

# Seattle Chapter News



Seattle Chapter IPMS/USA  
December 2018

## PREZNOTES



### Christmas

Now I know not everyone in the Club celebrates Christmas, and I respect that. But the fact of the matter is that I do celebrate Christmas, and this is my column, so I hope you can respect that too. And while some in the media say there is a “War on Christmas”, rest assured that your Club Vice President and I have consulted with our military leaders, and we have the very brightest and best military leaders, and they inform us that there has been no activity on any of our military fronts, and that includes the Christmas Front. So stay calm everyone, and don’t believe Fake News.

As a kid, I was over the moon at Christmas time. I was a true believer in Santa Claus, and a true believer in the message “Peace to All Men”. At the time I was too young and uneducated to ask the question, “but what about “Peace to All Women too?””, that came later. But I digress. However, my deepest beliefs of all came from my most favorite Christmas happening: my Mother’s reading to me from *How the Grinch Stole Christmas*, by Dr. Seuss, and from 1966 onwards, the animated television special of the same name. Oh, how I looked forward to hearing the lyrical verses from this most wonderful of Christmas tales. And despite the fact that I simply LOVED receiving all the gifts I would find under the tree each and every Christmas of my childhood, as the years passed, these verses from the story of the Grinch began to resonate in my tiny child brain, and would bring genuine tears to my eyes:

“Every Who down in Whoville, the tall and the small,  
Was singing without any presents at all!

He hadn't stopped Christmas from coming!  
It came!  
Somehow or other, it came just the same!

And the Grinch, with his grinch feet ice-cold in the snow,  
Stood puzzling and puzzling. "How could it be so?

It came without ribbons! It came without tags!  
It came without packages, boxes, or bags!"

He puzzled and puzzled till his puzzler was sore.  
Then the Grinch thought of something he hadn't before.

Maybe Christmas, he thought, doesn't come from a store.  
Maybe Christmas, perhaps, means a little bit more!"

This year, I decided to let my family know that I am quite content with not receiving any presents whatsoever. My daughter and her husband are just starting out life together, and can really use a break from the expense of buying Dear Old Dad

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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.

**December 8**

**IPMS/USA MEMBERSHIP FORM**

IPMS No. \_\_\_\_\_ Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_  
 Signature (required): \_\_\_\_\_

Type of Membership:  Adult, 1 Year: \$30  Adult, 2 Years: \$58  Adult, 3 Years: \$88  
 Junior (max renewal \$17)  Family, 1 Year: \$25 (adult - \$5; child 16 or younger) How Many Cards? \_\_\_\_\_  
 Canada & Mexico: \$35  Other / Foreign: \$38 (surface) (Checks must be drawn on a US bank or international money order)  
 Payment Method:  Check  Money Order

Chapter Affiliation, if any: \_\_\_\_\_  
 If Recommended by an IPMS Member, Please List His / Her Name and Member Number:  
 Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

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## **It's SugarFest!**

**by Scott Kruize**

There are lots and lots of holidays to celebrate this December. There's the Buddha Day of Enlightenment, the Feast of St. Nicholas, Las Posadas, Kwanzaa, Saturnalia and the Winter Solstice, Hanukkah, and the Twelve Days of Christmas. Our Newsletter Editor no doubt discreetly sends greetings back to his friends-and-relations in Merry Olde England for Boxing Day. But unique among all holiday celebrants throughout the world – and maybe in the entire Milky Way galaxy – are the members of the Seattle Chapter of the International Plastic Modelers Society: WE have SugarFest!

At our upcoming meeting, Saturday, December 8, everyone's urged to bring treats and snacks. Lots will be sweet and sugary, but they don't have to be: anything salty or cheesy or veggie will be welcome. Some members even bring actual nutritious casseroles or other fine dishes. And of course, we'll all want some nice drinkables to go with them.

No booze, though. The management of North Bellevue Community Center, where we meet, is dubious about our superficial facade of respectability, conventionality, restrained decorum...and old age (with only a few exceptions on the latter, such as Djordje.) They fear that our inherent youthful vim and vigor might go totally out of control if fueled with alcohol. And none of us dare risk being put on Santa's Naughty list...so: no spiked punch or eggnog! No rich winter ales!

Well, we don't need any of that to have a good time, anyway. Bring your builds, completed or in progress, for Show-&-Tell. Bring your pics of any model-related events, or of any 1-to-1-scale automotive, or aviation, or armored event you've been to. Above all, bring yourselves and the desire to have a good time with your fellow club members on this epochal last meeting of the year. Next month will start the New Year, and kick off our concentrated efforts to prepare for the February display at the Museum of Flight, and our own Contest-and-Show in April. Like all our activities, SugarFest will be Intellectually Stimulating, Culturally Broadening, and Morally Edifying. See you all there!



## AFV Club 1/35th Scale IDF Sho't Kal Gimel Type II

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.)*

According to ScaleMates.com, AFV Club has released no less than sixteen different kittings of the venerable British Centurion, five of which depict the various Israeli Defense Force (IDF) versions. The subject of this review is the Sho't Kal Gimel Type II, which is identified on the box top as being from the time period of the 1982 Lebanon war ("Operation Peace for Galilee"). 'Sho't' translates to 'Whip' and Kal is an abbreviation of where the powerplant was manufactured (Continental). Each new version of the IDF Centurion was given a new afterword which comes from a letter in the Semitic abjad, the alphabet or 'writing system' used in the Arabic, Hebrew, Persian, and Urdu languages. In this case, 'Gimel' is the third letter in the abjad.



A decade earlier, during the Yom Kippur War with Syria and Egypt, Israel's armada of over 1,000 Centurions was severely tested, losing over 200 vehicles. Following the war, the IDF went through a transformation, augmenting the remaining Centurions with US-made M60A3s and native Merkava Mk. Is. The Centurions were upgraded; first receiving new turret control mechanisms (Sho't Kal Bet) and then with explosive reactive armor (ERA), emphasizing crew protection (Sho't Kal Gimel). The first time ERA was used in battle was during the 1982 Lebanon War, when direct hits by rocket propelled grenades (RPGs) failed to penetrate the armor, leaving the Centurions able to maintain their combat capability in the generally urban conflict. Two years later, the ERA was upgraded once again, and the vehicles were re-designated (Sho't Kal Dalet), extending their service life into the early 1980's. Quite an impressive resume for a tank that was initially designed during World War II!

