

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2017

PREZNOTES



What Kind of Modeler Are YOU??

I never bothered to put any thought into what “kind” of modeler I was as I progressed from age eight (my first model building experience) until the other day. When hobbies would come up in a conversation and I was asked if I had one or more hobbies, I would say yes, “I build scale models”. I suppose if pressed and asked: “what kind” of modeler am I, I would have answered “a military vehicle and aircraft modeler”. But very recently I was hit with this statement, said in an accusatory tone: “Are you a **MODELER**, or are you simply an assembler of plastic kits!?!? What **KIND** of hobbyist are you??”

Well, I thought to myself, I didn’t know there were folks out there who divided builders of scale models into two camps. Those that are “real modelers”, I suppose the accuser might say, and those who simply “assemble model kits”?

Frankly, I really enjoy the simple pastime of assembling bits of plastic, and to a lesser extent photo etched metal and resin, into scale models of subjects that interest me. Generally speaking I find it very relaxing. On a wet Seattle day, with nothing encouraging me to step outside in my spare time, I find it very soothing to sit in my hobby room and cut parts from the sprues and clean them up, while listening to something on the radio, or listening to some music. That some great engineers have been at work producing awesomely detailed kits, that actually fit together without the need of a loaded gun pointed at them is all I ask from the hobby.

Granted, “back in the day”, many kits were poorly detailed and the parts ill fitting. These older kits required at the minimum a fair amount of TLC in order to get the parts to go together. If one was so inclined the parts could be “improved” by thinning say

leading edges on the wings, or the cockpit of an aircraft kit could be augmented with some parts scratch built out of plastic card etc. This however wasn’t a requirement, and I for one rarely indulged in such extra work. Was I “lazy”? Nope, it was that I had SO many kits I wanted to build, and fiddling around scratch building additional parts simply slowed down the output of finished models.

When the aftermarket or cottage industry took off, I was one of the first in line to purchase items like resin cockpits or turned aluminum barrels for my tank models. Not only do these aftermarket products allow one to up-detail an older kit, but often times they allow you to do it utilizing less time than using the kit parts. A turned aluminum barrel simply slips into the mounting hole on a Tamiya tank kit from the 1990s, whereas utilizing the two-part kit barrel requires gluing the parts together, waiting for the glue to set up, and then very carefully sanding, and sometimes puttying and sanding the part to remove the seam.

The most recently released kits from the likes of Eduard, Meng, Takom, and Trumpeter often come with “everything included” in the basic kit: highly detailed plastic parts, photo-etched parts, turned aluminum barrels, even resin parts. No additional detailing necessary! In which

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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.

October 14
December 9

November 11

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Kitty Hawk 1/32nd Scale North American T-28B/D Trojan

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.)

Even though Kitty Hawk Model released its big and beautiful T-28B/D Trojan back in 2016, I was thrilled to see it come up on the review list recently. No doubt the company is preparing for the release of the new 'C' version (with a tail hook), due out any time now. Either way, the big 1/32nd scale T-28 is sure to please.

And pleasing it is – the smart, clean lines of the venerable trainer are beautifully captured in this multi-media kit. Among the options offered are two types of propeller blades, three types of nose wheels, and a huge variety of underwing stores should you decide to arm your Trojan. In addition, the engine bay can be exposed on one or both sides with cowl flaps that are detailed inside and out.



The thin, three-piece canopy is crystal clear and there are two large weights provided that are inserted just behind the engine firewall to (help) stand this big boy up on its tricycle landing gear.

The North American Aviation T-28 Trojan is a piston-engine, military trainer aircraft used by the United States Air Force and United States Navy beginning in the 1950s. Besides its use as a trainer, the T-28 was successfully employed as a counter-insurgency aircraft, primarily during the Vietnam War. The Trojan has continued in civilian use as an aerobatics and Warbird performer.

After becoming adopted as a primary trainer by the USAF, the United States Navy and Marine Corps adopted it as well. Although the Air Force phased out the aircraft from primary pilot training by the early 1960s, the aircraft continued to be used as a primary trainer by the Navy (and by default, the Marine Corps and Coast Guard) well into the early 1980s.

The largest single concentration of this aircraft was employed by the U.S. Navy at Naval Air Station Whiting Field in Milton, Florida, in the training of student naval aviators. The last U.S. Navy training squadron to fly the T-28 was VT-27 "Boomers", based at Naval Air Station Corpus Christi, Texas, flying the last T-28 training flight in early 1984. Many retired T-28s were subsequently sold to private civil operators, and due to their reasonable operating costs are often found flying or displayed as warbirds today.



Opening the box - The large, sturdy box contains six sprues of grey plastic with minor to moderate flash on many of the parts, especially the small ones, requiring careful cleaning in order to fit.

The two weights for the nose are wrapped in bubble wrap, and a separate cardboard box contains the clear sprues.

Contents include:

- 6 sprues in soft, light grey plastic, packaged in separate bags
- 1 sprue of clear parts
- 1 small photo-etch sheet, including seat belts.
- 1 24-page B&W and Color instruction booklet with 34 steps
- 2 rectangular steel blocks for nose weight

The kit comes with no less than seven finishing schemes, represented using beautiful, large color four-view drawings, and two sheets of perfectly registered decals. The schemes provided consist of:

1. T-28B, NX82AW, VT-6 (Standard orange and white Navy markings)
2. T-28D, 15th Strike Squadron, Philippines Air Force, 1975 (Overall light grey)
3. T-28B, Japanese Air Self-Defense Force, 1965 (Overall light grey)
4. T-28B, Thailand Air Force, Tango Squadron (Overall light grey)
5. T-28B, VH-ZUC 91576TL (cn 174-429) 'Just Dreamin' (Yellow, Red, and Grey)
6. T-28D, French Air Force (Overall light grey)
7. T-28D, "Zorro's Mistress" (NX766NA, 51-3766AH) (Viet Nam USAF tri-color)

Curiously, Kitty Hawk chose to combine the glossy color paint and decal diagrams intermixed with the black and white instructions in a single, stapled booklet, which doesn't exactly lend itself to ease of use. The first four steps of the instructions and the parts map are on the backs of the fold-out color diagrams, with Steps 5 through 34 following, contained on normal, black and white paper. Needless to say, I recommend doing what I did; lose the staples, cut the pages apart at the seam, and re-staple the pages into two documents; one for assembly, one for painting and decaling.

