Seattle Chapter News

Seattle Chapter IPMS/USA
July 2018

PREZNOTES

Upcoming PNW Area Shows

September 22, 2018
OMS Fall Show
Clackamas, OR

October 6, 2018
IPMS Vancouver Fall Show
Burnaby, BC, Canada
Website: **http://www.ipmsvancouver.com/**

October 6, 2018
IPMS Palouse Area Modelers 24th Annual "Show Off The Good Stuff" Scale Model Show & Contest
Moscow, ID
Website: **https://www.facebook.com/groups/977374559104664/**

Andrew was unavailable to provide his usual Preznotes this month, so here's a photo I hope he'll like.

Churchill Crocodile, 25 August 1944. Source: IWM (B 9682)

In This Issue

SEATTLE CHAPTER CONTACTS

President:
Andrew Birkbeck
P.O. Box 15983
Seattle, WA 98115
Ph: 206-522-3539
acbirkbeck@comcast.net

Vice President:
Eric Christianson
18215 NE 95th Way #103
Redmond, WA 98052
Ph: 425-591-7385
ModelerEric@comcast.net

Treasurer:
Twyla Birkbeck
P.O. Box 15983
Seattle, WA 98115
Ph: 206-276-3855
birkbet@comcast.net

Show Chair:
Andrew Birkbeck

IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): **http://www.ipms-seattle.org**

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 accessable place.

July 14
August 11
September 15 (Third Saturday)
October 13

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
Address: _____ (If Renewing) First Middle Last
City: _____ State: _____ Zip: _____
Phone: _____ E-mail: _____
Signature (required by USC): _____
Type of Membership: ☐ Adult, 1 Year: $30 ☐ Adult, 2 Years: $58 ☐ Adult, 3 Years: $86
☐ Junior (Under 18 Years) $17 ☐ Family, 1 Year: $35 (Adult + $5, One Set Journals) 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.: _____

IPMS/USA
Join or Renew Online at: www.ipmsusa.org
PO Box 56023
St. Petersburg, FL 33732-6023

Newsletter Editor:
Robert Allen
7919 133rd Ave. NE
Redmond, WA, 98052
425-885-3671
baclightning@yahoo.com

Old IPMS Seattle Newsletters Scanning Project

by John DeRosia

"…Yes Dorothy – sometimes we do see the end of the rainbow!..."

At long last! Completed. Finnie (is that Italian?). Scanning the 'old' Seattle IPMS newsletters has been completed.

I volunteered to do this a year or more ago along with putting something together on the history of the club. And trust me - other individuals have also started this and have contributed immensely to keeping the history alive.

When I announced this endeavor, Jim Schubert graciously entrusted me with his paper copies of the newsletters he kept since the mid-1960s. (That was the beginning of the Seattle model club). That 'engineer in him' kept all those newsletters in binders sorted by year and month.

I picked up the box of binders one meeting and off I went to start scanning.

The website currently has the newsletters all digital starting in the year 2000. So all I had to do was scan the newsletters from the mid '60s to 1999. Easy…right? Yikes! What did I get myself into?

Using the standard 16 pages per newsletter, going back all those years and every month – I sort of calculated about 4,000 pages needed to be scanned. "…you hear that Elizabeth!...I'm comin' to join you honey…"! (Reference to Fred Sanford leaving the earth)…holy cow!….what did I sign up for? Eventually, it was more like 1,500 pages -but still…

Test run: So I sat down the first time, unstapled a newsletter, and scanned all 16 pages. Then renamed file etc. Stored in folder. Approximate time, 15 minutes. Some I goofed scanning and had to start over (Okay…I'm not a computer guru like some of you). At that rate - no model time until the year 2084!

So it began - a few evenings here, a few there…long after my 'self-committed' date – I finally did them all.

The articles are incredible. Such history about real stuff and of course models. We have some incredible writers in the club (current and past). The collective knowledge in the articles defies words. Wow!

Here is a short summary of what you can expect when they are posted on our site.

- The scans were all from paper copies. Some are light, some are dark.
- The physical paper copy was horizontal/vertical on the scanner, but the wording on the paper originals were not always perfect 90 degrees etc. So the scan looks crooked - but it is not….it's the wording. There was no way to adjust this digitally that I knew about.
- All scans are in black/white. The three newsletters that had one or two color items, I typically did not scan in color (took a lot longer).
- Some are hard to read (originals were very light)
- Most are easier to read.
- Some gaps of newsletters in years/months in binders.
- Some good cartoons/funnies in some newsletters.
- Great drawings on a lot of newsletters.
- Picture quality on some early newsletters not too good.
- Airplane articles: about 1,867,399 (give or take 3)
- Other articles: 7 (LOL!)

Next up for me: Complete the history of the club so it can be posted on the website. I will now use the scanned digital newsletters to make sure the events, people, and such are in line with the history of the club from the beginning. When will I be done? I assure you before the year 2084!

