



PREZNOTES



[Andrew has been in New Zealand, so Eric is filling in for him this month. – ED]

Confessions of a Modelholic

My Name is Eric and I am a modelholic. Models – the plastic kind – have a hold on me that I cannot explain, to myself or anyone else (apart from other modelers).

I have no excuse. My parents and siblings were/are good people; I wasn't dropped on my head as a baby, or forced to watch a horror movie when I was three. No one fed me boiled okra for a week, or made me watch ballet in a suit and tie. I blame only myself for this affliction.

I met my wife ten years ago on Match.com, where my on-line name was 'MustLikeModelers'. I wanted to send a clear message to any future spouse about exactly where modeling fell in my list of priorities. (Jackie, bless her heart, got the message and supports my passion the same as I would hers, with respect and sincere enthusiasm.)

At the same time, I am fully aware that most of the world does indeed look at what I do as an oddity (at best), especially at an age 'when I should know better'. Modeling used to be what all the little boys (and some girls) did, when hobby shops were just a bike-ride away, and stressed-out Moms could jettison their kids into the modeling section of most major department stores for a reasonably safe hour or so. But now, save for a stalwart few (Skyway! Galaxy!) the shops are gone and the industry has moved online, out of sight and out of mind.

So now, when I have some unsuspecting person over, or volunteer to hold an HOA meeting in my living room, my visitors are blown away by what they see, and not

always in a good way – especially if they see my garage-o-kits and are told that the models therein are all unbuilt. Yeah, then I'm just a whack.

And I'm not sure they're wrong. When my children were born and I was told that they were boys, I didn't picture playing football or baseball or soccer with them. No, what I wondered was what model we'd build together first. When I bought houses, I cared less about square footage, or if it had a view from the deck, or if the kitchen had an island in it or not – but it had to have a decent-sized room for modeling, baby!

And even though I have met a wide variety of people throughout my days, it's the modelers that I prefer to spend my social moments with. For whatever background, political bent, religion, race, gender, or culture they champion, they are all modelers to me.

And if that's whack, then stamp a big 'W' on my forehead and lock me in a room. As long as it's a model room!

Eric

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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.

January 13

March 17 (Third Saturday)

February 10

April 14

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Book Review: *Dornier Do 22 (Monographs Special Edition)*, by Djordje Nikolic

reviewed by Ken Murphy

The years leading up to the Second World War saw the design and development of a wide variety of aircraft. Many went on to fame and distinction during the conflict and of those we have a great deal of information, but there were many others of which we know little and the Dornier Do 22 is certainly one of those.

Developed for Yugoslavia by Dornier-Werke GmbH, only 29 were ever built and it was not adopted by the Luftwaffe, making it less than a success for the company. However, it served with distinction with the air forces of the Kingdom of Yugoslavia, Kingdom of Greece, and Finland. This obscurity has meant that it has not received the attention it deserves and no publication has covered its entire history – until now and our fellow IPMS Seattle member Djordje Nikolic has done it!

The book begins with a brief biography of Claude Dornier and his career leading up to and including the establishing of Dornier-Werke and the trials and tribulations of keeping the company solvent during the turbulent inter-war years. Much experimentation was conducted and the book covers the predecessors to the Do 22 and its protracted prototype development. There follows a lengthy section on the production of the float and land plane versions including schematics, technical drawings, specification charts, and pictures of close-up detail and factory photos. There are also step-by-step instructions on starting the engine, take off and landing procedures, and maintenance routines. I have no doubt that with the right tools and a big enough garage, you could build it yourself!

The book then covers the Do 22's service with Yugoslavia, Greece, and Finland and describes in detail the missions and exploits of the crews. This is followed by sections on camouflage and markings for each country. There is an extensive appendix listing a plethora of additional information and a selected bibliography listing books, Internet sources, archives and personal collections. It's hard to imagine a subject more thoroughly researched.

The last 32 pages comprise of three-view drawings of both sea and land planes in 1/72nd and 1/48th scale followed by beautifully rendered color illustrations of the planes in Yugoslavian, Latvian, German, Greek, and Finnish markings.

Lastly, this special edition includes two folded inserts (23" x 16.5") of drawings in 1/32nd and 1/24th scale (at that scale, it barely fits on the page).

If you prefer a more reasonable scale and wish to build this interesting bird, there are some kits, though they may be hard to find:

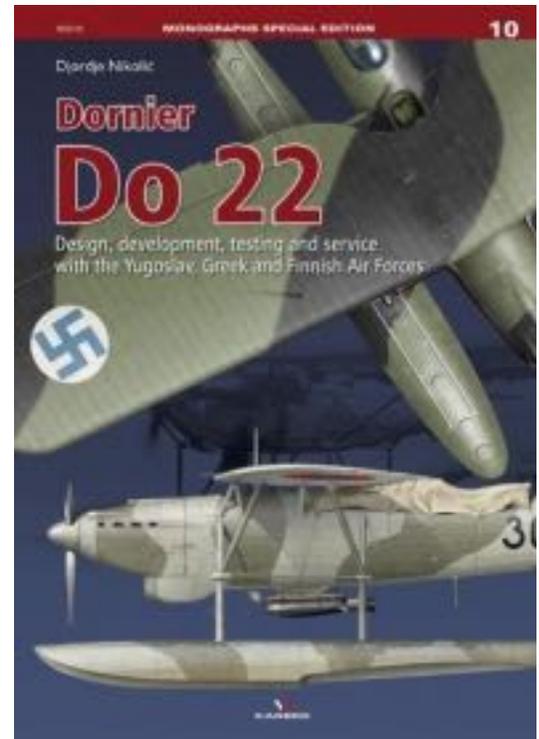
Planet Models 1/48th Dornier Do 22 Resin Kit #PLT088

Alpha 1/72nd Dornier Do 22 (from oldmodelkits.com)

Xotic 1/72nd Dornier Do 22 (a limited run kit)

In conclusion, this book is well written, well researched with multiple pictures and illustrations on every page. If you are at all interested in unusual aircraft with interesting histories and small air forces with colorful markings, this is a book for you.

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Binding: Hardcover
Pages: 182



Essential Tool: MicroMark's Cutting Tweezers

by Scott Kruize

*To clip free small parts without making them shatter
Is to all good modelers a serious matter!*

Model molders keep giving us better models. When I returned from the Dark Ages, more than a dozen years ago, I was amazed at how models coming out were so superior to the ones I built back in the 60s. Since then, they've only gotten better: more accurate in their scaled-dimensional sizes and shapes, better markings and suggested color schemes on the much better-researched instructions and documentation, more complete...and with more parts. Particularly, quality of detail is infinitely better. The mold makers can be proud of how tiny are their components making up cockpits, instruments, landing gear, and especially other fine strutwork.



