

Seattle Chapter News



Seattle Chapter IPMS/USA
November 2017

PREZNOTES



Accuracy, Anyone?

If you have been reading the various online modeling forums over the past decade or so, you will have noticed a lot of loud comments about “accuracy” being made. Online pundits have damned to eternal hell models that (at least according to their scale plans and measurements) have been millimeters off here, scale inches off there, together with various “unforgiveable” shape issues. Many of these models have thus been declared “unbuildable” by said pundits, due to their “major” inaccuracies. Built models have also been pilloried on sites like Hyperscale for being “inaccurate”, a certain award-winning P-47 from a year or so ago comes to mind. This model had won the George Lee Memorial Award for “Best in Show” at the IPMS USA National Convention, yet various folk decided that it was displayed “inaccurately”, and thus should NOT have been deemed “Best” of anything, period.

I often wonder when I see such comments as to what percentage of the hobby of scale modeling these folks actually represent? After all, to quote one of our members, many modelers are rather shy folk, and so tend not to make comments about much, let alone LOUDLY on public forums? Are the LOUD ones like the anti-war protestors of the Vietnam War (the Ken Burns documentary fresh in my mind), and thus a small minority, to quote President Nixon in his November 3, 1969 broadcast asking for support from “the great silent majority of my fellow Americans”? Or are the loud folks the majority?

When it comes to “accuracy”, I am pretty fussy while at the same time not being a fanatic. Sure, I want my model to be accurate when I am done with it, but HOW accurate must it be? If I am building a tank, and the gun barrel is correctly proportioned, but is missing the rifling inside, must I toss the kit part into the garbage and rush out and pay \$20 for a turned barrel with “scale rifling”? I think not. And

if the wingspan on a 1/32nd scale Fw 190D-0 is short 2mm either side, is that even noticeable once the model is built and you are without your calipers and scale plans?

Improving the accuracy of any model takes time, whether its dimensions are incorrect, or you just want to add “missing detail” to a kit. Recontouring the shape of an “inaccurate” tank turret, wiring the engine on a muscle car, rigging a biplane, all take extra time over and above the construction of the kit parts. For me the question is what’s more important: a fairly accurate model made more accurate by additional purchased or scratch built parts, or simply an out of the box one that “looks the part”? If I’m honest, I like quantity over “more accuracy”, thanks to the groaning stack of kits taking up way too much room in my basement that I want to build.

And remember, I like to build my models to display as much for myself, as others. I love public displays. And I like to take lots of newly completed models to each year’s contests and displays. Would folks even notice if I lavished tons of additional time to increase the accuracy of my models? There once was a member who discovered that forward of the firewall on a much anticipated Bf 109 kit in 1/32nd scale, the fuselage was 1/32nd of an inch short according to published dimensions. So out

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$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.

November 11

December 9

IPMS/USA MEMBERSHIP FORM

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Dragon 1/35th Scale Sd.Kfz. 1381 Geschutzwagen 38 H fur s.IG.33/1

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.)

Dragon has recently re-released the diminutive Geschutzwagen 38 H sporting the relatively large sIG 33 field howitzer – a kit that has been improved upon over the twenty-plus years it's been out. As expected, the molding, fit and engineering found in today's kit is up to Dragon's excellent standards. A tremendous amount of detail adorns the open-topped chassis, including a nice engine and transmission, along with MagicTrack and an aluminum barrel. A very impressive offering that builds into a model about the size of my fist!



The Grille ("cricket") was a series of self-propelled artillery vehicles used by Nazi Germany during World War II. The Grille series was based on the Czech Panzer 38(t) tank chassis and used a 15cm sIG 33 infantry gun. The first variant of the Grille (and the subject of this review) was based on the Panzer 38(t) Ausf. H chassis, which had its engine in the rear. Instead of a turret, the vehicle had a low-slung superstructure and open fighting compartment. The 15cm Schweres InfanterieGeschütz (sIG) 33 (heavy infantry gun) was mounted in the front of this armored compartment. Being built on a tank chassis, its hull armor was 50 mm (front) and its superstructure armor was 25 mm (front). A total of 200 were produced in the BMM factory in Prague from February to November 1943. The official designation was 15 cm Schweres Infanteriegeschütz 33 (Sf) auf Panzerkampfwagen 38(t) Ausf. H (Sd.Kfz. 138/1).

Combining the s.IG.33 field howitzer and the PzKpfw 38(t) chassis is a no-brainer for Dragon – the company has produced excellent kits of both, and they each have been used in a variety of Dragon kits. This release simply uses sprues already in inventory, with a few new bits added in. As a consequence, the diminutive vehicle still comes in a box stuffed with sprues, and a lot of what you get is not used. Fortunately, there are plenty of quality parts headed for your spares box; gun barrels, machine guns, radio sets, ammunition rounds, etc., etc. In my copy, Dragon even included their German Self-Propelled Gun Crew figure set of four SPH crewmen in various poses.

The contents of the box include -

- 18 sprues in soft, light grey plastic, packaged in separate bags
- German Self-Propelled Gun Crew (4 Figures Set (6530) - may not be present in all kits)
- 1 lower hull packaged separately
- 1 baggie of MagicTrack individual track links in light grey plastic
- 1 sprue of clear parts
- 2 photo-etch sheets, including mesh for the rear muffler
- 1 aluminum sIG 33 barrel with machined interior rifling
- 1 pre-bent wire to serve as an electric line to the front headlight
- 1 8-page blue and white instruction sheet with 19 steps

The kit comes with two finishing schemes represented using blue-and-white ink three-view drawings and a small (but perfectly registered) sheet of three Balkenkreuz decals from Cartograph of Italy. These schemes include:

1. Unidentified Unit, Eastern Front 1943 (Green 'giraffe' camouflage pattern over German Yellow)
2. Test Run, B.M.M. Factory 1943 (Overall late war German yellow)

The Instructions - This is a 'fortified re-box', containing sprues from several different Dragon kits, which sometimes leads to inaccuracies in the instructions. Thankfully, Dragon uses a color coded system (blue and black) on the parts map and instructions to distinguish between sprues that have the same letters. The issues encountered have been noted below.