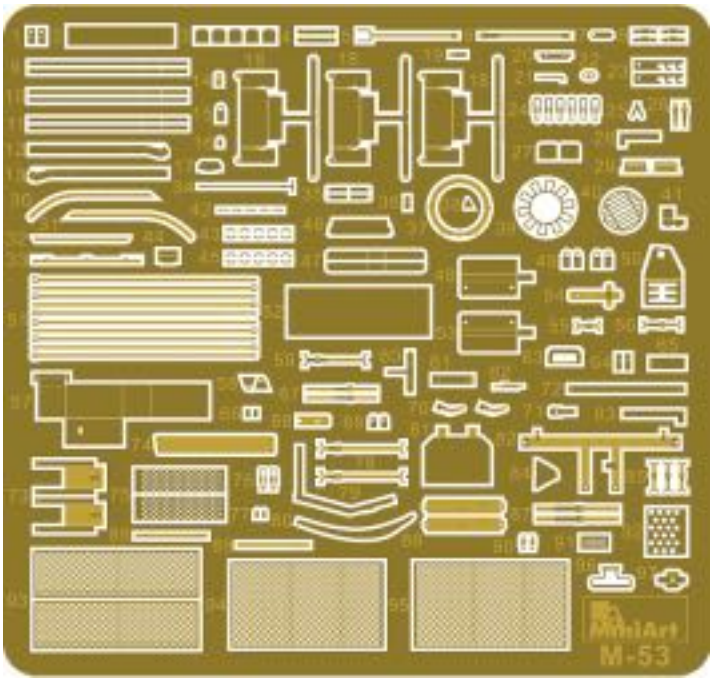
MiniArt 1/35th Scale Tiran 4 Late Type

by Andrew Birkbeck

The most important Soviet tank design of the early post WW2 period was the T-54/T-55 series of tanks, and these tanks were exported in large numbers to Soviet client states including Syria and Egypt. The 1967 and 1973 Arab/Israeli wars were disastrous for the combined Arab armies, and Israeli forces captured hundreds of intact examples of the T-54/55 tanks. Not wishing to look a gift horse in the mouth, the Israeli military developed a procurement program designed to put these captured tanks back into Israeli service. Over the years the Israeli Defense Forces (IDF) fielded the Tiran 1, 2, 4, and 5. The Tiran 1 was an unmodified T-54, and the Tiran 2 was an unmodified T-55. The Tiran 4 was a modified T-54 with new jerry can and stowage boxes added to the exterior of the vehicle, as well as a change to the loader's hatch, and the addition of turret mounted exterior machineguns. The Tiran 5 was the same modification program as the Tiran 4, but for the T-55 tank. As the IDF introduced more modern tanks into its arsenal, some "spare" Tirans found their way into the hands of Israel's local allies, such as the "South Lebanese Army" based as the name implies, in southern Lebanon.

What's in the MiniArt Box

- 87 sprues of injection molded light gray plastic parts
- 3 sprues of injection clear parts
- 1 sheet of water slide decals with 4 marking options
- 1 sheet of photo etched brass parts
- An instruction manual, with 20 pages of black and white assembly drawings covering 104 assembly steps plus a 4-page set of color and marking instructions, and a two-page sprue layout diagram



This is the fourth "T-54" kit in MiniArt's "Interior Kit" range that I have had the great pleasure to review. And I will say up front that these kits aren't for the faint of heart. The quality of the parts included in each kit is phenomenal, being beautifully detailed and well molded with little if any flash, few ejection pin marks, and no sink marks. However, there are over a thousand parts, including over 100 photo etched parts, some of them incredibly small, in the Tiran 4 kit under review here. I can state in total honesty that I had a blast building this kit, but I can not in good conscience recommend it to anyone other than a modeler who has a number of 1/35th scale armor models under their belt, and who has no fear of photo etched parts and super glue. You also need to be a meticulous builder of kits, because the 1,000+ parts need to be very carefully and accurately assembled into a relatively small space. If you aren't careful, and glue parts together that aren't correctly lined up or in the correct spot, you will experience heartache. However, if you are up for a challenge, keep reading!

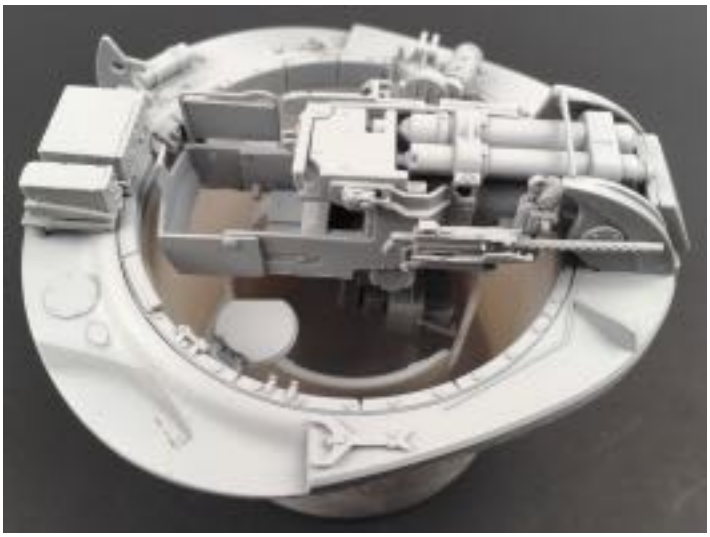
This kit of the Tiran 4 has a near complete interior, both hull and turret. About the only thing missing in the hull (I'm not sure why) is the transmission and cooling systems. Assembly Steps 1 through 8 consist of the engine's construction, numbering about

40 parts. About the only thing missing is the ignition harness. Following the construction of the engine, comes the start of the lower hull suspension assembly. Spend some time studying the assembly diagrams, as there are a lot of parts to line up correctly, and if you want the suspension to "work", you had better get it right!