Let's not just admire these plastic bits on the sprues...but take them in hand and build them into display-ready models. Here's where our ever-developing skills come in...and an essential component is use of proper tools.

Which I had precious little of Way Back Then. I remember twisting and tearing parts off their sprues. I couldn't bring myself to do this nowadays...not even with components I know I'll throw away.

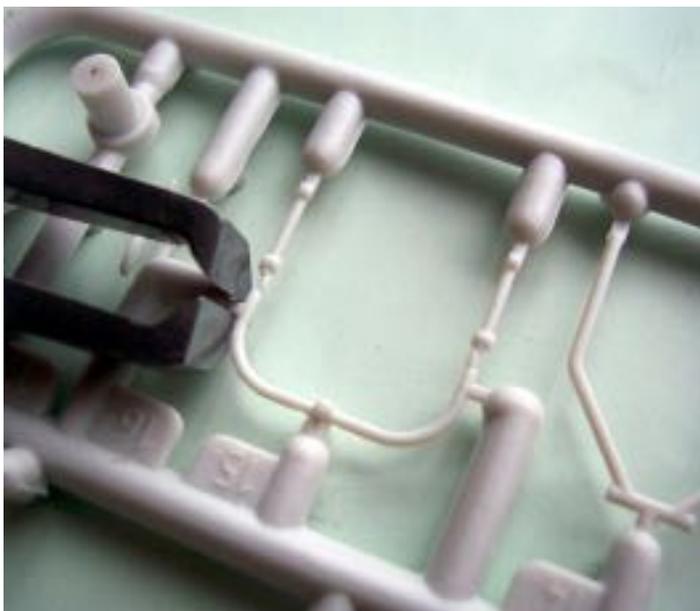
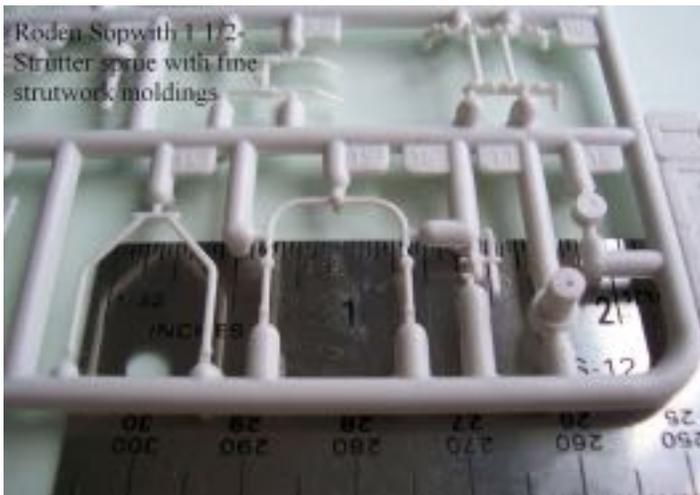
Our first weapon of choice is, of course, a #1 craft knife fitted with a #11 blade. (Or its champagne-and-caviar upgrade: a surgical scalpel!) But our second most-used tool is some sort of clipper or nipper. Most of us probably use the excellent Xuron products, which serve industry as well as hobbyists. I use my Micro-Shear 170 all the time.

But mold makers are now fabricating parts so fine they can't be safely detached with one. I'm glad that our late friend-and-colleague Stephen Tontoni once roped several of us into a group order on a special-sale particular tool. It's the MicroMark #82393, referred to as cutting tweezers, and embossed "Fine tips for plastic models only". This is what I reach for when a sprue has components below a certain size threshold.



The sprue illustrated is from Roden's 1/48th scale Sopwith One-and-a-Half Strutter. The fineness of the parts would have been unheard of back in the 1960s, but are commonplace now. As you see, careful use of MicroMark's cutting tweezers can free even the smallest components without damage.

Don't have one? Well, Santa would be happy to bring you one, particularly if you slip subtle hints to your Significant Other, such as the link to MicroMark's website at www.micromark.com. One in hand now, though, would get you through a bunch of models before Santa's return visit...now nearly a year away!



Tidbits of Aviation Esoterica #1 - Color Hawks of Little Norway

by Jim Bates

For a short time in early 1941, the hottest aircraft in Canada were the Curtiss Hawk H-75A-8s flying out of Little Norway. Little Norway was the sobriquet for the Norwegian Air Training Establishment, and the Hawks were operated as advanced trainers from Island Airport in Toronto. (One can only imagine the difficulty moving from a Fairchild Cornell to the much more complex and powerful Hawk.) One of the long standing debates among modelers is the exterior color of the aircraft. The following color photo has been published in a few places over the years, so it was assumed that the aircraft were a pastel green, similar to Testors FS 34227.



Here is another photo taken in the same sequence and already the color has shifted.



I hope these beautiful photos assist modelers in making their own decisions. It sure looks like a variant of U.S. interior green to me. (Testors FS 34151 is a close match to my eye.) Note in the photo below that the exterior color and the interior color around the engine are similar, with the exterior color just being more matte. An aviation research colleague believes the explanation is quite simple: "...the boss of the Curtiss paint shop did not have the grasp of the Norwegian language that he claimed to have. As a result, he got the painting instructions bass-ackward and used exterior paint for the interior and vice versa resulting in a norse of a truly different color." I'm still trying to figure out if he is pulling my leg or not...However, some modelers are of the opinion that the color is just Curtiss's version of Olive Drab.

Modeler's Note: While there have been quite a few kits of the Twin Wasp powered P-36 from the likes of Revell, Heller, and Monogram, the Wright Cyclone Hawks have not faired as well in 1/72. AML did a short run kit of the type which has a reputation as a difficult build. There is also a family of Hawks from MPM/Special Hobby/Azur, but I have not seen one in person. AZ has just issued a series of Twin Wasp Hawks, so it is hoped they will work their way to the Hawk 75A-8 in the near future.

(Photos courtesy of the Armed Forces Museum of Norway.)





AFV Club 1/35th Scale M60A3 "Patton" Main Battle Tank

by Andrew Birkbeck

The M60 series of tanks replaced the M48 as the main combat tank of frontline US armored combat units, first entering production in 1960. Instead of the 90mm main gun of the M48, the M60 introduced a 105mm gun. This was deemed necessary to defeat the latest Soviet T-54/55 tanks that entered service with Warsaw Pact forces in the mid to late 1950s.

With the introduction of the more powerfully armed Soviet T-62 (an upgrade of the T-55), the M60 received an upgrade to provide it with better ballistic protection, including a newly designed turret: the M60A1. More improvements were made to the M60 after the failure of the joint West Germany/USA MBT-70 main battle tank project. This resulted in the M60A3, including the introduction of a laser rangefinder and a thermal sleeve for the 105mm M68 gun, the combination of which resulted in greatly improved first round hits on targets. This version of the M60 entered service with U.S. forces in 1979, with M60 production ending in 1987. The M60 series of tanks was widely distributed to U.S. allies, including large deliveries to the armed forces of Turkey, Egypt, and Israel.