Things to consider before building - This is an open-topped vehicle, meaning that the 'build it all and then paint it' approach isn't the best course to take. The busy interior includes a rudimentary transmission, part of which is clearly visible around and in front of the gun. The engine can be exposed by modeling various hatches in their open configuration.

The fenders will create a very tight fit around the front drive sprockets, so adding the track before the fenders is recommended.

The main gun and its substructure can be dropped in at the very end, after painting and weathering, assuming you've left room on the floor of the interior for it.

In typical Dragon style, there are a number of build options available to the modeler, so some up-front decision making is in order.

I chose to incorporate a rather intricate camouflage design which requires a few departures from the instructions so that painting could be done while I still had access to certain parts. Accordingly, I stopped assembly in Step 11 (after engine installation) to build the main gun, and to attach specific parts to the inner and outer walls of the superstructure that would incorporate the external camouflage pattern. Once that was done, I resumed assembly with Step 12.

The Track - Dragon has included MagicTrack with the Geschutzwagen; a good choice. The runs are not sided, and the links are beautifully rendered. As always, however, there are tiny mold release marks, two per link, and these could be removed by sanding if one cares to (I don't). Dragon provides 240 links total, and specifies 96 per run, leaving the remainder as spares and for the run across the front of the vehicle and elsewhere. I actually used only 95 links per side, and that's after allowing for a significant 'sag' in the track – the main benefit of using Magic track.

Painting and Finish - I decided to paint the SIG Geschutzwagen using a slightly complex camouflage pattern which required me to deviate from the instructions in several places so that I could mask the parts more easily. I also wanted to employ paint-chipping throughout using the hairspray technique. While there are several approaches and paint products that work for doing this, I have found that Tamiya paints, thinned with Gunze Leveling Thinner, works best for me, so that is what I used.

Primer, Pre-Shade and Hairspray - Even though I worked in stages, everything started with a primer coat consisting of Krylon Color Master with Durable ColorMax Technology rattlecan (Flat Black) lacquer paint. This is a superior product, drying super thin and very tough (not to mention cheap and quick). Once the lacquer paint degassed overnight, I touched things up back in the paint booth using Tamiya NATO Black, including the tire portions of the wheels.

I then dusted everything except the wheels with Vallejo German Red-Brown Surface Primer – this is the color I want to expose when the camouflage layer is chipped away. I left the lower chassis and wheels black.

The primer/pre-shade coat gives the plastic 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.

Once the paint had dried, I followed up with a layer of rattlecan hairspray on everything – at this point I don't know where I will add the chipping, but the acrylic layer is very thin and doesn't affect subsequent layers of paint, whether it is chipped off or not.

Also, the hairspray will act as a mask for the tire portions of the wheels when those are painted. I use TRESemmé 'Two Extra Hold' hairspray directly out of the aerosol can, but I don't think it really matters what type you use or how you apply it, as long as you get a decent amount on the model.



Interior - From Step 12 onwards I painted parts added with the same color mixes used on the exterior where appropriate. For parts (such as the fuse storage boxes) I added hairspray so they could be 'chipped' later. Once everything was in place, I rubbed off some of the paint to simulate chipping, and gave the entire interior several filter layers of Mig Wash Brown Oils and a pin wash of Mig Dark Wash, both thinned with Mona Lisa.

I used a variety of Vallejo paints for the interior detail including Panzer Aces (PA) 312 for the seats, and PA 336 and 340 for the racked ammunition rounds.

Once I was satisfied, I weathered the engine and interior using LifeColor 207 'Oil', Vallejo 73.815 'Engine Grime' and Vallejo 73.818 'Engine Soot' acrylics.

The two hanging Schmeisser MP 40's were first painted Flat Black, then covered with AK Interactive True Metal 'Gun Metal' before being buffed out to bring out the detail.

I then hand-painted the jack block using Vallejo New Wood, leaving the strapping black.

Exterior - The busy camouflage pattern I chose only adorned the exterior surfaces of the vehicle, and the front two-thirds of the gun barrel. Since I needed to add a variety of detail to the interior and exterior of the model, I decided to paint the exterior camouflage first, stopping after attaching the fenders in Step 11.

Once the primer, pre-shade and hairspray had dried, I laid down a light coat of Tamiya XF-55 Deck Tan with a few drops of XF-59 Desert Yellow added to give it a yellow tint. Once that was dry, I used different widths of Tamiya tape to create a cross-hatch pattern on the exterior surfaces, which were still in pieces, taped to sticky board. Over that I added a layer of Tamiya XF-58 Olive Green, lightened a bit with Deck Tan. I mixed extra batches of both camouflage colors for the remaining detail that had yet to be added. Pulling the tape off I examined my work and touched up any spots that needed it. Before the paint had dried too long, I went to work with a stiff brush moistened with water, rubbing off the paint along various edges to give everything a chipped-paint look to it. Once satisfied, I returned to Step 12 and carried on with assembly. Once that was done, I hand-brushed AK Interactive Track Wash on to the track being careful to miss the wheels themselves.

With the model in four major pieces now (main hull, two sides, and gun) I was ready for weathering.

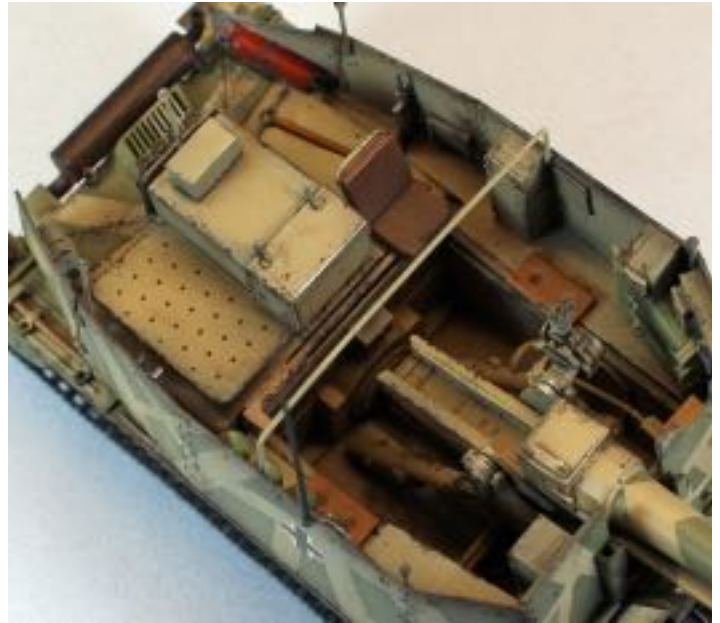
Decals, Detail Painting, and Weathering - With painting and initial filters completed, I hand-brushed Future (acrylic) on the two areas that would receive the decals to give them a smooth surface to set up on. While the decals were drying I hand painted the array of deck detail and pioneer tools using mixes of Vallejo New Wood and Flat Flesh paints for the wooden detail, and AK True Metal (Gun Metal) 'wax paint' for the metallic portions.

