



PREZNOTES



The Emotional Ups and Downs of Entering Model Contests

I have recently returned from the IPMS USA National Convention in Phoenix. Following my Presidential mantra of “enter your models!”, I placed three models in this year’s contest. All three were 1/48th scale military vehicles: an M1A2 Abrams MBT, a Churchill Crocodile tank with trailer, and an M4A3E8 Sherman. All three were “Out of the Box” entries, but one (Abrams tank) had to be placed in the regular 1/48th scale category with all the super detailed models even though it was Out of the Box. Why? Because I couldn’t find the instructions, and without the instructions on the table next to the model, it can’t be entered in OTB.

Before I arrived at the Show, I had high hopes for my models. This is because I thought they looked decent, and I had yet to lay eyes on the competition! My heart sank when I entered my OTB M1A2 Abrams in the regular 1/48th tracked armor category. Not only was the category loaded with superbly detailed models (over 20 entries on the first day), but THREE of them were the exact same model as mine! Except the other three Abrams were loaded down with added detail...sigh...

However, over in the actual “1/48th Tracked Out of the Box” category I was feeling a bit better. All the entries were on a level playing field, as they were of course all out of the box, with no added details whatsoever. Looking over the opposing entries, I thought to myself “I think I have a chance!”. At least I THOUGHT I had a chance until I turned up on the second day of the Show to point out to a friend which entries were mine. ONE OF MY MODELS WAS GONE! Wholly crapoli, Batman, who the heck

would steal my model? After a frantic search to see if it had been moved by the judges to one of the other three 1/48th scale military model categories, without discovery, my friend and I launched a systematic search through EVERY military vehicle category. On literally the last table in the showroom, we discovered my model. Because my Churchill Crocodile was towing a little trailer, my entry had been moved to “Towed Vehicles: ALL SCALES”! There sat my tiny little 1/48th scale model almost hidden from view surrounded by massive 1/35th models, none of which were out of the box but instead were super detailed. Once again, my heart sank: absolutely NO chance of winning here.

On the third and final day of the Show prior to the close of contest registration, I perused all the model categories, and had one last look at the three categories my models were entered in. The status of the out of the box Churchill and trailer remained the same: no chance, and nadda chance. The Out of the Box M4A3E8 Sherman was looking okay, fairly matched against other OTB models which numbered about a dozen. And my OTB Abrams tank over in the non-OTB category: the count of models had passed 30 entries, all of them lovingly detailed by their makers, including the three other Abrams tanks festooned with added detail. Perhaps I had a chance with the Sherman?

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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 2018 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.

August 11
October 13

September 15 (Third Saturday)
November 10

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AFV Club 1/35th Scale M-109A2 155mm Self-Propelled Howitzer (DOHER)

by Eric Christianson

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

AFV Club has released the third version of Israel's rework of the venerable American M109 Self-Propelled Howitzer (SPH). This time around, we meet the 'Dohér', or 'Gallopér' - an augmented boxing of their recent 'Rochev Bet' release. The M109A2 Dohér was fielded in 1993, eventually replacing all of the earlier Rochev models in active service by 1997. After the active service units received their share, the IDF began to replace some of the reserve units' vehicles. Today one can find in the reserve units both the Dohér and Rochev models.

All types share the same hull, turret, barrel, engine, and transmission. Most of the improvements of the Dohér are internal and can't be seen from the outside. That said, external, visual differences include a second turret mounted machine gun, the remotely controlled gun travel lock, silent running diesel powered generator/APU mounted in the right rear turret corner, and the addition of a storage basket mounted on the right side rear corner. Additionally, the commander's turret has a different shape and can be locked in a slit position, a position that does not exist in the Rochev. Finally, the Dohér sports different Tactical markings since the upgraded capabilities of the Dohér drove changes in the way an artillery battery is operated. Beside the normal IDF V's and numbers, there is also Hebrew letter (Aleph, Beit, Gimel) markings.

The sturdy AFV Club kit box is relatively heavy and filled to the brim with parts and extras. The plastic is soft and in places, very thin, but I did not find any warpage or damage in shipping. There was some flash but nothing significant and what is there is limited to the smallest parts. The kit is replete with a variety of extras including a very nice spring-loaded metal barrel and extra metal bits, an excellent IDF posable figure cast in resin, soft-vinyl combat boots, a host of personal weapons, and a bunch of extra shells and shell casings, complete with their own decal sheet of stencils. The 'rubber band' track is well molded and takes paint and glue just fine.

Curiously, there is very little in the way of combat stowage for the four large bustles and two front racks – you'll have to go to your spare parts box to fill those items up.

The contents of the box include:

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

Solid aluminum barrel, packaged separately

Turret (two pieces), packaged separately.