True to their reputation, AFV Club has shipped their new offering in a sturdy box 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 due to 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 turned aluminum barrel, separate vinyl tires for the wheels, and a host of personal weapons. The 'rubber band' nylon track is well molded and takes paint and glue just fine.

There is very little in the way of combat stowage included so you'll have to go to your spare parts box to add the ubiquitous deck gear prevalent with IDF armor.

The main hull in my sample kit was significantly warped, bowing inward from the sides. The fix was easy enough (detailed below), and the warpage did not affect the build in any way.

The contents of the box include:

22 sprues in soft, light-green plastic, packaged separately.

Lower Hull, packaged separately.

Solid aluminum barrel, packaged separately.

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

1 soft DS-type sprue holding the gun tarp.

1 length of string for towing cables.

2 photo-etch sheets, including wrap-around basket mesh for the rear basket.

1 clear plastic sprue

1 medium-sized sheets of decals with markings for three vehicles

1 20-page black and white instruction booklet with 37 steps, including two pages of color, five-view decal placement and paint guides.

The kit comes with three schemes represented using five-view drawings and a perfectly registered sheet of decals printed in Taiwan. There are no unit designations provided with the color schemes.

Unfortunately, the side-bounded instruction booklet 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 part numbers, even with a magnifying glass. In addition, in many places in the instructions, the exact placement of the parts is vague, with most images shown using the same orientation.

On the plus side, the instructions contain color call-outs for Gunze Sangyo (lacquers and acrylics), Humbrol, Revell, and Lifecolor paints, and the decal placement instructions are supplied in smart, five-view CAD images. Also, AFV Club thoughtfully includes a page showing the history of the IDF Sho't Centurions in images, as fielded since 1959.

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 on the decks and in the rear bustle, you will need to carefully stage your build in order to make sure everything is painted and ready before final assembly. The track can easily be fitted under the installed fenders, so it (and the side skirts) can be added later in the build, if desired.

Except for priming and pre-shade coats, I used Mission Models Paints throughout. I've come to really like airbrushing this acrylic paint from a health standpoint, and I appreciate the durability and ease of use in applying it. A 'pure' acrylic that sprays like a lacquer – you really have to try them to understand why they are becoming so popular.

Since AFV Club included separate nylon tires for the wheels, I opted to paint the bogies and track separately, leaving these (and the side armor) off until after painting was finished. I put the wheels on toothpicks, and made three sticky boards holding the fuel and water cans, personal weapons, ammunition cans, and the plethora of tents and personal baggage that would adorn my Centurion.

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.

After the primer/pre-shade coat had degassed, I laid down a coat of MMP-037 Sandgrey Version 1, followed a post-shade coat of MMP-036 Sandgrey Version 2. I then highlighted certain areas using a 50/50 mix of the (Version 2) and MMP-019 DunkelGelb Late 1944.

I painted the baggage with variations of the base and post-shade colors, choosing to highlight them with filters later on. 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.

The shovel and sledge hammer heads were first painted Vallejo Oily Steel, 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 hand-painted flat black, and then detailed with Vallejo Saddle Brown and Uschi Chrome metallic powder. Ammunition cases were painted using MMP-037 Sandgrey Version 1 followed by a wash of Vallejo 76.519 Olive Green and detailed with



Uschi Chrome pigment. 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.

I painted the inside of the turret mounted spotlight Alclad White Aluminum and then filled up the cavity with two applications of Microscale Micro Krystal Klear.

The track was first pinned to a piece of cardboard, then roughly painted with AK Interactive Track Wash, followed by Vallejo Pigments in this order: 73.104 Light Sienna, 73.121 Desert Dust, and 73.110 Burnt Umber. The pigments were then fixed with a pump spray of Mig Fixer. Once that was dry, I gave each track run a blast of Krylon Flat Varnish to even out the harsh look and sticky feel caused by the Fixer. I don't like using Mig Fixer, but it works!

With painting finished, I hand-brushed the spots that would receive decals with Future 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.

The unit numbers were applied to small strips of lead foil painted with Krylon rattlecan Grey Primer. Once dry, these were folded over the sides of the turret bustle, and glued into place.

When the Future was dry to the touch, I went to work adding a pin wash to the entire tank and wheels, using Mig Dark Wash mixed (2:10) with Mona Lisa thinner. I used various Mig Oil Brushers (Ochre, Flesh, Brown, Starship Filth) for dot filters on the turret and main deck, as well as streaking down the side skirts. The glossy surface is key to this process. 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, after carefully adding the three machine guns and the two antennas to the turret, and with the surfaces flat from the varnish, I went about dusting the entire vehicle with earth-tone pigments, light colors on the baggage and darker colors on the exhaust and lower areas.

No doubt about it, like most AFV Club kits, this model was a challenge to build and finish. The company has a solid reputation for offering unusual, highly accurate injection-molded kits. This is especially true for the Gimel, their fifth foray into the IDF Centurion 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.







## The Epic Voyage of Apollo 8

by Tim Nelson

*[This article is adapted from an email I sent to friends in December, 2008.]*

50 years ago this month, three American men circled the Moon and shared their perceptions in a TV broadcast watched by at least a quarter of the population of our planet. The crew of Apollo 8 - Frank Borman, Jim Lovell, and Bill Anders - were the first humans to leave the cradle of low Earth orbit and enter deeper space. They were the first to witness the far side of the Moon in person. The highlight of the TV broadcast to many was the crew's poetic reading from the book of Genesis, juxtaposed with images of the barren lunar landscape below. The image etched in most memories is of "Earthrise" over the lunar horizon, as Apollo 8 came around the far side. What struck each of the three crewmen was the infinitesimal place our world has in the universe, a blue and brown grain of sand in a vast cosmic sea. All of this came after the end of what could be described with understatement as a "difficult" year for the USA with the Tet Offensive, the assassinations of Martin Luther King, Jr. and Bobby Kennedy, the riots at the Democratic Convention in Chicago, the Soviet invasion of Czechoslovakia - you name it. After the mission, someone sent a telegram to Frank Borman stating, "You saved 1968."