The Parts map is complete, but you'll need your Optivisor to see the part numbers. Several parts are numbered incorrectly (E55, 56, 57, A10) and have been noted below.

Things to consider before building:

The T-28 sits on a relatively compact tricycle landing gear and is prone to tip backwards, becoming a tail-sitter if not weighted properly. To their credit, Kitty Hawk provides two large, rectangular weights that fit into purposely-molded recesses in the fuselage sides, just behind the engine firewall...but too far behind the firewall to do the job, unfortunately.

Since I left one half of the engine exposed, I was able to drop in weight at the very end of the build to tip the plane back up on its gear. If you close up the engine, you will have to add weight earlier. I ended up adding 11 (Size 5 (2.54 gram)) Water Gremlin split shot fishing weights, for a total of about 28 grams (1 oz.), just behind and below the engine.

The decals provided in the kit represent the ubiquitous orange and white Navy trainer and the Viet Nam era tri-color schemes, as well as five unusual foreign and warbird schemes. All of these have different approaches to stencils and numbering layouts. I would have liked to have seen a standard, US Navy go-by showing the use and proper placement of the many stencils provided.

Kitty Hawk includes several build options for the modeler, so some up-front decision making is in order. A wide variety of underwing stores are included for various versions of the aircraft. If you decide to leave these off (as I did) you will need to fill the 17 pre-drilled holes under the two wings and port side wing root.

There are three types of nose gear tires, two types of propeller blades, as well as position-able vent and access doors to the engine and exhaust manifolds.

A lot is included in the kit, but trailing static discharge wicks are not – you'll have to add those to the ailerons, elevators, and the rudder if you want them on the aircraft.

All things Up Front - The first eight steps of the build bring together the cockpit tub, the front gear well, and the engine compartment, which all connect into a single piece that is sandwiched between the two fuselage halves. Since there is complete access to the front wheel well throughout the build, I left the front gear strut off until the end.

Since I didn't relish hand-painting and futzing with a hundred parts individually, I created three sticky boards of parts to be painted one of three color groupings: blacks, greens and greys.

Doing so allowed me to build and finish the entire assembly (cockpit, gear well, and engine) as one unit.

Cockpit - The T-28 cockpit will be, by all measures, the focal point of the aircraft; big, busy and right up on top. Kitty Hawk provides a lot of detail to start, including PE seatbelts and relief-consoles, but it will need some careful painting and TLC to make everything pop. The seat belts alone are made up of 40 photo-etch parts. To save yourself some grief, I suggest that you do some test fitting here, since about half of the PE is not visible after the seats are set in the cockpit.



For some reason, Kitty Hawk did not include throttles for either station. You may want to add those yourself once the decals are down. Otherwise, the fit of everything was superb.

Front Wheel Well - The dozen or so parts that make up the front wheel well and nose gear fit perfectly. The wheel well can be completely assembled, painted and weathered without the main strut (B22) attached, so this is what I did to assist in painting and handling later on.

Kitty Hawk provides three different front wheel designs to pick from; check your references to determine which one is the correct version for your build.

Engine - Like everything else so far, the engine parts fit beautifully. The engine cylinders have some empty cavities that can be filled with "Liquid Gravity" micro-shot to add some weight far up front; had I known that the weights included in the kit were insufficient to stand the plane on its tricycle gear I would have used every opportunity (like this) to get some weight as far forward as possible.

Engine Cowl - The engine cowl comes together in pieces, five of them to be exact. I'm not sure what I did wrong, and looking back across the instructions I still don't know, but the lower, port-side panel just didn't want to fit over the air intake scoop (Part E24) and still fit snug into the side of the fuselage. Fortunately, for me, I had planned to have the port side of the engine exposed, so rather than perform a bunch of surgery, I simply cleaned up the ejector pin marks on the inside of the panel and dropped it down, further showing off the detail in the lower engine. Curious as to what happened here.

Propeller - Kitty Hawk provides two options for the propeller blades; a set of narrow 'A' type blades, as well as a set of wider 'B' paddle type blades. In addition, they have thoughtfully engineered the assembly into three basic parts – the barrel, the blades, and the dome – a design that really helps with painting. As with (most of) the rest of the build, the fit of everything is perfect. Good job here.

Electric Static Wicks - Kitty Hawk chose not to include the prominent static wicks that protrude rearwards from the aircraft's ailerons, elevators and rudder in the kit so I made mine out of black thread which I applied a thin coat of white glue to before painting them black.

Final Assembly - The three, thin canopy sections fit absolutely perfectly. It's almost a shame that I am choosing to model the canopy open, but there's just too much good stuff inside to cover it over with clear plastic.

The propeller seems to protrude just to a little too far from the engine, but checking my references, it appears to be spot-on.

I decided to paint the T-28 using a new line of acrylic paint called Mission Models Paint (MMP). 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 (given the catchy name of MMP Polyurethane Mix Additive). I spray this paint at about 12lbs for detail work and 20lbs for coverage.

These paints cost a little more than Vallejo, but they come in bigger bottles so they seem more expensive, and I wouldn't have tried them if I didn't receive such glowing reports from my friends about their painting experience. Now I am hooked. They spray on beautifully and just don't clog, even after an hour-long session, with several minutes-long breaks. Did I mention these were acrylics?

I still stand by my vast array of Vallejo paints, and between these two manufacturers I have access to a huge variety of distillate-free colors. Plus I can swap my heavy, uncomfortable vapor mask I use with distillate-based paints for a simple painters (particulate) mask. (You can purchase the paints and watch a tutorial on how to use them here: <https://modelpaintsol.com/model-painting/mission-models-paint>).



Primer and Pre-Shade - I started by using MMP (MMS-110) Black Primer to outline the panels and fill recesses. MMP Primers do not require their polyurethane product to work, using only four drops thinner to every six drops of primer.

The panel lines on the T-28 are relatively shallow, so I left things there, using the primer as my pre-shade color as well. 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.