1 soft nylon sprue of wheel inserts (so the wheels can be removed for painting)

1 soft DS-type sprue of combat boots and gun tarp

1 metal spring for the main weapon

1 length of string for the wire spool connecting the vehicle with forward fire control

1 photo-etch sheet, including wrap-around basket mesh for the two front baskets

1 clear plastic sprue

1 small bag of resin parts for a single IDF figure, with weapon.

2 small sheets of decals with markings for three vehicles

1 28-page black and white instruction booklet with 47 steps, including three pages of color, five-view decal placement and paint guides.

The kit comes with three schemes represented using five-view drawings and two small (but perfectly registered) sheets of decals printed in Taiwan. The three color schemes represent vehicles from unknown units.





The side-bounded instruction booklet, unfortunately, does not contain a list of unused parts – an omission which is compounded by the fact that the parts map is printed on one half of one page - too small to read the numbers.

The instructions contain color call-outs for Gunze Sangyo (lacquers and acrylics), Humbrol, Revell, and Lifecolor, and the decal placement instructions are supplied in beautiful, five-view CAD images. Also, AFV Club thoughtfully included a page showing the history of the M109 in images, as fielded since 1962, (sans the three IDF versions, however).

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

There is a lot of detail across the top and sides of the vehicle, and if you choose to add your own combat loads into the bustles and forward stowage racks you will need to carefully stage your build in order to make sure everything is painted and ready before final assembly.

While AFV Club includes a lot of extras in the box, like crates and weapons and artillery rounds, there is nothing in the form of baggage and such for the bustles and storage racks. I went to my trusty spare parts box for these items.

The Lower Chassis, Running Gear, and Main Deck: Assembly begins with the lower chassis, which comes together with separate bottom, sides, front and back. There are internal side extensions that fit above the track, filling in the gaps between the sides and the upper deck. The fit of everything is spot on and sturdy when finished.

The instructions will have you drill a variety of holes in the sides of the vehicle to accept equipment (Steps 2 and 3) but does not provide anything in the way of go-bys to do this. Rather than guess where the holes should go, I decided to leave the sides as they are and attach things as I saw fit later.

The running gear is next, consisting of separate torsion bars and five-part wheels that can be pushed on the axles and removed later for painting with the addition of nylon inserts.

The main deck of the chassis fits together in five large pieces, including two flat sides that slide on perfectly at the end. But this is where things start to get tricky. The intricate gun travel lock assembly can be built in either the travel position or stowed. That wasn't exactly clear to me and I accidentally let it dry in the travel position.

The Track: AFV Club provides two lengths of relatively stiff nylon/plastic track runs in the kit. They are nicely detailed and take glue, paint and weathering products well. They have quite a bit of sag in them, so I had to glue the stiff track down onto the tops of the running gear to keep it from bowing up. Even though the return rollers were attached too high, I still had to remove two links from each side to make them fit. (See image)

The 155mm L39 Main Gun: The multi-media main weapon included in the kit is impressive. The main barrel and several other bits are made of solid turned aluminum and brass, and the fit of everything is perfect. That said, there is a vertical 'blade' that extends down from Part E12 in the instructions that is AWOL. It has no



number, and I could not find anything in the unused parts that matched it. Unfortunately, that blade is key to attaching the muzzle-velocity radar above the main tube. I had to add a chunk of plastic and use a lot of slow-drying glue to coax it into place as it dried.

One final note: When assembled, the 155mm gun is relatively heavy, and will tend to make the turret want to flip out of your hands accidentally (ask me how I know). Just be careful when handling the model after Step 29!

The Turret: The rest of the build (Steps 29–44) bring together the busy, and beautiful, turret. Like most modern combat vehicles, the Doher is loaded with detail. AFV Club gives you the option of adding a laser range finder or simply filling the hole with a flat round plate. I chose the latter, adding it at the end of weathering since it is fitted with a clear plastic front shield.

There are two rear bustles and two front storage racks that really give the Doher a busy, combat look. Cleaning and assembling these, however, is not for the faint of heart. The fit is excellent, however, and if you use a little patience they come together quite well. Once assembled and dry, they are remarkably strong and hold up well while you go about adding things on top and inside of them. The most challenging part of finishing these was adding the PE mesh to the front two storage racks. I first annealed the PE to help it conform to shape, and then glued the mesh on one area at a time until it completely covered the racks underneath.

The large commander's hatch up top can be positioned open or closed, and contains some internal detail, but there is no detail provided inside the turret. A figure set into the opening will sufficiently fill the void, however.

A nylon sail fits over the top of the main gun mount in Step 40. The 'DS-like' material takes paint and glue just like plastic and will bend and conform to shape no matter what elevation the gun is set at.

The last sequence in the instructions guides you through assembling and dressing up the large number of personal weapons and artillery rounds included in the box, ostensibly for use in dioramas. The shells and casings come with their own sheet of decals and are quite detailed.

