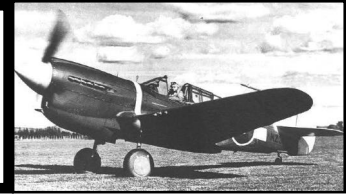


# Seattle Chapter News



**Seattle Chapter IPMS/USA  
January 2017**

## PREZNOTES



Our Club President, Andrew, is still in New Zealand, and was unable to write a column for this issue. He sends along his best wishes to all club members for a Happy New Year, and for a good modeling year. Treasurer Twyla Birkbeck will be at the January meeting to collect the membership dues for 2017. See page 16 for details.

We will also be accepting donations for the raffle for the 2017 IPMS Seattle Spring Show at the January meeting, so please bring any kits, books, or other modeling items that you would like to donate to this year's raffle.

### 2017 Meeting Dates

Here are the IPMS Seattle meeting dates for 2017 - all meetings are at North Bellevue Community/Senior Center, except as indicated:

January 14  
 February 11 - *at VFW Post 2995 (very close to our usual meeting site - full directions will be in the next issue)*  
 March 11  
 April 8  
 April 22 - *Spring Show, Renton Community Center*

May 13  
 June 10  
 July 8  
 August 12  
 September 9  
 October 14  
 November 11  
 December 9

The heading photo, inspired by the Pacific War display (see page 15) shows a captured Mitsubishi J2M Raiden in Royal Air Force markings being tested in Malaya. Source: IWM (CF 893)

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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.

**January 14**  
**March 11**

**February 11 (VFW Post 2295)**  
**April 8**

**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 Juvenile) How Many Cards? \_\_\_\_\_  
 Canada & Mexico: \$15  Other / Foreign: \$38 (Surface) \*Checks must be drawn on a US bank or international money order

Payment Method:  Check  Money Order  Credit Card (MC/Visa/Amex)  
 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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## AFV Club 1/35th Scale PanzerFunkwagen Sd.Kfz. 233 8 Rad 7.5cm

by Eric Christianson

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

AFV Club has released an updated version of their original (excellent) eight-wheeled Sd.Kfz. 232 – this time representing an open-topped, -233 version armed with the 7.5 cm KwK 37 L/24 main gun. While this kit has been out for some time, the specific vehicle type has remained under-represented in the industry.

There is quite a lot of interior provided, including two driver's compartments (one for each set of four wheels, fore and aft) and every hatch and view port on the vehicle can be modeled in the open or closed position. Still, with the large main weapon and the streamlined super-structure, precious little is visible on the completed model.



Flipping the hull over uncovers an abundance of detail offered in the gear, axles and other odds and ends underneath and around the eight positionable wheels.

The heavy PanzerFunkwagen was a large but very fast and highly versatile addition to the German Army. The original 6 Rad (6 wheeled) versions were based on a 6x4 truck with an armored body, and were eventually replaced in 1937 with the 8 Rad versions. During the replacement, the Sd.Kfz. (Sonderkraftfahrzeug, 'special vehicle') numbers were carried directly over; differentiation is made by the addition of 6-Rad or 8-Rad in the vehicle's name.

These vehicles were used for the traditional cavalry missions of reconnaissance and screening. They scouted ahead and to the flank of advancing mechanized units to assess enemy location, strength and intention. Their primary role was reconnaissance, but they would engage similar or light units and at times attempt to capture enemy patrols. They appeared throughout the war in various guises and first saw combat in the campaign against Poland and in the Battle of France. Later, they saw use in both the USSR and North Africa, but extreme climatic conditions in both these areas proved too severe for the vehicle. In the USSR, adverse ground conditions immobilized 150 Sd.Kfz 232s during the first wet season of the campaign. The speed of the eight-wheeled cars made them the best scouting vehicles that Rommel had for long range reconnaissance across the wide desert territory in Africa.

Opening the box - The sturdy AFV Club kit box is relatively heavy, and filled to the brim with parts. The plastic is soft and in places, very thin, but I did not find any warpage or damage in shipping. There was some flash but nothing significant and what is there is limited to the smallest parts. There is some excellent, very fine weld-seam molding on the upper hull parts. The nine 'rubber' tires are well molded and are free of the sometimes-difficult-to-remove center line of rubber flash.

The contents of the box include:

Aluminum, hollowed-out barrel end, packaged separately

Main upper hull (two pieces), packaged separately.