The interior of the hull is quite "busy" with a driver's seat and brake pedal, gear leavers etc. The driver's seat alone has six parts, two of them PE. Make sure as you work your way through the instructions that you keep a sharp eye out for instructions telling you to drill out flashed over holes for the attachment of parts later on in the instruction manual. One small complaint I have with MiniArt's super detailed kits is that some of the parts have what I consider excessive sprue attachment points, and the parts that do always seem to be super fine/delicate parts where there is a high risk of damage to the parts as you attempt to separate them from the sprue. I highly recommend purchasing a pair of the "God Hand" brand sprue cutters from Japan. These aren't cheap, but they are an extremely well manufactured precision set of snips and give you the most chance of getting small delicate parts off the sprue without damage. As an example of what I am talking about in Step 17 of the hull interior assembly sequences, there is part B3, which has 15 (!) sprue attachment points. Each must be carefully cleaned up, all the while trying to avoid shattering the part.

Steps 20 and 21 involve the construction and installation of the hull shell munitions storage lockers: lots of very nice shells, which if you examine their location in the storage locker by dry fitting them, you will note that it is possible to fit them in such a way that only one of the two seam lines that run their length needs removing. By careful placement, you can avoid having to do the other, and it won't be seen once construction is finished. As you progress through the assembly and installation of the hull interior components, you will notice that it is getting more and more crowded, and you realize why it is so important to check and double check the instructions before gluing parts in place. Making a small mistake in the positioning of a part in Step 10 can lead to issues much later in Step 25, so be vigilant!

Steps 28 through 33 deals with the installation of the road wheels, drive sprockets, and idler wheels. It would be most useful if you could find a set of 1/35th scale plans that show the "sit" of the road wheels so that you get the suspension ride height correctly worked out. I would advise gluing the road wheels in positions 1 and 5 first and making sure the hull is level on these four wheels. I used a simple system of rectangular wood blocks to insure the road wheels lined up evenly front to rear, and one side to the other, with some low-tension clamps. Once these first four wheels were installed and the glue fully set, I installed the remaining wheels, three per hull side. Make sure you don't glue part Kd2 in place initially, in Step 31-33. This is the idler mount and allowing it to pivot freely in its mount will assist with getting the tracks to more easily be in alignment. The tracks, assembled in Step 45, are individual link, and are exquisitely well detailed, although with four sprue attachment points per link, are a little time consuming to clean up and assemble. But well worth it IMHO.



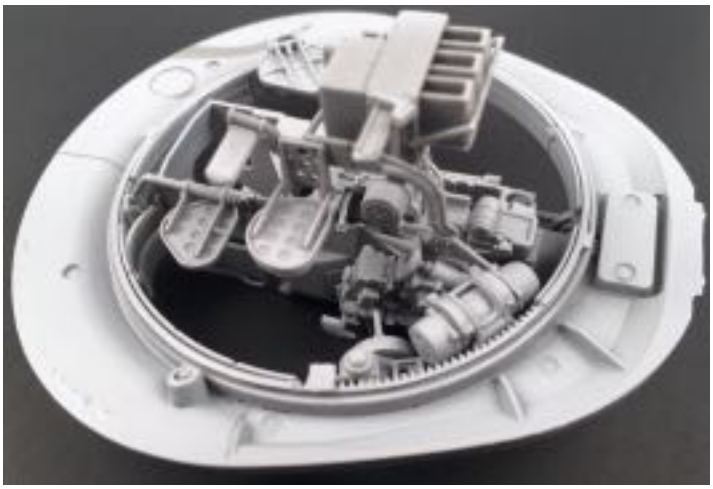
Step 36: part Te6, engine access plate on the rear deck of the upper hull has some great weld detail on the hinges, just one example of the finesse of the parts in this lovely kit. In Step 38 I had my one disaster with a piece being damaged in my attempt to

get it off the sprue, part T2. Thankfully it snapped in a manner that allowed me to carefully and successfully glue it together without any major harm to the project. Also, in Step 38 is PE part PE45, which was so small that I gave up trying to pick it up and successfully glue it in place. There are a small number of the PE parts that had me thinking this way, but none of them were missed when I finished up the project. And speaking of PE, Step 41 – 43 has the modeler installing four PE mesh screens on the rear of the rear hull deck. I would recommend leaving these aside for later. I painted them separately, first applying a coat of Tamiya grey rattle can primer to the exterior surface only. I held the PE parts with self-locking tweezers, and if the primer gummed up the mesh, I had a Q-tip dipped in lacquer thinner ready to wipe the underside of the PE (the side without the primer), and this removed any excess without damaging the primed side. Likewise, when I went to apply the color coat.

Step 45: the assembly of the individual track links, listed as 90 per side in the MiniArt instructions. The fidelity of detail on these tracks is amazing, down to casting numbers being clearly visible. Each link is attached to the sprue by four points, as mentioned earlier, so it is a bit tedious cleaning these up. Just do say 20 links at a time, over multiple building sessions. I then made a simple assembly jig out of two rectangular but equal lengths of basswood. At each end of the lengths of wood, I put some shims of Evergreen plastic, the width of the track guide horns. I then placed small clamps to hold each end of the wooden blocks together. This left a trench down the middle of the blocks, and I put the track links, guide horn down, onto the trench, and applied glue. Excess Tamiya thin solvent glue on the wood just evaporates. This method allowed for rapid lining up of track links. I glued 45 links together in on long length, using the slower curing Tamiya plastic cement. These were allowed to sit for a short while, before I glued them to the underneath of the front road wheel and then back under the remaining roadwheels, and up and around the rear drive sprocket. The process was repeated on the other side of the kit. The glue was allowed to set overnight. The process of gluing the track links together was repeated, and this time the links were first glued to the tracks already installed, from the front roadwheel, and up and around the idler wheel (whose arm was still not glued in place), and then the upper track sag was created, before the track run was glued to the initial track run at the drive sprocket end. You may need to add a link, or remove a link, from the recommended number of 90. Create the track sag you are after, and when you are happy, glue the idler arm solidly in place. Repeat for the other side.