In addition, there are instructions for creating antenna using stretched sprue. Never being successful in that area, I added two antennas from my spare parts box.

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

Primer and Pre-shade: I started by applying a coat of (rattlecan) Krylon Flat Black Paint/Primer for my dark, primer/pre-shade coat. Surprisingly, this low-cost solution sprays on easily and dries very thin and level – replacing a time-intensive task I normally use an airbrush and more expensive paint for. I use a dark primer coat to give the plastic and PE some grip, and to fill in the recesses - creating a shadow effect near the flat surface edges and adding depth for the subsequent coats to come.

Camouflage and On-Deck Baggage and Equipment: After the primer had degassed, I followed the pre-shade coat with Vallejo's 73.614 IDF Israeli Sand Grey Surface Primer. Once that was set for a few minutes I laid down a light post-shade coat of Vallejo 73.613 Desert Tan Surface Primer. These primers work just like paint and they are a heck of a deal in the size they come in, considering the cost of the standard size paint bottles.

I painted most of the baggage a mixture of 66% Tamiya XF-49 Khaki and 33% XF-20 Medium Grey, followed by a dusting of Vallejo 70.613 Desert Tan. The straps are Vallejo Panzer Aces 340 Afrika Korps Highlight. Gas cans were painted MMP 088 US Army Olive Drab Faded and Water cans are MMP 035 NATO Black.



I painted the distance markers by first lining them up on a stickyboard and spraying them with Tamiya White Primer. Once dry, I ran three even strips of Tamiya tape across all the poles, and then laid down a layer of Tamiya Gloss Red. This left the bottom side of the poles unpainted, but I made sure that side was facing downward when I added them to the rack on the vehicle.

The shovel and sledge hammer heads were first painted Tamiya NATO Black, and then detailed with Uschi Chrome powder. The shafts were painted using Tamiya XF-59 Desert Yellow, and then, when dry, covered with MIG Brown Wash Oil paint from a tube. I let this sit for a few minutes and then rubbed most of the oil off with a clean brush, leaving enough residue to simulate wood grain and dirt.

The machine guns were painted flat black, and then detailed with Vallejo Saddle Brown and Uschi Chrome metallic powder. I painted the ammunition boxes the same Khaki/Medium grey mixture as the baggage. The ration boxes are Tamiya paper boxes from my spare parts box. To fill the gaps in the bustles and stowage racks, I cut up small pieces of flat black fabric and poked it into place with tweezers.

Decals and Photo Etch: With painting finished, I laid down a thick coat of Future floor polish to give the decals a smooth surface to slide on to. Once the Future was dry I went about applying the decals using the Red and Blue MicroSol and MicroSet products. The decals were very thin and surprisingly stubborn once on the surface. Patience prevailed, however, and I was able to coax them into place.

Before I laid down a second, sealing coat of Future, I attached all the loose deck equipment and bags – anything that would need to be weathered with the rest of the vehicle. The second coat of Future would set the surface of these items up for washes and streaking.

Finish: When the Future was dry to the touch, I went to work adding a pin wash using Mig Dark Wash mixed (1:10) with Mona Lisa thinner. Once satisfied, I knocked down the shiny areas using Vallejo 70.520 Flat Varnish, followed by a coat of ‘road dust’ along the wheels and lower superstructure using Model Air 71.027 Light Brown. I also used this color to ‘tone down’ the decals a little.

Finally, I carefully added the two machine guns, the ‘glass’-fronted range finder, and added two antennas to the turret from my spare parts box. Done, done, and done!

No doubt about it, this kit was a challenge to build, and to finish. AFV Club has a solid reputation for offering unusual, highly accurate injection-molded kits. This is especially true for the Doherty, their fourth foray into the M109A2 Self-Propelled Howitzer family.

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

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

Still, I was more than satisfied with the end result, and all that busy detail looks great on the finished model.

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

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





Dora Wings 1/72nd Scale Percival Proctor Mk.I in Czechoslovak Service

by Jim Bates

A long time ago in a galaxy far far way...Canada...I acquired a copy of IPMS Canada's *Random Thoughts* (RT), Volume 11, Number 5, dated May 1978. I'm sure it was the business end of the A-10 Warthog which attracted me to the issue on the shelves of the legendary Hobby House in Ottawa, Canada. But upon opening, it was an odd British trainer that caught my young imagination: a Percival Proctor in Canadian markings. I've always been attracted to training and communications types, perhaps only because they are odd subjects not often modeled. The article, by Canadian historian Carl Vincent, mentioned a Frog Proctor, but I was unaware of that brand. So I purchased a Matchbox Percival Provost to build the RCAF Proctor. (My only excuse is that I was young and less discerning and didn't really notice they looked nothing alike.)