What's in the AFV Club Box:

11 sprues large and small of injection molded green plastic parts

2 sprues of clear injection plastic parts

2 small frets of photo etched brass parts

Rubberized plastic parts including 2 "rubber band" style tracks plus gun mantlet covers

Various bits and pieces such as a small metal spring, string, etc

1 sheet of water slide decals with 5 different marking options

1 booklet, with 16 pages of black and white assembly instructions covering 44 assembly steps and incorporating a color 4-page markings and painting guide, together with a sprue map

The green plastic parts included in my kit appeared to come coated in some very heavy and slimy mold release agent. I felt that this would be very detrimental to paint adhesion once the model was built, as well as feeling weird to the touch as construction of the kit proceeded. I gave the sprues thus affected a lengthy bath in concentrated Simple Green brand cleaner. I used a large soft bristled model paint brush to "scrub" the parts. Then I thoroughly rinsed off the cleaner in back to back baths of warm water, and left the sprues to air dry. This did the trick, and the parts were now contamination free. Check your parts before construction as I am not sure if this is a rare event on the M60A3 kits. I have experienced such mold release before on AFV Club kits I have built in the past, though not to the same degree as with this M60A3 kit. Other than the mold release issue, the quality of the injection molded parts contained in this kit is first rate: detail on them is to a very high standard, they were flash free, and ejection pin marks were to a minimum. I did not find any parts in my kit that had sink marks.

Construction of the kit starts with the lower hull and the road wheel suspension parts. There is nicely done casting mark detail on the main lower hull tub, part "H". The model is designed with "workable" suspension, but never being a big fan of such things, once I got the parts lined up, utilizing a metal straight edged ruler, I glued everything firmly in place. There are lots of parts, and the suspension looks suitably busy, but if you take your time, carefully study the instructions, and test fit before applying glue, all should go smoothly.

Assembly Sequences 1 through 7. AFV Club offers the modeler the choice of two-part aluminum road wheels or four-part steel road wheels. The real tank's road wheels had mold lines on the rubber areas, but those that appear on the kit parts are not to scale, so I sanded them all off. On the real vehicle these mold lines wore off fairly rapidly anyway. It is my understanding that the M60A3 initially

came with the aluminum road wheels, but that they weren't "substantial" enough to handle the rigors of military maneuvers and so were replaced on the production line with the steel wheels. I am reliably informed by a tanker friend of mine that it wasn't uncommon for M60A3s to be seen with a mixture of aluminum and steel road wheels, all steel, or all aluminum. If you are building a specific vehicle, obviously you will refer to your reference photos to get the correct layout. Me? I went with mostly steel wheels, but tossed in a couple of aluminum ones just to show that they existed.

The kit comes with interior hull details covering the driver's area, Assembly Sequence 10 through 12. For the front hull interior floor, you get various pieces, including foot pedals, gear shift leavers, seat mechanism etc. For the same area, but attached to the interior hull roof, the kit supplies parts for various control consoles, viewing prisms etc.

Assembly Sequences 13 and 14 deal with the construction of the rear engine deck. The main deck part, K47, has some nicely cast detail on it. The various armored louvers that festoon the rear deck all fit exceedingly well, while all the lifting handles for the rear deck (over 20 of them) are delicately molded separate parts.

Assembly Sequence 15 deals with the tank's tracks, and these as mentioned in the introduction are old style one piece "rubber band" type tracks. The detail is quite good for this sort of track, and they glued up nicely with superglue. I scrubbed them thoroughly with detergent as I did with the other plastic parts. The fit to the sprockets/road wheels/idler wheel was excellent. And later during the painting stages, the paint I used adhered well to the rubber parts.

Next came the fenders. These are separately molded parts, three on the left side of the vehicle, two on the right side, and are commendably thin. They attach neatly to the hull sidewalls. There are four fender lockers for tools etc., and these are very nicely molded, with separate delicate handle parts. The fender braces are very thin, giving a good scale appearance.

AFV Club gives the modeler a choice of main gun barrel types: an M67A1 "early type" or a "late type". Whichever the modeler chooses, the barrel tubes are five pieces each, split into two plastic halves times two, plus an aluminum barrel tip piece. Despite all this, the parts clean up nicely (removal of the seam line) with a little care and patience utilizing sandpaper and steel wool. The barrel then plugs into a cylindrical rubber accordion shaped part, T5, which in turn is plugged into another rubberized part, T2, representing the canvas mantlet cover. These two rubberized parts are nicely molded, and fit well. The one issue is the cylindrical accordion shaped part, which has some difficult to remove mold lines. Again, with care and time, these can be removed with sand paper fairly well. There are some rudimentary gun breach details for the turret interior. Included among these parts is a metal spring, the use of which complicates (or it did for me) the assembly of the breach area. The purpose of this spring I can only assume is to give the model some sort of



"recoil" ability, which on a model of this quality and fidelity of detail seemed completely out of place? Toy-like rather than high quality scale model?

Turning to the turret, the two main parts, A6 and A7, fit together with superb precision. AFV Club has provided "cast texture" to these parts, but I believe it is both slightly overdone, and too uniform in texture. I took a piece of sandpaper to these parts, and rubbed out the more exaggerated areas. In the end I got it looking decent. Regarding the various exterior turret fastenings, Assembly Sequences 32 and 33, there are various optional parts provided for either a standard M60A3 or an M60A3 TTS. So be sure to check the instructions carefully to avoid mixing up the parts. For the tow cables that wrap around the turret, I discarded the "cable" material AFV Club provides, and replaced it with twisted wire cabling from Eureka XXL Model Accessories, while utilizing the AFV Club parts for the two cable ends. This all worked extremely well, following the measurements for the cables as listed in the kit instructions. As for the turret basket, the kit includes nicely rendered photo etched brass parts for the basket mesh. If one is careful all the parts for the basket, both plastic and PE, fit together nicely, though it would have been helpful to have an extra pair of hands when trying to hold it all together and apply the super glue!

Next comes the machine gun cupola atop the main turret. The shell of the cupola is molded in clear plastic. I must admit I am not a fan of using clear plastic. Why? Well, clear plastic has properties that are different than the rest of the plastic in the kit, including the fact that it doesn't glue together as well. However, this isn't too difficult to overcome, and is to me a minor issue. The cupola has some excellent casting detail molded onto the exposed outer surfaces. The machine gun in the cupola has a nicely molded dust cover molded out of a rubber compound, the same as the 105mm gun mantlet cover. AFV Club includes alternative parts for the machine gun cupola, either a live machine gun, or one that is a blank firing system.

