

Seattle Chapter News



Seattle Chapter IPMS/USA
July 2017

PREZNOTES



[Andrew is taking a short break from writing PrezNotes, so Eric Christianson is filling in for him this month. – ED]

Quality vs Quantity

I've just finished possibly one of the worst models I've ever tried to build. The short-run, multi-media kit suffered from a variety of manufacturing, design, and packaging issues.

But the build is finished. It is not perfect, it is not complete, in fact - it has a tear across the back of the turret you can stick a pencil through. As a review, however, there is a deadline, and it has been posted, warts and all.

But that's OK. In fact, for me, I prefer things this way. Back in school I was on a quarter system, and whenever I had a bad teacher, I thought, no worries, I'll be rid of this yahoo in a matter of weeks. And so it is with models like this.

I think we are all in agreement that we build models to please ourselves, and the result, like the process, is a personal thing. Some of us accept the challenge (and risk) to compete in model contests. Others, like me, simply want to get to that next model, to pull those sprues out, to fall asleep at night thinking about color schemes and build options. For me, that next kit is always waiting. Impatiently.

Wagging fingers have scolded; "you should replace antennas with more sturdy, metal ones"; "you should paint those areas that can't be seen"; "you should make the propeller spin"; "you should (modify things) so that the result is more accurate" – the list is endless. Hmmm. Nope. Once I feel am done, this beauty, this proxy child of mine, will be relegated to the big glass case to stay, sandwiched between two other fond memories. Or not so fond. If only seven of the wheels on my eight-wheeled SdKfz RAD actually touch

the ground, then so be it. There are just too many models yet to build to freak out about it.

Yet, I remember, there was a time when my approach was different, when my 'closet-o-unfinished-projects' filled up with my problem children. I got hung up on fixing flaws, or simply passed on starting expensive kits until the time came 'when I knew what the hell I was doing'. Those days are long gone. I can now just as easily pull down my 1/48th Tamiya Fairey Swordfish floatplane as I can my old 1/72nd Lindberg Me 410 (that's such a cool model).

Don't call me fearless – I fear all sorts of things. But I am not encumbered by a need for perfection, and the beautiful takeaway from this approach is that, as I build more and more models, I get better and better at building them. Go figure.

In the end, I say: build for yourself, enjoy the heck out of this fantastic hobby, and embrace your relationships with fellow modelers. We are the lucky ones!

Eric

In This Issue

Ding Hao T77	3
M&L Records and Models	7
Hurricane Bookshelf: Korean Air War History	8
Tamiya Valentine	10
Hasegawa Lancia 037	14
Air Compressor for Sale	15
Airbrushing Demo at July Meeting	16

SEATTLE CHAPTER CONTACTS

President: Andrew Birkbeck P.O. Box 15983 Seattle, WA 98115 Ph: 206-522-3539 acbirkbeck@comcast.net	Vice President: Eric Christianson 18215 NE 95th Way #103 Redmond, WA 98052 Ph: 425-591-7385 ModelerEric@comcast.net	Treasurer: Twyla Birkbeck P.O. Box 15983 Seattle, WA 98115 Ph: 206-276-3855 birkbet@comcast.net	Show Chair: Andrew Birkbeck
---	---	---	---------------------------------------

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.

July 8
September 9

August 12
October 14

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 (under 18) \$17 Family, 1 Year: \$25 (adult - \$5, child 6-18) 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.: _____

IPMS/USA Join or Renew Online at: www.ipmssusa.org
 PO Box 56023
 St. Petersburg, FL 33732-6023

Newsletter Editor:
 Robert Allen
 7919 133rd Ave. NE
 Redmond, WA, 98052
 425-885-3671
 baclightning@yahoo.com

Ding-Hao 1/35th Scale T77 Multiple Gun Motor Carriage

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.)

Gaining momentum on this side of the pond is a model company out of Taiwan called Ding-Hao Hobby, a sister company to AFV Club, that specializes in subjects not well covered (or not covered at all) in injection molded plastic. Their kits are short-run, multi-media affairs mostly aimed at advanced modelers. I first came across Ding-Hao Hobby from a pilot friend of mine who brought me a German Büssing Nag L4500S truck sporting dual MG151 triple machine gun mounts (DH96003). I have since purchased several more DH kits before deciding to review their U.S. Army T77 Multiple Gun Motor Carriage.



The T77 is based on a modified M-24 Chaffee chassis with a specialized turret studded with no less than six U.S. M2 Browning 50cal machine guns – a frightening prospect for anything that would have the bad luck of straying into its line of fire.

The T77, however, never left the experimental phase with only two prototypes built and tested at the Aberdeen Proving Grounds in Maryland through 1945. The project was cancelled after the end of the Second World War, partly because it was clear that the platform wouldn't be able to cope with fast attack jets.

The first thing you notice when you open a DH box is how it opens. The sturdy, cardboard box has a printed color paper cover taped to the outside, and a front-opening clamshell design which takes a little getting used to, but works fine when pushed to the back of your workbench. Once you have the box open, you'll find a variety of different modeling mediums, and this is the same with all the DH kits I own. The majority of the kit is injection molded plastic, but there will also be parts made of resin, rubber/poly, photoetch, stainless steel, twisted-thread, even brass in some kits – a veritable modeling smorgasbord.

The quality of the plastic molding is absolutely stunning, with hairline weld-seams and whisper-thin grab handles and foot ladders. That said, the resin and plastic parts are extremely thin, and look, at first, like they are warped beyond use. In some cases, however, the thinness uncovers their greatest strength; since some of the plastic can be pushed into place and glued, ending up straight and true.

On the other hand, the entire turret assembly is made of an unusual kind of resin; very, very thin and malleable – not a single part is rigid like normal after-market resin. The quality of the resin moldings is rough – not nearly as good as the plastic. Finally, to my disappointment, the six-gun mount in the turret had a number of flaws that had to be



addressed, including the six M2 machine guns which were badly warped and under-scale. Since all eyes will be focused on this particular area of the vehicle, I had to replace the guns with spares from other kits.