Fast forward forty years and there I was at Skyway Model Shop perusing the new release shelves when a familiar name was spotted in an unfamiliar box: a 1/72nd Dora Wings Percival Proctor Mk.I. It was immediately purchased, with my own memories of the old issue of RT magazine taking center stage. In the ensuing years, Carl Vincent had become a friend and he had sent me scans of the photos from that article. Of course I had located a Frog Proctor on E-bay, but, well...it is a Frog kit...and I had never worked up the courage to begin.

To shamelessly steal from Carl's article,

“The Percival Proctor was a military version of the Percival Vega Gull which first flew in 1935 and was quite popular in the last half of the decade. The first Proctor flew in October 1939, and a total of 892 (147 Mk.Is, 50 Mk.IIs, 437 Mk. IIIs, and 258 MK.IVs), all basically similar (except for the Mk.IV which had a deeper fuselage) were proceeded for RAF use as communications aircraft and wireless trainers during the Second World War.”

Dora Wings is a newer model manufacturer from the Ukraine and all signs pointed to them producing nice models. Upon lifting the lid of the smallish box, I found three grey sprues, one clear sprue, decals, a set of vinyl masks, a film instrument panel, and a small photo etched sheet. The instruction sheet is black and white drawings including sprue maps and 20 assembly steps as well as color profiles for the two decal options. John Adams of Aeroclub fame is named in the instructions as assisting with research, so we can assume the model is as accurate as possible.

While this is a limited run kit, the moldings are impressive. One sprue consists of the upper and lower wings and the tooling of the ribs and fabric is very impressive for the scale. The second sprue consists of the three-part fuselage and some cockpit parts, while the final



sprue includes the detail parts including separate flaps, ailerons, and rudder. The Ukrainian molders have really upped their game, and while there is a small amount of flash on a few parts, this is nothing like some of the older A-Model and Roden kits of yore. In fact, I would say it is as impressive a set of molding as any I've seen in a short run kit. The panel line detail is restrained, but very fine...maybe too fine for a ham fisted modeler such as myself.

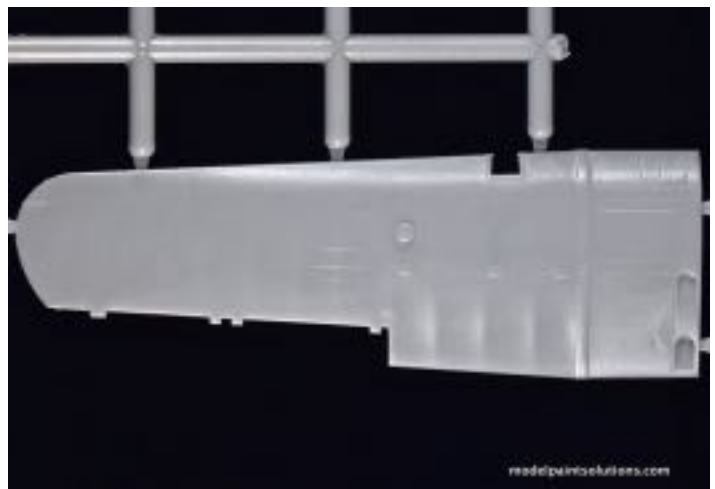
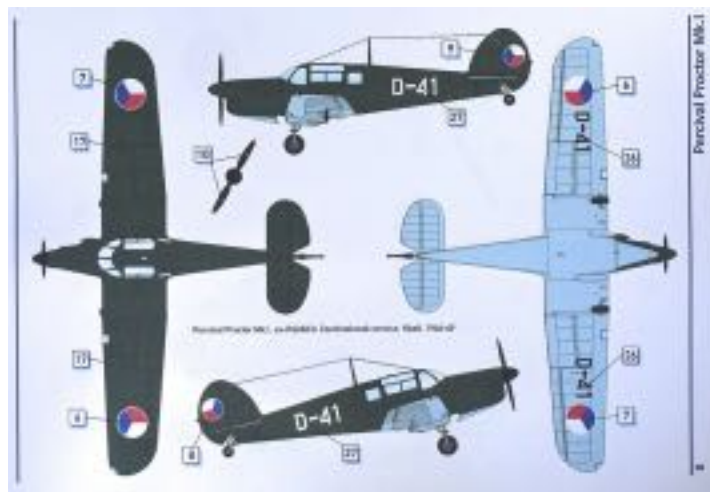
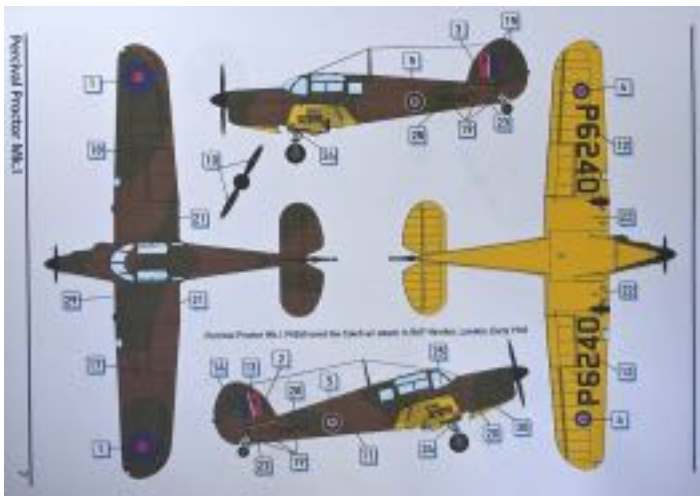
The clear sprue is reasonable, but not crystal clear, and would probably benefit from a dip in a clear gloss of your choosing. The photo-etch set provides detail for the cockpit along with some exterior details such as the pitot tube. The decals include a Czech aircraft in green over blue and a RAF machine in Dark Green/Dark Earth over Trainer Yellow. Decals look well-printed and include serials, roundels, and stencil data.