13 sprues in soft, light-tan plastic, packaged separately.

1 single piece upper chassis protected in a hard plastic container

1 clear plastic sprue

9 soft black 'rubber' tires and shock absorber collets  
2 small photo-etch sheets, including jerry can detail and floor grates  
1 small sheet of decals with markings for two vehicles  
1 20-page black and white instruction booklet with 44 steps, including a 2-tone color, 4-view decal placement and paint guide sheet

The kit comes with two schemes represented using tan and black ink, four-view drawings and a small (but perfectly registered) sheet of decals printed in Taiwan. The two color schemes represent vehicles from the 10th Panzer Division, Tunisia, circa November 1942, both in overall German Yellow.

Things to consider before starting - The plastic used in the kit is soft; softer than what you might find in most other model kits. If you are like me and use a scalpel as your go-to hobby knife, you will want to take extra care in cleaning the parts before assembly. This is especially true with the many parts that are small and delicate. Go slow and use a deft touch.

While there are many, many [sprue ejection] plugs, AFV Club engineers made the actual connection points very small, and cleaning the parts was a breeze.

The kit contains a lot of interior detail that will show through open hatches, including glimpses of both drivers' compartments. While AFV Club chose not to provide a complete engine, they did include the bottom and back of one (which is the only part that is visible), sporting pulleys, fan belts, engine mounts, etc.

As an open-topped vehicle, the build-it-all-and-then-paint-it approach won't be the best way to go. To do a good job you'll want to work this like an airplane model; build a little, paint a little, etc. It pays to plan ahead and proceed slowly.

Painting and Finish - Open hull AFVs are a challenge to paint. I found I had to approach the task in stages. Additionally, I wanted to use the hairspray chipping method to show wear and tear on the visible interior around the gun assembly.

AFV Club provides two schemes, both in overall German Yellow. I thought I'd add a little flair to that in the form of mottled green.

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

Primer and Pre-shade - I started by applying 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 PE 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.

Interior - For the interior surfaces, I started by spraying a good layer of rattlecan hairspray over the (now dry) black pre-shade/primer. After blowing that dry I airbrushed a splotchy coat of Model Air 71.132 Aged White, allowing some of the dark pre-shade to show through around the edges. I let that cure for about an hour and then rubbed some of the white paint off using a stiff, short-hair brush, slightly damp with water.

While I let the wet surfaces dry, I painted the seats and steering wheels Panzer Aces 312 Leather Belt and the MG42 machine gun flat black. Later I rubbed the 'metal' parts of the machine gun with Uschi's Chrome Metal Polishing Powder to give it a 'metallic glint' before attaching it to the mount.



Next, I gave everything a couple of filter coats using Old Holland's Warm Sepia Extra, thinned with Mona Lisa thinner. I followed that with a pin Wash using Mig Dark Wash straight out of the bottle.

Exterior Camouflage (Including the main gun) - I gave the exterior surfaces, wheels and the main gun a base coat of three Vallejo Model Air paints, applied in succession, to achieve a highlighted German Yellow. This was comprised of 71.025 Dark Yellow, 71.028 Sand Yellow and 71.075 Sand Ivory, applied in that order. Each paint is used to lighten the color underneath, yet still allow some of what's underneath to show through. I then applied a camouflage coat of 71.096 Panzer Olive in a wispy, loose pattern.

Tires - AFV Club uses a soft, slightly oily rubber for their tires. Normally with this material I don't have much of a problem; I rough them up a little with sandpaper, spray them with Gunze Mr. Surfacer 1200, a lacquer primer, and then with Model Master U.S. Helo Drab (an enamel). Not this time. Even after waiting for each coat to dry thoroughly, the paint flaked off, right down to the rubber. When this happens, I usually go to Plan B: which is to lay down a thick coat of (acrylic) Future and start over. Instead, I decided to simply apply pigments directly to the rubber surfaces. I mixed up a slurry of Mig European Dust pigment and Mona Lisa thinner, brushed it on the tires, and when dry, rubbed it off using my fingers and stiff brush.

Decals - With painting finished, I hand-brushed the surface areas that would be receiving decals with a coat of Future floor polish to give the decals a smooth surface to slide on 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 airbrushed everything with a good coat of Future to set the surface up for washes and streaking. I skipped applying filters this time around since I felt that doing so would darken the upper deck too much – it was dark enough. Once the Future coat was dry to the touch, I went to work adding a pin wash using Mig Dark Wash straight out of the bottle, and some streaking using AK Interactive Streaking Grime.