Cockpit - Working with three sticky boards containing all the cockpit parts, I first sprayed everything with MMP Black Primer, and let that dry for about 10 minutes. I then sprayed all the parts labeled (Dark Gull Grey) in the instructions with MMP RLM 65, the (Flat Black) parts with MMP NATO Black, and the seat sections with MMP Olive Drab.

Ten minutes later, I went over the grey parts with a post-shade dusting of MMP RLM65 and the Olive Drab parts with MMP Olive Drab (Faded) to add some depth to the consoles, seats and bulkheads.

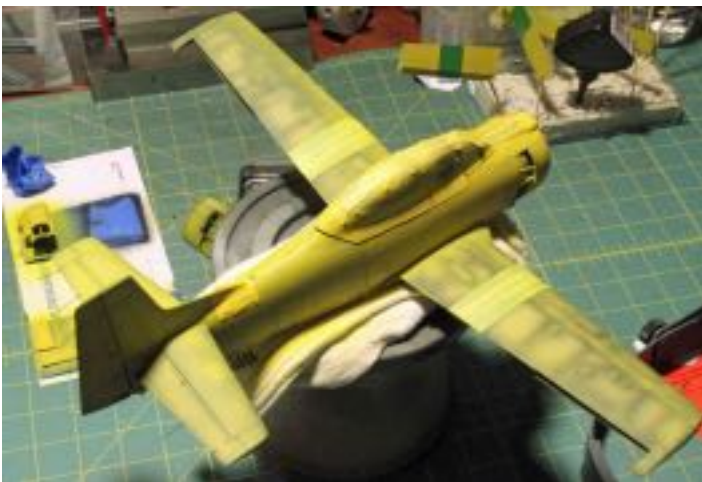
After letting everything dry overnight, I laid down a coat of Future to prepare the console surfaces for decals and the other surfaces for a dark pin wash.

The good news is that the cockpit decals are very thin and surprisingly strong, remaining workable for an extended period of time. These characteristics came in handy since the four console decals had little if any resemblance to the sections they were to cover. The overall shape was there, but the match-up on the individual panels weren't even close. I ended up cutting the decals into sections and applying them here and there, augmenting the work with paint and wash. On the other hand, the six instrument panel decals were spot on – make sure to trim them very close so that the clear film borders don't get in the way of fitting.

Once the Future was dry to the touch, I applied the decals using the Blue and Red Microsol products without any problems. The decals hug the irregular console surfaces well and result in a satisfying, busy look. Moving over to the seats I painted the PE seat belts using Vallejo Model Color Buff, and then, once dry, carefully threaded the buckles and assembled each seat, trying to minimize the use of the cryo cement along the way.

I then applied several layers of Mig Brown Wash filter, mixing a small dab of the oil paint with a generous amount of Mona Lisa Odorless Thinner. Once dry, I drybrushed the black and dark grey housings using Mig Abt170 German Grey Highlight.

The Engine - I generally followed the color callouts in the instructions. For "Flat Black" I used MMP Black Primer, "Gloss Black" - Alclad Black Primer & Microfiller, "Gloss White" - MMP White, "Silver" = Tamiya XF-16 Flat Aluminum, "Green" - Model Master Enamel Green Zinc Chromate, "Yellow" – MMP Yellow. I followed the painting with a good wash using Mig Dark Wash and a filter using Mig Brown Wash oil thinned with Mona Lisa.



The first of thirteen yellow coats

Wheels and Wheel Wells - I painted the tires using Model Master Enamel U.S. Army Helo Drab and the wheels with MMP White. The fit of the wheel well doors into the bottom of the wings (in the 'wheels up' configuration) is so tight that you won't need to do any masking for painting. Simply push them in, do your worst, and then pop them out to reveal pristine white wheel wells.

Propeller - I used (Alclad Primer Black + Clear Gloss) on all five parts (three blades, barrel and hub), and then Alclad White Aluminum on the propeller hub, and (Alclad Pale Burnt Metal + Exhaust Manifold) on the barrel.

Everything Else - After letting the primer/pre-shade coat dry, I painted the green stripes using Model Master Enamel Willow Green, FS14187. Allowed to dry overnight, I went about masking, which was quite a chore. First, the canopy, inside and out. Then the green stripes, the gear doors and wheel wells, and the entire

cockpit. I then went about masking the exposed engine areas and the glare panel in front of the cockpit using my references to get an idea of the general shape and where to mask.

Once everything was ready, I laid down the first of thirteen coats of yellow paint, custom mixed for me by the owner of Model Paint Solutions, John Miller. Starting with MMP-007 Yellow, John added MMP-003 Red (around 1% by volume), and then added MMP047 Black (around ~0.25% by volume) equating to just a few drops to adjust the hue. The yellow appears very light at first, which is what I wanted knowing that when I added the wash and filters later it would be toned down to a lightened version of 'school bus yellow'. I had to lay down so many coats of yellow because, well, yellow just doesn't want to cover black. It had to be encouraged to do so. Thirteen times.

Decals and Weathering - With painting completed, I laid down a reasonably heavy coat of Future to give everything a smooth surface for the decals.

The decals supplied by Kitty Hawk are very, very thin, and have a tendency to fold up on themselves, sometimes before they are even off the backing paper. Kitty Hawk attempted to minimize the amount of clear backing surrounding each image by using thin, transparent, horizontal bars between some of the letters, which tended to exacerbate the problem. On the plus side, regardless of how often I unfolded and moved each decal around, none of them tore – the material standing up to the worst abuses. With patience and a lot of water, I was able to get everything to set up reasonably well. I suggest that you remove the 'Y' from the 'NAVY' decals and apply it separately.

I did not need any decal solvents – water worked fine, and the decals are so thin that they snuggled down over bumps and into panel lines just fine on their own.

Once everything was set, I airbrushed another coat of Future to seal the decals and set the model up for washes.