Once dry, I sprayed a heavy coat of Future on everything to seal the decals and set the model up for weathering.

Now that I had a glossy surface, I started weathering with an overall pin-wash using a 10:1 ratio of Mona Lisa thinner to Mig Dark Brown (enamel) Wash. I find this mixture perfect when applied to a glossy surface – the detail pops and the wash leaves no smudges.

After applying wash to wheels, I placed the vehicle on its side so that the wash would not run down vertically due to gravity, but puddle up and dry, simulating real grease and grime.

I brushed Mig Wash Brown and Old Holland Warm Sepia Oil paints directly from the tubes on various wooden parts, leaving them to set overnight. In the morning I wiped the oil paint off using Q-tips, leaving behind a realistic wood finish. The glossy acrylic coat underneath prevents the parts from soaking in too much oil paint.



Once the oil-based products had a chance to dry, I airbrushed a thin line of Vallejo Model Color German Cam Black Brown (70822) along the edges of the super structure walls, and added a 'road-dusting' coat of Vallejo Model Air Light Brown along the track. Once finished, I laid down a coat of Vallejo Flat Varnish to kill any shiny spots still remaining. I cut all three of these products 50/50 with Vallejo Airbrush Thinner, and then added a few drops of Liquitex Flow Aid to improve flow.

The last touch was to go over some of the edges and weld seams with a Silver Artists Oil Paint (Gamblin) using my finger, as well as Uschi Chrome Metal Polishing Powder applied with a rubber-tipped artists blender.

Building this kit was a lot of fun. This was my fourth Dragon 38t-based model and repetition definitely helps in knowing what works and what doesn't. The fit, as always, is spot on and really helps with the high parts count. I would have liked to have plastic pioneer tool alternatives (with molded on attachment hardware), but other than that, as I said, the project was a lot of fun. Dragon kits are amazing – the detail, the design and engineering, opening hatches, slide molding, Magic Track - Dragon produces some of the very finest models in the industry, and that's what keeps me coming back for more.

I've developed a real fondness for (both) 38(t)-based armor, as well as the s.IG.33 field howitzer, and Dragon is my go-to company for these little gems since they produce such a large variety of both. This little open-topped howitzer will be a unique addition to my model case.

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



2018 NorthWest Scale Modelers Show: Save the Dates!

by Tim Nelson

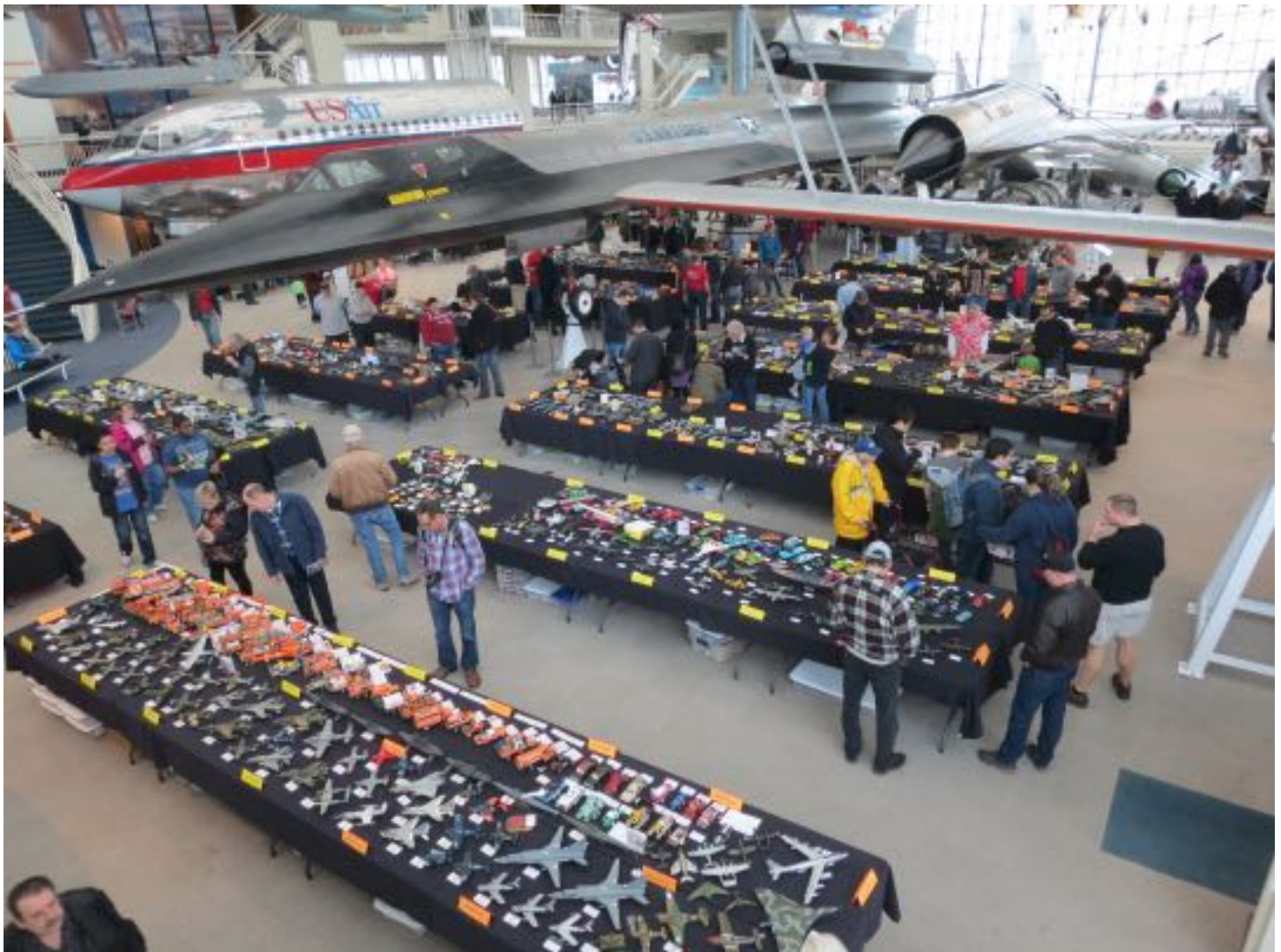
Mark your calendars now for the NorthWest Scale Modelers Show at the Museum of Flight, a spectacular exhibition of modeling in a world class venue. Show dates are Presidents Day weekend, February 17-18. There is no IPMS meeting nor Valentine's Day conflict, so you are free to be ALL IN!