Finish - Once satisfied, I knocked down the shiny areas using Vallejo 70.520 Flat Varnish, followed by a coat of 'road dust' along the wheels and lower superstructure using Model Air 71.027 Light Brown. I also used this color to 'tone down' the decals a little.

Finally, I carefully pulled on the eight tires, attached the MG42 up top and the spare wheel on the back; Done, done, and done.

No doubt about it, this kit was a challenge to build, and to finish. AFV Club has a solid reputation for offering unusual, highly accurate injection-molded kits. This is especially true for this Sd.Kfz. 233, their second foray into German eight-wheeled armored cars.

That said, this kit is not for the faint of heart. You have to know what you're doing, you have to have a lot of patience, and you need to know how to slow down. Sometimes there are no easily-defined connection points between parts, or they are absent altogether.

AFV Club chose to focus on accuracy, sometimes at the expense of buildability, in my opinion. Much of the detail is composed of tiny, perfectly formed parts that would go together perfectly on a one-to-one, full-scale vehicle, but don't necessarily translate well to a vehicle that is only seven inches long. Positive locator pins or holes would help a lot, as well as (common) assists found on other kits, such as interior ridges and/or insets that may not have existed on the real thing, but including them, out of sight, is no crime. And on complex vehicles such as this, would be a real help.

Still, I was more than satisfied with the end result, and all that busy detail looks great!

Even though everything fits, the number of parts, the complicated assemblies and the heavy use of photo-etch leads me to recommend this kit to experienced modelers only. Go slow, pre-fit everything, and above all, have fun!

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





## Academy 1/48th Scale Grumman F8F-1/2 "USS Tarawa"

by Jacob Russell

The F8F Bearcat was the last in Grumman's line of radial engine fighters. It was smaller and a ton lighter than its predecessor, the F6F Hellcat. It was the most powerful single-engine, propeller-driven aircraft ever built, powered by the 2,100hp Pratt & Whitney R-2800-34W radial engine. The F8F Bearcat was a carrier-borne interceptor fighter with a climb rate of 4,500 ft./min., a ceiling of 38,700 ft., a range of 1,105 miles, and a maximum speed of 421 mph at 19,700 ft.

Armament consisted of four .50-caliber machine guns. The aircraft could also carry either two 1,000 pound bombs or a pair of drop tanks. The prototype XF8F-1 first flew in August of 1944, and deliveries began in May of 1945. V-J Day and the cessation of hostilities saw Grumman's order reduced to 770 -1 aircraft.

The F8F-2, introduced in 1948, had four 20mm cannon in lieu of the machine guns of the -1, a revised cowling, a taller fin and rudder, and other modifications. Grumman built 293 F8F-2s, 12 F8F-2N night fighters, and 60 F8F-2P photo reconnaissance aircraft.



This is a reboxing of the Hobbycraft kit and such, there are no real surprises in the box. The kit comes in Academy's usual stout box, with a nice computer-generated profile of a Bearcat on top. It consists of 84 parts on nine sprues, one of which is clear. My initial impression of the parts is positive. Panel lines are crisp and of a uniform depth, and there is light rivet detail aft of the cowl on the fuselage halves. Fabric surfaces are nicely rendered and the engine is adequate for the scale. It will come up quite nicely with an oil wash, dry brushing and an ignition harness.

The sprue attachment points are nicely located and easily removed. The cockpit is nicely detailed but the instrument panel and control stick are simplified. The rudder pedals have ejector pin marks but they're easily removed.

The wheel wells are both deep and convincingly busy. The wings are nicely executed and they will look quite nice under a coat of US Navy Blue. The flats on the bottom of the tires are slightly exaggerated and the wheels themselves are a bit simplified. The kit wheels are only correct for the -1 as the -2 used ribbed tires and different wheels.

Armament and under wing stores are comprehensive. You get two different ventral drop tanks and a pair of under wing drop tanks, a pair of 1,000 pound bombs, and four rockets. The under wing rocket pylons and the exhaust panels are the only parts with sink marks and there is no flash to speak of. The clear parts are commendably clear with minimal distortion.

The instructions are well illustrated, with crisp, clear drawings, a parts map, and a logical build sequence. Color callouts are for Humbrol enamels, GSI Creos (Mr. Color lacquer and Acqueous Hobby Color), Lifecolor acrylics, Testors/Model Master acrylics and enamels, Revell acrylics and enamels, and Vallejo Model Color and Model Air acrylics.