With the model still sporting a glossy Future finish, I started with a 'sludge' wash using Mig Dark Brown enamel, straight from the bottle. Working in sections, I 'painted' the wash over every panel line and rivet head. It's OK to be a little sloppy - 99% of it will be removed. I let the wash dry for about 20 minutes and then I used a soft cotton cloth to rub the wash off in the direction of the air flow. A tiny amount of wash was left behind in the panel lines and such, really 'popping' the detail. And on a 1/32nd scale aircraft, there's a lot of detail, so this step is always worth the time and effort. I made sure not to forget the detached parts, wheel covers and other such accoutrement.

Back in the paint booth, I loaded up some Tamiya X19 Smoke, thinned 50/50 with Gunze Leveling Thinner, and went over the areas around the engine and back towards the rear. Not too much, just a hint.

Once satisfied, I removed all the masks (except the canopy sections) and gave the entire model, including the exposed canopy ribbing, gear doors, landing gear, wheel wells – everything – a thin filter using Old Holland Warm Sepia Oil paint thinned with Mona Lisa. This light brown coat tied everything together, and the super fine pigment simply disappeared on the surface.

I then sprayed a coat of Vallejo Satin Varnish to knock down any remaining shiny spots, leaving a beautiful, even surface.

The last step was to remove the canopy masks and attach all the parts still remaining. Done and done.

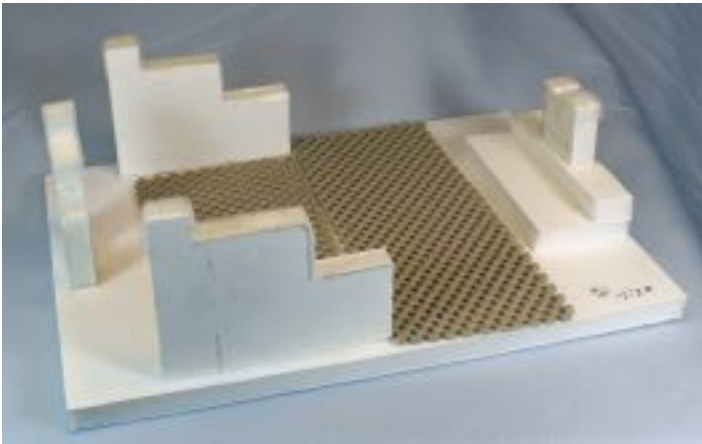
Like all 1/32nd aircraft models, this project was a lot of work. To Kitty Hawk's credit, the overall design, molding, and fit, was excellent. The large canopy sections were thin and flawless; the fit of the busy engine, cockpit and wheel wells was nearly perfect.

I would have liked better console decals in the cockpit to match the underlying detail, and some better images in the instructions to assist with placement of landing gear parts, but overall, the build went along smoothly, with just a few challenges.

I've always loved the nice P-51-ish lines of the T-28, and I was thrilled to get a chance to put this big trainer together.

I recommend this kit to all modelers who have had experience with building and finishing larger airplane models. There are a lot of steps involved, but if you go slowly you shouldn't have any problems, and you'll be rewarded with a fine addition to your model case.

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



Mark I Models 1/720th Scale Zeppelin P & Q Class

by Chris Banyai-Riepl

The Zeppelin was the answer to a long-range passenger aircraft in the early stages of aviation. With engine power limited and weights an issue, fixed wing aircraft could not carry large payloads over long distances, so designers turned to lighter-than-air designs to assist. The result for Germany was a rigid airship known as the Zeppelin. When World War One broke out, these large passenger airships were soon impressed into military service, and the P Class and Q Class Zeppelins were utilized over England on bombing raids. The type was obsolete by 1917, though, and by the end of that year, all remaining P and Q Class Zeppelins had been dismantled.

When it comes to simple models, this one is right up there. The kit comes with a single main sprue and two small additional sprues, and there are two complete kits in the box. The parts are nicely molded, with overall fine representations of details. A small decal sheet provides the basic markings that these Zeppelins carried.



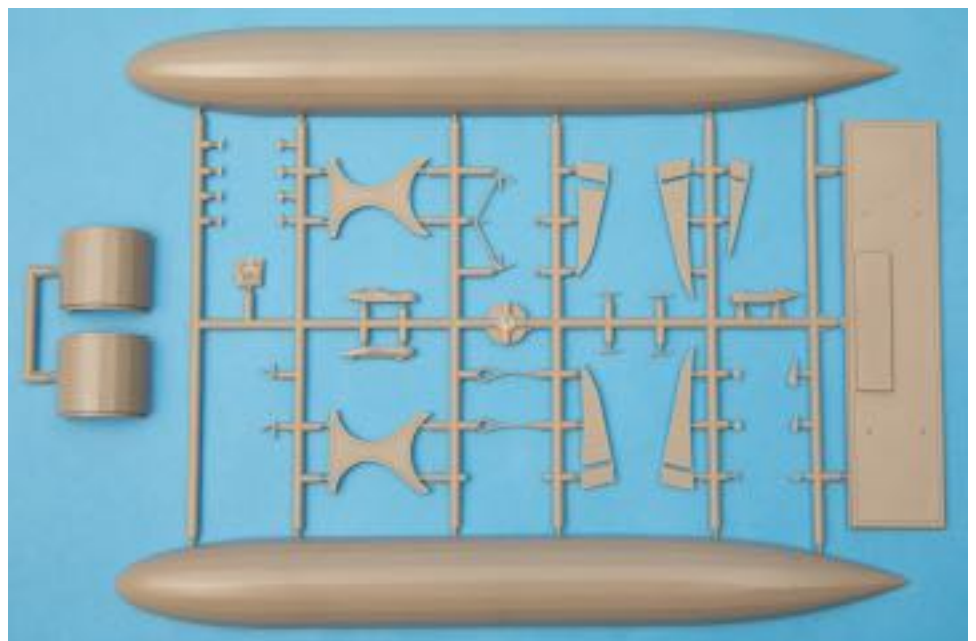
Construction starts out with the main decision of whether you want to make a P-Class or Q-Class Zeppelin. For the P-Class, there is nothing additional to do, while for the Q-Class, you will have to slice the main bag in half and add an insertion. Once that decision is made, the rest of the assembly is very simple. The forward and rear gondolas have separate propellers and three struts to attach to the main bag. There are four fins, all of which have separate control horns. An insert for the top provides the upper gun emplacement, and the last bits are the side struts for the outboard engines.