Next comes the installation of the Xenon searchlight, which mounts atop the main gun mantlet. Assembly Sequences 41-42. The kit allows for construction of a searchlight with the glass lens deployed, or buttoned up, and includes the cabling from the side of the searchlight box to the turret roof. Then in Assembly Sequence 43 and 44 comes the final attachment of parts, these for the muzzle blast simulator and combat vehicle kill indicator. The former mounts atop the main gun barrel, while the latter mounts atop the rear of the turret. None of these parts appear on my model, as they were not present on the Egyptian tank I chose to depict.

Which leads me to the color and marking schemes available in this kit, of which there are five.

- Option A is an Egyptian Army vehicle, listed as "Cairo, January 2011". This was the time period of the Egyptian popular uprising against the government of Hosni Mubarak leading to the fall of this government the next month. The vehicle is overall sand yellow.
- Option B: 4th Battalion, 69th Armored Regiment, Hesse, Germany January 1985 (Reforger '85) in a three-tone scheme of green, dark earth and black.
- Option C: 5th Battalion, 68th Armored Regiment, Bad Kreuznach, Germany September 1988 (Reforger '88) in a four-color scheme: black, hemp, dark earth, green.
- Option D: Republic of Taiwan Army, no date given. A three-color scheme: Brown, Green and Black
- Option E: 3rd Battalion, 32nd Amored Regiment, Germany January 1985 (Reforger '85) in a four-color scheme, same as Option C.

The decals provided by AFV Club are what you would expect in a modern kit: perfectly useable. They are printed in register, with good color saturation, and with a thin carrier film. However, I chose to utilize some decals I had in my collection, that covered an Egyptian M60A3 from the same time period as the AFV Club decals, apparently from the same unit, but which came with additional Arabic writing that appeared on the gun barrel, fender tool boxes and front of the hull. These decals were from Echelon Fine Details: "M60A3's in the Middle East", sheet #356240.

The model was painted utilizing the Mission Models line of acrylic paints, over a base of Tamiya rattle can fine gray lacquer primer. The Tamiya paint adheres extremely well to both photo etched brass and injection molded plastic, thus providing an even base for the follow on acrylic colors. Once the primer had cured for a few days, the entire model received a coat of Mission Models black primer. After a 24-hour cure period, I then airbrushed on Mission Models MMP-038 US Desert Tan Modern 2, FS 33446. Then the base color was mixed 50/50 with Mission Models MMP-019 Dunkelgelb Late 1944 RAL 7028, as a way of lightening the Desert Tan. This was airbrushed onto various flat surfaces and raised surfaces all over the model as a "panel fade".

After 24 hours, Tamiya X-22 acrylic clear was airbrushed over the entire model to give it a nice gloss coat. The decals were then successfully applied utilizing Gunze Sangyo's two-part decal system, with the blue and green topped bottles of setting solutions. The decals settled down nicely in all instances, and once dry, were given a few light coats of Tamiya X-22 clear to seal them.

I then utilized a suitable dark sienna colored oil paint, and mixed it with Mona Lisa brand odorless mineral spirits to provide me with a "wash". This was applied across the entire model, concentrating on the recessed and raised detail and wiped away where appropriate with Qtips dipped in mineral spirits. This was then allowed to dry for a week, given the long drying times common to oil paints. Then the model was airbrushed with multiple light coats of my favorite matt clear, AK Interactive's "Ultra Matt Varnish AK 183", the "matt-est" matt on the market. I airbrush this without thinning it, straight from the bottle. All my paints are airbrushed utilizing an Iwata HP-C and the paint is sprayed at between 12 and 15PSI depending on the consistency of the paint (if thin for post shading, then 12PSI, but otherwise 15PSI for most applications).

I then took a suitably dark gray color from the Vallejo range of acrylic paints and mixed a couple of drops with a drop of distilled water, plus a dab of Vallejo airbrush thinner to break the surface tension. I snipped off a small piece of sponge from a sheet I have of this material, and dipped the sponge material in the paint utilizing some tweezers. I then wicked most of the paint off on a paper towel, and then proceeded to dab the paint-covered piece of sponge randomly about the model, "chipping" the Desert Tan paint. I then repeated this process using a dark rust color, only less so. I added to the "chipping" using both these colors, and a fine tipped brush, making scratch marks etc.

Once this was dry, I got out two suitable "rust" colors from my store of artists' oil paint, mixed these up with some odorless mineral thinner, and went about beating up the vehicle's condition. Given the climactic and environmental conditions in Egypt, I decided to add a reasonable amount of "rusted metal" to this model tank. Sand is brutal on painted surfaces and despite the dry conditions of Egypt, there is moisture in the air. "Rust never sleeps". The tow cables were also treated to coats of rust colored oil paint washes.

The tracks on M60A3s are rubber, with metal fittings. I touched up the rubber areas with a suitable Vallejo paint (I had tried to keep the Desert Tan paint off the Black Primer on the tracks as best I could during the painting process). I then took Vallejo's "Track Color" and painted the metal track parts in this color. The rubber rims of the road wheels were also touched up where appropriate with Vallejo's Dark Rubber color.



The entire model was then once again given a couple of light coats of AK's "Ultra Matt Varnish" to give the entire model a uniform matt finish. I then airbrushed some Tamiya XF-57 Buff over the running gear and parts of the lower hull as "road dust", followed by a very light coating over the entire vehicle.

Having examined the kits of the M60A3 from other manufacturers such as Tamiya and Academy, I can state without fear of contradiction that AFV Club's kit is by far the best detailed of the lot. Despite all the excellent detail, the kit is not difficult to construct provided you take your time, study the instructions well, and test fit parts prior to applying glue. In other words, the usual caveats for any model kit. I would like to thank AFV Club for their generosity in providing IPMS USA with the opportunity to review this excellent model kit.