The decal sheet is large, well printed, clear, crisp and in-register. It includes markings for five aircraft, all of which are US Navy Blue:

"White 106", F8F-1, VF-15A, USS Tarawa (CV-40), US Navy, 1948. The spinner and upper tail are red.

"White 01", F8F-2, USS Valley Forge (CV-45), US Navy, 1949. The upper tail is red with a thin white band.

"White 113", F8F-2, VF-111 "Sundowners", USS Valley Forge (CV-45), US Navy, 1949.

"White 119", F8F-2, VF-61 "Jolly Rogers", USS Franklin D. Roosevelt (CVB 42), US Navy, 1949. The upper tail is white.

"White 3F4", F8F-1, VF-3 "Felix Cat Squadron", US Navy, 1946.

This is a nice, workmanlike kit of a plane that arrived too late in the War to serve in its intended role. It will build up nicely out of the box, but for the best results, I would recommend the Eduard Zoom set and a set of resin main wheels from Barracudacast. I recommend this kit to fans of US Navy planes and I would like to thank Model Recitifier Corporation for the review sample.

#### Reference:

National Naval Aviation Museum: [http://www.navalaviationmuseum.org/attractions/aircraft-exhibits/item/?item=f8f\\_bearcat](http://www.navalaviationmuseum.org/attractions/aircraft-exhibits/item/?item=f8f_bearcat)

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

## Build Times Gone Bonkers

by John DeRosia

Come on. It's psychological. It is guaranteed to mess with your mind...the last remaining functioning brain cells shorting out trying to think in those HUGE numbers. You've seen the articles, blogs, magazines, heard comments and so forth by model builders...

"I spent 10-½ years making this model!"

"This modeler spent six months making this 1/25th scale car."

"I spend 545.72 hours on this ship."

"I started this model in 1937 and finally completed it in 2015."

...and many thousands of similar comments we have seen and heard in our modeling days. Well, my rebut comment right off the bat is... What the Heck (WTH)! PPPPIIIIIIIleeeeeeeaaaaaassssseeeeeeeeeeee!!! Do not over-cook the brain.

Let's take an actual recent article on the web that ended with the following comment on his build time. (See Figure 1). It is a 1/24th scale Beaver Float Plane Snap. Note however. no interior so that simplifies it, and it still looks fantastic. Nothing at all negative about the model. It's beautiful...but the time element is a stumper!

I work for the "Snohomish County Airplane Co" and our work year is company documented and quoted at 2,088 regular hours. Assuming 40 hours per week with vacations etc. That's how many hours per year we get a paycheck for.

4 months, 11 days, 7 hours he claims! Nothing is mentioned in his claim about weekends so I use his data fully for my calculations.

Let's translate that time statement to literal hours (using simple math here folks). If I use 24 hours per day, I get a whopping 3,151 hours. No way Jose! I assumed he did not sleep, eat, use the 'break' facilities to maybe read another model magazine etc...

Re-calculate: Translated to days, we get 131 (did not use the last measly seven hours). Assuming he gets eight hours sleep every night, we now get 2,096 hours left over. But wait - still no time for eats, potty breaks, and most of all - going to work. The j.o.b! I am assuming he is not Bill Gates' relative retired at age 16.

Re-calculate: Let's assume he sleeps eight hours a day. Then he works eight hours a day with lunch breaks and commute to/from the job, I will call that an additional ten hours he cannot work on his model. Let me now subtract 18 hours per day. We get a total build time of 786 hours. Something is still missing.

Re-calculate: Let me assume this builder has a 'social life'. Married? Partner? Kids? A dog? Likes eating? Likes a movie now and then? Watches TV? Reads books/magazines? Internet time? Vacation? Has to visit the relatives? Let me take out another three hours of his



**Figure 1****FIN****Build time:****4 Months, 11 Days, 7 Hours**

day. So now we remove 21 hours per day and we get: 393 hours left of model build time. Oh wait. What about ‘emergencies’? Like the car won’t start, he has a cold, and that dreaded time of balancing the checkbook and paying bills. Ouch.