The two rubber-band style track runs come together in an interesting and novel way – Ding-Hao provides a steel pin that slides through rubber ‘eyelets’ in the ends. We’ll see if this approach holds up over time...and being stretched over the running gear.

The contents of the box include:

Lower hull, packaged separately.

6 sprues in very soft and thin Olive Drab plastic, packaged separately

1 clear plastic sprue

2 small photo-etch sheets, one with engine exhaust mesh, one with ‘reasonably’ small parts

2 runs of black poly or rubber track

1 8-inch length of black twisted thread – rope or cable in 1/35th scale

Separate bag containing all the parts necessary to build the turret and main weapon, molded in very thin and warped resin – some of it significant. Soft – not rigid – even the resin blocks that get removed are soft and bendable.

1 16-page black and white instruction booklet with 28 steps

1 small but perfectly registered sheet of decals, printed in Taiwan

The first three pages of the instruction booklet contain a brief history of the vehicle, followed by color callouts for Gunze Hobby Color, Mr. Color and Mr. Color Spray, Humbrol, Revell and Lifecolor paints, and sketched images of nine other offerings by the company based on the M-24 lower chassis. Clearly, if you are a Chaffee-nut, Ding-Hao should be your go-to source for unusual short-run vehicles.

The instructions themselves utilize sharp, black and white CAD-like images to walk the builder through the 28-step assembly.

Assembly sequence varies by modeler but the general flow of things go pretty much as Ding-Hao intended. The exceptions I made are identified in the text, below.

Things to consider before building:

Right up front, let me say that this is not a kit for beginners; it will be a challenge – as most short-run, multi-media kits are. If you accept that up front, things will go a lot smoother. The Chaffee is a straight-forward tank. Chassis, fenders, main deck, turret, gun, hatches – it’s all there. There are no build options offered, so you will have a lot of extra parts for your spare parts box since you will only use the lower half of the M-24. The track is obstructed if you choose to add the fenders (like I did) so you’ll need to put the track runs on early in the build. The two top hatches are large and uncovered, and reveal a pretty good view of the interior, so you’ll need to finish that out before attaching the upper turret.

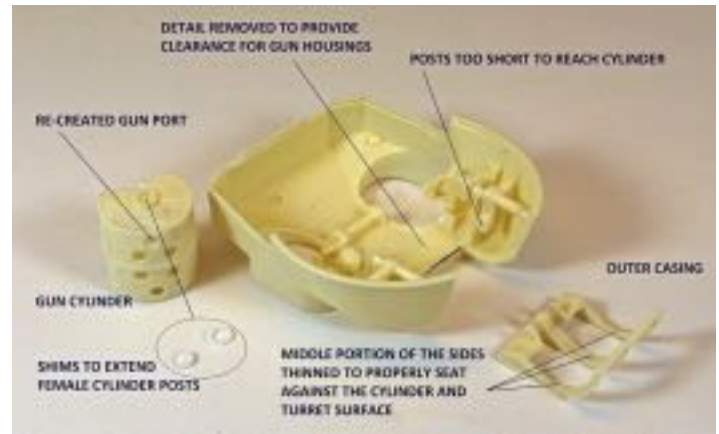


Resin casting issues

As a U.S Army prototype, the T77 is going to be U.S. Army green, period, so my challenge would be to try and put as much life as I could into all that monochromatic finish. I thought that I would take this opportunity to try the new Mission Models acrylic paints instead of my normal go-to choice of Vallejo or Model Master drabs for American armor.

Mission Models Paints (MMP) don't perform like any other acrylic paints I have ever used. (You can purchase the paints and watch a tutorial on how to use them here: <https://modelpaintsol.com/model-painting/mission-models-paint>).

This new paint is pretty amazing – I have yet to experience any clogging whatsoever when I use the following mixing ratio: Six parts MMP paint + four parts MMP thinner, with the thinner made up of ten parts thinner to one part retarder (that goes by the catchy name of MMP 'Polyurethane Mix Additive'). I spray this paint out of my Grex TG at about 12lbs for detail and post-shading work, and up to 20lbs for opaque coverage.



Even though MMP has their own line of excellent primers, I remain a stalwart believer in using rattlecan primers when I can, especially when the subject has a variety of modeling mediums involved like the T77. Accordingly, I started by applying a primer coat using Krylon Color Master with Durable ColorMax Technology rattlecan (Flat Black) enamel paint. This is the third rattlecan primer I've tried, and I'm glad I kept going because this stuff is a superior product, drying super thin and very, very tough - not to mention cheap and quick.

Once the hot enamel had a chance to de-gas overnight, I toned down the 'very black' wheels with (MMP035) NATO Black. I then waited 20 minutes and shot the lower chassis with hairspray to make it easier to clean up any overspray later when I applied the olive drab.

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

I let that dry and then laid down a base coat of (MMP025) Olive Drab, followed by a post-shade coat using ten drops of MMP Thinner Mix + two drops of MMP020 Olive Drab Faded + one Drop of MMP001 White. Working from the center of each panel outwards, I left some of the darker shades to show through around the edges.

The MMP paint is opaque but can be sprayed in such a way to let the color underneath affect the final tone and depth. Keep the pressure around 12lbs and you'll have the control you need.

Since I wouldn't be attaching the upper turret to the lower section (due to fit issues), I decided to finish the interior – some of which is visible through the two large crew hatches in the top.

I started with the same primer as the rest of the vehicle, followed by a coat of Vallejo (Model Air) 71.132 Aged White. Once dry to the touch, I hand painted the various interior parts using Vallejo Panzer Aces and Model Color paints (including 314 Canvas for the seats, and 312 Leather for the seat posts).

Once the paint was dry, I airbrushed the areas that would receive decals with Future acrylic to give the decals a smooth surface to work with. I applied the decals using the Red and Blue Micro Sol/Set system. The decals supplied in the kit are very, very thin (but strong) and tended to fold up immediately when slid off the backing paper. With enough (blue) solution (and water) however, I was able to get them to straighten out. I then airbrushed Future over the entire vehicle to seal the decals and to prepare the surfaces for washes.