*The Apollo 8 mission emblem (NASA)*



*The famous "Earthrise" photo taken by Bill Anders, one of a sequence of three images (NASA)*

Apollo 8. However, late 1968 intelligence indicating the USSR was about to try to launch a cosmonaut on a circumlunar voyage motivated NASA program managers to change the mission to the bold endeavor we now know. This was a decision that took some real cohones. At The Museum of Flight on December 20, 2008, I asked Bill Anders about his level of confidence in the Saturn V and the

Apollo 8 and all the lunar missions greatly expanded the sphere of human experience. All manned space missions up to the time had remained at altitudes less than about 800 miles (a record reached on one Gemini flight), most well below that. Apollo 8 journeyed to an "altitude" of about 240,000 miles, or about 300 times farther. It's the difference between Seattle-to-Bellevue vs Seattle-to-BOSTON. Apollo 8 took this bold step less than two years after the fatal Apollo 1 fire, on only the second manned Apollo flight, and the very first manned flight of the gargantuan Saturn V launch vehicle. And navigational accuracy was critical - it is popular to note the limited computing power of the Apollo guidance computer by modern standards (and it would be put to shame by any cell phone since the 1990s), but to be sure, the Flight Dynamics Officer (FIDO) and his team had the resources of massive mainframe computers and tracking stations on the ground.

The feat of Apollo 8, and the subsequent lunar landings, can be easily romanticized in hindsight. Sure, there was science to be done and discoveries to be made, but the Apollo 8 crew has consistently said over the years that they viewed Apollo as another front of the Cold War. In fact, the low Earth orbit test of the Lunar Module accomplished by Apollo 9 was planned for



*The official Apollo 8 crew portrait outside a simulator, L to R: Lovell, Anders, Borman (NASA)*

Apollo spacecraft on the eve of Apollo 8. He said he figured he had about a one-third chance of a successful mission, a one-third chance of an aborted but survivable mission, and a one-third chance of never returning home. Sobering odds, accepted by a Cold Warrior doing his duty.

The crew of Apollo 8 approached the Moon pointing backwards, the direction required for the burn of the big Service Propulsion System (SPS) engine to slow them down into lunar orbit. As they swung around the far side, their first visual impression of the moon was indirect, falling into the shadow of a great black void blotting out the starlight - something that Bill Anders said raised the hairs on his neck.

Other than beating the Russians to the Moon and recording any and all observations, one of Apollo 8's prime objectives was personal reconnaissance of potential landing sites for the later



*Bill Anders discussing Apollo 8 at The Museum of Flight, Saturday, 20 Dec 2008 (Author)*

missions. Lovell thoroughly evaluated the approach to the eastern side of the Sea of Tranquility, and found it easy to spot all of the landmarks he had studied. Seven months later, Apollo 11 made the first landing there.

The Apollo 8 crew orbited the Moon 10 times, for about 20 hours. The famous TV broadcast occurred on orbit 9. Another burn of the big SPS engine was required to give Apollo 8 the velocity to return to Earth. The SPS engine was one of several "single thread" components of the Apollo missions - it simply had to work. For this reason, it was designed to be relatively simple, using "hypergolic" fuels which ignite upon contact. It performed perfectly, as it did on every Apollo mission. The Apollo 8 Command Module, the only part of the mammoth Saturn V rocket stack to return to Earth, can be seen today in the Museum of Science and Industry in Chicago (ask Bill Johnson about it - he has a story to tell).

It was revealed after the mission that Borman was violently ill during the first couple of days, to the extent that the mission was almost aborted. Vomiting and diarrhea in space - aside from seriously detracting from the romance of space travel - is a considerable threat to crew health as well as critical onboard electronics.

Many consider Apollo 8 to be the single most significant human spaceflight, because of the huge leap it took. It clearly ranks among the greatest of flight milestones of the 20th Century, and among the all-time great voyages of exploration; the subsequent lunar landings were only an incremental "small step" further. With this sense of history in mind, the day before launch, Borman, Lovell, and Anders had lunch in the crew quarters at Cape Kennedy with Charles A. and Anne Morrow Lindbergh. They figured out that the Saturn V would consume 10 times more fuel in one second of operation than Lindbergh did on his entire New York to Paris flight in 1927.



*Apollo 8, an epic ship of exploration, today (Author)*

In the first human exploration of the lunar realm, the real surprise was the rediscovery of our home planet. It has been often claimed that Apollo 8 launched the environmental movement.

Since Apollo, we humans have sent a fleet of robotic spacecraft on an initial reconnaissance of the solar system, and deployed instruments in space which have transformed our knowledge of the universe. But our first person efforts have been mired in low Earth orbit, flying a high maintenance and high risk space truck, building large space stations doing important science but lacking a certain pizzazz, while perhaps losing a sense of our potential and what is possible with focused will. My hope is that the upcoming 50th anniversaries of the epic Apollo missions, and fresh ideas from visionaries such as Elon Musk and Jeff Bezos, will rekindle the excitement of human space exploration. We're already 17 years past 2001 - it's time to venture forth again...

I will conclude this lengthy stream of random thoughts with Frank Borman's sign-off from that historic Christmas Eve lunar broadcast 50 years ago:

"And from the crew of Apollo 8, we close with good night, good luck, a merry Christmas and God bless all of you, all of you on the good earth."



*Borman, Lovell, Anders: 1968  
Time "Men of the Year" (Time-  
Life, Inc.)*

### Resources:

If you are interested in these subjects, I recommend the following reading:

*Apollo 8 Flight Journal*: <https://history.nasa.gov/afj/ap08fj/index.html>

*A Man on the Moon*, Andrew Chaikin, Viking Press

*How Apollo Flew to the Moon*, W. David Woods, Praxis

*Carrying the Fire*, Michael Collins (the best astronaut autobiography in my opinion, many printings)

*The Last Man on the Moon*, Eugene Cernan (the next best astro autobio in my opinion)

*Genesis: The Story of Apollo 8*, Robert Zimmerman, Four Walls Eight Windows Press

*Apollo Lunar Surface Journal*: <https://history.nasa.gov/alsj/>

Remember what a Saturn V launch was like? This was the early morning launch of Apollo 8 on 21 Dec 1968:

<http://www.youtube.com/watch?v=XKtH0uzg8wU>

### PrezNotes

*from page 1*

anything. And my son is a starving student at Montana State University, so likewise. And besides, I have everything I need, and have already bought throughout the year anything I really wanted (which wasn't much).

On the other hand, earlier this year I decided not to walk past the fellow in the wheelchair selling his little newspaper to raise money for his rent and meager food budget without stopping and saying hello. I gave him the asking price of \$2, and stood and chatted and found out his name was "Matthew", same as my favorite young NZ cousin. And over the months since I have found out that Matthew had a stroke earlier in the year, which is why he now struggles to hand me my newspaper while trying to take my \$2 at the same time. Yet despite all this, Matthew always has a big smile when he sees me, and delights in sharing the latest tales of his beloved Seattle Seahawks, win or lose. And this smile never changes whether it is sunny outside his perch at the Wedgwood Post Office, or raining, or this week, freezing cold.