Re-calculate: To satisfy the law of averages - I’m going to mass all that into one hour additional time per day he cannot model build. Now we are up to 22 hours per day (over the total of 131 days). We get: 262 hours to build left over. We are now down to 10.92 days (Pretty accurate numbers- are you impressed yet?). Assuming he is like the rest of us – the normal modeler (LOL) – does he really track his time? Is there a relative/friend sitting next to him with a stop watch? I highly doubt it! Does he carve ticks on his hobby table every hour?

Out of the 131 days stated- he really could have worked on his model about 11 days worth – and not 24 hours in each of those days. I assure you. With more real world realities not accounted for – we are now back to an average number of 20, 30, 40, or 50 hours to build his model. That’s my walk away take and I’m sticking to it.

Start breathing now. You are as normal as the rest of us. Don’t let those huge numbers affect you when told it took them 10,000 hours for a little 1/72nd shovel and ammo box. Read between the lines!

For the next meeting- I can’t wait to show you my 1/87th (HO) scale telephone pole. This was a super-fast build for me. 3 years, 6 months, 15 days, 13 hours, 45 minutes, 21 seconds...

## GodHand Ultimate Nipper 5.0 (GH-SPN-120)

by Hisashi “Sho” Ebata

I briefly introduced these high end cutters in the IPMS Seattle Facebook page and at the November meeting, but I was urged to submit a more detailed review to our newsletter, so this would be my first submittal.

When the return spring of my inexpensive Excel cutter broke after a few years of (ab)use, I went online to learn what people regard as a good modeling cutter, before buying the popular Xuron. Many mentioned Tamiya thin cutters 74035 or newer 74123 (\$25-\$30), but I noticed there were quite a few English speaking modelers who swear by a tool with a curious name, “GodHand Ultimate”.

After learning that GodHand is a small company in rural Japan (Sanjo-city in Niigata prefecture, where metal shaping industry thrives), and Ultimate Nipper is their top of the line nipper at around \$40 a pair, I purchased them on my recent business trip to Japan. Below is my translation from the GodHand Ultimate product packaging:

### < CHARACTERISTICS >

- Single-Edged (knife + chopping block style).
- Closure stop bolt (slight gap at bolt when closed is normal).

### < USAGE > These are to avoid breakage of hardened blade.

- Material being cut:

*Good for (up to 3mm dia.):*

Polystyrene (Non-Clear, Clear at the Neck)

Polypropylene

ABS

Polyethylene

*Avoid:*

Clear Polystyrene (Fat Sprue)

Any “Plate” Plastic

Any Metal

- Try to use the root, not the tip.
- No need to squeeze tight, just gently grip as if cutting tofu.
- No twisting during cut.
- If flush cut is desired, try cutting twice (first cut far, then cut close with the chopping block under the part).

### < MAINTENANCE >

- Clean blade with brush during and after use (so only the part being cut is engaged).
- If blade is touched by finger, wipe and lightly oil to avoid rust.
- Periodically lubricate the pivot to avoid wear and keep tolerance.

### Review:

I compared GodHand Ultimate GH-SPN-120 with Tamiya 74123 by cutting Revell AG sprue. I was surprised that both of these new nippers cut plastic like butter, but when cut sections were compared, the difference was very obvious. While Tamiya left some pinch mark, GodHand Ultimate left the cut section perfectly flat with almost no whitening! To me, this kind of nipper (despite its fragile appearance and price) is worth it in taking a delicate 1/144 airplane antenna off the sprue, or save time for part cleaning on, e.g., 1/72 Pz. Kpfw IV or Churchill which have too many ground wheels.

On the GodHand company web site (regrettably no English), 82 products related to nippers are listed: <http://shop.godhandtool.com/shopbrand/ct67/>



GodHand, Tamiya, Excel

Fortunately, after I bought my pair in Japan, the price on Amazon.com seems to have come down to a more reasonable \$49.20 + Free Shipping.

If you'd like to see Ultimate Nipper in action, and how other modelers feel about this tool, there are several reviews on YouTube by searching "GodHand Nippers" or "GodHand Cutters".

Right: GodHand  
Below: GodHand, Tamiya  
Bottom: Section cut



## Hurricane Bookshelf: Bi- Tri- Sea Planes!

by Scott Kruize

I came by *Biplanes, Triplanes & Seaplanes* entirely by happenstance; it's a loaner. My interesting - if erratic - R/C modeling buddy Tom Richards loaned it to me when he saw I was building the old Matchbox 1/72nd scale Supermarine Walrus. It's to be part of the upcoming 'Seaplanes' exhibit, starting March 2. That's first Thursday, when the NorthWest Scale Modelers meet.