Hurricane Bookshelf Puzzle: North Pole Hangar

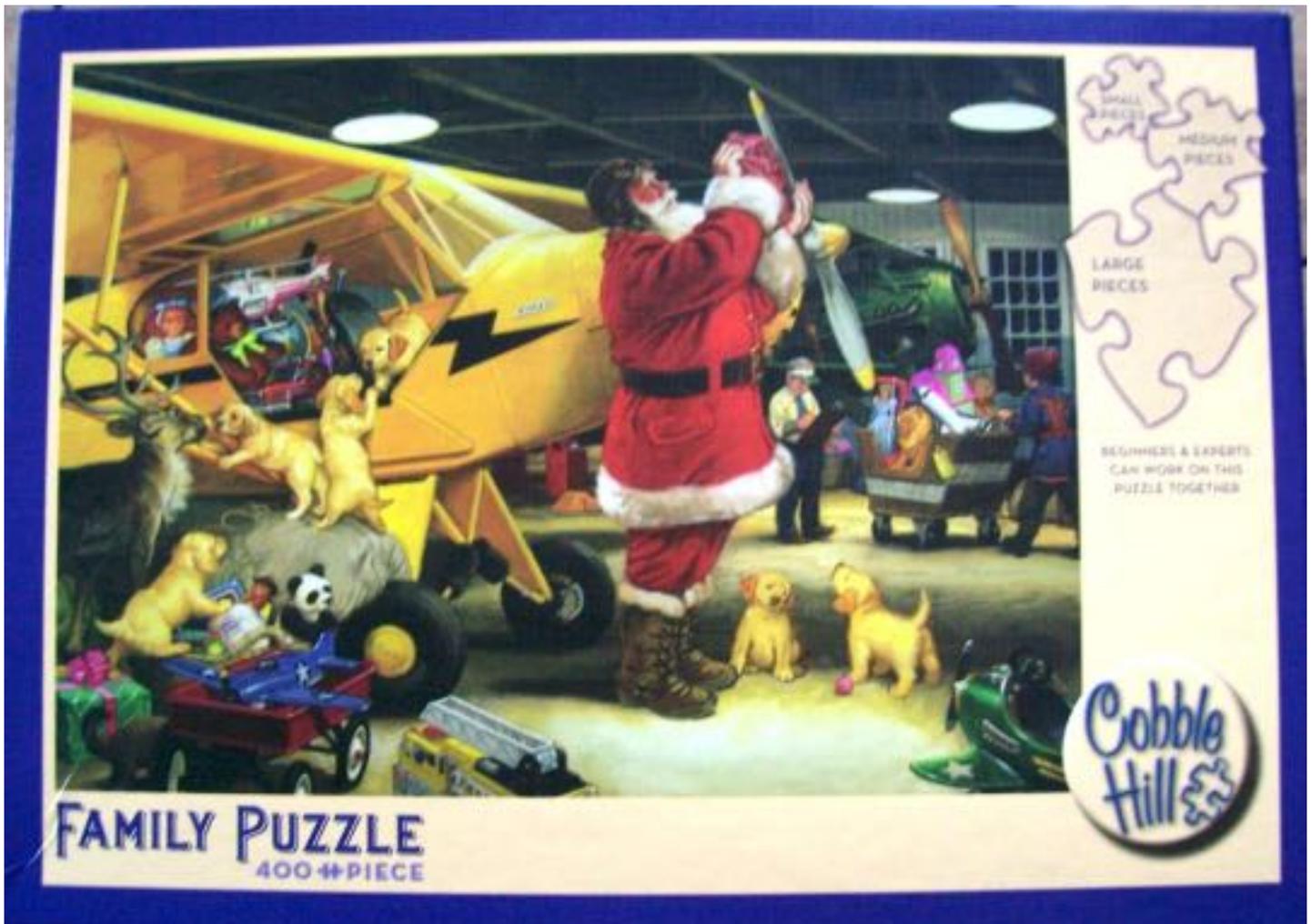
by Scott Kruize

We have more friends than we often think we do...something to keep in mind as we get into the New Year of 2018. Since the Election, we've heard over and over again how we're all so fractious and divided, we're unable to get along...and won't be able to ever again. It's certainly true that our political divisions are sharp and contentious but the assertion that civility and cooperation are now impossible is – if not actually 'fake news' – at least exaggerated pessimistic sensationalism!

I was reminded of one of our friends, reading the comics in the *Seattle Times* Sunday, December 17. Brian Bassett's *Red and Rover* cartoon should help to make our season bright: out walking, late or really early, in front of the decorated storefront windows, Rover noses up against a pet shop's glass to try to sniff the rawhide chews and squeak-toy rubber bones. At the other end of the leash, Red admires models at the hobby shop: a small railroad track rounding a Christmas tree and a 1950s-ish Hollywood space rocket, while hanging overhead are a large-scale P-51 Mustang and F-86 Sabrejet. I don't know if Brian is a member of his local IPMS or other modeling club, but if he ever wants to come to our meeting, he'll be a "Hail, fellow, well met!"

So would Tom Newsom. Sandy bought an early Christmas present to share with me: a 'Family Puzzle' from Cobble Hill®. She knew the line from her work at Wild Birds Unlimited, the retail shop she's worked at all these years. Of course the ones they sell there are all songbird-themed. All are beautifully done with quality of manufacture fully equal to the fine artwork.

This particular puzzle, though, has a different theme, which is why she grabbed it for me. It's titled 'Santa's Hanger'. (Actually, that's the wrong word. I had to look it up on educationbug.org, but it's 'hangar': a large storage/workshop building primarily for aircraft. A



'hanger' hangs or has things hung on it...like our precious IPMS garments!)

Mr. Newsom must be at the very top of Santa's NICE list. Hard to imagine how he could've gotten such incredible detail into his painting, without going there at Santa's invitation. What a revelation to see details of it...and to appreciate how much Santa himself is – in his larger-than-life way – a friend and compatriot to us.

We think of the North Pole as being joyful and celebratory, and it no doubt is...but it couldn't be messily disorganized...not and get all its work done in the intensely busy Christmas season. It has to be professionally concentrated – at least at that time of year – and it shows in this image. The hangar is functional but well laid out,