While the Future was drying, I painted the wooden portions of the pioneer tools with a Vallejo Flat Flesh and the steel parts with Vallejo Oily Steel. For hand-brushing Vallejo paints I mix a tiny bit of Vallejo Slow Dry and water with each color until it flows smoothly off a red sable brush.

To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown oil paint straight from the tube and let that set overnight. Since the surfaces were covered beforehand with Future, the oil paint will be easy to work with. In the morning I carefully removed most of the oil paint using a Q-tip, leaving the areas near the latches and metal parts darker than the center of the wooden shafts. I then let a little black wash puddle up on the horizontal surfaces of the metal axe and shovel heads. When dry, I think this gives them a convincing look of used steel.

Once satisfied, I gave the entire model a coat of Vallejo Matt Varnish, mixed 50/50 with Vallejo thinner and a couple drops of Liquitex Flow-Aid.

With a flat coat on the model, I applied several filters to enhance the monotone areas of the vehicle. I heavily thin all of my washes and filters with Mona Lisa Paint Thinner. This odorless white spirit is very mild and will not react with the paint underneath.

I applied an overall filter of Mig Wash Brown to the entire vehicle, inside and out, and a filter of Mig Black over the air intakes and spare track.

I applied a pin wash to highlight the detail all over the vehicle using Mig Dark Wash (aka Raw Umber) mixed 10:2 (Mona Lisa to Wash) using a small red sable brush, concentrating on the panel lines, recesses, buckles, pioneer tools, etc. Off to the photobooth!

The T77 from Ding-Hao Hobby was a challenge to build, mainly due to the issues I encountered with the resin turret and main weapon. The M-24 chassis also presented challenges, as did the condition of many of the plastic and resin parts in my sample copy. Any one of these issues alone could have been resolved with just a little 'modeling', but all of them together resulted in a tough build to get through.

That said, there were bright spots to be found as well; a novel method of attaching the track using metal pins (that worked!), extremely fine molding detail on all of the plastic parts, some of it as fine as I've ever seen. Such great work on parts that were so warped seemed to me a real shame. More care in packaging and certainly a different approach to the resin parts would have produced such a nice kit, and an equally rewarding modeling experience. Still, I find each challenge is a learning experience that improves my skill set, and that's a good takeaway no matter how you look at it.

I can recommend this kit only to advanced modelers who are up to the challenges commonly found in short-run armor kits. Once built, however, this interesting and unusual subject sitting on a display table will certainly turn heads!

I would sincerely like to thank Ding-Hao Hobby and AFV Club for graciously providing this kit for review, and to IPMS USA for giving me the opportunity to review it.



Auld Lang Syne: M&L Records & Models

by Morgan Girling

During the dark wet months past, we went in search of a German restaurant, eventually finding one on 65th in Seattle. We parked across the street in front of an unusual store shuttered for the night: M&L Records and Models. Another juxtaposed business, like the BC Shaver and Model Shop in Victoria BC, or the Cigar and Camera shop in Calgary, I knew I must return.

We finally had cause to drop in during business hours, and it is, as advertised, a purveyor of vinyl and styrene (and resin). And, as expected, it is a delightfully funky experience. Lelan Kuhlmann is the proprietor (his father, Morrie – the other initial in the shop name – having passed away) was an engaging host, as he and Lisa chatted old Seattle bands, politics, religion, and the like. While they were engaged, I scrutinized his model wares with an intense scrute while adding the occasional comment to the discussion.

His collection of kits is small, and accessories seem limited to tubes of Testors glue next to the cash register. But it is a fascinating collection – there are some contemporary kits at reasonable prices, but the real treasure is his Way Back Machine. About half of his kits are vintage (also at reasonable prices). I found several Aurora biplanes and jets, and even a late-boxing Seaview at non-collector prices. There were kits I remembered from when I was a wee tyke. I suspect our Master of NABROKE would turn himself inside-out with glee at what he'd find. While cars aren't my thing, there was a goodly selection of them, and I suspect there's gold in there too.

The display case by the door is full of original and re-issued caricature kits like Rat Fink, the range of Hawk Wierd-Ohs, the Aurora Guillotine kit (ah, childhood) and so on. In the midst of all of those was a contemporary Jimmy Flintstone resin kit – a space alien recapitulation of Freddy Flameout.

But what about the records? About five aisles of comparatively rare jazz and rock, and a section devoted to local bands, all in loving vinyl. There's even a rack of CDs because “nobody buys them anymore.” The stereo plays an eclectic selection in the background, and the clicking between tracks had me wondering if it was 8-track or a record changer. (The mystery continues as I couldn't see either in evidence).

So, there's a lovely rainy afternoon for most of us, and quite possibly our spouses too. The place has that cluttered disorder of a one-man operation that will delight anyone fond of small English shops. Drop by and smell the nostalgia!

M&L Records and Models
6504 Ravenna Ave. NE
Seattle, WA 98115
Tel. 206.522.8189

*Photo courtesy of M&L Records & Models
Facebook page.*



Hurricane Bookshelf: Two Approaches to Korean Air War History

by Scott Kruize

Air War Korea by Robert Jackson. Copyright 1973, Scribner Publishing. 9.3 x 6.4 inches, hardcover. 175 pages

Korean Air War Copyright 1994, 2003 by Robert F Dorr and Warren Thompson. Motorbooks International, MBI Publishing Company of St. Paul, Minnesota. 10" x 10" softbound, 192 pages