Way back Then, I built a 1/72 scale Supermarine Walrus. It was Airfix's kit that dated from 1957. Like most of my other kits, it was bought at the Thunderbird Drug Store in Lakewood. Those were the days that all toy, department, and drug stores had substantial shelf space offered to the vast number of young boys who modeled. Something's been lost!

The current build is yet another Will Perry 'happening': he pulls from his vast collection of Classic Plastic anything needed by a foolish...ah, I mean...admirable volunteer builder for any of the NWSM quarterly displays. So he gave me the Matchbox version of the Walrus, remembering how primitive the Airfix version was, and assuring me that Matchbox's was far superior and would give me no trouble. I'm well along in the build, and so far, so good...



Back to the book, and my first impression. I thought this book was odd in its organization, certainly compared to other books I've consulted, or put on the Hurricane Bookshelf. It groups a representative set of the three types of planes in its title. Not all of them, by any means, but most of the important ones...that is: of interest to historians and modelers like us.

After a two-page general introduction, each airplane is given a pair of facing pages. That's 123 entries altogether. Two pages aren't enough space any kind of comprehensive coverage, but it's impressive how much good useful information Editor Jim Winchester put in. There's essential description, specifications, and history on each airplane's pair of pages. Look at the entry I went to, right away, for my building project. There's a wonderful painting of the Walrus cruising over a relieved Royal Air Force pilot in a tiny rubber dinghy, and superimposed is a black-and-white photo of an actual rescue, a pilot being pulled aboard by the Walrus's rear gunner/observer. The photo file section gives several views of the airplane coming off a catapult, flying missions, and being retrieved by a crane. The

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'Profile' section gives a brief but informative history. Something I haven't seen in other books: a 'Combat Data' section that compares the subject airplane with a couple of foreign rivals. For the Walrus, maximum speed, range, and bomb load are compared and contrasted with the Heinkel He 59 of Nazi Germany and the Kawanishi E7K of Imperial Japan.

Fellow modelers, take note: a lot of the things we like to model are in here. Of course, there a quite a few World War I warplanes, but also interwar and civilian aircraft such as the Beechcraft Staggerwing, Handley Page HP.42 'Heracles' empire-builder, and the Curtiss Condor airliner. Of the seaplanes (and flying boats) of course the Short Sunderland and Consolidated PBV Catalina flying boats of World War II fame are here, but also the Short 'Mayo Composite', Saunders-Roe 'Princess', Boeing Clipper, and another 'Hercules': the Hughes H4, which we know and love as the 'Spruce Goose'.

Odd though this particular set of selections may be, I unreservedly recommend this book to anyone in our hobby. You can home in on a particular model, or more generally just browse through seeking inspiration for your next build...you're sure to find it.

From the Aviation Fact File series. General Editor: Jim Winchester

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Illustrated in color, with photographs and graphic art

## Academy 1/48th Scale USAAF North American B-25B "Doolittle Raider"

by Ken Murphy

The B-25 Mitchell medium bomber is one of the most iconic aircraft of WWII, in no small part for its role in the most famous air raid in American aviation history. Jimmy Doolittle's counter punch to the Japanese attack on Pearl Harbor is an epic that has been told a thousand times, and if you're at all interested in this subject I'm sure you know the story.

If not, Wikipedia has a detailed account here: [en.wikipedia.org/wiki/Doolittle\\_Raid](http://en.wikipedia.org/wiki/Doolittle_Raid) or read the book *Thirty Seconds Over Tokyo*, by Captain Ted Lawson (a pilot during the Raid) or see the 1944 movie of the same name starring Spencer Tracy. One of the latest and most comprehensive accounts can be found in the book *Target Tokyo: Jimmy Doolittle and the Raid That Avenged Pearl Harbor*, by James M. Scott (2015).

It is based on scores of never-before-published records, as well as new interviews with survivors. Or if you prefer a fantasy version, there's always *Pearl Harbor*, the movie (where 6-foot tall Alec Baldwin plays Jimmy Doolittle! Well, don't get me started...).

The Academy kit (#12302) is a re-boxing of the excellent Accurate Miniatures kit of 1999 (I'm glad to see that Academy includes their logo on the box cover). This is a big model of a big plane and it comes in a big, sturdy box befitting its subject. The excellent cover art depicts plane no. 11 "Hari Kari-er" lifting off the *USS Hornet*.