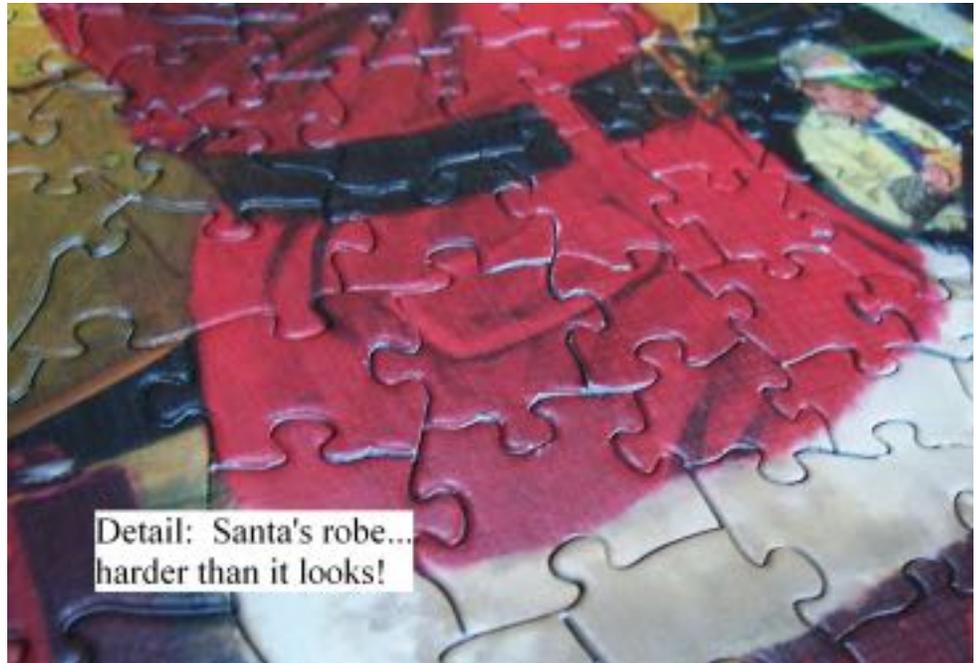
and spotless. Santa being who he is, he doesn't bar it to the current litter of six growing puppies. Golden retrievers or some such largish breed? They're pretty big, with mama and papa nowhere to be seen. Perhaps Santa deliberately let them have a little peace and quiet by bringing the little ones to run around his hangar. They're well behaved, though, being playful and curious, but not fighting among themselves or damaging any of the hangar's accumulating contents...not even the cockpit of Santa's Piper Cub and the toys filling it. A reindeer's there, too: a big male bearing a magnificent rack of antlers. Dasher, perhaps. He's nose-to-nose, appearing a bit dubious, with one of the puppies.

The hangar's busy. An elf is wheeling in a rattan cart of fine presents: classic teddy bear, large Victorian-style dollhouse, big stuffed African lion, an elegant dolly. (Tall blond Disney-'princess' type in a simple but elegant blue gown.) More along our lines: a substantial Space Shuttle. (Rocket Man take note!) These items are all being carefully checked off a packing list by a serious inventory manager. He's a no-nonsense professional: green dealer's shade against the stark overhead hangar floodlights; shirt and conservative striped tie; basic leather work shoes. The elf wears classic, if subdued and practical, work garments, with jacket nicely embroidered in back, and with a knit tasseled watch cap.

With Santa's magical powers over space and time, we can't be certain if the scene is contemporary, or a snapshot of the past. The former seems most likely, toys being packed up for our current kids and grandkids. The Space Shuttle, of course, is quite modern, as is a Bell Jet Ranger helicopter in a neat two-tone white and magenta civilian scheme. But in a classic Radio Flyer red wagon parked next to the Piper Cub's landing gear, there is an unmistakable Grumman F4F Wildcat in Navy blue, marked with bright American star insignia. The foreground corner holds a fabulous pedal car, also marked with stars on a deep emerald green paint job with gold trim. (Did Jon Fincher's bon vivant car enthusiasm begin with such a toy, Way Back Then?)

John DeRosia would certainly approve of the fine swivel-mount-ladder-equipped fire engine, even though it's yellow, not orange. Nearly everything else kids could want – short of electronic gewgaws – are there for loading into the Cub, or in it already. Another dolly, blue-eyed with naturally curly red hair tied up in a blue ribbon. A shiny red truck, hockey stick, soccer ball, Old West sheriff action figure wearing a badge...another teddy bear, this one tied with a bright light green ribbon, huggable arms outstretched. There are also an Asian panda and a Brontosaurus, maybe destined for budding naturalists.

But back to this being a hangar. We know of Santa's aerial exploits at the reins of his reindeer-teamed sleigh. Here, though, he's substituted for that cute red elfish tassel-cap a classic 1930s leather aviation helmet complete with goggles. Of course the rest of him is in his red Santa suit with white fur trim to match his trademark beard and mustache. He stands tall, able to reach all the way up to polish, tip to tip, the propeller on his Cub.



Most remarkable, and I didn't notice it right away...because it's at the extreme end of the room and partly in shadow: Santa's got a S.P.A.D. 13! Who'd have thought? As 'Wings of Peace' members know – advocated by our own club's Jim Schubert – just because an aircraft starts out as the product of military spending doesn't mean it must forever remain a weapon. Witness the Vickers Vimy bomber converted just after WWI ended, to make the first nonstop flight across the northern Atlantic. Or the surplus WWII American medium bombers converted to elegant high-speed executive transports. TBM Avengers were made into water bombers to fight not Axis ships, but forest fires...what could be more peace-loving than that? Or the AT-6/SNJ's we still watch at air shows. Once, they trained Allied pilots to fight the Second World War. Now, they're airshow performers, and even fantasy-fulfillment chariots. Ken Murphy rode one, as a gift from wife Lauren, and as we've all dreamed of since childhood, with his hands on the stick for an hour, was 'one with the Aces'!

So this S.P.A.D. has been stripped of its sinister parts. There's no battle damage; twin machine guns no longer protrude from the cowl; no grim over-the-Western-Front military camouflage paint. Now it's pristine/clean, painted like that pedal-car in elegant British sports-car/race-car green.

It's obviously ready to go, not a dusty museum piece. Off-season, does Santa take it down to summer fly-ins at Old Rhinebeck, or Oshkosh? I've never been to the former, and only once to the latter, and didn't see it then. But maybe those of you who go often have seen it. If so, your discretion is admirable. Such a machine, preserved or restored since 1917 to drop-dead-gorgeousness, must draw every aviation buff within view. Of course its admirers would recognize Kris (nudge nudge wink wink), even in sunglasses, baseball cap, Hawaiian shirt, and flight jacket. But we'd keep this to ourselves, and not overexpose him to mobs and the Press during his well-deserved vacation time.

Technically, the puzzle is both fun, and a serious challenge. As noted on the cover, "Beginners and experts can work on this puzzle together". Large pieces comprise most of the Cub's basic structure, and I put them together in a few minutes. Smaller pieces making up the windshield, cowl, and landing gear took much longer. Santa himself is mostly medium-size pieces, and was remarkably challenging. Finally, working down to the smallest of pieces, I tackled the ceiling, where the beams run indistinctly through shadows above the flood lamps. Sandy did two of the puppies, the ones bringing their little pink ball near Santa's feet; one looks up, perhaps in the hope he'll throw it for them to fetch. The whole puzzle took about three hours or so with both of us working on it. That was some Christmas-time that we both greatly enjoyed. We unreservedly recommend it to all of you, your offspring, and your friends-and-relations. You're fans of Santa now, but this puzzle is sure to 'elevate' your regard for him!