As always, the centerpiece of the show is the massive display of YOUR models in the MoF Great Gallery. Bring lots of your most interesting models to show off. Longtime, stalwart exhibitors and first-timers all welcome. MoF admission is free for exhibiting modelers.

There will be mass quantities of working tables for the public to see modelers in action. Eric Christianson is organizing a variety of cool seminars in the small neighboring theater (see Eric about volunteering for one!) Emil Minerich of Skyway Models will continue his generous Make & Take program for kids on Saturday. This show is a pure exhibition, not a contest, so come enjoy a relaxing weekend immersed in your favorite hobby.

Although the main model show is organized by modeler, we will have a special group display commemorating the centennial of the end of the Great War.

More details to follow. If any questions at this early stage, please let me know (e-mail timndebn@comcast.net. See you under the Blackbird in February!



Great Philosophical Question: Modeler, or Mere ‘Kit Assembler’?

by Scott Kruize

Our Prez's lips are apparently sealed about who exactly confronted him to inspire last month's PREZNOTES. It doesn't matter. Apparently some among us not only think the Confronter's question can be answered, but that the answer is important. "Are you a MODELER, or are you simply an assembler of plastic kits?"

Umm...I thought assembling plastic kits means being a modeler. Duh...

Around the question, here's what I understand: someone who chisels stone or shapes clay into three-dimensional original art is a sculptor. This includes people – like my brother James — who take metal bits, scraps, rods and sheets, and welds them into imaginative new shapes. Closely related are woodcarvers, who use sharp knives to cut wood stock into art. There are artists. When the term isn't rigidly defined, we picture someone drawing and painting, onto two-dimensional posterboard or stretched canvas, images from their own talent and imagination. Our former colleague John Amendola did that.

(I can't do any of those things: could never call myself a sculptor, woodcarver, or artist.)

Beyond that, we all know that modeling covers a wide range of effort and skill. Our late member John Alcorn seems near the peak: massive research and accumulation of specifications, drawings, and historical information resulted in his taking plastic, wood, and metal stock, to scratch-build creations far above all other entries at IPMS contests. Among current club members are master miniature armorers, such as Bob LaBouy, George Stray, and our Prez and VP. Terry Moore works hard kitbashing accurate representations of Hollywood movie-related aircraft. Mike Millette masters a mix of painting, finishing, and decal skills that make for stunning 'Tiger Meet' jets. Our northern cousin Warwick Wright takes two kits, and over the course of a year, builds a super IPMS Contest-winner. And so on...unique activities by each and every one of us. As I joked at the last meeting: who can comprehend what goes on when John DeRosia is modeling? No one among us, certainly...least of all John DeRosia!

So aren't all of us modelers? That word should be sufficient, all by itself, to convey what we do. The exact details of what being a modeler entails is different not just for each of us Seattle IPMS Chapter members, but for every colleague around the world. Including those who've done nothing yet but glue the plastic parts together that come in a kit box: that's modeling, and whoever does so is a modeler.



That includes even me. When I got started way back Then, in the early 60s, I could do no more than follow instructions to put stock kit parts together, and try to imitate the box art with a little paint and the kit decals. I suppose the Confronter, using Mr. Peabody's 'Way Back Machine', would tell me that I was simply an assembler of plastic kits. Then, the remark would baffle me. If said to me Now, I'd smack'em.

Not that he ever would...but imagine if our Prez attempted to answer that Question by addressing us with something like: "I'm a true modeler, not just an assembler of plastic kits! I do a lot of research on my subject builds, and use all the latest-and-greatest tools and techniques, paints and adhesives, to make models worthy of my detailed reviews for our newsletter and for the

national IPMS organization, if not to win every contest they're entered in.”

—We'd listen to this, concede it's perfectly factual, but would nevertheless look at him like he just got off the saucer from Mars.

[Mars...jogs a memory cell...Marvin the Martian is among my favorite cartoon characters...I see there's lots of nifty Martian-ish spaceships, monsters, ray guns, and figurine kits out there nowadays...]

Do excuse me. I have to get back to my obligatory one-square-foot modeling workspace. I'm compelled to: I'm a modeler. Whatever that might mean!

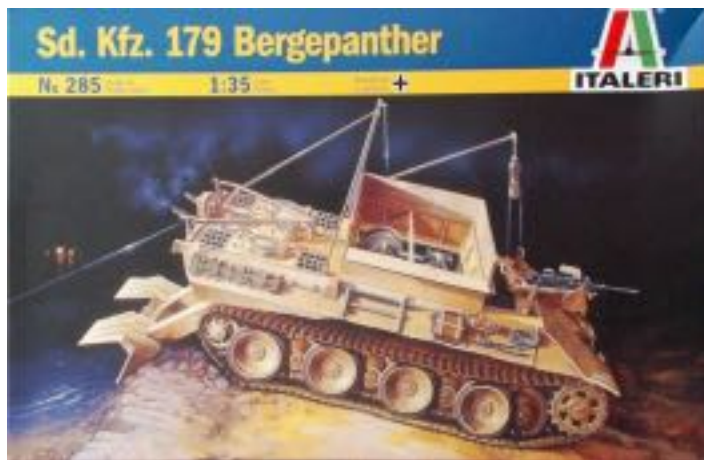


Italeri 1/35th Scale Sd.Kfz.179 Bergepanther Recovery Vehicle

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.)