In the box you will find eight sprues of plastic, seven of which are gray and one is clear. An extra 20 parts are included. These could be used for later versions, including the C and D. Accurate Miniatures released C and D versions and a G in the early 2000s; the C/D was later released by Italeri. Academy released the G in 2013. Though the fuselage does not include a cutout for the forward upper turret, with a replacement for those moldings the H and J may yet be on the horizon. All of these releases are a testament to the high quality



copper-beryllium molds Accurate Miniatures had produced in Korea (which no doubt explains how Academy came to own them when Accurate Miniatures sadly went out of business).

Speaking of moldings, the ones in this kit are stunningly sharp, crisp and detailed. They are every bit as nice as anything being done today, with fine recessed panel lines and rivet detail. The inside of the fuselage halves are detailed with ribbing and delicate representation of the insulation fabric. Control panels, radio and other interior details are beautifully rendered. The only knock on them is a tiny amount of flash and a few minor sink marks that will have to be addressed.

This kit includes a clear control panel, which can be painted or you can opt for a decal instrument panel, and interior bulkheads with extension into the wings to provide support and proper dihedral. The tires are weighted and the engines are finely detailed with separate delicate wire harnesses.

With all this fine detail an impressive build can be made right from the box, but if you just can't get enough detail, Eduard offers aftermarket sets for the interior (Cat. No. FE322), exterior (Cat. No. 48525) or both sets from their BigEd line (Cat. No. BIG4861) for just slightly less than you will pay for the whole kit! Personally, I'm not much for aftermarket, but these are excellent products and if you just have to go there, well here's your opportunity. I should point out that very little interior detail will be visible past the nose and cockpit glazing, which is why one thing that would be good to have is Eduard's canopy masking set (Cat. No. EX134). There's a lot of glass on this bird!

The decal sheet features options for six planes, for which there is some verbal or photographic record:

- 1) Plane No. 3, 02270 "Whiskey Pete" (simply spelled out in white)
- 2) Plane No. 7, 02261 "Ruptured Duck" (with the most colorful artwork)
- 3) Plane No. 8, 02242 "3" (with a simple number on the nose)
- 4) Plane No. 9, 02303 "Whirling Dervish" (with lettering and a swirling graphic)
- 5) Plane No. 11, 02249 "Hari-Kari-er" (featured on the cover art)
- 6) Plane No. 15, 02267 "TNT" (with a chemical formula for TNT on the nose)

The sheet includes serial numbers for all sixteen planes so you can do any one you want including the unadorned No. 1 (02344). There are two black and white instruction sheets; one eight-page foldout with diagrams, and part numbers with icons indicating procedures and a color index for enamel and acrylics referencing Humbrol, GSI Creos, Lifecolor, Testors/Model Master, Revell, and Vallejo.

Given the simplicity of the paint scheme, this should be an easy plane to paint. The planes were all painted just before putting out to sea, so any weathering would have been minimal. The second four-page sheet shows decal placement for the six featured schemes and photos of the sprues for easy identification. There is no history beyond the names of the planes, but as I mentioned above, there are plenty of references available.

I have the original Accurate Miniatures kit and it has been interesting to me to see the differences between these two releases. The cover art is better on the Academy box, but the Accurate Miniatures boxing has more to offer, overall. The 24-page instruction booklet features the same illustrations as the Academy version, but much larger and with written instructions. How quaint! The instructions also include a brief history and pertinent notes about features of the aircraft throughout.

An unexpected addition is an exact copy of Doolittle's eight-page after-action report. There are also two helpful features: vinyl masks for the canopies and a set of brass weights for the nose. Both would have been nice to have in this kit. Without those extras, this boxing feels like a "Weekend Edition." However, though it's possible to pick up this kit in its original iteration, that will only get increasingly harder as they vanish from shelves and shows, so we can thank Academy for re-releasing it.

By any measure, this is a fabulous kit and tremendous achievement for its time. There is simply no competition for it in this scale. You can certainly build an impressive model right out of the box. With the 75th anniversary of the raid coming up in a few months, now would be a good time to add your favorite raider to your collection! I highly recommend this kit and I would like to thank Model Rectifier Corporation for providing the review sample.

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## **Museum of Flight Display Next Month!**

You all know the third weekend in February will have the NorthWest Scale Modelers, and all the friends-and-relations we can recruit, fill the great gallery of the Museum of Flight with our builds. Every sort of model will be welcome, of course, and our Chapter's members are especially urged to participate. There will be two special display areas for specific types. Morgan Girling will gather and display aerobatic team planes in their brilliant liveries. I'm charged to organize a display about the Pacific War.