For painting, the instructions provide four-view drawings of each scheme. All of the schemes are mostly CDL in coloring, with different sections of darker fabric. The options include two P-Class Zeppelins: LZ42, L-12 from the Naval Airship Division, Imperial German Navy at Hage Airship Base in Germany in July 1915 and LZ51, LZ81 from Airship Troop, Imperial German Flying Corps, Yambol Airship Base, Bulgaria in summer 1916.

For the two Q-Class Zeppelins, the options are: LZ59, L20 from the Naval Airship Division, Imperial German Navy at Tondern Airship Base, Germany in April 1916 and LZ73, LZ103 from Airship Troop, Imperial German Flying Corps at Königsberg Airship Base, East-Prussia, Germany in August 1917. For all the options, there is a name plaque to go on the included display stand.

These will make up into some interesting little models and can form an excellent background to some WWI aircraft that fought against the Zeppelins. My thanks to Mark I for the review sample.

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



How'd I Get Started in Plastic Modeling?

by Scott Kruize

I resist saying it was inevitable that I got into building airplane models...but will commit to thinking it was much more likely back Then. This ties in with the whole 'junior question': why aren't there more kids modeling now? It seems to me much of the answer is that kids are surrounded with way more of all kinds of other things to do. Particularly lured by video games, model-making must seem fussy, time-consuming, and difficult...its gratification or rewards more remote, theoretical, by comparison almost unattainable.

Back Then, it was common for boys to be given model kits. Even though - then as now - most people didn't build, all were aware how popular a hobby it was among boys and young men. So it seemed an appropriate choice for gift-giving: a kit likely would not exactly duplicate somebody else's present, and the hobby was seen as a worthwhile activity for developing hand/eye skills.

So from very early on, perhaps age six, I would occasionally get a model kit from some family friend or relative. At that stage, all I could do was sit with Father while he did the building. He never had any interest of his own, but could see how much I liked it. He never became skillful...with me watching, and perhaps even helping a bit, the parts would be broken off their sprues and glued together with tube cement. The following evening, decals applied...that was it. I still keep one: a Revell 'Authentic Kit' Grumman Cougar. This was hung from my bedroom ceiling, probably by my mother. That's why I still have it: the other half-dozen or so model kits Father built with and for me got played with to extinction. Lost on Operations...attrition hazards...succumbed to enemy action...!



But then, on my tenth birthday, something in me was a 'game changer'. I distinctly remember having a larger-than-usual birthday party. Our neighborhood was stereotypical early-60s suburbia, populated by parents who'd been through the Great Depression and the Second World War. Now all that pent-up desire for the Good Life found it in the fruits of postwar mass consumption, and cranking out Baby Boomers like me. Related: my fifth-grade classmates were exceptionally close. I must've had thirty other kids at that party.

Lots of loot from it, among which was one model kit: Monogram's 'box scale' B-58 'Hustler' bomber.

My two younger brothers cared about construction equipment, and collected Matchbox bulldozers and road graders, which they used to make whole miniature towns. Next door, Michael (my age) and Robert (two years older) Matekonis were devoted to cars, primarily hot rods, which they frequently modeled. Another childhood friend really liked ships. I never had the slightest interest in any of these.

In fact, I can't cudgel my brain cells back to a time before I got interested in airplanes. I do have a fairly clear memory - that must predate Kindergarten - of a pair of large molded vinyl airplanes. Some relative gave them to me...paternal grandparents? Aunt Daisy? Uncle Harold? Anyway: I'm next-to-certain these were a Grumman Tiger and a Lockheed Starfighter (the coolest jetfighter that EVER was). I remember carrying around one or both, like Linus and his blanket.

What other kids thought about while they rode their bikes or swing sets, I've no clue. But I remember what I thought about: flying a jet fighter into combat at ever-greater speeds and altitudes. And on swing sets - the small one in my own yard, and the huge one at Custer Elementary - I added real altitude to my daydreams. For awhile I wore an actual 'uniform': khaki Air Force coveralls with the Starfighter printed above its left pocket. On bike or swing, on my long missions I never had to worry about running out of fuel or ammunition, and shot down hordes of imaginary adversaries. In those days, even the youngest of us had to confront the Red Menace, lest the Iron Curtain engulf the Free World. Finally, overwhelmed by sheer weight of numbers, with my mount disintegrating under volleys of Commie gunfire and rockets, I'd bail out!

So the Monogram model of the B-58 Hustler started my lifelong avocation of building model airplanes. No looking to Dad for help with this: I determined that I'd read the directions and do the whole build myself. It helped that Mom had a basic Testors' enamels kit: little bottles that cost 10 cents apiece. Silver, black, and red panels were carefully brushed as on the box art. The B-58's sharp lines and the model's Authentic Weapons Pod Release gave me a three-dimensional representation of the coolest jet bomber that EVER was! NOW those godless Commies were in for it!



That was the start of modeling way back Then, which would last till I built my last model during the first year at the UW. Then came the Dark Ages. Those ended, oddly, when I got divorced and then into flying balsa radio-control modeling as diversion and 'cure'. Along about September 2000, I 'discovered' Emil Minerich's Skyway Model Shop, and learned there of the existence of the NorthWest Scale Modelers, and the Seattle Chapter of the IPMS. Coming to realize I'd missed assembling small, intricately-painted scale models, particularly World War II fighters, I decided to try again. Assembling a modest 'find', the AMT kit of the Hawker Tempest V, I took it to a meeting of the NWSM at Seattle's Museum of Flight, then awhile afterwards, to the IPMS.

Emil had assured me all comers were welcomed, that meetings were mostly spent with Show-and-Tell, and that it would be fun. Nervous after paging through model magazines enough to know what high-quality work was being done by plastic modelers, here and around the world, I half expected to be ignored or even laughed at. But both clubs' members only encouraged, so I hung around. The Fates made it clear I'm supposed to: at the first Contest & Show I attended, the first vendor booth I went to had that old Monogram B-58 kit! Of course I had to build it, my first NABBROKE. (I had to come up with a name for such, later...Nostalgic Aging Baby Boomer Real Old Kit Experience!)