The cockpit is impressively detailed which benefits a small cabin aircraft with much glass. Optional parts include tailwheels, propellers, seats, nose bowls, and spatted or exposed landing gear. (Many of these parts could be for use on the civil Vega Gull that I am sure will be released in the future.) About the only issue I see is that while the landing light cutout is provided in the left wing, the modeler will have to cut out the housing for the left wing.

Is the Dora Wings kit an improvement on the Frog Proctor? Of course it is! In fact, it is one of the nicest short run kits I've seen in a while and I hope Dora Wings will issue additional interesting and unique aircraft in 1/72nd. I'm impressed and can't wait to dig in.

P.S. Speaking of the Matchbox Provost, has anyone ever seen any photos of Provost XV418 during its time in Canada in the early 1950s for cold weather testing?

Thanks to John Miller of Model Paint Solutions (www.modelpaintsol.com) for taking the photos used in this article.



Spring Show 2019 Modelfy

by John Joseph Chilenski

Hear ye, hear ye, hear ye! There is going to be a Modelfy category in our Spring Show in April 2019. What is Modelfy? Glad you asked. A Modelfy is a model that is created using one or more parts from a base kit to create something different from the base kit. For example, using a 1/25th scale Camaro car body with additional parts from other kits to create a 1/48th scale submarine (my favorite Modelfy of all time, created by Ted Holowchuk).

The base kit for next year's Modelfy is Moebius Models Convair NEV – Nuclear Exploratory Vehicle, part/kits number 974. This was one of many early space race proposals to NASA for interplanetary spaceships. This design had a major influence on the design of the *Discovery* space craft for Stanley Kubrick's *2001: A Space Odyssey*.



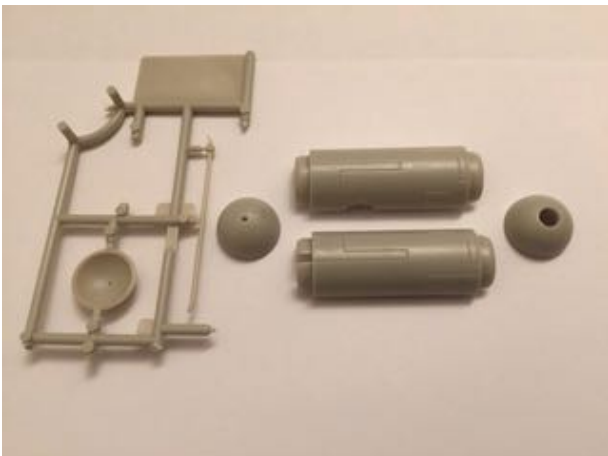
This kit consists of several subassemblies constructed from 23 gray styrene parts, one clear dome for the model and two clear parts for the display stand. The first subassembly is the propulsion module. This consists of a core unit comprised of left and right halves, a hemispherical front cap and a NERVA (Nuclear Engine for Rocket Vehicle Application) at the back.



Attached to the core are five fuel tanks which consist of a top and bottom half. Connecting the fuel tanks at the back end is a fuel distribution ring.



The second subassembly is the crew module. This consists of left and right halves, hemispherical front and rear caps, a communication dish and its mast, and a clear dome for the top of the compartment.



The final subassembly is the spine connecting the crew module to the propulsion module. The spine consists of front and back halves.



Hopefully this introduction to the base kit has been helpful and has your creative juices flowing with all the available parts. You have eight months to create something and get it on the table. I look forward to seeing all of your creations at our April show.

Remember also to bring in your works-in-progress to the monthly meetings. You never know who you might inspire with your work!

Now, Not Nostalgia: Monogram's De Havilland Mosquito

by Scott Kruize

It's the opposite of being immature. I emphatically assert that I'm using my mature adult resources and lifestyle to make up for things I may have done inadequately, if at all, in my dissipated youth. Case in point: Monogram's 1/48th scale De Havilland Mosquito kit.