And so, I have decided, thanks to the influence of "The Grinch", and the ever-warm smile of Matthew the newspaper salesman, to throw caution to the wind, and put together a little "Festive Cheer" package for my new pal at the Post Office. Something to make his life a little merrier. Remembering the words of my recently departed Mother, reader of the Grinch tale, that "Tis better to give, than to receive".

Hope to see you all at the meeting this weekend!

Cheers,

*Andrew*

## Monogram Wright Brothers Kitty Hawk, Kit #5300, from 1958

by Scott Kruize

Regular readers will recall my made-up word 'NABBROKE'. It's an acronym for 'Nostalgic Aging Baby Boomer Real Old Kit Experience'. The concept acknowledges modern kits are infinitely better – in every way – than the ancient ones we all used to build Way Back Then...because that's all that were available. But in the process, some of the joy we took in modeling Way Back Then's been lost in the Now...which is why I claim to fellow modelers that doing a NABBROKE occasionally can be a relaxing and fun break. And, of course, it promotes recognition of how good we have it Nowadays, while reminding us how impatient we were way back Then. My eyes were sharper, my hands steadier – but I was missing knowledge and experience, and certain mental qualities I've since acquired.

Our access to reference resources is next-to-unlimited, especially with the Internet. But the information isn't just Out There; it has to be found and absorbed. Mentally, it's a 'given' to follow instructions from manufacturers and from other modelers...that none of us knows everything...how foolish it is to ignore mistakes others made, overcame, and taken the time and trouble to write up for the benefit of their fellow modelers.

Mainly, I have patience. Back Then, builds were rushed through in as little time as possible. It seemed like an eternity would need to pass, if drying of paint and glue meant waiting overnight and through a whole endless school day before being able to finish up.

Around 2000, I emerged from the Dark Ages and began to build plastic display models again: an assortment of modern kits mixed in with NABBROKES. A big discovery: virtually every model I remember from way back Then can still be gotten today. “Old molds never die; they just get re-popped.” Often improved, with better instructions, documentation of authentic color schemes, and fine modern decals to make those easily achieved.

Early on in modern times, I began to come upon reissues of Monogram kit number 5300, originally released in 1958. But I have to admit it's not a NABBROKE for me. I never built one – but I had one!

Between ages six through nine, it was a different culture where everyone knew young boys built models. Friends-and-relations sometimes gifted me with one, on birthday or Christmas. Particularly my paternal grandparents, who never seemed to have a clear idea what I really liked. Their gifts had to be received with the most sincere gratitude, even while inside I may have been saying 'WTF?' (Well, its childhood equivalent...) I can still name a book they'd somehow decided I must read: *Prince Dimitri's Mountaineers*. I cracked it, bogged down in it instantly, set it aside, and have no more idea what it was all about than where it finally disappeared to. (Any fans of this book: I'd love to hear your 'take' on it...)

So they, or someone, gave me the Kitty Hawk kit, sometime between the issue date when I was seven, but before my 10th birthday party and my getting Monogram's B-58 Hustler and its “Exciting Weapons Pod Release!”

Earlier gift kits were put together by my father, with me watching and pretending to help. Father would glue the basic parts together. It didn't occur to either one of us that a bunch of small details and fittings, much less the whole model, ought to be painted. The only





finishing the kit would get was its waterslide decals. That's where I made my greatest contribution!

When the two of us opened this kit box one evening, I remember admiring clever parts like two little figurines, step-stool, shovel, oil can, and the take-off track and trolley. It seems to me we spent maybe two evenings futzing with it, before Father made some sincere excuse that got him off the hook for finishing it. I wasn't overly disappointed; we went on to the next thing, and I took several parts to play with and consume in sandbox construction vehicle projects. But when a somewhat beat-up box was encountered at Emil's Skyway Hobbies, pen-marked "Started" over a price tag of five dollars, I knew I had to buy it and try this build for myself.

I surmise that somebody got this kit and thought because of its release a long time ago, it would make for a basic, quick build...then realized that it was going to take a LOT of effort...and

gave up. My turn!

From a current perspective, especially knowing what the best companies are doing now with CAD/CAM-based precision molding, I have to say this kit is well-engineered for its purpose. The subject is complex and 'fussy', but the Monogram engineers did a pretty good job trying to put it all within reach of modelers nowhere near the skill levels of you current readers. For example, the dozen or so struts have neat little slots molded in to accept rigging thread, and they fit snugly upright into sockets in the wings and other flying surfaces. Those sockets wouldn't impress modern IPMS contest judges, but do make it possible for a non-expert to assemble the parts, and even achieve decent alignment of surfaces, with reasonable ease.

Similarly, strutwork to hold the forward elevators and rear rudders, both biplane assemblies, have been well-thought-out and fairly well illustrated and described in the instructions. All this is time-consuming and – again – fussy, but while doing these assemblies, it was hard to think of any way they could have been simplified further without sacrificing a great deal of accuracy.

Deliberately, Monogram made this kit as authentic as possible without needing paint. The flying surfaces are molded in a neutral off-white or tan, much like clear-finished linen. The strutwork and propellers are molded in medium brown. Engine, drive chains, and figurines are black. Not to say there aren't painting instructions: the first page shows details, such as indicating Wilbur and Orville actually did wear black suits, so it's only a matter of painting their faces and hands, white shirts and red ties. (Different culture in 1903, eh what? Who can imagine, now, wearing suits and ties in the wintertime...while working outdoors...on greasy experimental machinery?)

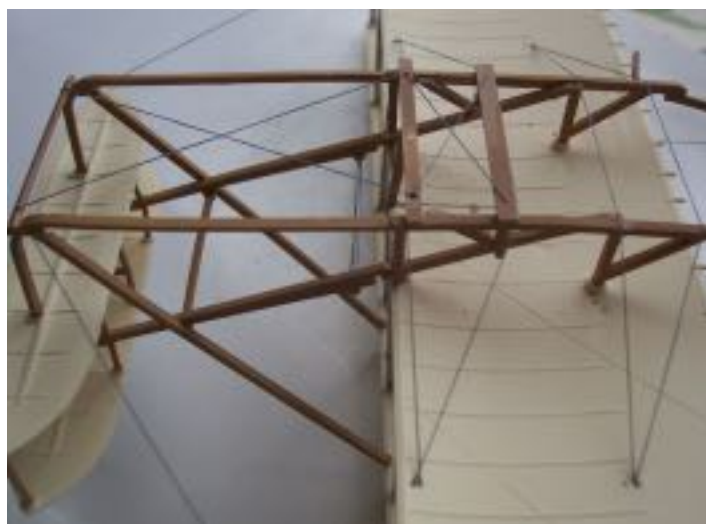
I painted every part. Of course, matte-finish paint tones down the plastic parts shininess for a better visual effect. But all the colors essentially duplicate the plastic mold colors, and the finished product you see in my pictures probably doesn't differ much from one left unpainted.