The Italeri Bergepanther Kit # 285, originally released back in 1995, is still standing sentry duty as the only injection-molded set of sprues for this Panther-based German tank recovery vehicle readily available. The model has gone through a number of updates and improvements since, culminating in what you see reviewed here. After all this time, however, Italeri's offering 'still has it goin' on', sporting a relatively detailed engine, transmission, and winch/cable assembly; all housed in a decent Panther A chassis. One heck of a value, and still the only game in town.



The Sd.Kfz. 179 Bergepanther Armored Recovery Vehicle (ARV)

first began its development between 1942 and 1943 to fill a need for a heavy duty tank recovery and engineering vehicle. This need came about with the introduction of German heavy armor such as the Panther medium tank and Tiger heavy tank, which generally required up to three SdKfz 9 Famo half-tracks, compared to the single Famo needed to recover a Panzer III or Panzer IV. The heavier Tigers (at the time) were valued higher than Panthers, and built in smaller numbers, leaving the Panther as the preferred base for the new armored recovery vehicle. These vehicles produced by MAN were subsequently shipped off to serve during the Battle of Kursk and in various other battles until the end of the war. Two to four Bergepanthers were allocated to each heavy tank unit making up for a total of around 330 vehicles produced during the war.

Opening the box - After building newer kits with hundreds and hundreds of parts, photo-etch sheets, brass barrels, and multi-part track links, opening the Bergepanther box was breath of fresh air.

The build, I knew, would be complex because of its open-topped aspect of the vehicle design, but a breeze when it comes to parts count. The plastic is soft, free of flash, and reasonably detailed. There are some visible ejection pin holes that will need to be filled and/or covered with weathering, but that's about it.

The contents of the box include:

- 3 sprues in soft, light yellow plastic, packaged in separate bags
- 2 sprues of metallic gray nylon track sections
- 1 10-page black and white instruction sheet with 17 steps

The kit comes with two finishing schemes represented using black and white ink three-view drawings, and a small (but perfectly registered) sheet of two Balkenkreuz decals. These schemes include: German Army – Winter 1944 (Overall German Tri-color) and German Army – Winter 1944 (Overall German Yellow).

The Instructions - Italeri instructions contain an introduction written in six languages (including English) and describe the assembly steps using symbols only. Paint color callouts only list paints from the Italeri Acrylic Paint line, but Federal Standard (FS) paint codes are listed as well. The black and white, exploded-view images are clear, relatively uncluttered, and free of errors.

Things to consider before building - This is an open-topped vehicle, meaning that the 'build it all and then paint it' approach might not be the best course to take. The busy interior includes a crew compartment forward, a winch drive section in the center, and an engine section, aft. All are reasonably detailed and would serve as a good start for super-detailers. The rudimentary transmission up front, part of which is visible through the open top doesn't benefit from a hatch of any kind, unfortunately. With all that's going on, it's easy to forget that this is, in all respects, a Panther tank after all.

At the rear of the vehicle, the engine is dropped into a cavity in the hull (a novel design) and can be exposed by modeling the engine hatch in its open configuration.

There is a tow cable that extends from the winch, through the rear wall of the center section to the blade in the back – a design that will drive how you go about painting and weathering these areas.

The interior of the center and forward sections will offer limited access once the upper hull is in place, so you will need to do all the painting and finishing required for these two sections half-way through the build, before masking them off and continuing.

You will have complete access to the track, which can be attached any time, although with the fragile nature of the completed vehicle I chose to add the track early in the build, as instructed.

The upper portion of the center section and cable extending rearward can be dropped on at the very end, after painting and weathering.

No tow cables are included in the kit; you may want to add a set from your spares.

Due to the low parts count, the lower chassis of the Bergpanther is a breeze compared to some of the other German AFV's I've built. The inner two layers of wheels are, for the most part, hidden by the outer layer of eight wheels, four on each side. Consequently, I left the outside layer off to be painted and weathered separately.

The Track - Italeri has included four medium-length runs of nylon track, two for each side, that are supposed to be held together using a hot knife/screwdriver. The track itself is reasonably detailed on both sides and appears to take (Tamiya) paint just fine, but it won't take adhesive, so I decided to use a spare set of Panther track for the build since I wanted to include a little track-sag on my model.

Normally when I have access to the area under the fenders I leave the track off until the end of the build. On this vehicle, however, with all of its fragile detail added later, I thought it best to follow the directions and paint, weather and attach the track up front.

Interior - The busy Bergpanther interior is generally divided into three sections, the front and center sections are assembled, painted, and weathered before dropping the upper hull down onto the chassis, while the engine compartment in the rear is cleverly rendered as a large cavity in the upper hull. Most of the detail in all three sections is visible in the final model, although you can choose to close up the engine compartment with a hatch.

Center Section - Winch and cable assembly and Housing - The center section is easily the most interesting and will be where the eyes will be drawn on the finished model since it is also covered with an open, wooden superstructure. Italeri does a good job with very few parts in representing this busy assembly. What's more, like the front section, the center section is completely assembled and painted as a single unit, and then dropped into the space between the bulkheads – a great design that assists in painting and finishing. The cabling looks pretty basic at first, and seems to be lacking the detail it should have, but once painted and weathered it actually comes alive. I think Italeri made a good compromise between ease-of-assembly and detail here.

Forward Section – Crew and Transmission - The forward section is pretty rudimentary, but it is also the least visible on the final model. The horizontal surfaces that bracket the seats just inside the opening are empty so I added several boxes and other detail from my spares box to this visible area. Once finished, I dropped this assembly into the already-painted hull. Done and done.