And I'm still hanging around with you guys. I've been at this modeling game since 1961...and have every confidence that - although I doubt any of my efforts will ever impress any of you - I'm getting better at it!

A Tale of Two Models

by Bob LaBouy

This is an abbreviated review of two kits, Bronco's M1114 Up-Armored Tactical Vehicle in 1/35th scale (Kit # CB 35092) and Eduard's Supermarine Spitfire Mk IX Early Version, 1/48th scale (Kit # 84137). So what's with mixing kit types and manufacturers you might be asking? Very little it seems, aside from their use of plastic and wheels. These are a few notes to entice you to try your hands at these two fine models.

I build to suit my interest in scale models and am not a slave to any one scale or subject matter - often building to vary my subjects or scales. My 'stash' is like-wise varied.

There is another significant similarity with these two kits—they are both highly detailed.

Bronco M1114 Up-Armored Tactical Vehicle in 1/35th scale (Kit # CB 35092)

This is one of Bronco's latest kits and its details are excellent. Its construction details include not only the entire undercarriage, but also the full interior allowing one to build it with the doors and windows open (in the case of the main compartment window, they have included both the inner and outer windows allowing for them to be displayed in a variety of positions).

I have built a few Bronco models previously and had not been overwhelmed with the fit and finish of their models. This kit clearly represents a marked improvement over some of their earlier efforts.

As a growing indication of my rewarding experience, this model was primed and painted with Mission Models Paint, using Tan Primer, US Desert Tan Modern 2 and Tire Black 1. As I gain experience, I am thoroughly convinced these are some of the best model polyurethane paints I have worked with and after over 60+ years of experimenting with a wide variety of paints (including Floquil, Pactra, Andrea, Aero Master, Humbrol, Gunze, Model Master, AK, MIG, Model Air, Iwata, and Vallejo Model paints), I feel at home with acrylics and much safer knowing what I have been doing to my lungs in years past.



As I am also a slave to some of the third party details, I chose to use the LiveResin items to further enhance my completed model. While not critical, it is just another source of added details. Toward that objective, I ordered several SOCOM details I found pictures of. I used LiveResin kits LRE-25228 for the USMC MCTAGS Turret and overhead armor sections and M2 Browning machine gun, and LRE-35153 for the Wrangler/Good Year tires and MT/R wheels. There's good news and bad news that follows: the detail and accuracy of the gun turret, machine gun, tires and wheels is absolutely the finest I have ever seen from a cast resin product. They are simply beautiful! And, they each add to the kit's completed 'look' and appearance. Warning: the addition of these two aftermarket items almost doubles the cost of the basic kit. They are illustrated on the opposite page.

As for the bad news: there a few 'assembly instructions' though there are none for the two resin parts mentioned here. The only real clue seems to be to carefully save the box images and try to figure out what's included. I wound up with several extra parts and couldn't ever figure out where they could be used. The even further bad news is that the parent company is located somewhere in one of the former Soviet-block countries and in my discussions with several vendors in Omaha, all admitted if they have something in stock you're in luck and back orders are rarely acknowledged and if and when the product ordered comes in, it's a great victory. Suggestion: if you see something you like and it's shown 'in stock', order it and count your blessings.



Eduard Supermarine Spitfire Mk IXc Early Version, 1/48th scale (Kit # 84137)

In many respects this is one of the finest quarter-scale kits I have purchased, though it is hardly new and was originally released way back in 2014. The basic shape of the cowl, the rather tale ‘pointy’ tail, and the elliptical shaped wings all appear to be very accurate. The very delicate surface details, rivets, panel lines are great, accurate dimensionally and from my perspective very accurate in its appearance and stance. It really looks like one of the 5,656 Mark IXs constructed across Great Britain. These markings also appealed to me because they display the unique Operation Torch markings in North Africa with the well-known 52nd Fighter Group, as well as at least one British roundel on the lower wing and a standard British camouflage pattern.

Long known for the overall quality of their kits I picked this one up as ‘something to build’ while at the Omaha convention as the Eduard kits were priced quite inexpensively at about \$20 each.



In spite of these kits being advertised as ‘Weekend’ they appear to be reasonably quick to construct and do have a basic 11-page instruction sheet and one set of decals. The savings appears to have been the lack extra sprue sets, photo-etched parts and multiple decal options. For my taste this is almost an ideal approach to the basic Spitfire model. This also results in only a decal representing the dash and no seat belts, though the amount of small details around the cockpit are very complete when compared the assorted drawings and color references I looked over.

Once again, the model was primed and painted entirely with Mission Model’s acrylic paints. Using RAF Interior Green, RAF Middle Stone, RAF Dark Earth, hand mixed light blue for the Azure Blue (using the Mission white and a very small amount of blue) and Tire Black. For the first time I also used their Gloss Clear and Flat Clear coats, which provided excellent clear coats and a final finish for my Spitfire Mk IX.

The decals were used, but the print quality isn’t as good as I had hoped for; they are certainly thin and not opaque, but there appears to be an over coating on several of them which greatly detracts from their overall quality. In the end, these did not seem to detract from my model and I was pleased with the brief history covering the use of the Spitfire and appreciated having ‘foreign’ decals for this kit. And previously mentioned there decals for just the single aircraft.

Both the Bronco M114 and the Eduard Spitfire kits are great projects, with the former taking approximately 45-50 hours to complete and the Spitfire around 40 hours. This is at my speed, which is say that a normal able bodied person would not require this much time.