Lastly for the hull components, comes the fenders/mudguards. There are lots of storage bins, and fuel cells along each side of the hull, and the fuel lines that link the cells together are also included. Lots of little PE parts are incorporated into the fenders for tool storage tie down etc. Step 49 – 55. Then jump ahead in the assembly diagrams, to Steps 101 – 103, for the installation of more fuel cell plumbing. Make sure these Steps are completed BEFORE you glue the fenders to the hull, otherwise you won't be able to see clearly to install the fuel lines.

Now we are on to the construction of the turret. The interior of the turret is festooned with intricate detail, and once again I must caution that it is imperative to closely study the instructions so that you get the parts glued to their precise location point, to avoid finding out that later parts now won't fit because earlier parts were slightly misaligned. There are big parts, medium sized parts, small parts, and teeny tiny parts. All are amazingly detailed, all fit precisely if only you pay careful attention to the instructions. About the only thing missing from all these parts is some electrical cabling, and if you happen to have some good reference photos of the interior of a T-54/Tiran 4 turret, feel free to install these. I won't go into detail about which areas of the turret interior are present/detailed, because simply put: all or most of it. You will have no issues leaving the turret hatches open on this kit with or without a crewman in the opening. Let the IPMS judges shine their little flashlights into the openings, and all they will see is a mass of detail!



On to the exterior of the turret, and this area too is festooned with well detailed parts such as jerry cans with PE holders, spare track links, grab handles etc. Plastic and PE parts, some of the latter extremely tiny, all add up to an amazing assortment of bits and pieces. The Israelis added extra turret top mounted machineguns to the Tiran 4, and MiniArt offers an array to choose from depending on which vehicle you are depicting from the color and marking schemes. So, make sure you check which MGs go with which vehicle, or check your reference material carefully. The machine gun parts themselves are beautifully rendered, utilizing plastic and PE parts. There was a little flash blocking the gun tubes on one of my MG parts, which required a little clean up, and I drilled out the barrel tips with an appropriately sized drill bit. Each MG has an ammunition box with nicely detailed strings of bullets.

Once the turret is assembled, you can attach the fenders to the hull, and then the turret to the hull. The tow cable shackles are separate parts, and I utilized appropriately sized Eureka twisted copper wire cable material for the vehicle tow cables.

MiniArt provides four color and marking options for this kit, though they aren't very descriptive:

1/ Israeli Defense Forces, 1970s overall sand color
2/ Israeli Defense Forces training unit, early 1980s overall sand color
3/ South Lebanon Army, Operation "Peace for Galilee" June – September 1982 two tone blue gray/gray
4/ South Lebanon Army, 1980s overall blue gray

MiniArt provides a small decal sheet with the kit, though the markings for each vehicle are very simple, especially those for the SLA vehicles. The decals are well printed and commendably thin. The decals proved rather fragile, so be careful when removing them from their backing sheet. Gently slide them into position. On my first attempt, I slid a small decal to the edge of the backing paper and attempted to pick it off the sheet with a pair of tweezers. The decal snapped into two parts. So, slide them into position!

I chose the overall Blue Gray colored South Lebanese Army 1980s scheme, which has literally only two small number plate decals. If you are in the market for a nice book on the Tiran in Lebanese service, I can recommend *Tiran in Lebanese Wars* by Samer Kassis, published by Ammo by MIG, the model paint manufacturer. Otherwise, go out and look on the internet to find color photos of these vehicles. I used Tamiya's acrylic XF-18 Medium Blue together with Tamiya XF-20 Medium Gray to come up with my South Lebanese Army Blue Gray color. Thinned with Tamiya's proprietary thinner. To lighten the base color just add some white.

The model was first primed with my favorite primer, Tamiya's superb lacquer Fine Surface Primer: Light Grey item # 87064. I applied a few light coats to the model which provided a uniform surface for the acrylic color coats. This was allowed to cure for three or four days until it was good and hard. The model was painted in three subassemblies: hull, turret, and main gun barrel. This made for easier handling. The Tamiya acrylic blue gray paint mixture was airbrushed over the entire model in a series of two or three light applications, slowly building up the color. After being allowed to dry a few hours, the base color was lightened, and then panel fade was applied. The subassemblies were then left overnight to cure. I then picked out a suitable track color, Vallejo Track Color, and painted the tracks. Then

when this had dried overnight, I took Vallejo Dark Rubber and painted the rubber rims of the road wheels. I took this same Dark Rubber paint, and utilizing a small piece of sponge, proceeded to “chip” the paint of the vehicle. I then took the Track Color and used it to add a difference color chipping effect and worked particularly hard around the area of the engine exhaust on the left rear fender.