Building one of these is not a NABBROKE, a 'Nostalgic Aging Baby Boomer Real Old Kit Experience'. I never built one way back Then. Oh, I did build a Mosquito...how could any WWII buff as devoted as me possibly not? The one I built was the 1957 Airfix release, in its '1/72 Constant Scale' series. The arrival one day of this series at Thunderbird Drug Store in Lakewood jumpstarted my building and collecting. Besides the obvious appeal of being able to accurately compare relative sizes in finished models, these kits had every attribute a boy modeler could want: ready availability, a big enough series to take 'forever' to get through, each bristling with lots of killer ordnance – machine guns and cannon, bombs and rockets – all blasting away from the blood-and-thunder Airfix box art. Most especially, cheapness: many in Airfix's series sold for 39 cents. My allowance was 50 cents a week.



So I thought their De Havilland Mosquito FB Mk. VI was just great. I painted it in British daytime camouflage scheme – well, what was for me a reasonable facsimile thereof – and hung it on a thread from my ceiling for all to admire. Mostly for me to admire!

It had to be admitted at once, though, that the very best model kit I ever got back Then was not from Airfix, but Monogram. Their Douglas SBD Dauntless dive bomber had retractable landing gear, deployable dive brakes, spinning propeller, flexible observer's gun, and most important of all, droppable bomb. Many's the desperate battle I fought on the family room linoleum floor against the imagined heavy metal of Imperial Japan.

Monogram's series began with United States Navy Pacific War planes, and expanded from there. See this *Model Airplane News* ad from February 1967. The introduction of the Vought Kingfisher brought the number up to 16. That's way less than comprised Airfix's series by then, but still, all suitable objects of young boy modeling lust were there. Why, there's even a Hurricane! So why didn't I build a whole series? In a word: cash. The SBD was a birthday or Christmas present that I didn't have to pay for. None of the Monograms cost less than \$1.00, a two full weeks allowance's worth, while Thunderbird Drug Store was also my supplier of Flicks, Milk Shake candy bars, and Superman D.C. National Comics. That Mosquito: was it even possible, back Then, to contemplate buying NOTHING else for a whole month to get it?

But then I resumed plastic kit modeling. (Can it really be 18 years since I emerged from the Dark Ages and started hanging around

OS2U-3 Kingfisher

Magnificent new Monogram quarter inch scale model of famous U.S. Navy catapult airplane of the 1940's

Four monogram kits to be complete—includes fuselage, landing gear, wheels, propeller, and tail section. Many in heavy World War II designs in 1/48th scale.

Authentic quarter inch scale model with 9 inch wing span features landing gear, access and wing flaps, front and rear doors, front and rear cockpits, machine gun, landing light, prop and gunner. Completely detailed, including rivets and jacking top cockpit windows. Landing gear can be extended open or closed and model can be built in a land-based plane with wheels or as a seaplane.

What's also included in kit for display-mounting sculpture version. Authentic U.S. and British insignia, details. Propeller and wheels painted. All paint flexible stain.

KIT #K135 • \$1.50

Build the Kingfisher or one of 15 other models for a starter. You'll see why Monogram aircraft models lead the field. Made only by Monogram Models, Inc., Milton Grove, Wis.

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OS2U-3 Kingfisher, #K135-\$1.50	Boeing Stearman, #K137-\$1.50	Bombardier Stearman, #K138-\$1.50
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Boeing Stearman, #K172-\$1.50	Boeing Stearman, #K173-\$1.50	Boeing Stearman, #K174-\$1.50
Boeing Stearman, #K175-\$1.50	Boeing Stearman, #K176-\$1.50	Boeing Stearman, #K177-\$1.50
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with you guys? How fleeting is time in my dotage!) Anyway, I was somewhat surprised, and certainly gratified, to find that many of the models I knew of, but didn't build back Then, were readily available still. Specifically, all of Monogram's quarter-inch scale kits are easily obtained, some at current retail in re-popped new boxings. I've built several, and enjoyed each one, except for the F4F Wildcat. Its wing-to-fuselage fit is so poor even this admirer could not bring himself to finish a build.



There was no difficulty acquiring a bunch of their Mosquito kits. The box art has changed, as you can see; the most blood-and-thunder version is (I think) from the earliest boxing, which was in 1965. Later box art is plainer, that is, boring. Okay, back then the retail price of the Mosquito was an astronomical two dollars. I'm vague on current list retail price – if there is one – but between Emil's Skyway Hobby Shop, dealer vendor tables at our Contest-and-Shows, and people bringing in surplus to clear at our monthly meetings, none of the kits I've acquired cost me more than eight dollars. In fact, one of them actually cost me just two dollars: what I would've paid back Then, as if all the inflation in-between had never happened. I must laugh at how my perception of model costs has changed. As an adult, with a regular job, not particularly well – but steadily – paid, I've accumulated a nearly incomprehensible 500 kits. Hard to even imagine trying to explain this stash, in

a trip on Mr. Peabody's WayBack Machine, to myself back Then.