The blurb about this follows. There won't be anything in it that IPMS members don't know already...but many Museum of Flight visitors know nothing whatever about aviation history.

Particularly, every American knows we fought a great war against Imperial Japan. But not everyone understands that this war also involved combatants from many other countries. French, Dutch, and British overseas possessions were early targets of Japanese conquest, and it would greatly enhance the display if you IPMS members could include equipment and markings of these other combatants. Thank you!

### **The Pacific War**

**By Scott Kruize, NorthWest Scale Modelers &  
Seattle Chapter of the International Plastic Modelers Society**

Asia saw major military clashes long before America was drawn into the Second World War. Imperial Japan began conquest of most of China in early 1937, and engaged Soviet Union forces in Manchuria during the summer of 1939. September 1 of that year was when Nazi Germany invaded Poland.

What we call 'the Pacific War' began with the December 7, 1941 raid on Pearl Harbor. Imperial Japan attacked not just the United States of America, including the Philippines (then an American Protectorate) but also possessions of the Dutch, French, and British empires, all over the southwest Pacific.

At the greatest extent of their so-called 'Greater East Asia Co-Prosperity Sphere', Imperial Japan ruled most of China, Indochina, including nearly all of Burma, and was approaching the borders of India. To the South, they engulfed nearly all island groups, including much of New Guinea, in their approach to Australia.

Many of the Allied combat planes displayed here first fought in Europe, proving themselves in battle against the most advanced German aircraft. Japan's military equipment and personnel were regarded with contempt by the Western powers before the Pacific War began. Yet Japanese warplanes inflicted crushing defeats, demonstrating astonishingly high performance, flown by well-trained, skilled, aggressive crews.

After much fighting, the Allies regained the upper hand. Japanese aircraft, on the whole, were exceptionally lightweight in construction, vulnerable to battle damage. Allied aircraft were sturdier, better armored and armed. But the decisive factor was that Japan could not match Western industry. Over the course of the Pacific war, Japan produced and fielded approximately 75,000 warplanes. America's production was 300,000!

The war did not end until Japan's surrender on September 2nd, 1945, almost four months after the surrender of Nazi Germany to the Allies.

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### IPMS Seattle Dues for Calendar Year 2017

Your 2017 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 January meeting.

**IPMS Seattle Dues for Calendar Year 2017** **Remit \$15 to:**  
**Twyla Birkbeck**  
**P.O. Box 15983**  
**Seattle, WA 98115-0983**

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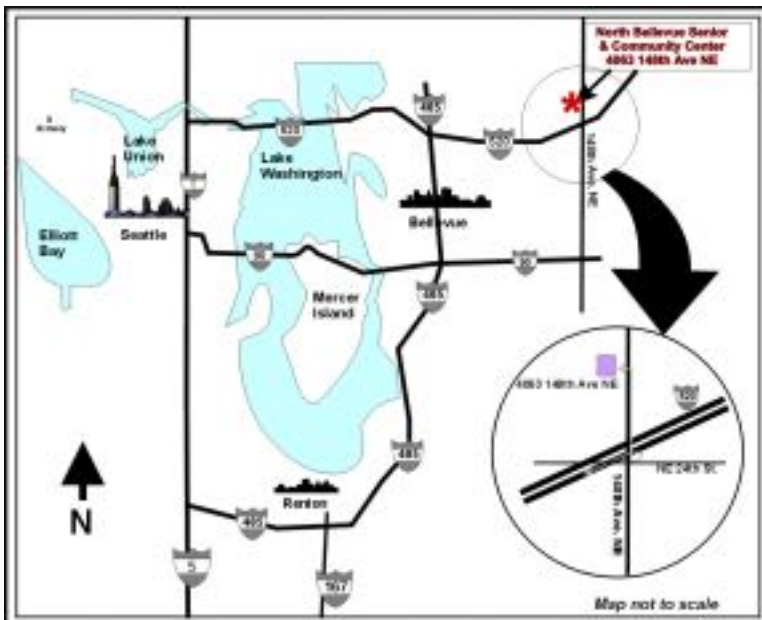
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Please do NOT release my e-mail and phone information for distributed club rosters.

## Meeting Reminder

## Meeting: January 14



**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.