The model was then airbrushed with Tamiya X-22 Gloss Clear and left to cure overnight. The two decals were applied and left to dry overnight, and then some light coats of X-22 Gloss Clear sprayed over the decals to seal them. Another 24 hours to allow the clear coats to securely cure, then it is time for the “wash” to highlight the detail. A suitable color of dark brown oil paint was put on a piece of cardboard from a thick sided box, to wick off the excess linseed oil, and then the paint was mixed up with some odorless mineral spirits. The mixture was applied with a small tipped brush, and then left to dry overnight. A number of Q-tips were dipped in odorless mineral spirits, and the excess “wash” was removed from the model. Once I was satisfied with the look of the “wash”, I left the model alone for three days so that the oil wash dried thoroughly. I then airbrushed all the subassemblies with my favorite matt clear coat, AK Interactive’s Ultra Matt Varnish. This was then left to cure for 24 hours. I then got out my set of Lifecolor acrylic Rust “Washes”, and added a little rust around the engine exhaust, the tow cables, and a few other random places, just to add a little color to the project. Finally, I mixed up some Tamiya XF-57 Buff, suitably thinned, and applied some heavy road dust around the road wheels, lower hull, and front and rear of the hull, and then a thinner general dusting over the entire model subassemblies.

I then put the turret atop the hull and I was done.

To summarize: this kit is NOT for those with weak backbones!

There are literally a thousand parts to this kit, a good number of them being photo etched brass, and some of these extremely small. I would however recommend this kit unreservedly to a modeler who has a number of models under their belt and is fine working with photo etched brass. The journey to completion of this kit was for me a fun, if challenging one, and at the end of the adventure I ended up with a superb model of a Tiran 4 for my Middle East Wars collection. My thanks to MiniArt for providing IPMS USA with the opportunity to review this superb kit.

~~Hurricane Bookshelf~~ Modern Movie Review: Monumental Good Guys

by Scott H. Kruize

George Clooney wanted this movie made. I base this brilliant insight on my formidable powers of analysis and deduction, which noted that Mr. Clooney:

- co-wrote the screenplay from the original nonfiction book, and
- co-produced the movie, and
- assigned himself the role of the leading character, and
- Directed!

The Monuments Men was released in February 2014 and I can't now come up with any plausible reason why I didn't dash out to see it back then. The Web site BoxOfficeMojo says it cost approximately $70 million to produce, and pulled in $78 million in ticket sales domestically, with the worldwide total for the whole year 2014 at $155 million. Now it's out on DVD for home viewing, which is how my wife and I were able to watch it over the weekend. I've no idea how much the money made in video media sales compares to the return from the theatrical run, but I suspect this movie has managed to make a few more bucks. Perhaps it will make a few more, from you people reading this review.

The movie was well-crafted in every way. I can't think of any element that could be improved: not with better pacing or editing, not with spending a whole bunch of money on spectacular CGI special-effects, like explosions or big pitched battles. The cast was just fine, mainly portraying aging academic types too old to actually fight the Nazi German war machine with M1 rifles and bayonets, but willing to go into the combat fray to try to save some international valuables.

We can't help but radiate mental support while Clooney's character tries to convince the President and his high military advisers that Western civilization has things worth saving. Among them are the centuries-long accumulation of fine art, and by implication, our culture's ongoing motivation and desire to craft, preserve, and appreciate representations of beauty – which we Americans share.

Matt Damon plays one such academic. His first major assignment, when the team gets to the European continental mainland, is to get help. The competent French office manager, played by Cate Blanchett, had the rotten job of helping catalog and administer all the artwork in France that the Nazis appropriated. Much worse was when the war turned against them and all the art was packed into a train bound for the Third Reich Fatherland. She knows its exact destination, but her bitterness produces such cynicism that she won't reveal it to Damon's character. He must only be after the stolen goods to steal them again for New York's Metropolitan Art Museum.

The movie didn't require a large budget for spectacular fiery CGI effects because there just isn't very much fight'n 'n shoot'n in the screenplay. The only explosion that I recall was when the team encountered a blocked-up mine shaft that had to be opened in a hurry. They blow it with a small, controlled, industrial charge. And there's next to no gunplay. One opportunity for such is lost when the Bill Murray character demonstrates his preference for exchanging cigarettes among opposing combatants, instead of small arms fire.

But there are still a couple of small, but sharp, outbreaks of flying bullets. There's a reason U.S. Army bigwigs warn Clooney's character that his requested assignment will be dangerous. The team doesn't make it entirely intact through to the German surrender.

There's a few crumbs tossed to us modelers. There's an airfield scene where DC-3s in their military C-47 colors, complete with invasion stripes, are boarded by members of the team. Later, on the roads, they encounter various vehicles, some armed and armored. (You'll have to let our AFV-modeling officers, Andrew and Eric and their supporters, provide identification.) A De Havilland Tiger Moth flies through the kind of sky scene none of us can ever tire of, even though we feel the war is going on just below the tranquil twilit sky. And for railroad buffs, there's a dramatic scene where the big black locomotive pulls out of the Parisian train yard on its sinister criminal mission. At night, of course!

Semi-spoiler Alert: after several plot twists, there came a point where I said to my TV screen “We're NOT all crooks!” - and Blanchett's character finally agrees to help.

Her help makes a big difference. After many other scenes, towards the end is one where Clooney's character interviews 'her' German officer: the one that ran the high-level stolen art office in Paris. The now-captive man suggests non-Jewish Americans should be

grateful for what he and all the Nazis have done. Clooney's character replies with a tiny monologue: how he'll soon return to his favorite little bagel café in New York, run by a Jewish neighbor. One morning, he'll read a short article, buried deep in the New York Times, about how that German officer was hanged for his crimes against humanity. And when that happens, our hero will serenely finish his coffee and toasted bagel, turn his mind to nicer things, and never think about such a person, or his crimes, again.