Panda 1/35th Scale T14 Armata

by David Dodge

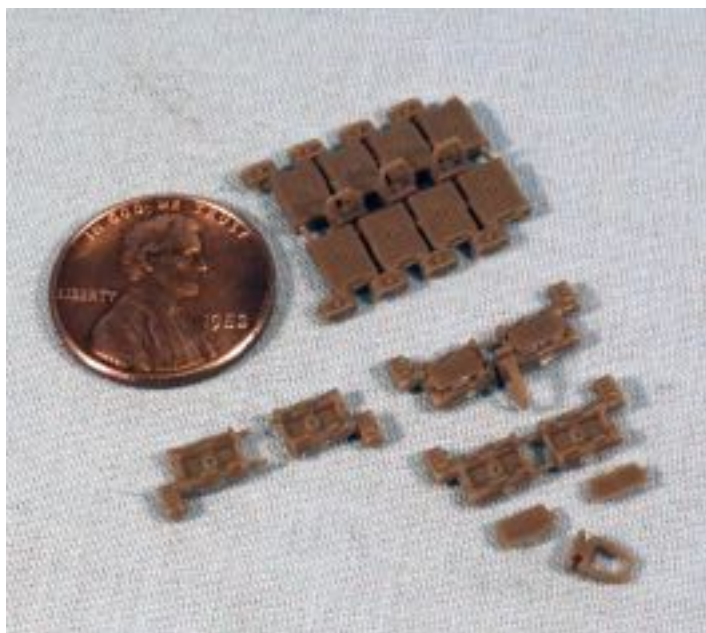
(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)

Panda released this kit late last year and it competes with the Takom and Zvesda Armata Kits. The kit is molded in medium green plastic and the track components are molded in a dark tan plastic. There is one sprue of clear parts, a PE fret, and decals. With a length of tow cable.

The T14 Armata is Russia's latest Main Battle Tank that first appeared in public practices for the 2015 Moscow Victory Day Parade. This was a shock to NATO and Western Forces as the advanced design was unknown at that time. The T14 is derived from the Armata Universal Combat Platform. The tank weighs 48 metric tons and is 11 feet wide and 11 feet tall and 29 feet long. This is a big tank.

It is armed with a 125mm main gun and a 12.7mm machine gun mounted in a remote controlled unit with the commander's sight. It is speculated that a 7.62 mm coaxial machinegun is also mounted, but that has not been seen. The unique feature that sets this vehicle apart is that the turret is unmanned and the crew of three are positioned for survivability in the lower front hull in an armored capsule and operate the weapons remotely. The extensive suite of defensive gear include the Afghanit active protective system to defeat anti-armor missiles and kinetic energy rounds. The tank is also equipped with the NII Stali Upper Hemisphere protection with a vertical launch system for top threats. This is an advanced fighting platform which breaks from Russian tradition of tank design by emphasizing crew survivability as a design priority. There are less than 200 vehicles currently in inventory and are primarily being used to proof components and for training. The planned buy is for 2,300 T14s through 2020. The biggest obstacle at this point may be cost as this is a significantly sophisticated vehicle with many integrated electronic components. Wikipedia has a more in depth write up:

https://en.wikipedia.org/wiki/T-14_Armata



The box is actually quite large, and typical of many Asian kits, nearly impossible to easily slide the top off the bottom section. It's tightly packed with six green sprue in poly bags, one polybag of brown track parts, and one bag of clear sprue. The PE, decals, and tow cable are in one bag with a zip lock. Looking at the separated sprues, there are 7 trees for the tank unit itself and 18 sprues with all the track parts and I do mean ALL of the track parts. There are 204 track blocks, 396 individual track pads and 204 center guides. Yep that is 804 track parts. This is where you will spend a large part of your assembly time. There are only 325 hull and turret parts compared to the tracks. The parts show a lot of detail but on examination, they appear "soft" not sharp and crisp like a Dragon or Takom kit. Some flash was present. Some of the smaller detailed parts were broken. Your mileage may vary since this review sample most likely had some extra shipping as part of its life. The PE looked crisp and has a Panda Logo you could use on a display stand if you wanted to do that.

The instructions are a 12-page booklet with a color box top drawing on the front page. There are "read before assembly" notes in Chinese and English as well as the construction icons, so

there is no guessing. There is a Sprue Tree map inside the front page. There are 12 assembly steps. There is a separate color flyer that has color and decal placement for the green Parade scheme.

Things to consider before building:

1. Despite the "high" parts count, the kit is pretty straightforward and not outside the capability of an intermediate modeler with patience and actually builds up pretty well with enough detail to make a nice model.

2. I can't lie about the track. It's a bugger to cut, trim, and dress the parts. Even using a sharp sprue cutter, it is tough to get everything flush, and the things are just almost too small to hold. The way Panda gated the track parts, you will have to trim all the track blocks to remove the gate plastic that curves over the edges of the track blocks. The track pads have to be trimmed as well. If not, they won't fit down into the recesses in the shoe faces flush, or semi flush. This is time consuming and will require a sharp No. 11 blade. I just flush cut the center guides and that didn't cause any problems and it saved time. I ended up assembling the track in blocks of ten, I sometimes varied it to 20 or 30 in a sitting just to break up the monotony, but also I got into a process flow that made it easier to assemble the blocks to each other. You will have to find your own rhythm, but I will make suggestions later. Each block is four parts and each side of track requires 95 blocks.

3. The turret is not your normal turret. Since it's fully automated on the tank, the actual profile is smaller and there is an armor shell that covers the components and the active protection mounts and antennas. Panda did a pretty good job at capturing the essence, but could have taken some shortcuts that would have made it easier to build.

4. There are some sharp angles to the turret armor shell when assembled. Pay attention to the joints and fit so you can avoid much, if any filling. I missed a few places.

5. The green plastic is somewhat soft, but also seems to be brittle as some small diameter long parts were broken on the trees. I used liquid cement to rejoin the break before cutting from the sprue. The track's tan-brown plastic also seems to be soft, but is surprisingly strong. This helps greatly during block assembly.

6. The PE parts are pretty straightforward. The only challenge is getting the tow cable guides bent and glued in place as they are small and squarish, so you can't really get a good roll to hold the cable and have enough flat to glue it to the rear hull. I lost two of them from tweezer fling.

Painting and Finish

Primer and Pre-Shade: I started by applying a primer consisting of Krylon Color Master with Durable ColorMax Technology rattle can (Flat Black) paint. This was recommended to me by our club Vice President for simplicity, great thin coverage and quick drying time. I left it to dry overnight to make sure it was fully cured.