Be that as it may, I'm looking forward to using Monogram's 1965 creation as the basis for a 'Collections' entry at our next Contest-and-Show. I finished a radar-equipped night fighter and a photo-reconnaissance plane. You've seen these at prior Show-and-Tells. Most recently, a couple meetings back, I brought my remaining builds-in-progress, which I KNOW you all sat up and took notice of, because my presentation was suddenly accompanied – as former Prez-For-Life, Terry Moore, ran nimble fingers over his smart phone – by the theme from the movie *633 Squadron*.

Kit contents are just the same as ever. Two notable points: first, as kits go, it's good. As always, I dress the edges of parts beforehand, taking off any flash or other irregularities, leaving them flat, square, and ready to take glue properly. The fit was then good enough for Testors' cement from the black bottle with needle applicator. They name it as liquid cement, but it's a bit thicker, lending itself well to tight even fits. I make this point because there was none of the fussy dry fitting I've had to do for more modern WWI kits from Roden. Instead of trial fitting two parts, doing a little but indispensable filing and sanding, repeatrepeatrepeat... Monogram's Mosquito, like nearly all the rest of their quarter-inch scale model series, is a cinch to build.



The only putty needed on every build was a bit around the awkward joint between the top and bottom engine nacelle halves, which are molded into the wing panels. Easy to assemble, no alignment problems, only a little putty needed. It all looks fine once the exhaust manifold covers are in place. One other place: when substituting the fighter nose cone. If you're more careful with your razor saw, removing the bomber nose the fuselage halves are molded with, then doing accurate fitting and gluing, you may find no need for putty at all.

There's not much fine surface detail, but unique among World War II warplanes, the Mosquito was all wood, Canadian birch and spruce, laminated in major sections around Ecuadorian balsa. That made for a mostly smooth finish, without metal panel lines and welds or rivets.

Second point: without any aftermarket accessories – unheard of, at the time – each kit holds sprues that together provide a bunch of operational versions. So my developing Collection includes a

night bomber, day fighter-bomber, Coastal Command rocket-firing anti-ship strike fighter, and an Australian Far East Theater fighter-bomber. Later I hope to do a civilian B.O.A.C. improvised high-speed North Sea Sweden-to-Scotland VIP transport. Doesn't it just tingle your pores to contemplate huddling under a blanket in a cramped bomb bay – hopefully well locked shut – while you pray earnestly that your crew can keep speed and altitude above and beyond the capabilities of Luftwaffe interceptors?

I'm perfectly aware of newer moldings of the De Havilland Mosquito. Airfix did a very nice 1/48th scale one in 1980. Tamiya's modern version winks at me from the British length of my stash shelving. If it's as masterfully good as all their other moldings, it'll be far more detailed than the old Monogram...and I will get to it. In the meantime, I'm having fun giving myself from Way Back Then a serious dose of one-upmanship!



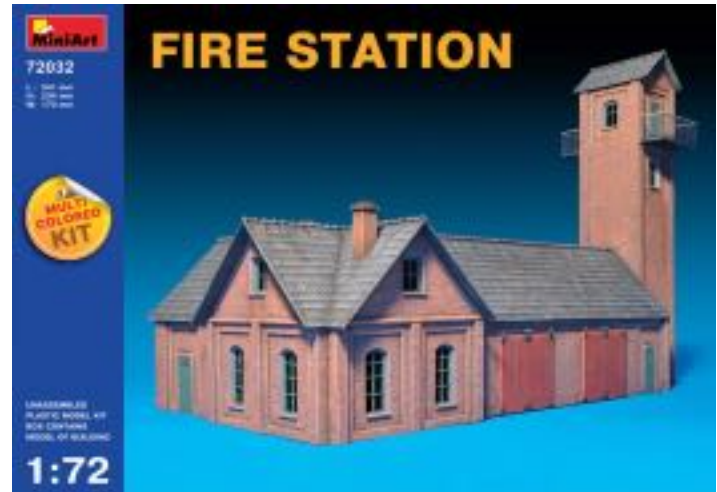
MiniArt 1/72nd Scale Fire Station

by Jacob Russell

This new kit from MiniArt (reference number 72032) is a 1/72nd scale Fire Station. You can build it as a stand alone model, or as part of a diorama. The kit comes in a very stout and colorful box with a nice photo of the finished model on the box top.

It consists of 256 plastic pieces, molded in white, gray, black, orange, and "brick" red. 23 of the parts are surplus and are destined for your spares box. The fire station has brick walls and chimney, a tile roof, and a pair of wooden sliding doors for the fire engines.