"Santa's Hanger", in Cobble Hill®'s Family Puzzle series, for ages 5+. 400 pieces; 24" x 18" (61cm x 45.7cm), Item no. 54569. Retail price approx. \$20



Hasegawa 1/72nd Scale Consolidated Liberator Mk.III/V 'Coastal Command'

by Chris Banyai-Riepl

Alongside the Boeing B-17, the B-24 formed the mainstay of the USAAF strategic bomber force during the Second World War. Its long tapered wing and twin vertical fins made it a distinctive sight in the skies over Europe. The durability and capabilities of the B-24 made it attractive to the British as both a strategic bomber and a maritime patrol aircraft. The Liberator Mk III was a B-24D built for the RAF and Coastal Command, with the Liberator Mk V being the same but with less armor and more fuel for greater range.

When this showed up on my doorstep, I was excited because this was the first time I managed to see the Hasegawa B-24 in person. I have had several Academy kits over the years, and of course the classic Revell and Airfix kits, but for some reason I never picked up the Hasegawa kit. Upon looking at the plastic in the box, I have discovered that perhaps that was a mistake on my part. This kit is nicely detailed and carefully engineered to reduce the risk of marring the clear areas. I did a quick search online to see what I could find, as this kit in various iterations has been out for a while now, but oddly there is not much out there on the Hasegawa B-24. So with that in mind, here's an in-depth look at the plastic in the box.



First up, there are lots of parts, and lots of clear parts. The engineering of this kit shows up right away as it involves those clear parts, with the forward fuselage molded in clear as a way to minimize fitting all the small windows in this area. This is a great touch, but I would still highly recommend picking up a pre-cut mask set for this one, as even with those molded in place, you still have a lot of masking to do. The overall mold quality is superb, with petite recessed panel lines throughout and clean, flash-free parts. As this release is for a British Liberator, the decal sheet is noticeably tiny, understandable as the British Liberators did not have much in the way of markings.

Jumping into the assembly, as you'd expect this kit begins with the interior. There are two main assemblies for the interior, the forward cockpit/nose interior, and the main fuselage interior. The main fuselage interior includes the bomb bay, rear fuselage side gun area, and forward upper turret area. This is built up from six bulkhead pieces and three floor pieces, with other details including the side guns and the ASV search radar. Once this assembly is together, it gets inserted into one fuselage half, the two-spar wing support gets added, and the main fuselage gets closed up. For the forward cockpit/nose interior assembly, this has the main cockpit getting two seats, a center console piece, a separate instrument panel, and two control wheels. On the forward bulkhead goes the nose interior floor, and that's it for the interior build. The nose is built up from clear parts, with two side pieces, that big greenhouse nose, and a separate top piece that includes the cockpit windows. There are two separate cockpit side windows as well, a flat option and a bulged option. The instructions also indicate to add 90 grams of weight (it is a B-24 after all, a notoriously tail-heavy model) before adding the nose assembly to the main fuselage.

With the fuselage together, attention can turn to all the bits and pieces that get added to the outside. Big pieces first, the tailplanes are next, with the two vertical fins molded as single pieces and the horizontal stabilizer split into upper and lower halves. This fits into an opening on the rear fuselage. Moving forward, there are a slew of small windows on the fuselage sides, a total of twelve to put in place between the two sides. On the underside, you get to make the decision to go with either an open bomb bay or closed. For an open bay, there are a handful of 500lb bombs that can be added in the bay to fill it up. As a Coastal Command Liberator, though, the payload should be 250lb depth charges, so best to source those elsewhere (I know Belcher Bits has them in their catalog, and there might be other sources as well).

With the decision between open or closed bomb bay sorted out, the next step is adding the wings. The Liberator has a nice wing-fuselage joint that can easily be a no-filler joint. With the positive fuselage spar added, this could very likely be the case with this kit. The wings are split into upper and lower halves, with some inserts going inside for the wheel wells. The engine nacelles are fairly complex and do a good job of capturing the unique shape of the Liberator nacelles. There is a separate front cowl piece, an upper and lower mid-cowl, a two-piece engine assembly, and an upper/lower rear cowl assembly. These finished engine assemblies fit up onto the wings, which then gets separate superchargers and the main landing gear. The landing gear is sturdy looking, with a one-piece main strut and two support struts making up the main assembly. The main wheel has a separate two-part hub, which will make painting the

tire much easier. On the nose gear side, the nose strut is added earlier on, and the nose wheel likewise has a separate two-part hub.

With the wings on, this Liberator is pretty much finished. The remaining parts include the upper and rear turrets. The upper turret is the standard A-3D turret and has a seat, ring, and two guns fitting into the clear turret piece. The rear turret is a Boulton Paul turret, with four 7.7mm guns. This has the ring and guns fitting together, and the turret itself gets built up from three clear parts and one solid part. With these turrets in place, attention can turn toward painting. As mentioned earlier, with a dozen separate fuselage windows, two turrets, and all the nose and cockpit windows, a masking set will significantly simplify the painting process.

On painting, the schemes are very similar for the two options provided, with both featuring a camouflage scheme of Extra Dark Sea Grey over white. The only difference between the two are the demarcation lines. Option 1 is a Liberator Mk V from No. 86 Squadron in 1943. This aircraft has a high demarcation line and the ASV radar in the belly. Fuselage markings consist of a 2 and a Q. The second option is a Liberator Mk III from an unknown squadron. The demarcation line on this lower, with the fuselage demarcation curving down to the top of the wing. The plane does not have the ASV radar, and has a fuselage code letter P.

While there are plenty of options for Liberators in 1/72nd, this kit definitely falls near the top of the list. The clever engineering coupled with the fine external detailing will make for a nice looking stock model, and for those wanting more, there are plenty of aftermarket sets to spruce up the simple interior. My thanks to Hasegawa USA for the review sample.

Academy 1/144th Scale Boeing B-47 Stratojet "306th BW (M)"

by Chris Banyai-Riepl

One of the most attractive jet bombers to come out of the Cold War, the Boeing B-47 filled a role as a medium jet bomber for many years before transitioning into weather and reconnaissance work. With its sharply swept wings, tandem fighter-style canopy, bicycle undercarriage with outriggers, and six engines, the B-47 was a unique sight in the skies of the 1950s and 1960s, with the final reconnaissance type retiring in 1969 and the last testbed airframe flying until 1977.

The Academy B-47 kit dates back quite a few years, back when it was originally released under the Hobbycraft name. At the time, you could get different boxings that could contain the early B-47B, the later B-47E, or an RB-47H. For all of these variants, the majority of the parts were identical and only a few different parts were included to cover the variant differences. For those of us who like the B-47, we had long wished for a release to come out that would contain all the variant parts. With this boxing we finally have that. Not only do we get all the various bits and pieces, but this kit comes with a decal sheet with no less than 11 different aircraft covered (done in an interesting fashion that actually lists it as seven versions). With the basic kit featuring recessed panel lines and good detailing throughout, this release is going to be the one to get.