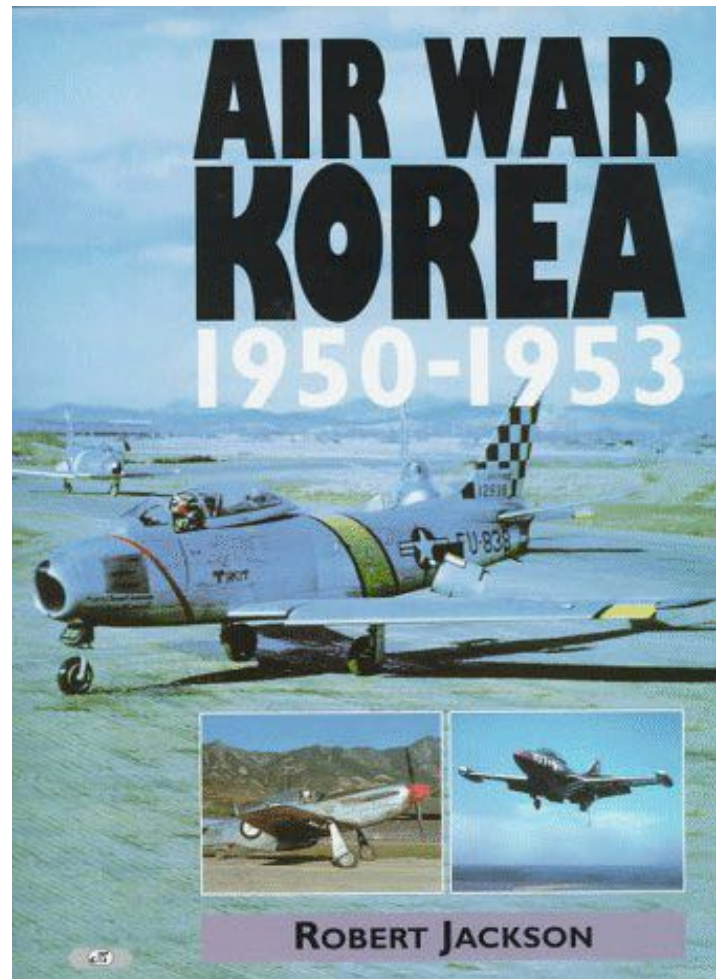
Victory in the China/Burma/India Theater of World War II was partly hastened by the efforts of Staff Sergeant Henry Kruize, Jr., radio operator for the United States Army Air Force. Once he and 11 million other American military personnel defeated the Axis, they mustered out late in 1945 and went home. There they married sweethearts, got houses in instantly-appearing suburban housing developments, and produced what would be called the Baby Boom.

With all of our enemies prostrate in total ruins at our feet, Hank patriotically/cleverly agreed to stay in the Army Air Force reserves. Of course that also meant cluelessly discounting the possibility of any future trouble. So imagine his—and his newlywed bride's—surprise in late 1950 to get a letter: "Greeting." It seems trouble had indeed flared up again in Asia, and Father needed to help deal with it.

In the event, it was decided that the Air Force's critical needs could be satisfied by him serving within our own continent, specifically at McChord Air Force Base, next to Army base Fort Lewis. These saw a huge increase in military activity after a mere five-year interval of relative peace and quiet. Nevertheless, it was possible to settle Mother nearby, in time for medical personnel at Madigan Army Hospital to facilitate my arrival. —I trust this all establishes why I might be particularly interested in this particular historical event...

Keeping with American tradition dating back to the Revolutionary War, as soon as the shooting stopped in late 1945, our military was again pared down to a shadow of its wartime strength. Technology continued to advance, and new high-tech jets entered service, but they were primarily needed to defend the continental United States from the possibility of intercontinental atomic bombers, and to confront the Red Menace directly in Europe. In 1950, their numbers were modest.

Elsewhere, the Air Force, National Guard, United States Navy, and Naval Reserve, mostly still operated leftover World War II 'iron'. The B-29 Superfortress was reclassified down to 'medium bomber' status. The medium-bomber/attack-bomber role devolved onto the modest number of remaining Douglas B-26 Invaders. All the vast fleets of B-17s, B-24s, B-25 Mitchells, and B-26 Marauders were gone. Most fighters in the Air Force were F-51 Mustangs; the P-47 Thunderbolts and P-38 Lightnings were gone. The Navy had a few F8F Bearcats, but mostly still flew F4U-4 Corsairs. The huge F6F Hellcat carrier-based fleet was gone, but for a few converted remote-control drones. These would have their combat debut over Korea, leading to our 'smart' weapons of today. So would a very few naval jet fighters: Panthers and Banshees. And the Air Force finally had to commit its jet fighters: F-80 Shooting Stars from very early on, later the formidable F-84 Thunderjets, both for ground attack. The only answer to the MiG-15 in aerial combat would be sending the latest and greatest F-86 models.



Our allies were similarly underequipped. The small Royal Navy and Australian carriers had Seafires, Fireflies, and Sea Furies; no jets at all. Through Australia's No. 77 Squadron, the only British jets to join the conflict were World War II-era Gloster Meteors. Fine aircraft, that ended up doing good work as high-speed attack bombers, but seriously disadvantaged when opposed to MiG-15s.

These two books about the air war over Korea obviously share common elements, but they differ extensively in their structure and emphasis. Both books give attention and detailed information, with photographic support, for the efforts of allies, particularly the Commonwealth. Britain, Australia, and South Africa made exceptional impact on the air war. Much of this information I'd never encountered from any other source, such as more generalized histories of the war, or more specific accounts of air operations primarily by American aircraft. I also learned quite a lot of the fighting at night: interdiction of North Korean army traffic towards the battle zone, and supporting Skyknight efforts to make the night sky safer from MiGs. Basically, all I'd read before—what we've all read about: battles near the Yalu River between MiGs and Sabres...

Robert Jackson's book is meticulously organized, accurate, and detailed. Virtually every air operation is described by date, units involved, the number of sorties, and the overall effect, with most such operations reasonably related to the war as a whole. It makes for excellent scholarship, if occasionally dry reading.