Airbrushing Mission Models Acrylics: Since I was not using the parade scheme, I found a paint mask set from DN models out of Bulgaria (www.dnmodels.com). It was a T90 based scheme but adapted to the Armata. The color sheet appeared to be a sand, dark green, and a light olive green scheme, but I had no color reference to base it on so I ran down the mix-it-yourself path. I experimented and got close but not quite green enough. I ended up with the following Mission Models Paint mixings and colors to get the camo



colors:

Light Sand: MMP001 White 3 parts to MMP019 Dunkelgelb-Late 1 part

Dark Green MMP031 Russian Dark Green (Straight no mix)

Light Grey Green MMP011 Dunkelgelb 5 parts to MMP001 White 1 part

I used the recommended MMP Poly Mixture (MMA-001) one part to 10 parts MMP Thinner/Reducer (MMA-003) and thinned the paint to 4 drops thinner mix to 10 drops paint.

Camouflage: The hull and turret were still in primer. I determined that the spray order for the colors was the light sand first, the solid green second, and the grey green last. So I mixed up enough of what I thought was enough paint to cover the areas that the masks would fit. I ended up running out since the lightest color had to cover the primer so I ran two batches and got enough paint spread out that any differences between the batches was blended. I used the masks as rough guides but under shot a couple that were close and had to be hand adjusted after everything was shot. The dark green went next. The grey green went last. The grey green was much lighter at volume than I expected and may have had to shoot it again, but I was facing an overdue deadline. Though it was a close match to the drawing, it just didn't look green enough. So much for color matching. With enough time it would have worked.

The DN masks were cut out of a masking film (Orama Masking Film 810). It had generally good adhesion and was cut completely through so lifting it off the backing paper was clean. It laid down nicely on flat surfaces, and was manipulated easily around some angles but for some details it was more difficult. I supplemented with Tamiya masking tape for more coverage and some Humbrol Liquid masker (the purple stuff). If you take your time some of the adjacent masks could be nestled together without having to supplement, but I used liquid mask to be sure. I did find that pressing to adhere the mask material over the light sand left some residue on the paint after removal. Not sure how to fix that but just using finger pressure may be better instead of burnishing it down. I got crisp lines without having to use freehand and Panzer putty, as that had a tendency to sag on vertical surfaces. Do not follow my lead with using the liquid masker on the turret bustle. I was trying to mask an area that didn't have a mask and it dried nicely but completely integrated with the openings of the delicate PE screen. Doh! I completely abandoned the idea of removing the material since it was now part of the PE-Plastic parts of the bustle rack. The PE was a bugger to shape and glue to the finely molded support parts, which arrived broken and were precariously glued with liquid cement to repair it. That won't happen again. Tamiya tape would have been better, but could have been just as touchy. The masks worked nicely. This was my first time using a commercial mask, so your results may vary.

Decals: The decals in the kit were for only the parade green tank. So those were not used. The mask set had a vehicle number mask that was sprayed white before shooting the Future coat prior to weathering.

Details and weathering: Since this is a modern tank, it's quite clean by most armor standards. The tools are obviously stowed as there are no fender boxes. The turret is probably jammed with electronics and the autoloader. So highlighting panels and making crew related wear marks are probably the only options until the vehicles get more field use. I mostly used washes and some silver details on the center guides and end connectors after a dark track wash. A few daubs of wet mud around the road wheels finished the work. Since these are new tanks, they shouldn't show much wear and tear and I tried to be subdued. They would however show a lot of road dust as those are going to get a lot of training use initially.

Despite the issues related above to the overall build on this kit above, once you have it complete, things turn out pretty well. Pay attention to the PE parts. The repair and use of busted parts takes some skill. With the volume of track parts to assemble, breaking up the task will make the job easier. Everything else is a straightforward build. Intermediate modelers will be able to tackle this with no issues. Less advanced folks may get frustrated with the track, but if they persevere, they can be rewarded with a nice kit once finished.

I would like to thank Panda Hobby for providing this kit for review, and to IPMS USA for giving me the opportunity to review this model.





IWM caption: "With the Fleet Air Arm in the East. June and July 1944, HMS RAJALIYA and URUSSA, India. Activities of the Fleet Air Arm serving with the Eastern Fleet. Cleverly decorated cowling hood of a [Grumman] Wildcat fighter plane standing ready on an Eastern Fleet Station 'drome.'" Source: IWM (A 25551)

PrezNotes

from page 1

case, from my perspective, YES, I am an assembler of model kits!! If this somehow doesn't make me a "real modeler" in some peoples' minds, aw shucks, I'll just have to live with this.

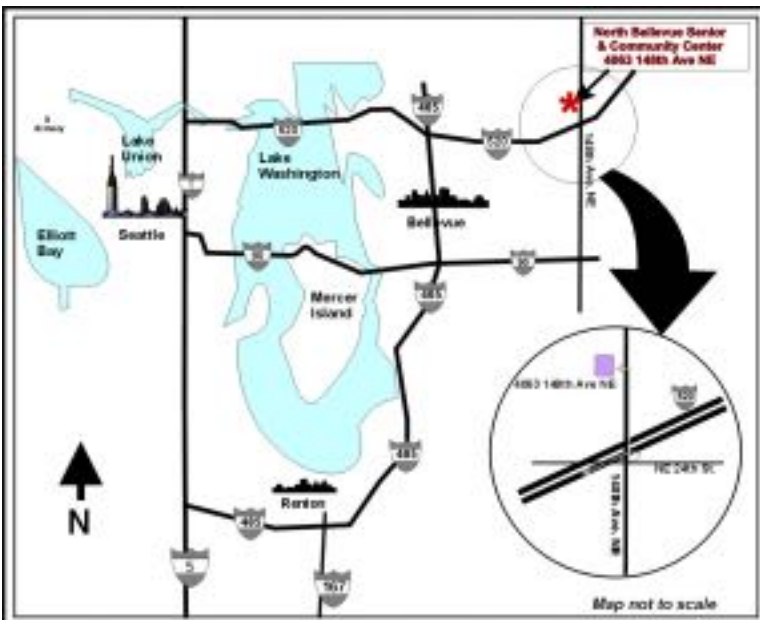
I look forward to seeing you at the October Chapter meeting!

Cheers,

Andrew

Meeting Reminder

Meeting: October 14



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

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