Jumping into the build, the starting point on this one is the cockpit. With its large tandem canopy, a fair bit can be seen and this kit helps cover that with a basic interior. There is a large floor piece, on which goes two seats and two control wheels. Nothing else is provided, but for a closed canopy finish, this will likely be enough, especially with some painted-on seatbelts. Also fitting inside the fuselage are the two separate wheel wells, and with those in place, you're immediately thrown in to decision-making time. For the early B-47B, you'll need to cut out a section of the rear fuselage and insert the RATO exhaust pieces. For the B-47E, there's not much else to do, just button up the fuselage. For the RB-47H, there are a lot of extra holes to open up for the various additions that will come later.

Next up are the wings, which also have options for the different variants. First, though, comes a universal option: the wing fuel tanks. These can be fitted to any of the aircraft, so if you choose to have these, you'll need to open up holes in the lower wing piece. For the RB-47H, you will also have to slice the wingtips off and add separate tips. The wings themselves are upper and lower halves, with the upper piece incorporating the upper fuselage section. This allows for the proper anhedral of the wings to be set while also simplifying the construction. The stabilizers are single pieces for the right and left sides. The landing gear can be added at this stage, and this is fairly well detailed for this scale. The main gear assemblies both have large, detailed main struts with a separate horizontal axle piece and oleo scissors. The main wheels are split into right and left halves for each, for a total of eight pieces for the four wheels. A separate retraction strut finishes the main gear assembly.

For the options, there are three nose options provided, a clear piece for the B-47B, a solid plastic piece for the B-47E, and a longer, more rounded piece for the RB-47H. For the B-47B, be ready to do some careful masking of the small nose windows. There is no detail

provided in this area, but the windows are small enough that not much would be visible anyway, especially after painting an interior color on the piece. For the RB-47H, there are some more bits and pieces to go on the fuselage. Two large bulges fit onto the lower fuselage, and the rear fuselage sides get four additional bulges. The final option is the back end of the fuselage, with the B-47B having a different rear gun turret piece than the B-47E and RB-47H.

Back to common parts, the engines are next, and these are well engineered. For both the single engine pods and the two-engine pods, the intakes and the exhausts are molded separately as single pieces, this allows for clean edges and perfectly round intakes and exhausts. The two-engine pods are split into upper and lower halves for the middle section, with separate doors for the outrigger landing gear. The pylons are also separate. Likewise, the outboard single-engine pods have upper and lower center sections and separate pylon. Also for under the wing are the fuel tanks, which are split in right and left halves and have the two pylons separate. For the outrigger landing gear, the struts are a single assembly, with a separate door and a separate wheel. The instructions provide notes on how to adjust the height of these outriggers to have everything touching the ground.

With that all together, you get to bust out your favorite aluminum paint for this one. While it would be neat to have a camouflaged B-47, alas the only variation you get to play with on this plane is how the underside white antiradiation finish was applied. Starting with the B-47Bs, you get two options for this type, one from the 306 BW(M) and one from the 305 BW, both from MacDill AFB in Florida. The 306th option has a Square P tail marking, and the 305th option has Square G. Both of these are overall aluminum, with no white undersides. Next up are three B-47Es that were the first jet bombers to cross the Pacific in 1954. All three are from the 22 BW(M) with red tail bands and no antiradiation white undersides. The three options differ only in serial number.

For the white belly birds, the first option is a B-47B updated to B-47E standard from the 305 BW(M) out of MacDill AFB in Florida. This option has a red band on the tail and minimal white undersides. The next three options are from the 320 BW(M) out of March AFB in California in 1959. All of these have more extensive white undersides that include the whole engine pods and the entire underside of the wing (although the instructions don't highlight this part). These three options also have two diagonal bands on the vertical fin. Finally, we have two RB-47H options, both from the 55th SRW. The first is from Det 2 out of Yokota AFB in Japan in 1965, while the second is from Det 1 out of RAF Upper Heyford in the United Kingdom in 1967. Both of these are overall natural metal, with no white undersides, with the various antenna bits painted black.

If you've been waiting to pick up the Academy B-47 because you couldn't decide on which version, that decision has been made. With all options available in this one box, this is the kit to pick up. Given the broad options on the decal sheet as well, this really is a no brainer. My thanks to MRC for the review sample.

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



2018 IPMS Seattle Meeting Schedule

Here is the 2018 IPMS Seattle Meeting Schedule. All Meetings except as indicated will be from 10 AM to 1 PM, at North Bellevue Community/Senior Center. Two of our regular meetings this year will occur on the third Saturday of the month, as indicated.

January 13

February 10

March 17 (Please note that in March we meet the THIRD Saturday)

April 14

April 21 - IPMS-Seattle Spring Show - Renton Community Center

May 12

June 9

July 14

August 11

September 15 (Please note that in September we meet the THIRD Saturday)

October 6 - IPMS-Vancouver Fall Show- Details to follow

October 13

November 10

December 8

IPMS Seattle Dues for Calendar Year 2018

Your 2018 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 January meeting.

IPMS Seattle Dues for Calendar Year 2018

Remit \$15 to:
Twyla Birkbeck
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Seattle, WA 98115-0983

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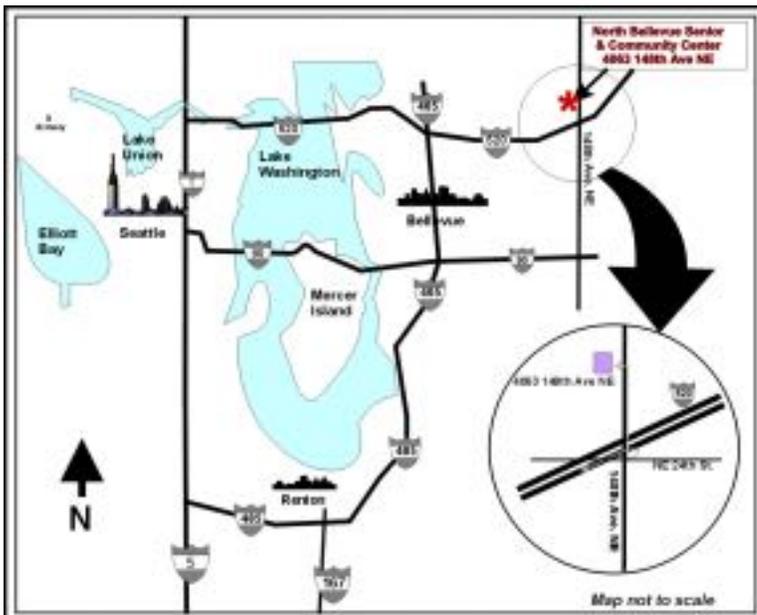
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[] Please do NOT release my e-mail and phone information for distributed club rosters.

Meeting Reminder

Meeting: January 13



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.