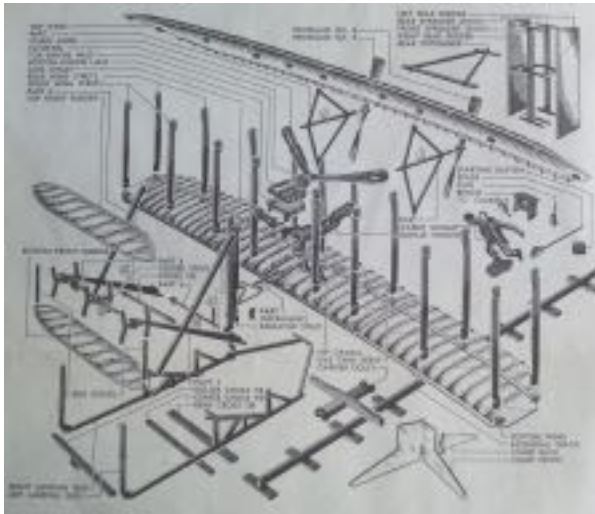
The last operation was to rig. Monogram's kit includes a spool of very fine, very smooth, almost metallic gray polyester thread. Thinking not much improvement would result from some other material, I used theirs. The rigging job took perhaps four or five hours over three work sessions. I did follow instructions, includ-



ing using those pre-molded slots to go from strut to strut to strut in long runs. My rigging experience is more-or-less extensive...certainly compared to the past. Still, it wasn't easy. No way would Father have had any hope of doing it!

I got a great deal of satisfaction from seeing the 'Kitty Hawk' finished. It's like reaching back over half a century to resume what I took only a feeble step towards, way back Then. Besides, since going to model club meetings with Show-and-Tells, Museum of Flight displays, and Contests-and-Shows with the Seattle IPMS and NorthWest Scale Modelers, I've never seen anyone bring a build of this kit. Everyone's known about it, but never put out a completed one on display, in my time or anywhere I've been. That's particularly gratifying...and reinforces my assertion that taking a break from modern kits – however good – and doing a NABBROKE is fun...and can qualify as a current challenge!





**15**

Pull thread tight and cement here

THREAD 2 — Fits over notches in skid

Tie knot here

THREAD 7 — Cement here

THREAD 7

Pull thread tight and tie knot

THREAD 12 — 12" LONG

Start with knot here

THREAD 11 — 10" LONG

THREAD 1 — Run through holes in rear rudder

If you are attaching thread rigging to your model complete it as follows. (A) Run thread 2 over notches in skid and tie knot as shown. Attach thread 11 and 12 as shown in drawing. (B) Run thread 1 which was inserted into holes in wing in step 8 through holes in rear rudder and tie knot where shown. Cement thread 7 which was attached in step 10 to rear of skids.

### Follow These Sketches When Painting Your Model

BLACK

SILVER

RED

SILVER

BLACK

PART 1

PART 2

SILVER

TAN

FLESH

SILVER

SILVER

BLACK

BLACK SUITS, SHOES AND HATS, WHITE SHIRTS, RED TIES

SILVER

BLACK

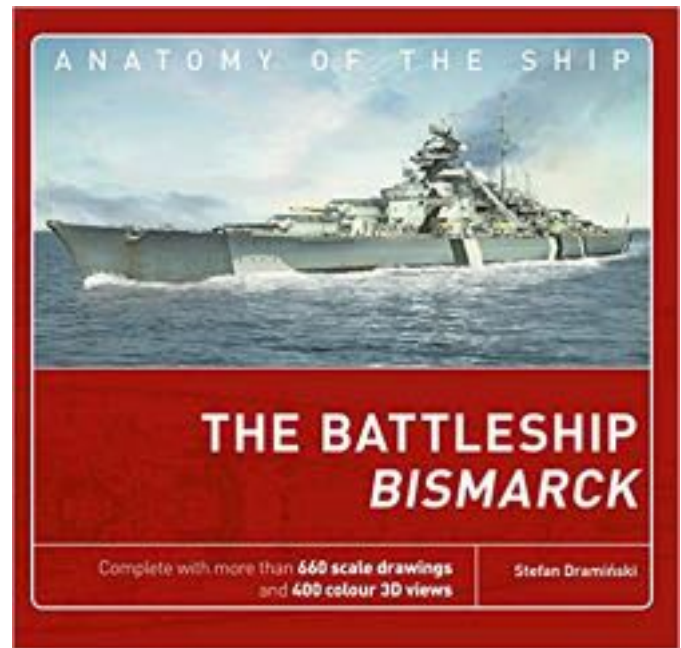




## ***The Battleship Bismarck (Anatomy of the Ship)*, by Stefan Draminski**

**reviewed by Andrew Birkbeck**

*Sink the Bismarck* was the very first war movie I ever saw as a young lad, with my Scottish Father telling me it involved “the greatest naval engagement undertaken by the Royal Navy in the Second World War”. The *Bismarck*, one of two *Bismarck*-class battleships laid down by Nazi Germany’s Kriegsmarine prior to the outbreak of the Second World War, was fast and extremely powerful, armaments wise. She had a very short career, undertaking only one offensive operation, in May 1941, codenamed Rheinübung. Together with the heavy cruiser *Prinz Eugen*, *Bismarck* sailed into the Atlantic on a mission to block shipping carrying supplies to Britain. Obviously, this was something the British were determined to stop, and so the Royal Navy sent forces to try and intercept the German ships, including the battleship *HMS Prince of Wales*, and the battlecruiser *HMS Hood*. On the May 24, at what became known as the Battle of the Denmark Strait, *HMS Hood* was hit by shells from *Bismarck*, one of which led to a horrific magazine explosion. *Hood* sank within three minutes of the explosion with the loss of over 1,400 crewmen, having only three survivors. The British Prime Minister and former First Lord Admiral of the Royal Navy, Winston Churchill, took the loss of the *Hood* personally, and launched a relentless search and destroy mission against *Bismarck*. Together with Royal Navy capital ships and torpedo bombers from the aircraft carrier *HMS Ark Royal*, *Bismarck* was hunted down and heavily damaged. She was eventually scuttled by her crew and sank on May 27, 1941 with heavy loss of life.