I'm glad I saw this movie. I hope Mr. Clooney got as much satisfaction from making his movie as I got from watching it. My wife liked it, saying it gave a patriotic uplift. Only vaguely did I know a bit about Allied attempts to recover looted artwork from Nazi hiding places. The efforts were not entirely successful: some of the art was lost, some deliberately destroyed. Some was 'recovered' from the Nazis, but by equally dirty hands - other thieves, even those most superficially respectable. Some of the art may yet be out there, hidden so well that only mildew and mice have found it. Some was grabbed by invading Soviet forces, not for their cultural and aesthetic value, but merely as war reparations. Their advance provides the movie's tense cliffhanger finale. Our fearless team has to spirit away the last priceless artwork as the Red Army drives up the road!

The rescue work of the 'Monuments Men' – and others, including many from other Allied countries—may not have been totally successful, but the effort was worth it, and this account of the attempt is worth watching. It shows Americans – with the help of an Englishman and a Frenchman — at our actively idealistic best!

Yahoo! News Group Members Tackle Acrylic Flatness

compiled by Scott H. Kruize

Our newsgroup had an exchange about acrylics that give a flat finish. It always seems that such discussions highlight strengths and weaknesses of one product compared to another, and contrasts one user's experience to another's. Many of our group likely relate to earlier use of Dullcote. Like Tim, I used Testors' Dullcote. More recently, Floquil's Flat Finish from its Railroad Colors series. If the latter is applied sparingly, it gives less of the effect of 'graying out' the underlying colors. Still, the two formulations are probably similar, especially as the bottle says Floquil is owned now by the Testor Corporation. Not bad results, but participants in the exchange want to get away from lacquer-based paints altogether. We're trying to adapt to water-based acrylics, the least poisonous or dangerous of available finishing chemicals.

The exchange was started by Tim Nelson, a.k.a. RocketMan:
I've used Testors Dullcote for years with ease and success. However, I've been migrating away from "solvent" paints in recent months. I've been pleased with everything about Mission Models paints except for their clears. Gloss is an issue but my immediate crisis is flat. I hear mostly good things about Vallejo flat varnish – would like to know more from the personal experience of anyone that has used it and their methods. My main interest is airbrushing, but any hand painting testimony welcome as well. Any other acrylic brands that provide good flat results with relative ease of use?
Thanks in advance… Cheers, Tim

Our IPMS Prez responded first:
Hello Tim: I have used Vallejo matt clear with good effect. If you want the flattest of the flat, then AK Interactive's Ultra Matt Varnish is second to none. I airbrush it straight from the bottle, no thinning whatsoever.
Cheers, Andrew

Woody Yeung: Gloss: Pledge Floor Gloss "Future" (Cheap and easy, they keep changing the name)

Flat: "Future" with Tamiya Acrylic X-21 Flat Base (Works well, but need to spend some time to add the right amount of the flat base to get the right flatness. Adding too much flat base gives a cloudy finish. Once you get your mix right then it's pretty easy to spray.)

Tim came back with:
I've never had any success spraying Future. I only use it for local area treatment or canopies. My "go-to" gloss for years was Duracryl lacquer. Great results but I'm moving away from solvents. I'll revisit Alclad aqua gloss tonight. I set that aside when Mission gloss came out - perhaps too soon. I'm going to try Vallejo satin for the dull side. Thanks

Jacob Russell: Gunze clear flat with their Flat Base added dries dead flat, like Humbrol enamel flat. Otherwise, it dries semi-gloss.

Our Vice-Prez Eric Christiansen: I'm ...completely satisfied with using Vallejo Matt Varnish - I'll let you know more when I get back if you can wait. While I was flying out, not only did I experience a touch and go in Atlanta (Delta 737-900?) for the first time in my life, but also my dear new bride bought us a house in Kirkland. See what happens when you leave for a few days?

[Proof once again of my assertion that all of our modeler interactions are Intellectually Stimulating, Culturally Broadening, and Morally Uplifting! – SHK]

Woody wanted some Duracryl and TimN said:
I have about 5% left of a can of Duracryl I bought in 2000. You can have it if you want it - cancer in a jar!

And Woody said: Hi Tim, thanks! It would be great if you can bring it to the meeting this Saturday. I figure cancer will eventually get me, but that's okay. I've already outlived my dad.

[What'd I just now say? I.S., C.B. And M.U.! SHK]

TimN re-entered the exchange, to finish it with an update:
Tried Vallejo Satin Varnish with associated thinner and flow enhancer. Simple and worked well.
"To have fun is not easy." – Gunji-san. Cheers, Tim

Tamiya 1/48th Scale British Tank Churchill Mk.VII Crocodile

by Andrew Birkbeck

The British Churchill tank was one of the most important tank designs introduced by the British after the start of the Second World War. Following the collapse of the French armies at the hands of the invading Germans utilizing Blitzkrieg tactics, British forces lost most of their front line military equipment in France in May 1940. The British reevaluated their previous views on the purposes and uses of tanks following these losses, and came up with more modern designs, the Churchill tank being a prime example. It was heavily armored, and with the introduction in 1943 of the Mk.VII, better armed, sporting as it did a 75mm main gun capable of firing both high explosive and armor piercing rounds. In preparation for the D-Day Invasion in June 1944, various "specialized" tanks were dreamed up, including a flame throwing version of the Churchill, named the Crocodile. This new Tamiya kit provides parts for modeling either a standalone gun armed Mk.VII tank, or the specialized flame throwing Crocodile with trailer.