Robert Dorr and Warren Thompson take a less rigid approach. The overall flow is necessarily chronological, like in the Jackson book, with four chapters named only by the year. There are far more pictures, most in color. Text sections describe details, similar to Jackson's, but is less dense, and is largely interspersed with quotes from interviews with people who actually fought the war. Here are brief excerpts from longer passages of personal recollections:

(From 1950) Navigator/bombardier 1st Lieut. Bittman flew B-26s in June, almost as soon as our forces began to resist the North's invasion:

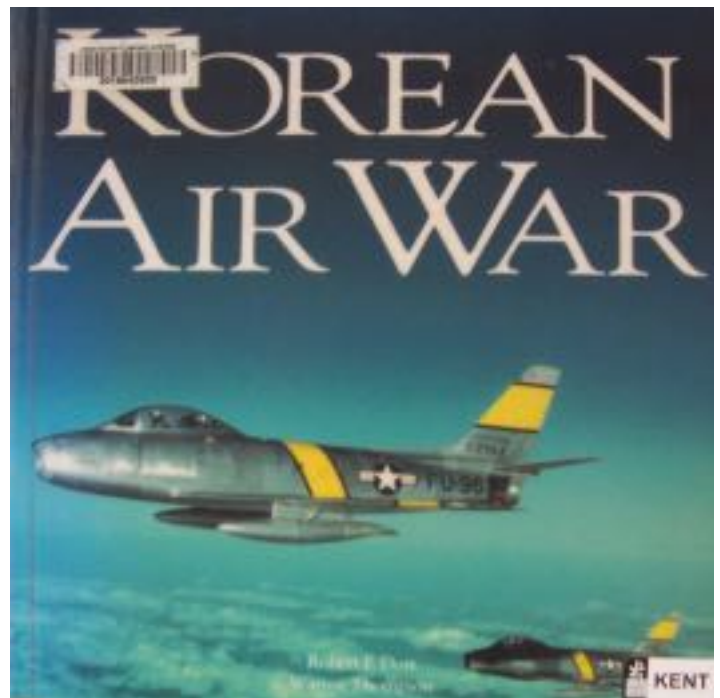
"It was clear enough beyond the 32nd Parallel to see the ground. We spotted a train going south and proceeded to drop 500lb bombs in front and back of the train, stopping it. We strafed up and down into the stalled train. That's when we got hit by heavy machine gun fire that shot up one engine and left the aircraft with just one flyable engine. We left the area while we could still control the aircraft..."

(From 1951) Ensign Eugene Tissot flew F4U-4s with VF-192 from the *USS Princeton*:

"Our squadron was heavy with ensigns—14 of our 24 pilots were of this exalted rank... Although [Hoeyang] showed up on our maps, it was not easy to find. All of our navigation in those days was done by dead reckoning and map reading – we did not enjoy the sophisticated electronic navigation aids of modern times. Lots of snow on the ground did not help matters at all. After quite a bit of searching, I finally found the headquarters building... The Skyraiders, carrying our heavy ordnance, made first runs on the target. ... We all witnessed one large building completely obliterated in an instant. I have never seen such destruction from a single bomb – the building was simply pulverized.... Thus the first and only CVG-19 all-ensign strike group had great success at Hoeyang."

(From 1952) Lieut. Col. Thomas Coles flew F9F-4 Panthers with VMF-115:

"Our mission was to bomb a rail line and continue in a high-speed strafing run straight ahead on a highly concentrated AA position. The shell I took in the nose of my aircraft, from the curvature of the souvenir pieces of that shell that I still have... did more damage than a 37mm shell would have done. It blew off the nose section of the plane back to the firewall. The four guns were shaped like pretzels. One moment I was traveling in excess of 500 miles an hour and the next I was doing 180 miles an hour, as if I had hit a brick wall..." (Spoiler Alert: he managed to get back to one of our own airstrips...!)



continued on page 16

Tamiya 1/35th Scale British Infantry Tank Mk. III Valentine Mk.II/IV

by Andrew Birkbeck

During the 1930s and the early period of the Second World War, British tank tactics involved having two types of tanks: the faster Cruiser tanks that would act as mechanized cavalry or break out vehicles, and the slower, more heavily armored Infantry tanks that would lumber into battle at a speed commensurate with supporting infantry maneuvers. Of the Infantry tanks produced, the Valentine series was the most numerous, accounting for 30% of the entire British tank production of the Second World War: 7,315. Production took place in Canada as well as the United Kingdom. Nearly 4,650 Valentine tanks were provided to the Soviet Union under the Allied Lend-Lease program. A total of twelve variants of the Valentine were produced, the majority being the Mk.II/IV vehicle produced here by Tamiya.



Given its significance to the British, it isn't surprising that a lot of Valentine kits have been produced over the last 30 or 35 years. Starting in the 1990s, Accurate Armour of Scotland produced a couple of Valentine kits in the hobby's most popular armor scale, 1/35th, and these were fashioned mainly from cast metal and resin. Starting in the mid 1990s and continuing into the 2000s, a series of injection plastic kits appeared from various Eastern European firms such as VM, Toga, Alanger, Maquette, Ark Models etc. Some of these were reboxings of one another, and the VM kit was reboxed by Dragon Models. Then using the latest state of the art molding technology, more recently we have seen a raft of Valentine kits from MiniArt of the Ukraine (as many as ten kits?), as well as Far Eastern producers such as Bronco and AFV Club. Looking over the latter, some of these appear to my eye anyway as sharing molds with MiniArt's kits? These latter kits all come with lots of parts, including photo etched brass. Enter Tamiya with their new Valentine kit, without any photo etched brass (which many modelers dislike as a medium), and legendary Tamiya parts fit.

What's in the Tamiya Box

- 7 sprues of tan plastic parts
- 1 sheet of water slide decals with 3 different marking options
- 6 vinyl poly caps
- 1 black and white instruction booklet, 12 pages, with 24 assembly steps and incorporating a markings and painting guide, plus a 4 page "historical" sheet, including a line drawing schematic and short English historical section (the rest is in Japanese, German and French).

To start with, the parts presented by Tamiya in this kit are what we have come to expect from this company over the last many years: made of very good quality plastic, with the detailing to a high standard. There is zero flash, and I spotted no sink marks, though there are ejector pin marks on some parts, especially the track links, though all were dealt with easily. Finally, where other firms might provide the modeler with ten parts to make a sub assembly, Tamiya gives the modeler three. Some find this great, others not so. I am of the former variety.

Historically Tamiya has provided the modeler with a one piece main hull tub, to which other parts are attached. Of late I have noticed that Tamiya has moved away from this concept, and has been providing the modeler with a separate hull floor part, two main hull side plates, together with a front and rear hull plate. This was true in their recently released SU-76M (kit 35248), Sherman M4A3E8 (kit 35346) and M40 SPG (kit 35351). This continues with this new Valentine kit. Initially this had me concerned about potential alignment issues, but this has not proved the case, with everything lining up nicely provided the instructions are studied carefully, and parts are test fitted prior to the application of model cement/glue.