This model is well detailed and its construction is very straightforward, but details specific to fire stations, such as bells, exterior lights and signage, are conspicuous in their absence. The building will be easy to construct if you follow MiniArt's well illustrated and easy to follow build sequence.



I think there are two ways to approach painting this model. You can prime the entire building and then use your own choice of colors and paints. Or you could simplify things and give the finished model a coat of clear gloss, and then use weathering materials to "age" the bare plastic colors.

If you want to use the fire station as part of a diorama there are many 1/72nd scale pieces of fire equipment available and they're easily found on the Internet.

I think this is a neat kit, and I recommend it. I look forward to painting and weathering as much as building it; in fact building it will be the easy part.

I would like to thank MiniArt for providing the review sample.

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

Upcoming PNW Area Shows

September 22, 2018

OMS Fall Show

Clackamas, OR

Website: <https://ipms-oregon.org/fall-show>

October 6, 2018

IPMS Vancouver Fall Show

Burnaby, BC, Canada

Website: <http://www.ipmsvancouver.com/>

October 6, 2018

IPMS Palouse Area Modelers 24th Annual "Show Off The Good Stuff" Scale Model Show & Contest

Moscow, ID

Website: <https://www.facebook.com/groups/977374559104664/>

PrezNotes

from page 1

The following evening, a group of 24 Pacific Northwest modelers gathered at two banquet tables for the Contest Awards presentation. Emotions on my part were mixed. On the one hand I was very happy that I had made the effort to transport my three models the 1,400 miles from Seattle to Phoenix in order to be “a participant” in the Show. As I say, folks come to see models, and I shouldn’t expect others to bring theirs if I refuse to bring mine. On the other hand, with the names of others being called out from the podium as award winners, it sure would be nice to hear one’s own name mentioned?

As luck would have it, first up was the category I thought I had a chance in: OTB, Sherman. Third Place? Nope. Second Place...NOPE. FIRST PLACE...NO!
Despite efforts to control my emotions, my heart sank. And one turns philosophical: “you didn’t bring them to win an award,

you brought them participate. You had fun participating, and lots of people got to see three well made 1/48th military models they wouldn’t have otherwise seen.” So, on we move to “Towed Vehicles”. Third, Second, First: all won by the much larger and more highly detailed 1/35th scale military vehicles. Note to self: “Next time, read the rules more carefully: no trailers!”.

Lastly, my Out of Box M1A2 Abrams up against three super detailed Abrams plus 25+ other super detailed models. No pressure here, so I am concentrating on the photos on the screen, seeing if my picks for the category matched those of the judges. Third Place: very nice, good choice. Second Place, M1A2 Abrams built by Andrew Birkbeck, Seattle Washington...First Place, another excellent choice. SAY WHAT: whose Abrams won second...WTF, that’s me. “Well, in IPMS-ville they say - that the President’s small heart grew three sizes that day.”

Moral of the story: entering model contests is a real roller coaster of emotions, no

matter what you tell yourself. And while winning is definitely NOT everything, it sure does feel nice when you can score a win, especially a completely unexpected one. Now to find suitable kits to build for next year’s Nationals! NO TRAILERS!

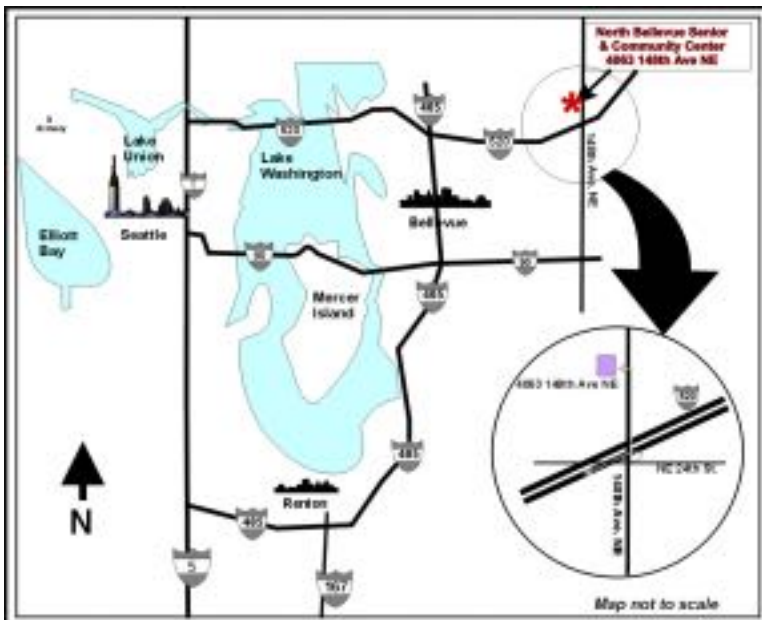
I look forward to seeing you this Saturday at the Chapter meeting.

Cheers,

Andrew

Meeting Reminder

Meeting: August 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.