal axles. The disc brakes, while attached, are detailed and visible on the completed build. There are decals for the brake assemblies.

Wheels/Tires: Tires are vinyl racing slicks, larger for the rears, which push onto the racing wheels which in turn are pushed onto metal axles. Disc brake details are included. The Michelin tire markings are included (thanks Revell!) on the decal sheet and look nice when applied and clear coated with Vallejo acrylic flat.

Chassis/Suspension: This part of the kit is very simply designed. Simple assemblies with the brakes attached mount to the flat chassis pan, the wheels then attach to metal axles. My example did sit level when done. The disc brakes, while attached, are detailed and visible on the completed build. There are decals for the brake assemblies. I painted the brake discs Testors Jet Exhaust and the calipers Testors Steel.

Interior: The interior builds into a nicely detailed assembly. There is a full roll cage and a racing seat. There are no seat belts or seat belt decals in the kit, so I added some decals as this is very noticeable. There are several decals for the dash and steering wheel to add some detail. Most of the interior is called out as black on the instruction sheet, I used several shades, flat, semi-gloss, and gloss to try to let the detail show. I added flat red paint for the roll bar padding, along with red seat belt decals to allow them to stand out, but once the body is in place it is difficult to see much through the window openings.

Body: The hood and doors are separate pieces. The hood is removable when complete, but the doors glue into place and are not operable. The hood has the large duct for air intake as a separate piece. Make sure you decal before attaching for the easiest fit. In the rear there are multiple pieces showing the exhaust fan and other details which I painted various metallics to stand out. The pieces here are a tricky fit onto the completed chassis so be careful.

The rear wing is a three piece assembly. The red end plates are decals and the wing was painted semi gloss black, then the carbon fiber decals for top and bottom were applied, it looks ok when done. There is also a small trunk spoiler that I painted semi gloss black. The side mirrors I sprayed red to match the rear wing end plates. This kit features prepainted window trim on the one piece window, something I really appreciate and wish was included in all kits.

Paint: For the body color, the C7 racers seem to be a lighter shade of yellow than the previous generation. I went with Testors Daytona Yellow for the upper body. Then I masked off the top to spray the lower panels Testors Semi-Gloss Black.

After a bit of clean up, the final coat was Testors Ultra Gloss Clear. These were all Testors Laquer, shot from a rattle can. Then I polished it out to get it ready for the decals.

Decals: The decal sheet contains all the markings for the 2016 Daytona 24 Hour winner, car #4. They went on great. The only flaw is the black roof and hood stripes. They are supposed to be two shades of black with a logo of the skull/alien used by the team but this is so light it all just looks black once applied.

Assembly: I did have issues with the final assembly of body onto the built up chassis and interior. The body would not sit low enough. I removed the roll cage and cut it down a bit. Then I removed the center of the clear window to allow the roll cage to sit closer to the roof. Finally it did all fit and look right. But the sides were a bit bowed out and did not sit flush against the sides of the frame which is how it attached. So I had to add some shims to get it to work.

Summary: My main issues were with the final fit. Other online reviews do not mention this, and others I have heard from did not have any issues. Maybe it was just a misalignment on a few pieces, which totaled enough to cause a problem. The rear tunnel supports also were a finicky fit, take care there. I did start this kit at one house, packed it up and finished at my new place, so I was a bit out of my comfort zone. The kit is accurate for the 2015 car, but the decals are for the 2016 Daytona 24 Hours, so some body mods would be necessary to be totally accurate. The roof stripe decal also could be improved. And the kit is missing any seat belts detail, easily corrected but it should be there.

But overall this is nice kit that does look good when done. The level of detail is enough for me, some find it too simple but that is all a matter of preference. There are aftermarket parts available to model several versions and to update the body or backdate the decals. So this kit gets a recommendation from me. Thanks to Revell we can model pretty much the entire lineup of the C5 to C7 racing Corvettes.



IPMS Seattle Dues for Calendar Year 2018

Your 2018 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be \$15, which includes monthly e-mail delivery of the newsletter. You can renew by writing a check to IPMS Seattle and mailing it to the address below. Or you can bring the form and payment to the December meeting.

IPMS Seattle Dues for Calendar Year 2018

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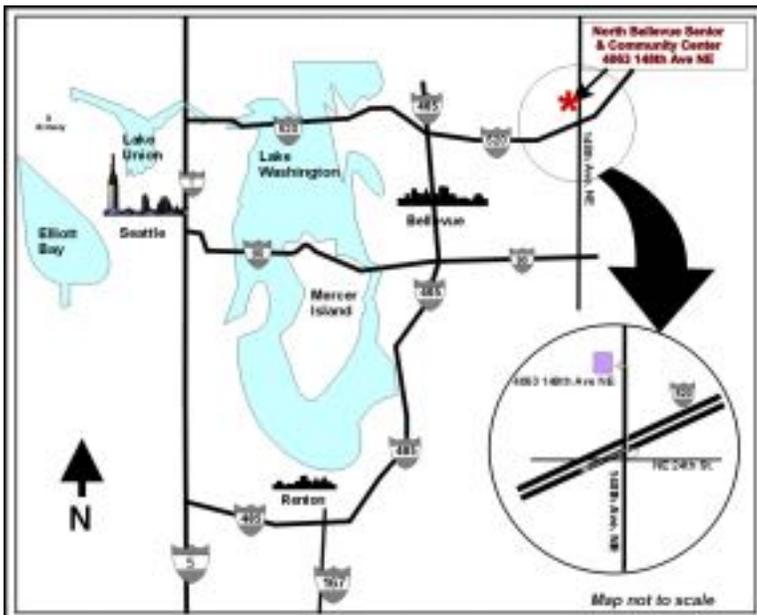
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Meeting Reminder

Meeting: December 9



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

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