Tamiya's Valentine instructions cover a scant 24 assembly stages. Start by going through and checking to see which sections/parts apply to the vehicle you are building, as there are a number of alternative parts throughout the construction stages, Russian vs British

North Africa, including the vehicle's use or non-use of fender side skirts. The modeler then starts construction with the vehicle main hull parts, of which there are remarkably few, Assembly Stages 1 through 5. Tamiya cautions the modeler in Section 2 to make sure they follow the recommended sequence of assembling the two lower hull side plates, and the front and rear plates. In Section 5, there are two vision ports to be installed, parts A4, which have ejection pin marks that need carefully scraping with a hobby knife, and sanding with some sandpaper.

Assembly Stages 6 through 10 cover the construction of the vehicle running gear, including the suspension arms, plus the road wheels, idler wheels and drive sprockets. In Stage 7 comes the first decision to make for alternative parts, Russian vs British idler wheels. Stage 9 covers the assembly of the drive sprockets, which utilize a vinyl poly cap. Make sure that when this is installed in Stage 10, no glue is allowed to interfere with the free movement of this subassembly on its mounting post. This is because a free moving sprocket is important for the proper alignment of the tracks in Assembly Stage 11. Tamiya utilizes a link and length approach, with lengths of track for the upper and lower sections, while individual links are used to wrap around the idler and sprocket. Make sure you have the track pieces aligned facing the right direction, and follow Tamiya's recommended assembly order, as clearly documented in the instructions.

Stage 13 covers the one-piece fenders for the vehicle, and these align nicely into their hull side slots. Make sure to utilize the Mk.1 eyeballs to assure proper sit from front to rear. Next comes the vehicle stowage boxes (2), Stage 14, again alternative parts are involved here for Russian vs British boxes, though the difference is almost imperceptible! Still, Tamiya goes to the trouble of molding this apparent, small, difference, so good for them. Stages 15 through 17 cover the attachment of various small parts to the fenders, such as the on board tools, engine exhaust muffler and pipe, exhaust shield, plus two part headlights. I left off the muffler unit, the muffler/exhaust shield and the headlights so that they could be painted separately, and also to protect the fragile headlights during assembly handling.

Stage 18 in the instructions covers the British North Africa schemed vehicle (so skip if doing one of the two Russian options), and its side skirts. Again, follow Tamiya's specifically laid out assembly scheme, in order to get the skirts on straight. Stage 19 is for the Russian vehicles and their front and rear mud flaps.

Moving on, we come to the turret. The turret is a small affair, holding as it did a two-man crew. There is excellent cast detail on the appropriate parts, and the fit of the parts is exquisite. In Stage 21, you will see again some ejection pin marks that need carefully removing with hobby knife and sand paper, parts A5. Also in Stage 21, you will see that Tamiya chose to mold the main 2 pounder gun in two parts. NOT, as is traditional, in two halves, but instead one main length, and an end cap. One would have hoped Tamiya could have accomplished this in one piece, but for whatever reason, not. You will need to prep the two parts, D3 and D15, and then test fit carefully, and glue, monitoring the glue process to make sure there is no part movement before the two parts set up firmly.

Tamiya provides the modeler with a choice of open or closed turret main hatches, and if they are left open, the kit comes with two well detailed, multi-part, half figures (waist up). The commander figure comes with a mike, to which some wiring should be added, and is nicely animated. The gunner is less animated. However, with there being no turret interior, if someone looks closely they will notice a void, which perhaps should be filled with some rudimentary scratch building of the gun breech etc?

Tamiya provides a small decal sheet for this kit. The decals are well printed, the colors opaque. If you have used Tamiya decals before, these will offer no surprises. The schemes are as follows:

A: British Army, Unit unknown, North Africa, 1941-42, overall "Sand"

B: Red Army, Unit unknown, Sothern sector of Eastern Front, 1942, Overall 4BO Green

C: Red Army, Unit unknown, Overall 4BO Green

Having already built a Russian vehicle when I built one of the MiniArt Valentine kits a few years ago, I decided to build the Tamiya one as a British North African version. This has a large number "3" on the right fender side-skirt. Unfortunately, Tamiya



only provides a paint listing from their rattle can range, TS-46 "Light Sand". I MUCH prefer to use my airbrush, as it allows for superior paint application control. I also like to do post shading, which to me seems impossible with a rattle can. I would have appreciated if Tamiya had gone to the trouble of giving us a mixing formula using their bottle paint range as well as the rattle can color? Instead, my research indicated that a vehicle in this theater of operations, and at this time period would have been painted overall green in the factory, and then over sprayed upon arrival in North Africa at a local workshop in "61 Light Stone". I found the following formula for this color utilizing Tamiya acrylic paints:

o 7 pts XF2 White + 2 pts XF59 Desert Yellow + 2 pts XF3 Yellow

Or using Vallejo acrylics, 70976 Buff

The model was initially primed with my favorite primer, Tamiya rattle can Light Gray Fine Surface Primer in the 180ml can. This product goes on great, dries to the touch quickly, and after being allowed to cure for a few days, sucks down onto the plastic parts like a limpet, and thus does not obscure any of the fine detail of the kit. I then sprayed the model with Vallejo acrylic primer Russian Green. Why Russian Green? Because I wanted to replicate the green paint applied to the Valentine at the factory, but didn't have the precise British Green. "Close enough" works here. This was allowed to cure for two or three days.