On the hobby front, modelers have been well served for kits of the *Bismarck*. At the micro end, there have been 1/2000th scale kits by the likes of Heller and more recently Flyhawk. In the two most popular warship scales there has been an avalanche of releases. In 1/700th scale Aoshima, Dragon Models, Flyhawk, Matchbox, Meng, Pit-Road, and Trumpeter are among the most well-known firms to release kits, while in 1/350th there are kits from among others Academy Models, Lindberg, Revell, and Tamiya. But there are many other kits in multiple scales from yet other manufacturers! For those wishing to add detail to their model of the *Bismarck*, one can go no further than this tour de force book by Osprey Publishing, the second in their “Anatomy of the Ship” series, a line of naval books initially launched back in the early 1990s by Conway Maritime Press in the UK.

The Conway Press books (also published under the Naval Institute Press label in the USA) came packed to the gills with around 250 pages of superb black and white drawings covering each ship under discussion from bow to stern and hull bottom to the tips of the tallest masts. They were nothing short of brilliant. The two recently published books by Osprey Publishing (the other being *Battleships Yamato and Musashi*) are ever BETTER, IMHO, as all the great black and white drawings are now supplemented with full color 3D views of the various sections of the ship! In fact, the *Bismarck* book is listed as having 660 scale drawings and 400 color 3D views, on 330 pages measuring 10” x 9.5”. The paper quality is excellent.

The *Bismarck* book is divided up as follows:

Section 1 - Introduction: a one-page introduction to the book by the author.

Technical History: a 22-page written technical history supplemented with well reproduced black and white period photos together with numerous tables covering such things as gun specifications.

History: a 20-page written history of the *Bismarck* starting with the date Blohm & Voss shipyard was awarded the contract to build her to the hour she sank. Each important date in her short life is listed, together with a description of what transpired on each day, down to

covering her last few days almost hour to hour. The text is supplemented by a few nicely chosen period photos, together with a full-page color map depicting her movements during Operation Rheinbung.

Section 2 - Primary Views: Page 50 to 69, showing general view color profile drawings of *Bismarck* from various view angles.

Section 3 - The Drawings

A: General Arrangements: Page 70 to 81, drawn to a constant 1/550th scale, in black and white.

B: Hull Structure: Page 82 to 113, drawn to 1/550th scale, in black and white as well as color. A deck by deck tour of the *Bismarck* showing what was in the various hull compartments.

C: Superstructure: Page 114 to 171. Another comprehensive examination utilizing B&W drawings as well as 3D color renderings. The detail depicted is incredible, and it covers the various structural changes that occurred to *Bismarck* from the time of her launch, to the day she sank. Some of the detailed black and white drawings are as large as 1/25th scale down to 1/200th scale.

D: Rig: Page 172 to 189. Mast drawings and diagrams, rigging diagrams, even flag pole details. Also included are diagrams for rigging the lifeboats, various cranes. Amazing stuff.

E: Armament: Page 190 to 249. Is anything missing? Hard to tell, as there is so much detail provided, from 1/125th scale line drawings of the huge main turrets and their 380mm guns, along with color 3D renditions of said guns and turrets. Interior cutaways of the huge turrets. Shell and propellant detail, including color renditions with stenciling details. The same exhaustive details are then provided for the 150mm guns and turrets, the 105mm guns and their mounts, 37mm AA guns and their mounts, 20mm quad guns and mounts, 20mm single guns and mounts, with barrel drawings for these latter in 1/12th scale, while many other details are in 1/25th scale.

F: Fire Control: Page 250 to 269. Details are provided for the Main & Secondary artillery rangefinders, artillery fire direction equipment, plus the AA rangefinders. Details in this section also cover the searchlights and ship binoculars.

G: Fittings: Page 270 to 307. Hull fittings, anchor chain, anchors, bollards, railings, fire fighting gear such as hoses, rope drums, loud speakers, skylights, wire rope wheels, various hatches and their detail, wall vents, the paravane and its cradle, water tight doors, ladders, lanterns, lockers, signal lamps. In other words: EVERYTHING!

H: Aircraft: Page 308 to 319. The Arado Ar 196 float plane, covered by 1/75th scale drawings, along with color and marking profiles. Details are provided showing wings deployed in flight position, as well as with wings folded. Lots of catapult detail drawings and color renditions. Hangar deck details and drawings of the Arado on its catapult.

I: Boats: Page 320 to 327. Motor boats. Row boats. Life boats. Even life raft details. All to 1/75th scale.

J: Other Ships Involved in Operation Rheinbung: Page 328 to 335. A short section covering two other ships involved in this operation: *Prinz Eugen* and *HMS Hood*. Various black and white profile drawings done to 1/550th scale, together with color profiles.

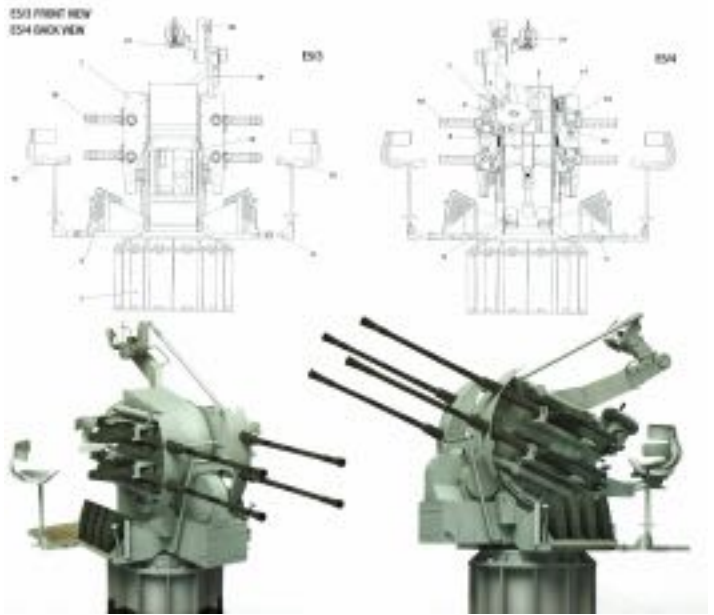
If you have any interest in the battleship *Bismarck* and modeling it in any of the multitude of scales available, then I would say this would be an excellent book to consult during your build. If you plan on super detailing one of the larger kits, such as 1/350th or 1/200th, then this book must be listed as "essential/must have". I can't think of any detail you might wish to add to your model that isn't covered in this publication. I hope that by looking at the various photographs provided in this review, the reader will be able to see just how super detailed this book is. Run out and buy this book!