Rear Section – Engine - Unlike the other two sections, the engine drops into a large cavity in the upper hull –a novel design that works well. The hatch, unfortunately, needs more inner detail to be left open so I decided to model it closed. I say unfortunately since the engine, once assembled, painted and placed into its ‘container’, looks pretty good – especially when you consider it only has three parts!

Main Deck and Rear Hull - The fit of the multi-part wooden and steel superstructure is perfect, and once assembled, sits over the center section and requires careful attention to painting, lest it take away from the rest of the model. A large wood ditching beam is carried on the left side of the superstructure, slipping into exquisitely molded cradle from the side. Italeri faithfully renders the wood grain perfectly on this two-piece beam, as well as the other eight surfaces of the superstructure. Nice.

A cable runs from the winch/pulley through this superstructure, back to the spade in the rear. In order to get all of that right, I chose to depart from the instructions and leave the superstructure (and cable) off until final assembly, finishing them separately.

The Bergepanther on display at the French Saumur Tank Museum has a 20mm gun used for self-defense attached to the front hull of the vehicle, and this is the vehicle Italeri chose to represent in their kit. The housing is cleverly designed and looks OK, but the single-piece gun is pretty basic, and I decided to leave the assembly off the model. I also felt the weapon, big and pokey and right up front, takes away from the ‘tank recovery’ aspect of the vehicle. There are plenty of other images of Bergepanthers I found online that lacked this addition.

Spade and Jib - A heavy-hinged spade was fitted at the rear of most Bergepanther vehicles. This gave extra purchase when winching and was itself raised and lowered by use of the winch. Early vehicles had a relatively small, simple spade that was distinguished by its straight top edge. Later ones had a larger, deeper spade of a more complex design. This larger spade required longer exhaust pipes to be fitted with their outlets raised well above the level of the back decks in order to clear the spade when stowed.

Italeri has included the latter version and, again, did a really good job with just a few parts here. The spade can be modeled in any position; I chose to have it stowed.

Finally, a 1-½ ton capacity jib was provided for lifting engines out of disabled vehicles and can be fitted to either of two mountings (left or right) at the rear of the superstructure. Vehicles could be towed using a three-piece tow bar assembly. Italeri captures these structures with a minimum of parts while still producing a convincing design. I added a short length of twisted string to the pulley dropping the ends out of sight to add some easy detail.

Painting and Finish - I decided to paint the Bergepanther in the German tri-color scheme, and employ paint-chipping throughout using the hairspray technique. While there are several approaches and paint products that work for doing this, I have found that Tamiya paints, thinned with Gunze Leveling Thinner, work best for me, so that is what I used.

Primer, Pre-Shade and Hairspray - I started by applying a primer coat consisting of Krylon Color Master with Durable ColorMax Technology rattlecan (Flat Black) lacquer paint. This is a superior product, drying super thin and very tough. Not to mention cheap and quick. Once the lacquer paint degassed overnight, I touched things up back in the paint booth using Tamiya NATO Black, including the tire portions of the wheels.

I then sprayed the interior of the hull with a pre-shade coat using Vallejo German Red-Brown Surface Primer – this is the color I want to expose when the camouflage layer is chipped away. I left the lower chassis and wheels black.

The primer/pre-shade coat gives the plastic 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.





Once the paint had dried, I followed up with a layer of rattlecan hairspray on the wheels and the interior portions of the vehicle to prepare the surfaces for chipping, and the rubber portions of the wheels to assist in painting. I use TRESemmé 'Two Extra Hold' hairspray directly out of the aerosol can, but I don't think it really matters what type you use or how you apply it, as long as you get a decent amount on the model.

Center section of the hull, winch/pulley assembly, and rear spade - Over the red-brown pre-shade and hairspray I laid down a mix of Tamiya Dark Yellow and Deck Tan, representing a 'lightened' German Yellow. I let that dry for about two hours and then worked some of the paint off with a brush damp with water, going slowly once I started to see foam appear. I feel Tamiya paints work best

over hairspray to produce this subtle technique. Once dry, I applied a filter using Mig Wash Brown (oil paint) filter, and a Mig Dark Wash (enamel) pin wash both diluted with Mona Lisa thinner. Once satisfied, I used the same paint mix and weathering technique for the winch pulley assembly, dropping it into place when finished, and the spade. I set the spade aside to receive an additional camouflage coat, along with the upper hull, later.

Driver's compartment - I used the same approach for the front section, substituting the German yellow mix for Mission Models Paints (MMP) German Interior White, a color I like to use on the interiors of German and Russian AFV's. I want to lighten things up to highlight the detail, but I think plain white is too bright. Once that was dry, I rubbed off some of the paint to simulate chipping using a damp brush. I don't have as much control chipping the paint using MMP acrylics, but the color is right, and most of the section is out of sight on the finished model anyway.

Once dry, I gave the entire interior several filter layers of Mig Wash Brown Oils and a pin wash of Mig Dark Wash, both thinned with Mona Lisa.

I used a variety of Vallejo products for the transmission and driver's compartment detail including Model Color Saddle Brown for the seats, and LifeColor 207 'Oil', Vallejo 73.815 'Engine Grime' and Vallejo 73.818 'Engine Soot' acrylics for the transmission.

Wheels - The Panther has interleaved wheels, and I prefer to paint the outer layer separately, and the two inner layers of wheels mounted on the hull. With the wheels already (primer) black and the tires (Tamiya) NATO Black, I hit them with hairspray to act as a mask for the tires. After airbrushing the inner portion of the wheels with a mixture of Tamiya Dark Yellow and Deck Tan, I used a damp Q-tip to wipe any overspray off the wheels. The hairspray protects the NATO black color underneath. This technique always results in a nice, neat demarcation line between wheel and tire, and is finished in a fraction of the time it takes to paint the wheels by hand.