I then sprayed the model with hairspray. This could have been done via a rattle can of hairspray, but I wanted more control, so bought some hairspray in a pump container. I added a small amount of Vallejo airbrush thinner to my Iwata gravity feed airbrush, and then "pumped" some hairspray into the cup, and thoroughly stirred it and the thinner with a paint brush. This was then evenly airbrushed over the entire model. Once the hairspray had been allowed to dry about a half hour, I mixed up some Light Stone 61, utilizing the Tamiya mixture mentioned above. This paint was then airbrushed over the entire model, and allowed to air dry for a half hour. I then got a small container of luke-warm water, a small chisel paint brush, and a "soft" toothbrush. I dipped the paint brush into the warm water, and applied it to a small section of the model, and started to agitate the paintbrush back and forth. After a short time, the Light Stone 61 paint began to "wear" off. I also used the toothbrush to likewise softly scrub the Light Stone paint. The surface "foams" a bit as the paint is worn away. Take a paper towel and cut it into small sections, and use the paper towel to dab up the foamy liquid, a mixture of water, Light Stone paint, and hairspray. Work away in small sections, scrubbing/rubbing away the paint until you get the amount of wear and tear that you are looking for. Period photographs of British Valentines in North Africa clearly show substantial paint wear in many instances. Start off with the underside of the model, to make sure you are happy with the results you are after. You can also practice this technique by getting a sheet of Evergreen white plastic, suitably primed, painted, hair sprayed and then painted again. Practice and practice again!

Once I was happy with the "worn paint" effect, I let the model sit for a couple of days, before airbrushing a few light coats of Tamiya X-22 Clear Gloss to seal the model, and prepare it for decaling.

The marking scheme for my North African Valentine couldn't have been simpler: a large "3" on the right side of the vehicle, on the fender skirt, together with two small vehicle ID numbers either side of the turret. Six smaller decals were employed on the front of each fender to depict the rubber areas. I utilized Gunze Sangyo's Mr Mark Softer and Mr Mark Setter decal setting solutions for this project. Once dry (24 hours), the decal areas were over sprayed with some thin coats of Tamiya X-22 Clear Gloss.

I then applied some dark brown "wash" to the model, utilizing oil paint and odorless mineral spirits. Once allowed to dry for a few hours, the excess wash was mopped up with Qtips dipped in a little thinner. The oil wash was then permitted to dry out for a couple of days. Once dry, some coats of AK Interactive's Ultra Matte Varnish AK183 were applied via an airbrush. I use this unthinned, straight out of the bottle, and it provides the "matt-est" finish in the business. This was allowed to dry for 24 hours, before a couple of rust oil paint colors were utilized. Small amounts of the oil paint were mixed with odorless mineral spirits in a mixing palette to produce a "wash", and with a pointed brush, I set about "rusting" the vehicle. Hinges, rivets etc. Contrary to some peoples' views, rust DOES form in the desert, especially where parts are worn down to the bare metal, thanks to sand abrasion. Again, the oil paint was allowed to dry for a few days, and another light coat of AK183 Ultra Matte Varnish was applied. I then took a Buff colored oil paint, and put various "dots" about the model, and blended these into the matt surface utilizing a soft paint brush and odorless mineral spirits. This gave the vehicle's surface a suitably "dusty" appearance. Once dry for a couple of days, another thin coat of AK183 Varnish was applied.

Finally, the tracks. These were very carefully painted with Vallejo's Track Primer 70304 with a brush. After a 24-hour curing period, a light rust oil color was chosen, mixed into a "wash" utilizing odorless mineral spirits, and applied to the tracks. This helps break up the monotone color of the Vallejo track color.

To conclude: this is a superb new kit from Tamiya, being well detailed, easily constructed from relatively few parts, with excellent fit and overall engineering. If you want to include this very important British Infantry tank in your collection, and shy away from mega part kits, or kits with photo etched parts, then THIS is the kit for YOU! My sincere thanks to TamiyaUSA for providing the review kit.



Hasegawa 1/24th Scale Lancia 037 Rally "Grifone"

by Jacob Russell

Lancia (a Fiat subsidiary) developed the 037 racer in response to a 1982 regulation change. WRC (World Rally Championship) changed the FISA technical regulations and replaced homologation groups 1 to 5 with new alphabetic groups A, B, and N. Many manufacturers switched to four-wheel drive in response to the changed regulations but Lancia, with the assistance of Abarth, chose a mid-engine, rear wheel drive configuration based on Lancia's Pininfarina-bodied, mid-engined Montecarlo production car. It got its name from Abarth's internal project code number 037. Lancia produced 200 road-going models to comply with Group B regulations, before the 037 started racing. It debuted at the 1982 Tour de Corse, but Lancia struggled throughout the season to match the pace of their 4WD opponents. Lancia turned the tables in 1983 and claimed the Makes Title.



The kit consists of approximately 134 parts, five of which go unused. Most of the parts are on seven sprues. One of these sprues is clear. There are four "rubber" tires, plus a piece of thin wire for an aerial and a thin plastic sheet for mudflaps. I thought at first that it was a semi-curbside kit, i.e. with just a lower engine and drivetrain, but you get a complete engine and transmission.

This is a very complex kit, and it consists of a number of highly detailed sub assemblies, each of which has numerous parts. The molding is up to Hasegawa's usual high standards. There is minor flash and some small sink marks, but with the exception of the inner radiator face they won't be visible on the finished model. The instrument panel uses decals for the individual dial faces and there are seat belt decals as well. These are very well printed, but they are too flat to be wholly convincing. I would either attach them to some Tamiya tape (trimmed to size) or use some aftermarket photo etched seat belts.

The 2.0 liter, four cylinder supercharged engine is well executed. I was surprised to note that the engine block is composed of four flat panels rather than two halves. The Abarth script is quite legible on the twin camshaft covers. The engine represents an excellent basis for a super detailed project. Much of it will be visible through the rear window, providing an excellent opportunity to go to town with ignition wires, plumbing, hoses, etc. Make sure you have access to good photographic references! The intrepid modeler might want to open up the rear engine compartment, which is a separate task in itself, given that the rear hatch is not molded separately...

Both front and rear suspension units are nicely executed, but the solid coils over the shocks won't pass muster with an opened engine bay. The front wheels are turnable, provided that you pay close attention to the instructions. The wheels are well executed. They have a great combination of raised and recessed detail and they will look great under an oil wash and some careful dry brushing on the wheel nuts. The tires are slicks, which are correct for this car as illustrated on the box top.

The Hasegawa instructions are up to their usual standards and format. They are well illustrated, with a clear and logical build sequence. They include a parts map with color callouts for GSI Creos (Gunze) Aqueous Hobby Color and Mr. Color lacquer.