My thanks to Osprey Publishing for allowing me the privilege of reviewing this awesome book on behalf of the IPMS USA membership.

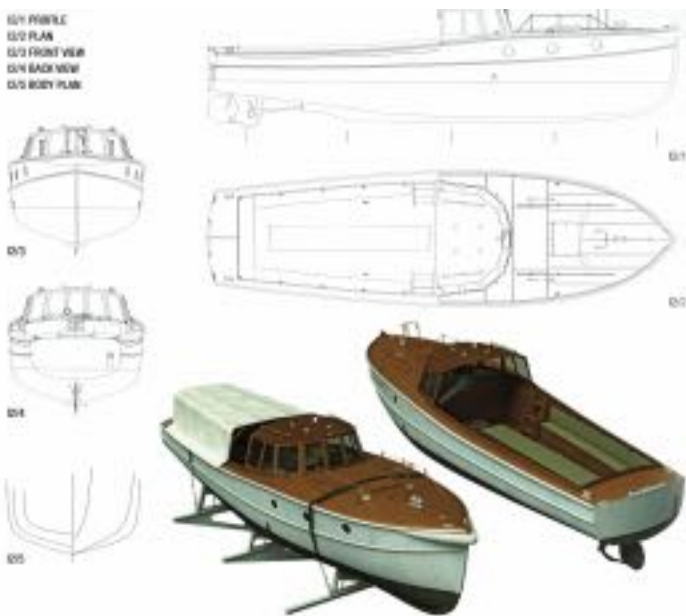
Publishing Company: Osprey Publishing, Oxford, UK

Price: \$60.00

ISBN: 978-1-4728-2888-0



E51 PROFILE  
E52 PLAN  
E53 FRONT VIEW  
E54 BACK VIEW  
E55 BODY PLAN



Model plane in place by position - using an extension arm of ready 'ships' now seen oriented for launch



## Eduard 1/72nd Scale Focke-Wulf Fw 190A-8/R2 ProfiPACK

by Jacob Russell

The Focke-Wulf Fw 190A-8 was built in greater numbers than any other Fw 190 variant. Over 1,300 were produced during 1944. The A-8 used the basic armament of the A-7 (two MG 131s in the fuselage and four MG 151s in the wings), and the BMW 801D-2 radial engine with the MW 50 (Methanol-Water) boost system. With the MW 50 system, 1700 hp was available at takeoff and 1440 hp was available at 18,700 feet. The GM-1 nitrous oxide injection system was also an option.

The word Rüstsätze ("R") refers to Luftwaffe field modification kits. The R2 kit replaced the pair of MG 151 cannons mounted in the outer wing gun bays with MK 108 30mm cannons. The R7 kit was a set of external armor plates for the fuselage, windscreen and canopy, and the R8 conversion combined the R2 and R7 kits with additional internal armor for the MK 108 cannon. The aircraft equipped with these Rüstsätze were informally called Rammjäger (ram fighters) and they were assigned to specialized Sturmstaffeln (Storm Squadrons). Many of these planes dispensed with the upper fuselage machine guns. They were tasked with attacking the Allied bombers ranging over the heart of Germany in 1944.



The plane's flight characteristics were adversely affected by the combination of the armor and wing cannons, making them vulnerable to the Allied escort fighters. The Luftwaffe subsequently created Bf 109 equipped Staffeln to follow the Rammjäger into combat, to protect them from the Allied fighters.

The kit comes in Eduard's customary box with a nice illustration of an A-8/R2 attacking B-17 Flying Fortresses. It consists of 128 parts on three sprues, one of which is clear. 44 of the parts go unused for this variant, so you will have lots of parts for the spares box. This a ProfiPACK boxing, so it also includes a set of canopy masks, plus a 25 piece photo-etch fret. Many of the photo-etch pieces are pre-painted, and on you get a new instrument panel, rudder pedals, seat harness, oleo scissors, D/F (Direction/Finder) loop, "Morane" antenna mast, etc.

It's worth giving special notice to the clear parts. The canopy flexed as it slid backwards on its rails and Eduard has captured this detail.

The surface detail of the wings and fuselage is superb, with fine rivet detail. The fuselage is different in that the external armor below the cockpit has been added. The wings are also modified to accurately depict the R2 variant with the outer cannon. By the way, the kit includes all of the pieces to model an R2, R7, or R8.

The ailerons and rudder are separate pieces so you can display them displaced. The wheel wells are deep and convincingly detailed. The cockpit is shallow but sufficiently detailed to look the part.

You get two styles of tires, smooth and ribbed, plus the early (perforated) and late (smooth) wheel faces. There are two propellers included, one of which is the wide blade, wooden VDM 9-12157H3 for the later A-9 variant. There's also an ETC 50 rack plus a drop tank and an SC 250 bomb. The BMW 801-D is well molded but it will be all but invisible behind the prominent twelve-blade cooling fan and propeller.

There are two well printed decal sheets, one of which is devoted to air frame stencils. The main decal sheet includes a pair of instrument panel faces and a set of seat belts. The decals are up to Eduard's usual standards. They are well printed, legible, and in register. There are five decal options in the kit, all of which are painted in the standard mid-war Luftwaffe colors of RLM 74/75/76:

"Black Double Chevron", Hptm. Wilhelm Moritz, CO of IV.(Sturm)/JG 3, Memmingen, Germany, July 1944. This plane had an all black cowling with stylized black panels aft of the cowling and a white fuselage band. The spinner was black with a white spiral. The black panels extended down the fuselage onto the inner wings. The fuselage armor plates were either light grey or unpainted. The fuselage crosses had a black 'fill'".

"Yellow 12", Uffz. Paul Lixfeld, 6.(Sturm)/JG 300, Löbnitz, Germany, December 1944. This colorful aircraft had a partially over painted RLM 23 Red fuselage band and RLM 04 Yellow lower cowl. The two-piece armored cowl ring was RLM 76 and the rear section included a Yellow lower half. The fuselage armor was RLM 75, the exhaust panels were black and the whole fuselage was heavily chipped and weathered. The spinner was RLM 70 with a white spiral. The fuselage crosses were filled with RLM 74. The upper cowling machine guns were deleted.