Wooden enclosure above the Winch and Cable section - Over the black primer and red-brown pre-shade I laid down a layer of hairspray before painting the lower (metal) portions of the center section using a mix of Tamiya Dark Yellow and Deck Tan. I then carefully painted the upper (wooden) sections using Vallejo Panzer Aces New Wood. Once finished, I used Q-tips dampened with water to carefully wipe off the framing, exposing the black primer underneath which was protected by the hairspray. Like the wheels, using hairspray as a mask makes this kind of job easy-peasy.

Once everything was dry, I went to work on the yellow portions with a damp brush to chip away the paint. Next, I brushed a thick coat of Old Holland Warm Sepia oil paint straight from the tube onto all the wooden surfaces, including the large wooden ditching plank on the port side. I let the oil paint soak in for about five minutes before wiping the wooden areas clean using Q-tips. Just enough oil paint soaked in to give the wood a nice definition.

I painted the tarp up front using a mix of Vallejo Model Color German Grey, Panzer Aces 338 FieldGrau and 314 Canvas.

Overall Camouflage on the Upper Hull and Spade - After the primer, pre-shade and hairspray coats, I left the red-brown color as a base coat, adding German Yellow (Tamiya Dark Yellow+Deck Tan) and Tamiya NATO Green for the camouflage coat. I left the rear deck mostly black just to break things up a little. Once the paint had dried for about two hours I went to work rubbing the paint off until I had what I was looking for. I then applied an overall filter using Old Holland Warm Sepia oil paint thinned with Mona Lisa.

Decals, Detail Painting and Weathering - With painting and initial filters completed, I hand-brushed Future (acrylic) on the two areas that would receive the decals to give them a smooth surface to set up on. While the decals were drying I hand painted the array of deck detail and pioneer tools using mixes of Vallejo New Wood and Flat Flesh paints for the wooden detail, and AK True Metal (Gun Metal) 'wax paint' for the metallic portions.

Once dry, I sprayed a heavy coat of Future on everything to seal the decals and set the model up for weathering.

Now that I had a glossy surface, I started weathering with an overall pin-wash using a 10:2 ratio of Mona Lisa thinner to Mig Dark Brown (enamel) Wash. I find this mixture perfect when applied to a glossy surface – the detail pops and the wash leaves no smudges.

This is a detailed vehicle and this step took quite a while. After applying wash to wheels, I placed them face down so that the wash would not run down vertically due to gravity.

Before going to bed I brushed Mig Wash Brown and Old Holland Warm Sepia Oil paints directly from the tubes on various wooden parts, leaving them to set overnight. In the morning I wiped the oil paint off using Q-tips, leaving behind a realistic wood finish. The glossy acrylic coat underneath prevents the parts from soaking in too much oil paint.

Once the oil-based products had a chance to dry, I applied a 'road-dusting' coat of Tamiya Buff heavily thinned with Gunze Leveling Thinner, followed by a coat of Vallejo Flat Varnish to kill any shiny spots still remaining. I cut the varnish 50/50 with Vallejo Airbrush Thinner, and then added a few drops of Liquitex Flow Aid to improve flow.

The last touch was to go over some of the edges and weld seams with a Silver Artists Oil Paint (Gamblin) using my finger, as well as Uschi Chrome Metal Polishing Powder applied with a rubber-tipped artist's blender.

Italeri kits are a great value – they go together well, are reasonably detailed, and are never hard on the pocketbook. If some other company decides to release a Bergepanther, you can bet that it will cost three times as much and have ten times the number of parts. My bet is that the final result will be hard to distinguish from what Italeri has produced here, with a little attention. Throughout the build, Italeri's solid engineering effort allowed me to concentrate less on the assembly, and more on the presentation. In the hands of a decent modeler, this old Italeri Bergepanther will remain a favorite (and a heck of a value) for Panther fans.

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





MoF Hosts Seattle Aviation Artist

by Scott Kruize

Aviation artist James Dietz was guest of honor Sunday morning, November 5, at the Museum of Flight. Ken Murphy RSVP'd to the invitation and then called to offer to take me along. No prodding needed!

The invited guests had the artist all to themselves from 9 to 10, when the Museum then opened to the public. So it was quiet in the Great Gallery while he did his presentation.

This began with three pencil sketches of leathers-clad, booted, and helmeted Jasta pilots getting ready to get into their Fokker Triplanes. (And there's a dog...Mr. Dietz has always had dogs and puts them into most of his paintings...). He explained how at this design stage, layouts might be explored and experimented with. He was aiming for depth and sweep, leading the eyes along increasingly interesting elements to a satisfying final focus. I'm no artist, and thought that all three of his sketches would have made excellent paintings. I agreed that the one he ended up with made for a really fine final work.

He encouraged questions from his small audience, and I spoke right up. Pointing out that many of his airplanes had very specific markings, I asked him about his research and to what degree he was after historical accuracy. He admitted having done some modeling himself way back Then, and knows all the standard reference materials we use, specifically naming the Profile series. Then he qualified, saying how we all knew such sources are never entirely reliable, accurate, or definitive. Mr. Dietz seems much like most of us who try to do representations that are reasonable and appropriate. But he's no slave to striving for that last, inaccessible degree of historical perfection. Related: he commented on colors he uses in his paintings. They're to give a good impression, but there's no way to be sure what the colors looked like in the actual Great War. I dabble in photography and have read lots of Kodak's technical publications. For all their hard-earned research-based expertise, they disclaim even the possibility of their materials achieving true color fidelity - whatever that might mean. Like Mr. Dietz, when we paint our models, there has to come a point where we look at the colors and say "That's close enough".

I really wanted to know how he came to do dozens of paintings of Great War aviation. Artists have to make a living somehow, like everybody else. He can't have done them all in one continuous cycle, instead sandwiching them between paid commissions. He said he did them because he wanted to. We can relate to that, eh whot, as we work through this Great War centennial...?

The last thing I asked: could I put a brief write-up of his visit into our IPMS newsletter? And include a sample JPEG of his work? Your Newsletter Editor is excruciatingly correct about such things. Mr. Dietz said certainly, and that he would verify that by e-mail of his own. He added this:

"BTW: It may interest you to know that I was a charter member of the IPMS back in the early '60's. I think the requirements for membership must have been quite low at that time!"