Cartograph printed the decal sheet. It is one of the best kit decal sheets that I have seen in some time. It is crisply printed, legible, in-register and it has vibrant colors. The sheet includes seat harnesses, instrument panel and some individual dial faces. It depicts the privateer Grifone team's blue and yellow Olivo Fiat car, as driven by Fabrizio Tabaton, the son of the car owner. The Grifone team entered the 1984 Rallye Sanremo and finished a strong fourth place overall. It's a good looking car and an excellent modeling subject.

WRC racing is dynamic and very exciting to watch. The World Rally Championship has undergone numerous rules and technological changes, like all forms of auto racing, and I have enjoyed learning about the fascinating cars that have competed in WRC over the years. The Lancia 037 is an interesting car and I think this is a superb kit of it. It is accurate and highly detailed.

I absolutely recommend this kit, but only for experienced modelers. I'm reminded of the advice in the instructions accompanying certain Eastern Bloc kits: "the end result will be a reflection of the time you spend in the construction of this kit," or words to that effect. If you want a highly detailed Rally car model, this is an excellent place to start. Have excellent photographic references to hand, and by all means, take your time! I'd like to thank Hasegawa USA for the review sample.

Iwata Studio Series Power Jet Air Compressor for Sale

by Bob LaBouy

Model IS-900

1/6 HP Oil-less Twin piston compressor, with 'Smart Technology'

Asking \$ 100. (list price of approx. \$350.)

Features:

- o Zero-maintenance, oil-less dual piston air compressor
- o 3.5 liter air storage tank, for spraying at higher pressures and maximum moisture separation
- o zero pulsation at all air pressures
- o case-mounted air regulator/moisture filter
- o air regulator for precise air pressure adjustment
- o strong protective outer case
- o high-strength braided nylon covered hose fits all Iwata (and most other) airbrushes
- o on/off switch
- o size: 16 x 13 x 7 inch (41 x 33 x 18 cm)
- o Smart Jet Technology and 2x Sprint Jet Power
- o Added convenience of additional two-outlet manifold

Technical Specifications:

- o HP: 1/6 HP
- o Tank size: 3.5-liter (0.9 gallons)
- o CFM: 1.2 CFM@open flow
- o Voltage: 110V/60hz
- o PSI: 1-60 max. pressure
- o Weight: 28 lbs.

Purchased at 2013 IPMS/USA Convention in Littleton, CO.

Please call me at 425-868-9706 if interested.



Airbrushing Demo at July Meeting

John Miller will give a fine line airbrushing demo at the Saturday, July IPMS Seattle chapter meeting. It will occur directly following the Show and Tell event.

He will be using Mission Model Paints.



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

Korean Air War

from page 9

(From 1953) Donald Brewer flew ground-attack missions in F-84G Thunderjets: "The most punishment that I saw an F-84 take, and still fly, happened to a pilot of the 58th FBG... The pilot called the control tower on the emergency frequency, requesting clearance for landing from a flameout pattern... As he passed in front of me, perhaps 25 feet in the air, I saw what looked strange! In his horizontal stabilizer was stuck about 15 feet of a tree, rather equally divided above and below the stabilizer. Of course, the foliage had been stripped but there were still branches attached to the trunk, which was some 4-5 inches in diameter. He had been delivering ordnance in a valley in support of troops and had simply hit the tree on top of a mountain as he pulled out of the dive."

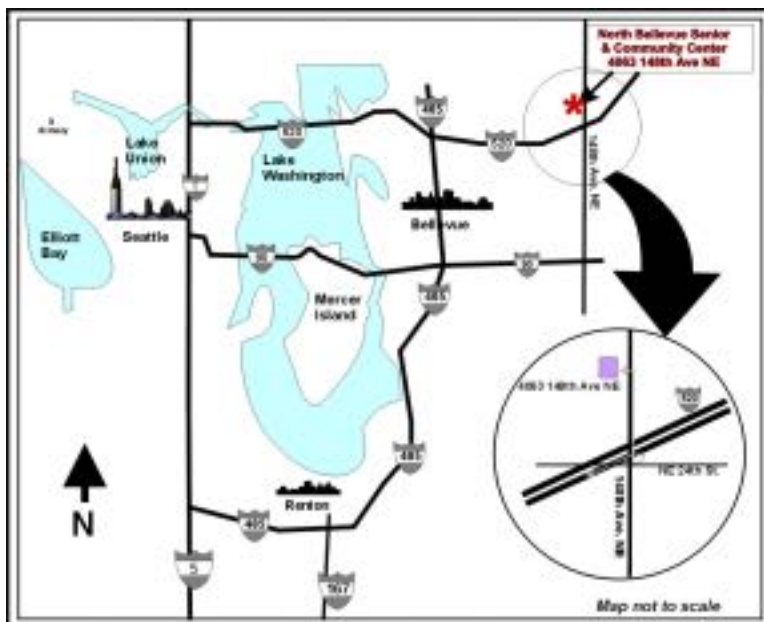
Both books are highly recommended to anyone interested in the air war over this troubled, unique place and time. Certainly they should inspire us model builders, particularly the Dorr-Thompson book, with its many sharp color pictures that beg for

its subjects to be reproduced in plastic, perhaps with dioramas round them. Wouldn't it be great if the whole Korean mess subsided into grist for history buffs, writers, and modelers...just that, and nothing more?

To its participants, after the incredible violence of the first year, the conflict must have seemed to drag on endlessly, to no purpose. Eventually in late 1953, the armistice was signed and major fighting ended. A lot of us, and a lot of the world, got sucked into this 'hot spot' back then, and it's festered all these years. If anything, North Korea is far better armed now than it ever was. My own life began shortly after the start of the Korean conflict, and I earnestly wish it doesn't have to end because a new war erupts there. Modern "super" weapons would dwarf the destruction and casualties of the early 50s. Say a North Korean missile shot hits Seattle...we'd really hate that...but then Kim NutCase and his minions would be reduced to a puddle of radioactive glass...and then things might get REALLY bad...Let's hope and pray books like these two won't vanish in a much worse catastrophe starting in Korea!

Meeting Reminder

Meeting: July 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.