"White 21", Werknummer 682989, 5./JG 301, Germany, May 1945. This plane had a yellow/red fuselage band and a black spinner with a white spiral. The two-piece armored cowl ring was RLM 74 in front and RLM 02 grey in back. The fuselage crosses had an RLM 74 fill. The upper cowling machine guns were deleted.

"Green 3", Oberstlt. H. - G. von Kornatzi, CO of II./JG 4, Welzow, Germany, September 1944. This plane had armored canopy glass in addition to fuselage armor. The spinner was black with a white spiral and the plane carried a black/white/black fuselage band. The upper cowling machine guns were deleted and the fuselage crosses had an RLM 74 fill.

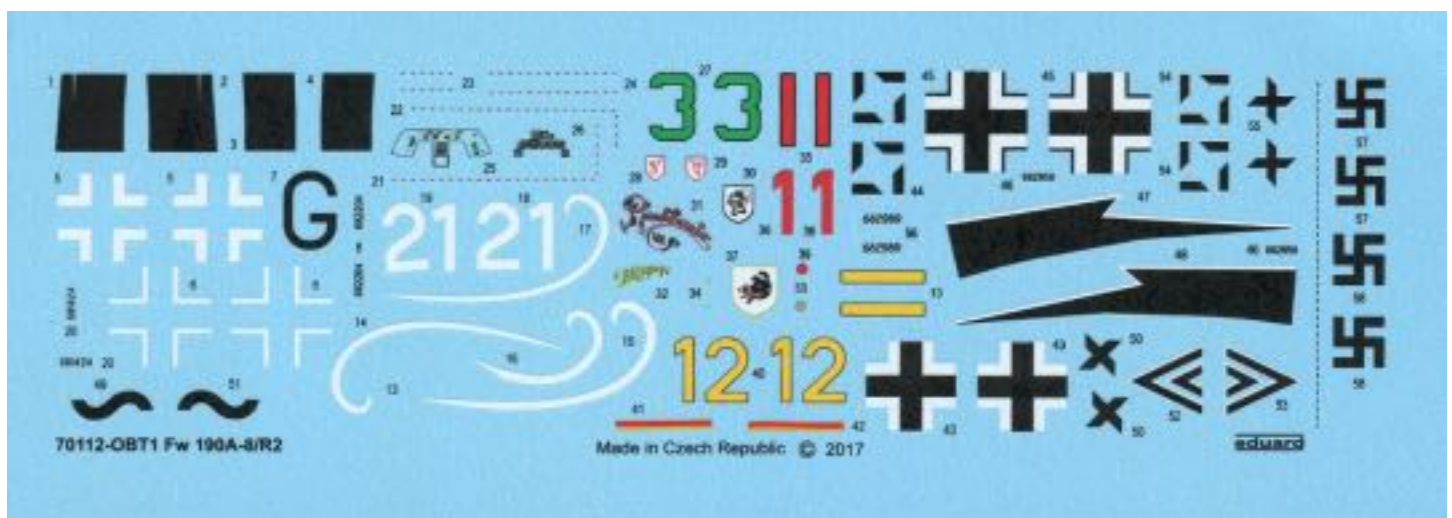
"Red 1", Lt. K. Bretschneider, 5./JG 300, Löbnitz, Germany, December 1944. This Wurger had an RLM 70 spinner with a white spiral, an RLM 23 Red fuselage band and the fuselage crosses had an RLM 74 fill.

The instructions follow Eduard's standard format, with a parts map and a well illustrated, logical build sequence. Color callouts are for GSI Creos (Gunze) Aqueous and Mr. Color (acrylic lacquer) paints.

Most model makers have tried their hand at the radial engine Focke-Wulf Fw 190. Hasegawa led the field for many years with their 1/72nd kits. Airfix recently introduced Fw 190A-8 and F-8 kits that have more accurate wheel wells and better detailed cockpits than Hasegawa's.

The new Eduard kits are a decided cut above the rest. They are accurate and well detailed. They look good right out of the box, and if so inclined you can go to town with Eduard's photo etched sets and Brassin detail parts. I recommend this kit and I would like to thank Eduard for providing the review sample.

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



### IPMS Seattle Dues for Calendar Year 2019

Your 2019 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be \$15, which includes monthly e-mail delivery of the newsletter. You can renew by writing a check to IPMS Seattle and mailing it to the address below. Or you can bring the form and payment to the December meeting, where Club Treasurer Twyla Birkbeck will be happy to assist you.

**IPMS Seattle Dues for Calendar Year 2019** Remit \$15 to:  
**Twyla Birkbeck**  
**P.O. Box 15983**  
**Seattle, WA 98115-0983**

Full Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

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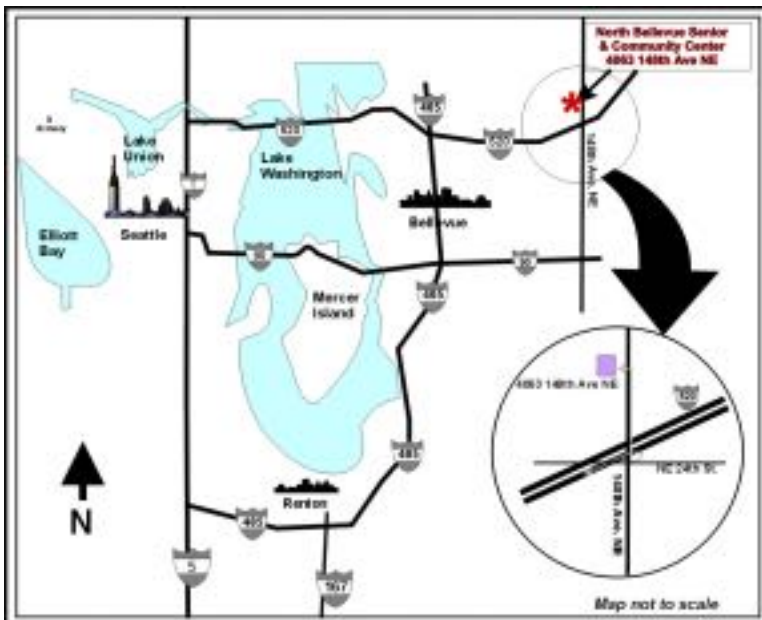
Telephone (Area Code) ( \_\_\_\_\_ ) \_\_\_\_\_

E-mail address \_\_\_\_\_

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

## Meeting Reminder

## Meeting: December 8



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

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