What's in the Tamiya Box

- 5 sprues of injection molded green plastic parts
- 1 bag of black vinyl polly caps
- 1 metal ingot
- 1 small sheet of water slide decals with 2 marking options
- 1 booklet, with 8 pages of black and white assembly instructions covering 20 assembly steps plus a separate double-sided sheet incorporating a markings and painting guide and a short history

Anyone who has built a Tamiya kit in the past two decades or more will be familiar with what comes in the box of this kit: beautifully molded flash free plastic parts, very well detailed, and with no sink marks to be seen. There are however occasional ejection pin marks, most of which are well hidden when construction is completed. There are no photo etched parts whatsoever, so construction of the model can be accomplished without the use of super glue. Tamiya provides the modeler with a near fool proof set of excellent instructions, and if they are followed to the letter, and studied carefully before beginning construction, a drama free modeling project should ensue!

Step 1: Construction starts as most tank models do, with construction of the lower hull. This Churchill kit hull consists of a lower hull plate, and two side hull parts. The latter include all the suspension spring detail as well as the inside road wheels molded integrally. Tamiya continue to utilize a metal weight which the modeler glues into the interior of the hull, but this can be ignored if you wish. Step 2 involves the installation of the front hull glacis plate and the vertical front hull plate, which houses either a machinegun or the flame thrower unit for the Crocodile version. So, the modeler needs to decide which version of the Churchill tank they are building from this Step moving forward.

Step 3: completion of the lower hull, with the addition of the outside roadwheels, which are in two simple but well detailed parts, one per hull side. Another part for the Crocodile version is also installed on the underside of the hull. Step 4 sees the hull rear plate installed, which differs between the gun tank version and the flame thrower version, so make sure you get the correct part installed. Step 5 involves the assembly of the two-part idler wheels, and it is important to mount them the correct way around, so as to have the tracks line up correctly in the next section. Step 6: track installation. Tamiya provides individual links as well as longer lengths of track, and it is critical that one follow the suggested order of installation. Do so, and they should be a breeze to install. The tracks have injection pin marks, but these won't be visible on the completed model. Interestingly, Tamiya has chosen not to have a full set of tracks for this kit. There is basically no top run of tracks, because the kit fenders and side plates hide this area. Later Mark Churchills can be seen minus parts of the fenders, thus exposing the upper run of the tracks. So, any modeler wishing to pose their Churchill this way will need to figure out where to find additional track links. For most modelers, who will build the fenders as they come in this kit, there are no worries. (Steps 7 & 8)

Tamiya provides separately molded shovels, mounted on the rear upper hull, together with separate cables for each side of the hull. The mounts for the shovels are a little chunky, and perhaps could usefully be carved off and replaced by a simple belt and buckle sourced from an appropriate PE set? The tow cables could also use some simple mounting brackets made out of scrap plastic sheet? Step 9 involves the mounting of the rear hull exhaust, and its protective shield. The exhaust of course gets super-hot, and blisters off the paint, and forms a pitted surface that easily rusts. The protective shield could also get very hot with prolonged use, so paint both appropriately.

Step 11: the addition of more parts for the Crocodile version, the articulated hitch on the rear of the hull for attaching the two wheeled trailer that contains the fuel for the flame thrower. Step 12: carefully assemble the front sections of the mudguards/fenders and note for the painting stage that they have rubber areas that need painting a dark grey color. On my kit these parts slipped onto the fenders easily and lined up without hassle.

Steps 13 through 15 involve the assembly of the turret. Detail is good, including the cast metal effect for the turret sides. There are four main parts to the turret, a bottom plate, the turret shell in two parts, and a roof part. There is a four-part turret bin that goes on the rear of the turret and hides the seam joint of the two turret shell parts. Only the commander's hatch is molded to open, and there is a nicely detailed four-part commander half figure for mounting in the turret. The co-axial machinegun needs its barrel opening carefully drilled out for a better look.

Steps 17 through 20 involve the assembly of the Crocodile fuel trailer (and is thus unnecessary if you are building the gun tank). The trailer is nicely detailed for the scale, and the fit of the parts is excellent. There was a sink mark (horrors!) on the upper neck of the tow hitch which needed dealing with, but the section affected was a flat area, devoid of raised detail, so posed no problem puttying and sanding smooth. The trailer wheels are two part and have nice tread and wheel nut detail. My one alteration to the kit detail was the removal of the rear trailer door handles which came as molded on blobs, and drilled some holes and fashioned simple handles from brass wire.