Wouldn't we be honored, Mr. Deitz, to have you rejoin our ranks any time!



Yanks Mount Up, by James Dietz. Used by permission.

Hasegawa 1/72nd Scale Messerschmitt Me 262 V056 & Me 262B-1a/U1 'Nachtjäger' Combo

by Chris Banyai-Riepl

The Messerschmitt Me 262 was the first operational jet fighter, and while it had a very short operational career, there were many variants thrown into the fire. Originally designed as a fighter, it was adopted as a high speed bomber and a night fighter. The latter role is the subject of this dual combo release from Hasegawa, and it covers both single-seater and two-seater options.

Hasegawa's 1/72nd Messerschmitt Me 262 kit has been around for a while, and was engineered from the beginning to make multiple variants. As such, most of the plastic is identical between the two kits, with only a few extra bits for the two-seater. As an addition to the original plastic, this boxing also comes with some metal parts for the antenna bits on the single-seater, and wire for both kits. As common for a kit of its era, these have recessed panel lines and overall nice surface detailing, with basic interior detailing. The decal options provide two choices for each kit and include a lot of stenciling for both.



Starting with the cockpits, these are pretty much the same between the two kits, with the one-piece tub getting separate seats, instrument panels, and control columns. Decals make up the sidewall and instrument panel detailing, and for those who want it, there are pilot figures provided. The two-seater doesn't have a rear control column, and the back instrument panel is attached to the front seat. The completed tub then fits into the fuselage half, along with the separate nose wheel well, and with those in place the fuselage can go together. The two-seater also has some holes in the nose to open up.

The wings are in three pieces, with the one-piece lower wing including the main wheel wells in the fuselage. For the single seater V056, there are also some holes to open up in the wings for the antenna blades that are mounted there. The engines are split into right and left halves, with separate inserts for both the intake and exhaust sections. The wing assembly goes onto the fuselage, the engines on the wings, and with a bit of weight in the nose, the nose cannon insert can go in place. Add the stabilizers and it's just the small details left.

Common between both kits is the undercarriage, which has simple struts with separate main wheels. The nose gear strut incorporates the nose wheel as well, which will make painting the wheel a bit more challenging. For the two-seater, you get two fuel tanks to add behind the nose gear. The nose antenna for both kits is the next step, and the instructions provide specific dimensions to cut the metal rods to the right length. For the two-seater, the support arms are provided in plastic, while the single-seater has the support arms in metal. Similarly, the wing antenna blades are metal for the single-seater.

With all the bits and pieces together, it's time to look at the paint schemes. For the single-seater, you get two color options for V056. The first is standard camouflage, while the second option has the rear fuselage painted and tufted for flow tests. Both have V056 in white on the forward fuselage. For the two-seater, you get the well-known Red 10 from 10./NJG 11 and another plain bird from the same unit. Red 10 was flown by Oberleutenant Kurt Welter and featured a RLM 74/76 squiggle pattern over the upper surfaces and black undersurfaces. The other option has black undersurfaces as well, with the fuselage featuring two shades of green over the RLM 76 base and the wing/tailplane upper surfaces in RLM 82 green. The decals, as noted earlier, feature a lot of extra stenciling, which will add to the realism of the finished models.

While there are newer and better detailed 1/72nd Me 262 kits out there, the Hasegawa kit still builds up into a good looking representation of this famous fighter. For those wanting to go all out, there are also lots of aftermarket sets for it as well. As a straight out of box build, though, it will make for a fast project, even with all the extra metal bits for the antenna. Whichever way you go, you'll have some interesting Me 262 variants on your shelf. My thanks to Hasegawa USA for the review sample.

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



IWM caption: "Aircraft construction: The assembly of North American Mustang aircraft at the Lockheed Aircraft Corporation factory, Speke airport, Liverpool. The propeller is in position and mechanics (both men and women) are checking over the engine." Source: IWM (CH 6293)

PrezNotes

from page 1

came his razor saw, and sheet styrene, and he added that "missing" 1/32nd of an inch. He brought his model into the chapter meeting for show and tell upon completion. As luck would have it, another member of the chapter had ALSO built the self-same kit, but minus the additional 1/32nd of an inch. I asked a dozen members if they would look each model over, knowing as I did that they were "different", and asking them what they saw that was different between the two (both were built utilizing the same color and marking scheme). I received all sorts of answers, but not a one picked out the difference in the "accuracy" of the nose...

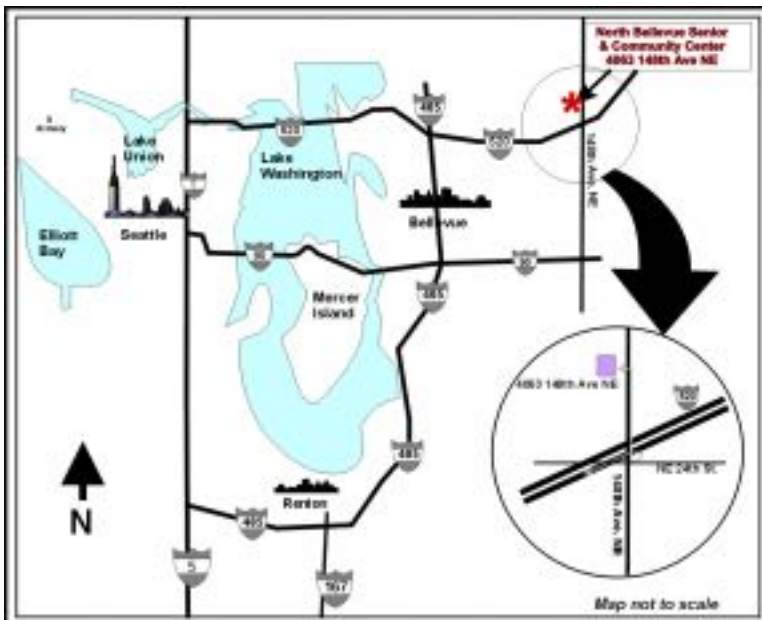
See you at this weekend's Chapter meeting.

Cheers,

Andrew

Meeting Reminder

Meeting: November 11



**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.