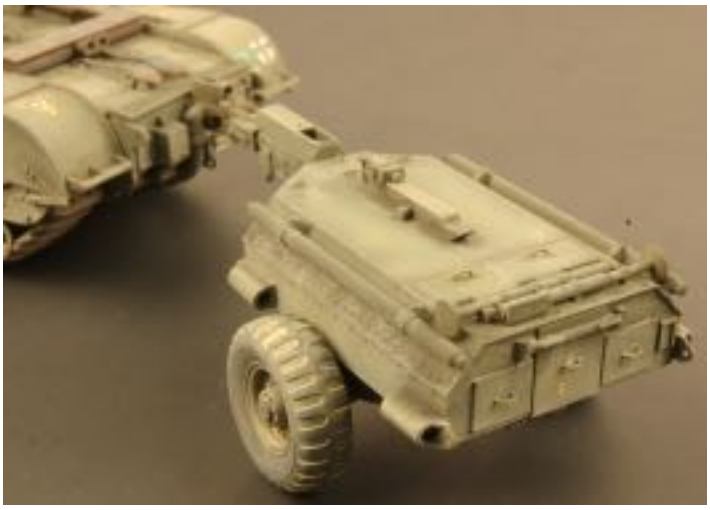
I assembled the kit in five sub-assemblies for ease of painting: hull, turret, trailer, and the two trailer wheels. All the parts were primed with Tamiya's superb Fine Surface Primer: Light Grey item # 87064. When this stuff has cured for a few days, it leaves the parts with an even, super tough initial layer of paint over the plastic, providing all the future coats of paint with a great foundation. Churchills were painted in the British color SCC-15 Dark Green, and Tamiya recommends their color XF-61 Dark Green. I have also seen more complex mixes as follows: Tamiya XF-58 Olive Green:XF-62 Olive Drab, 4:3 Ratio. XF-52 Flat Earth, XF-26 Deep Green, XF-1 Black: 4:4:1 ratio or XF-5 Flat Green, XF-68 NATO Brown, XF-1 Black: 20:6:1 ratio. Whichever mix formula you use, all can be lightened for panel shading with Tamiya XF-60 Dark Yellow. I thin my Tamiya paint with their proprietary brand thinner for excellent results.

Once the main colors had been applied to the kit parts, I airbrushed a few light coats of Tamiya X-22 Gloss Clear in preparation for the decals. The kit supplies two marking schemes, one each for a Churchill Gun tank, the other for a Churchill Crocodile. The Crocodile version of the kit that I built comes with very few decals, which I thought rather boring. So, I simply swapped the decals around, putting the ones meant for the gun tank, on my Crocodile. Sue me. The decals were typical of what one has come to expect from Tamiya over the years: well printed, with everything in register, if a tad thick. But once they were on the kit, and under a few more light coats of X-22 gloss, they were just fine. I then mixed up a suitable "wash" utilizing dark brown oil paint and some odorless mineral spirits and applied this over the turret, tank hull and trailer to pick out the details. This was allowed to dry for three or four days and everything was then sealed with multiple light coats of my favorite clear matt acrylic: AK Interactive's Ultra Matte Varnish.

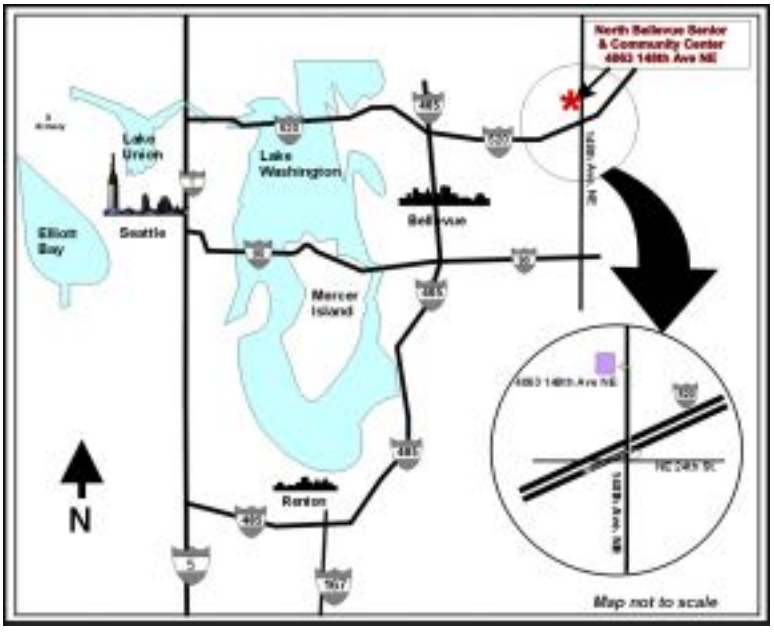
Following the initial matt varnish coat, I took little bits of packing foam that I have saved for such occasions, and holding them with tweezers, dipped a piece into some Vallejo Dark Rubber acrylic paint, wicking most of the paint off on a paper towel and went about "chipping" paint on various parts of the model that were painted green. I took another piece of the foam and dipped this into some Vallejo Track Color and added rust spots to the exhaust parts. I followed up with some Vallejo Rust on the exhaust parts. Finally, I utilized various rust shades from Life Color's acrylic set Liquid Pigments rust colored washes. Using the Life Color rust set, I also placed "rust" on the two cables and other parts of the Churchill hull just to add visual "interest". This included the tracks.

Finally, I decided to add lots of road dust to the vehicle, testing out a new set I picked up, Lifecolor's acrylic Rain and Dust Makeup set in their Liquid Pigments range. I utilized two colors, Road Dust and Light Earth. I applied these in streaks up and down the sides of the tank and trailer, as well as puddling it around detail on horizontal surfaces. I slowly built up the dust and dirt layers over the course of three sessions. Then to finish off the project I airbrushed a couple of light layers of AK Interactive's Matt Varnish to seal everything, topped off with a few light layers of Tamiya XF-57 Buff acrylic paint, highly thinned, and airbrushed over the entire model, and a little more heavily on the lower regions of the vehicle.

I would like to thank TamiyaUSA for providing IPMS USA with the opportunity to review this superb model. It is simplified in certain ways, but generally is a well detailed model, and is an extremely satisfying build. Absolutely zero problems were experienced in its assembly, and I had a ton of fun taking the raw canvas of the plastic parts and turning it into a lovely piece of armored art! I can highly recommend this kit to modelers of every skill level.



Meeting Reminder



Meeting: July 14

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

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